

New Jersey Bicycle & Pedestrian Advisory Council (BPAC) 2024 Year in Review



RUTGERS-NEW BRUNSWICK
Edward J. Bloustein School
of Planning and Public Policy
Alan M. Voorhees Transportation Center

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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.

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Acknowledgments

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The authors would like to thank the outgoing Subcommittee chairs, Thom Stead, Hailey Graf, and Aimee Jefferson, who chaired the Design, Policy, and Safety subcommittees, respectively. The authors also extend their gratitude towards current subcommittee chairs, Michael Dannemiller, Lyndsey Scofield, and Keith Hamas 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/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.

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 mutually beneficial action
- Develop and incorporate a fair 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 benefits of active transportation in educational programs and outreach efforts

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.

2024 General Meetings

In 2024, six meetings of the New Jersey Bicycle and Pedestrian Advisory Council (BPAC) were convened on the following dates:

- Wednesday, January 31st - 57 attendees
- Wednesday, March 20th - 121 attendees
- Wednesday, May 22nd - 70 attendees
- Wednesday, July 31st - 77 attendees
- Wednesday, September 25th - 67 attendees
- Wednesday, December 4th - 65 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
 - Safe Streets and Roads for All (SS4A)
 - Safe Routes to School (SRTS)
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
 - Reconnecting Communities and Neighborhoods (RCN)
 - Transportation Alternatives Set-Aside Program)
- 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
- FHWA Guide for Bicycle and Pedestrian Planning
- New Complete Streets Policies
- NJ Complete Streets Trainings
- NJTPA Complete Streets Technical Assistance
- NJDEP Greenway Program
- Bike Month in May
- NJ Safe Routes Academy
- NJTPA Regional Active Transportation Plan

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 2024:

- 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.
- On behalf of NJDOT's Bureau of Safety, Bicycle, and Pedestrian Programs, NV5 and Michael Baker presented a bicycle and pedestrian planning study in Palmyra, a Complete Streets implementation plan in Long Branch, a bicycle master plan in Paterson, and a Vision Zero action plan in West Orange.
- New Jersey Bike & Walk Coalition provided information on New Jersey's Safe Passing Law.
- NJTPA provided updates on their Active Transportation Plan and newly released Level of Bicycle Stress Map.
- Jersey City presented on their efforts in Designing for Vision Zero.
- NJDEP provided updates on the Essex-Hudson Greenway Project.

Notes from BPAC general meetings are available on the New Jersey Bicycle and Pedestrian Resource Center website: njbikeped.org/nj-bpac

BPAC Executive Council

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

BPAC Subcommittees

Every BPAC meeting includes reserved time for BPAC's subcommittees to discuss their work plans in breakout sessions. BPAC's current subcommittees are:

- **Design and Infrastructure**, chaired by Michael Dannemiller, Middlesex County Office of Planning
- **Policy**, Lyndsey Scofield, City of Jersey City
- **Safety**, Keith Hamas, North Jersey Transportation Planning Authority

2024 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 the 2020 NJ Strategic Highway Safety Plan actions.

During 2024, 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 2024
 - Speed limits and roadway design to better understand the 85th percentile and recent changes to the MUTCD
 - Guidance on improving trails and trail crossings
 - NJ Transit initiatives, including new bike stations at NJ transit stations and the lack of bike racks on some buses
 - COVID-19 impacts and data collection, with analysis of work-from-home impacts on biking and walking and the sustainability of practices like open streets
 - Federal funding and Local Aid
 - Legal issues around bikes and pedestrians
 - Road Diets, specifically public perception of the new Atlantic City Road Diet
 - New pedestrian signal at Route 129 & Lalor Street in Trenton
 - NJTPA Local Safety webinar series
 - NJ Transit Bike Kiosks coming to 5 new locations
 - Route 9 Transit Oriented Development (TOD) enhancements

- Middlesex County’s Greenway Plan
- Expansion of the Safe Routes to School (SRTS) program to include high schools
- Update on the Computer Vision Project
- Presentation on EXPO-Experimental Pop-Ups, an initiative by the Delaware Valley Regional Planning Commission (DVRPC)

Policy Subcommittee:

- Discussed the following topics:
 - New Jersey bills related to active transportation, resulting in a [Legislative Tracker](#) that details the status of current and proposed bills
 - Development of a Transportation Primer outlining the functions of and connections between New Jersey statutes related to transportation, with a focus on those laws relevant to bicyclists and pedestrians
 - Development by NJDOT BPRC of a Micromobility Guide for New Jersey
 - Constraints related to data collection, resources, and grant funding
- Provided updates on the following topics:
 - Various Complete Streets policy adoption and implementation efforts in New Jersey
 - The legislative status of the Target Zero Bill, which was passed and which [Governor Murphy signed on January 13, 2025](#)
 - The process and status of making changes to the Residential Site Improvement Standards (RSIS)

