



NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

August 29th, 2024 | Issue: 164

Dear Readers,

Welcome to this issue of the NJ Walks and Bikes Newsletter funded by the NJ Department of Transportation. If you would like to learn more about the NJDOT Bicycle and Pedestrian Resource Center, please visit us [here](#).

Join us for the next BPAC Meeting on September 25, 2024

General Meeting, 9:30 am – 11:30 am
coffee chat begins at 9:15 am

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.

The September BPAC meeting will include an update on bicycle- and pedestrian-related initiatives coming from the NJ Department of Community Affairs, as well as a presentation about the upcoming New Jersey Bicycle and Pedestrian Master Plan update.

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 on how to join the meeting.

To learn more about BPAC, please visit the website [here](#).

You can also contact Samuel Rosenthal at samuel.rosenthal@ejb.rutgers.edu

Missed the last meeting?

In our July 2024 meeting, Fred Storey of NJ TRANSIT and Paul Mickiewicz of the NJ Bike & Walk Coalition presented on secure bicycle parking options at NJ TRANSIT stations. A recording of the presentation is available on our [YouTube channel](#).

Watch the presentation on Secure Bike Parking at NJ TRANSIT Stations.

REGISTER NOW!

WEBINAR

Crafting an Effective Complete and Green Streets Policy

Learn how to create and adopt your own custom municipal Complete & Green Streets Policy

TUESDAY SEPTEMBER 17 | 12PM-1PM



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



Webinar: Crafting an Effective Complete and Green Streets Policy

Learn how to create and adopt your own custom municipal Complete & Green Streets Policy. If you already have a policy, learn how to upgrade with **NJDOT's Complete & Green Streets for All: Model Policy & Guide**. This free one-hour webinar for municipal officials, staff, or consultant representatives is sponsored by the NJDOT Bureau of Safety, Bicycle and Pedestrian Programs and the North Jersey Transportation Planning Authority and organized by Sustainable Jersey.

Webinar 1: Tuesday, September 17, 2024, 12:00 to 1:00pm [Register here!](#)

Webinar 2: Wednesday, October 30, 2024, 3:00 to 5:00pm (virtual open house Q&A—come with questions!) – Registration coming soon

[Register here.](#)

From our Friends at the Safe Routes to School Resource Center

NEW JERSEY Safe Routes to School



www.saferoutesnj.org

Back to School with Healthy Habits: Walk and Bike Your Way to Success

Back-to-school season is here. Let's embrace the opportunity to walk and bike to school this fall, fostering healthy habits that set the tone for a successful academic year.

Walking and biking are more than a way to get to school; they're pathways to a world of benefits beyond the classroom, including physical activity, mental clarity, and a feeling of independence that lasts well beyond the morning commute.

[Read the full article at NJ Safe Routes.](#)



NJTPA Launches Survey and Map to Gather Input on Transportation Safety Concerns

Eight counties in the NJTPA region are seeking public input to help them develop Local Safety Action Plans. These plans help county and local governments identify and prioritize safety improvements to reduce fatal and serious injury crashes. Developing these plans requires a diverse set of participants working together to match local needs with solutions to reduce these crashes, with the ultimate goal being zero. Public involvement plays a critical role in creating these plans.

As part of the outreach effort, the NJTPA recently launched a survey and interactive map to gather input online. Once this effort is completed, every county in the NJTPA region will have a Local Safety Action Plan, enabling the counties and municipalities in the region to seek federal funding to implement recommended safety improvements.

[Take the survey.](#)

[View the interactive map.](#)

[Learn more about Local Safety Action Plans.](#)

FHWA Releases Two New Safe System Approach Tools

To advance implementation of the Safe System Approach (SSA), Federal Highway Administration (FHWA) developed two resources for measuring SSA alignment—the Safe System PROJECT-BASED Alignment Framework and the Safe System POLICY-BASED Alignment Framework. These frameworks were developed through extensive research of national and international best practices for measuring relative SSA alignment. They were introduced, applied, and refined through a series of focus groups and eight pilot workshops. Each of these frameworks aim to quantify alignment or integration across the Safe System elements and principles. Integrating equity is also included in the frameworks to address disparate fatal and serious injury crash outcomes impacting underserved communities and vulnerable road users.

