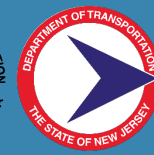


# PHASE 1

## STATE OF NJ BICYCLE & PEDESTRIAN MASTER PLAN

### PROGRESS REPORT & RESEARCH

*BPAC General Meeting*  
*September 25, 2024*



**NIV|5**

**TOOLE**  
DESIGN

# PRESENTATION OVERVIEW



Project Purpose  
Internal Scoping for NJDOT



Scope & Deliverables/  
Highlights from Research



Overview of Previous Plans/  
Lessons Learned



Discussion /  
Next Steps

# PROJECT PURPOSE

## Framework for the Plan Update

- Focus areas
- Audience
- Goal of the Plan
- Desired outcomes

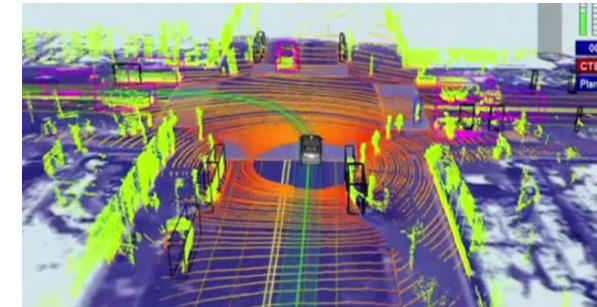


# WHY NOW?

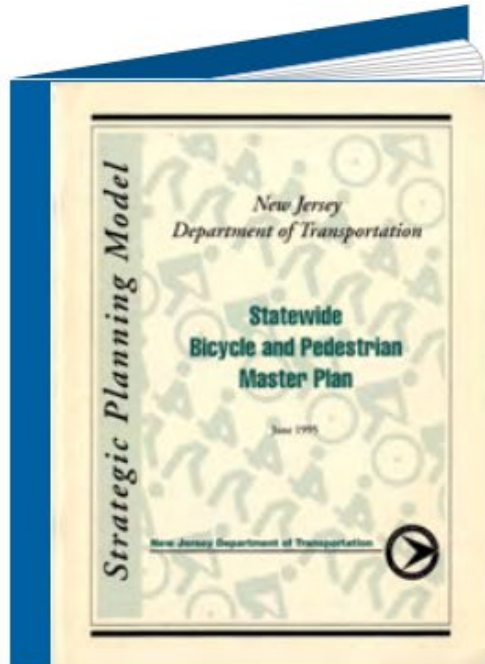
- 8 years since 2016 plan
- New guidance & funding
  - Safe Systems Approach
  - Safe Streets for All (SS4A) grants
  - Updates to PROWAG; MUTCD
  - NJ Complete Streets Design Guide/Policy
- Current Trends
  - Micromobility
  - Work from home
  - Increases in fatalities and serious injuries
- Related efforts & policies
  - 2025 SHSP
  - Local Safety Action Plans
  - MPO Active Transportation Plans
  - NJDOT Complete Streets Policy update
  - Vulnerable Roadway User Safety Assessment
  - NJDOT Individuals with ASD/IDD
  - Micromobility Guide
  - NJDEP Trails & Greenways
  - NJ TRANSIT TFP Guide/TOD Policy

# EMERGING TRENDS

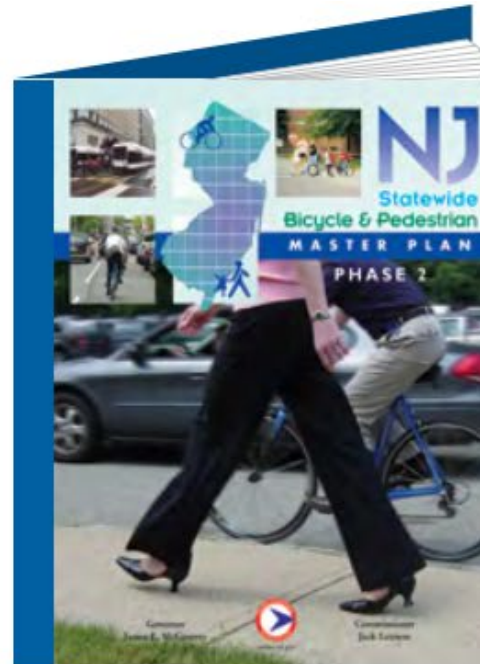
- Bike share
- E-bikes
- Smartbikes
- Bike Parking
- Placemaking
- Sharing economy
- Driverless Cars
- Connected corridors
- Trikeshare in retirement communities
- Re-making the Office Park
- ADA (accessible design)
- Adult strollers
- Utility bikes (as an indicator species)
- Green Infrastructure
-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



