

Ocean Township Bicycle and Pedestrian Network Plan

Ocean Township, Monmouth County, New Jersey



Prepared for:
Ocean Township &
The New Jersey Department of Transportation

December 2010



Acknowledgments

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Executive Summary

The Ocean Township Bicycle and Pedestrian Network Plan (Network Plan) establishes a prioritized network of conceptual pedestrian and bicycle routes with the goal of improving safety and mobility for non-motorized modes of transportation. The Network Plan addresses the many challenges that pedestrians and bicyclists face in Ocean Township related to access, connectivity and safety. It strives to improve pedestrian and bicycling conditions by identifying opportunities to create appropriate pedestrian and bicycle facilities, while also addressing issues such as education and awareness, driver behavior and maintenance of these facilities. The plan also recognizes that certain groups such as youths, seniors, transit users, and the handicapped may require extra consideration and accommodation.

Community input serves as the foundation for the goals and recommendations in the Network Plan. The planning process incorporated extensive local participation, including two public meetings, an online interactive map/questionnaire, and four meetings with a Steering Committee comprised of local stakeholders. The planning effort was funded through the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs (NJDOT/OBPP) Local Bicycle/Pedestrian Planning Assistance program.

The following goals were developed by the Steering Committee at the onset of this effort to guide the planning process:

- Improve pedestrian and bicycle circulation by creating a pedestrian and bicycle network that links attractions within Ocean Township and connects to regional destinations outside of the Township
- Promote pedestrian and bicycle safety
- Promote safe opportunities for students to walk and bike to schools within the Township
- Accommodate varying skill levels of bicyclists, from inexperienced to advanced

The Proposed Network Plan

The Network Plan is intended to serve as the framework for creating an interconnected bicycle and pedestrian network that enhances mobility, improves safety and comfort for all transportation modes, encourage kids to walk and bike to schools, and accommodates all bicycling skill levels. Implementation of the full Network Plan would establish a 52-mile network of bicycle facilities, build over 33 miles of new sidewalk, add over 11 miles of off-road trail, and improve 72 pedestrian roadway crossings. To make the development of these routes practical and implementable, the Network Plan builds on existing trail and sidewalk systems and utilizes the full range of on-and off-road options available, from sidewalks to bicycle lanes to off-road trails. It highlights opportunities for improvements that can be installed quickly with simple striping and signage, or constructed as part of future development or stand-alone projects.

Immediate Actions

While many of the recommendations are long-term concepts and will require additional planning and engineering, several of the project and program recommendations in the Network Plan could be implemented soon after it is adopted. These immediate action items will improve pedestrian and bicycle conditions in specific areas, creating early successes. These items will also build momentum for implementing the other recommendations.

Immediate Actions: Location-Specific

- Begin by striping bike-compatible shoulders on roads where parking is currently restricted:
 - Whalepond Road, Poplar Road, Sunset Avenue west of Route 35
- Implement selected off-road trails that are located entirely on Township property:
 - ◊ Off-road Trail Group #5, #15
- Implement the off-road trails that are located entirely on School District property:
 - ◊ Off-road Trail Group #3, #12
- Pursue posted speed limit reductions that are recommended in **Chapter 3**

Immediate Actions: Programs and Policies

- Adopt this Plan through the local master planning process as an updated Circulation Element and include pedestrian and bicyclist advocates in the process
- Use this Plan as a basis for future Safe Routes to School applications (the next being Spring 2011)
- Consider adopting a “Complete Streets” policy for Ocean Township (examples from NJDOT and Monmouth County are included in **Appendix E**)
- Create a volunteer position for a dedicated pedestrian/bicycle coordinator
- Establish a pedestrian/bicycle advisory committee or board
- Distribute copies of this plan to local law enforcement officers and educate them on the enforcement programs identified in this plan
- Consider adopting a Bike Parking Ordinance
- Conduct periodic walking and biking tours with town staff, community members, elected officials, etc.

Immediate Actions: Planning and Development

- Partner with neighboring municipalities and Monmouth County to explore cross-jurisdictional elements and pursue joint funding
- Begin the process required to integrate consultation of this plan as a required part of the development review process
- Create and distribute an informative bicycle map for Ocean Township
- Pursue national recognition through the following programs:
 - ◊ League of American Bicyclists – Bicycle Friendly Communities (www.bikeleague.org)
 - ◊ Pedestrian and Bicycling Information Center – Walk Friendly Communities (www.bicyclinginfo.org)

Conclusion

Existing conditions in Ocean Township present a mix of opportunities and challenges to walking and biking. Progress to improve future connectivity will depend on the Township’s ability to capitalize on its existing facilities, including fairly wide roads and strategically located public land, to develop an expanded pedestrian and bicycling network. The Network Plan is intended to serve as the framework for improving bicycle and pedestrian conditions in Ocean Township, and is presented in the following chapters as follows:

- **Chapter 2** outlines existing conditions for walking and biking in Ocean Township
- **Chapter 3** describes the Network Plan recommendations
- **Chapter 4** presents an overview of the pedestrian and bicycle facility types that are being recommended
- **Chapter 5** includes recommendations for programs that will support the infrastructure improvements
- **Chapter 6** discusses strategies for implementation

1. Introduction

In their application to NJDOT for bicycle and pedestrian planning assistance, Ocean Township articulated a vision to “achieve an Active Transit Network of bicycle and pedestrian pathways that are handicapped-accessible and provide safe, secure, reliable, and healthy access to parks, schools, places of worship, public transportation, governmental offices, and business districts within and around Ocean Township.” The Ocean Township Bicycle and Pedestrian Network Plan (Network Plan) will help to achieve this vision by developing a prioritized network of conceptual pedestrian and bicycle routes with the goal of improving safety and mobility for non-motorized modes of transportation.

The Network Plan addresses the many challenges that pedestrians and bicyclists face in Ocean Township related to access, connectivity and safety. It strives to improve pedestrian and bicycling conditions by identifying opportunities to create appropriate pedestrian and bicycle facilities, while also addressing issues such as education and awareness, driver behavior and maintenance of these facilities. The plan also recognizes that certain groups such as youths, seniors, transit users, and the handicapped may require extra consideration and accommodation.

Community input serves as the foundation for the goals and recommendations in the Network Plan. The planning process incorporated extensive local participation, including two public meetings, an online interactive map/questionnaire, and four meetings with a Steering Committee comprised of local stakeholders. The planning effort was funded through the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs (NJDOT/OBPP) Local Bicycle/Pedestrian Planning Assistance program.

The following goals were developed by the Steering Committee at the onset of this effort to guide the planning process:



- Improve pedestrian and bicycle circulation by creating a pedestrian and bicycle network that links attractions within Ocean Township and connects to regional destinations outside of Ocean
- Promote pedestrian and bicycle safety
- Promote safe opportunities for students to walk and bike to Ocean’s schools
- Accommodate varying skill levels of bicyclists, from inexperienced to advanced

The Network Plan is intended to serve as the framework to improve pedestrian and bicycle conditions in Ocean. To make the development of these routes practical and implementable, this plan builds on existing trail and sidewalk systems and utilizes the full range of on-and off-road options available, from sidewalks to bicycle lanes to off-road trails. It highlights opportunities for improvements that can be installed today with simple striping and signage, or constructed as part of future development or stand-alone projects.

Why Plan for Pedestrians and Bicyclists in Ocean Township?

There are many benefits to be gained from cycling or walking. These modes are environmentally sound forms of transportation, create safer and more vibrant communities, and improve health and fitness. Being able to safely and conveniently bike or walk from one place to another can enhance the quality life in a community. The health benefits of regular physical activity are far-reaching, including reduced risk of coronary heart disease, stroke and other chronic diseases; lower health care costs; and improved quality of life for people of all ages.

A high quality cycling or pedestrian environment will become increasingly important in the future. There are a number of trends that support active transportation, including fluctuating gas prices, increasing roadway maintenance costs, rising obesity rates, and efforts to reduce greenhouse gas emissions. For these reasons, it is in the Township's interest to increase the number of people cycling and walking.

The growing national movement towards designing and building "Complete Streets" is another reason for Ocean Township to plan for pedestrians and bicyclists. The Complete Streets philosophy starts with the notion that roadways should incorporate the needs of all users, from bicyclists to pedestrians to motorists. Both Monmouth County and NJDOT have recently adopted Complete Streets policies that address the needs of non-motorized users in the planning and design of state facilities. NJDOT has also developed the State-wide Bicycle and Pedestrian Master Plan, which establishes a vision for New Jersey as a place where people choose to walk or bicycle with confidence and a sense of security.

Additional reasons to plan for pedestrians and cyclists in Ocean Township include:

- For young people, walking and bicycling afford a sense of independence, and for seniors, walking is an effective means to stay active both physically and socially. According to the 2000 U.S. Census for Ocean Township, approximately 24% of the population is under the minimum age of 18 needed for a basic driver license in the state of New Jersey. More than 12% of the population is 65 years or older, and this proportion is likely to rise with the aging of the "baby boomer" generation.
- Bicycling and walking alternatives increase mobility for those that do not own an automobile. While some residents may choose not to use or own a motor vehicle, others cannot afford one. In many cases, this is because the average family must work for more than six weeks to pay a year's car expenses.
- Bicycling and walking are also important for the health of Ocean's youth. According to a report by the U.S. Centers for Disease Control and Prevention, only 16% of children 5 to 18 years of age walked or bicycled to school. Providing safe, convenient and comfortable pedestrian and bicycle routes is important for school age children. As they utilize these options, the entire community can realize other benefits such as reduced congestion, lower health care costs, and potentially a reduced need for busing.
- Traffic has a direct effect on walking and bicycling conditions, pedestrian safety, and quality of life for local residents. Converting motor vehicle trips into walking and bicycling trips (or walking/biking and transit trips) can reduce the use of the personal automobile, reduce congestion and maintenance costs on Township and County streets, and improve climate and population health. This is especially important as the area continues to grow and develop.

The Planning Process

The planning process for this study involved a number of different activities and outreach efforts. Several iterations of the recommended bicycle and pedestrian network were developed, reviewed, and vetted by the Steering Committee and at the public meetings. The process is briefly outlined below.

Background Data Collection:

Information was gathered from previous plans and studies, existing GIS data and maps, interviews with local, county, and regional government staff and stakeholders. Fieldwork was conducted covering the entire study area to document existing conditions for pedestrians and bicyclists, and to identify opportunities to improve bicycle facilities. The data used to formulate this plan includes the following sources:

- 1990 Master Plan, Ocean Township (1990)
- 2004 Amendment to Master Plan, Ocean Township (2004)
- Active Transit Network, Al and Ursula Kerecman (2009)
- Aerial & GIS Basemap Layers, Monmouth County (2009)
- Bicycle and Pedestrian Attractions, Ocean Township (2010)
- Bus and Rail Service, NJ Transit (2010)
- Coastal Monmouth Plan, Monmouth County Planning Board (May 2010)
- County Sidewalk Inventory, NJDOT (2006-2007)
- Open Space and Future Development, Ocean Township (2010)
- Pedestrian and Bicycle Crashes, Ocean Township Police Department (2005-2009)
- Photograph Inventory, Urban Engineers (2010)
- Safe Routes to School Application, Ocean Township (May 2008)
- Straight Line Diagrams, NJDOT (2010)

Active Transit Network

In January 2010, Ocean Township submitted an application of request for bicycle and pedestrian planning assistance to the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs (NJDOT-OBPP). In the application, the Township described the key elements of planning for an Active Transit Network, including consideration of safe walking routes to school, improving non-motorized access to transit stops, completing missing infrastructure links, promoting the economic viability of shopping areas, and addressing the needs of special populations such as senior citizens, the handicapped, and school children.

Two local residents, Al and Ursula Kerecman, were instrumental in developing initial concepts for the Active Transit Network, many of which were included in the Township’s application. The project consultant, Urban Engineers (Urban) used these concepts as the starting point for formulating the Ocean Township Bicycle and Pedestrian Network Plan. Each of the proposed links or greenways from the Active Transit Network was evaluated based on field conditions and input from both the Steering Committee and the general public. While the network has been expanded, adjusted, and refined since the application, many of the original concepts remain intact.

Steering Committee

At the onset of this effort, a Steering Committee was formed to provide guidance and input on the planning process. This committee was comprised of community and staff representatives including the Ocean Township Manager; staff from the Ocean Township Police Department, Environmental Commission, and School District; staff from the Monmouth County Planning Board and Engineering Division; and interested residents. Four meetings were held with the Steering Committee in 2010 to guide the development of this plan’s goals, recommendations, and priorities (June 29, October 18, November 3, and December 15, 2010). Urban also met with representatives from the Ocean Township Sewer Authority and Department of Human Services on September 23, 2010 to discuss specific issues related to the plan. Minutes from the Steering Committee meetings are included in **Appendix A**.

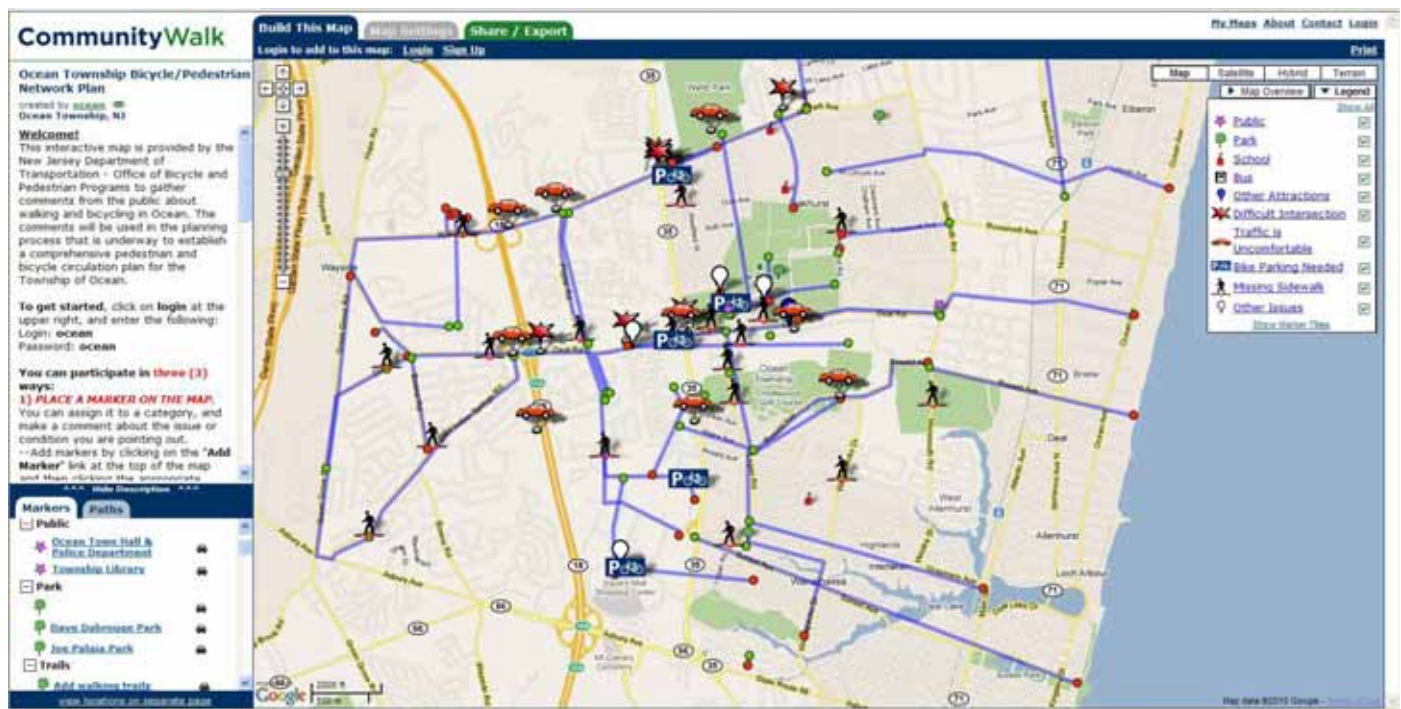
Public Meetings

Public Meetings were held on August 19 and December 8, 2010 at Ocean Town Hall. These meetings were advertised through newspaper coverage, email announcements, the Township website, and via printed flyers distributed at schools and major destinations within town. At these meetings, citizens reviewed maps documenting existing pedestrian and bicycling conditions, commented on draft recommendations, and made recommendations for additional improvements through a questionnaire. Input from the meetings was used to assist the team in developing this plan's recommendations and is further described in **Chapter 2**. Details of the meetings including press coverage, sign-in sheets, and questionnaire results can be found in **Appendix A**.



Interactive Online Map

Urban developed an interactive online mapping tool as part of an effort to collect public input on locations in the Township that may be problematic, or opportunities for pedestrian and bicycle improvements. Categories available for input included attractions, difficult intersections, areas where traffic is uncomfortable, areas where bike parking is needed, and missing sidewalk locations. Along with the public meetings, input from the mapping tool was used to help develop this plan's recommendations.



Site Visits and Observations

Extensive field work was conducted across Ocean Township over multiple dates in 2010. Site visits were used to evaluate existing on-road and off-road bicycle and pedestrian facilities. Each recommendation contained in the Plan was field verified as a part of the recommended network of bicycle facilities, whether it was initially identified via the Steering Committee, public meetings, or the online interactive map.

A field view was conducted on July 23, 2010 to evaluate potential off-road trail connections throughout the Township. While navigating and documenting potential trails, environmental concerns such as stream crossings and potential wetlands were noted.

School activity was also observed on October 23, 2010 at each of Ocean Township's public schools. The number of students arriving by foot or bicycle was tallied, along with the location of crossing guards and general observations about crossing conditions.

| Ocean Township High School (7:00 to 7:25 AM) | | | | |
|--|------------------------|------------------------|-----------------------------|---------------------------|
| EB on W. Park | NB on Poblos | WB on W. Park | SB on Branch | Total Observed |
| 4 | 18 | 16 | 16 | 54 |
| Ocean Township Intermediate School (7:30 to 7:55 AM) | | | | |
| EB on W. Park | WB on W. Park | | | Total Observed |
| 0 | 0 | | | 0 |
| Wanamassa Elementary School (8:15 to 8:45 AM) - see notes | | | | |
| NB on Chestnut (1) | EB on Bendemere | WB on Bendemere | SB on Interlaken (2) | Total Observed (3) |
| 9 | 4 | 8 | 8 | 29 |
| Wayside Elementary School (8:15 to 8:45 AM) | | | | |
| SB on Bowne | NB on Bowne | | | Total Observed |
| 3 | 3 | | | 6 |
| Ocean Township Elementary School (8:15 to 8:45 AM) | | | | |
| EB on Dow | WB on Dow | | | Total Observed |
| 2 | 1 | | | 3 |

Notes

1. The crossing guard indicated that more kids (15-20) typically use the Chestnut/Raymere crossing than observed this day
2. Due to the position of the observer, it was difficult to capture all of the students walking southbound on Interlaken
3. This value represents a spot count conducted by a single roaming observer, and likely represents only a fraction of the students walking to Wanamassa Elementary School on a typical day

Plan Overview

- **Chapter 2** outlines existing conditions for walking and biking in Ocean Township
- **Chapter 3** describes the Network Plan recommendations
- **Chapter 4** presents an overview of the pedestrian and bicycle facility types that are being recommended
- **Chapter 5** includes recommendations for programs that will support the infrastructure improvements
- **Chapter 6** discusses strategies for implementation

2. Existing Conditions

This chapter outlines existing conditions for walking and biking in Ocean Township. It describes the Township's destinations, unique assets, and existing pedestrian and bicycle facilities. It also outlines opportunities and constraints that exist today, much of which was gathered from Steering Committee input, public meetings, the online interactive map/questionnaire, and site visits.

Ocean Township is divided into three distinct areas. The Wayside area, which stretches from Route 35 to the western township boundary, is comprised mainly of single-family homes and a few medium-density residential complexes. The section of Wayside between Route 18 and Route 35 is comprised of numerous medium-density residential housing complexes and big box/strip retail along Route 35. The southern portion of this area contains the Seaview Square Mall. To the east of Route 35, the Oakhurst and Wanamassa neighborhoods form the oldest part of town. In general, there are more mixed-use destinations in this area, along with three golf courses.

Key Destinations & Unique Assets



The major destinations in Ocean (shown in **Figure 1**) consist primarily of parks, schools, shopping areas, places of worship, and regional attractions. These destinations are clustered along Route 35 and scattered throughout the Wayside, Oakhurst and Wanamassa neighborhoods. The perceived lack of safe walking and biking opportunities contributes to the auto being the primary way that residents access these destinations.



Ocean's park system is a major asset for the Township. In the early 1970s, the Township procured a 208-acre parcel of contiguous land that became Joe Palaia Park. During the 1990s, the site was improved with handicapped accessible walking/biking trails and it is presently in daily active use by pedestrians, bicyclists, and rollerbladers. The park also supports organized and unorganized recreational and sports activities throughout the year.

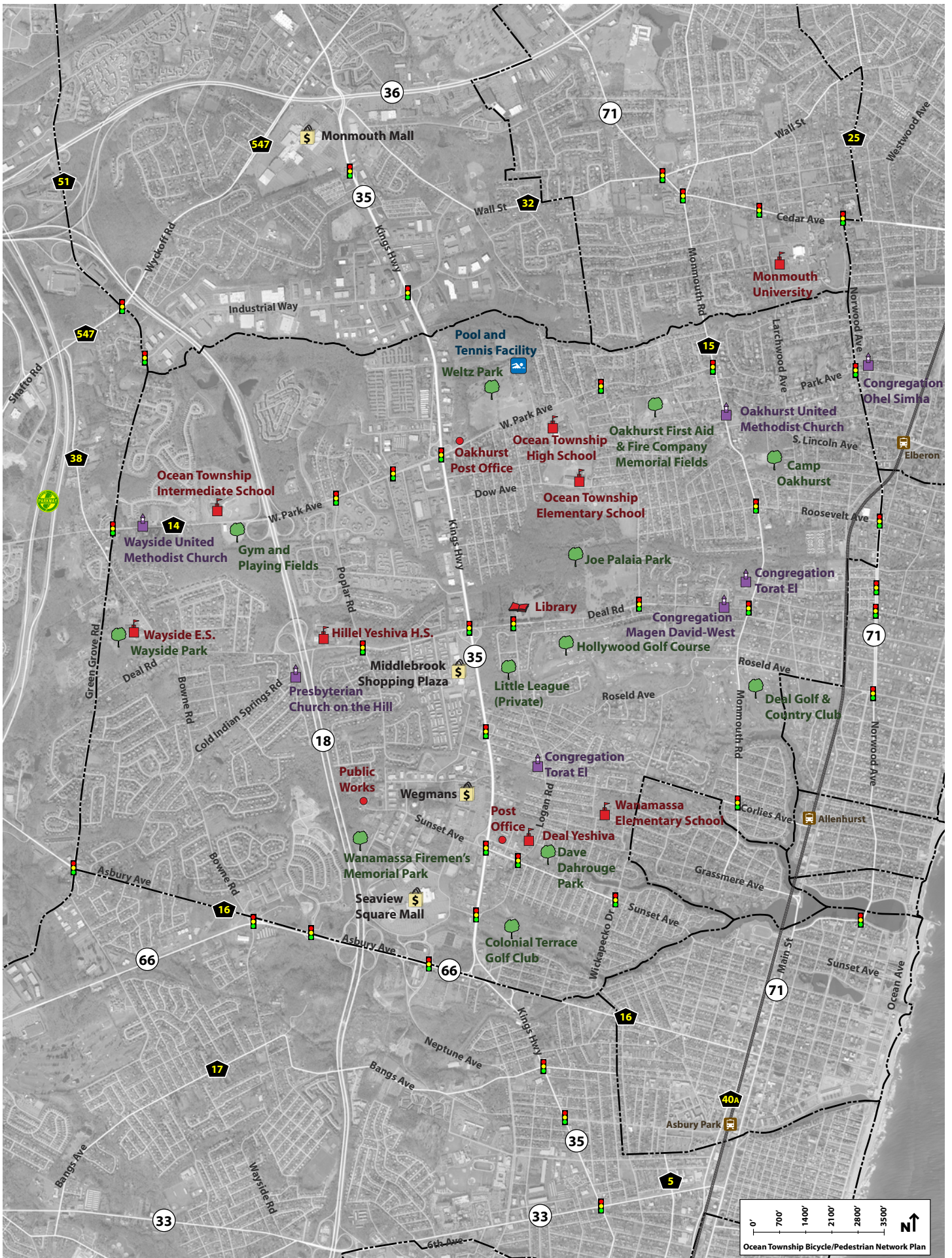


In addition to Joe Palaia Park, the Township also features a Pool and Tennis club, a Senior Recreation Center, Weltz Park (a 125-acre County Park), and Colonial Terrace Golf Course, a Township owned and operated nine-hole golf course. Smaller parks, such as Wayside Park and Dave Dahrouge Park, are scattered throughout the Township and serve neighborhood needs.



Office, retail, and eating establishments are also key destinations in Ocean Township. While much of the Township's commercial base is located along Route 35, several community shopping areas are scattered throughout the neighborhoods. These include two neighborhood commercial areas along Monmouth Road in Oakhurst, two along Sunset Avenue in Wanamassa, and the Cobblestone Village shopping area on W. Park Avenue.

Ocean Township's public school system consists of three elementary schools (Grades K-4), one intermediate school (Grades 5-8), and one high school (Grades 9-12). Ocean Township High School and Elementary School are located in Oakhurst on the same grounds, between W. Park and Dow Avenue. Wanamassa Elementary is located on Bendemere Avenue in the southeast portion of town, while Wayside Elementary is on the far west side of town along Bowne Road. Ocean Township Intermediate School lies just to the west of Route 18 on W. Park Avenue.



Transit stops are another key generator of bicycle and pedestrian activity. NJ Transit bus service runs along the length of Route 35, with transit shelters provided at the intersections with Deal, W. Park, and Sunset. Bus service also runs along segments of Route 66 and Sunset Avenue, and through the Seaview Square Mall area. While NJ Transit's North Jersey Coast Line largely bypasses the Township to the east, there are stations in Elberon and Allenhurst that are within convenient walking/biking distance of Ocean Township.

In addition to the rail stations, there are several other major attractions just outside of the Township limits. Only a quarter mile to the east, the beaches in Deal and Long Branch are strong destinations. Downtown Allenhurst and Asbury Park present cultural and entertainment opportunities for Ocean residents, while many students attending Monmouth University in West Long Branch reside in Ocean Township.



Existing Pedestrian and Bicycle Facilities

Urban conducted multiple site visits to inventory the locations and conditions of existing facilities in and adjacent to Ocean Township and to explore opportunities for improvements to the pedestrian and bicycle network. Roadway data including traffic characteristics, on-street parking, curb-to-curb width, speed limit, and presence of shoulders was recorded for State, County, and major local roads. The presence of off-road facilities, such as sidewalks and multi-use paths, and conditions at intersections and mid-block crossings were also recorded.

Existing Bicycle Facilities

Currently, there are no marked on-road bicycle facilities such as bike lanes or shared lane markings in Ocean Township. While many of the local roads are generally bicycle-compatible due to low vehicle speeds and volumes, most of the regional routes can be uncomfortable for all but the most experienced bicyclists due to higher motor vehicle speeds, higher traffic volumes, and a lack of dedicated bicycle space. The existing trail system in Joe Palaia Park, Weltz Park, and some of the smaller neighborhood parks is conducive to both walking and biking.

