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 Brunswick Ciclovia wraps up 2016 with its fourth event

Ciclovia returns this Sunday, October 2nd

New Brunswick's free open streets event, Ciclovia, returns this Sunday for its final event of 2016. From 11 a.m. to 4 p.m. on October 2, multiple streets in downtown New Brunswick will be converted into car-free avenues.

Along the route, pedestrians, bicyclists, and everyone in-between are invited to enjoy streets at their leisure. Participants will be able to walk, run, bicycle, skip, roller blade, and simply access major city streets that are normally dedicated to cars. The event creates and celebrates open
The event organizers are hoping for sunny skies, but Ciclovia will take place regardless of the weather.

Please click here for more details about the event.

**E-bikes in New Jersey**

Electric bike usage is on the rise; but NJ laws about them remain unclear

Electric bicycles (e-bikes) are growing in popularity around the globe. They allow riders to travel farther with less effort than a traditional bicycle, making them ideal for commuters worried about looking unpresentable, riders with mobility issues that make traditional cycling impossible or daunting, and delivery workers with long shifts. Using e-bikes for trips usually made by car can decrease emissions of greenhouse gases and particulate matter; they fit in with national efforts to live greener and healthier lives.

Why are they slow to catch on in the United States? It may have to do with our legislation and regulations, which have been slow to adapt to changing technologies.

In New Jersey, e-bikes need to be registered with the Motor Vehicle Commission, but they cannot be registered due to their electric motor. This leaves e-bikes in a legal gray area.

Find out more by reading the full article here.

**Downtown Trenton Bicycle and Pedestrian Plan**

Plan to be incorporated into upcoming Trenton 250 Master Plan

The Delaware Valley Regional Planning Commission has published the Downtown Trenton Bicycle and Pedestrian Plan in collaboration with the City of Trenton. The plan is intended to guide and influence bikeway policies, programs, and development standards. The
goal is to make bicycling in downtown Trenton safer, more comfortable, convenient, and enjoyable for all bicyclists. The ultimate goal of this plan is to increase the number of persons in Trenton who bicycle to work, to school, for errands, and for recreation.

Please click here to learn more.

Proposed bicycle lanes for Trenton

New Municipal Technical Assistance Program: Safe Routes to Transit

DVRPC is soliciting requests to receive technical assistance

You already know the problems your constituents encounter when they try to walk or bike to the train station. But developing solutions and identifying funding to design or construct those solutions can be intimidating. DVRPC's Safe Routes to Transit (SRTT) program can help identify potential improvements in your community, navigate the complex funding process, and bridge the gap between idea and implementation.

SRTT is a new program offering technical planning assistance to counties and municipalities as they develop projects that enhance bicycle and pedestrian access to rail stations. DVRPC will help counties or municipalities shape and/or perform planning-level design on these projects in order to strengthen applications to competitive funding sources.

The Commission invites counties and municipalities within the region to submit an online application identifying weaknesses in the transportation network that impede pedestrian and bicycle access to train stations. DVRPC will evaluate and select candidate stations based on these submissions and on the project sponsor's demonstrated commitment to pursue final design and construction immediately following DVRPC's study.

Head to the DVRPC website for more information.

Bike/Ped Newsfeed

September 1 - September 30, 2016
Road Warrior: Road deaths take an alarming turn
September 15, 2016 - Northjersey.com

"With the help of seat belts and other technologies, road fatalities have been falling as steadily as autumn leaves for nearly half a century. So some folks were surprised last month when federal authorities announced that this trend had reversed course by more than 7 percent last year for the first time since 1966. What happened? Why are traffic deaths becoming more commonplace?"

N.J. distracted driving bill isn't about your coffee, frustrated lawmakers insist
September 22, 2016 - NJ.com

"It's the smartphone, stupid. Not your coffee. That's the message experts gave to lawmakers in the state Assembly, where a much-mocked and little-understood distracted driving bill was under discussion Thursday. Hearing expert testimony from both the National Transportation Safety Board and the AAA of New Jersey, it was hard to assign blame for the 8.8 percent increase in traffic fatalities this year to anything other than distracted driving caused by smartphone usage."

Student waiting for school bus clipped by passing truck
September 6, 2016 - NJ.com

"A student suffered a minor injury when she was struck by the mirror of a passing truck as she waited for her school bus Tuesday morning, township police said. The incident happened shortly before 7 a.m. while the 14-year-old Delsea Regional High School student waited for her bus on Tuckahoe Road between Grant and Birch avenues."

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

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

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 Gibbstown 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.

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