



NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

March 21, 2023 | Issue: 148

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](#).

Join us for the next BPAC Meeting on March 22, 2023

General Meeting, 9:30 am – 11:30 am

Join early at 9:15 am 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.

[Click here for the Agenda of the Meeting.](#)

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.

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



Did the COVID-19 Pandemic Spark a Bicycling Boom?

During the early stages of the COVID-19 pandemic in the Spring of 2020, there were reports of a surge in bicycling activity. Sales of bicycles increased throughout the world as well as in New Jersey. Reports of shops with no bicycles available were common as they quickly sold existing stock and disruptions in supply chains led to delays in restocking. In some places, bicycles may have been used to avoid being crowded into public transit. The desire for a safe outdoor recreational activity may have been another driver of demand. More importantly, were there any longer lasting effects – did people bicycle more either for recreation or practical purposes?

A study was conducted by Robert B. Noland, Hannah Younes, Leigh Ann Von Hagen, and James Sinclair to analyze travel behavior changes due to the pandemic. They conducted two representative online panel surveys in New Jersey (via Qualtrics). These were deployed in the winter of 2020-21 and again in 2021-22, receiving over 2,400 valid responses from adults in the state of New Jersey. They queried respondents on their bicycling behavior before, during and what their expectations were when the pandemic was over.

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

Federal Grant Coming to Wayne Township For Road Safety Improvements

Representative Mikie Sherrill (NJ-11) applauded the news Wayne Township will be receiving a \$15 million federal grant through North Jersey Transportation Planning Authority (NJTPA)'s FY 2022 Local Safety Program.

With this federal grant, Wayne Township will be able to make significant improvements along 3.22 miles of Valley Road, from French Hill Road to Hamburg Turnpike. These upgrades will encompass 30 intersections with the intention of improving driver, cyclist, and pedestrian safety. The township will build new sidewalks, bicycle lanes, traffic signals, and upgrade pedestrian signals. This grant will fund initial engineering, final design, construction, and inspection services for the entire project.

[Click here to read more.](#)

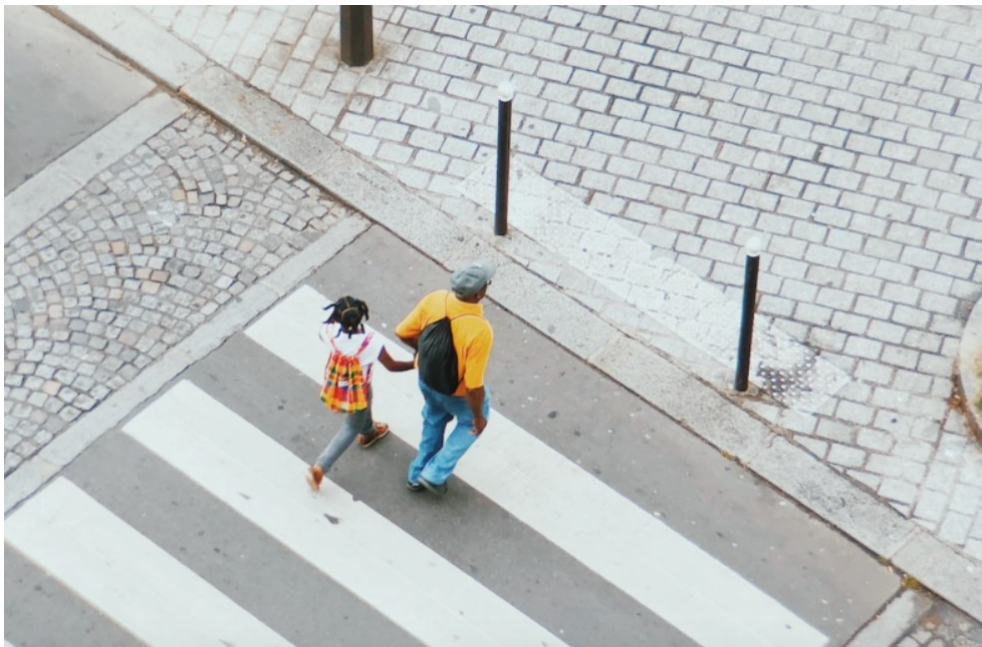


To Build a Healthier City, Begin at the Sidewalk

A new study analyzed Google Street View images of neighborhood infrastructure to explore how the built environment affects physical and mental health. The study was based on an analysis of 164 million Google Street View images harvested from across the US — a vast database of urban, suburban, and rural roadways. Students, from the University of Maryland School of Public Health, trained a computer model to recognize and label various built environment features; the images were then compared to demographic and socioeconomic data from the US Census Bureau, as well as health data from the Centers for Disease Control and Prevention.