The roadway network in the older neighborhoods to the east of Route 35 consists of several disconnected but fairly well-developed grid layouts. Local roads in Oakhurst and Wanamassa such as Lake Avenue and Grassmere Avenue are generally bicycle compatible due to relatively low vehicle speeds, but larger arterials such as Deal, W. Park, Logan, and Sunset can be uncomfortable for the reasons mentioned above.

Conditions to the west of Route 35 are markedly less favorable to bicyclists. The roads between Route 18 and Route 35 were created as part of large multi-family developments and are very fragmented with little or no connectivity to local destinations. West of Route 18, the suburban character of the Wayside area results in numerous cul-de-sacs, which limit route choices for both bicyclists and pedestrians.



Existing Pedestrian Facilities

Based on site visits and available mapping sources, an existing sidewalk inventory was compiled for major roadways throughout the Township and local roadways in the vicinity of the public schools. The inventory revealed that sidewalks along both local and major routes are largely discontinuous. While the major east-west roads such as W. Park Avenue, Deal Road, and Sunset Avenue have some existing sidewalk, they also feature notable gaps. Route 35 is missing sidewalk along its entire length.



To the east of Route 35, the Oakhurst and Wanamassa neighborhoods feature fairly well-developed street grids with relatively short distances between attractions. In Oakhurst, though, there is little sidewalk present on the local neighborhood streets to the east and west of Ocean Township High School. Local streets to the north of Wanamassa Elementary School generally have sidewalks on both sides, while many of the streets to the south are missing sidewalk. Major roads in this area such as Logan Road, Norwood Avenue and Monmouth Road have sporadic sidewalk networks, which can be a major barrier to walking.



Discontinuous sidewalk conditions to the west of Route 35 also exist, but this area generally has a more continuous sidewalk network. This may be because most of the parcels in this area of town are newer and were required to build sidewalk as part of the development process. Still, there are notable gaps along W. Park Avenue, Deal Road, Green Grove Road, Poplar Road, and near the intersection of Cold Indian Springs and Bowne Road. While local roads throughout the Wayside area generally contain sidewalks on both sides of the road, the curvilinear streets and numerous cul-de-sacs limit route choices for pedestrians.



Intersections and Mid-Block Crossings

Most of the intersections within the Township provide little or no pedestrian accommodation.

Signalized intersections generally lack crosswalks, curb ramps, pedestrian signal heads, and ADA-compatible landings. Major signalized intersections, including those along Route 35, are difficult for bicyclists due to vehicle turning lanes, which often reduce or eliminate the shoulder in both directions. The Township's suburban nature also results in long block lengths with few crossing opportunities on major roads. Both Route 35 and Route 18 are major barriers to east-west pedestrian connectivity. The table below summarizes the conditions at signalized intersections in Ocean Township.

| Major Road | Minor Road | Jurisdiction | Pedestrian Push Buttons | Pedestrian Signals | | Approaches with Crosswalks | Curb Ramps/Landings |
|------------|-------------|--------------|-------------------------|--------------------|-----------|----------------------------|---------------------|
| | | | | Manhand | Countdown | | |
| Asbury | Green Grove | County | X | X | | WB, EB, SB | Partial |
| Deal | Whalepond | Ocean | X | | | | Partial |
| Deal | Poplar | Ocean | | | | NB | X |
| Deal | Logan | Ocean | X | X | | All | X |
| Monmouth | Deal | County | | | | | |
| Monmouth | Roosevelt | County | | | | All | X |
| Monmouth | Corlies | County | X | | | All | X |
| Monmouth | West Park | County | X | | | NB, SB | X |
| Route 35 | Deal | NJDOT | | | | SB | |
| Route 35 | Allaire | NJDOT | | | | | |
| Route 35 | Sunset | NJDOT | X | | | NB, WB | Partial |
| Route 35 | West Park | NJDOT | X | | | NB | X |
| Route 35 | Industrial | NJDOT | X | | | | Partial |
| Route 66 | Neptune | NJDOT | X | X | | EB | |
| Route 66 | Hillside | NJDOT | X | | | SB, EB, WB | X |
| Route 66 | Bowne | NJDOT | Partial | X | X | WB, NB | |
| Route 71 | Roosevelt | NJDOT | X | | | All | X |
| Route 71 | Park | NJDOT | X | | | All | Partial |
| Sunset | Wickapecko | Ocean | | | | All | X |
| Sunset | Logan | Ocean | X | X | | All | Partial |
| West Park | Cindy | County | X | X | | SB, WB | Partial |
| West Park | Poplar | County | | | | | |
| West Park | Green Grove | County | X | | | | |
| West Park | Whalepond | County | | | | NB, WB, EB | X |

Bicycle and Pedestrian Demand

There is evidence of trips occurring by walking and biking throughout the Township. Worn footpaths indicating substantial pedestrian traffic along the length of Route 35 and numerous crossings of W. Park Avenue and Deal Road in the vicinity of Route 35 were observed. Ocean Township also contains a significant Jewish population that regularly walks to synagogue, as evidenced by footpaths along Deal Road near the Route 18 crossing and observations along Larchwood Avenue. Bicyclists were seen riding on many roads throughout the Township, but especially on Sunset Avenue and other roads leading east to the beaches. The existing trail system through Joe Palaia Park and Weltz Park are well used by bicyclists and pedestrians for recreation.



Pedestrian activity is evident throughout Ocean Township



Worn footpaths indicate corridors where walking is routine



Bicycle activity is also evident throughout the Township

Crash Analysis

A crash analysis was performed to determine where existing pedestrian and bicycle safety issues are present throughout the Township (shown in **Figure 2**). Police crash reports were obtained from the Ocean Township Police Department for the years 2005-2009. A total of 98 bicycle and pedestrian crashes were recorded in the Township for that period, although 20 occurred in business parking lots or residential driveways and were excluded from further analysis. The remaining 78 crashes along roadways in the Township were comprised of 41 pedestrian crashes and 37 bicycle crashes. Crashes involving individuals under the age of 21 accounted for nearly a quarter of the pedestrian crashes (24%) and nearly half (49%) of the bicycle crashes. This suggests that younger cyclists are either particularly vulnerable and/or tend to bike more often.

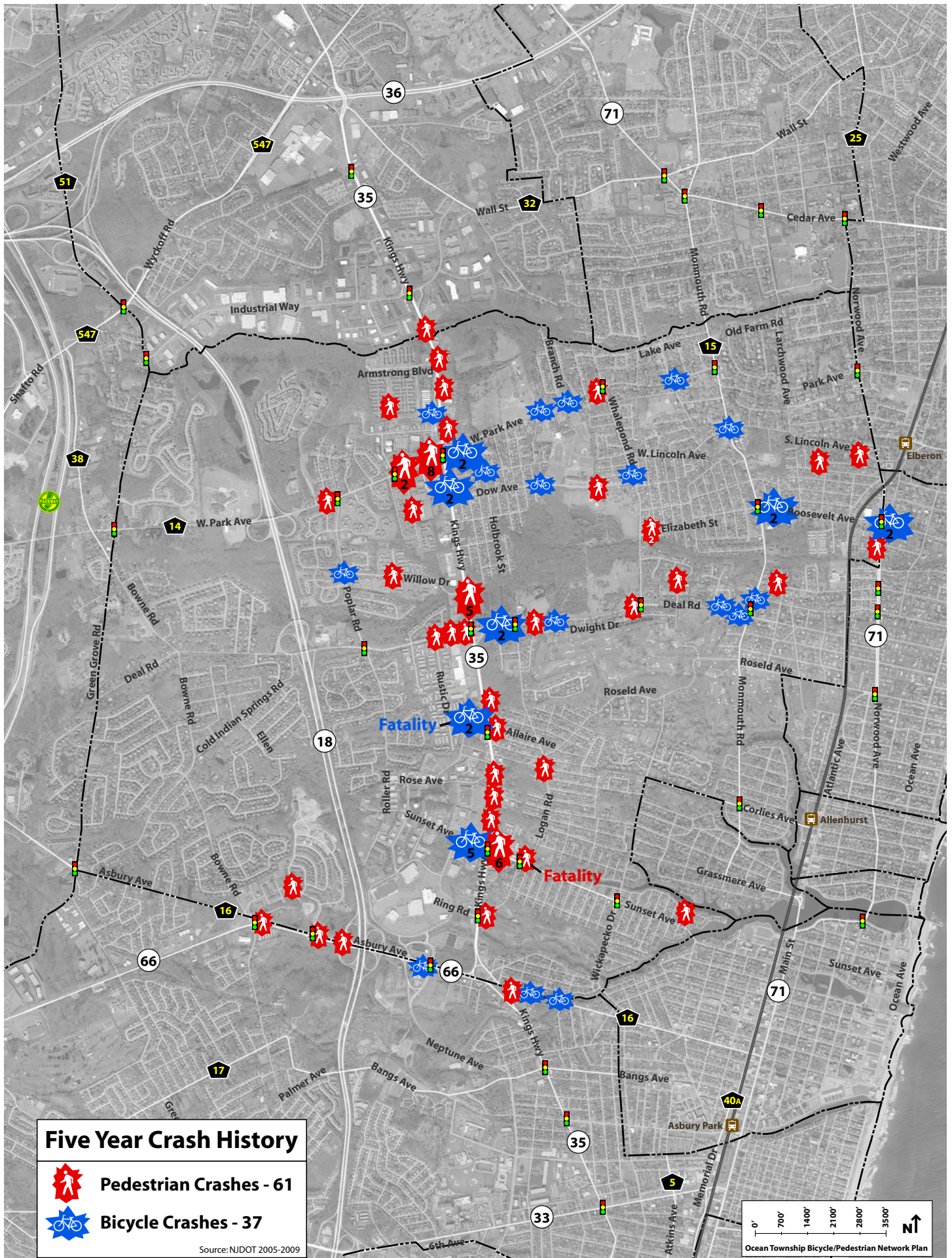
Twenty-two (22) crashes took place at un-signalized locations, with seventeen (17) occurring at mid-block locations and five (5) at intersections. A common bicycle crash type (13 crashes) involved bicycles traveling the wrong way. In nine (9) of these crashes, the cyclist was age 17 or under and in ten (10) crashes, turning vehicles hit cyclists. Some of these collisions are attributable to cyclists traveling in the wrong direction. In these instances, cyclists may be unaware of proper riding behavior, possibly due to their young age.

Crash Clusters

Of the 78 crashes that occurred along Township roads, nearly one-third (31%) took place on or near NJ Route 35. The majority of the crashes (16 out of 24, or 67%) occurred at or near intersections along the corridor. In six (6) of the crashes, the pedestrian or bicycle crossed against the signal and in three cases, bicycles were traveling in the wrong direction along NJ Route 35 when they were struck.

Two crash clusters were located along Route 35, one at Sunset Avenue and one at West Park Avenue. A total of twelve (12) crashes occurred at Sunset Avenue, including seven (7) pedestrian crashes and five (5) bicycle crashes. Three (3) crashes occurred on Sunset Avenue between Allen Avenue and Route 35, including one fatality. This area has the character of a small retail node, with several storefronts located along Sunset Avenue and Fairmount Avenue. The reverse jug-handle north of Sunset Avenue adds a great deal of auto and truck traffic to these local roads, resulting in a less pedestrian-friendly atmosphere.

Another crash cluster was located at or near the intersection of NJ Route 35 and West Park Avenue, with eight (8) pedestrian crashes and two (2) bicycle crashes. Four (4) of the crashes took place just east or west of the intersection at unmarked crossing locations and three (3) crashes took place when pedestrians or bikes attempted to cross Route 35 against the signal. Sidewalks are present on the south side of West Park Avenue, but on the north side of the street, sidewalks only exist west of the Kings Highway intersection.



NJDOT Bicycle/Pedestrian Master Plan Analysis

The bicycle and pedestrian analytical tool was developed by NJDOT as part of the Statewide Bicycle and Pedestrian Master Plan – Phase 2. NJDOT has used the analytical tool on a statewide level to assess both demand and suitability for bicycle facilities. State routes within Ocean Township were evaluated, including Route 18, Route 35 and Route 71.

Priority levels represent a combination of demand and suitability, so that locations with the greatest potential demand and poorest facilities are given the highest priority. For bicycle and pedestrian priority, both Route 35 and Route 71 have a medium priority due to a combination of medium demand and medium level of service. Due to its design as a limited access highway, Route 18 is not bicycle or pedestrian compatible. Figures from the analysis are included in **Appendix B**.



Route 35

Route 71 (Norwood Ave)

Summary of Public Input

Several key challenges and barriers, as well as opportunities, were identified through the public process. Comments from the questionnaire are summarized below and depicted graphically in **Figure 3**. A full listing of the questionnaire responses is included in **Appendix A**.

Where/why do bike/walk?

- pleasure/recreation/leisure
- exercise/fitness
- recreation at Joe Palaia park
- towards the beach and Ocean Ave/Allenhurst
- job at Wegmans / to get to Synagogue on Deal Road
- walking the dog
- running errands

What prevents you from biking/walking?

- fear of vehicular traffic
- afraid of Route 35 intersections or crossings
- heavy traffic on Deal, West Park, Monmouth
- lack of reasonable shoulders
- lack of sidewalks
- afraid for safety/getting hit by car
- traffic, especially along Wickapecko, Sunset, W. Park

Where would you like bike lanes?

- high traffic roads such as Sunset, Deal, W. Park
- Whalepond, Logan, Monmouth, Wickapecko, Poplar
- bike paths! not bike lanes; prefer an off-road path
- bike lanes are useful, but not if they are filled with debris

Where would you like off-road trails?

- safe access to Joe Palaia Park
- Deal to W. Park on both sides of Route 35
- interconnect school and parks (e.g. pool area on W. Park)
- across Route 18; Wayside is too separated from town

Where would you like additional/wider sidewalks?

- Logan, Whalepond, Poplar from the Manor to Middlebrook
- Deal and W. Park, especially over Rt. 18 and Hwy. 35
- areas of high traffic volume/speed
- continuous sidewalk along Rt. 35

Where would you like crossing or intersection improvements?

- Route 18 intersections with Deal and W. Park
- Route 35 intersections in particular; all intersections over Route 35 including Deal, W. Park, Allaire, Sunset
- intersections along Deal, Whalepond, Logan, Monmouth
- all Route 35 intersections (numerous)
- scary to be a pedestrian crossing Route 35

What programs/actions would improve bike/ped access to schools?

- create a path from JPP through High School to W. Park
- group locations for bike/peds to meet and walk as a group
- crossing guards during AM/PM dismissal hours
- no kids; not applicable

Where is bike parking needed?

- Middlebrook shopping center, Seaview Mall, Wegmans
- Cobblestone Village, Foodtown, all shopping centers
- parks, schools, and Town recreation center
- currently “chain” bikes to poles or benches

Where is roadway or sidewalk maintenance needed?

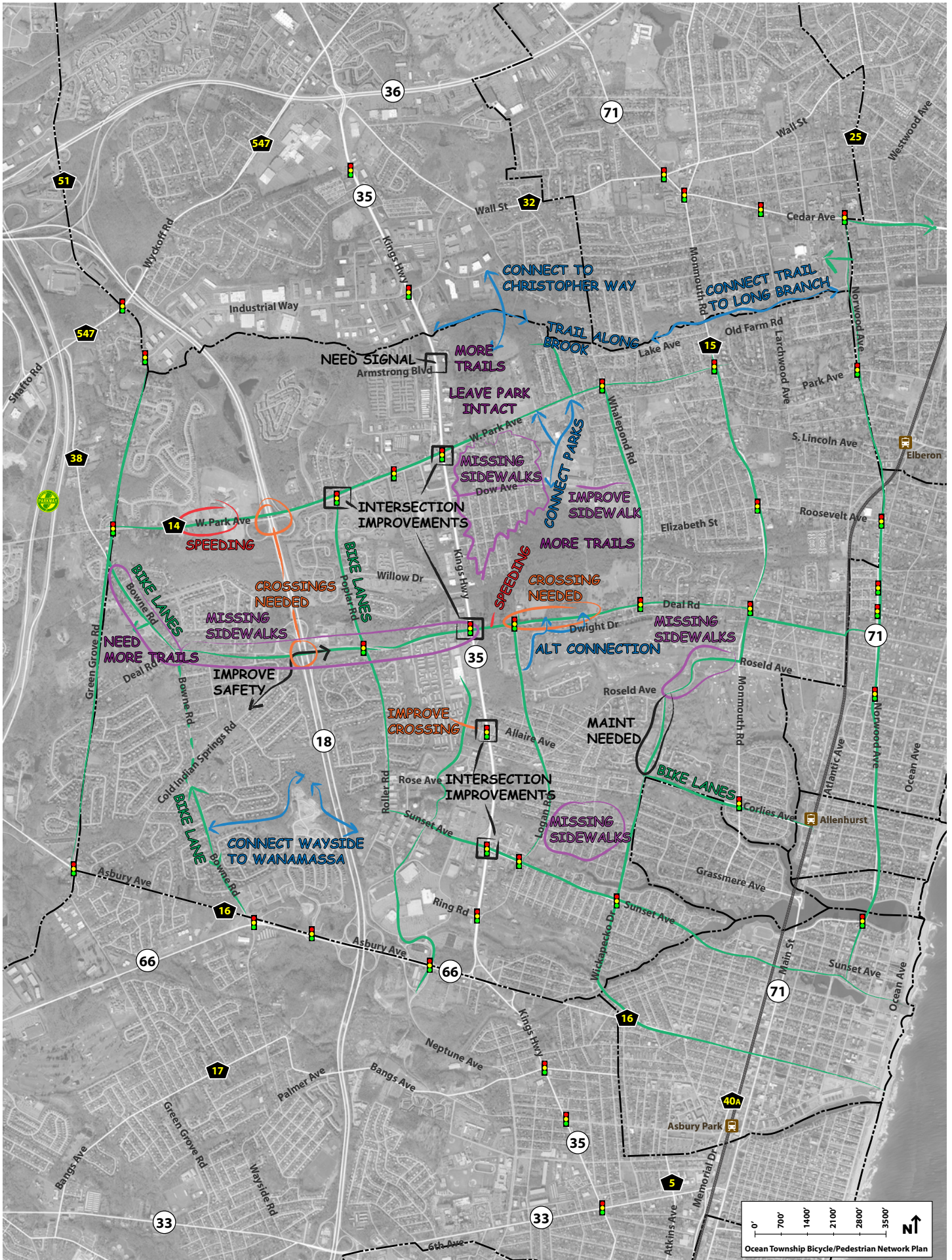
- safety could be improved by trimming shrubs/bushes
- lack of contiguous sidewalks rather than condition
- the Deal Road bridge over Rt. 18 is horrible
- people do not remove snow from sidewalks

What type of public education is needed?

- drivers talking on cell phones (numerous)
- bike safety classes
- cars need to realize that bikes are vehicles and belong on the road; many drivers are distracted
- road signs, town website, flyers, town hall meetings

Where is enforcement needed?

- speeding is particularly bad on Allaire and Allenhurst
- many drivers are aggressive towards walkers and bikers
- cars have no respect for bicycles; will not share the road
- make sure laws are clearly indicated - not motorist traps



3. Bicycle and Pedestrian Plan

The recommendations presented in the chapter are intended to create an interconnected bicycle and pedestrian network that enhances mobility, improves safety and comfort for all transportation modes, encourage kids to walk and bike to schools, and accommodates all bicycling skill levels. Implementation of the full Network Plan would establish a 52-mile network of bicycle facilities, build over 33 miles of new sidewalk, add over 11 miles of off-road trail, and improve 72 crossings. The range of actions necessary to implement the Network Plan is dependent on the facility type and the character of the existing road. Improvements may be as simple as adding pavement markings or signage, or may require more complex actions such as expanding the pavement width or constructing new off-road facilities. Most of the recommendations will require additional planning and engineering design efforts, and some may take many years to implement.

Although this chapter addresses each category of recommendations (Bicycle, Pedestrian, Off-Road Trail) individually, in reality these components work together to form an integrated bicycle and pedestrian network. And while land use is not specifically addressed in this plan, the integration of bicycle and pedestrian considerations into future land use development decisions would further advance the goals stated above.

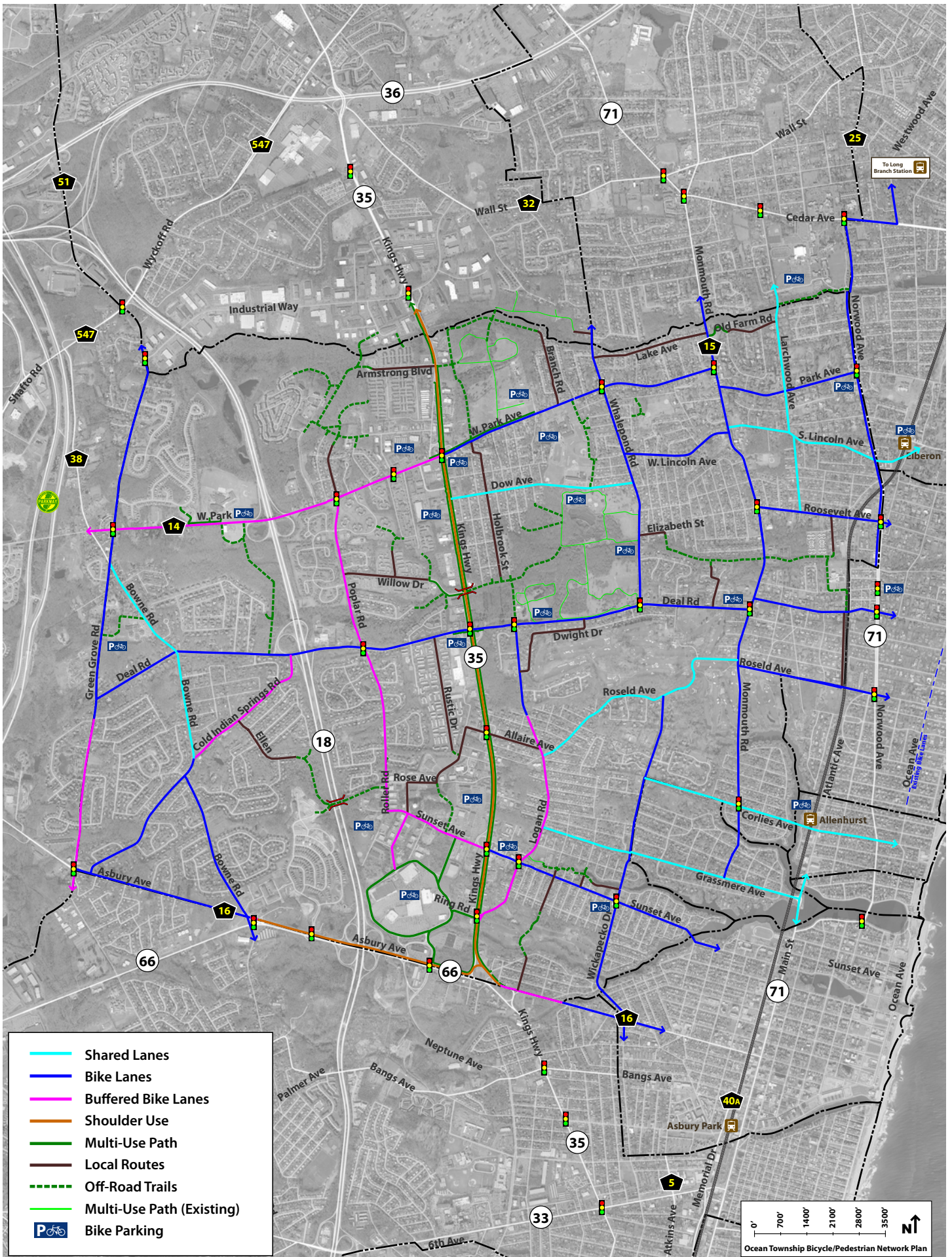
Bicycle Network

Figure 4 presents a Bicycle Network Plan for new bicycle facilities in Ocean Township, while **Figure 5** describes the range of bicycle compatibility options (for better legibility, a larger print of **Figure 4** is included in **Appendix C**). The Bicycle Network Plan identifies a bicycle-compatible recommendation (i.e. shared lanes, bike lanes) for each of the major roadways. Recommendations were developed based on guidance from the Steering Committee, public input, and roadway characteristics including roadway width, vehicle speeds, and connectivity with major attractions. The plan also shows recommended bicycle parking locations.

The table below briefly describes each of the bicycle facility types that are proposed in the plan. Further description and guidance for each bicycle facility type is provided in **Chapter 4**.

| Bicycle Facility Types | |
|-------------------------------|---|
| Shared Lane Markings | Pavement markings and/or signage is used to indicate that bicycles share the lane with other vehicles |
| Bike Lanes | Signage, striping, and pavement markings are used to create dedicated space for bicycles; typically in the shoulder area |
| Buffered Bike Lanes | Applicable on roads where there is enough width to provide a striped buffer between the bike lane and the vehicle lane |
| Shoulder Use | Roadway shoulders are striped for bicycle use, but without the signage and pavement markings used for bike lanes |
| Multi-Use Path | Dedicated space shared by bicyclists and pedestrians that is adjacent to the roadway; typically separated from the roadway by a buffer area |
| Local Routes | Relatively low speed, low volume neighborhood roads that can be designated through signage or pavement markings |

Figure 4: Bike Plan



Shared Lane Markings

Shared lane markings (commonly referred to as “sharrows”) are proposed along the entire length of Dow Avenue, Corlies Avenue, South Lincoln Avenue, and Grassmere Avenue. These facilities are also recommended along segments of Larchwood Avenue, Roseld Avenue, and Bowne Road. In general, traffic volumes and speeds on these roads are low enough to accommodate bicyclists and vehicles in the same lanes. Guidelines for the placement of sharrows on roads with on-street parking, such as Corlies Road and Grassmere Avenue, and without on-street parking are specified in **Chapter 4**. Shared lane markings should be implemented in conjunction with the posted speed limit reductions discussed later in this chapter.

Bike Lanes / Buffered Bike Lanes

Bike lanes and/or buffered bike lanes are proposed along the entire length of Deal Road, Sunset Avenue, Whalepond Road, Norwood Avenue, Sherman Avenue, Wickapecko Drive, Green Grove Road, Monmouth Road, Poplar Road, Roller Road, and Cold Indian Springs Road. These facilities are also recommended along segments of Roosevelt Avenue, Roseld Avenue, Bowne Road, and Asbury Avenue. These routes provide good connections to local and regional attractions, and are wide enough to stripe a minimum 5-foot wide bike lane in each direction without widening the entire road. Where there is room, buffered bike lanes would feature an additional 2 to 4-foot striped or hatched area between the bike lane and the travel lane. In some case, minor widening may be necessary at specific intersections to accommodate turning lanes.

On-street parking is not allowed within bike lanes; therefore, parking would need to be restricted from roadways that are not wide enough to accommodate separate bike and parking lanes. This includes the segments of W. Park Avenue, Deal Road, Green Grove Road, Monmouth Road, and Sunset Avenue that are currently wide enough to accommodate on-street parking. Restricting on-street parking from these roads may not present a serious hardship, though, because parking appears to be used sporadically. For example, on-street parking is currently allowed on Sunset Avenue east of Logan Road but is rarely used due to the availability of parking alternatives such as driveways and nearby side streets. Motorists also avoid parking on some roads, such as W. Park Avenue and Deal Road, because the volume and speed of traffic make on-street parking uncomfortable.