# OVERVIEW OF PREVIOUS PLANS



1995



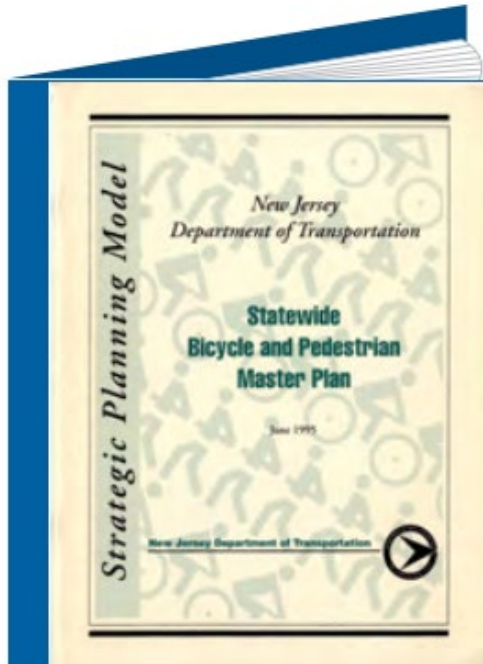
2004



2016

Phase 1: BPMP Update

# OVERVIEW OF PREVIOUS PLANS



1995

- Policy Plan
- Vision
  - New Jersey is a state where people choose to walk and bicycle.
  - Residents and visitors are able to conveniently walk and bicycle with confidence and a sense of security in every community.
  - Both activities are a routine part of the transportation and recreation systems and support active, healthy life styles.

# OVERVIEW OF PREVIOUS PLANS



2004

- Restated the same vision, goals, roles, & recommendations from 1995
- Analytical tools to guide improvements
  - Bicycle Demand Model
  - Bicycle Compatibility Index
  - Priority Bicycle Links Map
  - Pedestrian Compatibility Index
  - Pedestrian Crossability Index
  - Priority Pedestrian Corridors Map

## Discussion

- Do you know if these tools were used/still used within NJDOT?
- We used the demand models and compatibility index for LTAs as part of existing conditions analysis



# OVERVIEW OF PREVIOUS PLANS



2016

- Revisit and update the vision, goals, and strategies
- Document successes
- Overview of current conditions and needs
- Crash data analysis
- Short trip opportunity analysis
- The purpose was NOT to:
  - Identify site-specific problems and improvements
  - Model bicycling and walking demand or suitability
  - Inventory existing bicycle or pedestrian facilities

# OVERVIEW OF PREVIOUS PLANS



2016

- Updated Vision
  - New Jersey is a state where people **of all ages and abilities are able** choose to walk and bicycle.
  - **Those who live, work, or visit** Residents and visitors 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 and support active, healthy life styles.

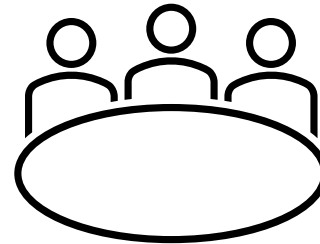
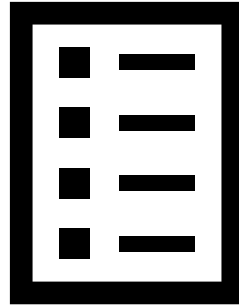
# SCOPE OF WORK

1. Project Administration
2. Data Collection & Review
3. Statewide Bicycle and Pedestrian Master Plan Best Practice Research
4. Stakeholder Engagement
5. 2016 NJ Bicycle and Pedestrian Master Plan Progress Report
6. Table of Contents for the 4<sup>th</sup> NJ Bicycle and Pedestrian Master Plan

