



NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

July 07, 2022 | Issue: 139

Dear Readers,

Welcome to this issue of the NJ Walks and Bikes Newsletter, prepared by the New Jersey Bicycle and Pedestrian Resource Center (NJ BPRC) with support from the NJ Department of Transportation. If you would like to learn more about the NJ BPRC, please visit us [here](#).

Register now for the BPAC Meeting on July 27, 2022

General Meeting, 9:30am – 11:30am

The New Jersey Bicycle and Pedestrian Advisory Council is coordinated by the Voorhees Transportation Center, in conjunction with the New Jersey Department of Transportation.

BPAC is open to everyone. To participate, please register using the following link:

<https://rutgers.zoom.us/meeting/register/tJcpd-utrj8uEtyHRuOnu60v34ZgQbiCkUOT>

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.

Work underway to transform abandoned NJ railroad tracks into walking, biking path

Work on a \$20 million project to convert an

abandoned stretch of railroad tracks into a bicycle and pedestrian path that will connect Morris and Passaic counties is finally underway, more than a decade after the start of negotiations on the property.

The federally funded project is expected to be completed in 2024.



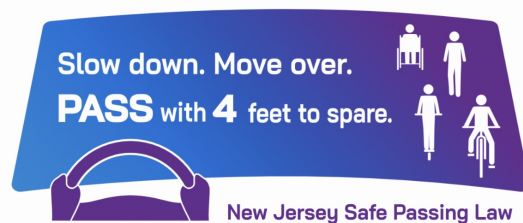
[Click here to learn more](#)



Freehold Approves Sidewalk and Walkway Improvements Using NJDOT Funds

Freehold Borough has recently appropriated \$1.2 million toward sidewalk and pedestrian walkway improvements in the Borough. Of the total funds, \$1.03 million will be covered by grants from the New Jersey Department of Transportation through the NJDOT Local Aid program.

[Read more here](#)



New Jersey Bike & Walk Coalition Launches New Safe Passing Law Resource Center

The New Jersey Bike & Walk Coalition has launched a new **Safe Passing Law Resource Center**! New Jersey's new Safe Passing Law, which went into effect on March 1st, 2022, aims to prevent the near misses, injuries, and deaths that often occur on our streets. It recognizes that we can make our streets safer by reinforcing the right to the road for people outside of vehicles, changing our driving habits, and normalizing car-free travel. The law underscores the responsibility of all drivers to use caution around vulnerable road users. With one of the strongest and most comprehensive safe passing laws in the county, New Jersey can now better protect its vulnerable road users.

The online Safe Passing Law Resource Center includes information about the law, a social media toolkit to help spread awareness, a Safe Passing Pledge, FAQs, and more!

NJTPA Regional Active Transportation Plan: Submit Public Engagement Opportunities

The **North Jersey Transportation Planning Authority (NJTPA)** is developing a Regional Active Transportation Plan (ATP) that will aim to advance the regional goal of increasing non-motorized travel options by implementing a plan that strategically addresses critical gaps in the regional active transportation network. The planning effort will use outreach and data-driven methods to identify a conceptual regional active transportation network that prioritizes equitable access. To ensure that the ATP reaches a broad audience and priority communities, the NJTPA will be present at several events and locations throughout the region to share information about the plan and gather feedback about active transportation challenges and opportunities.

In an effort to capture the region's many diverse perspectives, the NJTPA is particularly interested in participating in festivals, farmers markets, community gatherings, and other events in communities that have historically been overlooked in transportation planning. Please share any appropriate upcoming public events that you are aware of, including location, date, time and any links to additional information. You can send event details directly to Keith Hamas at khamas@njtpa.org.



From Our Blog: The Impending Shift in Transportation

Transportation trends are changing as gas prices in New Jersey and across the US soar, inflation worsens, and the impacts of the COVID-19 pandemic continue. The cost of living has risen significantly, disproportionately affecting poor, working class, and middle-class families. People are reevaluating their daily activities and changing the way they move from point A to B. We must be prepared to adopt to those changes and make our roadway networks safer for them no matter how they travel.

[Click here to read the full article](#)



Safe Streets and Roads for All (SS4A) Grant Program FY22: Notice of Funding Opportunity

The recent Infrastructure Investment and Jobs Act (IIJA) created the new Safe Streets and Roads for All (SS4A) discretionary program, which aims to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation. SS4A has appropriated \$5 billion over the next 5 years, with up to \$1 billion in funding available in fiscal year 2022. This federal program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Eligible activities under the Safe Streets for All program include developing or updating a comprehensive safety action plan; conducting planning, design, and development activities in support of an Action Plan; and carrying out projects and strategies identified in an Action Plan.