Installing bike lanes in the other recommended locations could be accomplished without the need to address on-street parking. Park Avenue (east of Larchwood Avenue) and Sunset Avenue (west of Route 35) are wide enough to accommodate both on-street parking and bike lanes, while parking is currently restricted along Whalepond and Poplar Road. For most of the length of W. Park Avenue, Deal Road, and Monmouth Road, on-street parking is not an issue because the existing width does not support on-street parking.

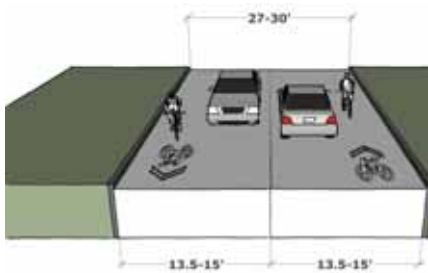
Shoulder Use / Multi-Use Paths

Use of the shoulder by bicyclists is presented as a short-term recommendation for bicycle compatibility along Route 35 and Route 66. The plan recognizes that, due to high traffic volumes and speeds along these roads, riding in the shoulder may be uncomfortable for all but the most experienced cyclists. Therefore, the long-term goal recommendation for both roads is to explore the creation of two-way multi-use paths along Route 35 and Route 66 to serve both pedestrians and bicyclists. These paths would be located adjacent to the roadway, but separated from the shoulder by a grass buffer strip. Short multi-use path segments are also recommended along W. Park Avenue and Deal Road in the vicinity of Route 35 to remove bicyclists from turning lane conflicts.

Local Routes

In the context of this plan, local routes were identified as streets with relatively low traffic volumes and vehicle speeds that provide essential links in a connected bicycle network for Ocean Township. Low-volume local roads such as Lake Avenue, Holbrook Street, Rustic Drive and Willow Drive are excellent for bicycling in their current condition and need no further street improvements to be bicycle compatible. Identifying local routes as preferred routes through pavement markings or signage would further enhance the bicycle network’s connectivity.

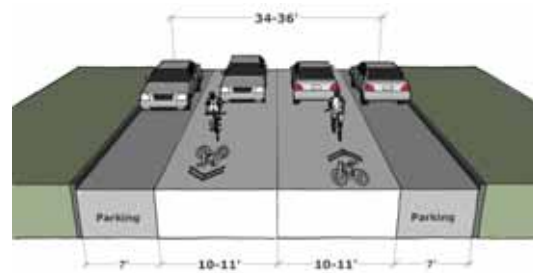
Shared Lanes, Without Parking



Examples

- Dow (30')
- Larchwood (29')
- S. Lincoln (29')
- Roseld (28')
- Bowne (28')

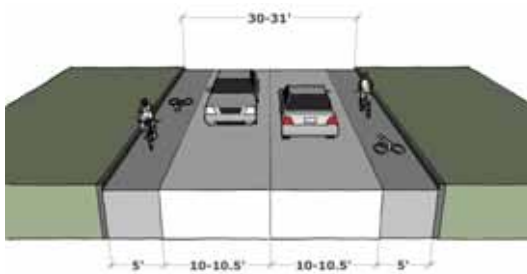
Shared Lanes, With Parking



Examples

- Corlies (34')
- Grassmere (36')

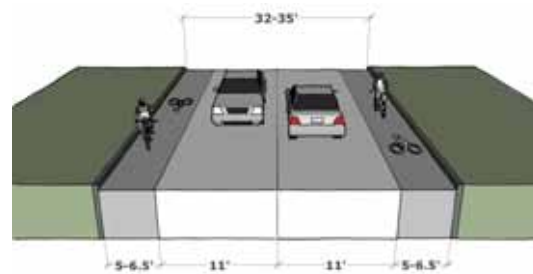
Bike Lanes, Travel Lanes < 11'



Examples

- Logan Road (30')
- Whalepond (30')
- Deal (30')
- Wickapecko (30')

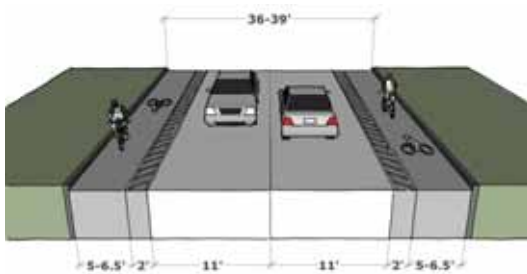
Bike Lanes, Travel Lanes > 11'



Examples

- Sherman (35')
- Sunset (35')
- Norwood (34')
- Monmouth (33')
- Roosevelt (33')

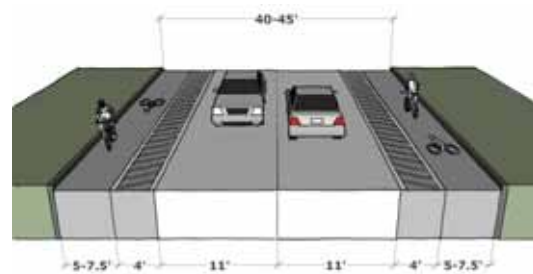
Buffered Bike Lanes, 2' Wide Buffer



Examples

- Cold Indian Springs (36')
- Green Grove (36')
- Roller (36')

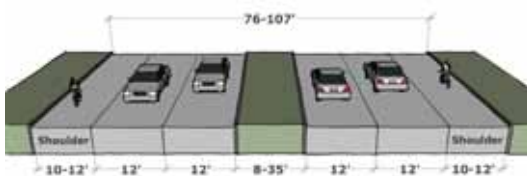
Buffered Bike Lanes, 4' Wide Buffer



Examples

- W. Park (40')
- Poplar (40')

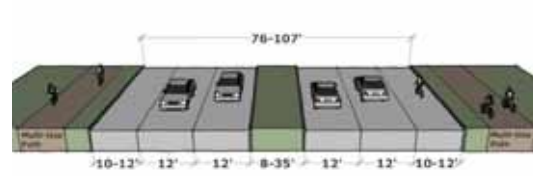
Divided Highway, Shoulder Use (Short-Term)



Examples

- Route 66 (107')
- Route 35 (76')

Divided Highway, Multi-Use Path (Long-Term)



Examples

- Route 66 (107')
- Route 35 (76')

Pedestrian Network

Figure 6 presents a Pedestrian Network Plan for new pedestrian facilities in Ocean Township, including new sidewalks, improved crossings, and measures that improve access to local schools (for better legibility, a larger print of **Figure 6** is included in **Appendix C**). Recommendations were developed based on guidance from the Steering Committee, public input, and an inventory of existing sidewalks and crossing conditions.

New Sidewalk

The Pedestrian Network Plan recommends adding new sidewalk throughout the Township to create continuous walking paths along all major roads. For most roads, sidewalk is recommended on both sides because there are active uses on both sides. There are a few locations where sidewalk is only recommended on one side of the road due to physical or property constraints (such as Roseld Avenue) or relatively low pedestrian demand (such as Green Grove Road). Sidewalks should be constructed to match the Township's minimum width of four (4) feet, although greater width may be necessary along heavily traveled routes such as Deal Road, W. Park Avenue, and Sunset Avenue.

Pedestrian Crossing Improvements

Figure 6 shows the locations where signalized intersection improvements are necessary. Intersections should be upgraded to include marked crosswalks, ADA-compatible curb ramps, pedestrian push buttons, and countdown pedestrian signal heads. Higher-level treatments may be necessary at intersections with high pedestrian activity or more intimidating traffic operations.

Un-signalized crossing improvements are also shown in **Figure 6**. Several measures can be used to improve safety at un-signalized crossings, ranging from high-visibility crosswalk striping and signage to higher-level treatments such as textured crosswalks, curb extensions, median refuge islands, in-road lighting, overhead lighting, High Intensity Activated Crosswalks (HAWKS) and Rectangular Rapid Flashing Beacons (RRFBs). In general, crossings along high speed, high volume roads would benefit from a higher level of treatment that offers additional protections for bicyclists and pedestrians crossing the roadway. Future engineering studies for un-signalized crossings should specify treatments at each location.

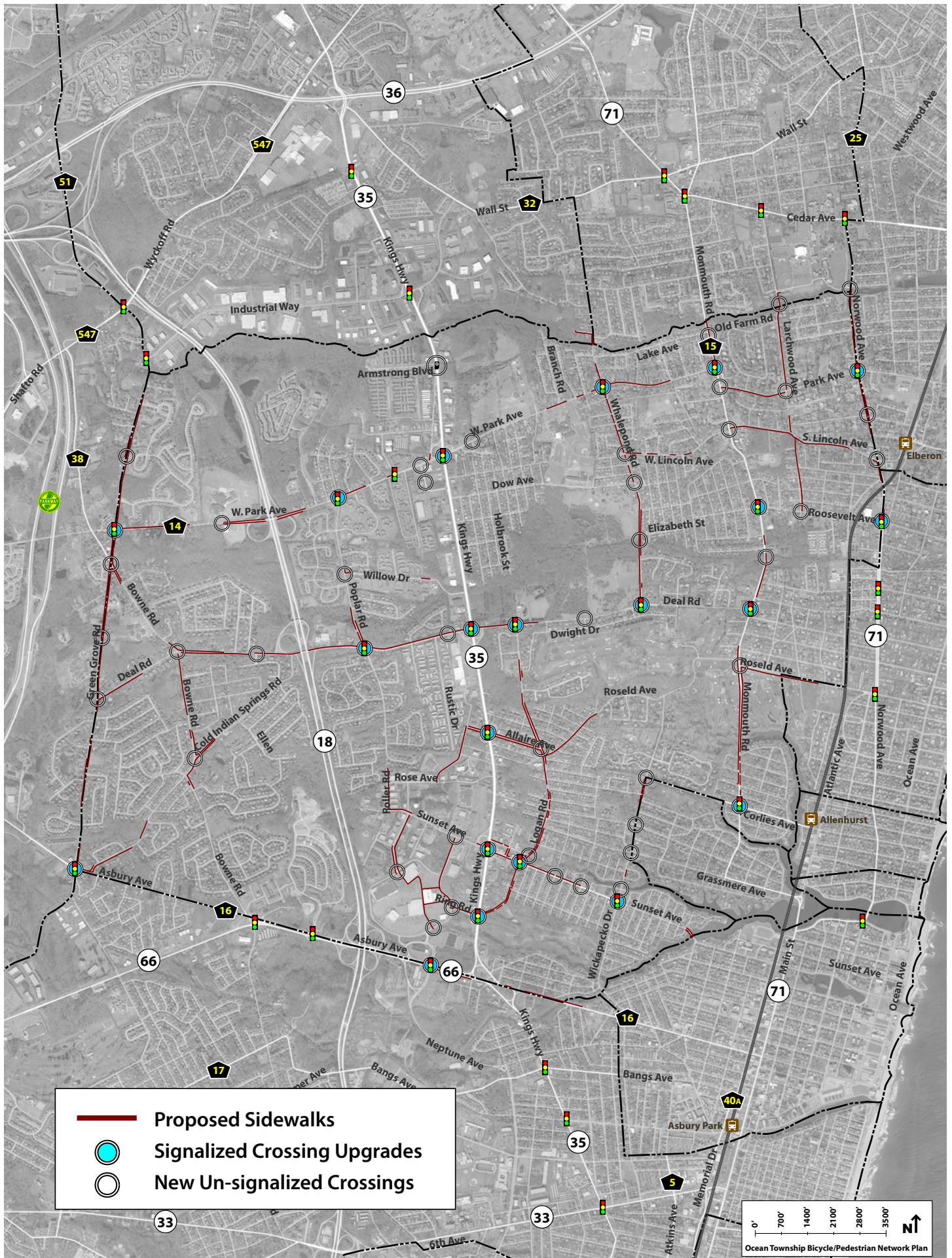
Signalized intersections along Route 35 were frequently cited as having some of the worst conditions for both pedestrians and bicyclists within the Township. These include the intersections of Armstrong Boulevard, W. Park Avenue, Deal Road, Allaire Avenue, and Logan Road with Route 35. Given the barrier that Route 35 presents to overall east-west connectivity, preliminary concept plans were developed to detail the interaction between sidewalks, multi-use paths, and bicycle facilities through these intersections. The preliminary concept plans are included in **Appendix D**.

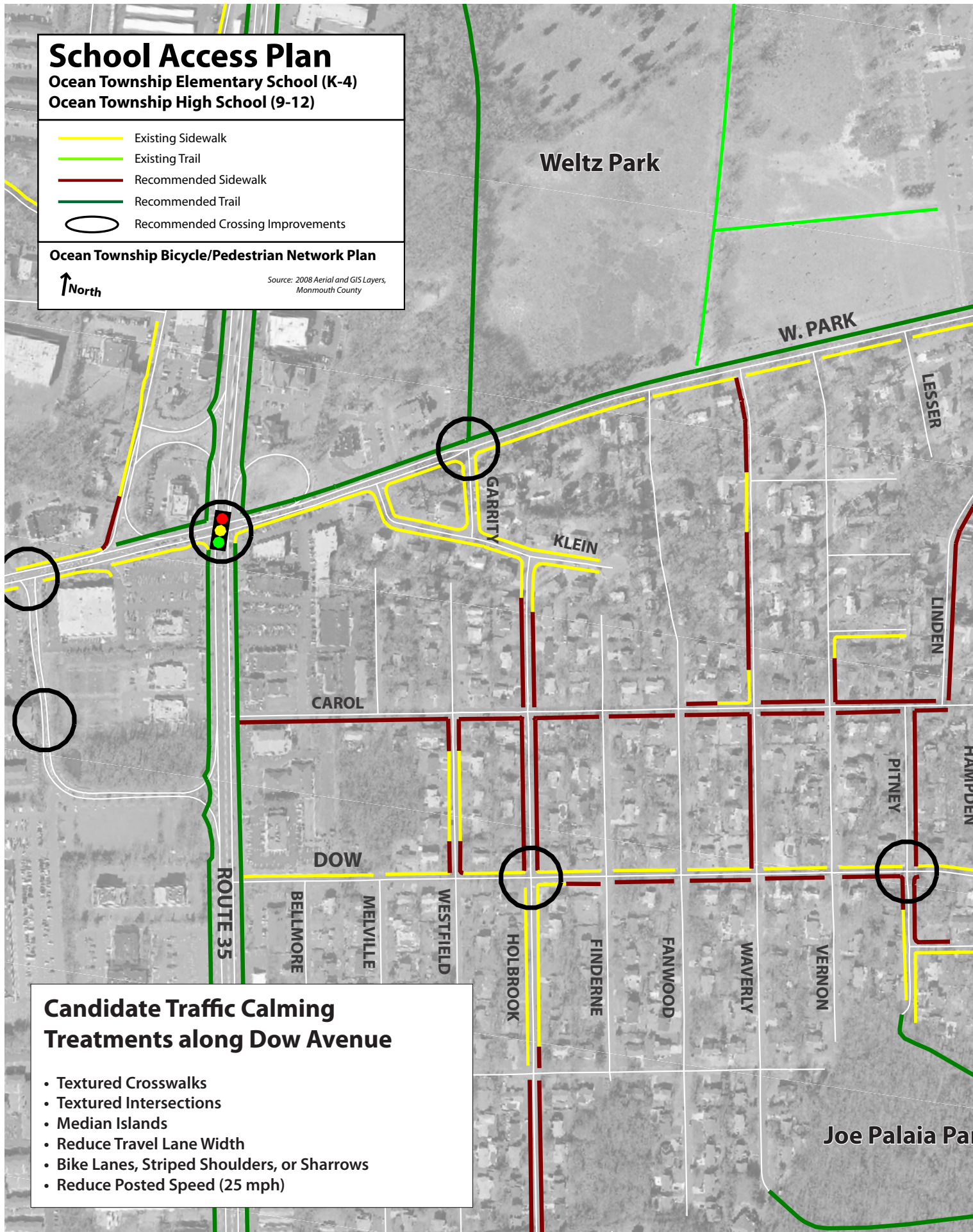
Safe Access to Schools

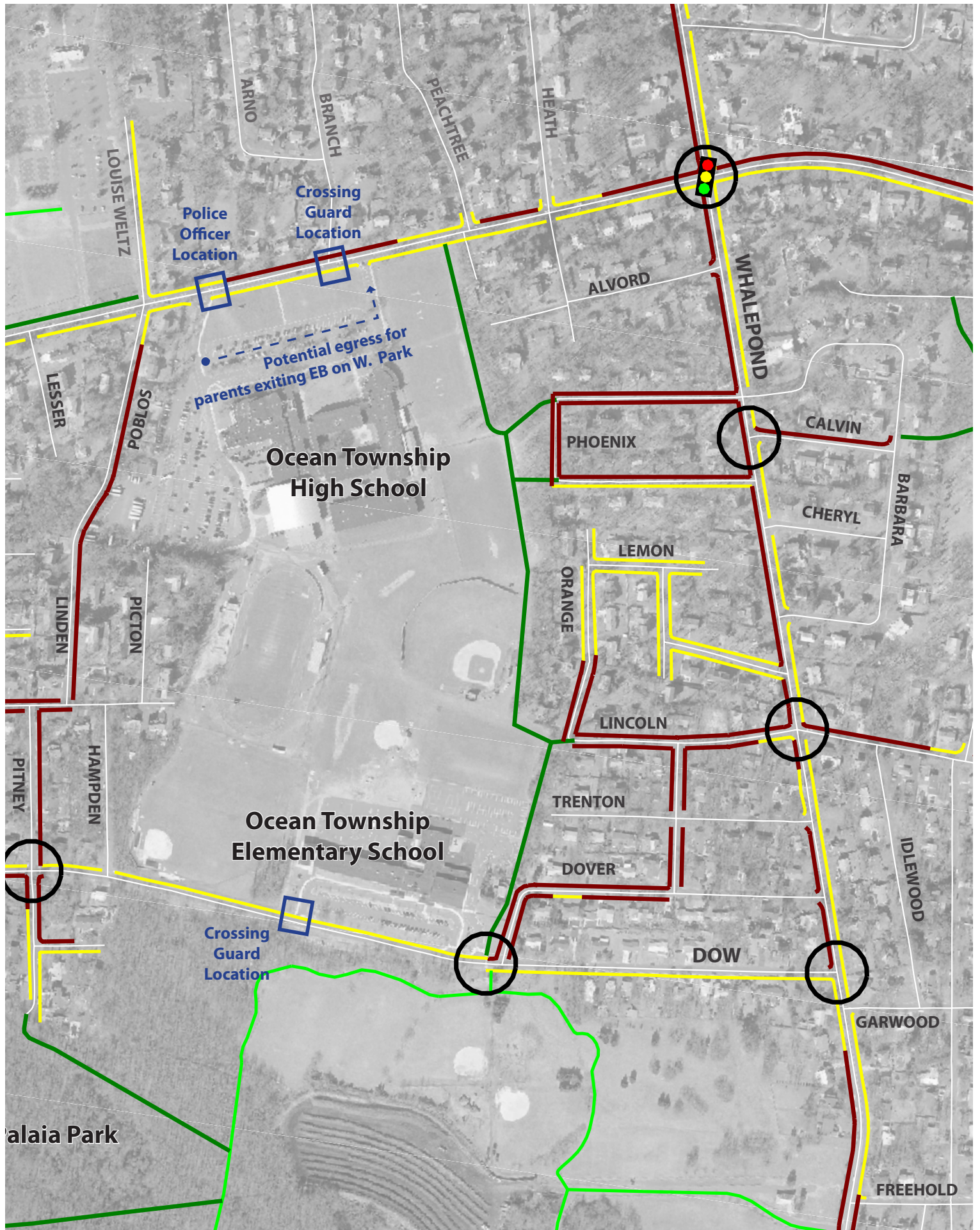
An essential component of the Network Plan is the creation of safe walking and bicycling alternatives for students. In coordination with the Township and School District, school access plans were developed to encompass each of the public schools (**Figures 7-9**). These plans show the existing sidewalk network and recommend locations for new sidewalks, trails and crossing improvements. The School Access Plans are intended to help the Township pursue Safe Routes to School funding, as well as plan for local sidewalk improvements through the street paving program.



