



# NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

August 18, 2022 | Issue: 141

**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](#).

---

## Federal Safe Streets and Roads for All Resources

The New Jersey Department of Transportation (NJDOT) participated in a webinar, hosted by the Governor's Office on August 1, 2022, on USDOT's Safe Streets and Roads for All (SS4A) Program. SS4A provides grant funds to municipalities, counties and Metropolitan Planning Organizations (MPOs) for safety plans and projects that will help meet the goal of zero deaths and serious injuries on our nation's roadways. Applications are due to USDOT on September 15th.

The webinar featured speakers from NJDOT and the New Jersey Division of the Federal Highway Administration (FHWA), who provided information and answered questions about SS4A and other programs included in the Bipartisan Infrastructure Law (BIL), otherwise known as the Infrastructure Investment and Jobs Act (IIJA).

[Click here for NJ Governor's Office SS4A Webinar Slides \(PDF\)](#)

In case you missed it, the New Jersey Bicycle and Pedestrian Advisory Council (BPAC) hosted a special BPAC webinar on July 27th, 2022 which discussed the new funding opportunities in the Bipartisan Infrastructure Law/IIJA, including NJDOT's TA Set-Aside Grant, USDOT's Reconnecting Communities Pilot (RCP) Grant Program, and USDOT's Safe Streets for All (SS4A) Grant Program.

[Click here for BPAC Webinar Slides \(PDF\)](#)

---

## **Join us for the BPAC Meeting on September 28, 2022**

### **General Meeting 9:30am – 11:30am**

The New Jersey Bicycle and Pedestrian Advisory Council (BPAC) is coordinated by the Voorhees Transportation Center on behalf of 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/tJwuc-ihqDwsGtGxzVAD-bFDEhu3Ejy5uUXK>

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](mailto:james.sinclair@ejb.rutgers.edu).



### **From our Blog: ZERO Roadway Fatalities in Hoboken for the Last Four Years!**

Imagine a place with no roadway fatalities, where children and seniors can safely walk on the streets. There is a place in New Jersey that has achieved the Vision Zero goal of no traffic fatalities for four consecutive years: Hoboken. Located directly across the Hudson River from New York City, this city of about 60,000 people exemplifies what can be achieved when a community focuses on eliminating roadway fatalities.

Hoboken has adopted and aggressively implemented countermeasures that are proven to make travel in cities safer for everyone: high-visibility crosswalks, bike lanes, raised intersections, bus lanes, and curb extensions. These measures not only cost relatively little and can be implemented quickly but can also have a significant impact on reducing the frequency and severity of crashes on our roadways.

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

### **Walkable Community Workshop - Seaside Heights**

Tuesday, August 23, 2022, 1:30 pm to 4:30 pm  
Community Center, 1000 Bay Blvd., Seaside Heights

*Seaside Heights wants to make Central Avenue safer! Attend the workshop to learn*

*about Complete Streets and join the team as they audit existing conditions along Central Avenue, between Porter Avenue and Sheridan Avenue.*

To register for this workshop, visit:

<https://go.rutgers.edu/seaside>

A Walkability Workshop engages borough employees, residents, and businesses on issues regarding walking and biking. After learning about what to look for, workshop participants will walk a half-mile corridor assessing their existing streets and sidewalks and identifying issues to overcome to ensure safer and more welcoming conditions for pedestrians and bicyclists.



After the workshop, a report will be prepared with recommendations on improvements to address key locations and issues identified in the workshop.

This effort is part of the Complete Streets Technical Assistance Program, a collaboration between Sustainable Jersey, the Voorhees Transportation Center at Rutgers University, and the North Jersey Transportation Planning Authority (NJTPA). Funded by the NJTPA, the program is designed to support municipal government efforts to advance complete streets initiatives.

---

## Accepting Applications For Local Technical Assistance

Proposals are being accepted for the FY 2023 **Together North Jersey (TNJ) Vibrant Places Program**, funded by the **North Jersey Transportation Planning Authority** (NJTPA).

**Applications are due September 15, 2022.**

The program offers technical support for creative placemaking projects that enable future place-based investments, complementing other local economic development initiatives.

Eligible applicants include municipal and county governments, nonprofit, community-based or non-governmental organizations (NGOs) in the NJTPA's 13-county region. Special consideration will be given to collaborations between municipalities, counties, and NGOs.

Up to four projects will be selected for technical assistance services in the form of staff time from **The Voorhees Transportation Center** (VTC) at Rutgers University and other experts. Projects should be small in scale and must be completed within three to five months and no later than May 31, 2023.

For more information, contact Miriam Salerno at [miriam.salerno@ejb.rutgers.edu](mailto:miriam.salerno@ejb.rutgers.edu)

[Click here for more information on TNJ Vibrant Places Program](#)

---



## Pop-up Bike Lanes Assessed with High-Tech and Low-Tech Strategies in New Jersey

Rutgers University researchers worked with Asbury Park, New Jersey and installed temporary pop-up bike lanes using a combination of high-tech and low-tech strategies. The effort was part of a **micromobility project** the seaside city is working on with Rutgers to increase bike and scooter use in its transportation mix and develop a citywide bike network. The installation covered a two-block stretch that leads to the road that parallels the city's boardwalk. Using traffic cones, stencils, and spray chalk — as well as a pool noodle to maintain the proper distance from the curb — the researchers set up the trial bike lanes in April. They recorded the bike and e-scooter user experience before and after the bike lane installation with eye-tracking glasses and galvanic skin response sensors that record stress levels. The footage and lidar scans allowed them to simulate the on-site micromobility rider experience via a virtual reality headset in a campus VR lab. Traffic camera footage provided further information on interactions among bikes, scooters, cars, buses, and pedestrians.

