



NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

March 19, 2024 | Issue: 160

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 20, 2024

General Meeting, 9:30 am – 11:30 am

Register today for a special BPAC meeting featuring a presentation and discussion by Jeremy Chrzan from Toole Design Group about new accessibility guidelines.

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.

There will be no subcommittee breakouts at this meeting. See the March 20, 2024 meeting agenda [here](#).

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

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



Special BPAC Presentation: Navigating Updates to the Public Right-of-Way Accessibility Guidelines (PROWAG)

1.0 AICP credits available

The next BPAC meeting will include a webinar-style presentation by **Jeremy Chrzan, PE, PTOE, LEED AP**, from Toole Design Group. He will provide key insights into the updated Public Right-of-Way Accessibility Guidelines (PROWAG), with brief updates associated with related national guidance documents. The presentation will run approximately 60 minutes plus time for Q&A.

Jeremy is a Professional Engineer with 25 years of experience in transportation, municipal, and site engineering projects. Jeremy leads Toole Design's Multimodal Design Practice where he works to develop and apply best practices to accommodate the safety and comfort of people walking, biking, accessing transit, and driving. He has led the development of various local, state, and national design guidance, and is an experienced street designer on projects across North America. Over the course of his career, Jeremy has designed or reviewed thousands of pedestrian curb ramps, led numerous pedestrian accessibility trainings, and helped to develop and innovate on new pedestrian accessibility guidance.

[Continuing maintenance credits for AICP-certified planners](#)



New Funding Available: DVRPC Regional Trails Program

Funding is available now for planning, design, and/or trails, trailheads, and community connections to trails. Capitalized with funding from the William Penn Foundation, a total of \$2 million is available with maximum awards of \$200,000 in this round of the Regional Trails Program. No match is required.

Applications are due **Friday, May 3, 2024**.

[Learn more and apply at DVRPC.](#)



13th Annual 2024

NEW JERSEY BIKE & WALK SUMMIT



SAFE STREETS & TRAILS FOR AN EQUITABLE AND SUSTAINABLE NJ

NJ Bike & Walk Summit Registration Now Open

Registration is now open for the New Jersey Bike & Walk Summit, which will be held on **May 18, 2024** at Middlesex College in Edison, NJ.

The NJBWC Summit is New Jersey's statewide meeting of bicycle and pedestrian advocates, elected officials and other township leaders, transportation and urban planners, bike shop owners and managers, cycling, walking, fitness and health enthusiasts and experts, recreation, trails and club leaders and others who are interested in making our state a better place to live.

NJBWC is pleased to offer you the opportunity to learn more about current state and federal legal and policy issues affecting your community, make you aware of various public funding sources, enable you to network, identify and develop mutually beneficial relationships that can help your community become more bike and pedestrian friendly and therefore, more livable.

Registration and more information is available at the NJ Bike & Walk Coalition.



20 Years of Complete Streets: Reflections from Barbara McCann

The term complete streets was coined 20 years ago on December 3rd, 2003. That's when, working in the private sector, I wrote a memo to the bicycle community about a series of meetings I organized aimed at finding a better term for what was then called the "routine accommodation" of bicycles into street projects.

The term suggested was "Complete the Streets for safer bicycling and walkable

communities.” This was 2 years before I helped a group of public interest, health, and practitioner organizations form the **National Complete Streets Coalition**. What followed was an effort that collected real-world Complete Streets policies, identified their most effective elements, and helped communities across the country adopt and implement ever-better ways to ensure safety and access for all users in transportation projects.

[Read the full article at Smart Growth America.](#)

Study shows bicycle-friendly cities are safer for all road users even drivers

There are many reasons why safe cycling infrastructure in urban areas is a good thing. It’s good for the local economy, our environment, health, and, of course, it keeps those on the bicycles safe. Turns out, that’s not the end of it. Cities with vibrant biking scenes often boast safer streets for everyone. According to Nicholas N. Ferencak and Wesley E. Marshall, authors of a groundbreaking study, this connection is no fluke.