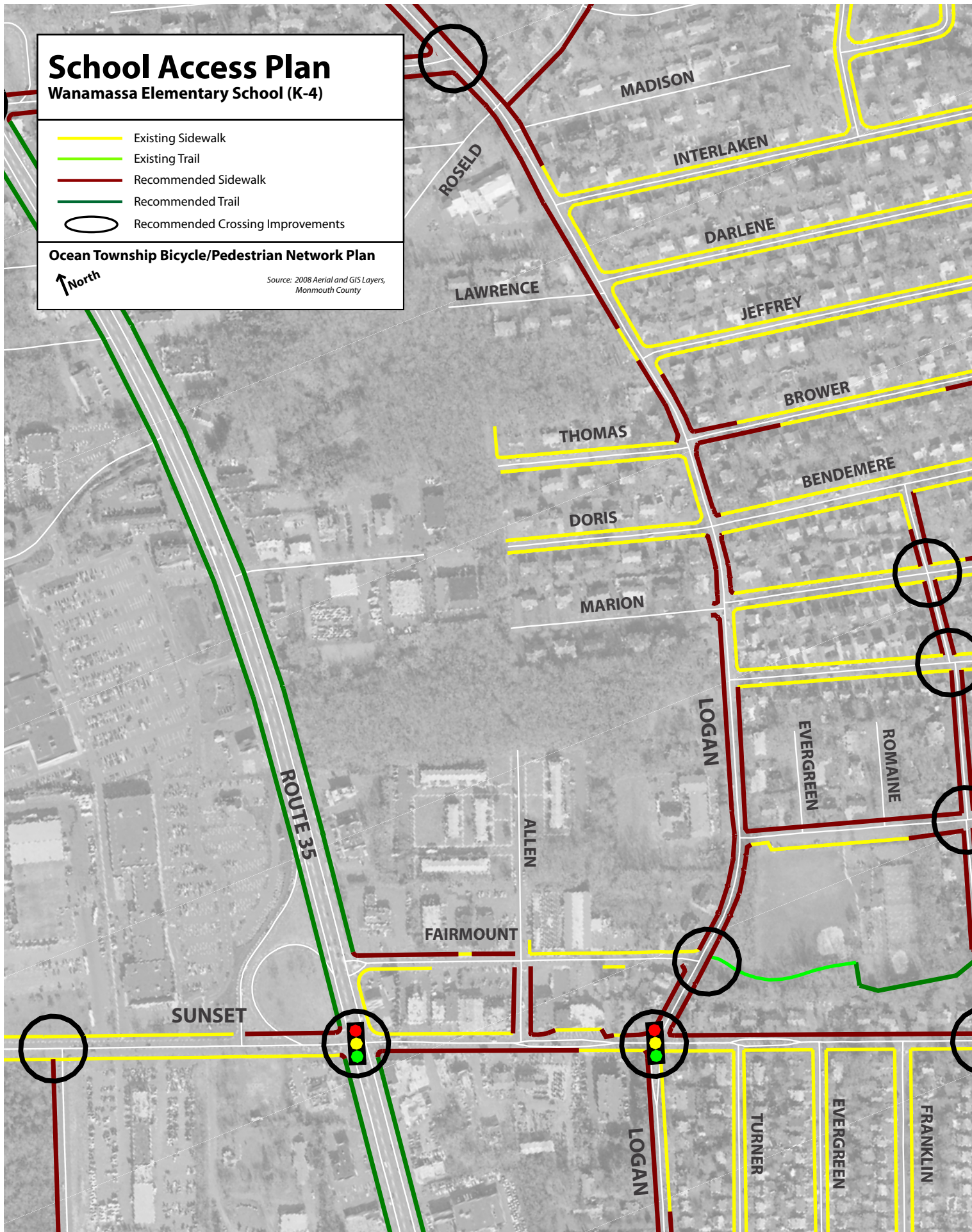
Figure 6: Pedestrian Network Plan

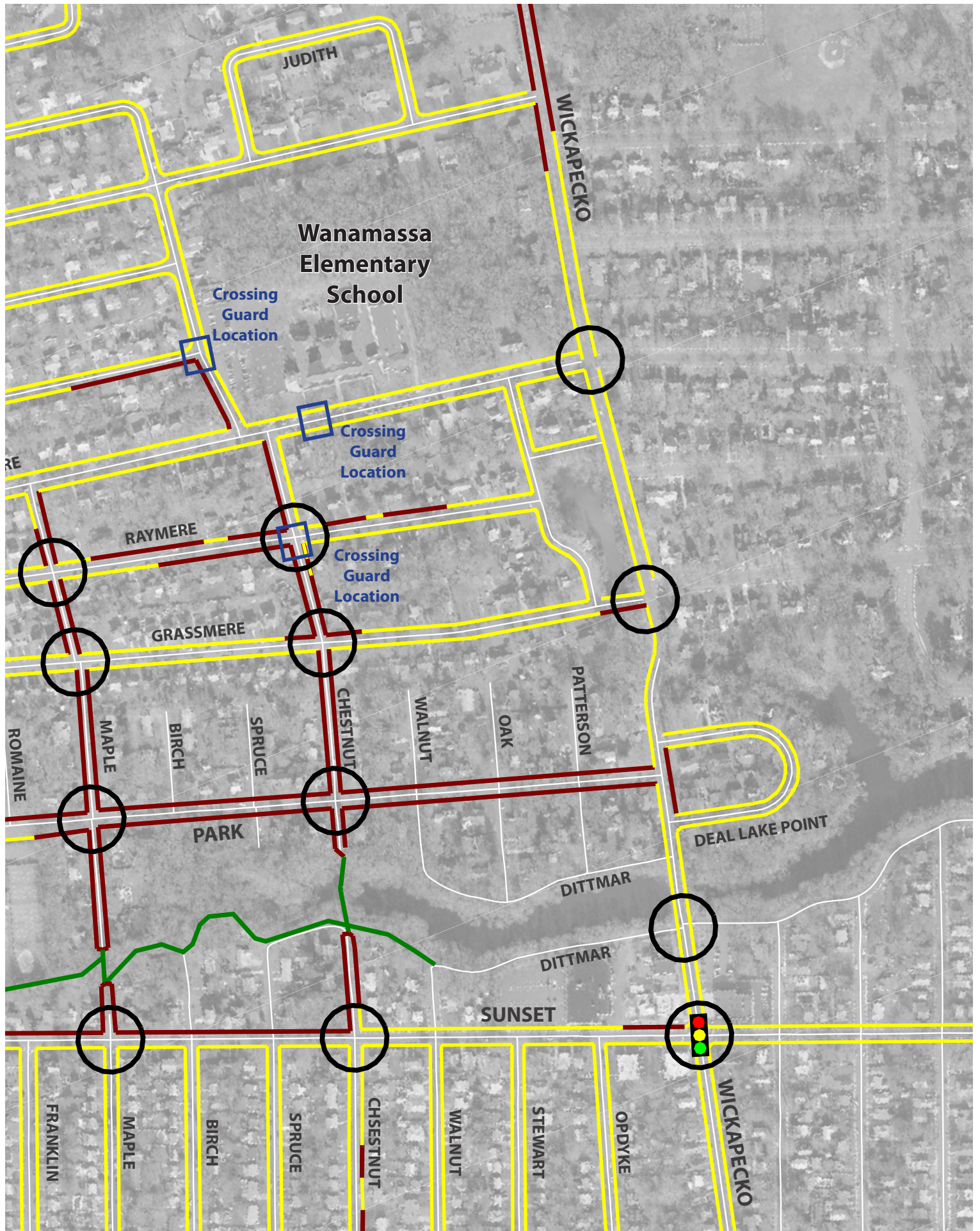


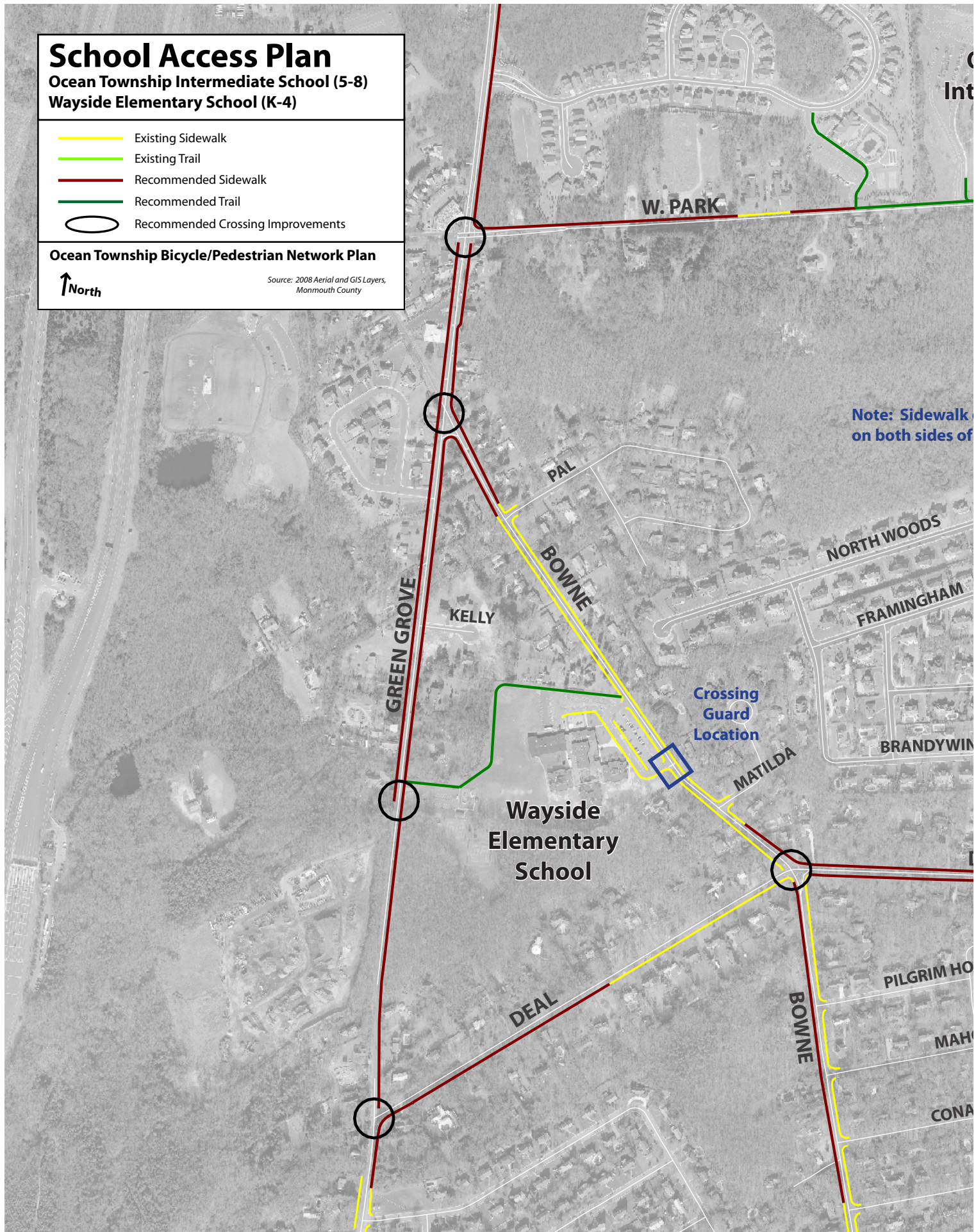


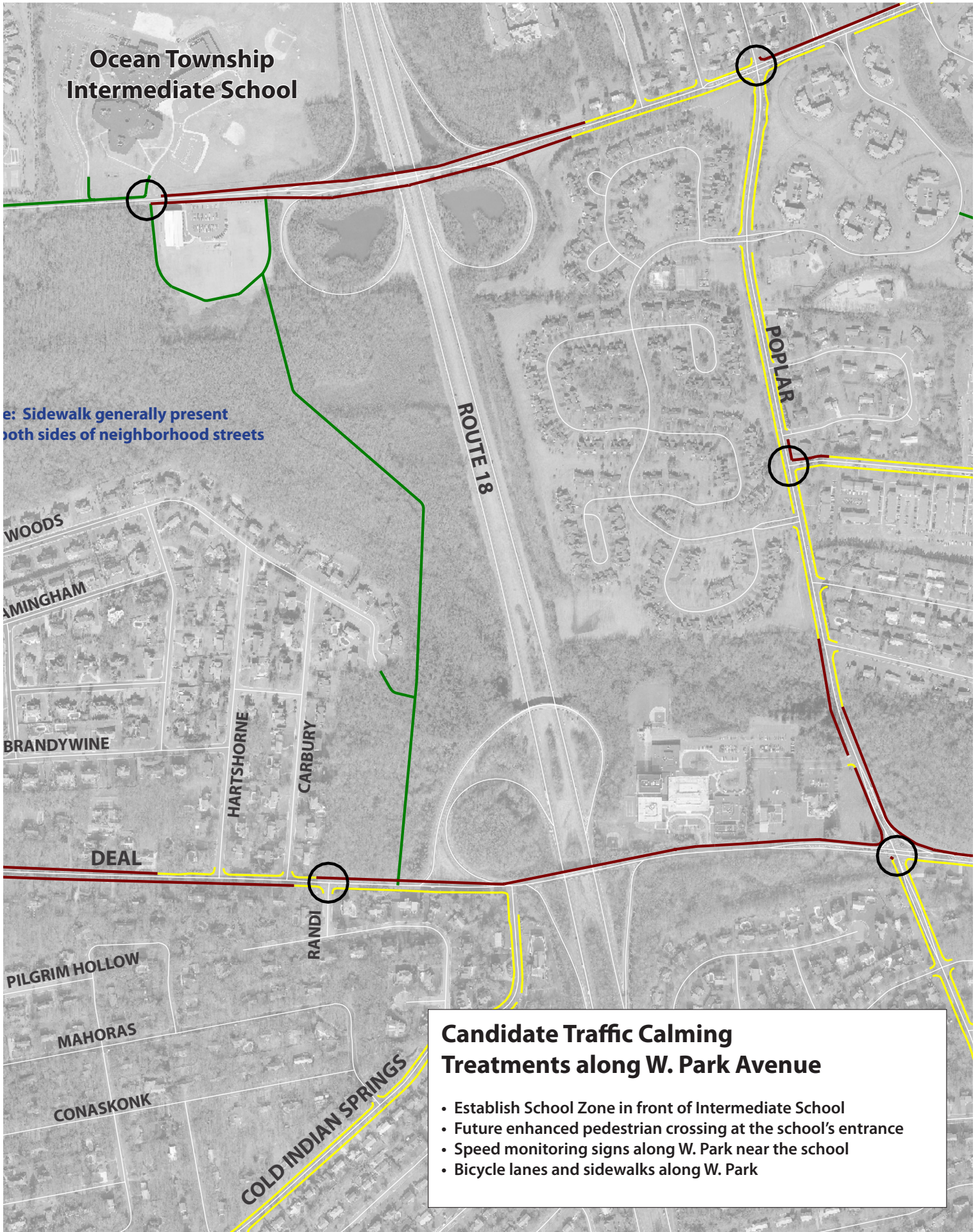


Alaia Park









Ocean Township Intermediate School

Note: Sidewalk generally present both sides of neighborhood streets

Candidate Traffic Calming Treatments along W. Park Avenue

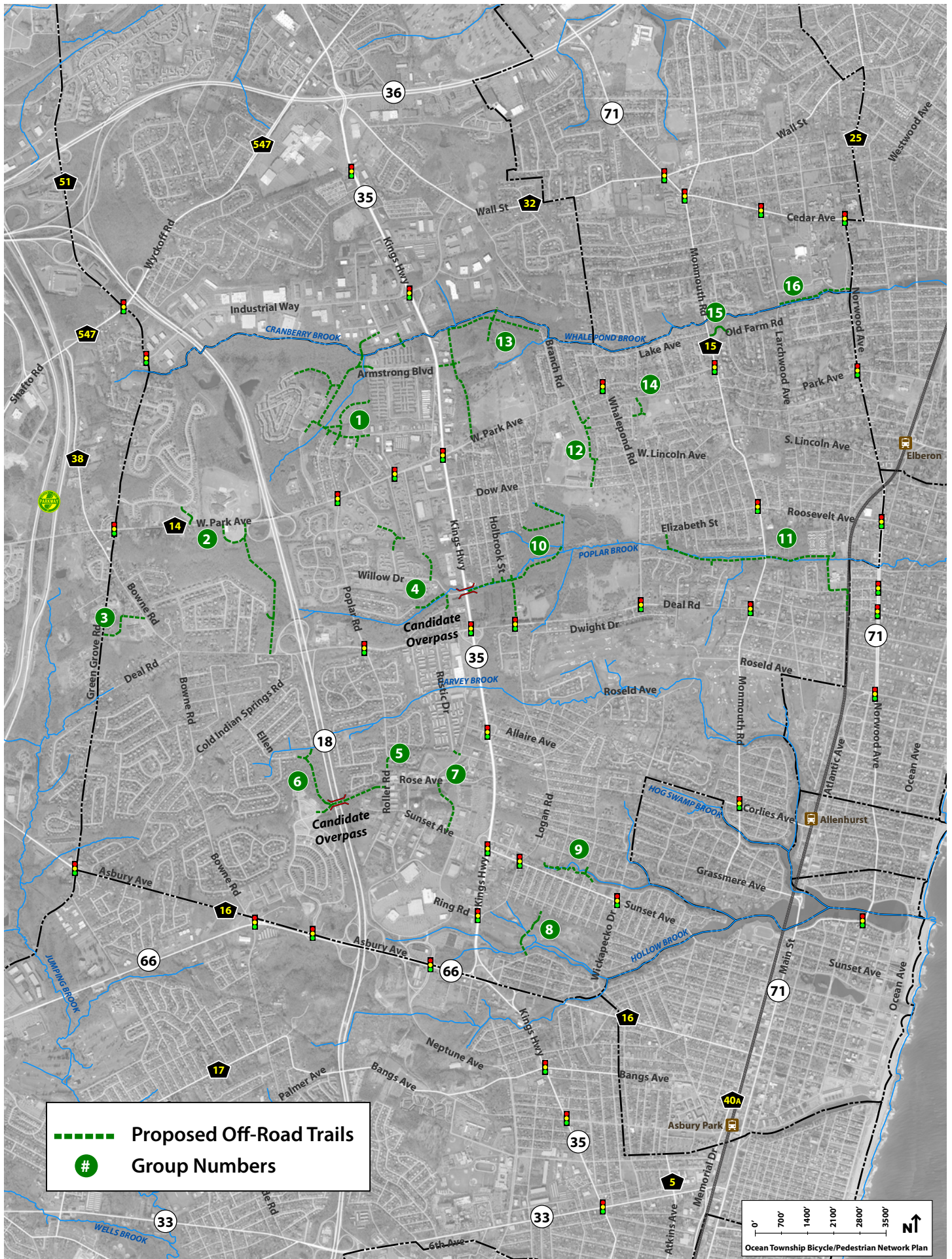
- Establish School Zone in front of Intermediate School
- Future enhanced pedestrian crossing at the school's entrance
- Speed monitoring signs along W. Park near the school
- Bicycle lanes and sidewalks along W. Park

Off-Road Trail Network

Off-road trails are a key element of the plan because they create essential connections for bicyclists and pedestrians. These links expand the network for non-motorized users by connecting sections of the roadway grid that are currently closed to all traffic. They also provide the key benefit of shortening travel distances and times, which greatly increases the possibility of choosing to walk or bike for short trips. Off-road trails can also help bicyclists bypass high volume or difficult roadway sections.

Individual path segments were clustered into logical groups, which are numbered on **Figure 10**. The potential benefits of each group are briefly described in the table below:

| Off-Road Group Numbers | |
|------------------------|---|
| 1 | Provides access to Weltz Park for Hidden Meadows, Twin Brooks Apartments, and the Lynn Drive neighborhood via a future traffic signal at the Route 35 / Armstrong Boulevard intersection |
| 2 | Combined with an improved crossing along W. Park Avenue, these segments would allow children from southern Wayside neighborhoods to walk or bike to Ocean Township Intermediate School |
| 3 | A path along the perimeter of Wayside Elementary School would provide better connectivity to Wayside Park |
| 4 | Connects Cotswold, Continental Gardens, and West Park Manor complexes to Route 35 via Willow Drive |
| 5 | While already in place, paving this public easement would provide a continuous bicycle connection from Poplar Road south to Brielle Avenue and the Seaview Square Mall |
| 6 | Uses public right-of-way to connect Wayside to the rest of Ocean Township via Stonehedge Drive, Ellen Court, Cedar Village Boulevard and a future pedestrian bridge over Route 18 |
| 7 | Provides the Middlebrook Apartments with better access to Route 35 and the Seaview Square Mall by extending Rustic Drive out to Kneeleay Boulevard |
| 8 | Connects the Colonial Terrace neighborhood to Sunset Avenue via a new footbridge at the end of Overbrook Avenue and existing trails through Colonial Terrace Golf Course |
| 9 | Provides a neighborhood off-road connection to Dave Dahrouge Park along the south edge of a tributary to Hollow Creek |
| 10 | In combination with Group #4 and a potential pedestrian bridge over Route 35, these segments connect the neighborhoods west of Route 35 to Joe Palaia Park |
| 11 | Provides off-road access to Joe Palaia Park from the eastern Oakhurst neighborhoods; also connects to Poplar Village on Overbrook Avenue |
| 12 | Provides an off-road connection between Weltz Park and Joe Palaia Park using the eastern side of the Ocean Township High School and Elementary School fields |
| 13 | Continues the connections from Group #1 through Weltz Park east to Branch Road and south to W. Park Avenue, ultimately providing access to the pool complex and Ocean Township High School |
| 14 | Neighborhood connections that increase access to Oakhurst Fire Company Memorial Fields via Barbara Lane and Slocum Place |
| 15 | Continues the local bicycle route on Lake Avenue east to Monmouth University via a public parcel that extends out to Old Farm Road |
| 16 | Completes the local bicycle route to Monmouth University via a path running along the north side of Whale Pond Brook on university property |



The alignments shown in **Figure 10** are approximate and could vary significantly based on local input and feasibility. Many of the segments were selected because they follow existing stream corridors, which are shown in the figure, or sewer easements held by the Ocean Township Sewer Authority. In recent years, the Sewer Authority has been clearing some of these easements to gain better access to their manholes. In the process, they have created informal paths through Weltz Park, behind the Hidden Meadows residential complex, and in other locations. Off-road trails along these sewer easements would provide access for multiple users and may be easier to implement because the right-of-way is already available. Continued coordination with the Sewer Authority to plan and implement these trails is recommended.

The actual design of off-road trails, including width and materials, could vary widely based on topography and environmental features such as specimen trees, wetlands, and hazardous materials. Trails should be designed to accommodate both pedestrians and bicyclists. In some cases, these paths could take the form of “greenways” that wind through the natural landscape with minimal intrusion on their surroundings. Higher use segments may warrant treatments that more closely resemble a paved multi-use path. Lighting, hours of operation, and maintenance issues will be important considerations for each of these segments, and should be evaluated on a case-by-case basis.



Group #1 - Armstrong Boulevard Connection



Group #5 - Roller Road Connection



Group #9 - Connection to Dave Dahrouge Park



Group #11 - Clearing along Poplar Brook

Candidate Pedestrian Bridge across Route 35

Due to busy signalized intersections and a median barrier along its entire length, Route 35 was identified as a major barrier to east-west pedestrian and bicycle connectivity. This condition lends itself to the consideration of a pedestrian bridge to supplement the signalized crossings. As the cost of pedestrian bridges can be significant, potential locations should be selected that are both technically feasible and are well suited to accommodate potential pedestrian demand.

The intersection at Willow Drive was selected as a candidate bridge location for its fairly dense adjacent land uses, availability of space for ADA-compliant landings, and relatively high anticipated usage. This location has the potential for relatively high usage because, in combination with Off-Road Group #4 and #10, it would “funnel” pedestrians and bicyclists from the residential complexes west of Route 35 over the highway and directly into Joe Palaia Park.



Existing Crossings of Route 18

Candidate Pedestrian Bridge across Route 18

As a limited access highway, Route 18 was identified as a major barrier to east-west pedestrian and bicycle connectivity. In effect, the highway cuts the Wayside area off from the rest of the Township. Difficult ramp crossings along Deal Road and W. Park Avenue make crossing Route 18 very intimidating, a condition that would only partially be addressed by the addition of sidewalk and signage

A candidate bridge location just north of Sunset Avenue over Route 18 would help connect Wayside to the rest of Ocean Township, including destinations just east of Route 18 such as Wanamassa Fireman’s Memorial Park and the Seaview Square Mall. This location has the potential for relatively high usage because, in combination with Off-Road Group #6, it would “funnel” pedestrians and bicyclists over Route 18 onto a public parcel that connects directly to Roller Road.

Other Recommendations

Speed Limit Reductions

Reductions in the posted speed limit should be evaluated for the roads surrounding Joe Palaia Park. The current posted speed limits of 40 mph on Deal and Whalepond Road and 35mph on Dow Avenue are not consistent with the adjacent park setting or the desired speed of traffic on these roads. These speed limits are also not conducive to establishing safe pedestrian crossings at the park entrances or encouraging pedestrian and bicycle travel. The posted speed limit of 35mph on Sunset Avenue should also be re-evaluated, particularly in the context of future bike lanes.

Complete Streets Policy

Ocean Township should consider adopting a local Complete Streets Policy. These policies establish long-term commitments to make the community safer for walking and biking and require that bicycle and pedestrian safety and mobility be a priority during transportation planning and decision-making. The Complete Streets philosophy starts with the notion that roadways should incorporate the needs of all users, from bicyclists to pedestrians to motorists. Both Monmouth County and NJDOT have recently adopted Complete Streets policies that address the needs of non-motorized users in the planning and design of state facilities (both are included in **Appendix E**).

The Alan M. Voorhees Transportation Center at Rutgers University released a summary of complete streets policies in New Jersey. *Complete Streets in New Jersey: A Compilation of State, County and Municipal Policies* was released in November 2010 and contains policies from the following governments that can be used as guides:

- New Jersey Department of Transportation
- Monmouth County
- City of Hoboken
- Township of Montclair
- Borough of Netcong
- Borough of Red Bank
- Township of West Windsor
- Township of Lawrence

Bike Parking Ordinance

Ocean Township should also consider adding a bike parking ordinance to their code to further encourage bicycling. Bike parking ordinances typically require that bicycle parking is provided with new development and redevelopment. The number of required bike parking spaces is typically determined by the following development characteristics:

- Square footage
- Number of residential units
- Number of employees
- Number of auto spaces
- Minimum spaces per use (i.e. restaurants)

4. Facility Guidelines

A goal of the Network Plan is to provide functional, safe and accessible multi-modal connections throughout Ocean Township. It is critical that facilities and design solutions are chosen that are appropriate for the type of user and existing space. This chapter provides detail and general guidance on design solutions to accompany the specific recommendations presented in **Chapter 3**.

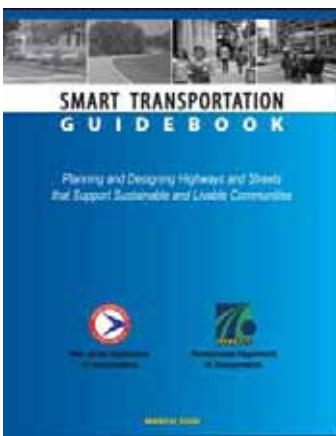
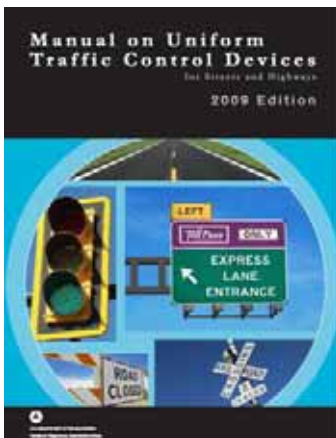
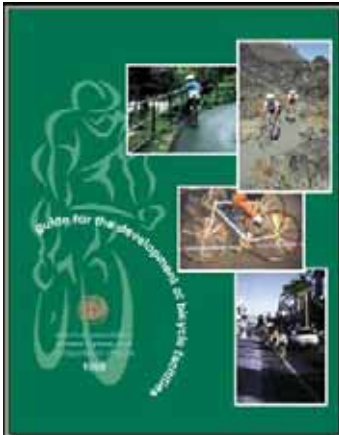
All pedestrian and bicycle facilities should be designed to meet State and Federal design guidance and standards, as defined by the American Association of State Highway Transportation Officials (AASHTO), the Americans with Disabilities Act, and the Manual on Uniform Traffic Control Devices (MUTCD). If the national standards are revised in the future, the new national standards should be followed.

The following publications should be referenced for greater detail on the design of bicycle facilities:

- **Guide to the Development of Bicycle Facilities**
 - The American Association of State Highway Transportation Officials (AASHTO)
 - Updated in 1999
 - www.aashto.org/bookstore/abs.html
- **NJDOT Bicycle-Compatible Roadways and Bikeways**
 - Published by NJDOT
 - <http://www.state.nj.us/transportation/publicat>
- **Pedestrian Compatible Planning and Design Guidelines**
 - Published by NJDOT
 - <http://www.state.nj.us/transportation/publicat>
- **Manual on Uniform Traffic Control Devices (MUTCD)**
 - Published by the U. S. Department of Transportation, Washington, DC, 2001
 - <http://mutcd.fhwa.dot.gov>
- **Americans with Disabilities Act Accessibility Guidelines**
 - U.S. Department of Justice, United States Access Board.
 - <http://www.access-board.gov/adaag/html/adaag.htm>
- **Designing Sidewalks and Trails for Access: Part Two - Best Practices Design Guide**
 - Published by U.S. Department of Transportation, Washington, DC, 2001
- **Smart Transportation Guidebook/Planning and Designing Highways and Streets that Support Sustainable and Livable Communities.**
 - Published by NJDOT and PennDOT, March 2008.

The following facility guidelines are in this chapter:

- Shared Lane Markings (Sharrows)
- Bicycle Lanes and Shoulders
- Multi-Use Paths and Off-Road Trails
- Local Bicycle Routes
- Intersections and Mid-Block Crossings
- Bike Parking
- Sustainability



Shared Lane Markings (“Sharrows”)

Shared Lane Markings on the pavement increase the visibility of cycling along a roadway. Sharrows are used on roadways where cyclists share the lane with motor vehicle traffic. They are useful in situations where providing separate facilities for cyclists are difficult due to insufficient width. Similar to bike lane symbols, sharrows should be placed after each intersection and then spaced as needed.

Sharrows provide guidance to the cyclist on the proper location to ride; the cyclist’s tires should line up with the chevrons. On wider shared lanes, the sharrow can be placed to the right side of the lane, so there is sufficient space for vehicles to pass cyclists. On narrower lanes (less than fourteen feet) the MUTCD advises “the centers of the Shared Lane Markings should be at least four feet from the face of the curb.” In this situation, there is insufficient space to pass a cyclist, and the cyclist is advised to command the lane.

Sharrows are forty inches wide and the edge needs to be placed at least one foot away from the curb and gutter. The edge of the sharrow should be placed outside of the parking “door zone” of thirty inches. The MUTCD states that adjacent to a parking lane, the sharrow should be placed “at least 11 feet from the face of the curb.”

Shared Lane Markings

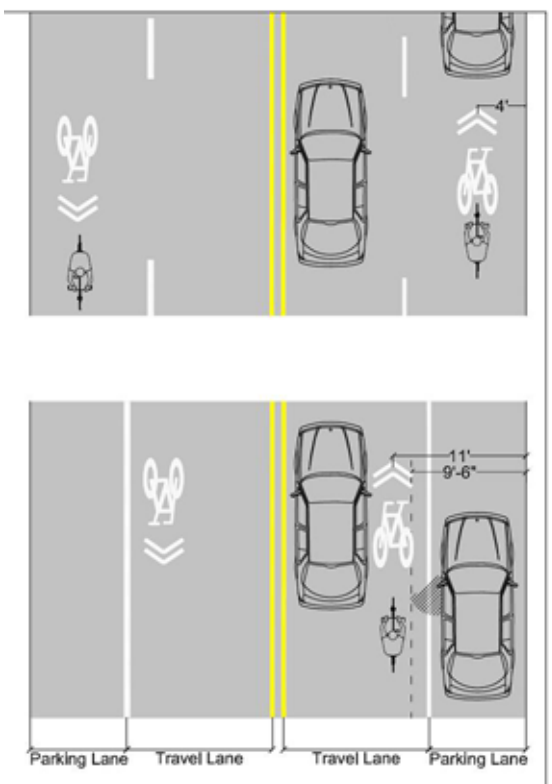
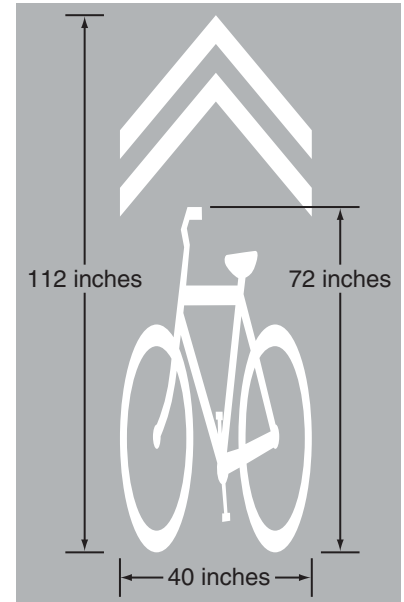
- Show bicyclists the proper location to ride
- Notify motorists to expect bicyclists
- Keep bicyclists out of the “door zone” of parked cars
- Used on lower speed roadways (reduce speed limit where necessary)



Shared Lane Markings with Parking



Shared Lane Markings without Parking



Source: Maryland SHA
Bicycle Pedestrian Guidelines



W16-1P



The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.

Bicycle Lanes and Shoulder Use

Bicycle Lanes:

Bike Lanes are portions of the roadway that are reserved for the exclusive use of cyclists through striping. Bike lanes increase the comfort of cyclists by providing a dedicated space. They increase driver awareness of cycling and increase the predictability of bicycle and motor vehicle movements. Bike lanes travel in the same direction as motor vehicle traffic. The MUTCD advises that the bike lane symbol be placed immediately after an intersection and then spaced as needed.