# TASK 1: PROJECT MANAGEMENT

## INTERNAL NJDOT/NV5 EFFORT:

- Monthly reporting
- Kick-off meeting
- Bi-weekly check-ins



# TASK 2: DATA COLLECTION & REVIEW

- Policies, legislation, and programs at the national, state, and local levels since 2016
  - Design guidance
  - Funding programs
- Compile related plans at local, regional, and state level since 2016
  - LTAs
  - MPO studies
  - Local Safety Action Plans
  - Vision Zero Plans
  - Active Transportation Plans
  - Trail & Greenway Plans
- Data sets
  - Statewide (NJDOT, NJDEP, NJGIN, Rowan)
  - Regional (MPOs, Counties, Highlands, Pinelands, TMAs)
- Deliverable: Tech Memo 1

- Data availability will help determine what tools and resources could be developed as part of the Plan
- No new data will be created as part of this Phase 1 effort

# TASK 3: BEST PRACTICE RESEARCH



Review of other state Bicycle and/or Pedestrian or Active Transportation Plans



Up to 8 interviews

# TASK 3: BEST PRACTICE RESEARCH

## INITIAL FINDINGS

- 14 states have or are working on Active Transportation Plans
  - 5 in progress (Colorado, Illinois, New York, Texas, and Wisconsin)
- 21 state have combined pedestrian and bicycling plans
- 4 states do not have a plan (Mississippi, Missouri, Nebraska, South Dakota)
- 36 plans have been developed since 2016!
- Types of plans
  - Action Plans
  - Master Plans
  - Strategic Plans
  - Policy Plans
  - Routing/Network Plans
- Some plans are part of larger DOT plans
  - Working to Move Maine
  - Michigan Mobility 2045
  - Oregon; Oklahoma
- Some also have plans by District (CA, MI, MN)

# TASK 3: BEST PRACTICE RESEARCH

## INITIAL FINDINGS

State	Type of Plan	Key Tasks/Outcomes
Massachusetts (2019)	Separate bicycle and pedestrian plans	Updated data inventory; identification and prioritization of gaps on MassDOT roadways
Ohio (2021)	Combined pedestrian and bicycle plan (Walk.Bike.Ohio)	Policy Plan; does not recommend projects; highlights responsibilities of partners
Maryland (2024)	Combined pedestrian and bicycle plan	Data-driven approach; Project prioritization framework
Washington (2021)	Combined (Active Transportation Plan)	Uses LTS to assess state network; estimates costs required to get to LTS 1 or 2 on state routes; data limitations; analysis included potential demand and route directness index
Minnesota	Separate bicycle and pedestrian plans Statewide Pedestrian System Plan (2021) Statewide Bicycle System Plan (2016)	Ped - guides MnDOT's investments along and across the state's highway system Bike – assists locals, identifies state routes



# TASK 3: BEST PRACTICE RESEARCH

## NEXT STEPS

- Review neighboring states
  - CT Active Transportation Plan (2018)
  - PA Active Transportation Plan (2019)
  - DE Bicycle Plan (2018) and Pedestrian Action Plan (completed Phase 1 of 3 Phases)
  - New York in progress
- Identify states to interview
  - Spoke with Washington DOT
  - Potential interviews
    - Massachusetts
    - Maryland

## Discussion

- Thoughts on states to interview?
- Focus on states in progress?
- Massachusetts, Oregon, California, Utah, Maryland (and NJ!) received an “A” from League of American Bicyclists Bicycle Friendly State Report (2022) for Evaluation & Planning

# TASK 4: STAKEHOLDER ENGAGEMENT

## MEETINGS

- Up to 6 meetings with NJDOT staff
  - Approach meeting with Management
- Up to 6 meetings with external stakeholders
  - State agencies (NJDEP, NJ TRANSIT), NJ BPAC, NJSHSP Bicycle Pedestrian Emphasis Area Team, MPOs, counties, municipalities, and organizations and advocates.