Safety Subcommittee:

- Discussed the following topics:
 - NJTPA’s new [Level of Bicycle Comfort Mapping Tool](#)
 - Developing a New Jersey Trail Crossing Guidebook
 - Examined Crash Data Availability and the Best Practices across the US
 - Jersey City’s Vision Zero plan
 - Overview and general discussion of the Safe System Approach
 - NJ Bike & Walk Coalition’s new SAFE Network
 - Discussion on Safe Streets and Roads for All
 - NJTPA’s Vulnerable User and Vehicle Traffic Counts Viewer
 - [Low-Cost Pedestrian Safety Countermeasures](#)
 - [Life-Saving Lighting: Enhancing nighttime visibility for pedestrian and bicyclist safety](#)

Highlights of important topics discussed in BPAC meetings in 2024 include:

[Walking and Cycling During and After the COVID-19 Pandemic by Dr. Hannah Younes](#)

Examination of how the COVID-19 Pandemic changed the way people travel through two online surveys in the winter of 2020-2021 and 2021-2022. The survey’s 2,400 responses showed the following results:

- Cycling increased during the pandemic due to street closures and pop-up bike lanes.
- Cycling increased the most among the population who began to work from home.
- Those who worked from home were also more likely to incorporate walking in their daily lives.

Questions remain how these trends will be impacted as more people return to the office post-pandemic.

[Burlington County: Downtown Access for Bicyclists and Pedestrians by Mark Morley and Kendra Nelson](#)

Discussion of pedestrian and bicycle use and access in three downtown areas of Burlington County: Maple Shade, Marlton, and Columbus. Examined public outreach efforts and residents' desired improvements for both the Fall and Spring. Recommendations were also highlighted, including restriping crosswalks, installing bike lanes, and building multi-use trails. The closing highlights proposed pedestrian and bicycle facilities for each respective municipality and where the measures should be implemented.

[Navigating Updates to the Public Right-of-Way Accessibility Guidelines \(PROWAG\) by Jeremy Chrzan](#)

An introduction to the U.S. Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG). PROWAG ensures that pedestrian rights-of-way remain accessible and usable for all. It covers topics like pedestrian access routes, pedestrian signals and signs, and street furniture. PROWAG does not include topics like accommodating people with intellectual and developmental disabilities or installing separated bicycle lanes. It also does not go in-depth about how to engage with people with disabilities. The presentation included a discussion on key changes from the Notice of Proposed Rulemaking (NPRM), how PROWAG relates to the Manual on Uniform Traffic Control Devices (MUTCD), and how to create a pedestrian access route.

[NJDOT Bicycle and Pedestrian Planning Assistance Program by Elise Bremer-Nei, Bettina Zimny, and Pete Kremer](#)

An overview of the NJDOT Bicycle and Pedestrian Planning Assistance Program. The presentation highlighted a variety of programs and plans the State of New Jersey has implemented to address bicycle and pedestrian issues, the NJ Bicycle and Pedestrian Advisory Council, and the Statewide Bicycle and Pedestrian Master Plan. The presentation included efforts in West Orange, Hoboken, Newark, and Paterson and a discussion of the state's efforts in completing trail systems.

[NJ TRANSIT Bike Lockers and Shelters by Fred Storey and Paul Mickiewicz](#)

A presentation on NJ TRANSIT's Bike Locker Program, the New Jersey Bike and Walk Coalition's Bike Depot Program, and Oonee Bike Shelters. NJ TRANSIT's program has 350 locations across the state at 35 transit stations with a monthly fee. The NJBWC program provides bike shelters in Summit, Elizabeth, Montclair, and Bloomfield for a monthly fee. Lastly, Oonee Bike Shelters, which can accommodate over 20 bikes or scooters per location, is free for users and provides access via smartphone or key card.

[Outside, Together: NJDEP's 2023-2028 Statewide Comprehensive Outdoor Recreation Plan \(SCORP\) as it Relates to Trails by Mackenzie Piggott](#)

An overview of New Jersey's Comprehensive Outdoor Recreation Plan, "Outside, Together," and how it relates to the state's trails. The six principles of "Outside, Together" include providing high quality open spaces, working towards climate resilience, investing in our open spaces, utilizing technology, ensuring equity in the state's open spaces, and promoting environmental stewardship. The report highlights several findings, including that most outdoor spaces are used to hike or take walks with friends, people value protecting habitats and maintenance of the existing outdoor spaces, and residents want to see more picnic and seating areas, trails, and cooling features.

[Applying for 2025 Federal Transportation Alternatives Set-Aside Program Funds by Julie Seaman](#)

A discussion about applying for funds for the federal Transportation Alternatives Set-Aside program, including an overview of the 2025 grant solicitation. Additionally, the presentation explained project and applicant eligibility and available resources from the state's metropolitan planning organizations (MPO), the NJDOT Local Aid Resource Center, and the NJDOT Safe Routes to School Resource Center.