Bike lanes should be at least four feet wide on roads with open drainage, or five foot wide if a curb and gutter are present. Five foot bike lanes are typical, but wider lanes are often desirable on roadways with higher traffic speeds and volumes, a high percentage of heavy vehicles, and/or relatively steep inclines. At seven feet wide or wider, a buffered area can be striped in to further separate bike traffic from motor vehicle traffic.

Bike lanes adjacent to parking can pose problems. Cars have approximately thirty inches of a “door zone” that poses a threat to a cyclist when a driver opens his car door. Additional width should be considered when bike lanes are placed next to parking. Parking is not permitted inside of the bike lane.

Drainage grates can pose a hazard for cyclists if the openings are parallel to the direction of travel. Bicycle safe drainage grates should be installed on all roads with bike lanes.



Bicycle Lanes:

- Reserve roadway space for bicycles
- Notify drivers to expect bicycles
- Provide a continuous bicycle facility along a roadway
- Bicycle friendly drainage grates required
- Minimum width 4' (5' if curb and gutter)

Shoulder Use

Bikeable shoulders are similar to bike lanes, but without the bike lane symbol markings. They need to be at least four feet wide (five foot wide if a curb and gutter is present). This treatment requires less maintenance than bike lanes.



Shoulder Use

- Striped shoulders allow safer passing separation
- May be signed (Bicycles May Use Shoulder)
- Similar to bike lanes, but without pavement markings and signage
- Minimum width 4' (5' if curb and gutter)

5' Minimum Bike Lane



R3-17

Buffered bike lanes where space permits



Conventional Drainage Grate



Bicycle Safe Drainage Grate



R4-4

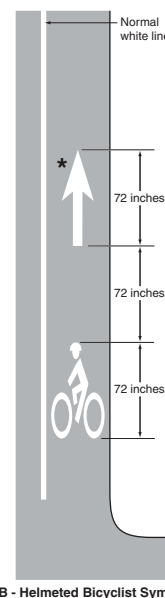
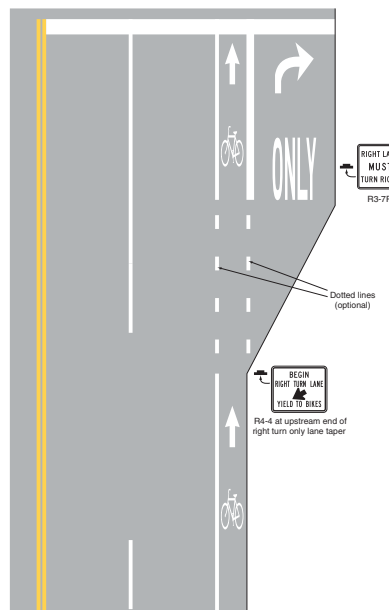
Right turning vehicles yield to bikes



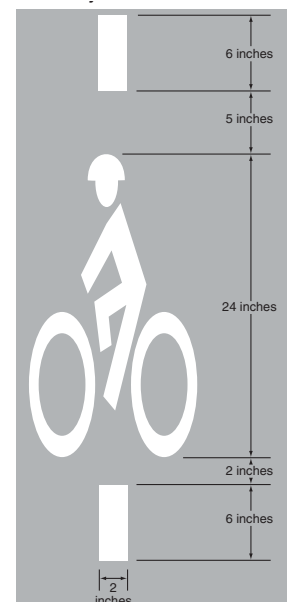
R7-9a



R7-9



B - Helmeted Bicyclist Symbol



Multi-Use Paths and Off-Road Trails

Multi-use paths can provide a high-quality experience for bicycles and pedestrians. These facilities are often located away from motor vehicle traffic, and are highly desirable amenities. Multi-use paths should be approximately ten to twelve feet wide to accommodate bidirectional traffic. These types of facilities can be placed along roadways, through parks, or along rail road rights of way. Given the absence of vehicle traffic, these facilities appeal to novice riders. Multi-use paths should be built with a buffer between the path and the roadway. Conflicts with crossing roads and driveways should be minimized. Crossings should be marked to increase visibility of trail users.

Off-road trails can be used to connect two otherwise unconnected areas. Joining together two cul-de-sacs with a trail can shorten distances for cyclists and pedestrians. These short connections can also be made at the end of dead-end streets, or through a vacant field to connect two roadways.

Multi-Use Path Characteristics:

- Minimum width 8' (12' preferred)
- Good alternative for inexperienced cyclists
- Intersection/road crossing design critical





W11-15*



W11-15P* (optional)



R9-6



R9-7

* A fluorescent yellow-green background color may be used for this sign or plaque.



Local Bicycle Routes

Local Bicycle Routes form essential links in a functional bicycle network by connecting local neighborhoods and destinations to the rest of the network. These roads are typically low-speed, low-volume neighborhood streets (speed limits of 25 MPH or lower) where bicyclists can comfortably share the road with vehicles. Because these streets are already bike-compatible by their nature, they do not require any special lane striping.

There are many streets in Ocean Township that can be considered Local Bicycle Routes. Share the road signs and/or pavement markings can be used to identify these streets as preferred routes for bicycle use. Wayfinding signage and bicycle maps can also be used to encourage cyclists to use these routes.

Local Routes can include:

- Wayfinding signage
- Share the road signage
- Pavement markings
- Bike map



**Local Bike Route
Pavement Markings**



Wayfinding

A comprehensive set of bicycle route wayfinding signs should be developed to connect destinations in Ocean Township and indicate to bicyclists that particular advantages exist to using certain routes compared with alternatives. The bicycle route signs, as shown below, should be created as a part of a comprehensive wayfinding system for the larger region and oriented to key destinations.



D11-1

Key Local Destinations could include:

- Joe Palaia and Wetz Parks
- Local neighborhood parks
- Public and private schools
- The Pool and Tennis Club
- Community shopping areas



D1-2c

Key Regional Destinations could include:

- Route 35 shopping destinations
- Monmouth University
- Public beaches
- Allenhurst and Asbury Park
- Elberon and Allenhurst NJ Transit stations

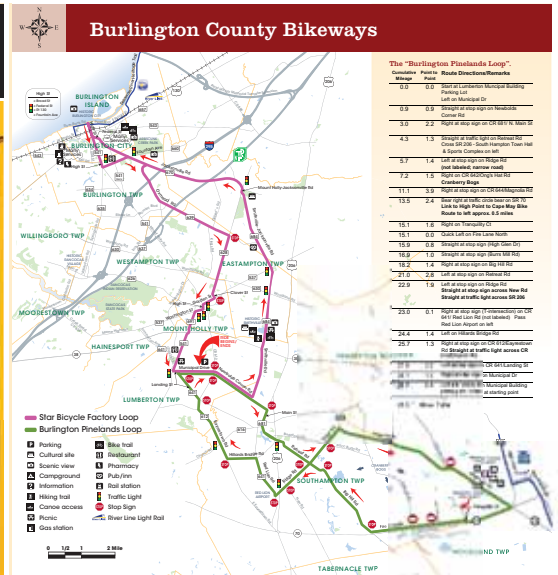
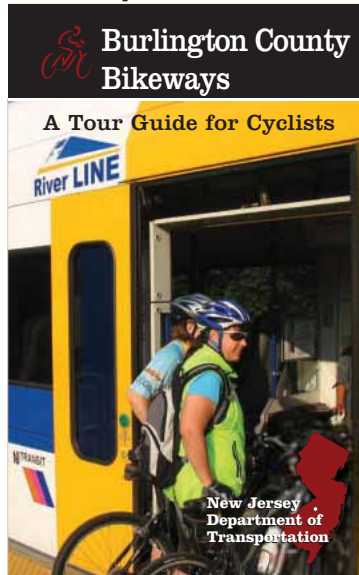


W11-1*

* A fluorescent yellow-green background color may be used for this sign or plaque.



Bike Map



Intersections and Mid-Block Crossings

In general, there are two types of intersections to consider in Ocean Township: signalized and un-signalized. Signalized intersections can present major barriers to bicyclists when dedicated bicycle facilities are sacrificed for vehicle turning lanes. Therefore, it is essential to continue bicycle facilities through intersections and provide the transitions between facilities as they change. Detailed design is needed so that proper facility transitions are included in each intersection. Pedestrian crossing features such as crosswalks, countdown pedestrian signal heads, and push buttons are also recommended, as they can be especially useful for bicyclists that are more comfortable navigating the intersection as a pedestrian.

Un-signalized intersections and mid-block crossings can also be intimidating for both pedestrians and bicyclists. Factors that influence the crossing's real or perceived safety include width of the road, speed of traffic, and tendency for vehicles to yield. Deal Road, W. Park Avenue, Monmouth Road, and other roads throughout the Township exhibit characteristics that can be uncomfortable for those looking to cross.

Several measures can be used to improve safety at un-signalized crossings, ranging from high-visibility crosswalk striping and signage to higher-level treatments such as textured crosswalks, curb extensions ("bumpouts"), median refuge islands (curbed or uncurbed), in-road lighting, overhead lighting, High Intensity Activated Crosswalks (HAWKs) and Rectangular Rapid Flashing Beacons (RRFBs). In-road lighting, HAWKs and RRFBs are typically pedestrian-actuated, and help to increase the visibility of bicyclists and pedestrians to oncoming motorists. Curb extensions and median refuge islands improve crossing conditions by shortening the crossing length, increasing visibility, and acting as a traffic calming feature. Median refuge islands should be sized to accommodate a full bicycle length waiting in the median.



Mid-Block Crossings



Potential Intersections Treatments:

- Bumpouts
- Countdown pedestrian signal heads
- Textured or high-visibility crosswalks
- Pavement markings
- Advanced signage
- Pedestrian-actuated signals or beacons
- Overhead signs
- Gateway/traffic calming features

Bumpouts



Pedestrian Push-Buttons



Countdown Signal Head



Bike Lanes striped across the intersection



Typical signs



W11-2*

School Crossing Assembly



S1-1



W16-7P



R10-3

Rectangular Rapid Flashing Beacon (RRFB)



R10-15



* A fluorescent yellow-green background color may be used for this sign or plaque.

Bike Parking

Bike parking is important at destinations such as town centers, historic sites, transit stations and park-and-ride lots. It is also important to provide bike parking near entrances to business, schools, and libraries and at employment centers. Secure, well-lit bicycle parking located close to building entrances and transit entry points can make bicycling more attractive. It also reduces the risk of bicycle damage or theft.

Bike parking can be provided in the form of bike racks, or more secure facilities such as bike lockers. Bike racks are relatively low cost, have a small footprint, and can be customized to match or enhance local aesthetics. Bike lockers provide added protection from theft and weather by providing an enclosed storage space. Bike rack design and site location are discussed in detail in the Bicycle Parking Guidelines, developed by the Association of Pedestrian and Bicycle Professionals (available on the resources page at www.apbp.org).

ACCEPTABLE DESIGNS



Dimensions vary by manufacturer and model.

UNACCEPTABLE DESIGNS



This type of rack can bend the wheel.

This type of rack does not support the bicycle frame in at least 2 places.

RACK ELEMENTS
 The rack must:

- Support the bicycle frame in at least 2 places, allowing the frame and wheel to be locked using a U-lock or cable lock.
- Prevent the wheel of the bicycle from tipping over.
- Not damage the bicycle.
- Be durable and securely anchored.
- Allow front-in or back-in parking.



D4-3



Bicycle Parking Guidelines

Source: Bicycle Parking Guidelines, Association of Pedestrian and Bicycle Professionals

Sample Bike Parking Ordinances

Madison, WI: Madison includes bike parking in the “off-street parking and loading facilities” section of their zoning code. The purpose is to increase the “safety and capacity of public streets by requiring off-street parking or off-street loading” to include “adequate and safe facilities for the storage of bicycles.”

Santa Cruz, CA: Bicycle facilities “shall be provided for any new building, addition or enlargement of an existing building, or for any change in occupancy.” Santa Cruz notes that they expanded their requirement beyond new construction in order to more quickly improve bike parking conditions. Santa Cruz requires the number of bike spaces to be 10% to 35% the number of auto-parking spaces. Bike parking spaces shall be “no less than six feet long by two feet wide.” Bike parking should be located in “close proximity to the buildings entrance and clustered in lots not to exceed 16 spaces each.” Should be in highly visible and well-lit areas, and should not impede pedestrian or vehicle circulation. Santa Cruz allows substitution of car parking with bike parking. “New and pre-existing developments may convert up to 10% of their auto spaces to un-required additional bike parking.”

Philadelphia, PA: Bicycle racks “may be placed in the public right-of-way” if the owner enters into a “maintenance agreement with the Department of Streets.” Bike parking shall be located within “50 feet of the primary building entrance” (with exceptions). Philadelphia allows the replacement of one required car parking space with five (5) bike parking spaces. The number of substituted spaces “shall not exceed 10% of the required spaces.”

Pittsburgh, PA: Pittsburgh allows the reduction of car parking spaces on a one to one basis, “but by no more than thirty (30) percent of the total required spaces. Pittsburgh requires spaces similar to Philadelphia, with slightly different square footage requirements for commercial properties, and identical numbers for multi-family dwellings and public parking lots.

New Castle County, Delaware: New Castle County simply states that “All parking facilities containing more than ten (10) parking spaces shall provide one (1) bicycle parking space or locker for each ten (10) parking spaces in the lot. No more than twenty (20) bicycle parking spaces shall be required in any one (1) facility.”



Bike Corrals

- Street space can be converted to bike parking
- One car parking space can yield 10 bike parking spaces

Sustainability

Sustainable drainage practices include:

- Use extra streetscape, roadway, or park areas to create raingardens or bio-retention areas
- Use curb extensions at intersections to create “green” infiltration areas
- Consider porous pavement for parking lots, sidewalks, and bike paths



Porous Pavement



Source: Philadelphia Water Department, Green City Clean Waters



Renewable energy sources can be used for:

- Roadway lighting
- Pedestrian lighting
- Traffic signals/beacons (LED lights also save energy)
- Trash compactor and recycling units



Source: UrbanGreenEnergy



Solar-Powered Pedestrian Signals



Solar-Powered Trash & Recycling Units

5. Program Recommendations

The bicycle and pedestrian network established in **Chapter 3** is designed to provide safe and convenient access for non-motorized forms of transportation. While **Chapter 3** dealt largely with Engineering solutions to meet this need, a successful bicycle and pedestrian program also relies on the four other Es: Education, Enforcement, Encouragement, and Evaluation.

In order to develop a bicycle friendly community, the League of American Bicyclists recommends action in the following five areas: Engineering, Education, Encouragement, Enforcement, Evaluation & Planning

These “five Es” are also commonly used in enhancing pedestrian safety and mobility and have been co-opted by many Safe Routes to School programs, including New Jersey’s. Chapter 5 explores programs or actions in the other four Es that can help establish a successful bicycle and pedestrian program.

Education

The goal of an effective education program is to increase public awareness of these travel modes, and to teach safe behavior to walkers, cyclists, and motorists. Pedestrians, cyclists, and motorists all need to be taught how to co-exist safely, and that each is a legitimate user of the road. Successful teaching strategies can help motivate a change in specific behavior, and teaching safety skills that can reduce the risk of injury. These programs help raise awareness of pedestrian and bicycle issues.

Education programs for children help encourage walking and cycling at an early age. The bicycle education programs offered at Ocean Township’s Wayside Elementary School in recent years have been effective and well-received. Similar programs at the other Township schools should be considered.

Adult education is also an important component of a successful program. To reach its residents, Ocean should consider publishing bicycle and pedestrian materials on their website. The map showing the bicycle network is a good start to encourage cyclists to use designated routes, and to teach motorists to expect cyclists there. Rules of the road along with biking and walking policies could also be published on the web. These policies could be organized and an events calendar could be posted on Ocean Township’s website.

Bike Rodeos

The Township can organize bicycle rodeos in order to teach bicycle safe behaviors and give children a chance to improve their cycling skills. Police can close streets in order to create a safe environment for instruction. A riding course can be designed using chalk and cones to make the environment more fun for participants. These events are a good opportunity to teach both parents and children the rules of the road and how to ride in traffic. Stations can be set up to provide education on bike maintenance, the Township’s bike network, and the benefits of cycling.



Image from Flagstaffbiking.org

Activities for Kids:

- Bicycle rodeos
- Helmet discounts & giveaways
- Bicycle ambassadors program
- Build-A-Bike program
- Youth-oriented bicycle clubs
- Safe Routes to School initiatives

Encouragement

There are many ways to encourage people to walk or bike instead of choosing the car. The health benefits of active transportation should be advertised and reinforced regularly. Improvements to the bicycle and pedestrian network encourage more use, but there are other methods that push people to get out and bike and walk. Encouragement efforts often work in conjunction with education efforts.

Ocean Township could encourage public employees to arrive by bike or on foot. The Township could also plan a “Car Free Day” or “Walk/Bike to Work Day.” This program could be used in conjunction with school programs encouraging children to arrive via bike or on foot. Residents can also get involved in Safe Routes to School Programs. Children, parents, school officials, and teachers can participate in planning for Safe Routes to School programs and other school-based walking events.

Bicycle Maps and Brochures

Ocean Township should consider developing maps and brochures that identify existing bicycle and pedestrian routes and connections. By highlighting preferred routes for walking and biking, these maps can be useful to both residents and visitors. Maps can also contain information about the benefits of non-motorized transportation, walking and biking safety tips, relevant traffic laws, bicycle parking locations, and information about local biking or walking groups.

Organized Walks and Rides

People tend to stick to their habits, and if a person is used to reaching all destinations by car, then they will be less likely to try something new. Once they learn their primary route to a destination, many will be reluctant to deviate from it. People may fear for their safety, or they may overestimate the time it takes to reach the destination by bike or on foot.

Organized clubs can help overcome the reluctance to change habits. Large groups of walkers and cyclists are more noticeable than those venturing out alone. Even if conditions are not ideal, it is often safer to travel as a group due to this increased visibility. These groups can also help establish routes by developing regular group rides. These clubs are also outstanding advocates for bicycle and pedestrian improvements. They have an organization structure, and they are out on the streets monitoring the conditions. This reporting ability can make them assets to enforcement efforts as well.

Encouragement:

- Bike to Work Day/Month
- Car Free Day
- Employer incentive programs
- Bike route map/guide
- Bike maintenance classes/workshops
- Organized group rides



Enforcement

Enforcement is a key component of a successful bicycle and pedestrian program. After the engineering recommendations are implemented, and in conjunction with education and encouragement efforts, new roadway conditions require enforcement for patterns of behavior to change. A common problem with enforcement actions is that one side is labeled the enemy and the other a victim, creating animosity among users. An effective program focuses on awareness and education, and enforces legal behavior among all users.

Strategies for local law enforcement

To establish a roadway change, police can install temporary cones or orange warning signs to bring additional attention to the new facility. Police should also consider stepping up enforcement efforts in areas with new bike facilities or crosswalks to ensure that the public is following new rules. Police can establish a traffic complaint hotline using either a central phone number or website to receive traffic complaints.



Police should consider implementing the following:

- **Pedestrian safety enforcement operations**
Well-prepared and coordinated operations designed to warn motorists that the stop-for-pedestrian laws will be enforced at targeted locations.
- **Speed feedback signs**
Show motorists their speeds in real time as they drive by the device. These can be placed strategically to lower speeds near important crossings, or on the entrance to a downtown area.
- **High visibility enforcement**
Improve driver and pedestrian safety by publicizing enforcement efforts and conducting the enforcement where people will see it. Highly publicized enforcement (of even low-level enforcement) targeted towards a specific behavior is likely to be most effective.
- **Double fines in school zones and other special interest areas**
Strict enforcement of speed laws in school zones and other special interest districts or areas is one law enforcement tool that can improve safety for pedestrians as well as motorists. A zero tolerance policy for speeders in these zones and an increase in fines for drivers who violate the posted speed limit are potential approaches.
- **Progressive ticketing**
A method for introducing ticketing through a three-stage process, to first educate, then warn, then ticket offenders. Issuing warnings allows police to contact up to 20 times as many noncompliant motorists or pedestrians than the writing of citations does. The high frequency of stops ensures not only that many people directly make contact with law enforcement, but also that many others witness these stops.

Progressive Ticketing: 3-Step Process (<http://www.saferoutesinfo.org>)

1. Educating

Establish community awareness of the problem. The public needs to understand that drivers are speeding around schools and the consequences of this speeding for children's safety. Raising awareness about the problem will change some behaviors and create public support for the enforcement efforts to follow.

2. Warning

Announce what action will be taken and why. Give the public time to change behaviors before ticketing starts. Fliers, signs, newspaper stories and official warnings from officers can all serve as reminders.

3. Ticketing

Finally, after the warning time expires, hold a press conference announcing when and where the police operations will occur. If offenders continue their unsafe behaviors, officers issue tickets.

Police Training

Training for local law enforcement on bicycle and pedestrian issues will increase their ability to enforce legal behavior. Effective training will ensure that police know the rights of cyclists and pedestrians.

Trail Security

A common public concern is safety and security on parks and trails. A visible police presence in these areas could further encourage cycling and walking in Ocean Township.

Strategies for Community Members

Members of the local community have a right to be concerned about roadway behavior in their neighborhoods. In order to improve bicycle and pedestrian safety, community members can consider implementing the following:

- **Neighborhood speed watch**
Radar speed units are loaned to residents who are trained by police to collect speed data and vehicle descriptions. The local agency follows up and sends the vehicle owners a letter asking for voluntary compliance. This measure can educate neighbors about the issue (e.g., speeders often live in the neighborhood) and help boost support for long-term solutions, such as traffic calming.
- **Radar speed trailers and active speed monitors**
Radar speed trailers can be used and supplemented with motor officer enforcement to educate people and help boost support for longterm solutions.
- **Pace-car program**
This program encourages drivers to obey the speed limit and therefore set the pace for the rest of traffic. Resident pace car drivers agree to drive courteously, at or below the speed limit, and follow other traffic laws. Schools can promote this behavior by encouraging parents dropping off their kids to drive slowly on streets around the school. Some schools distribute bumper stickers to increase the visibility of this program.
- **Adult school crossing guards**
Adult crossing guards can play a key role in promoting safe driver and pedestrian behavior at crosswalks near schools.

Enforcement Limitations

Enforcement alone will not always yield behavioral changes. Quite often, there is a physical condition that influences behavior. For example, a straight road with wide lanes often results in high speeds, regardless of the posted speed. In these situations, ticketing will not necessarily reduce speeds. A change to the physical roadway is often required.

Enforcement should always be paired with the other four Es in order to improve the bicycle and pedestrian environment. Without encouraging and increasing bicycle and pedestrian activity, motorists will not expect them to be in the roadway, and will be less prepared for their presence. Similarly, engineering efforts will be wasted without users of the bicycle and pedestrian improvements.

Evaluation and Planning

Evaluation and planning is a continuous process of designing and refining bicycle and pedestrian programs. This process considers the population and the number of bikers and walkers and develops strategies to safely accommodate their mobility. Planners must evaluate crash and fatality rates and strive to reduce these events. The bicycle and pedestrian plan developed during this study should be considered a base document. As the community works towards implementation, a continuous process of reevaluation needs to be conducted to meet the community's needs.

Planning Actions

Ocean Township should consider establishing a bicycle and pedestrian advisory committee or board. These responsibilities could be administered by the environmental commission, but the Township should consider nominating a member to coordinate bicycle and pedestrian issues. This would improve cyclist and pedestrian representation during the planning process. The Township could also conduct periodic walking tours with town staff, community members, and elected officials to help highlight areas of need and emphasize the importance of continued action.

Safe Routes to School

The Safe Routes to School (SRTS) program can be helpful in creating safe walking and bicycling alternatives for students. Ocean Township submitted an application for SRTS funding in 2008, but unfortunately was not successful. A well-defined bicycle and pedestrian planning process will help the Township pursue future SRTS funding, as well as plan for local sidewalk improvements through the street paving program.



Evaluation:

- Number of cyclists and pedestrians
- Frequency and severity of accidents
- Number of bicycle safety training classes
- Miles of bike facilities
- Frequency of crossing opportunities
- Number of bike racks
- Number of tickets for bicycle and pedestrian related traffic violations

6. Implementing the Plan

This chapter describes how the recommendations for establishing a network of safe pedestrian and bicycle facilities can be achieved in Ocean Township. Implementation of the full Network Plan would establish a 52-mile network of bicycle facilities, build over 33 miles of new sidewalk, add over 11 miles of off-road trail, and improve 72 crossings. The range of actions necessary to implement the Network Plan is dependent on the facility type and the character of the existing road. Improvements may be as simple as adding pavement markings or signage, or may require more complex actions such as expanding the pavement width or constructing new off-road facilities.

A detailed implementation matrix was developed for each of the Network Plans: Bicycle, Pedestrian, and Off-Road Trails (**Figures 11-13**). For each recommendation, the matrix specifies the quantity, relative cost, lead implementation agency, and timeframe. Timeframes for implementation identified in this section are based on stakeholder input, feasibility considerations, relative difficulty of implementation, and how the facility would help achieve the project goals. **Appendix F** contains additional implementation tables tailored specifically to State and County facilities.



New Sidewalk along Sunset Avenue

Existing Trail Assets

Project Phasing

Since the projects and programs presented in this plan would be developed over many years, phasing of the recommendations is an important consideration. Recommended timeframes for major plan elements are included in each implementation matrix, while Immediate Action items are described in more detail below.

Immediate Actions

Several of the project and program recommendations in this Plan could be implemented soon after it is adopted. These immediate action items will improve pedestrian and bicycle conditions in specific areas, creating early successes. These items will also build momentum for implementing the other recommendations.

Immediate Actions: Location-Specific

- Begin by striping bike-compatible shoulders on roads where parking is currently restricted:
 - ◊ Whalepond Road, Poplar Road, Sunset Avenue west of Route 35
- Implement selected off-road trails that are located entirely on Township property:
 - ◊ Off-road Trail Group #5, #15
- Implement the off-road trails that are located entirely on School District property:
 - ◊ Off-road Trail Group #3, #12
- Pursue posted speed limit reductions that are recommended in **Chapter 3**

Immediate Actions: Programs and Policies

- Adopt this Plan through the local master planning process as an updated Circulation Element and include pedestrian and bicyclist advocates in the process
- Use this Plan as a basis for future Safe Routes to School applications (the next being Spring 2011)
- Consider adopting a “Complete Streets” policy for Ocean Township (examples from NJDOT and Monmouth County are included in **Appendix E**)
- Create a volunteer position for a dedicated pedestrian/bicycle coordinator
- Establish a pedestrian/bicycle advisory committee or board
- Distribute copies of this plan to local law enforcement officers and educate them on the enforcement programs identified in this plan
- Consider adopting a Bike Parking Ordinance
- Conduct periodic walking and biking tours with town staff, community members, elected officials, etc.