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

## NEW: Safe System Strategies for Bicyclists and Pedestrians Toolkit

UC Berkeley SafeTREC shared the new [Safe System Strategies for Bicyclists and Pedestrians Toolkit \(PDF\)](#), which provides a starting point for anyone looking to plan a bikeable and walkable community. It lists potential community improvements that can help create a safer community with the Safe System Approach.

A table of potential community improvements have been provided that can help you create a safer community with the Safe System Approach. There are many ways to plan a bikeable and walkable community; this toolkit is just a starting point.

- Bike Parking**  
A designated location for bikes to be safely stored, including bike corrals, bike racks, bike lockers, and other parking options. They encourage people to bike to their destinations because they have a safe place to store them.  
**When to Use:** To encourage more people to bike by providing them plenty of safe ways to park bikes at destinations.  
Encouragement and Education, Infrastructure
- Bike Rodeo**  
An on-bike education event for youth to teach them the skills needed to ride a bike safely. They can include bike safety inspections, helmet distribution to those in need, and teach bike maintenance skills and rules of the road. Rodeos can also include scooters, skateboards, and roller skates.  
**When to Use:** To encourage school children to bike, scoot, skateboard or roller skate to school and educate them on how to do so safely.  
Community Engagement/Partnerships, Encouragement and Education, Safe Routes to School (SRTS), Vulnerable Populations
- Bike Safety Diversion Program**  
A [sponsored program](#) by a local law enforcement agency that offers bike traffic school to remove or reduce a traffic violation fine for people who bike. Attendees also learn bike laws and safe riding skills.  
**When to Use:** To provide a way for people who bike to remove or reduce a traffic violation fine, similar to what is already provided for people who drive.  
Community Engagement/Partnerships, Encouragement and Education, Vulnerable Populations
- Bike Sensor**  
A detector that captures when a bike passes over it to trigger the traffic light. Most commonly, they are either video detectors or in-pavement sensors. In-pavement sensors are often paired with road markings to let those biking know where to position themselves at an intersection to trigger the signal.  
**When to Use:** To prioritize people biking along a roadway and create a safe, accessible path of travel.  
Data, Encouragement and Education, Infrastructure, Vulnerable Populations
- Bike Signal**  
A traffic signal that directs people biking through an intersection and reduces potential conflict with other road users like people walking or driving.  
**When to Use:** To provide dedicated signals for people biking especially on corridors with protected bicycle lanes. By separating their movements from people driving, the safety of people biking is increased.  
Encouragement and Education, Infrastructure, Vulnerable Populations

[Click here to read more](#)

## [Somerset County reopens trail along the Raritan River](#)

Eleven months after the remnants of Hurricane Ida ravaged Central Jersey, the Somerset County Parks Commission has reopened a trail on the banks of the Raritan River. Somerset County is receiving \$1.18 million from the Federal Emergency Management Agency for repairs to the Raritan River Greenway Trail.

## [Future of proposed trail extension discussed by Madison Council](#)

During a recent Borough Council meeting, members of the Madison Borough Council heard both endorsement and opposition to the proposed extension to discuss the future of the Traction Line Trail.

Discussion over the trail extension is expected to continue in the following months. The next Madison Borough Council meeting is scheduled for Sept. 12.

---

## Alan M. Voorhees Transportation Center (VTC): Now Hiring

### Senior Research Specialist

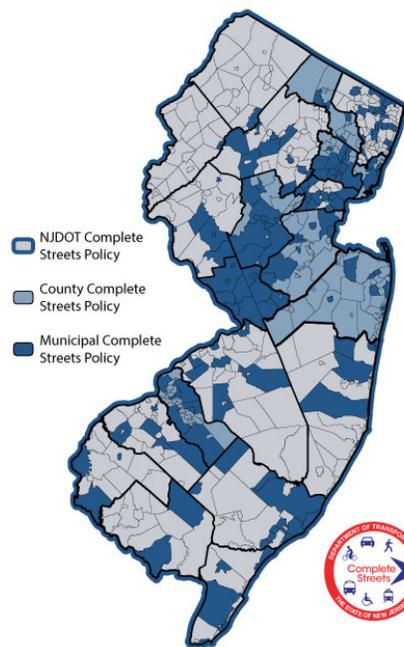
- [Job Summary \(PDF\)](#)
- [Detailed Job Description \(PDF\)](#)
- To apply see [HR website](#) for this position

### Research Specialist/ Research Data Analyst

- [Job Summary \(PDF\)](#)
- [Detailed Job Description \(PDF\)](#)
- To apply see [HR website](#) for this position

### Research Project Coordinator II

- [Job Summary \(PDF\)](#)
  - [Detailed Job Description \(PDF\)](#)
  - To apply see [HR website](#) for this position
- 



[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 **173** 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



Visit Our Website



Voorhees Transportation Center | Bloustein School of Planning and Public Policy | Rutgers, the State University of New Jersey | 33 Livingston Avenue, New Brunswick, NJ 08901

[Unsubscribe james.sinclair@ejb.rutgers.edu](mailto:james.sinclair@ejb.rutgers.edu)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by [bikeped@ejb.rutgers.edu](mailto:bikeped@ejb.rutgers.edu) powered by



Try email marketing for free today!