



NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

December 20, 2022 | Issue: 145

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](#).



NJ Bicycle & Pedestrian Resource Center 2022 Year in Review

2022 was an exciting year for the NJ Bicycle & Pedestrian Resource Center (BPRC). NJBPRC, supported by the New Jersey Department of Transportation (NJDOT) through funds provided by the Federal Highway Administration, was involved in numerous activities and engagement in the past year. From providing technical assistance, such as updating the BPRC website and publishing NJ Walks and Bikes blog articles, to providing education on

new federal funding opportunities and training sessions on Complete Streets, NJBPRC enjoyed many successes. Click below to learn about some of our accomplishments in 2022.

We are grateful to the organizations and individuals who have supported us in 2022 and look forward to continuing to promote active transportation for all in the new year!

[Click here to learn about the accomplishments of the NJBPRC in 2022.](#)

Governor Murphy Announces More Than \$24 Million to Expand Access to Public Transportation and Spur Transit-Oriented Development

On December 12th, Governor Phil Murphy announced critical funding to expand access to safe transportation and enhance areas around public transit facilities across the state. The awards total more than \$24 million across three programs as part of Governor Murphy's Fiscal Year 2023 budget. Read the full press release to learn more about the funding and to see where it has been awarded.

[Click here to read more.](#)

2023 BPAC Dates Announced! **Register now for the Meeting on January 25, 2023 (Virtual)**

General Meeting, 9:30am – 11:30am

Join early at 9:15am for a virtual coffee chat (BYOC- Bring Your Own Coffee)

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. This first meeting of the new year will kick off initiatives for 2023.

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

[**njbikeped.org/join-the-next-meeting/**](https://njbikeped.org/join-the-next-meeting/)

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

Additional BPAC Dates in 2023:

March 22
May 17
July 26
September 27
December 6

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

How to Make Your Own Green Street

Federal agencies are spending billions of dollars

to improve infrastructure as climate change and its effects intensify. This includes fixing pipes, rebuilding drains and expanding stormwater systems. Stormwater runoff is a pressing problem as storms become more intense and rainfall heavier, frequently overwhelming existing systems. Green infrastructure investments can help prevent urban flash flooding, which creates dangerous situations for roadway users. In many cases, the safety benefits can extend year-round as rainwater retention projects can also serve as a traffic-calming measures.

In this article, we look at projects you can do to make your street greener and tackle stormwater runoff issues.



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

Applying Proven Safety Countermeasures to NJ Safe Routes to School Projects

In our October newsletter, we published the first of a series of three articles, cross-posted from the NJ Safe Routes Resource Center Newsletter. Provided below are the second and third articles of the same series on Federal Highway Administration (FHWA) Proven Safety Countermeasures.



Proven Safety Countermeasures in School Zones

The ability of children to safely travel to and from their schools is a high priority for the NJDOT. Safety has long been an issue in school zones where buses, personal vehicles, pedestrians, and bicyclists all share the same space.

In particular, child pedestrians and bicyclists face significant safety challenges when traveling in school zones due to congestion and environmental problems caused by motor vehicle use. This article focuses on different countermeasures and interventions that can be used within a school zone to increase safety for pedestrians and bicyclists, while increasing drivers' awareness of the presence of students.

[Click here to read more.](#)



Safety Benefits:

Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁶

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁶

Implementing Additional Countermeasures to Achieve Safety Goals

This final article in the FHWA Proven Safety Countermeasures series explores additional proven options that can be used to accelerate the achievement of local, State, and National safety goals.

[Click here to learn about bicycle infrastructure, roundabouts, and more!](#)



New Jersey's First Adaptive Mountain Bike Trail Opens for Riders with Mobility Issues

A new trail in New Jersey provides an accessible cycling opportunity for more people to enjoy the outdoors. The Stags adaptive mountain bike trail opened last month at Long Pond Ironworks State Park in West Milford, Passaic County. The trail is the first of its kind in the state, according to Tom Hennigan, president of Jersey Off Road Bicycle Association (JORBA). It was built wider than typical mountain bike trails to accommodate cycles specifically designed for people with mobility issues.

The 3/4-mile-long JORBA project was constructed by King Trail Alliance with funding provided in part by Athletic Brewing Two for the Trails, Fox Factory Trail Trust and the Santa Cruz Bicycles PayDirt program. JORBA is a nonprofit organization that builds and maintains bicycle trails throughout the Garden State.

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



Shared Micromobility Ridership Nearly Doubled in 2021: Report

Shared micromobility ridership in the U.S. nearly recovered to pre-pandemic levels in 2021, according to a report last week by the National Association of City Transportation Officials (NACTO).

People using station-based bikes, dockless bikes and dockless e-scooters in the U.S. last year took about 112 million trips, nearly doubling 2020's ridership of 65 million trips.

Shared micromobility ridership was about 136 million trips in 2019.

Shared micromobility's ongoing recovery and growth are signs that people have permanently adjusted their travel behavior, according to NACTO Executive Director Corinne Kisner. "Shared bikes and e-scooters are embedded within the day-to-day lives of millions of people," Kisner said in a statement.

[Read the full article here.](#)

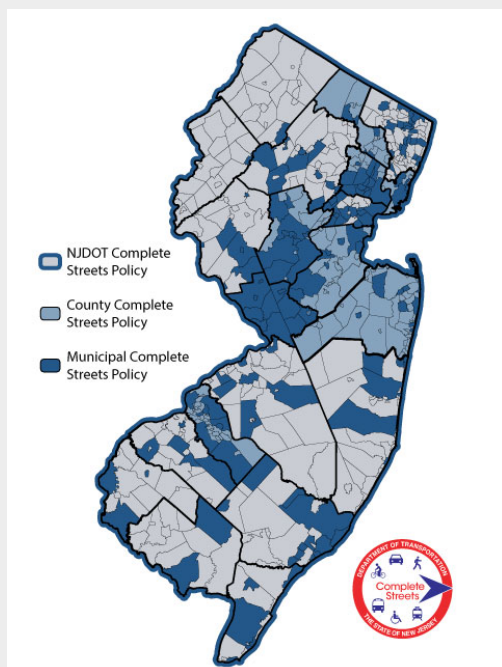
BIKE/PED NEWS FEED



**Safety report card
says N.J. needs speed
cameras to reduce
highway traffic deaths**

**Bike helmets would
become mandatory
in New Jersey under
proposed law**

**NYC to expand bike
lanes, public spaces
in 2023**



[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
174 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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