

New Jersey State Bicycle & Pedestrian Plan

DRAFT Outline as presented at BPAC meeting

Letter to citizens from NJDOT Commissioner

Acknowledgements

Table of Contents

Executive Summary

Chapter 1: Introduction

- I. What is the purpose of the Plan Update?
- II. Who was involved in developing the Plan Update?
- III. What is the Vision for cycling and walking in NJ for the coming decade?
The Vision (DRAFT) - New Jersey is a place where people of all ages and abilities are able to bicycle and walk. Those who live, work, or visit are able to conveniently walk and bicycle with confidence, a sense of security in every community, and with the respect of all modes. Both activities are a routine part of the transportation and recreation systems.
- IV. How does this plan relate to other plans and policies at the federal, state, and regional levels?

Chapter 2: Bicycling and Walking in New Jersey

- I. Who walks and bicycles in NJ?
- II. What are the major types of bicycle and pedestrian facilities in NJ?
- III. What do crash data tell us about bicycle and pedestrian safety in NJ?
- IV. How do land use patterns and community characteristics affect bicycling and walking in NJ?
- V. What are the **major** programs that support bicycling and walking efforts in NJ?

Chapter 3: Achieving the Vision: Goals, Strategies, and Performance Measures

- I. What are the Plan goals and strategies that will help NJ attain its Vision for bicycling and walking? Within the next ten years:
 - A. Improve Safety
 - B. Enhance Accessibility, Mobility & Connectivity
 - C. Achieve Healthy & Sustainable Communities
 - D. Foster a Culture Shift to Support a Biking, Walking Culture through Education, Enforcement & Encouragement
 - E. Integration & Coordination
- II. How will progress towards implementation be evaluated?

Chapter 4: Implementing the Plan: Collaboration and Coordination

- I. Coordination & Partnership in support of Plan goals and strategies
- II. Bicycle & Pedestrian Funding Streams
- III. Implementation Opportunities & Challenges
- IV. Next Steps

Bibliography / Plan References

Appendices

SUCCESS STORIES:

What would you prioritize or add to the list?

Success stories that illustrate a range of positive outcomes associated with NJDOT bicycle and pedestrian planning will be integrated within the flow of the Plan. Success stories will be diverse geographically (to reflect the different regions of the state), thematically (to illustrate successes in policy, planning, and facilities), and come from a range of origins (LTAs, awards, local aid projects, etc).

Comments can be emailed to
Kevin Perry at
kperry@rbagroup.com.
Please send comments by
June 30, 2016. Thank you!

Our working list of success stories includes what is listed below. We anticipate narrowing this working list and “sprinkling” success story descriptions throughout the Plan as half page or full page spreads.

Awards

- **American Council of Engineering Companies of New Jersey** 2013 Honor Award
- **New Jersey Smart Workplaces** Platinum Award 2013 - for outstanding achievement in creating programs that provide and promote commuting options for employees
- **American Planning Association** 2013 National Planning Achievement Award for Implementation
- **New Jersey Planning Officials** 2013 Achievement in Planning Award
- **New Jersey Future** 2013 Smart Growth Award
- **American Planning Association New Jersey Chapter** 2009 Outstanding Sustainable Initiative Award

Training / Education

- School Zone Design Guide
- Crossing Guard Training

Health

- Maywood Borough (healthy lifestyle emphasis)
- New Brunswick Ciclovia

Planning

- Bay Head Township (implementation – environmental assessment advanced)
- Camden GreenWay Circuit Trails Plan (implementation – facilities design being advanced)
- Somers Point City (adopted as part of master plan, supports econ. Growth & tourism)
- Ocean City (community advocacy success)
- Woolwich Township (bike/ped element)
- Newark's Bike Ironbound (pilot projects and quick implementation/design advancement)
- Northfield City (local leadership / grants)
- Red Bank Borough (adopted, implement. thru resurfacing, ex. of coord. w/ local engineer)
- TNJ Local Demonstration Projects: Essex County Complete Streets, Middlesex Greenway, Bloomfield Ave

