

# New Jersey Bicycle & Pedestrian Advisory Council (BPAC) 2022 Year in Review



**RUTGERS**  
Edward J. Bloustein School  
of Planning and Public Policy

**December 2022**



## About

The Alan M. Voorhees Transportation Center (VTC) is a national leader in the research and development of innovative transportation policy. Located within the Edward J. Bloustein School of Planning and Public Policy at Rutgers University, VTC has the full array of resources from a major research university on transportation issues of regional and national significance.

The New Jersey Bicycle and Pedestrian Resource Center (BPRC) assists public officials, transportation and health professionals, and the public in creating a safer and more accessible walking and bicycling environment through primary research, education, and dissemination of information about best practices in policy and design. The Center is supported by the New Jersey Department of Transportation through funds provided by the Federal Highway Administration.

Alan M. Voorhees Transportation Center  
Edward J. Bloustein School of Planning and Public Policy  
Rutgers, The State University of New Jersey  
33 Livingston Avenue, Fourth Floor  
New Brunswick, New Jersey 08901

## Acknowledgments

This report is supported by the New Jersey Department of Transportation through funds provided by the Federal Highway Administration. New Jersey and the United States Government assume no liability for its contents or its use thereof.

The authors would like to thank the outgoing subcommittee chairs, Betsy Mastaglio and Jennifer Buison, who chaired the Design & Infrastructure and Safety subcommittees respectively till February 2022 and Sonia Szczesna, who chaired the Policy subcommittee until September 2022. The authors also extend their gratitude towards current subcommittee chairs, Aimee Jefferson and Thom Stead for their contributions to this report.

# What is BPAC?

The New Jersey Bicycle and Pedestrian Advisory Council (BPAC) is coordinated and chaired by the Alan M. Voorhees Transportation Center (VTC), on behalf of and in coordination with the New Jersey Department of Transportation (NJDOT).

BPAC was first established as the Bicycle Advisory Council (BAC) by Governor Thomas Kean in 1985 under Executive Order 101 (see Appendix B). The original Bicycle Advisory Council was tasked with examining the status of bicycling in New Jersey and preparing a report with recommendations for promoting bicycling as a safe and viable mode of transportation. Although initially conceived as a temporary council, implementation of the report's recommendations necessitated the continuation of the BAC to provide guidance, expertise, and track implementation progress. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) established mandatory Bicycle and Pedestrian Coordinators for every state, and in the following years many states created or expanded advisory committees focused on both bicycle and pedestrian issues. In 2004, New Jersey's BAC merged with the New Jersey Pedestrian Task Force to create the present-day Bicycle and Pedestrian Advisory Council.

BPAC is open to everyone, and dates and registration information for upcoming meetings are publicly available on the New Jersey Bicycle & Pedestrian Resource Center website ([njbikeped.org/about-nj-bpac](http://njbikeped.org/about-nj-bpac)) and also sent out in the [NJ Walks and Bikes Newsletter](#). Those who regularly attend BPAC include engineering and planning professionals, bicycle and pedestrian advocates, and staff members from local, county, and state agencies from the transportation, health, environmental, and enforcement fields.

BPAC currently consists of an Executive Council whose members are appointed by NJDOT, three subcommittees (Design and Infrastructure, Policy and Legislation, and Safety), and a general session. The general session and subcommittees are both open to the public and anyone can join. The Executive Council meets separately, but members also attend general BPAC meetings and participate in subcommittees.

## BPAC Purpose and Goals

The core mission of BPAC is to advise, coordinate, and collaborate with NJDOT and other state, regional, and local agencies and organizations on policies, programs, initiatives, and best practices that advance active transportation (including bicycling and walking), transit, and micromobility as safe and essential forms of transportation and recreation for people of all ages and abilities, with a focus on meeting equity, safety, public health, and resiliency goals.

BPAC advises on the implementation of the New Jersey Bicycle & Pedestrian Master Plan, serving as both a resource and key stakeholder in existing and future statewide transportation planning efforts, such as the implementation of the Bicycle and Pedestrian Emphasis Area of the Strategic Highway Safety Plan.

BPAC is also a forum for information exchange, engagement, and coordination among experts and entities across the state, providing opportunities for resource-sharing and education on emerging issues, including access to experts in the field of bicycle and pedestrian safety, education, and design.