## ONLINE SURVEY

- Stakeholders and partners
- Capture progress and successes,
- Identify problems and needs
- Get insight on the most important elements to include in an update
- Assist the NV5 Team with data collection in Task 2

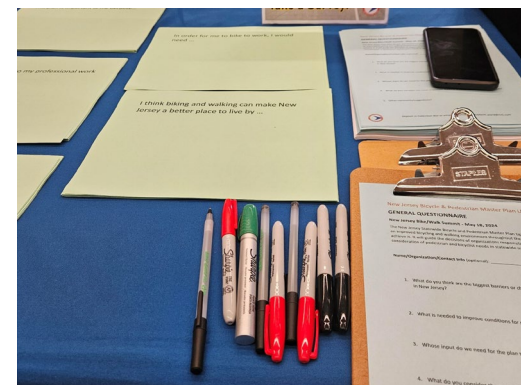
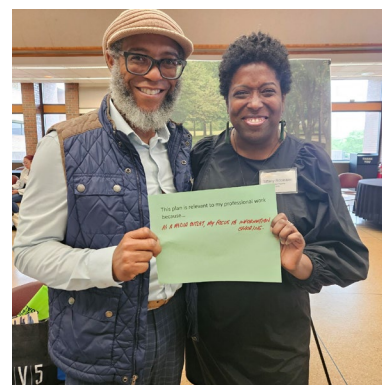
### Discussion Item

- What groups within NJDOT should be involved?

# TASK 4: RESULTS FROM NJBW SUMMIT

## INTERACTIVE BOARDS/EXERCISES

## ONLINE SURVEY



Vision and Goals	Keep It!	Needs Updating	No Longer Relevant
<p><b>2016 Vision:</b> Tell us how well you think the Vision and Goals from the 2016 update apply in 2024.</p> <p><b>GOAL #1: IMPROVE SAFETY</b> Eliminate pedestrian and bicycle fatalities and serious injuries, and improve the sense of safety experienced by all who bike or walk.</p> <p><b>GOAL #2: ENHANCE ACCESSIBILITY, MOBILITY, AND CONNECTIVITY</b> Provide a connected and accessible network for bicyclists and pedestrians throughout New Jersey.</p> <p><b>GOAL #3: ACHIEVE HEALTHY, EQUITABLE, SUSTAINABLE COMMUNITIES</b> Provide opportunities for people to become more healthy and active through walking and bicycling.</p> <p><b>GOAL #4: FOSTER A CULTURE SHIFT</b> Considering the needs of all users becomes the default way of doing business, with Complete Streets integrated into everyday practice.</p> <p><b>GOAL #5: FACILITATE COORDINATION AND INTEGRATION</b> More effort alone can achieve the goals of this master plan; a partnership of public, private, and nonprofit partners is needed.</p>			

**Take a Survey!**  
What potential outcomes of the Plan are most important to you?

Identify gaps and barriers in the state's active transportation network	Recommend specific infrastructure projects on, along, or across state roadways	Develop a conceptual network of paths
Provide more project funding to support regional and local partners and projects	Provide more guidance documents and training	Invest in data collection and tools (usage/demand analysis, equity analysis, priority areas, etc.)