Facilities

- NJ Bike Share
- Montclair Bike Depot
- NJ Route 52 Bridge Replacement
- NJ Route 23 Reconstruction/Bicycle Lane
- NJ Route 35 Resiliency Project
- Princeton Borough (implemented crosswalk concepts)
- Trails: Lawrence Hopewell Trail, Village of Blairstown Walk Loop Study, Delaware River Heritage Trail

Transit

- Safe Streets to Transit (local Aid)
- Transit Villages
- Rt. 27 Metro Park Hybrid Beacon

Policy

- Complete Streets policy adoption
- League of American Bicyclists Bicycle Friendly Communities

Tourism / Economic

- Shore Tour Guides
- VTC Economic report

NJ Bike/Ped Survey Results

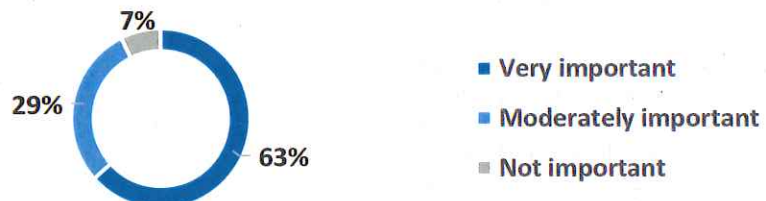
The New Jersey Bicycle and Pedestrian Plan Update Survey was available online between April 1, 2016 and May 16, 2016. During this period, **over 450 respondents** filled out the survey. The purpose of the survey was to determine:

- How often and for what purpose(s) respondents walk or bike;
- What prevents respondents from walking or biking more; and
- What improvements could be made that promote increased walking and/or biking.

Importance of Walkability

The vast majority of respondents indicated that walkability is either a "very important" (63%) or "moderately important" (29%) factor in choosing where to live.

In choosing where to live, how important is walkability to you?

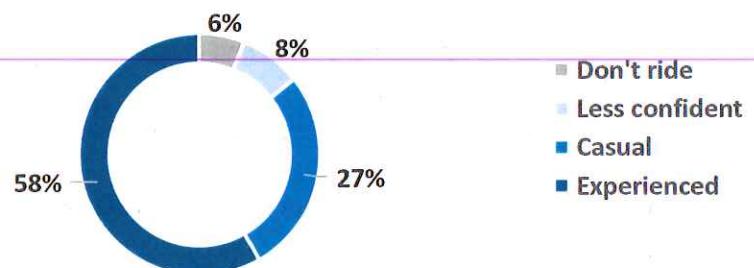


Travel Behavior | Biking

Respondents were asked about their bicycle travel behavior. Over 58% of respondents indicated that they are experienced cyclists, confident and comfortable riding with on road with traffic in most situations. This is far higher than is typical of the general population, where surveys generally show less than 10% of people would identify themselves in this category. Additionally, **over 30% of respondents indicate that they bike to work or school**, which is significantly higher than the 0.3% that bike to work in New Jersey.

"Leisure/fitness" was the most common reason that respondents indicated they ride a bicycle, with 61% indicating that they do this one or more times per week. **Approximately 50% of respondents indicated that they are willing to bike up to 5 miles to reach their destination**, which is similar to the time commitment that respondents indicated they would put in to walk to a destination.¹

How would you describe your level of comfort or confidence in bicycling?