Immediate Actions: Planning and Development

- Partner with neighboring municipalities and Monmouth County to explore cross-jurisdictional elements and pursue joint funding
- Begin the process required to integrate consultation of this plan as a required part of the development review process
- Create and distribute an informative bicycle map for Ocean Township
- Pursue national recognition through the following programs:
 - ◊ League of American Bicyclists – Bicycle Friendly Communities (www.bikeleague.org)
 - ◊ Pedestrian and Bicycling Information Center – Walk Friendly Communities (www.bicyclinginfo.org)

Figure 11: Bicycle Network Plan

| Facility Type | Quantity | Unit | Cost | Lead | Timeframe |
|--------------------------------------|-------------|--------------|--------|----------|-----------|
| Shared Lanes | 6.0 | miles | | | |
| <i>Bowne Road</i> | 1.1 | miles | \$ | Township | Long |
| <i>Corlies Avenue</i> | 0.4 | miles | \$ | Township | Medium |
| <i>Dow Avenue</i> | 0.9 | miles | \$ | Township | Short |
| <i>Grassmere Avenue</i> | 0.5 | miles | \$ | Township | Medium |
| <i>Larchwood Avenue</i> | 1.0 | miles | \$ | Township | Medium |
| <i>Roseld Avenue</i> | 1.2 | miles | \$ | Township | Medium |
| <i>S. Lincoln Avenue</i> | 0.8 | miles | \$ | Township | Medium |
| | | | | | |
| Bike Lanes | 20.4 | miles | | | |
| <i>Asbury Avenue (CR 16)</i> | 0.9 | miles | \$\$ | County | Medium |
| <i>Bowne Road</i> | 0.8 | miles | \$ | Township | Short |
| <i>Cold Indian Springs Road</i> | 0.8 | miles | \$ | Township | Short |
| <i>Deal Road</i> | 3.4 | miles | \$\$ | Township | Medium |
| <i>Green Grove Road</i> | 1.8 | miles | \$ | Township | Short |
| <i>Logan Road</i> | 0.5 | miles | \$ | Township | Short |
| <i>Monmouth Road (CR15)</i> | 2.7 | miles | \$\$ | County | Medium |
| <i>Norwood Avenue (SR 71)</i> | 1.4 | miles | \$ | State | Medium |
| <i>Park Avenue</i> | 0.7 | miles | \$ | Township | Short |
| <i>Roosevelt Avenue</i> | 0.6 | miles | \$ | Township | Short |
| <i>Roseld Avenue</i> | 0.5 | miles | \$ | Township | Short |
| <i>Sherman Avenue</i> | 0.5 | miles | \$ | Township | Short |
| <i>Sunset Avenue</i> | 1.1 | miles | \$\$ | Township | Short |
| <i>W. Lincoln Avenue</i> | 0.6 | miles | \$ | Township | Short |
| <i>W. Park Avenue (CR 14)</i> | 1.5 | miles | \$\$ | County | Medium |
| <i>Whalepond Road</i> | 1.1 | miles | \$ | Township | Immediate |
| <i>Wickapeccko Road</i> | 1.5 | miles | \$ | Township | Short |
| | | | | | |
| Buffered Bike Lanes | 7.9 | miles | | | |
| <i>Asbury Avenue (CR 16)</i> | 0.3 | miles | \$\$ | County | Medium |
| <i>Brielle Avenue</i> | 0.4 | miles | \$ | Township | Short |
| <i>Cold Indian Springs Road</i> | 0.8 | miles | \$ | Township | Short |
| <i>Green Grove Road</i> | 0.8 | miles | \$ | Township | Short |
| <i>Logan Road</i> | 1.2 | miles | \$ | Township | Short |
| <i>Poplar Road</i> | 2.0 | miles | \$ | Township | Immediate |
| <i>Roller Road</i> | 0.2 | miles | \$ | Township | Short |
| <i>Sunset Avenue</i> | 0.5 | miles | \$ | Township | Immediate |
| <i>W. Park Avenue (CR 14)</i> | 1.7 | miles | \$\$ | County | Medium |
| | | | | | |
| Multi-Use Path / Shoulder Use | 9.5 | miles | | | |
| <i>Route 35</i> | 6.4 | miles | \$\$\$ | State | Long |
| <i>Route 66</i> | 0.2 | miles | \$ | State | Long |
| <i>Deal Road</i> | 0.2 | miles | \$ | Township | Medium |
| <i>Mall Ring Road</i> | 1.8 | miles | \$\$ | Private | Short |
| <i>Willow Road</i> | 0.2 | miles | \$ | Township | Short |
| <i>W. Park Avenue (CR 14)</i> | 0.8 | miles | \$\$ | County | Medium |
| | | | | | |
| Local Routes | 7.5 | miles | | | |
| <i>All Roads</i> | 7.5 | miles | \$ | Township | Short |

Figure 12: Pedestrian Network Plan

| Category | Quantity | Unit | Cost | Lead | Timeframe |
|---|-------------|--------------|--------|------------------|-----------|
| Complete Sidewalk Network | 23.2 | miles | | | |
| <i>Allaire Avenue / Kneeley Boulevard</i> | 1.1 | miles | \$\$ | Twp / Private | Short |
| <i>Allen Avenue</i> | 0.1 | miles | \$ | Twp / Private | Short |
| <i>Asbury Road (CR 16)</i> | 0.6 | miles | \$ | County / Private | Medium |
| <i>Bowne Road</i> | 1.0 | miles | \$ | Twp / Private | Short |
| <i>Cold Indian Springs Road</i> | 0.7 | miles | \$ | Twp / Private | Short |
| <i>Deal Road</i> | 2.4 | miles | \$\$\$ | Twp / Private | Long |
| <i>Fairmont Avenue</i> | 0.1 | miles | \$ | Twp / Private | Short |
| <i>Green Grove Road</i> | 2.7 | miles | \$\$\$ | Twp / Private | Long |
| <i>Kings Highway</i> | 0.0 | miles | \$ | Twp / Private | Short |
| <i>Larchwood Avenue</i> | 1.0 | miles | \$\$ | Twp / Private | Medium |
| <i>Logan Road</i> | 2.2 | miles | \$\$ | Twp / Private | Medium |
| <i>Mall Area</i> | 1.2 | miles | \$\$ | Twp / Private | Short |
| <i>Monmouth Road (CR 15)</i> | 1.9 | miles | \$\$\$ | County / Private | Long |
| <i>Norwood Avenue (NJ 71)</i> | 1.0 | miles | \$\$ | State / Private | Medium |
| <i>Park Avenue</i> | 0.3 | miles | \$ | Twp / Private | Short |
| <i>Roller Road / Brielle Avenue</i> | 0.8 | miles | \$ | Twp / Private | Short |
| <i>Roseld Avenue</i> | 0.7 | miles | \$\$ | Twp / Private | Medium |
| <i>S. Lincoln Avenue</i> | 0.6 | miles | \$\$ | Twp / Private | Medium |
| <i>Sunset Avenue</i> | 0.7 | miles | \$\$ | Twp / Private | Medium |
| <i>W. Lincoln Avenue</i> | 0.2 | miles | \$ | Twp / Private | Short |
| <i>W. Park Avenue (CR 14)</i> | 1.9 | miles | \$\$ | County / Private | Medium |
| <i>Whalepond Road</i> | 1.6 | miles | \$\$ | Twp / Private | Medium |
| <i>Wickapecko Drive</i> | 0.2 | miles | \$ | Twp / Private | Short |
| <i>Willow Road</i> | 0.1 | miles | \$ | Twp / Private | Short |

| | | | | | |
|--|-------------|--------------|------|---------------|--------|
| Neighborhood Sidewalk for School Access | 10.1 | miles | | | |
| <i>OT High School/Elementary School</i> | 3.8 | miles | \$\$ | Twp / Private | Medium |
| <i>Wanamassa Elementary School</i> | 2.4 | miles | \$\$ | Twp / Private | Medium |
| <i>OT Intermediate/Wayside Elementary</i> | 4.0 | miles | \$\$ | Twp / Private | Medium |

| | | | | | |
|--|----|------|--------|--------|--------|
| Improved Pedestrian Crossings | | | | | |
| <i>Signalized Intersection Upgrades</i> | 21 | each | \$ | Varies | Medium |
| <i>Enhanced Non-Signalized Crossings</i> | 51 | each | \$ | Varies | Medium |
| <i>New Signalized Intersection on Route 35</i> | 1 | each | \$\$ | State | Short |
| <i>Pedestrian Bridge across Route 35</i> | 1 | each | \$\$\$ | State | Long |
| <i>Pedestrian Bridge across Route 18</i> | 1 | each | \$\$\$ | State | Long |

Figure 13: Off-Road Trail Network

| Group | Description | Quantity | Unit | Cost | Lead | Timeframe |
|--------------|---|-----------------|-------------|-------------|---------------------|------------------|
| # 1 | Provides access to Weltz Park for Hidden Meadows, Twin Brooks Apartments, and the Lynn Drive neighborhood via a future traffic signal at the Route 35 / Armstrong Boulevard intersection | 2.0 | miles | \$\$ | Township / Private | Medium |
| # 2 | Combined with an improved crossing along W. Park Avenue, these segments would allow children from southern Wayside neighborhoods to walk or bike to Ocean Township Intermediate School | 1.1 | miles | \$\$ | Township / Private | Medium |
| # 3 | A path along the perimeter of Wayside Elementary School would provide better connectivity to Wayside Park | 0.3 | miles | \$ | School District | Immediate |
| # 4 | Connects Cotswold, Continental Gardens, and West Park Manor complexes to Route 35 via Willow Drive | 0.8 | miles | \$ | Private | Medium |
| # 5 | While already in place, paving this public easement would provide a continuous bicycle connection from Poplar Road south to Brielle Avenue and the Seaview Square Mall | 0.1 | miles | \$ | Township | Immediate |
| # 6 | Uses public right-of-way to connect Wayside to the rest of Ocean Township via Stonehedge Drive, Ellen Court, Cedar Village Boulevard and a future pedestrian bridge over Route 18 | 0.8 | miles | \$\$ | Township | Long |
| # 7 | Provides the Middlebrook Apartments with better access to Route 35 and the Seaview Square Mall by extending Rustic Drive out to Kneeleay Boulevard | 0.3 | miles | \$\$ | Township / Private | Short |
| # 8 | Connects the Colonial Terrace neighborhood to Sunset Avenue via a new footbridge at the end of Overbrook Avenue and existing trails through Colonial Terrace Golf Course | 0.3 | miles | \$\$ | Township | Short |
| # 9 | Provides a neighborhood off-road connection to Dave Dahrouge Park along the south edge of a tributary to Hollow Creek | 0.4 | miles | \$ | Township / Private | Short |
| # 10 | In combination with Group #4 and a potential pedestrian bridge over Route 35, these segments connect the neighborhoods west of Route 35 to Joe Palaia Park | 1.2 | miles | \$\$ | Township | Medium |
| # 11 | Provides off-road access to Joe Palaia Park from the eastern Oakhurst neighborhoods; also connects to Poplar Village on Overbrook Avenue | 1.3 | miles | \$\$ | Township / Private | Long |
| # 12 | Provides an off-road connection between Weltz Park and Joe Palaia Park using the eastern side of the Ocean Township High School and Elementary School fields | 0.6 | miles | \$ | School District | Immediate |
| # 13 | Continues the connections from Group #1 through Weltz Park east to Branch Road and south to W. Park Avenue, ultimately providing access to the pool complex and Ocean Township High School | 1.3 | miles | \$\$ | Township / County | Short |
| # 14 | Neighborhood connections that increase access to Oakhurst Fire Company Memorial Fields via Barbara Lane and Slocum Place | 0.2 | miles | \$ | Township / Private | Short |
| # 15 | Continues the local bicycle route on Lake Avenue east to Monmouth University via a public parcel that extends out to Old Farm Road | 0.1 | miles | \$ | Township | Immediate |
| # 16 | Completes the local bicycle route to Monmouth University via a path running along the north side of Whale Pond Brook on university property | 0.4 | miles | \$ | Monmouth University | Short |

Project Funding

The Network Plan will likely be developed through a combination of different funding sources and project leadership, including Ocean Township, Monmouth County, NJDOT, and landowners/developers. A detailed compilation of funding sources compiled by the New Jersey Bicycle and Pedestrian Research Center in March of 2009 is included in Appendix G. Below is a truncated list of potential funding sources relevant to this plan:

State Programs

State Aid for Municipalities (Municipal Aid and Urban Aid)

The New Jersey Transportation Trust Fund Authority Act provides funding to municipalities for municipal road and bridge projects. Funds are appropriated on the formula contained in the legislation which gives equal consideration to municipal road mileage in a county and population. The Division of Local Aid and Economic Development administers the annual program. In the past, NJDOT has set goal to award a certain amount of funding to projects such as pedestrian safety improvements, bikeways, and streetscapes. For example, in FY 2011, this funding goal was up to 10% of the Municipal Aid Program funds.

NJDOT Problem Statements

A problem statement document can be submitted directly to NJDOT for specific areas of concern. NJDOT evaluates these problem statements and decides whether or not they will be pursued at the state level. This course of action is particularly effective with short term and/or low cost projects that lend themselves to rapid design.

NJ Bikeways Grant Program

This grant provides funds to counties and municipalities to promote bicycling as an alternate mode of transportation in New Jersey. Selection criteria is based on factors including new bikeway mileage, safety, connectivity to regional systems, improved access to centers of activity, construction-readiness, if the bike network is identified in a municipal plan, and applicants past performance. Designated Transit Villages, communities formally participating in the State Development and Redevelopment Plan (SDRP), and Urban Coordinating Council (UCC) communities receive special consideration. Allowable costs include construction costs and preliminary and final design for municipalities eligible for Urban Aid or depressed rural centers.

NJDOT Safe Streets to Transit

The Safe Streets to Transit program promotes walking to transit stations by funding projects that make important feeder trips easier, faster, and safer. Transit stations could consist of either rail lines or bus routes. Projects within ½ mile from stops receive priority, but all projects within one mile are considered. Eligible projects include intersection safety improvements, new sidewalks, curb ramps, sidewalk widening, safety enhancements for pedestrian access to transit stops, traffic control devices that benefit pedestrians, traffic calming, pedestrian signals and push buttons, pedestrian lighting, and major sidewalk reconstruction. It does not cover education or enforcement, planning studies, transit/shuttle services, shelters, maintenance, or bicycle projects.

NJDEP Green Acres

This program provides assistance to municipalities in preparing an Open Space and Recreation Plans (OSRP). Municipalities that have an approved OSRP and adopt an open space tax and are eligible for Green Acres Planning Incentive (PI) which provides 50% matching grants to preserve lands identified in the OSRP. The PI only funds land acquisition of land for recreation and conservation purposes.

NJDEP Blue Acres Program /Coastal Blue Acres Program

The Blue Acres Program provides funding for land in the floodplains of the Delaware, Passaic, or Raritan Rivers and their tributaries for recreation and conservation purposes. The Coastal Blue Acres Program funds acquisition of land in coastal areas that are prone to storm damage.

NJDOT Local Technical Planning Assistance (LTPA)

This program provides municipalities with consultant expertise to address transportation and quality of life issues. Technical Assistance is provided to local governments to advance, support, and promote the State's Smart Growth policies, and to manage their own resources more effectively. NJDOT administers and funds this program.

NJ Division of Highway Traffic Safety (NJDOTS) Grants

The NJ Division of Highway Traffic Safety offers, on an annual basis, federal grant funding to agencies that wish to undertake programs designed to reduce crashes, injuries, and fatalities on the roads of New Jersey. These grants help fund numerous different tasks and strategies to enhance driver, pedestrian, and bike safety that include enforcement, education, and engineering. Some specific grants that are applicable include the Comprehensive Traffic Safety Programs (CTSP) grants, Pedestrian Safety grants, and other programs that involve bicycling safety, crash investigations, speeding, and engineering.

Federal Programs

TIGER Grants

The Transportation Investments Generating Economic Recovery (TIGER) grant program is an extremely competitive transportation infrastructure funding program. In FY 2010, \$19 billion was requested, of which \$600 million was awarded, in the form of both planning and capital grants. The grants are administered by the USDOT and are prioritized based on projects that can have a significant impact on several long-term outcomes including improving existing facilities, economic competitiveness, fostering livable communities, sustainability, safety, job creation and economic stimulus, innovation, and partnership among a broad range of participants.

Community Development Block Grant (CDBG)

These federally funded grants intended to benefit low- to moderate-income families or aid in the prevention or elimination of slums and blight. Funds can be used to acquire land, construct streets, pedestrian/bicycle facilities such as sidewalks, and planning activities. In order to be eligible to receive CDBG grants, a community must develop and submit to HUD its Consolidated Plan. This plan must identify goals of the community and is used by HUD to evaluate the jurisdiction's performance under the plan, including the allocation of at least 70% of the funds to benefit low- to moderate-income families.

Federal Programs under SAFETEA-LU

The Division of Local Aid and Economic Development oversees the development and authorization of funds in the Capital Program, Statewide Transportation Improvement Program, and Study and Development Program. The division also manages problem statements for NJDOT. Staff members work with county and municipal government officials to improve the efficiency and effectiveness of the state's transportation system. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation has provided funding assistance to local governments for roads, bridges, and other transportation projects.

National Recreational Trails Program

The National Trails System Act of 1968 (Public Law 90-543) authorized creation of a national trail system comprised of National Recreation Trails, National Scenic Trails and National Historic Trails. The National Recreational Trails Program, a part of SAFETEA-LU, provides monies to states for developing trails and trail facilities. It is the only funding available wholly for the use of trail projects. At the federal level, the program is administered by the Federal Highway Administration, and originates from federal gas taxes attributed to off-highway vehicle use. New Jersey's program is administered by the Office of Natural Lands Management in the Division of Parks and Forestry.

Surface Transportation Program (STP) Funds

This program is broadly defined and gives states flexibility to invest in a wide variety of transportation activities. Bicycle and pedestrian facilities and walkways are specifically listed as eligible activities under this program. As with NHS, pedestrian and bicycle improvements may be incidental improvements within larger projects which establish bicycle compatibility or designated bicycle and pedestrian accommodations. The funds can also be used for independent bicycle and pedestrian projects along or in the vicinity of roadways. Projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses.

Safe Routes to School Program

Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children primary and secondary school children (grades K-8), including those with disabilities, to walk and bike to school. This program sponsors infrastructure and non-infrastructure projects. Infrastructure-related and behavioral projects will be geared toward providing a safe, appealing environment for walking and biking to improve the quality of children's lives and support national health objectives by reducing traffic, fuel consumption, and air pollution near schools. Some criteria include being within 2 miles of a school, part of an established comprehensive travel plan, and construction-ready.

Transportation Enhancement (TE) Program

The objectives of this program are to foster non-traditional transportation projects whose objectives are to foster more livable communities, enhance the travel experience and promote new transportation investment partnerships. Its focus is on transportation projects designed to preserve and protect environmental and cultural resources and promote alternative transportation modes. Pedestrian and bicycle improvements can be funded with these grants, directly and indirectly. Projects related directly to pedestrian and bicycles that can be funded include "provision of facilities for pedestrians and bicycles" and "provision of safety and educational activities for pedestrians and bicyclists." Indirectly related projects to pedestrian and bicyclists include the "acquisition of scenic easements and scenic or historic sites," which could be used to enhance the pedestrian experience, "landscaping and other scenic beautification", such as part of a streetscape project, and "preservation of abandoned railway corridors" which could be part of a "Rails to Trails" project. The sponsor is responsible for preparing the environmental documentation for the project, generally a Categorical Exclusion (CE).

North Jersey Transportation Planning Authority (NJTPA) Programs

Project Development Work Program (PDWP)

Projects in the PDWP fall in one of the following three phases of work: Concept Development (CD), Feasibility Assessment (FA) or Preliminary Design (PD). Most projects have undergone some investigation or development, although new projects are also undertaken each year. In addition to regular planning and outreach, specific transportation issues can come to light in the NJTPA open forum through staff research; elected official, public or stakeholder input; or interagency coordination. Needs are identified through a variety of sources including planning, corridor and sub-area studies, strategy refinement work, management systems and the work conducted by the state's operating agencies. Problems are also brought to the attention of transportation officials by elected officials and the general public. Selected projects are advanced through the NJDOT project pipeline.

Sub-Regional Study Programs

The Sub-regional Study Program funds studies of regional issues including accessibility and mobility issues intended to produce or support project concepts consistent with the NJTPA's Regional Transportation Plan (RTP). These studies should include analysis of existing and future conditions leading to the identification of transportation solutions for a particular system or study area. Strategies are developed and refined into detailed concepts that can advance to implementation phases involving appropriate agencies (NJDOT, NJ Transit, TMAs, subregions, or municipalities). Eligible activities related to pedestrian/bicycle facilities include studies geared towards Transit-Oriented-Development (TOD), pedestrian and bicycle facilities, walkable communities, and accessibility studies for low-income, minority or mobility impaired populations. This competitive program provides two-year grants to individual sub-regions or sub-regional teams. Funding is allocated based on a population-driven formula.

Local Safety Program

The federally funded Local Safety Program (LSP) is a component of wider safety planning at the NJTPA, supporting construction of quick-fix, high-impact safety improvements on county and local roadway facilities in the NJTPA region. Projects on State, U.S. and Interstate highways are not eligible for funding under this program. Since its inception with a pilot program in 2004, the NJTPA has approved projects to allocate over \$10 million in Local Safety Program funds for quick-fix, high impact safety improvements. Projects supported by this program have included new and upgraded traffic signals, signage, pedestrian indications, crosswalks, curb ramps, pavements markings and other improvements to increase the safety of drivers, bicyclists and pedestrians.

High Risk Rural Roads Program

SAFETEA-LU, the federal transportation funding legislation, has specifically set-aside federal safety funds to address travel safety needs in rural areas. First solicited by the NJTPA in FY 2009, the High Risk Rural Roads Program (HRRRP) provides federal funds for construction improvements to address safety problems on roadways that are functionally classified as rural major collector, rural minor collector or rural local roads and have a crash rate that exceeds the statewide average for those functional classes of roadways. Projects supported by this program have included skid-resistant surface treatments, guiderails, reflective pavement markings, rumbles strips and rumble stripes, safety edge, enhanced and advanced warning signs.

County Programs

Open Space Trust Fund

This program is a competitive program where municipalities submit applications for proposed projects. The purpose of the Monmouth County Municipal Open Space Program is to expand park and open space opportunities for Monmouth County residents by providing funding to assist municipalities with their local programs of park and open space acquisition and/or development/redevelopment. The Municipal Open Space Program has the following objectives:

- Acquire land for conservation and preservation
- Acquire land for active and passive recreation
- Develop or redevelop land to expand recreational opportunities

Municipal Park Development Assistance Program

This program draws from the same trust fund as the Open Space, Recreation, Farmland, and Historic Preservation Program. This fund is intended to help built-out municipalities with no land preservation opportunities pay for construction and repair of recreational facilities. Special consideration is also be given to projects that involve the use of in-house resources or volunteers, the use of renewable energy, access to public transportation and hiking and biking trails, water access, and consideration of the needs for the physically and developmentally challenged.

Other Sources

Bikes Belong

Bikes belong is funded by the American bicycle industry and provides grants to encourage and promote cycling across the country. Among their programs is a grant program that awards funds (generally under \$10,000) to agencies and bicycle advocacy groups. These grants can be used for many purposes including “bike paths, rail trails, big-city cycling initiatives, and innovative, high-profile bicycling projects that serve as national models.”

General Mills Fund – Champions for Healthy Kids Grant Program

The General Mills Foundation, in partnership with the American Dietetic Association Foundation and the President’s Council on Physical Fitness, developed the Champions for Healthy Kids grant program in 2002. Each year, the General Mills Foundation awards grants of \$10,000 each to community-based groups that develop creative ways to help youth adopt a balanced diet and physically active lifestyle.

Safe Kids, USA

This international non-profit organization is dedicated to improving the safety of children worldwide. They sponsor the International Walk to School Day and last year awarded \$400,000 in grants to improve pedestrian safety. They have local coalitions in several areas in New Jersey.

Local Cost-Sharing

At the local level, cost-sharing with developers interested in development or redevelopment is another potential means to realize portions of the plan. As properties develop or redevelop, developers should be encouraged to make access management, site circulation, and pedestrian improvements in accordance with the plan. Local ordinances should be modified to require the installation of sidewalk along road frontage for new projects.

Appendix A

Public Involvement Materials



MEMORANDUM OF MEETING

Project: **Bicycle and Pedestrian Network Plan
Ocean Township, Monmouth County, NJ**

Subject: Steering Committee Meeting #1 and Field View

Location: Ocean Township Town Hall

Date/Time: 1:00 PM, June 29, 2010

Attended by:

| | | |
|-----------------|---|--------------------|
| Andrew Brannen | Ocean Township - Township Manager | 732-531-5000 |
| Dave Hiers | Ocean Township - Deputy Mayor | 732-531-5000 |
| Tim Macom | Ocean Township Police | 732-531-1800 x258 |
| Kevin McDermott | Ocean Township Police | 732-531-1800 x275 |
| Ken Lutz | Ocean Township Environmental Commission | 732-531-9616 |
| Pat Rose | Ocean Township Board of Education | 732-531-5600 x1950 |
| Ken Jannarone | Ocean Township Board of Education | 732-531-5600 x3100 |
| Nora Shepard | Monmouth County Planning Board | 732-431-7471 |
| Allison Coffin | James W. Higgins Associates | 732-598-4799 |
| Joseph Powell | NJDOT-OBPP | 609-530-5290 |
| John Federico | Urban Engineers | 215-922-8081 x1358 |
| Dave Cox | Urban Engineers | 215-922-8081 x1347 |
| Dave Schwartz | Urban Engineers | 215-922-8081 x1216 |

The initial Steering Committee kickoff meeting for the Ocean Township Bicycle and Pedestrian Network Plan was held on Tuesday, June 29, 2010 at the Ocean Township Town Hall. Joe Powell began with introductions and described NJDOT's role as project sponsor. Andrew Brannen explained that Al Kerecman has decided not to be included as a member of the Steering Committee, but will stay involved in the project peripherally. He also noted that the name of the conceptual network has been changed from the "Greenway at Ocean" to the "Active Transit Network."

John Federico presented an overview of the project's objectives, scope, schedule, and the anticipated public process. He described the existing data collected to date, which was followed by a discussion of key issues including bicycle/pedestrian attractors, safety and congestion, current and upcoming projects, and the Community Walk interactive map.

Comments from this discussion are summarized below by category:

Township Items

- Andrew Brannen said that it isn't clear yet how the final product of this study will be used. It could serve as the bicycle/pedestrian component of an updated Circulation Element for the Township's Master Plan. It could also provide the planning rationale for a future Safe Routes to School (SRTS) application. Andrew noted that the Township was not successful with a previous SRTS application in May of 2008.
- On-street parking limits are designated by and listed in the Township Code
- The police attendees noted that the Township Code does not prohibit bicyclists from riding on sidewalks, regardless of age
- The police attendees suggested that traffic calming elements could potentially be used to improve bicycle and pedestrian safety by slowing vehicular speeds. The Township has not implemented any recent traffic calming projects.
- The partial interchanges on Route 18 with West Park Avenue (NB) and Deal Road (SB) create congestion on the local road system.
- Ken Lutz mentioned that a Natural Resources Inventory can be obtained through the Ocean Township Environmental Commission
- Representatives from the Environmental Commission are interested in attending the field view to evaluate the off-road network. Allison Coffin also expressed interest in attending.
- Maryanne Wollensky with Ocean Township Community Development was mentioned as a resource for this project.
- The Board of Education attendees thought it would be a good idea to visit school locations in the Fall to observe bicycling and walking patterns when students are arriving at and leaving school. Urban agreed to hold off on one of the three field visits identified in the scope until school is in session.
- Monmouth University has expressed interest in being involved with this effort
- The Township has met with NJDOT to discuss concepts for the intersection of Route 35 with Armstrong Boulevard that would allow signalization and partial access. NJDOT gave no indication if or when they would grant approval.