Researchers found that neighborhoods equipped with markers of urban development like sidewalks and crosswalks were linked to reductions in obesity and high blood pressure, for example. Similarly, more road signs and street lights correlated with a lower prevalence of high cholesterol and even cancer, as well as reduced depression and smoking.

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



Kids' Psychology Affects How They Behave Around Cars — And Regulators Should Take Note

The National Highway Traffic Safety Administration has taken steps to understand how a wider range of bodies are likely to fare when they're involved in a car crash. But as regulators finally begin to look outside the car, some researchers think it's time they start thinking about our brains, too — particularly when it comes to kids.

Those questions have long been a fascination for Jodie Plumert, a University of Iowa professor who's made a career out of studying the psychology of how pedestrians, cyclists, and other vulnerable road users behave on the road, with a particular focus on the most vulnerable ones of all: children with still-developing brains. In recent years, that interest has taken her into the world of virtual reality. Along with her colleague, computer science professor Joe Kearney, she has asked kids and teenagers to cross countless simulated roads and found that children consistently struggle not just to decide when it's safe to enter the street, but to actually get their little bodies moving.

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



Essex Hudson Greenway project will be a 'transportation masterpiece'

In the future, we will look at the Essex Hudson Greenway in awe: A nine-mile vertical park running from Montclair to Jersey City, passing through Glen Ridge, Bloomfield, Belleville, Newark, Kearny, and Secaucus. The state of New Jersey is taking an abandoned rail line and converting it into a walk and bike trail. When done — and it will take years — it will be a recreation and transportation masterpiece, a source of envy to all.

Once it is completed, the Essex Hudson Greenway will reclaim land that is currently dormant, dilapidated, decrepit and turn it into green space. There will be trails for walkers and bicyclists, and, at various places along the way, there will be bump-outs for parks, playgrounds, scenic vistas, and the like.

Sure, there are obstacles; the question is how to deal with them. While one big obstacle to completing the entire nine miles is getting across the Hackensack River, we could build

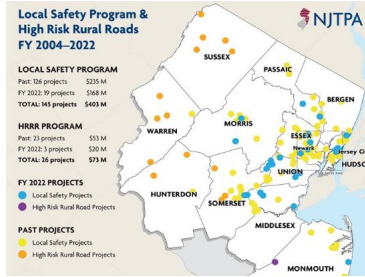
segments when they are ready — as many sections already are. Finishing the entire project may be years off, but with minimal effort, a large portion of it could be ready in the next few years. For many of us, it will be a dream come true.

[Click here to read more.](#)

BIKE/PED NEWS FEED



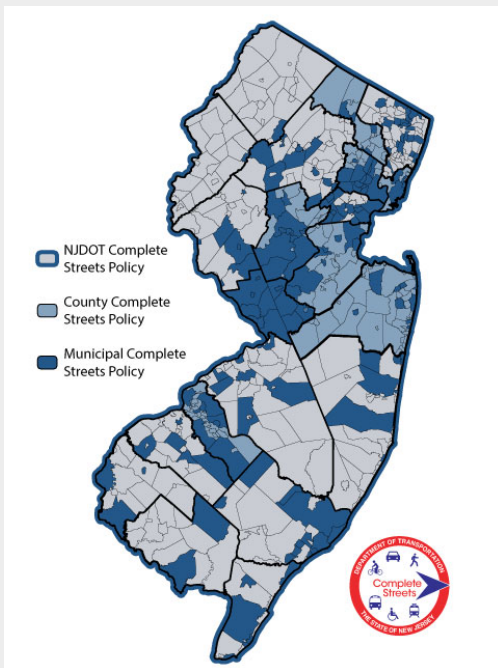
To fight e-bike fires, NY state and city lawmakers crack down on unsafe batteries, chargers



NJTPA Approves 19 Local Safety-Rural Roads Projects for \$188 million



Pedestrian plazas, car-free blocks coming to Broadway in NYC



[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**



[Visit Our Website](#)



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