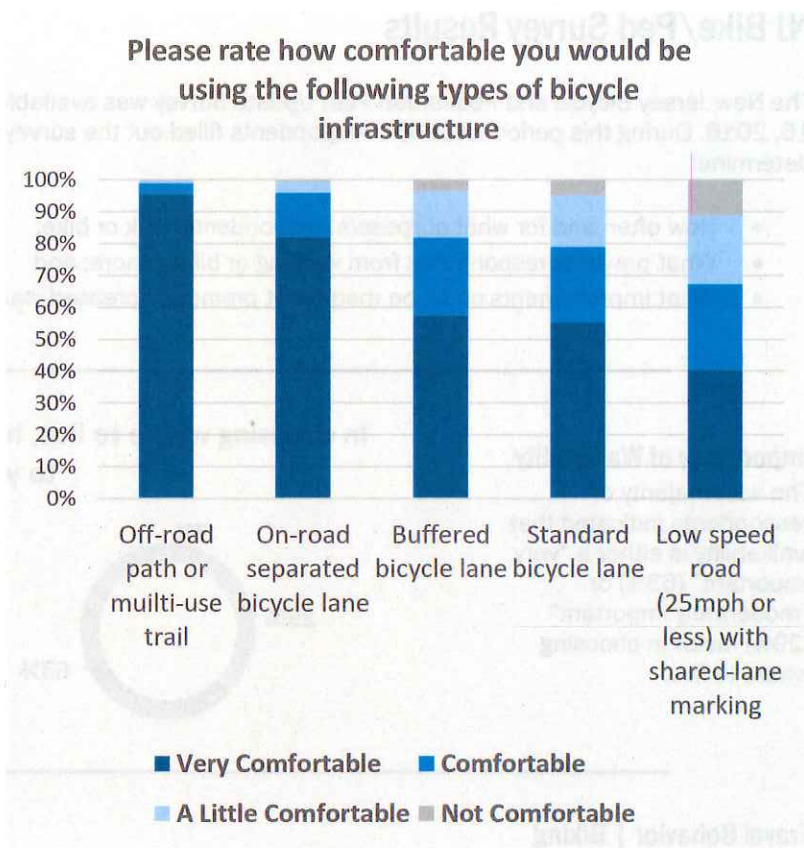


¹ At an average speed of 3 MPH it would take 20 minutes to walk 1 mile. It would take someone the same amount of time to bike 5 miles at an average speed of 15 MPH.

Preferences | Bicycle Facilities

Respondents were asked to rate their comfort level riding a bicycle in a variety of facilities. Consistent with the concerns expressed about riding a bicycle in close proximity to motor vehicles, respondents generally preferred facilities with greater separation (e.g., off road paths or separated bicycle lanes) over sharing the roadway with automobiles. While this finding is consistent with many surveys across the United States, it is particularly significant given the large makeup of self-identified “experienced” and “confident” cyclists who participated in this survey.

Over 80% of respondents indicated that they would feel very comfortable riding on an off-road path or an on-road separated bike lane. On the other hand, only 55% indicated this same level of comfort riding in a standard bike lane and 40% indicated a high level of comfort riding on a low-speed (25MPH or less) roadway in mixed-traffic. These numbers were more pronounced for casual cyclists, 30% of whom indicated a high comfort level biking in a standard bike lane and 11% very comfortable on a low speed road.



Key Barriers

The top obstacles to walking and biking reported in the survey results were:

- | Walking | Biking |
|--|--|
| <ul style="list-style-type: none"> Destinations are too spread out where I live Sidewalks/paths/crossings are missing or in poor conditions Need to transport other people and things | <ul style="list-style-type: none"> High traffic volumes and/or speeds Motorists don't exercise caution around cyclists Lack of bike facilities (i.e., bike lanes, paths, intersection accommodations) |

Key Improvements

The most important improvements that could be made to promote walking and biking reported in the survey were:

- | Walking | Biking |
|---|---|
| <ul style="list-style-type: none"> Improved sidewalks and crossings Increased education and enforcement of traffic laws More appealing pedestrian environment (e.g., free of litter or with amenities such as benches or street trees) Slower traffic | <ul style="list-style-type: none"> More on-road bicycle facilities Better bike accommodations through intersections and interchanges Increased enforcement and education on traffic laws More off-road bicycle paths and trails |

5. Facilitate Integration & Coordination

It takes a village to implement the Plan

- Conduct a comprehensive review and evaluation of bicycle and pedestrian legislation, regulations, and policies
- Partner with the public, private and not-for-profit communities to integrate Complete Streets and bicycle and pedestrian initiatives with other sector activities
- Monitor and track progress of bicycle and pedestrian related plans and initiatives

4. Foster a Culture Shift

Considering the needs of all users becomes the default way of doing business, integrating Complete Streets into everyday practice

- Continue to apply the 5 Es:
 - Adopt Safe Passing legislation
 - Increase compliance with “Stop and Stay Stopped” crosswalk law
 - Increase public awareness of the benefits of bicycling and walking
- Address emerging technologies

3. Achieve Healthy & Sustainable Communities

Provide opportunity for people to become more healthy and active through walking and biking

