



NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

February 24, 2021 | Issue: 121

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](#).

Next BPAC Meeting: March 9, 2021 (Virtual)

Please join us for the first BPAC meeting of 2021.

General Meeting, 9:30am – 12:00pm

The focus of this meeting will be on integrating BPAC with the Strategic Highway Safety Plan (SHSP). To accommodate this, the general meeting will begin at **9:30am**. Subcommittees will meet at 11am using the breakout feature.

[View the meeting agenda \(PDF\)](#)

BPAC is open to everyone.

To participate, please register using the following link:

<https://rutgers.zoom.us/meeting/register/tJYkduqoqjIjGNOIO-a3vvVtmpHQWbZsue3G>

After registering, you will receive a confirmation email containing information about joining the meeting.

To learn more about BPAC, please visit the [webpage here](#).
You can also contact James Sinclair at james.sinclair@ejb.rutgers.edu.



Facing Challenges Addressing Equity in Transportation

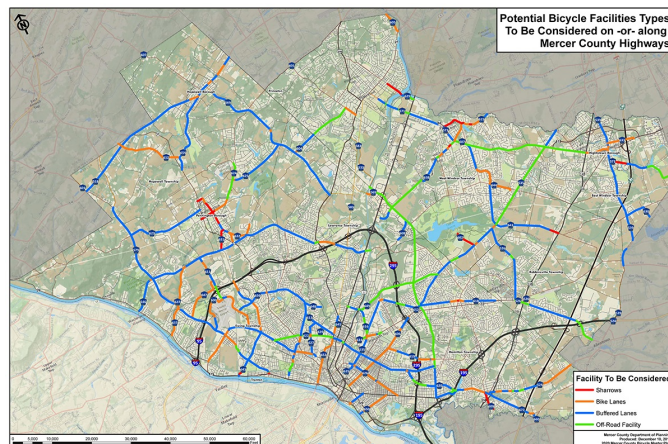
The Biden-Harris administration just appointed what is arguably one of the most diverse and talented United States Department of Transportation (USDOT) teams in modern history.

They are a dynamic group of appointees with federal, state, regional, and municipal experience who have committed themselves, personally and professionally, to equity and inclusion in transportation and mobility. They are as close to a “justice league” as one could expect in the USDOT, and their arrival could not have come at a better time. Nationwide, communities of color—particularly Black and Brown communities—have been bearing the full force of Trump’s anti-environmental agenda, along with police violence and discrimination. And as if that were not enough, while they struggle with the racial and health equity implications of COVID-19, they’re also battling gentrification and displacement, underinvestment and disinvestment in infrastructure, and gross disparities in transportation-related injuries and fatalities.

Recently, many USDOT staff members have worked extensively with local artists to advance racial equity and inclusion in the creation of healthier, safer, and more livable communities. The intentional collaboration between artists and transportation professionals will ultimately lead to a new practice that rejects seeing equity and inclusion as mere aesthetics and pageantry, and instead elevates the virtues of remembering, healing, and co-powering.

Continue reading Charles Brown's article, on *FORWARD*, which dedicated this month's issue to projects that highlight alternative ways of thinking about transportation infrastructure: as space for recreation, reflection, representation, and reconciliation.

A roundtable conversation concerning this subject has also been [uploaded to YouTube](#).



Innovation Spotlight: Bicycle-Friendly Resurfacing in Mercer County

Matthew Zochowski, a Transportation Planner with Mercer County spoke with **NJDOT Technology Transfer** about Mercer County’s Bicycle-Friendly Repaving program to make

roads safer for bicyclists by creating a network of bike routes throughout the County. He drafted the County's [2020 Bicycle Master Plan](#), a sub-element of the Mobility Element of the County Master Plan.

[Visit this page](#) to learn what inspired the bicycle-friendly resurfacing program, what projects have been implemented, what how Mercer County will continue to make their roadways safer for bicyclists.

TRAFFIC ANALYSIS AND INTERSECTION CONSIDERATIONS TO INFORM BIKEWAY SELECTION



FHWA Releases "Traffic Analysis and Intersection Considerations to Inform Bikeway Selection" Guide

The Federal Highway Administration (FHWA) has released a new resource that supplements the Bikeway Selection Guide and is intended to inform mobility, safety, equity, and policy trade-off decisions associated with bikeway selection at intersections.

[View the PDF here.](#)

ON-STREET MOTOR VEHICLE PARKING AND THE BIKEWAY SELECTION PROCESS



FHWA Releases "On-Street Motor Vehicle Parking and the Bikeway Selection Process" Guide

Re-allocating parking spaces for bicycling can be emotionally charged and challenging. The Federal Highway Administration (FHWA) has released a new resource that is intended to inform discussions about on-street parking and bikeway selection.

[View the PDF here.](#)

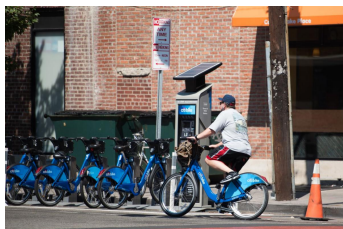


Route 9W Palisades Avenue Project: Public Feedback Wanted

The Route 9W Palisades Ave to NY State Line Project is a NJDOT Concept Development project with the purpose to improve safety and mobility for bicyclists and pedestrians on Route 9W between MP 2.19 and MP 11.17.

Comments on this proposed plan are being accepted until Friday, February 26.

NJ Bike/Ped News Feed January 20, 2021 - February 22, 2021



[Hoboken, Jersey City take final steps toward a merged Citi Bike system](#)

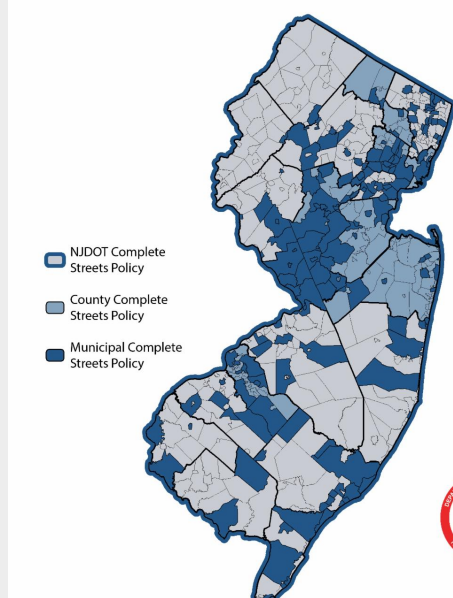


[What We Learned from Tracking Cycling Deaths for a Year](#)



[Why Sweden Clears Snow-Covered Walkways Before Roads](#)

[Click Here for More News](#)



[Click Here for the Complete List of Policies](#)

Complete Streets in New Jersey

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

There are currently **169** municipalities and **8** counties with Complete Streets policies in New Jersey.

This brings the total New Jersey population living in municipalities with Complete Streets policies to over 4 million people, or 46% of the population.

To access the most up-to-date list of Complete Streets policies adopted in the state, click the button!

**Alan M. Voorhees
Transportation Center**



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