



NEW JERSEY

TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 7
BICYCLE FRIENDLY BUSINESSES 4
BICYCLE FRIENDLY UNIVERSITIES 1

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

STATE ADVOCACY GROUP: NEW JERSEY BIKE + WALK COALITION

Summary

New Jersey has been a consistently strong performer in the Bicycle Friendly State ranking and cracks the top ten this year with an updated Complete Streets policy and an updated statewide bicycle and pedestrian plan.

New Jersey benefits from a robust local policymaking and planning network that includes state institutions such as the New Jersey Bicycle and Pedestrian Resource Center at The Alan M. Voorhees Transportation Center at Rutgers University. This institutional vision “to provide vibrant leadership and direction in promoting active transportation for all users, with New Jersey as a model for others states...” sets New Jersey up for consistent improvement.

Despite New Jersey’s consistently high ranking, federal data tells a story of a less than average state for bicycling and walking. Understanding – and remedying – this apparent disconnect would be a great area of research – and action.

Feedback Points

In 2016, the New Jersey DOT adopted a statewide bicycle and pedestrian master plan. This plan should serve as the basis for statewide efforts and state and local collaboration for years to come. Ensure that funding, staffing, and programmatic support is in place to ensure implementation and build off of the efforts encapsulated in this plan, including New Jersey’s first Bicycle Safety Action Plan, and updates to design guidance and other resources.

Continue to leverage the work begun with the statewide bicycle and pedestrian master plan by improving data collection and data management systems for data related to biking and walking. Improved data can lead to a better understanding of safety problems, better project prioritization and development, and better understanding of community mobility needs.

New Jersey does a poor job of spending federal transportation funds on biking and walking. New Jersey spends the 3rd least per capita on biking and walking. The NJDOT should take steps to understand why this spending is so low and assist localities that apply for grants if necessary in order better take advantage of available federal funding.

Adopt a law prohibiting a motorist from opening an automobile’s door unless the motorist is able to do so safely. New Jersey is one of only 9 states without a law protecting people who bike from “dooring.”

Increase transparency of the planning process of major road projects. Reach out to statewide and local bicycle advocacy groups for input early in the process.

» Feedback Continued on Page 3

Comparison States

National (Overall)	Eastern Region (out of 11)
7. Delaware	1. Massachusetts
8. Utah	2. Delaware
9. New Jersey	3. New Jersey
10. Virginia	4. Maryland
11. Maryland	5. Pennsylvania

Categories	Rank out of 50
Infrastructure & Funding	12
Education & Encouragement	23
Legislation & Enforcement	43
Policies & Programs	6
Evaluation & Planning	6

Bicycle Friendly Actions	✓ = Progress ✓ = New in 2017
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	✓
2% or more fed funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work ⁱ	39/50
Safety	10.4 fatalities per 10k bike commuters ⁱⁱ	33/50
Spending	\$0.51 per capita FHWA spending on biking and walking ⁱⁱⁱ	48/50


ⁱ This figure is based upon the Census Bureau’s American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)’s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)’s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 12 nd of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	29/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	20/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	4/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	10/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	4/8 pts
Total of Possible 100 Points: 67/100 pts	

 Policies & Programs Ranked 6 th of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	50/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	19/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	13/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	6/6 pts
Total of Possible 100 Points: 88/100 pts	

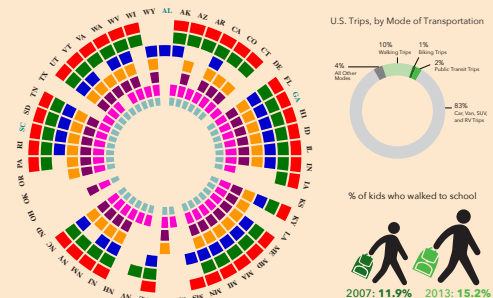
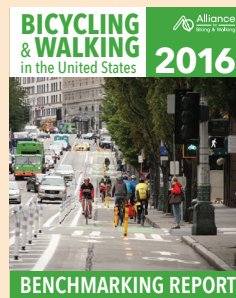
 Education & Encouragement Ranked 23 rd of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	35/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	3/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	5/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 58/100 pts	

 Evaluation & Planning Ranked 6 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	42/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	27/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	8/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 85/100 pts	

 Legislation & Enforcement Ranked 43 rd of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	28/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	16/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	0/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	7/10 pts
Total of Possible 100 Points: 51/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.





BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#9

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Feedback Points, CONTINUED

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Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The currently pending bills A1348 and S2219, in the New Jersey House and Senate, respectively, would require motorists to maintain a reasonable and safe distance when overtaking pedestrians and bicyclists.

Increase transparency in how complete streets policies in New Jersey are implemented. New Jersey has the most complete streets policies of any state, but more than 85% are resolutions that do not provide meaningful or transparent provisions for implementation. This has led to a disconnect between stated policies and results.

The NJDOT should leverage its existing complete streets policy making incentives to pursue standard local complete streets ordinances that provide for consistent and transparent implementation of complete streets goals, including goals to improve public health, infrastructure resiliency, and reduced emissions.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.

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