- Prioritize vulnerable users' needs in projects and decision-making
- Continue to educate the public on the benefits of and safe practices for walking and bicycling
- Continue all SRTS initiatives
- Educate populations for high risk safety and health concerns

2. Enhance Accessibility, Mobility & Connectivity

Provide a connected and accessible bicycle and pedestrian network throughout New Jersey

- Continue to move Complete Streets from policy to implementation
- Improve and expand the transportation infrastructure for bicycles and pedestrians throughout the state
- Collaborate with municipalities and school boards on land use and transportation decisions

1. Improve Safety

New Jersey is no longer a Pedestrian and Bicycle Safety Focus State

- Achieve goals/targets of SHSP, HSP, PSAP and BSAP
- Prioritize vulnerable users' needs in projects and decision-making
- Increase use of HSIP funding (project prioritization criteria) and increase % of SRTS funds committed
- Improve data collection and data management systems

Goals Areas to Support Vision

1. Safety
2. Accessibility, Mobility & Connectivity
3. Healthy & Sustainable Communities
4. Culture Shift
5. Integration & Coordination



Vision, Goal Areas, & Strategy Ideas

BPAC Meeting | June 23, 2016





DRAFT Vision

DRAFT Vision Statement:

New Jersey is working **towards zero** bicyclist deaths and serious injuries through **targeted safety initiatives** that prioritize the needs of the **most vulnerable** populations and that promote **mutual respect** among all roadway users



DRAFT Goals and Actions

Goal 1: Governance and Data Management Structures

Establish a governance and management structure to facilitate improved data collection and coordinated implementation of bicycle safety initiatives statewide and to measure the success of this plan.

| No | Action | Lead Agencies | Supporting Agencies and Organizations |
|----|--|-------------------|---|
| 1 | Utilize the New Jersey Bicycle and Pedestrian Advisory Committee (NJ BPAC) to monitor and track progress of bicycle and pedestrian related plans and initiatives. | NJDOT | Voorhees Transportation center (VTC)/ NJ BPAC, DHTS |
| 2 | Continue to partner with the health community to educate the public on the benefits of and safe practices for walking and bicycling. | NJDOT, VTC | NJ BPAC, NJDOH/Shaping NJ, New Jersey Healthy Communities Network |
| 3 | Collaborate with NJDHTS and metropolitan planning organizations (MPOs) to develop bicycle-pedestrian safety performance measures as part of new FHWA rules to implement MAP-21 and FAST Act requirements and update the Highway Safety Improvement Program (HSIP). | NJDOT, DHTS, MPOs | FHWA |
| 4 | Collaborate with municipalities and school boards on land use and transportation decisions. | NJDOT, VTC | Transportation Management Associations (TMAs) – Safe Routes to School Regional Coordinators), municipalities |
| 5 | Conduct a comprehensive review and evaluation of bicycling legislation, regulation, and policies. | VTC, NJ BPAC | Advocacy Organizations |
| 6 | Develop mechanisms to improve the quality of non-motor vehicle related crash data collection and identify high-risk locations; including bicycle and pedestrian exposure data for New Jersey. | NJDOT, VTC | NJDHTS |
| 7 | Establish an online tool where pedestrians and bicyclists can report problem locations along roadways to help identify high-risk locations. | NJDOT | Counties, municipalities |



Goal 2: Foster Behavioral Change

Foster behavioral change among users of public rights-of-way to promote mutual respect, courtesy and acceptance.