Applications are due by 5:00 p.m. on September 15, 2022. For details, more information, and applicant guidance, visit the [USDOT website](#) or [register for a "How to Apply" webinar](#).

[Click here for more information on SS4A](#)

[Click here to view the recorded webinars](#)



Safe System Approach for Pedestrians and Bicyclists: An FHWA Primer

Released in 2021, this FHWA primer provides transportation agencies with a baseline understanding of the Safe System approach and how it relates to bicycle and pedestrian safety. The Safe System approach holds that deaths and serious injuries are unacceptable while also recognizing that humans make mistakes and that transportation systems should account for human error. It also considers the vulnerability of pedestrians and bicyclists who lack the protection of a vehicle and promotes strategies such as reduced speeds and increased visibility that have significant impacts on the severity of injuries and the likelihood of surviving a crash.

[Click here to read more](#)

Reconnecting Communities Grant Program is Now Open

USDOT is now accepting applications for the Reconnecting Communities Pilot (RCP) discretionary grant program. The application submission deadline is **Thursday, October 13, 2022**.

The \$1 billion RCP Program was established under President Biden's Bipartisan Infrastructure Law. It is the first-ever program to help reconnect communities previously cut off from opportunities by transportation infrastructure, such as highways and rail lines,

through solutions like high-quality public transportation, infrastructure removal, and main street revitalization.

USDOT will host an **“Interested in Applying?” webinar** for prospective applicants on Thursday, July 14 from 12:00 to 1:30 PM EDT.

[Click here to learn more information about RCP](#)

[Click here to register for the webinar](#)

Study Finds Association Between Exposure to Road Traffic Noise at School and Slower Cognitive Development

In a recent study in Barcelona, Spain, researchers observed that exposure to road traffic noise at school, but not at home, was associated with slower development of working memory, complex working memory, and attention in schoolchildren over one year. Associations with noise fluctuation indicators were more evident than with average noise levels in classrooms.

[Click here to read more](#)

BIKE/PED NEWS FEED

[A boy's death launches a movement to end pedestrian and cyclist fatalities in NYC and beyond.](#)

In 2020, despite deepening knowledge about how to build safer streets and a pandemic-related decline in car traffic, more pedestrians in the U.S. were killed than at any time since 1989. At some point, almost everyone in this country is a pedestrian.

[I cursed red-light cameras. Now I embrace them. Here's why. Opinion](#)

A woman died because someone was trying to beat a red light. Had there been a red-light camera at this intersection, it is less likely the driver would have run the light. Vehicle safety regulations have a proven track record. Can you imagine if seatbelts weren't required in cars today? Red light and speed cameras can change driver behavior.

[When a Car Hits a Pedestrian, Don't Assume the Pedestrian Is At Fault](#)

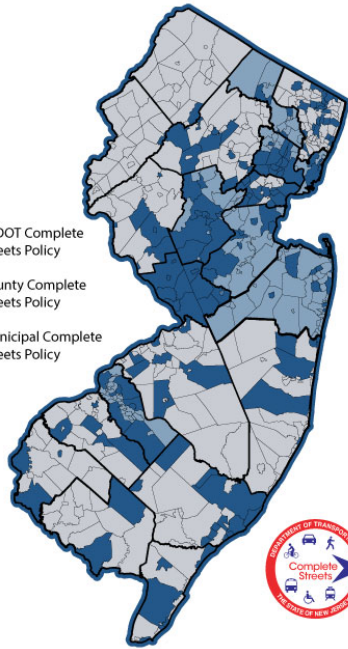
The media should give its coverage more than a shrug. As Zipper writes, “The media’s role in this conversation matters. Public pressure can help push transportation agencies to revise their approaches to road safety, something that the growing death toll suggests is overdue. Media coverage can be instrumental in shaping such pressure, but only if newsrooms dig deeper in their crash reporting and guard against blaming the very people who are getting killed.”

Complete Streets in New Jersey

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

There are currently **173**

-  NJDOT Complete Streets Policy
-  County Complete Streets Policy
-  Municipal Complete Streets Policy



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!

[Click here for the complete list of policies](#)

**Alan M. Voorhees
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[Visit Our Website](#)



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