



# NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

Issue: 73

September 8, 2016

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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](#).

## New Jersey Bicycle and Pedestrian Advisory Committee (BPAC) Update:

The date for our next BPAC meeting has been set! Please mark your calendars for:

Thursday, September 22, 2016

9:30 AM - 12:00 PM

Rutgers University

33 Livingston Avenue, New Brunswick

First Floor

Light refreshments and coffee will be served.

**Alan M. Voorhees**  
**Transportation Center**

Stay tuned for additional details and the agenda. To learn more about BPAC, please visit the webpage [here](#).

NEW JERSEY  
Safe Routes to School



[www.saferoutesnj.org](http://www.saferoutesnj.org)

## Bicycle Safety Action Plan Update

Plan now available for public comment!

A public review and comment period is now underway for the draft Bicycle Safety Action Plan (or "BSAP").



The BSAP analyzes bicycle crash trends and current bicycle safety initiatives and identifies a broad range of targeted strategies to improve bicycle safety in New Jersey over the next five years.

[Please navigate to this webpage](#) to access to the draft BSAP and to submit your comments.

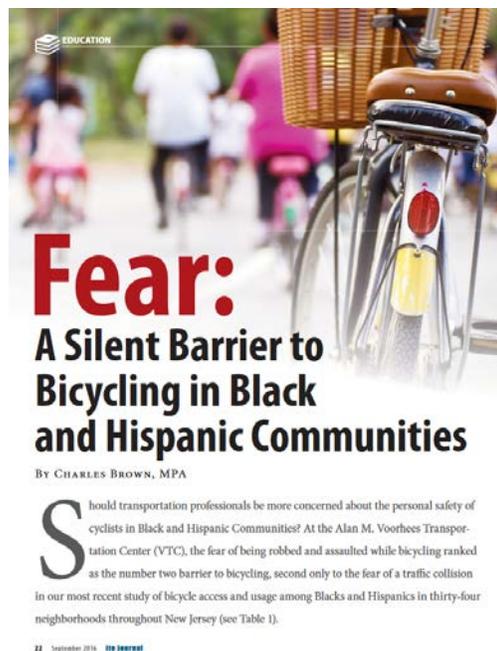
The public review and comment period is open until September 26, 2016. Please be sure to submit all comments by that date.

## ITE Journal Publishes Fear: A Silent Barrier to Bicycling in Black and Hispanic Communities

Article from BPRC's Charles Brown

The September edition of the ITE Journal, from the Institute of Transportation Engineers, includes an article penned by BPRC's Charles Brown.

Titled "Fear: A Silent Barrier to Bicycling in Black and Hispanic Communities," the article states that transportation engineers should pay attention to the personal safety of bicyclists in Black and Hispanic communities. Using data that BPRC collected across New Jersey last summer, Mr. Brown looks at why Black and Hispanic individuals cited personal safety as their number two barrier to bicycling, second only to a fear of traffic collisions. Later this month, BPRC will release a full report detailing the data collected during this project, including additional barriers to bicycling.



Fear: A Silent Barrier to Bicycling in Black and Hispanic Communities, as seen in the September edition of the ITE Journal

You can download a PDF featuring the [entire article here](#).

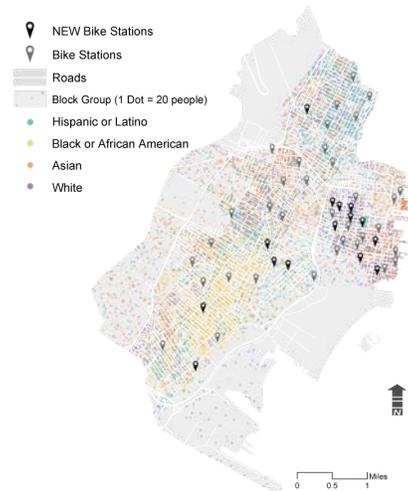
Additionally, you can browse the entire [September edition here](#). The September edition focuses on safety and mobility for all.

# Jersey City's New Citi Bike Stations: How to Benefit All Neighborhoods Equally

A look at income, race, and land use around Citi Bike stations in Jersey City

On July 20, 2016 the Jersey Journal reported the rollout of 15 new Citi Bike stations and 150 new bicycles. The Journal states that of these, nine stations will be concentrated in the Eastern, Downtown neighborhood, with the nearby Bergen-Lafayette neighborhood (in the central West) receiving three stations, and the southernmost Greenville and northernmost Heights neighborhoods acquiring a meager two and one new station respectively. What are the drivers of these station location decisions and what do they mean for the city's diverse communities?

Jersey City Racial and Ethnic Population Dot Densities by Census Block Group



Sources: Citi Bike Online Station Map; City of Jersey City Office of the Mayor, Office of Innovation; United States Census Bureau, American Community Survey 2014; New Jersey Office of Information Technology, Office of Geographic Information Systems

Citi Bike stations plotted against racial and ethnic populations in Jersey City

As it stands, the current Citi Bike system in Jersey City clearly over-proportionally favors the more affluent and White, non-Hispanic Eastern, Downtown neighborhood. The recent addition of 15 new stations likely perpetuates rather than alleviates this bias. However, an overreliance on trip data and the use of an online survey to garner public opinion may have led system administrators to bolster system inequities.

Find out why by [reading the full article here](#).