| No | Action | Lead Agencies | Supporting Agencies and Organizations |
|----|--|--|--|
| 1 | Promote education on sharing the road with bicyclists throughout the driver education, training, and licensing processes. | MVC | NJDOT, DHTS |
| 2 | Expand pedestrian safety campaigns, such as <i>Street Smart</i> , to include more on bicycle safety and promote them in more communities; pair safety campaigns with enforcement efforts. | DHTS, MPOs – especially the North Jersey Transportation Planning Authority (NJTPA) | NJDOT |
| 3 | Create a pilot program, including video, to encourage use of bike lights, reflectors, bells, and helmets focused on disadvantaged, high risk populations, including those who use the bicycle as a primary form of transportation. | DHTS, VTC – especially Ambassadors in Motion (AIM) | NJDOT, Local Law Enforcement |
| 4 | Collaborate with law enforcement agencies to ensure enforcement of both motorists and bicyclist behaviors. | DHTS, VTC (Bicycle Safety Enforcement research effort) | NJDOT, County/local police departments |
| 5 | Continue to promote and encourage schools to support and implement SRTS programs, including bicycle/pedestrian education programs, encouragement programs and policies, and School Travel Plans. | NJDOT, VTC SRTS Resource Center, TMAs | Counties, Municipalities, School Districts |
| 6 | Continue to improve police reporting for fatal and serious injury bicycle (and pedestrian) crashes. | DHTS, NJDOT (BTDS), Center for Advanced Infrastructure Technology (CAIT), Statewide Traffic Coordinating Committee (STRCC) | Law Enforcement |
| 7 | Promote high visibility targeted enforcement in areas where pedestrian and bicyclist crashes are overrepresented. | DHTS | Law Enforcement |
| 8 | Encourage Complete Streets policies, plans, educational/training efforts and finished Complete Streets improvement projects. Move beyond policy to implementation. | DHTS, NJDOT | VTC, counties, municipalities |
| 9 | Develop a campaign to replace the word “accident” with “crash” in all published and disseminated materials. | NJDOT, DHTS | Motor Vehicle Commission (MVC), counties, municipalities, police |



Goal 3. Improve & Expand Infrastructure & the Built Environment:

Improve and expand transportation infrastructure and the built environment for pedestrians and bicyclists in accordance with best practice standards and guidelines.

| No | Action | Lead Agencies | Supporting Agencies and Organizations |
|----|--|-----------------------|---------------------------------------|
| 1 | Establish infrastructure investment priorities, specifically targeting high-frequency crash locations and concentrations of vulnerable populations based on risk assessment and demographic factors using best available crash and demographic data. | NJDOT, VTC | CAIT, local governments |
| 2 | Align the highway access permit application checklist and methodology with NJDOT Complete Street policies and principles. | NJDOT | local governments |
| 3 | Revise capital programming policies and procedures to address both vulnerable users and communities with greatest need based on data driven methodologies. | NJDOT | MPOs |
| 4 | Research and encourage implementation of emerging and innovative bicycle and pedestrian approaches, facilities and treatments. | NJDOT | VTC |
| 5 | Continue to fully staff the Office of Bicycle and Pedestrian Programs OBPP at NJDOT and promote/prioritize the Local Bicycle and Pedestrian Planning Assistance Program. | NJDOT | BPAC |
| 6 | Require context sensitive bicycle, pedestrian, and Americans with Disabilities (ADA) improvements for all projects consistent with federal guidance and NJDOT's Complete Streets policy. | NJDOT | Counties, municipalities, CAIT/LTAP |
| 7 | Continue to conduct safe pedestrian and bicycle planning and design/Complete Streets workshops, webinars, and conferences for state agencies and local governments. | NJDOT, VTC, CAIT/LTAP | MPOs, counties, municipalities |
| 8 | Increase/create funding incentives for municipalities/counties that have adopted Complete Streets Implementation Plans. | NJDOT, DHTS | Counties, municipalities |



DRAFT Performance Measures/Benchmarks

Goal 1: Governance and Management Structure

- Within six months of BSAP adoption, enlist NJ BPAC and VTC to undertake the development of a tracking report that gauges the refinement and extent of achievement of selected performance measures for each of the plan's core goals.
- Within one year, complete the BSAP progress and tracking report; update annually thereafter.
- Within one year, initiate a comprehensive review and evaluation of bicyclist and pedestrian provisions of the New Jersey Statutes regarding bicycle and pedestrian issues including recommendations for additions and/or changes.

Goal 2: Foster Behavioral Change

- Within a year of the adoption of this BSAP, complete production of a video demonstrating/encouraging use of bike lights, reflectors, helmets and bells (focused on disadvantaged, high risk populations, including those who use the bicycle as a primary form of transportation).
- Within a year of completion of this BSAP, initiate research on the current status and challenges associated with bicycle safety enforcement within NJ and nationally.
- Track number of summonses issued by law enforcement agencies to motorists who engage in inappropriate behavior

towards bicyclist behaviors and to bicyclists who violate the rules of the road.