The goals of BPAC are to:

- Stay abreast of best practices in bicycle and pedestrian safety, education/outreach, design, implementation and policy
- Foster a collaborative, collegial culture that supports coordination, resource sharing and shared action
- Develop and incorporate an equity framework that guides the Council's membership, structure, and work

- Collaborate with public, non-profit and private partners to support efforts to eliminate deaths and serious injuries to vulnerable roadway users in New Jersey
- Promote the public health, economic and environmental sustainability benefits of active transportation in educational programs and outreach efforts

In addition to its role as an advisory body, the continued existence of BPAC improves New Jersey's standing with organizations such as the League of American Bicyclists and demonstrates the State's commitment to improving conditions for walking and bicycling for people of all ages and abilities.

## 2022 General Meetings

In 2022, six meetings of the New Jersey Bicycle and Pedestrian Advisory Council (BPAC) were convened on the following dates:

- Wednesday, February 2 (88 attendees)
- Wednesday, March 30 (61 attendees)
- Wednesday, May 25 (70 attendees)
- Wednesday, July 27 (70 attendees)
- Wednesday, September 28 (51 attendees)
- Wednesday, December 7 (70 attendees)

All meetings were held virtually using Zoom. At each meeting, NJDOT provided updates on the bicycle and pedestrian planning initiatives with which the Department is involved, including:

- Federal Grants, including Safe Streets and Roads for All (SS4A), Safe Routes to School and the Transportation Alternatives programs
- NJ Strategic Highway Safety Plan (SHSP)
- NJ Safe Passing Law
- NJ E-bike and E-scooter law
- Transit-Friendly Planning
- NJ Safe Routes to School Recognition Program
- NJDOT Local Bicycle and Pedestrian Planning Assistance projects
- Complete Streets and Freight Workshop with NJDOT & FHWA
- New Complete Streets Policies
- NJ Complete Streets Trainings
- NJTPA Complete Streets Technical Assistance
- USDOT National Roadway Safety Strategy
- NJ Trails & Greenways Webinars for 2022
- Bike Month in May
- Changes to NJBPAC
- NJ Safe Routes Academy
- TA Set Aside Grant Training
- NJTPA Regional Active Transportation Plan
- NHTSA Pedestrian Safety Month in October

In addition, representatives from transportation and planning agencies and non-profits from around the State reported on their organizations' active transportation projects. During BPAC meetings in 2022:

- Michael Baker International provided an update on bicycle and pedestrian design guidance for the state, counties, and municipalities to improve the movement, safety, and visibility of pedestrians and bicyclists.

- NJ Division of Disability Services (DDS) at the New Jersey Department of Human Services shared updates on the Inclusive Healthy Communities (IHC) Grant Program.
- NJDOT's Division of Civil Rights and Affirmative Action shared their work on ADA and nondiscrimination.
- NJ Transit's Office of System Safety shared information about NJ Transit programs, including the Pedestrian Safety and Operation Lifesaver programs.
- New Jersey Bike & Walk Coalition made announcements regarding New Jersey's Safe Passing Law.
- SJTPO spoke about their county-wide local road safety plans.
- NJTPA provided updates on their active transportation plan.
- EZ Ride shared their work on a West Orange intersection road mural.
- Tri-State Transportation Campaign provided updates on the RAISE grant application.
- Middlesex County shared news about the launch of their Vision Zero Action Plan (NJ's first county-wide VZ plan).

Notes from BPAC general meetings are available on the New Jersey Bicycle and Pedestrian Resource Center website: [njbikeped.org/agenda-and-notes](http://njbikeped.org/agenda-and-notes)

## BPAC Executive Council

The BPAC Executive Council consists of up to 25 voting members and one chair who may be appointed by the NJDOT Office of Bicycle and Pedestrian Programs Manager as a non-voting member. The members of the Executive Council represent entities with an interest and expertise in bicycle and pedestrian issues.

In 2021, BPAC adopted [new by-laws](#), which expanded the number of seats on the Executive Council to include more diverse representation by a greater number of state and regional agencies. Due to this expansion, as well as the changing professional roles of some of BPAC's members, there are a number of open positions on the Executive Council. In 2023, NJDOT plans to invite representatives from various agencies to fill those open positions.