[NJ DCA Bicycle & Pedestrian Related Initiatives & Services by Samantha DeAndrea and Ramond Joseph](#)

The presentation reviews NJ Department of Community Affairs' initiatives and services related to bicycling and pedestrian issues. The NJ DCA provides the following relevant services: Local Planning Services, Housing and Community Resources, and Disaster Recovery and Mitigation Services. There was also a discussion on Main Street New Jersey, a program designed to promote the historic and economic redevelopment of the traditional main streets in the State of New Jersey.

[New Jersey Bicycle and Pedestrian Master Plan Progress Report by Bettina Zimny and Tiffany Robinson](#)

A presentation on the progress of Phase One of the "New Jersey Bicycle and Pedestrian Master Plan." It included emerging trends in bicycle and pedestrian planning, an overview of previous plans, and a review of other states' best practices for bicycle and pedestrian planning. There was also an overview of the progress of the current master plan, a draft of what the next plan would include, the lessons learned since the original master plan's creation, and what the next steps are.

[Crash Data Availability and Best Practices across the United States by Dr. Hannah Younes](#)

An examination of the availability of crash data across the United States and best practices. It included a discussion of what crash data is available for New Jersey and screenshots of the different types of data available. There was also an overview of crash data for South Jersey, Jersey City, and Middlesex County. Lastly, there was a discussion of opportunities to improve crash data, including ensuring timeliness in reporting, accessibility, and uniformity across the state, and providing complete and accurate information to the public.

[EXPO Experimental Pop-Ups: Inspired Safe Streets, East Trenton Neighborhood by Cassidy Boulan](#)

An overview of EXPO, the Experimental Pop-Ups program by the Delaware Valley Regional Planning Commission. The presentation provided an overview of the Safe Streets project in East Trenton, the progress and lessons learned from current projects, and different design features that promote safer streets. The presentation also included an overview of the Sustainable Jersey Schools Grant Program and other upcoming grant opportunities.

[Ensuring Safety in Micro-Mobility – UL Standards & Engagement by Jennifer Bradley](#)

A discussion on how to ensure safety in micro-mobility travel. It was noted that the majority of micro-mobility riders are urban, young, and male who buy a micro-mobility device due to the convenience and cost-saving features associated with them. There was also a review of how micro-mobility users perceive the risks associated with the devices. Best practices for safely using and storing micro-mobility devices, as well as recent federal and local government initiatives relating to micro-mobility were also discussed.

[Pedestrian and Bicycle Safety Education and Enforcement Review – 2024 PSEE/BSEE Focus Group by Ranjit Walia](#)

A review of the 2024 PSEE/BSEE focus group on Pedestrian and Bicycle Safety Education and Enforcement. The presentation included a historical review and an analysis of both PSEE and BSEE. It outlined how each program works as well as the benefits of and the need for each. Finally, recommendations were provided for both programs, including trainings for planners and engineers, integrating training with existing programs, and providing better marketing.

BPAC in 2025

Items and tasks to include in the 2025 work plans were discussed at the December 2024 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: <https://njbikeped.org/nj-bpac-subcommittees/>

Design and Infrastructure Subcommittee:

- Investigating ITS/smart solutions for bicycle and pedestrian safety
- Looking into how trail-related work can be expanded on (ADA compliance for trails, safety improvements for trail crossings, promoting trail towns)
- Promoting and improving bicycling and micromobility facilities to transit
- Examining how recent changes to the MUTCD impact the 85th percentile rule, level of service, and the ability to reduce speed limits

Policy Subcommittee:

- Prioritization of RSIS
- Continued discussions on e-bike and micromobility safety
- Discussions on roadway width
- Discussions on the 85th Percentile and the new MUTCD

Safety Subcommittee:

- Coordinate with NJ Transit on bicycle and pedestrian safety at bus stops
- Continue discussion on Zero Death initiatives
- Facilitate coordination between counties and municipalities on Safety Action Plans
- Provide updates on different safety programs and projects in South Jersey

NJDOT plans to convene the BPAC four times in 2025:

- Wednesday, March 5th
- July meeting: TBD
- September meeting: TBD
- December meeting: TBD

Member Organizations

BPAC would not be possible without the continued support of transportation professionals, public officials, and advocates from across New Jersey. In 2024 representatives from the following organizations offered their time and expertise to BPAC:

Federal:

- Federal Highway Administration

State:

- New Jersey Department of Transportation
- NJ Transit
- New Jersey Department of Community Affairs
- New Jersey Department of Disability Services
- New Jersey Department of Environmental Protection
- New Jersey Department of Health
- New Jersey Division of Highway Traffic Safety
- New Jersey Motor Vehicle Commission
- New Jersey State Police