- Track number of Complete Streets policies and plans adopted by counties and municipalities.
- Track number of School Travel Plans adopted/implemented.
- Track number of pedestrian and bicycle planning/complete streets and design workshops, webinars, and conferences for state agencies and local governments.
- Track number of bicycle safety enforcement trainings conducted by VTC.

Goal 3: Improve & Expand Pedestrian and Bicycling Infrastructure

- Within a year of the adoption of this plan, initiate a review of the highway access permit application/review process, with the purpose being to develop recommendations ensuring its consistency with the NJDOT Complete Street Policies and principles.
- Within one year, initiate a study of emerging and innovative bicycle and pedestrian approaches, facilities and treatments.
- Within three years, develop and test infrastructure investment prioritization tool, specifically targeting high-frequency crash locations and concentrations of vulnerable populations based on risk assessment and demographic factors using best available crash and demographic data.

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JUNE 23, 2016 BPAC

TRENDS:

What would you prioritize or add to the list?

Trends in Support of the Vision

- Walking and biking are **healthy**
- Walking and biking are **good for the environment**
- Walking and biking **contribute to the economy**
- Walking and biking are **good for personal finances**
- Walking and biking **promote equity**
- Walking and biking are **fiscally attainable**
- Walking and biking **improve access to public transit**
- Walking and biking **are at the hearth of Green, Smart, and Complete Streets**
- **Acceptance, legitimacy, and preference** for walking and biking are growing
- Walking and biking **contribute to placemaking and quality of life** in New Jersey

Comments can be emailed to
Kevin Perry at
kperry@rbagroup.com.
Please send comments by
June 30, 2016. Thank you!

Emerging Trends

- Bike share
- E-bikes
- Smartbikes
- Bike Parking
- Placemaking
- Sharing economy
- Driverless Cars / Impact on vehicle miles traveled
- Connected corridors
- Trikeshare in retirement communities
- Remaking the Office Park
- ADA / Disabled (accessible design)
- Adult strollers
- Utility bikes (as an indicator species)
- Green Infrastructure
- Smart Infrastructure
- Complete Corridors (transit, light rails)
- Head-out angle parking
- Zoning regulations (re: bike parking)
- Parking regulations
- Public art bike rack
- SRTS – how many children have been trained? They are future bike riders
- Flexible design (e.g. bollards that collapse for bus access)

DRAFT EXCERPT FROM

Chapter 1: Introduction

NJ BIKE & PED PLAN 2016 UPDATE

The purpose of this excerpt is to provide a portion of plan content to BPAC for review and comment. Please submit any comments to Kevin Perry at kperry@rbagroup.com by June 30, 2016. Thank you!

III. What is the vision for cycling and walking in New Jersey for the coming decade?

The Vision



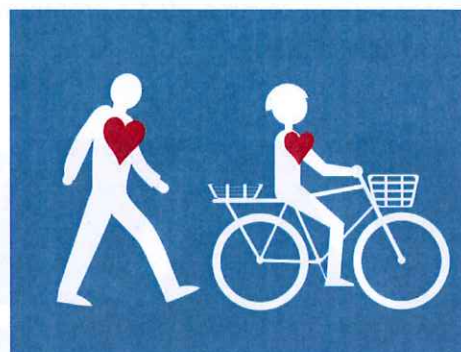
New Jersey is a place where people of all ages and abilities are able to bicycle and walk. Those who live, work, or visit are able to conveniently walk and bicycle with confidence, a sense of security in every community, and with the respect of all modes. Both activities are a routine part of the transportation and recreation systems.

In Support of the Vision

Transportation is a basic need for living in New Jersey, enabling residents to go to work and school, purchase food and other goods, visit friends and family, and be part of civic or worship communities. Though the purpose for each trip varies by the individual, the basic need for transportation remains universal. When it comes to pedestrian and bicycle travel, there is a myriad of benefits to consider and trends that support their sustained growth.