## BPAC Subcommittees

In every BPAC meeting, except the May and September meetings, time was reserved for BPAC's subcommittees to discuss their work plans in breakout sessions. BPAC's current subcommittees are:

- **Design and Infrastructure**, initially chaired by Betsy Mastaglio, Delaware Valley Regional Planning Commission (DVRPC), for the February meeting and chaired by Thom Stead, DVRPC, for the remainder of the year.
- **Policy**, initially chaired by Sonia Szczesna, Tri-State Transportation Campaign, through the September meeting.
- **Safety**, initially chaired by Jennifer Buison, NJ Transit, for the February meeting and chaired by Aimee Jefferson, North Jersey Transportation Planning Authority (NJTPA), through the September meeting.
- **Education and Outreach**, currently on hiatus pending discussion of future direction.

# 2022 Initiatives and Accomplishments

BPAC meetings serve as a catalyst for making connections between people, agencies, and organizations. Many initiatives sparked through discussions during BPAC meetings are accomplished between meetings. Several BPAC members played leading roles on Strategic Highway Safety Plan actions.

During 2022, BPAC either provided a forum to discuss or helped facilitate the following efforts and accomplishments:

## **Design and Infrastructure Subcommittee:**

- Attendees discussed the following topics in 2022:
  - DVRPC's Trenton Complete Streets design handbook
  - NJ Transit's transit-friendly planning work on Route 9
  - Process for seeking approval for innovative design through MUTCD
  - Bike treatments at highway interchanges
  - HSIP funded bicycle and pedestrian safety projects
  - Rutgers studio implementing a pop-up bike lane in Asbury Park
  - NJTPA's Regional Active Transportation Plan
  - Middlesex's Strategic Plan: Destination 2040, including the Middlesex County Bicycle and Pedestrian Master Plan and Middlesex County Vision Zero Plan
  - NJ Residential Site Improvement Standards (RSIS)
  - DVRPC's EXPO (Experimental temporary demonstration projects/Pop-Ups)
  - NJDOT's Complete and Green Streets design guidance
  - Developing NJDOT-approved guidance for bicycle facilities at interchanges
  - PennDOT Connects bike-friendly resurfacing work in the Philadelphia suburbs
  - Mercer County resurfacing to implement new bike facilities
  - Trenton Bike Plan
- Members contributed to the Strategic Highway Safety Plan inventory of current design guidance best practices.

## **Policy Subcommittee:**

- Members initiated a discussion on bicycle- and pedestrian-oriented changes to Title 39 for Parking Protected Bike Lanes, and Residential Site Improvement Standards (RSIS) that resulted in presentations and two research reports:
  - [Proposed Updates to NJ Residential Site Improvement Standards presentation](#)
  - [Proposed Updates to NJ Residential Site Improvement Standards report](#)
  - [Title 39 and Parking-Protected Bike Lanes presentation](#)
  - [Title 39 and Parking-Protected Bike Lanes report](#)
- Members contributed to the NJ Strategic Highway Safety Plan by providing feedback on action items and reports on:
  - [Automated Speed Enforcement, The State of Knowledge and Implications for Transportation Planning](#)
  - [Vulnerable Road User Laws, The State of Knowledge and Implications for Transportation Planning](#)
  - [Proposed Updates to NJ Residential Site Improvement Standards](#)
- Coordinated with fellow members on Safe Passing Law education and outreach rollout:
  - Distribution of educational materials
  - Opportunities for partnerships
- Discussed legislation relevant to walking and bicycling to review and flag.
- Discussed a pilot program for automated speed enforcement using Safe Streets and Roads for All funding.
- Identified the need for a resource explaining the various policies and legislation in NJ that regulate bicycle and pedestrian transportation issues, including Residential Site Improvement Standards, Municipal Land Use Law, Title 39, the New Jersey Access Code, and the Functional Classification System.