Monmouth County Items

- Monmouth County is in the process of developing a county-wide bicycle and pedestrian master plan and anticipates it could be ready in the next 2-3 years
- The Sunset Avenue Bridge Replacement is an on-going County project that is in the scoping phase. A concept plan is being developed by County Engineering and currently includes 6-foot wide sidewalk in both directions. Nora will provide a project contact in the Engineers Office.
- Nora Shepard mentioned that connectivity with neighboring municipalities is important. She noted that Asbury Park is currently updating/developing a circulation plan and this effort needs to incorporate Asbury Park and as well as other neighboring community's plans.
- It was noted that the bike lanes along Ocean Avenue in Deal are well used

Public Meeting #1

- Potential locations for the first Public Meeting include the Township building, the library, or the recreation building near the public pool
- Dave Hiers mentioned that Ocean Township’s public broadcasting station (Channel 22/77) could potentially be used to advertise the first Public Meeting, as well as other upcoming events and general project information

Action Items

As a result of the meeting discussion, the following actions will be taken:

| Item | Action | Party |
|------|---|-----------------|
| 1. | Provide Urban with a copy of the Township’s Master Plan | Ocean |
| 2. | Provide Urban with a copy of the previous SRTS application | Ocean |
| 3. | Establish Community Walk interactive web map and distribute link to Working Group | Urban |
| 4. | Obtain Asbury Park Bike Circulation Plan | Urban |
| 5. | Schedule a Field View of off-road corridors | Urban |
| 6. | Schedule a Public Information Event | Ocean/ Urban |

It is believed that the enclosed represents an accurate description of the major events that transpired at this meeting. Your notification of any errors or omissions is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.

Respectfully submitted,

URBAN ENGINEERS, INC.

John Federico, PE, PP, AICP

cc: Attendees
Project File



MEMORANDUM OF MEETING

Project: **Bicycle and Pedestrian Network Plan
Ocean Township, Monmouth County, NJ**

Subject: Steering Committee Meeting #2

Location: Ocean Township Town Hall

Date/Time: 9:30 AM, October 18, 2010

Attended by:

| | | |
|-----------------|--------------------------------------|--------------------|
| Andrew Brannen | Ocean Township - Township Manager | 732-531-5000 |
| Dave Hiers | Ocean Township - Deputy Mayor | 732-531-5000 |
| Angie Finch | Ocean Township Board of Education | 732-643-1020 |
| Ken Jannarone | Ocean Township Board of Education | 732-531-5600 x3100 |
| Anthony Gamallo | Monmouth County Planning Board | 732-866-3645 |
| Fred Brody | MCTC / Ocean Township Planning Board | 732-643-0115 |
| Allison Coffin | James W. Higgins Associates | 732-598-4799 |
| Joseph Powell | NJDOT-OBPP | 609-530-5290 |
| John Federico | Urban Engineers | 215-922-8081 x1358 |
| Dave Cox | Urban Engineers | 215-922-8081 x1347 |

The second Steering Committee meeting for the Ocean Township Bicycle and Pedestrian Network Plan was held on Monday, October 18, 2010 at the Ocean Township Town Hall. John Federico provided a recap of the public process to date, including an updated Community Walks map and Public Comments map. There were 25 attendees at the Public Meeting. Approximately 50 questionnaires have been received, including 12 from the Public Meeting. There have also been numerous hits on the Community Walks site indicating problem areas, desired walking/biking routes, missing sidewalks, and bike parking areas. Comments and input from these sources will be incorporated into the bicycle and pedestrian network plan.

John then discussed the plan's Vision Statement, which is to "achieve an Active Transit Network of bicycle and pedestrian pathways that are handicapped-accessible and provide safe, secure, reliable, and healthy access to parks, schools, places of worship, public transportation, governmental offices, and business districts within and around Ocean Township." John noted that the network should accommodate bicyclists of varying skill levels. There were no further additions to the Vision Statement.

John presented the draft bicycle and pedestrian plan via a series of maps including: the Regional Bike Plan, Bicycle Compatibility Options, Regional Sidewalk Plan, Local Sidewalk Plan, and Detailed Areas. The meeting was then opened to general comments about the plan, which are listed below:

- The Ocean Township Board of Education has submitted a request to the Township to implement a school zone along W. Park Avenue in front of the Intermediate School. Andrew Brannen will follow up on the status of this request.
- Angie Finch mentioned that the “Give Us a Break” program could be used to encourage slower speeds
- Lighting was mentioned as a potential safety issue on the off-road paths. A suggested solution was to close off-road paths outside of daylight hours using signage and/or gates.
- Andrew Brannen asked how the off-road paths could be implemented. John said that some are located entirely on Township-owned land, but admitted that those located on private property would probably need to be acquired or developed during site approval process. Urban will overlay parcel ownership and off-road paths on a map for the next meeting.
- Lowering the speed limit from 35mph on Dow Avenue was discussed as a priority item
- Andrew Brannen mentioned that the Township’s roadway paving program presents an opportunity to implement sidewalks by assessing owners for the cost, although this approach is limited by each year’s paving scope and schedule
- Ken Jannarone provided a map of the Elementary School catchment areas to Urban, who will incorporate these into the existing mapping
- Angie Finch would like to see more treatments to improve access to the Wayside School
- Andrew Brannen noted that providing better walking/biking routes to schools and improving the Route 35 crossings are Township priorities
- Aside from the Sunset Avenue Bridge Replacement and the Township’s paving program, there are no on-going or planned Township roadway projects
- Anthony Gamallo will review the draft plan with Monmouth County Engineering to solicit input on minimum lane widths, candidate crossing treatments, and other elements of the plan that relate to County roads

Public Involvement/Next Steps

- Dave Hiers mentioned that Ocean Township’s public broadcasting station (Channel 22/77) could be used to gather public comment on draft concepts, as well as advertise the upcoming Public Meeting.
- The next Steering Committee meeting will be a hands-on workshop to discuss individual concepts in more detail. At a minimum, representatives from Monmouth County Engineering and Ocean Township Public Works/Engineering should be in attendance.
- The project team may want to consider having a presentation at the next Public Meeting to present the background philosophies behind concepts

- Urban will update and distribute electronic copies of the draft plans to meeting attendees

Action Items

As a result of the meeting discussion, the following actions will be taken:

| Item | Action | Party |
|------|--|----------------------|
| 1. | Incorporate school catchment areas into mapping | Urban |
| 2. | Overlay parcel ownership with off-road paths | Urban |
| 3. | Follow-up on status of school zone request for W. Park | Ocean Twp |
| 4. | Schedule next Steering Committee meeting/workshop | Urban / Ocean Twp |
| 5. | Schedule next Public Meeting | Urban / Ocean Twp |

It is believed that the enclosed represents an accurate description of the major events that transpired at this meeting. Your notification of any errors or omissions is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.

Respectfully submitted,

URBAN ENGINEERS, INC.

John Federico, PE, PP, AICP

cc: Attendees
Project File



MEMORANDUM OF MEETING

Project: **Bicycle and Pedestrian Network Plan
Ocean Township, Monmouth County, NJ**

Subject: Steering Committee Meeting #3

Location: Ocean Township Town Hall – Court Room

Date/Time: 12:00 PM, November 3, 2010

Attended by:

| | | |
|-----------------|--------------------------------------|--------------------|
| Andrew Brannen | Ocean Township - Township Manager | 732-531-5000 |
| Dave Hiers | Ocean Township - Deputy Mayor | 732-531-5000 |
| Ken Jannarone | Ocean Township Board of Education | 732-531-5600 x3100 |
| Anthony Gamallo | Monmouth County Planning Board | 732-866-3645 |
| Kevin Nugent | Monmouth County Engineering Division | 732-431-7756 |
| Allison Coffin | James W. Higgins Associates | 732-598-4799 |
| Joseph Powell | NJDOT-OBPP | 609-530-5290 |
| John Federico | Urban Engineers | 215-922-8081 x1358 |
| Dave Cox | Urban Engineers | 215-922-8081 x1347 |

The third Steering Committee meeting for the Ocean Township Bicycle and Pedestrian Network Plan was held on Wednesday, November 3, 2010 at the Ocean Township Town Hall. The meeting was held in a workshop format, with the purpose of discussing the merit and feasibility of the draft plan elements in detail. Discussion centered on a series of maps including: the Regional Bike Plan, Bicycle Compatibility Options, Regional Sidewalk Plan, and Local Sidewalk Plan. Key discussion items from the workshop are listed below by category:

Bicycle Network

- Anthony Gamallo distributed the County’s 2010 Bicycling Map, which uses “poor, fair, and good” categories to rate major routes through the County. Most of the major routes through Ocean are rated “fair” with the exception of “poor” for Route 35/Deal Road and “good” for Logan Road and Grassmere Avenue.
- Monmouth County and Ocean Township performed a “road swap” a couple of years ago. The County assumed jurisdiction over W. Park Avenue (CR 14) from Monmouth Road to Green Grove Road, while Ocean Township assumed jurisdiction of Corlies Road and Sunset Avenue. Monmouth County retained

- jurisdiction over the Sunset Avenue bridge. Urban will revise the roadway symbols on the mapping.
- The County's Engineering Division will be conducting a corridor study along W. Park Avenue (CR 14) from Shafto Road (CR 547) to Monmouth Avenue in Ocean Township. The study, which will consider bicycle and pedestrian compatibility issues, presents a good opportunity to further evaluate recommendations from the network plan.
 - Ken Jannarone would like to have a School Zone established in front of the Intermediate School. The 45mph posted speed is higher than should be permitted. The network plan will include recommendations for areas to consider speed reductions, which will include W. Park.
 - Senator Kean has requested a reduction in the posted speed limit along Sunset Avenue from 35mph to 25mph.
 - The County generally uses 11 feet as the minimum width for travel lanes on County roads, although 10 feet has been used in special circumstances.
 - The segment of Sunset Avenue between Logan Drive and Route 35 is an area needing pedestrian and bike improvements; however, it is a complicated area to develop specific recommendations for bikes and pedestrians due to varying setbacks, parking arrangements, and cartway widths. The potential for redevelopment at several properties also complicates planning in this area. Attendees agreed that the area would benefit from a comprehensive planning study that addresses redevelopment and circulation.
 - Andrew Brannen noted that on-street parking is heavily used on Corlies Road. Allison Coffin mentioned that she typically bikes on the roads directly north or south of Corlies to get around the parking.
 - A good tree canopy and lightly-used on-street parking makes Roseld Avenue a pleasant biking street through Ocean, but it becomes difficult to navigate approaching the Norwood Avenue intersection in Deal. Sherman Avenue is also a great biking street and leads directly to the commercial area on Norwood Avenue. Washington Avenue is a wide north-south street that once was striped for head-in parking. A combination of these roads may yield the best biking route; i.e. Roseld east to Washington, Washington north to Sherman, and then Sherman east to Norwood.
 - The County has applied for a grant from the NJTPA to create a county-wide bicycling Master Plan.

Off-Road Trail Network

- Andrew Brannen noted an existing emergency access road off of W. Park Avenue that currently provides access to the Rolling Meadows senior housing complex. This could also be used as a bicycle-pedestrian connection.
- The Apple Farms parcels near W. Park Avenue are currently planned for high density/multi-family housing with access via Green Grove road. An off-road trail through these parcels could be implemented through the land development process.
- Allison Coffin and Andrew Brannen felt the plan needs to address improved connectivity across Route 18 and proposed that Township-owned parcels adjacent

- to Route 18 near Cedar Village would provide a location for a pedestrian bridge over Route 18, which would better connect Wayside to the rest of the Township.
- The multi-use path system near the Seaview Square mall could be implemented pursuant to a mall application for expansion or other improvements.
- Ken Jannarone said that the off-road paths at Wayside Elementary and Ocean High School shown on the plans provide good connections and could be implemented fairly quickly.

Pedestrian Network & Safe Access to Schools

- The School District is pursuing a School Zone along W. Park Avenue in front of the Intermediate School. A coordinated strategy combining a potential School Zone with other measures such as bike lanes, speed monitoring signs, sidewalks, and pedestrian crossing treatments would help to lower speeds and make this area safer for bicyclists and pedestrians.
- Ken Jannarone suggested creating a School Access plan for Wayside Elementary, similar to those developed for the Dow and Wanamassa schools.
- The group discussed potential crossing treatments such as bumpouts and median refuge islands that could be used on streets like Dow Avenue to both calm traffic and improve pedestrian crossings. On-street parking on Dow east of the school is heavily used and needs to remain. Ken Jannarone mentioned the 10th and B intersection in Belmar as a good example. John Federico said that Urban has display boards that show examples of traffic calming and pedestrian crossing treatments. Urban will have these boards available at the public meeting.
- The Plan will include recommendations for sidewalks and/or multi-use-trail along Route 35 and Route 71 (Norwood Avenue). NJDOT typically implements sidewalks on state roads through either a maintenance project or a larger sidewalk project. Joe Powell said that NJDOT will use the plan to decide on additional sidewalk projects. With plan approval, Ocean Twp should petition NJDOT.
- The County is finalizing construction plans for modifications at the Monmouth Road/W. Park Avenue intersection. The project will increase the southwest corner radius to better accommodate trucks turning from eastbound W. Park Avenue onto southbound Monmouth Road. The traffic signal equipment will be upgraded to meet current standards.
- The network plan identifies several locations for new un-signalized pedestrian crossings on County roads, including along Monmouth Road (CR 15) at Lake Avenue and two locations along W. Park Avenue (CR 14) near Route 35. Kevin Nugent agreed that these intersections could be good locations for pedestrian crossings.
- High-end crossing treatments on County roads such as high-visibility or textured crosswalks are usually considered at the Township's request.
- The County typically does not install sidewalks on County roads; instead, it would be a municipal lead with County approval.
- County upgrades for the intersections of Monmouth Road (CR 15) with Deal and W. Park are scheduled for 2011. This includes pedestrian upgrades such as crosswalks, ramps, and signal heads.

- Kevin Nugent will check if any other County traffic signals are scheduled for upgrades. The Monmouth Road (CR 15)/Roosevelt Avenue, W. Park Avenue (CR 14)/Whalepond Road, and Asbury Avenue (CR 16)/Green Grove Road intersections are identified by the network plan as candidates for pedestrian improvements.

Public Involvement/Next Steps

- The final Public Meeting was tentatively scheduled for Thursday, December 2 from 3-7pm at Town Hall. Once the date is confirmed, Urban will develop a flyer for Township/NJDOT review. The flyer will be advertised or distributed through the following:
 - Notice in the Coaster
 - Notice in the Asbury Park Press
 - Flyer posted on the sign board at Town Hall
 - Flyer posted on the Township website
 - Flyers available at the library and schools
 - Invitation letters to adjacent municipalities
- The final Steering Committee meeting (#4) is tentatively scheduled for Thursday, December 9. Urban is aiming to have a draft report ready by this meeting.

Action Items

As a result of the meeting discussion, the following actions will be taken:

| Item | Action | Party |
|------|--|-----------|
| 1. | Finalize Public Meeting date; create and distribute flyer | Urban/Twp |
| 2. | Forward concept plans at the Route 35 intersections with Armstrong and W. Park to Kevin Nugent | Urban |
| 3. | Create School Access plan for Wayside Elementary | Urban |
| 4. | Revise roadway symbols on Corlies, Sunset, and W. Park | Urban |
| 5. | Determine which County intersections within Ocean are programmed for upgrades | County |

It is believed that the enclosed represents an accurate description of the major events that transpired at this meeting. Your notification of any errors or omissions is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.

Respectfully submitted,

URBAN ENGINEERS, INC.

John Federico, PE, PP, AICP

MEETING SUMMARY

Project: Bicycle and Pedestrian Network Plan
Ocean Township

Subject: Public Meeting #1

Location: Ocean Town Hall, First Floor Meeting Room
399 Monmouth Road
Oakhurst, NJ 07755

Date/Time: August 19, 2010
4PM - 8PM

A public information meeting for the Ocean Township Bicycle and Pedestrian Network Plan was held on Thursday, August 19th, from 4-8pm. The event was held in the First Floor Meeting Room at Ocean Township's Town Hall. The meeting was advertised in the local paper (**Appendix A**) and via a flyer that was posted on the Township's website and distributed at key locations around town.

The purpose of the meeting was to introduce the project to the general public and solicit input on bicycle and pedestrian issues. Twenty-five (25) people signed in to the event (**Appendix B**). Attendees were able to comment on interim plan materials and sit down with the project planners to discuss issues important to them.

A questionnaire was distributed at the meeting to gather additional input (**Appendix C**). An electronic version of the questionnaire was also posted on the Township's website and made available from August 4th until November 17th. There were 61 total responses to the questionnaire, which includes 18 paper responses and 43 online responses. A summary of the questionnaire results, along with a full listing of associated comments, is attached as **Appendix D**.

In addition to the questionnaire summary, the project team mapped the comment locations. The public comments map is attached as **Appendix E**.

Appendix A: Press Advertisement

APP.com

Path plan details to be unveiled

By **MICHELLE GLADDEN** • STAFF WRITER •
August 12, 2010

OCEAN TOWNSHIP — The goal to create a handicapped-accessible bike and pedestrian pathway throughout the township will be further unveiled Thursday.

Coined the Active Transit Network, the pathways would provide "safe, secure, reliable and healthy access to parks, schools, places of worship, public transportation, government offices and business districts," officials said.

The plan took hold in January with an application to the state Department of Transportation's Office of Bicycle and Pedestrian Programs, which is funding the project.

Urban Engineers is the planning consultant and officials are asking residents to be a part of the data collection process by filling out a questionnaire located on its website and attending Thursday's meeting.

The data will be used in the concept-development phase running through to October and will conclude with a final report, slated to be released in December.

Thursday's meeting will be held from 4 to 8 p.m. in the first-floor meeting room at 399 Monmouth Road. For more information, visit www.oceantwp.org.

Michelle Gladden: 732-643-4095; mgladden@app.com; twitter.com/mgladdenAPP

Appendix B: Sign-in Sheets

| FIRST NAME | LAST NAME | ORGANIZATION |
|------------|---------------|--|
| Fenton | HUDSON | Self |
| BARBARA | Hudson | Self |
| DAN | SPELTAK | SELF |
| Clarissa | Waltta Martin | 11 th Leg. office - ^{Asm. Bible} _{Asm. Argellini} |
| JOE | FOWELL | NJDOT |
| Wayne | Trester | none |
| MARCIA | VAN NOTE | SELF |
| Allison | Coffin | James W. Higgins, ASSOC |
| JOHANNES | LINDEMANS | |
| ST DAVID | HIERS | Town Council |
| CARL | LILLVIK | Self |
| Ray | Pognis | ^{OT} Environmental Commission |
| JOHN | CLEMENTI | SELF |
| Farth | Taitelbaum | self |
| JIM | HIGGINS | SELF |
| Lynn | HIGGINS | SELF |
| Travis | McGrath | Self |

maps
*

| | | |
|--------------|----------|----------------|
| John | McGrath | Self |
| Howard | Lang | Self |
| Angie | Finch | OT Board of Ed |
| Eugene | Tyrrell | SELF |
| William | GAROFALO | SELF |
| Elynn | Shapiro | self |
| Dennis/Cathy | Wombough | Self |
| ANTHONY | ERCOLINO | SELF |

stick
*

Appendix C: Questionnaire

Name and Email (Optional - please include email if you would like to be notified about upcoming meetings):

Do you **live** in Ocean Twp? Y N Do you **work** in Ocean Twp? Y N

Please send the completed forms to:
 John Federico, Urban Engineers
 530 Walnut Street, 14th Floor
 Philadelphia, PA 19106
 email: jfederico@urbanengineers.com

Please elaborate in the space to the right, and mark the Map on Reverse

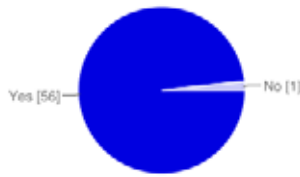
| | | | | | |
|---|--------------------------------|---------------------------------|----------------------------------|--------------------------------|--|
| How often do you bike ? | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly | <input type="checkbox"/> Never | <input type="checkbox"/> <i>Where/What purpose?</i> |
| How often would you like to bike ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where/What prevents you?</i> |
| How often do you walk ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where/What prevents you?</i> |
| How often would you like to walk ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where/What prevents you?</i> |

Rate how the following would increase your biking or walking:

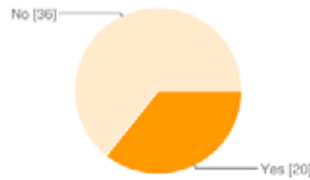
| | Not at All | 1 | 2 | 3 | Somewhat | 4 | 5 | Greatly |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--|
| Bike lanes or "Share the Road" signs and striping | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where?</i> |
| Increased off-road trails through parks and open space | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where?</i> |
| Additional or wider sidewalks | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where?</i> |
| Additional or improved crossing opportunities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where?</i> |
| Intersection improvements | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where?</i> |
| Programs or actions to improve Bike/Ped access to schools | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where/What type?</i> |
| Bicycle parking at major destinations (local and regional) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where?</i> |
| Improved roadway or sidewalk maintenance | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where?</i> |
| Public education with an emphasis on sharing the road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>What type?</i> |
| Enforcement of laws for motorists, pedestrians, and cyclists | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> <i>Where and how?</i> |

Appendix D: Summary of Questionnaire Results

Do you live in Ocean Township?

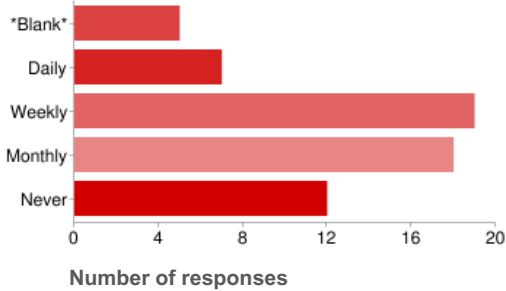


Do you work in Ocean Township?



The vast majority of survey respondents lived in Ocean Township (92%), but only 33% worked there.

How often do you bike?

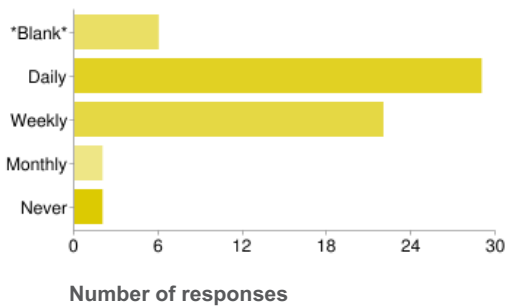


20% of respondents say they never bike, but only 3% never want to bike. 11% bike daily, but 48% want to bike daily. This indicates a desire to increase bike activity. Sample comments are listed below:

where/what purpose?

- pleasure/recreation/leisure
- exercise/fitness
- recreation at Joe Palaia park
- towards the beach and Ocean Ave/Allenhurst
- job at Wegmans / to get to Synagogue on Deal Road

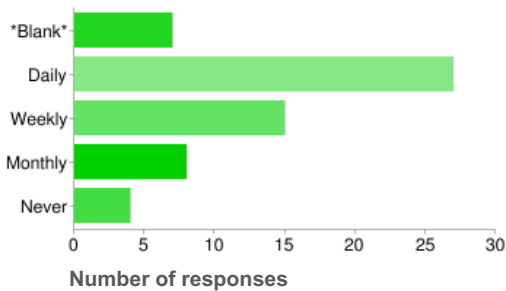
How often would you like to bike?



where/what prevents you?

- fear of vehicular traffic
- afraid of Route 35 intersections
- heavy traffic on Deal, West Park, Monmouth
- lack of reasonable shoulders

How often do you walk?

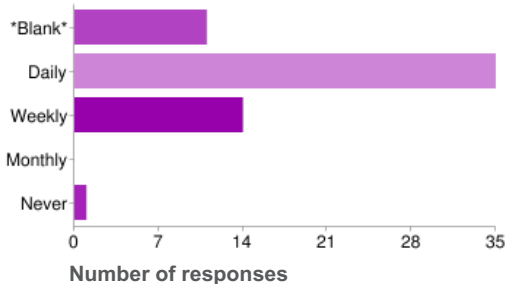


Many people walk daily (44%), and they would like to walk even more (57% daily). Only 7% said they never walk, and only 2% never want to walk. Sample comments are listed below:

where/what purpose?

- pleasure/recreation/leisure
- exercise/fitness
- recreation at Joe Palaia park
- walking the dog
- running errands

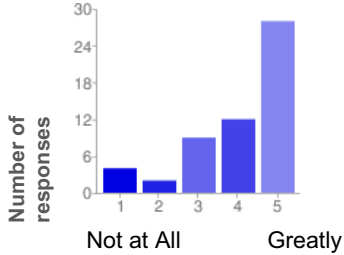
How often would you like to walk?



where/what prevents you?

- lack of sidewalks
- afraid for safety/getting hit by car
- traffic, especially along Wickapecko, Sunset, W. Park
- crossing over Route 35

Bike lanes or "Share the Road" signs and striping

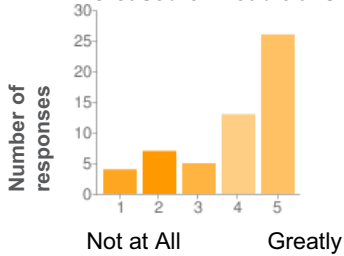


46% of respondents said that bike lanes would “greatly” increase biking, while 7% said it would not increase biking “at all.” Sample comments are listed below:

where?

- high traffic roads such as Sunset, Deal, W. Park
- Whalepond, Logan, Monmouth, Wickapecko, Popular
- bike paths! not bike lanes; prefer an off-road path
- bike lanes are useful, but not if they are filled with debris

Increased off-road trails through parks and open space

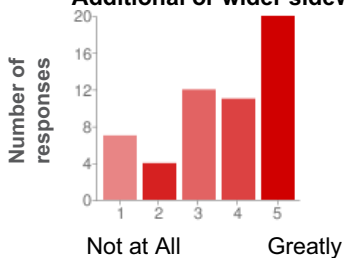


43% said increased off-road trails would “greatly” increase biking, while 7% said it would not increase biking “at all.” Sample comments are listed below:

where?

- safe access to Joe Palaia Park
- Deal to W. Park on both sides of Route 35
- interconnect school and parks (e.g. pool area on W. Park)
- across Route 18; Wayside is too separated from town

Additional or wider sidewalks

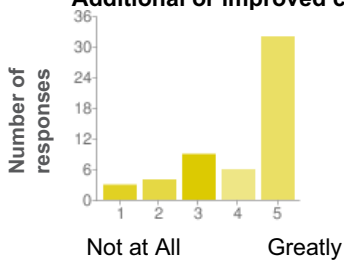


33% said additional or wider sidewalks would “greatly” increase walking, while 11% said it would not increase walking “at all.” Sample comments are listed below:

where?