[Read the full article at Momentum Mag.](#)

Vulnerable Road User Safety Assessments

Each State DOT was required under BIL to develop and publish a Vulnerable Road User Safety Assessment. The Federal Highway Administration (FHWA) has created a single page with links to each State’s report, which identifies high-risk areas for biking and walking and develops a program of projects or strategies to reduce safety risks in these areas.

[Read the NJ Vulnerable Road User Assessment.](#)

[See the full list of VRU Assessments at FHWA.](#)



Safety Behavior and Gender Split Differences in

Micromobility: A Q&A Interview with Researcher

New Jersey has advanced policies, programs, and projects such as complete streets that encourage greater transportation modal choice and less dependency on the single-occupancy vehicle to address climate change and promote mobility and access for all users. The NJ Statewide Bicycle and Pedestrian Master Plan and Complete Streets policy seek to increase connectivity and micromobility safety through road diets and other infrastructure changes. New Jersey Department of Transportation is also sponsoring safety programs that aim to reduce traffic related fatalities. In-depth research that looks at differences across gender, race, socioeconomic status and ability may assist in expanding policies and statewide initiatives that prioritize safety and accessibility for all road users.

This Q&A article has been prepared following an interview with Dr. Hannah Younes, a post-doctoral researcher at the Alan M. Voorhees Transportation Center at Rutgers University, who focuses on cyclists and e-scooter behavioral patterns.

[Read the full article on NJDOT Technology Transfer.](#)



Advocacy in Action: Reflecting on *The Street Project* Screening and Discussion

On Tuesday, February 6, 2024, the NJ Bicycle and Pedestrian Resource Center, sponsored by the New Jersey Department of Transportation, in partnership with the Bloustein School of Planning & Public Policy and the New Jersey Chapter of the American Planning Association, hosted a screening of *The Street Project*, which tells the stories of roadway safety advocates and victims of crashes and their efforts to make American streets safer.

[Read the full blog article here.](#)

2024 NEW JERSEY

SUSTAINABILITY SUMMIT



MAY 3, 2024, 9:00AM - 4:00PM
BELL WORKS, HOLMDEL, NEW JERSEY

The New Jersey Sustainability Summit is an annual one-day forum, drawing change-makers from across the political, private and public sectors. Participants will engage in thoughtful discussions, share best practices, hail the sustainability related work that is currently being done throughout New Jersey and identify areas for future regional collaboration. This year's event includes:

- **Educational Sessions** in community energy planning, electric vehicles, community resiliency, food waste, sustainable land management and lawn care, outdoor learning, and more.
- **Sustainability Exhibit** with dozens of small businesses and organizations to help achieve your goals in energy efficiency, electric vehicle infrastructure, solar, waste reduction, sustainable landscaping, green cleaning and more!
- **Networking** with hundreds of sustainability leaders from across New Jersey
- **Breakfast & lunch** which includes vegetarian, vegan, and gluten-free options.

Secure Your Spot.



Sustainable Jersey Announces March 2024 Sustainability Hero

Sustainable Jersey announced **Leigh Ann Von Hagen, AICP, PP** as their March 2024 Sustainability Hero. Leigh Ann is a managing director and adjunct professor with the Alan M. Voorhees Transportation Center and a founder of the Planning Healthy Communities Initiative at the Edward J. Bloustein School of Planning and Public Policy at Rutgers, The State University of New Jersey. She is a licensed professional planner and has worked in

the transportation planning field for over 20 years with a focus on developing sustainable and equitable transportation and land use solutions for communities.

[Read her profile at Sustainable Jersey.](#)



A Walk in Hoboken: What Makes It Different?

I was hoping to make this trip during a decidedly warmer season, both for my own sake and for the sake of documenting a prettier, livelier city. I wanted to capture tree-lined streets in full bloom, parks buzzing with children, and the volume of people that only sunny days can guarantee.

Then again, today's gray, icy, and windy conditions are actually appropriate if I'm interested in seeing just how successful Hoboken's headline-grabbing interventions have been. Feeling safe crossing the street is a 24/7/365 expectation, not a privilege limited to the warmer months. Those months may showcase the fullest potential of, say, a pedestrian plaza or parklet, but if the sense of safety doesn't translate to grayer days, rainier ones, or even nighttime, then arguably, those interventions aren't enough.