## Safety:

- Coordinated with fellow members on Safe Passing Law education and outreach rollout.
  - Distribution of education materials
  - Opportunities for partnerships
- Discussed the following topics:
  - FHWA's Proven Safety Countermeasures
  - Public awareness of traffic safety issues
  - Safe Streets and Roads for All federal funding
  - Statewide trail crossing safety update (Trail Crossings RFP: [RFP 2022-10 \(state.nj.us\)](https://www.state.nj.us/rfp/2022-10))
  - Updates on demonstration projects in the state, including demo projects for the Essex County 2045 plan and the NJTPA Complete Streets Technical Assistance program
  - Zero Deaths Initiatives across New Jersey and how BPAC might provide technical/data expertise
  - Creation of a unified state, county, and local road safety and maintenance reporting system
- Contributed to the SHSP by providing feedback on pedestrian safety at bus stops study (Transit Equity SHSP action).
- Provided updates and resources on new grants and how to apply to the correct programs.
- Provided input and feedback on Pedestrian Safety Enforcement/Bicycle Safety Enforcement training needs and material updates.

Highlights of important topics discussed in BPAC meetings in 2022 include:

**Special Meeting on New Funding Opportunities:** The July BPAC meeting did not have the usual subcommittee meetings; instead, there was a detailed session on new funding opportunities under the Bipartisan Infrastructure Law (BIL). The session started with an overview of different pedestrian and bicycle safety initiatives in BIL and then discussed in detail the NJDOT TA Set-Aside Grant Program, USDOT Reconnecting Communities Pilot (RCP) Grant Program, and USDOT Safe Streets for All (SS4A) Grant Program. The presentation on New Funding Opportunities is available on the New Jersey Bicycle and Pedestrian Resource Center website: [New Funding Opportunities.pdf](#)

**NJ Residential Site Improvement Standards (RSIS) Support to Strategic Highway Safety Plan:** Corey Hannigan (NV5, formerly VTC) presented information on proposed updates to the NJ Residential Site Improvement Standards. Listed under the New Jersey Administrative Code > Title 5. Community Affairs > Chapter 21 (N.J.A.C. § 5:21), RSIS are statewide requirements for improvements made in connection with residential development, including water supply, sanitary sewers, streets and parking, and stormwater management. The RSIS provides standardized requirements for residential subdivisions and site improvements across jurisdictions to avoid unnecessary residential construction costs, streamline the development application and approval process, and separate policy decisions (such as development review) from technical determinations (such as sidewalk widths). The presentation covered several recommended updates to improve New Jersey's RSIS. Proposed revisions are intended to assist with conversations on how the document might be amended to better enable the implementation of Complete Streets in New Jersey and the reduction of fatalities among vulnerable road users.

The presentation on RSIS is available on the NJ Bicycle and Pedestrian Resource Center website: [Proposed Updates to RSIS.pdf](#)

The report on RSIS is available on the NJ Safe Routes Resource Center: [Proposed Updates to NJ Residential Site Improvement Standards report](#)

**Vulnerable Road User Laws Support to Strategic Highway Safety Plan:** Part of the New Jersey 2020 Strategic Highway Safety Plan (SHSP) involves assessing current practices nationally and providing recommendations for the potential impact of Vulnerable Road User (VRU) Laws as a legal and policy strategy in improving safety for all road users. In BPAC, Policy subcommittee members discussed best practices, research, existing legislation, and information gathered through expert interviews on the development and implementation of VRU laws.



The NJ Safe Routes Resource Center explored the effect of enactment of VRU laws on the victims of road traffic crashes, the inclusion of judicial proceedings to allow for victim's testimony, or the testimony of surviving family members, and enhanced penalties. The report, [Vulnerable Road User Laws, The State of Knowledge and Implications for Transportation Planning](#), can be found on the NJ Safe Routes Resource Center: [Vulnerable Road User Laws, The State of Knowledge and Implications for Transportation Planning](#)

**Automated Speed Enforcement Support to Strategic Highway Safety Plan:** Part of the 2020 SHSP involves assessing current practices nationally and providing recommendations for Automated Speed Enforcement (ASE) in school and work zones to eliminate vulnerable road user fatalities and serious injuries (New Jersey 2020 Strategic Highway Safety Plan, 2020). In BPAC, Policy subcommittee members discussed ASE programs across New Jersey. As an alternative to the red-light camera ban and a strategy for making safer school and work zones, it was recommended that the subcommittee support a pilot program or test period for speed cameras in school and work zones. The goal is to include the program as part of a larger safety initiative such as Vision Zero or Toward Zero Deaths that provides a broad public awareness campaign and puts funding toward signage, media, and infrastructure improvements that promote and support the safety of all road users.