[Learn more about the new Alignment Frameworks.](#)

[Safe System Project-Based Alignment Framework](#)

[Safe System Policy-Based Alignment Framework](#)



Introducing the New Jersey Induced Travel Calculator

Induced travel occurs when new roads or lanes are built with the goal of reducing traffic congestion. What this means in practice is that new travel fills the new roads or lanes such that the goal of congestion reduction is not met. While there are many local factors that can affect the magnitude of induced travel, the basic response is a simple matter of economic supply and demand. Increasing the supply of a road, or its capacity to move more vehicles, reduces the cost or amount of time needed to travel. This leads to an increase in demand to use that road, which can undermine the goal of congestion reduction. While there may be benefits to increasing travel, this is typically not the stated goal of most projects.



As Cars and Trucks Get Bigger and Taller, Lawmakers Look to Protect Pedestrians

In a cavernous white room full of bright lights, video cameras and microphones, a driverless cart hurtles at 37 miles per hour into the side of a large SUV.

Researchers at the Insurance Institute for Highway Safety have crash-tested thousands of cars and trucks like this one over the past three decades at their facility in central Virginia.

[Read the full article at NPR.](#)



We're on the lookout for a **Trails Network Manager** to join our team. Are you the perfect fit? Apply by September 15, 2024.



njbwc.org/careers

Job Opportunity: Trails Network Manager

The NJ Bike & Walk Coalition, in partnership with the Rails to Trails Conservancy, is launching the North Jersey Trail Network Initiative (NJTN) to **build an accessible regional trail network by connecting existing trail corridors in North Jersey.**

The Coalition is seeking candidates for a full-time position as the Trails Network Manager. This position will help develop the North Jersey Trail Network as a key strategic program of NJBWC in partnership with Rails to Trails Conservancy (RTC) and other regional and local partners. Deadline to apply: September 15, 2024.

[Learn more at NJ Bike & Walk Coalition](#)

Congratulations to Red Bank and Oakland for Passing their Complete and Green Streets Policies!

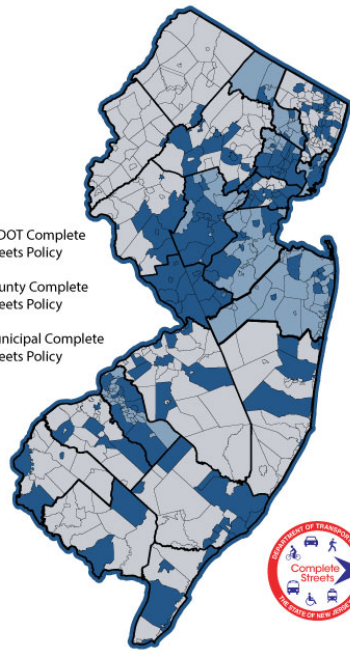
The Borough of Oakland in Bergen County passed a resolution adopting a Complete and Green Streets Policy. The Borough of Red Bank in Monmouth County passed an ordinance strengthening and updating their Complete and Green Streets Policy, which was last updated in 2018.

Complete Streets in New Jersey

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

There are currently **181** municipalities and **8**

- NJDOT Complete Streets Policy
- County Complete Streets Policy
- Municipal Complete Streets Policy

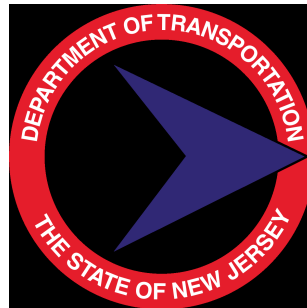


counties with Complete Streets policies in New Jersey.

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.](#)



New Jersey Bicycle and Pedestrian Resource Center
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[Visit Our Website](#)



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