Regional:

- Port Authority of New York and New Jersey
- Delaware Valley Regional Planning Commission
- North Jersey Transportation Planning Authority
- South Jersey Transportation Planning Organization

Non-Profit:

- NJ Bike & Walk Coalition
- Bicycle Coalition of Greater Philadelphia
- Avenues in Motion TMA
- Cross County Connection TMA
- EZ Ride TMA
- goHunterdon TMA
- Greater Mercer TMA
- Hudson TMA
- Keep Middlesex Moving TMA
- Ridewise TMA

- Asbury Park Complete Streets
- Bike JC
- Brain Injury Alliance of NJ
- East Coast Greenway Alliance
- Hudson County Complete Streets
- New Jersey Future
- Sustainable Jersey
- UL Standards

County/Municipal:

- Mercer County
- Middlesex County
- Monmouth County
- Passaic County
- Somerset County
- Union County
- Highlands Borough
- Jersey City
- Medford Township
- Metuchen PD
- Pompton Lakes
- Roselle Park
- Union City

Private:

- Arcadis
- Civic Eye Collaborative
- Dewberry
- Enovate
- Greenman-Pedersen Inc
- HBK Engineering
- HNTB Engineering
- McCormick Taylor
- Michael Baker International
- NV5
- Redbeard Bikes
- Sam Schwartz
- Stantec
- Taylor Design Group
- Toole Design
- Urban Engineers
- Van Cleef Engineering
- WSP

***411 attendees across 6 meetings with
50-70 attendees per meeting
47 organizations represented***

Appendix A: 2024 Meeting Agendas and Notes

Agendas:

- [January 2024](#)
- [March 2024](#)
- [May 2024](#)
- [July 2024](#)
- [September 2024](#)
- [December 2024](#)

Meeting Notes:

January 2024:

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

March 2024:

- [General Meeting](#)
- *No subcommittees held*

May 2024:

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

July 2024:

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

September 2024:

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

December 2024:

- [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

Appendix C: Letter from NJDOT Commissioner Hazel Frank Gluck to Governor Thomas Kean, July 1987



HAZEL FRANK GLUCK
COMMISSIONER

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
CN 600
TRENTON, N.J. 08625
609-530-3535

July 1987

Dear Governor Kean:

In Executive Order 101, you directed the New Jersey Bicycle Advisory Council (NJBAC) to examine the status of bicycling in New Jersey and its use as a safe and viable mode of transportation and to develop programs which improve the bicycling environment in this state. In addition, you asked the NJBAC to study and recommend other potential uses of the bicycle, for example, for touring, trails and tourism and to consider safety, education, health and fitness, funding and law enforcement programs.

I am pleased to submit this report, which contains the findings of a study begun in January 1986 and many significant recommendations. The report is the result of serious, cooperative and fruitful study by those who have a public and private interest in the successful implementation of your Executive Order.

Sincerely yours,

A handwritten signature in cursive script that reads "Hazel Frank Gluck".

Hazel Frank Gluck
Commissioner of Transportation
Chairwoman, New Jersey Bicycle Advisory Council

Appendix D: Excerpt from N.J. Bicycle Advisory Council Report, July 1987

The following is an excerpt from the original [N.J. Bicycle Advisory Council Report](#), published in July 1987 under Governor Thomas H. Kean and NJDOT Commissioner Hazel Frank Gluck.

...

THE GOVERNOR'S CHARGE TO THE COUNCIL

In Executive Order 101, the council was directed to:

- Examine the status of bicycle in 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 bicycling environment;
- Study and make recommendations regarding other potential uses of the bicycle and aspects of bicycling such as: bicycle touring, recreation trails and maps, safety, education, health and fitness, law enforcement, potential funding sources and tourism promotion;
- Prepare and submit to the Governor a report of its findings and recommendations.

This report contains the findings and recommendations for the Council and has been prepared and submitted to Governor Kean in fulfillment of his charge.

THE COUNCIL'S APPROACH

The New Jersey Bicycle Advisory Council examined a broad range of bicycle issues, activities, and problems and has recommended in this report a wide variety of programmatic and other solutions which could be affected primarily through governmental action or public/private cooperation.

As established in Executive Order #101, the Council was given one year following its initial meeting to complete its work. The initial meeting of the Council was held on January 24, 1986. Eventually, due to the depth of analysis with which the Council examined the issues, it was determined that additional time would be needed, and Governor Kean extended the time for the Council to complete its work until May 30, 1987, in Executive Order #153.

During 1986 and early 1987 the Council held a series of 10 meetings. The purpose of the meetings was to discuss in detail the various aspects of bicycling in New Jersey, to determine the problems which confront bicyclists and bicycling, and to assess the various potential remedies which would lead to the solution of those problems and encourage bicycling.

...