For the Strategic Highway Safety Plan, the Safe Routes Resource Center conducted a review of best practices, research, and legislation and interviewed key stakeholders regarding automated speed enforcement programs across the country. The report on Automated Speed Enforcement can be found on the NJ Safe Routes Resource Center: [Automated Speed Enforcement, The State of Knowledge and Implications for Transportation Planning](#)

**Complete Streets Planning and Design Guidance Support to Strategic Highway Safety Plan:** Peter Kremer of Michael Baker International (MBI) provided an update on Complete Streets Planning and Design Guidance as part of the NJ SHSP Action Item 1.B.1.a. The Action Item is intended to investigate new design guidance for the state, counties, and municipalities to improve the movement, safety, and visibility of pedestrians and bicyclists. MBI conducted one-on-one interviews and roundtable discussions with engineers, planners, elected officials, and advocates. Some of the topics discussed included the NJ Complete Streets Design Guide, related plans and studies, project development, capital programming, zoning, and land development review. The NJ Complete Streets Design Guide is frequently seen as a pattern book of designs. NJDOT is looking to include more guidance on design decisions, such as where and when to calm traffic, roundabouts versus signals, leading pedestrian intervals, and increased flexibility on bicycle facility selection. There was also a desire to include content covering liability, freight, equity, inclusion, sustainability, and resilience. Feedback and findings were incorporated into Complete Streets training materials. The presentation on Complete Streets Planning and Design Guidance Updates is available on the NJ Bicycle and Pedestrian Resource Center website: [Complete Streets Planning and Design Guidance Updates](#)

**Title 39 & Parking-Protected Bike Lanes:** The BPAC Policy subcommittee discussed how to make changes to Title 39 and parking-protected bike lanes. Title 39:4-135 states “bike lanes should be driver’s side of parked vehicles” and “the operator of a vehicle shall not stop, stand or park the vehicle in a roadway other than parallel with the edge of the roadway headed in the direction of traffic, on the right-hand side of the road and with the curb side of the vehicle within six inches of the edge of the roadway.” The Policy subcommittee looked at several potential solutions, including determining whether existing language allows for the “edge of the roadway” to be defined independently of the curb or shoulder to address pedestrian and bicyclist safety. The interest in changes to Title 39 led the NJ BPRC to draft a report discussing potential updates in detail. The presentation and report on Title 39 and Parking-Protected Bike Lanes is available on the NJ Bicycle and Pedestrian Resource Center website: [Title 39 and Parking-Protected Bike Lanes presentation](#) and [Title 39 and Parking-Protected Bike Lanes report](#)

Items and tasks to include in the 2023 work plans were discussed at the December 2022 meeting. VTC staff worked with the subcommittee chairs to identify areas of potential collaboration and coordination between subcommittees in the coming year. Notes from BPAC subcommittee meetings are available on the NJ Bicycle and Pedestrian Resource Center website: [njbikeped.org/nj-bpac-subcommittees](http://njbikeped.org/nj-bpac-subcommittees)



# BPAC in 2023

During the final meeting of the year, each BPAC subcommittee identified potential goals and priorities for 2023.

## *Design and Infrastructure Subcommittee:*

- Work with Jersey Water Works on Green Streets training
- Contribute as needed to the identification of potential guidance for bicycle facilities at interchanges
- Investigate ITS/smart solutions for bicycle and pedestrian safety
- Identify and reach out to potential speakers for presentations on ongoing pedestrian, bicycle, and micromobility safety projects
- Investigate ways to improve equity in bicycle and pedestrian safety projects
- Identify ways to expand trails-related work, including promoting trail towns, improving safety at trail crossings, and exploring ADA compliance for multiuse trails
  - Support NJDOT's trail crossing research as needed
  - Identify ways to connect county trail plans in support of comprehensive regional planning
  - Support future Trails Summits
- Promote last-mile bicycle and micromobility facilities to transit
- Investigate ways to conduct signal timing studies to reduce pedestrian exposure time and explore possible infrastructure solutions
- Work to address concerns related to Quick Build and Pop-up Projects