[Read the full article on Strong Towns.](#)

Upcoming Learning Opportunities

FHWA Equity in Roadway Safety Webinar Series

This FHWA webinar series shares equitable strategies and tools implemented by state, regional, and local transportation agencies that can be integrated into programs and projects to close disparities in roadway fatalities on the way to our shared goal of zero deaths. This series will highlight equitable design strategies, delve deeper into equitable data analysis tools, and share promising practices to improve roadway safety for people experiencing homelessness.

Each of these sessions are scheduled from 1:00 PM to 3:00 PM ET.

- **March 27, 2024:** Tools and Strategies for Equitable Design
- **May 22, 2024:** Equitable Data Analysis
- **July 24, 2024:** Roadway Safety for People Experiencing Homelessness

APA and other professional development certifications will be available. Information will be shared during the webinars.

[Register here.](#)

[Learn more about the webinar series here.](#)

FHWA MUTCD Webinar Series

FHWA is hosting two Webinars on the MUTCD 11th Edition, which became effective January 18, 2024.

- The first Webinar was held on **March 6th, 2024**, from 2:00 to 3:30 PM EST, and provided an Executive Summary and General Overview of the 11th Edition of the MUTCD.
- The second Webinar will be **March 28th, 2024**, and will focus on specific provisions of the MUTCD centered on Vulnerable Road Users, including pedestrians and bicyclists, as well as accessibility. Registration is not yet open. Additional registration information will be provided soon.

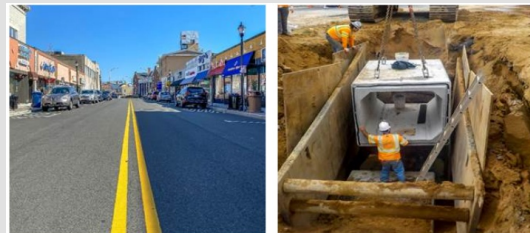
[Check out the MUTCD website for updates.](#)

NJLTAP: Commonsense Solutions to Intersection Problems

Monday, April 29, 2024
Piscataway, NJ (in person)
8:30 AM to 4:00 PM

This course provides participants with a basic understanding of intersection safety issues, "how to" information for common safety tasks and low-cost safety improvements that do not require an engineered design, and background information on safety tasks that do not require an engineer.

This workshop also outlines areas where non-engineers can assist traffic engineers in the safety process and help them to understand when an engineer needs to be consulted to make a safety related change to an intersection.

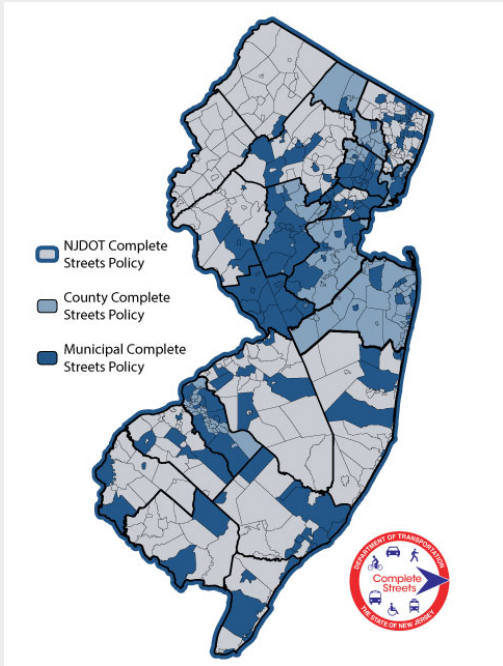


Save the Date: NJ I-Bank 2024 Seminar Series

Thursday, April 18, 2024
Water Bank: 9 AM to 12 PM
Transportation Bank: 1 PM to 4 PM

Tuesday, April 23, 2024
Transportation Bank: 9 AM to 12 PM
Water Bank: 1 PM to 4 PM

[Learn more and register here.](#)



Complete Streets in New Jersey

An up-to-date list of Complete Streets policies in New Jersey

There are currently **178** 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!

[Click here for the complete list of policies.](#)

Alan M. Voorhees Transportation Center



[Visit Our Website](#)



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