Walking and biking are healthy

They are active transportation and encourage physical activity. According to the Centers for Disease Control and Prevention, “Physical activity is one of the most important steps that people of all ages can take to improve their health” (2010) and can lower the risks of heart disease, stroke, type 2 diabetes, depression, obesity, and some cancers.



Walking and biking are good for the environment

They are linked to improving environmental conditions and reducing carbon emissions and air pollution. “Putting bicycles to work could produce enormous savings, like reduced air and noise pollution, better land use, less congestion and lower health costs” (Gardner, 1998).



Walking and biking contribute to the economy

In 2011, “active transportation-related infrastructure, businesses, and events were estimated to have contributed \$497.46 million to the New Jersey economy... comparable to the projected economic impacts of the [2014] Super Bowl...” (Brown & Hawkins, 2012, p. 6). Businesses near improved pedestrian and bicycle facilities in New York City outpaced sales at similar businesses in more car-dominated locales (New York City Department of Transportation, 2013).



Walking and biking are good for personal finances

They are much less expensive than owning and operating a car. Studies of the relationship between walkability and real estate values show an increase in assessed value of \$700 to \$3,000 for every one-point increase in Walk Score; and, in typical metropolitan areas, above average Walk Score ratings commanded a premium of \$4,000 to \$34,000 (Cortright, 2009).



Annual cost of walking



Annual cost of biking
Source: League of American Bicyclists, 2013



Annual cost of car ownership for a medium sedan driving 15,000 miles
Source: AAA, 2016

Walking and biking promote equity

They are affordable by practically everyone. Not providing safe and effective facilities forces people to travel by personal vehicle (if affordable), transit, to engage in unsafe walking and bicycling behaviors, or to forego making trips at all. For those who do not have the option to drive, high quality pedestrian and bicycle facilities can break down socially unjust barriers to mobility.

Thumbnail

Walking and biking facilities are fiscally attainable

The infrastructure costs less than motor vehicle infrastructure. Federal surface transportation law offers flexible funding opportunities from a wide variety of transportation programs and, "Virtually all the major transportation funding programs can be used for bicycle and pedestrian-related projects" (United States Department of Transportation, 2010).

Thumbnail

Walking and biking improve access to public transit

They can link the home or workplace to public transit. “Coordinating bicycling with public transport is mutually beneficial, enhancing the benefits of both modes and encouraging more bicycling as well as more public transport use” (Buehler, 2009). Measures have been taken to integrate bicycling into public transport through the use of bicycle parking at rail stations and bus stops, rail accommodations for bicycles, bike racks on buses, and other facilities.

Thumbnail

Walking and biking are at the heart of Green, Smart, and Complete Streets

They are linked with movements that envision roadways as public facilities to serve travelers of all ages and abilities, increase safety, accommodate non-motorized travel, reduce energy inputs, and mitigate environmental harm. The seeds of this progress toward achieving these ideals are planted in the transportation policies, planning, design, and operations that esteem the non-motorized traveler in the same regard once reserved for the automobile.

Thumbnail

Acceptance, legitimacy, and preference for walking and biking are growing

They are more than a form a recreation; they are viable modes of transportation and commuting. Increasingly, millennials are “driving less; taking transit, biking and walking more; and seeking out places to live in cities and walkable communities where driving is an option, not a necessity” (PIRG, 2014). “The percentage of high school seniors with driver’s licenses declined from 85 percent to 73 percent between 1996 and 2010, with federal data suggesting that the decline has continued since 2010” (Institute, 2013).