## *Policy Subcommittee:*

- Find a new Policy subcommittee chair
- Share a policy and legislation tracker for relevant bills in the NJ Legislature
- Research and provide insight into the new federal legislation (BIL/IJJA) and its impact on future policy
- Develop or update a primer about various policies and legislation in NJ that regulate bicycle and pedestrian transportation issues, including Residential Site Improvement Standards, Municipal Land Use Law, Title 39, Access Code, and the Functional Classification System
- Support NJ Strategic Highway Safety Plan Bicycle and Pedestrian Emphasis Area Actions as needed:
  - Develop recommendations for education and outreach on recent updates to laws and regulations related to pedestrians, bicyclists, and scooters - led by Debra Kagan, NJ Bike & Walk Coalition
  - Research best practices for sharing state highway crash data and crash-prone state highway corridors - led by Shazia Khizir, NJDOT
  - Offer support to the Complete Streets Task Force on a Complete and Green Streets Ordinance Toolkit

## *Safety Subcommittee:*

- Engage in additional follow-up with Civic Eye Collaborative on Pedestrian Safety Education and Enforcement (PSEE) and Bicycle Safety Education and Enforcement (BSEE) for revisions and recommendations to update each program (Updates to PSEE & BSEE include recent innovations in technology, addressing equity, and newer motor vehicle laws including the Safe Passing Law and e-bikes/e-scooter laws.)
- Determine items that can support Strategic Highway Safety Plan actions
- Identify ways to create a unified state, county, and local road safety and maintenance reporting system.
- Coordinate with NJ Transit on bicycle and pedestrian integration and bus stop safety
- Determine how best to support Zero Deaths Initiatives throughout the state
- Collaborate with the BPAC Design and Infrastructure subcommittee to incorporate bike-and-pedestrian-friendly designs into upcoming resurfacing projects (An example program is being developed by DVRPC in its Bike-Friendly Resurfacing Program.)

- Support NJ Strategic Highway Safety Plan Bicycle and Pedestrian Emphasis Area Actions as needed:
  - Review existing school zone speed enforcement programs and develop recommendations for New Jersey - led by Mike Morris, NJDHTS
  - Develop guidance for the implementation of a comprehensive traffic safety curriculum in NJ elementary schools - led by Tara Shepherd, goHunterdon

In 2023, BPAC plans to convene six times on the following dates:

Wednesday, January 25

Wednesday, March 22

Wednesday, May 17

Wednesday, July 26

Wednesday, September 27

Wednesday, December 6

In 2023, BPAC will also add new members to the Executive Council, including a representative from the New Jersey Division of Disability Services.

# Member Organizations

BPAC would not be possible without the continued support of planners, public officials, and advocates from across New Jersey. In 2022, representatives from the following organizations offered their time and expertise to BPAC:

## *Federal:*

- Federal Highway Administration

## *State:*

- New Jersey Department of Transportation
- New Jersey Transit
- North Jersey Transportation Planning Authority
- Delaware Valley Regional Planning Commission
- South Jersey Transportation Planning Organization
- New Jersey Division of Highway Traffic Safety
- New Jersey Department of Environmental Protection
- New Jersey Department of Health
- New Jersey Motor Vehicle Commission

## *County/Municipal:*

- Somerset County
- Middlesex County
- Monmouth County
- Morris County
- Passaic County
- Union County
- Hudson County
- Jersey City
- Point Pleasant Beach

## *Private:*

- Michael Baker International
- NV5
- Civic Eye Collaborative
- Sam Schwartz
- Stantec
- Susan G. Blickstein, LLC
- Urban Engineers
- WSP

## *Non-Profit:*

- NJ Bike Walk Coalition
- Bicycle Coalition of Greater Philadelphia
- Tri-State Transportation Campaign
- Cross County Connection TMA
- Greater Mercer TMA
- Hudson TMA
- goHunterdon TMA
- Keep Middlesex Moving TMA
- EZ Ride TMA
- Ridewise TMA
- Avenues in Motion TMA
- East Coast Greenway Alliance
- Sustainable Jersey
- New Jersey Future
- Kean University
- Lawrence-Hopewell Trail
- Sustainable Highland Park
- Asbury Park Complete Streets