## New Jersey Ambassadors in Motion hit Bradley Beach

Street Smart Safety Campaign with NJTPA

This summer, the New Jersey Ambassadors in Motion (NJAIM) were busy helping NJTPA in promoting safety in various communities along the New Jersey shore. In Bradley Beach, NJTPA had a professional photographer stop by.



NJAIM team member in Bradley Beach

[Check out this post](#) for some fantastic pictures.

## BPRC - Now Active on Social Media!

Friend and follow us!

We have recently expanded our presence on both Twitter and Facebook!

You can find us at:

<https://www.facebook.com/njbikeped/>

and at:

<https://twitter.com/njbikeped>



Our Facebook page

## Bike/Ped Newsfeed

August 15 - September 1, 2016

[When must N.J. drivers stop for someone in a crosswalk?](#)

August 30, 2016 - NJ.com

"As children prepare to return to classes, with some walking to school, readers had questions about the state law that requires drivers to stop for pedestrians in crosswalks. The questions aren't about whether drivers have to stop, but when? New Jersey law changed on April 1, 2010, requiring drivers to come to a stop for pedestrians in a crosswalk and to remain stopped until they are one lane away."

[Portland's Speed Limits Ignore Cyclists and Pedestrians - But as Road Deaths Spike, That's About to Change](#)

August 24, 2016 - Portland Mercury

"On August 16, PBOT pitched a proposal to the state's Speed Zone Review Panel, a five-member body that has final say in whether speed limits on any road in the state can be changed.

For decades, the state has only analyzed automobile traffic patterns in making those calls. Now, PBOT is arguing that Portland should be looking at more than cars. The bureau is asking to pioneer a new system where it considers the entire road-including how much foot traffic there is, and how closely bikes and cars intermingle-when asking the state to set speeds."

[13-year-old bicyclist dead after being hit by car, police say](#)

August 30, 2016 - NJ.com

"A 13-year-old is dead after a driver hit him while the boy biked in the township Monday evening, police said. Andrew Russoniello, of the Somerset section of the township, was struck around 5:20 p.m. while trying to turn left from Amwell Road onto Elizabeth Avenue, Sgt. Philip Rizzo said."

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

# Complete Streets in New Jersey

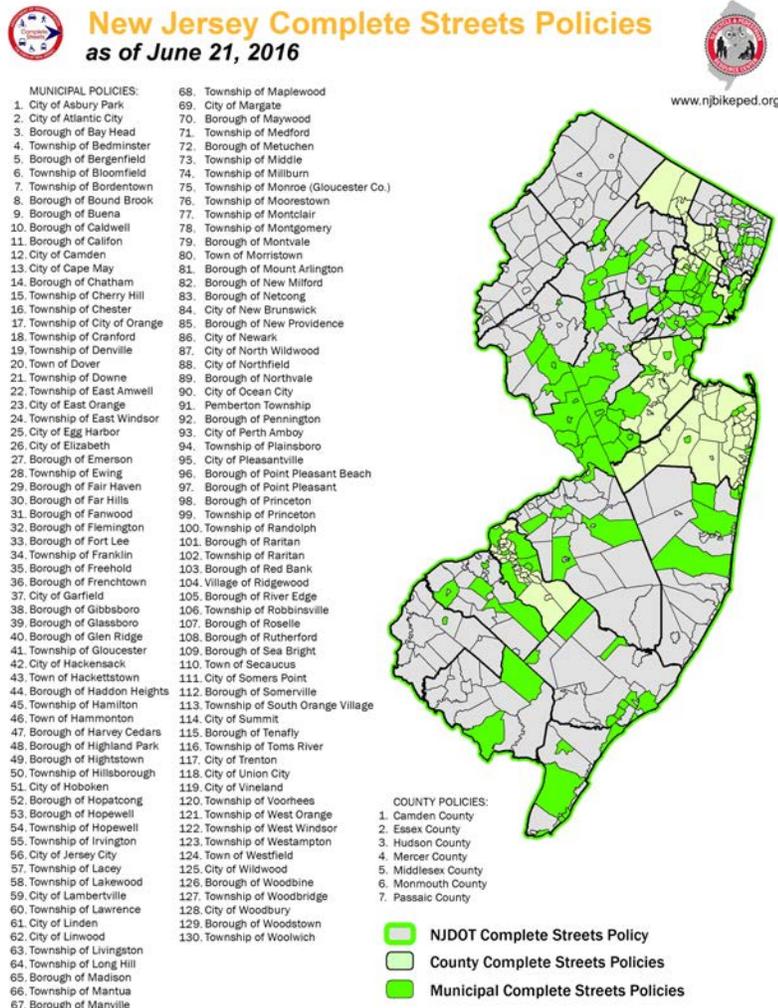
An up-to-date list of Complete Streets policies in New Jersey

There are currently 130 municipalities and 7 counties with Complete Streets policies in New Jersey. The Borough of Woodstown, the first municipality in Salem County to pass a Complete Streets policy, and the Borough of Gibbsboro in Camden County are the most recent additions.



This brings the total New Jersey population living in municipalities with Complete Streets policies to over 3.4 million people, or 39% of the population. Essex and Bergen Counties lead the way with 13 municipalities having adopted policies each, followed by Mercer County with 12.

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



Voorhees Transportation Center, 33 Livingston Avenue, New Brunswick, NJ 08901

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