



BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

July 10, 2025

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 the next BPAC Meeting on Wednesday, September 10, 2025

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. 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 James Sinclair at james.sinclair@ejb.rutgers.edu.



Including Neurodivergence in Transportation Planning: Insights from New BPRC Primer

The NJDOT Bicycle and Pedestrian Resource Center (BPRC) recently released a new primer, "Advancing Complete Streets for Neurodivergent Individuals." Synthesizing information from a comprehensive literature review and interviews with subject matter experts, the primer provides an overview of the transportation challenges experienced by those with autism spectrum disorder (ASD) and intellectual and developmental disabilities (IDDs) and explores potential partnerships and infrastructure improvements to make transportation safer and more inclusive for neurodivergent people.

The information provided in the primer contributes to NJDOT's ongoing efforts to address the needs of people with ASD/IDDs in the Department's projects, policies, and procedures.

[Learn more here.](#)



Join the North Jersey Trail Network Initiative Working Group

The sign-up form is now available for those interested in joining a working group for the New Jersey Walk and Bike Coalition's North Jersey Trail Network Initiative. Your participation is essential to shaping our collective vision for a regional trail network. Together, the working group will gather input on key connections, identify opportunity

corridors within our communities, and develop a regional network map. Please fill out this form to share more about yourself and your preferences. We're excited to collaborate with you to create a lasting impact for the North Jersey region!

[Sign up here!](#)



The deal breaker theory of cycling: A new approach to understanding bike behavior

Most communities across the world have a large un-tapped pool of people who do not bike at all and an even larger pool who ride bicycles, but not for transportation. To increase cycling, we must better understand these groups and the reasons they do not ride. Dr. Kelcie Ralph proposes a new theory that suggests everyone has a list of "must-haves" that need to be in place before they will bike.

[Learn more here.](#)



Want More Bike Commuters? Build Protected Bike Lanes, Says New Study

For decades, planners and advocates, and those communicating with baseball players of the past, have repeated the mantra: "Build it, and they will come." But another new study, this one just published in Nature Cities on June 2, refines that phrase with the kind of data-driven insight cycling advocates love: "Build the right kind of infrastructure, and more

people will ride.”

[Learn more here.](#)



Assessing the Deterioration of Pedestrian Assets

Inya Nlenanya, Principal Investigator
Institute for Transportation
Iowa State University

Tool Assesses Sidewalk Deterioration for Planning and Maintenance

Minnesota DOT uses various models to assess sidewalk conditions and guide decisions on design, maintenance, and funding. The Department has developed a deterioration framework for pedestrian assets that offers a scalable, cost-effective approach and supports proactive repairs, cost savings, and reduced safety risks.

[Learn more here.](#)



Methodology Estimates Demand for Walking and Bicycling

San Jose State University introduces a GIS-based method to assess where walking and biking trips could occur with infrastructure improvements to help identify priority areas for investment based on potential demand.

[Learn more here.](#)



Promoting Walking and Cycling: A Toolkit of Policy Options

The World Health Organization presents a policy framework with evidence-based strategies to help countries improve walking and bicycling through coordinated efforts among multiple sectors.

[Learn more here.](#)



Road Illumination and Nighttime Pedestrian Deaths

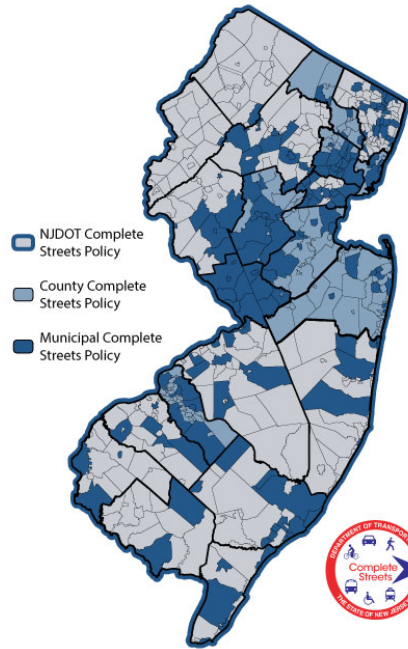
A study published in Economics of Transportation analyzes decades of crash data and finds that pedestrian deaths are lower when moonlight is brightest, especially in rural areas with limited street lighting. This highlights the safety benefits of improved nighttime illumination.

[Learn more here.](#)

Congratulations to Montclair for adopting a revised Complete and Green Streets Ordinance

The Township of Montclair in Essex County has passed an ordinance strengthening their existing Complete Streets policy, which was the first adopted in New Jersey. It includes the establishment of a Complete Streets Director.

[Read Montclair's new Complete and Green Streets Ordinance.](#)



Complete Streets in New Jersey

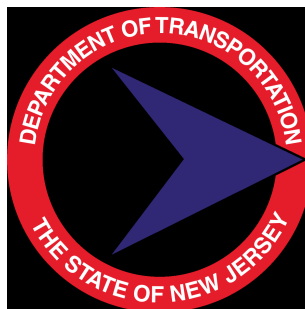
An up-to-date list of Complete Streets policies in New Jersey

There are currently **182** 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.](#)



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