## 2022 BPAC By the Numbers:

- **410** attendees across **6** meetings with **50-90** attendees per meeting
- **45** organizations represented

# Appendix A: 2022 Meeting Agendas and Notes

## *Agendas:*

- [February 2022](#)
- [March 2022](#)
- [May 2022](#)
- [July 2022](#)
- [September 2022](#)
- [December 2022](#)

## *Meeting Notes:*

### February 2022

- [General Meeting](#)
- [Design Subcommittee](#)
- [Policy Subcommittee](#)
- [Safety Subcommittee](#)

### March 2022

- [General Meeting](#)
- [Design Subcommittee](#)
- Policy Subcommittee (canceled)
- [Safety Subcommittee](#)

### May 2022

- [General Meeting](#)
- [Design Subcommittee](#)
- [Policy Subcommittee](#)
- [Safety Subcommittee](#)

### July 2022

- [General Meeting](#)

### September 2022

- [General Meeting](#)
- [Design Subcommittee](#)
- [Policy Subcommittee](#)
- [Safety Subcommittee](#)

### December 2022

- [General Meeting](#)
- [Design Subcommittee](#)
- [Policy Subcommittee](#)
- [Safety Subcommittee](#)

# Appendix B: New Jersey Executive Order Establishing the Original Bicycle Advisory Council

## Executive Order 101

Whereas, bicycling is a pollution-free, healthful, energy efficient means of transportation and recreation; and

Whereas, bicycling is recognized by both the State and federal law and the policies and programs of federal, state and local transportation; and

Whereas, according to the State Outdoor Recreation Plan, bicycling currently is, and is projected to continue to be the most popular form of outdoor recreation through the year 2000 when it is estimated that over 282 million recreation bicycle trips will be made annually; and

Whereas, New Jersey has a reputation nationwide as a prime area for bicycling touring, as exhibited by the thousands of people attracted to annual invitational rides; and

Whereas, there are over 20 bicycle clubs in the State which indicates the popularity of the sport; and

Whereas, it is in the public interest of the State of New Jersey to encourage residents to bicycle to save energy, improve the environment, improve public health and to establish facilities and regulations for the safety of participants therein; and

Whereas, it is in the economic interest of the State of New Jersey to encourage nonresidents to visit New Jersey for bicycling tours, races and other leisure activities;

Now, Therefore, I, Thomas H. Kean, Governor of the State of New Jersey, by virtue of the authority invested in me by the Constitution and the Statutes of this State, do hereby Order and Direct:

1. There is hereby established a New Jersey Bicycle Advisory Council.
2. The Advisory Council shall be comprised of the Commissioner of Transportation, the Chairman of the Board of New Jersey Transit, the Commissioner of Environmental Protection, the Director of the Division of Motor Vehicles, the Director of the Division of Travel and Tourism, the Commission of Education, the Commissioner of Community Affairs, or their designees and a representative of the Governor's Office and eight (8) public members with a demonstrated capacity. The chairperson shall be the Commissioner of Transportation, or his designee, and the Department of Transportation shall serve as the lead agency.
3. The Advisory Council shall have the following responsibilities:
  - a. Examine the status of bicycling in the State of New Jersey and make recommendations regarding the promotion of the use of the bicycle as a safe and viable mode of transportation and the development or expansion of programs leading to an improved bicycle environment.
  - b. Study and make recommendations regarding other potential uses and aspects of the bicycle, such as bicycle touring, recreation trails and maps, safety, education, health and fitness, law enforcement, competitive racing, potential funding sources and the promotion of tourism from outside the State.
4. In order to carry out its functions, the Council is authorized to call upon any department, office, division or agency of the State to supply such data, reports, or other information it deems necessary. Each department, office, division or agency of the State is authorized and directed, to the extent not inconsistent with law to cooperate with the Advisory Council and to furnish it with such information, personnel and assistance as necessary to accomplish the purpose of this order.

5. The Advisory Council shall render its findings and recommendations to the Governor within one year after its first meeting.
6. The Advisory Council shall remain in existence until its final report has been issued.
7. This Order shall take effect immediately.

Adopted May 14, 1985