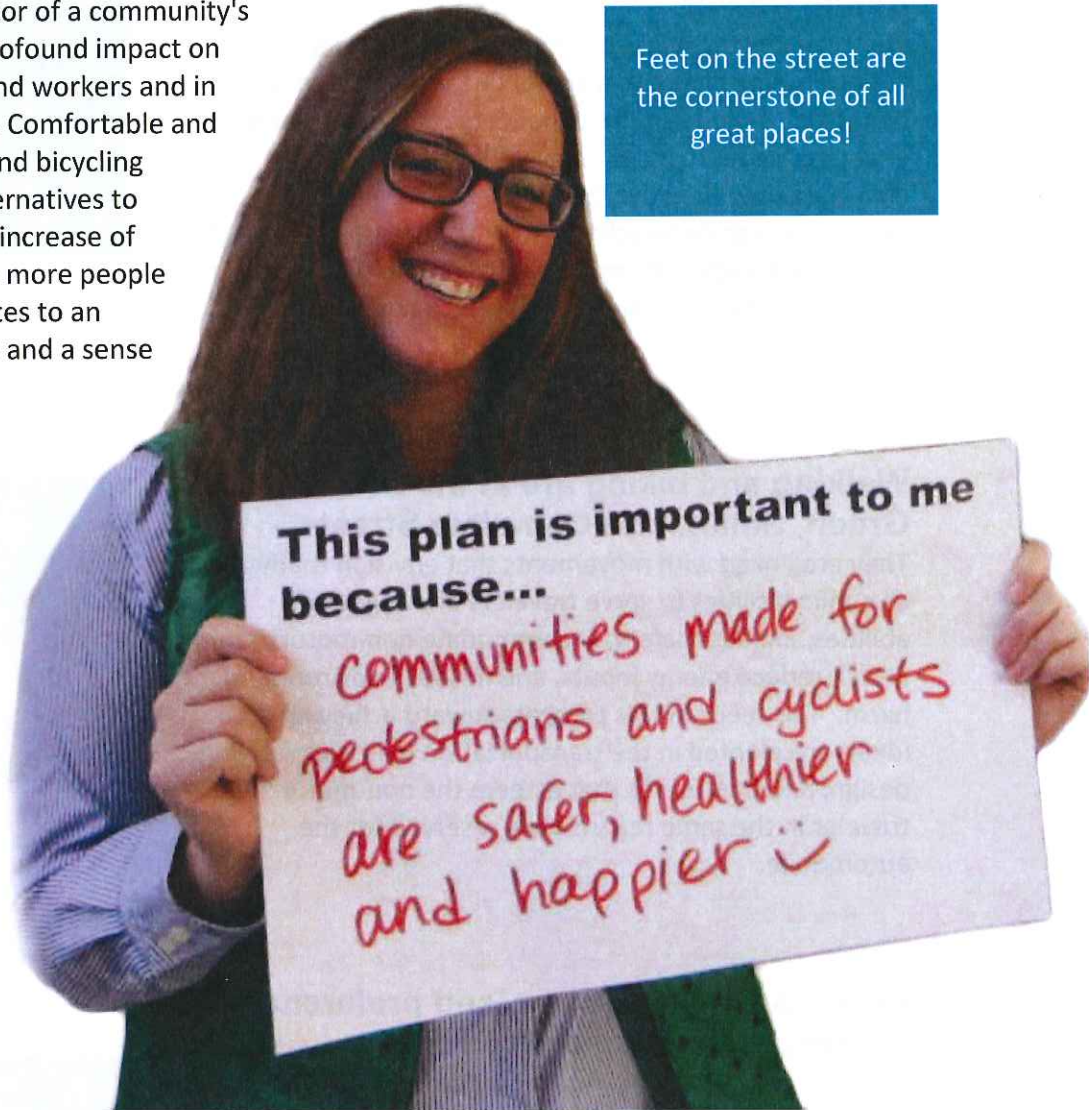
Thumbnail

Walking and biking contribute to placemaking and quality of life in New Jersey

In a growing number of communities, the level of walking is considered an indicator of a community's livability which has a profound impact on attracting businesses and workers and in some settings, tourism. Comfortable and accessible pedestrian and bicycling environments offer alternatives to personal vehicles. The increase of social interaction when more people walk and bike contributes to an improved quality of life and a sense of identity and place.

Feet on the street are the cornerstone of all great places!

Looking for a picture for this page that says
QUALITY OF LIFE!



The NJDOT recognizes these many benefits and has devoted staff and funding resources to achieve them for over two decades. While the NJDOT may have initially engaged in these efforts in response to the requests of a small group of advocates who challenged the department to recognize the potential of bicycling and walking and to undertake efforts to realize that potential, it has continued to engage in and expand its efforts, having achieved an understanding and acceptance of the reality that bicycling and walking confer a myriad of benefits (both transportation benefits and other) to individual citizens and the public and that those benefits justify the expenditure of resources.

References

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