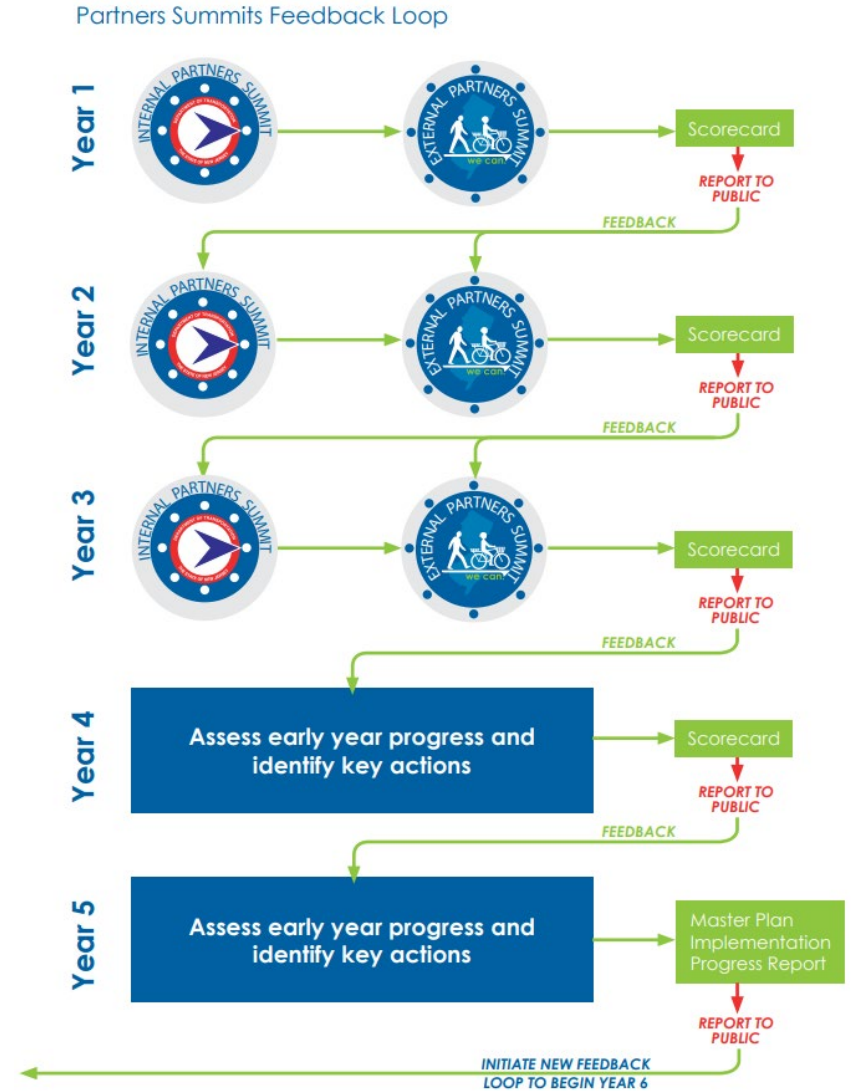
Handwritten notes at the bottom: TRAILS, Make the trails longer, more robust, off/into state parks, SOMEWHERE MARKETING ABOUT TRAILS ABOUT TRAILS, INFORMED DECISIONS LEAD TO BETTER CHOICES AND BETTER OUTCOMES.

Phase 1: BPMP Update

# TASK 5: 2016 NJ BICYCLE AND PEDESTRIAN MASTER PLAN PROGRESS REPORT

- Highlight current efforts
- 2016 Plan
  - 16 strategies
  - 44 actions
- Example table

Strategy 3; Action D	Status	Lead/Partners
Re-evaluate NJ BPAC membership and amend bylaws to add one or two additional seats to NJ BPAC Executive Council to expand formal representation of equity and/ or community health and sustainability partner agencies.	Completed	NJDOT; VTC
	Amended bylaws adopted 11/2021; Council membership includes 2 seats for Environmental Justice/ Equity Emphasis and 1 seat for Sustainability	



# TASK 6: DRAFT TABLE OF CONTENTS FOR NEXT PLAN

- Type of Plan: Policy, Action, Network
- Outcomes
  - Data tools
  - Project list
  - Guidance
- Name of Plan?
  - Bicycle & Pedestrian
  - Active Transportation

## Discussion Item

- Include recommendations on format – online/ArcGIS; PDF?

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# LESSONS LEARNED

## National & NJ-Specific Issues:

- Online versus in-person public engagement in post-COVID age
  - Collaboration with other state agencies, MPOs, counties, municipalities, and interest groups
  - Improved intra-departmental communication, collaboration, and education
  - Toolkits for key related subjects (such as bridges, tourism, greenways, micromobility, transit access)
  - High-up representatives on working groups
  - Leadership buy-in and dedicated funding
  - “Readiness” of the state for implementation
  - Focus on logical elements/recommendations at state level vs local level issues
- Challenges include: a mechanism for identifying targets & performance measures, and tracking achievements; clarifying the roles of all stakeholders; barriers/costs of new technologies.

# NEXT STEPS

1. NJDOT Review Meeting with Management
2. Continue Data Collection and Best Practice Research
3. Online Survey
4. External Stakeholder Interviews

# THANK YOU!

## Plan Information:

[New Jersey Bicycle and Pedestrian Master Plan \(nj.gov\)](#)

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