- Logan, Whalepond, Poplar from the Manor to Middlebrook
- Deal and W. Park, especially over Rt. 18 and Hwy. 35
- areas of high traffic volume/speed
- continuous sidewalk along Rt. 35

Additional or improved crossing opportunities

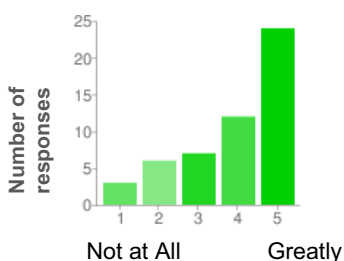


52% said additional or improved crossings would “greatly” increase biking or walking, while 5% said it would not increase biking or walking “at all.” Sample comments are listed below:

where?

- Route 18 intersections with Deal and W. Park
- Route 35 intersections in particular; all intersections over Route 35 including Deal, W. Park, Allaire, Sunset
- intersections along Deal, Whalepond, Logan, Monmouth

Intersection improvements

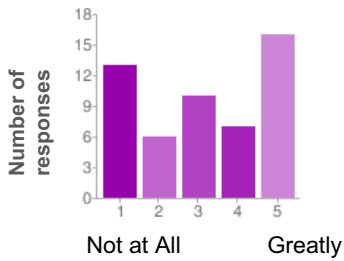


39% said intersection improvements would “greatly” increase biking or walking, while 5% said it would not increase biking or walking “at all.” Sample comments are listed below:

where?

- all Route 35 intersections (numerous)
- scary to be a pedestrian crossing Route 35

Programs or actions to improve Bike/Ped access to schools

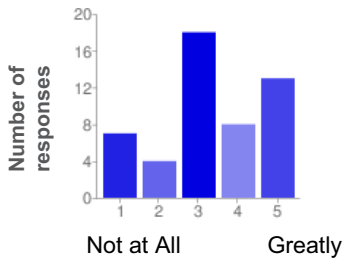


26% said programs or actions would “greatly” increase biking or walking, while 21% said they would not increase biking or walking “at all.” Sample comments are listed below:

where/what type?

- create a path from JPP through High School to W. Park
- group locations for bike/peds to meet and walk as a group
- crossing guards during AM/PM dismissal hours
- no kids; not applicable

Bicycle parking at major destinations (local and regional)

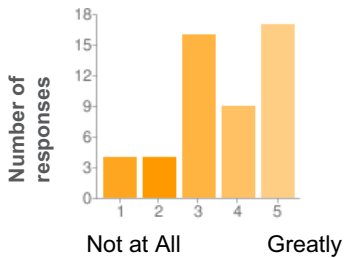


21% said bicycle parking would “greatly” increase biking or walking, while 11% said it would not increase biking or walking “at all.” Sample comments are listed below:

where?

- Middlebrook shopping center, Seaview Mall, Wegmans
- Cobblestone Village, Foodtown, all shopping centers
- parks, schools, and Town recreation center
- currently “chain” bikes to poles or benches

Improved roadway or sidewalk maintenance

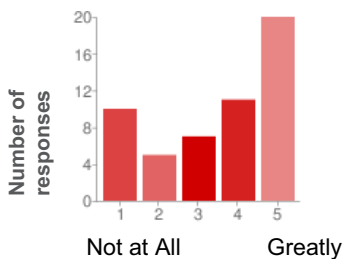


28% said improved roadway maintenance would “greatly” increase biking or walking. 7% said it would not increase biking or walking “at all.” Sample comments below:

where?

- safety could be improved by trimming shrubs/bushes
- lack of contiguous sidewalks rather than condition
- the Deal Road bridge over Rt. 18 is horrible
- people do not remove snow from sidewalks

Public education with an emphasis on sharing the road

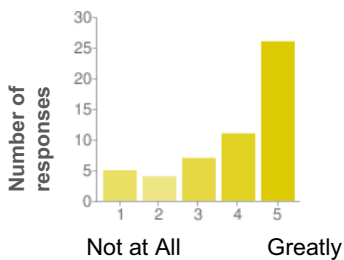


33% said public education would “greatly” increase biking or walking, while 16% said it would not increase biking or walking “at all.” Sample comments are listed below:

what type?

- drivers talking on cell phones (numerous)
- bike safety classes
- cars need to realize that bikes are vehicles and belong on the road; many drivers are distracted
- road signs, town website, flyers, town hall meetings

Enforcement of laws for motorists, pedestrians, and cyclists



43% said enforcement would “greatly” increase biking or walking, while 8% said it would not increase biking or walking “at all.” Sample comments are listed below:

where and how?

- speeding is particularly bad on Allaire and Allenhurst
- many drivers are aggressive towards walkers and bikers
- cars have no respect for bicycles; will not share the road
- make sure laws are clearly indicated - not motorist traps

Full Listing of Comments

How often do you bike? Where/what purpose:

- *I don't bike but my husband who works in Eatontown bikes to work several times a week.*
- *Pleasure/Excercise/Environment*
- *I bike both for exercise and to complete errands...and obviously for fun with my family.*
- *through out Palaia Park, down to the beach, to the Fireman's Field, through Wanamassa, Oakhurst area. I do this very early in the morning - 5:30-7:00 am usually because there is little traffic.*
- *recreational, joe palaia and/ or oakhurst*
- *to get to Synagogue on Deal Road and friends and family on the sabbath and holidays*
- *For fun around the neighborhood, sometimes Palaia park. Or go elsewhere.*
- *leisure*
- *For exercise. As the only paths of any size in Ocean are within Palaia Park, most of my riding in Ocean is there. But the vast majority of the time, I ride along Ocean Ave - Long Branch to Spring Lake.*
- *Recreational cycling on weekends. Typically ride from home to shore (Ocean Ave) and then head north or south.*
- *Excercises and fun*
- *Recreation*
- *In the Hanamassa Area to the Ocean (Sunset Ave) to the Library (Logan Road).*
- *Exercise and travel*
- *Recreation in Joe Palaia Park*
- *I don't bike other than my community because the roads around Rolling Meadows are too busy, no shoulders, crazy drivers.*
- *Exercise, towards Ocean Ave.*
- *Exercise / Fun*
- *I bike through Ocean Township up to Ocean Ave and either North or South. I also bike to the surrounding parks with my kids.*
- *Around my neighborhood , bike paths and the boardwalks.*
- *Joe Palia Park*
- *Usually either to the beach (Allenhurst) or inland to Colts Neck from my home in Wayside. Purpose is exercise and recreation.*
- *Palia Park and to the boardwalk in Asbury and south, Long Branch Ocean Ave.along the boardwalk*
- *My teenage son bicycles almost every day for fun and to meet friends.*
- *With my children for recreation, light shopping.*
- *Exercise, shopping*
- *Recreation, exercise, some chores (mostly banking, library, post office)*
- *In the wayside neighborhood and at the beach front*
- *for fun*
- *Fitness*
- *Recreation and Exercise. I usually bike several days a week and most often along the ocean ave. corridor from Sandy Hook to Sea Girt. My average ride is about 20 miles.*
- *"I grew up in the Oakhurst section of town and used to bike all the time. I moved to a small development off of West Park in the Wayside section of town. I feel trapped by the traffic and now load my bike into a truck and take it to what I believe is a safer area to ride. Also, I work just two miles away from my home and would absolutely ride my bike to work, but my work is off Industrial Way in nearby Eatontwon, and the traffic / safety concern is too great to even consider it."*
- *recreation*
- *in palaia park*
- *Joe Palaia Park - for fun*
- *To Ocean Avenue to access the beach. In my development (Cotswold to other developments (The Manor). Along bike paths in parks. For the purpose of Exercise and Leisure*
- *recreation*
- *East of Rte 35 for pleasure*
- *I live in the Oakhurst neighborhood of Ocean Township and bicycle commuted to my job at Wegmans. I did it consistently from September 2009 through August 2010.*
- *Leisure, exercise, transport*
- *Myself and family walk and ride all over Palaia Park & to school (OTES). There should be bike paths or sidewalks directly into park (i.e. south side of Dow). Or, town should maintain current sidewalks.*
- *I don't have anywhere safe to bike*
- *To the beach for excercise*
- *I am greatly concerned about the potential loss of trees, as well as not creating disruption/disturbance to animal life! Please leave the section of Weltz Park (at Hwy 35) undisturbed - I fought to preserve that land.*
- *Township roads for fitness*
- *We enjoy biking at Joe Palaia park for exercise and fresh air but it's not easy to get to from our house. To the beach, exercise/fresh air.*

How often would you like to bike? Where/what prevents you:

- *The main reason we do not bike more is the severe lack of safe and accessible sidewalks.*
- *As of yet do't own a bike, but I plan to get one.*
- *Heavy traffic on West Park Avenue, Poplar Road, Deal Road, etc.*
- *I don't want to have to put my bike on the car to get where I can feel comfortable and safe to bike such as at Palia Park.*
- *Nothing prevents me from biking on my own, but some areas are too busy for me to take my kids.*
- *there are no bike paths to go anywhere really. You are on the road with the traffic. Especially hard with children.*
- *no side walk on logan I live on Fairway, very dangerous cars do not observe the 35 mph zone crossing deal road cars being allowed to park on both sides of street i.e. Dwight drive, grant Avenue*
- *I get bored around going around the neighborhood and don't always feel like loading all the bikes. also, would love to be able to bike to destinations like the library, or businesses.*
- *poor access to roads; I dont like riding in traffic. I live in wayside, so I have to cross a busy highway*
- *Traffic in Ocean [and the shore area in general] is much too heavy to be riding any distance during the majority of daylight hours.*
- *Concerned about traffic and lack of bicycle paths. Certain routes have no shoulder or sidewalk, and require riding in street. Also concerned about lack of routes that would permit my children to ride to their friends in Ocean Twp.*
- *work*
- *I live in Wayside and would enjoy biking nearer to the ocean (Wanamassa, Deal, Asbury Park) but I don't feel safe using Deal Rd or W. Park Ave to get across Route 18 and Route 35. And none of the roads in Ocean have bike lanes.*
- *Wegmans. Highway 35*
- *Time and weather*
- *Disability*
- *Recreation*
- *Fear of vehicular traffic*
- *Toward Ocean Ave and towns close to ocean*
- *Like to be able to get to major park facilities and shopping in town by bike. Afraid of Route 35 Intersections.*
- *N/A*
- *For my kids its crossing over route 35 and Monmouth Road. Very dangerous. Secondly Deal Road is extremely dangerous to ride down to get across 35 or to get to Joe Palaia Park. Cars do not pay attention to bike riders and if anything they honk at you if they feel you are in the way. Lastly, the 25 MPH speed limit is not obeyed in any of the neighborhoods. You consistently see 35 to 45 down Roller Road. OT Police need to also be on bikes patrolling the areas or cameras need to be setup to enforce speed limits. If a OT police officer is sitting their in their cruiser cars slow down. If a OT police office was disguised as a pedestrian or biker you will see cars fly by.*
- *Traffic on West Park Ave and surrounding area.*
- *"Traffic unsafe/narrow roads no sidewalks for children"*
- *Issues with bike riding in Ocean Twp include lack of reasonable safe shoulder on certain roads, roadways strewn with litter and debris in particular on the shoulders, and at times discourteous drivers.*
- *traffice and no place within the town to really ride without traffic, especially during the summer monthsi*
- *I would like to bike myself, but am very fearful of the traffic.*
- *We live in Wayside, and are unable to access parks and recreation areas because of the lack of bike paths along Deal Road and then across rt 35.*
- *Traffic - roads are too congested, especially Deal & West Park & Monmouth Roads.*
- *Time, weather, traffic, lack of bike trails/safe roadways (esp. to beach/beach area)*
- *A safe area, out if the way of vehicles*
- *traffic, people speeding, I am afraid to cross Route 35 for fear I will be hit by a reckless driver*
- *Traffic and safety for bicyclists . The only place to ride safely is in Deal Test Site and that is not entirely fair to those that use it for walking and running, as well as posing safety issues. All major roads (actually all roads) in Ocean are too narrow for bicyclists and automobile traffic.*
- *I'd like East/West routes through Ocean twp and throughout Monmouth County. Currently these routes into rural parts of the county are on roads like Deal, West Park and Asbury Aves. which are high traffic roads with little or no shoulders and are dangerous to ride.*
- *Traffic, don't feel there is a safe place to ride other than around the two blocks of my home (pretty pathetic bike ride).*
- *lack of access to pathways, parks, route 18 overpass and deal road traffic are very unsafe for roders*
- *Cars traveling to fast on roads near my neighborhood. No bike lanes like those on Ocean Avenue.*
- *must travel far for appropriate bike routes*
- *safety*
- *Not much prevents me! It took me a while to figure out the safest and quickest route to get to work. Our family is economizing by having one car, so if I have an errand to run that doesn't involve unwieldy objects, I use my bike whenever possible. The biggest obstacles I encountered during my 12 months of commuting were deep snow (ended up walking those days) and 95+ degree heat (would overheat and get dizzy during the ride). A perennial problem was large piles of landscaping debris on Logan Road.*
- *Time, Traffic*
- *It's fun - around the neighborhood and/or park*
- *I don't trust the auto drivers*
- *Traffic*
- *Lack of safe access on main busy roads.*

How often do you walk? Where/what purpose:

- *We typically walk with our 2-year-old son around the block.*
- *Exercise*
- *Around block, on paths in Joseph Palaia Park, boardwalk. I used to walk out to Ocean Avenue and back, but sidewalks end & have to cross street or there is no sidewalk (especially W. Park Avenue shortly before Rt. 18 & heading west). I LOVE to walk for exercise and enjoyment, but have given up feeling it's just unsafe. I LOVE living in Ocean township, but often lament it is not a "walking-friendly" town.*
- *I walk around the neighborhood on the streets because the sidewalks are uneven in many places or have bushes or tree branches projected onto/into the walking area.*
- *Same as for biking.*
- *Palaia Park*
- *recreational*
- *leasure and synagogue and friends and family on sabbath and holidays*
- *Might we also substitute jog? Several times/week. Around neighborhood, Palaia park. Often go to the boards or parks outside of OT>*
- *Walking is generally along the beachfront or in my neighborhood in Wanamassa and bordering Asbury Park streets. Palaia Park has some decent paths, but it becomes monotonous - additionally, the paths are often crowded with bicycles, joggers, strollers, and/or entire families walking the width of the path.*
- *Exercise in evening*
- *exercise and fun*
- *Recreation and walking our dog.*
- *Locally in the Manor but would love easy and safe access to Middlebrook Shopping Center*
- *In the Hanamassa Area*
- *Wanamassa/Interlaken Perimeter*
- *In Joe Palia Park for exercise and to tire the dogs.*
- *Walk my dog*
- *Exercise. Would love to walk to Joe Palia park but too dangerous.*
- *Fitness*
- *Same*
- *Long BRanch boardwalk, monmouth mall*
- *In my neighborhood for exercise.*
- *Excercise, access to recreation.*
- *exercise*
- *Exercise, some shopping*
- *in wayside and on the boardwalk*
- *dog*
- *"Deal Test Site, Belmar, or Long Branch boardwalk. Fitness"*
- *Recreation/Exercise. I usually walk to/from and around Joe Pialla Park.*
- *For excercise, around the block.*
- *neighborhood, palaia park/exercise,dog*
- *"Joe Palaia Park Exercise"*
- *My neighborhood. For Exercise*
- *fitness*
- *Errands and exercise.*
- *Leisure*
- *Around block to garage sales*
- *walking the dog.*
- *Local neighborhood, Joe Palaia Park, would like to walk more often for health reasons.*

How often would you like to walk? Where/what prevents you:

- *We do walk daily with our son but the lack of sidewalks makes me extremely nervous about his and our safety. We live on Allenhurst Avenue and unfortunately many motorists speed down our street.*
- *Time*
- *Afraid for safety/getting hit by car (see above)*
- *traffic and fear of being hit when I half to walk in street due to no sidewalks and crossing Deal road to get to park*
- *Again, I get bored staying in the neighborhood.*
- *Traffic, especially along Wickapecko drive & Sunset Ave. can be very heavy and detracts from the enjoyment of the walk.*
- *Not all routes I would like to go have sidewalks.*
- *work*
- *Crossing Route 35 (dangerous)*
- *To Cobblestone Village-Intersection of W. Park and Route 35 is not safe for pedestrians.*
- *Time constraints*

- Crossing over route 35 and lack of side walks from Deal Road to Joe Palaia Park.
- Nothing except the elements
- in town ..traffic
- Nothing, except the walks are rather boring in my neighborhood and I need to walk on streets since we do not have sidewalks in most areas.
- Again no sidewalks outside of our neighborhood leading to activities or parks.
- lack of time.
- Weather, time, lack of safe pathways
- finding the time
- I am prevented from walking more due to traffic and reckless driving on Poplar and West Park Avenue.
- There is lack of sidewalks in Ocean. Many states have very nice and wide sidewalks on their main roadways as well as side roads. This is not only an Ocean Township problem but a statewide problem.
- I'm not sure where but in general most roads in the township do not have side walks, and those that do are not in the best of shape (e.g. parts of Monmouth and West Park). Also the sidewalks are mostly on the busiest streets, where you have to deal with vehicle noise and pollution. It would be nice to have a network of pathways and/or trails away from these major thoroughfares.
- I limit my walks to my immediate neighborhood because of the traffic on West Park (really not a very enjoyable place to walk)
- lack of safe pathways
- NA
- things i want to do are too far
- It is very hard to cross Route 35 on foot. You have to walk many extra blocks to reach a safe crossing point.
- Time
- Boring
- I don't have time to walk
- At the beach, Fort Monmouth, and to Joe Palaia Park
- Local paths to beach - lack of safe access along major roadways

Bike lanes or "Share the Road" signs and striping: Where?

- "Logan Road
Deal Road
Whalepond Road
West Park Road
Bendermere"
- West Park Avenue, east and west (this would be so amazing!)
- Along Deal road giving access to Middlebrook Shopping center and cross Route 35 to Palaia Park and the library. The use of Sunset Industrial park would be a relatively low traffic area in which bikers/walkers could go to Seaview Mall and the Wegmans shopping area. It would also be nice to have safer biking/walking areas to beaches at Allenhurst and Asbury Park.
- Main roads like Deal, Sunset, Monmouth, and West Park.
- Deal Road, West Park Ave, Monmouth Road, Logan Road, Sunset Ave, Whalepond Rd
- whalepond road
- Logan, Deal Road, Monmouth road, Whalepond Road, Roseld behind golf course
- "Honestly, I don't have a map in my head for specifics. But if bike lanes were available, we would use them. We would very much love to be able to cross 35. I see kids doing it on bikes and would feel VERY nervous allowing my kids to do that - even though I haven't heard of anyone being injured who was crossing properly.
""Share the Road"" signs - well, that might work if you could remove the majority of 20something males from the road. They speed, pass on the right into the shoulder, cut off, race each other etc... all this I see regularly enough on Deal road to comment about it."
- Wherever bike lanes are made available in the township.
- Deal Road.
- Logan Rd, Wickapecko Rd. Whalepond, etc.
- "Deal Road (from Green Grove Road to Monmouth Road)
West Park Ave (from Hope Road to Monmouth Road)
Sunset Ave
Wickapecko Drive
Logan Road
Monmouth Road
Corlies Ave"
- Deal Road, Poplar
- Sunset Ave, Logan Road
- Wickapecko, Logan
- High traffic roads such as Sunset, Deal, and West Park.
- On major roads; W. Park, Deal, Whalepond, Monmouth, Green Grove
- Everywhere
- Deal Road, W. Park, Whalepond, Monmouth, Poplar
- Deal Road, Poplar, West Park with a safe way to cross Rt 35
- Deal Road, Monmouth Road, Asbury Avenue, In fact all Roads in Ocean Township should have them. Its just paint. And heavily enforce if a car is in the bike lane and severe fine.

Appendices

- Around my neighborhood and surrounding areas
- Along major roads such as Deal Rd, Poplar Rd, Logan Road, Wickapecko, W. Park.
- Monmouth road if possible,
- To the park
- West Park, Deal Road, Monmouth Rd, Logan Rd, Sunset, Wickapecko, Whalepond
- to commercial areas/post office; to beaches/parks
- We should be able to connect parks - to schools and to the beach front. In Horsham PA, they use the right of way that run with power wires.
- DEAL ROAD
- Whalepond Rd, Monmouth Rd, West Park Ave, Deal Rd, Route 35, Etc.. but road signs, I feel, would be very ineffective.
- On East/West roads in Ocean (e.g. Deal and West Park Aves.). Also would be useful on Monmouth, Whalepond and Wickapecko Roads. Though all these have more traffic than a bicker would really like.
- I don't think road signs would be sufficient due to the volume and speed of traffic on West Park. I would prefer an off-road path.
- Bike paths! Not bike lanes. The biggest impediment to riding is the traffic on deal road (including the bridge over Rt. 18) and the traffic on west park avenue. There should be a safe way to get to Joe Palaia Park, and a safe way to get down to the ocean. How about encouraging kids to ride to the high school? Currently they have to take a bus or drive. There is no safe way to cross Rt. 35 or to navigate West Park Avenue with traffic volume the way it is.
- roosevelt & wells ave., whalepond rd.
- "Logan Road
Whalepond Road
Deal Road
Sunset Ave."
- Poplar Road, Deal Road,
- "to parks
crossing 35 at deal road and west park, industrial way would be helpful
connecting housing developments better with bike lanes would be great for the kids"
- I think these things help but their impact is very limited. Inattentive drivers (texting, cell phone) and lost summer visitors the greatest were the most difficult drivers I encountered, and they often don't heed road signs. Bike lanes are useful, but not if they are filled with landscaping debris, which I found to be one of the biggest hazards I encountered on a daily basis.
- Bike lanes. Dow Avenue, south side.
- Shirley Ann Drive and especially Bowne Road
- Mostly for my kids so they can safely cross Route 35 to get to the beach. Also, for them to safely get from Deal Road to Cold Indian Springs and back across Route 18.
- All main township roads
- Sunset Avenue, Wickapecko, Monmouth Road, Corlies Road, Roseld, Logan

Increased off-road trails through parks and open space: Where?

- Wherever possible
- A biking or walking trail providing safe access to Joseph Palaia Park from W. Park Avenue would be awesome!
- Improve walking trails through the park area just off west park ave. If there was a walking trail from Deal Road to West park on both sides of Route 35 I think would significant useage.
- Joe Palaia park.
- All of the Parks
- "I don't see anything in the plan right now that would improve the cross over 18, so that still sort of cuts our neighborhood (Deal Woods) off from the plan.
But I still think we would make use of bike paths for biking and running because we love them."
- Paths thru Park Blvd or Oakhurst park would really not add very much. How about the area adjacent to the Pool & Tennis club?
- Various wooded parcels around Oakhurst and Wanamassa.
- A roadway link up to the Palaia Park trails
- Crossing Deal Rd to Park
- Wayside is too separated from other parts of town and Wanamassa Firemens field should be more accessible to Wayside given the proximity.
- Deal Test Site
- Joe Palaia Park
- To commercial centers and schools
- Wayside
- Any of the parks and wooded areas in town, but there is a need for a safe way to get there.
- In the park - JP park
- To me, there's enough off-road opportunity in Palaia Park, the one by the pool club, and in Wayside.
- Own racing/road bike, not all-terrain bike
- The parks in the ocean township
- J.P.PARK
- Besides Wultz Park and Deal Test Site, which already has trails. I am not sure where they could be put.
- Anywhere, and if they could be interconnected it would be better - like the path around Joe Piaila park was connected to the path over by the library. If these could be connected to other open areas and parks in the township (e.g. pool area on west park) that would be great. I also think would also be a good idea if there were a way to interconnect the township schools. This kind of walkway would provide access in many parts of town and might encourage more exercise for the kids.

- *In areas of high traffic speed / volume*
- *From Wayside to the other side of Rt. 18 and Rt 35, all the way to the ocean*
- *Along West Park Ave there is an under utilized Park (WEIs?)*
- *Joe Palaia is very bikable. I thought it would be useful to have a continuous trail along the outskirts of the park on Whale Pond to take advantage of street lights while biking at night. It was far too dark to bike through the interior of the park at night.*
- *Newly acquired part of Palaia Park (by library). The 2 paths in Palaia can be ridden in minutes, would be great to extend them.*
- *Joe Palaia Park*
- *Wayside area*
- *Anywhere local to Wanamassa area*

Additional or wider sidewalks: Where?

- *Wherever possible, especially Logan Road and Allenhurst Ave.*
- *Presently have to cross over to other side when walking on W. Park Avenue, or there are no sidewalks at all.*
- *Improve current neighborhood sidewalks and put a sidewalk the length of Deal Road. There is limited area to cross the Route 18 overpass on Deal. It needs to be widened. See previous comments also about where. Need complete sidewalk system on Poplar Road.*
- *We don't have sidewalks on the side streets in Oakhurst, but it doesn't stop us in any way from walking or biking. Bikes aren't supposed to be on the sidewalks anyway, so I don't think adding sidewalks would really be necessary. In fact, most of my neighbors (myself included) don't want sidewalks on the side streets.*
- *Logan Road, Parts of Whalepond, Parts of Deal Rd*
- *whalepond*
- *Logan, Deal, Monmouth, Whalepond and Roseld*
- *Contiguous sidewalks the length of deal road would be a large improvement.*
- *Poplar Rd, heading north from intersection of Poplar and Deal. Also Deal Rd, heading west from Poplar.*
- *"Deal Road and West Park Ave, especially over Rt 18 and Hwy 35, Bowne Rd, Cold Indian Springs Rd (missing links in sidewalks)"*
- *Poplar from the Manor to Middlebrook*
- *Sidewalks on Bowne Road and West Park, West of Highway 35*
- *Roseld Ave between Wickapecko and Monmouth Road*
- *where possible*
- *Along main roads*
- *Along major roads, but only if they are "protected" from traffic*
- *We have no sidewalks. I wouldn't ride on a sidewalk but we have no shoulders.*
- *Deal Rd, Poplar, West Park with a safe way to cross Rt 35*
- *Deal Road. Complete sidewalk so you don't need to walk in the street from Wayside to Joe Palaia Park. A path from Wayside to Wegmans shopping complex as well as a way to cross over Route 35 at Asbury Avenue safely.*
- *Parks*
- *especially where there are no sidewalks*
- *In my neighborhood.*
- *Along deal road, and across rt 35 at Deal road*
- *Same locations as the bike lanes. As long as it's okay to ride on the sidewalks, while giving walkers the right of way.*
- *to and from designated areas*
- *WEST PARK*
- *I am in favor of wider sidewalks especially on the main roadways. I was under the impression that bicycles were not supposed to be on sidewalks, that they are supposed to use the roadways and follow the same rules as motor vehicles. Has this changed?*
- *Dedicated trails would be best but sidewalks should be on all major east/west and north/south roads as a minimum.*
- *Areas of high traffic volume / speed*
- *Wells Ave., whalepond rd., Dow Ave.*
- *"Logan Rd
Deal Rd
Sunset Ave
Whalepond Rd"*
- *How about some continuous sidewalks on Deal Rd. and along Rt. 35. That would make a huge impact.*

Additional or improved crossing opportunities: Where?

- *Deal and Logan*
- *There's so much traffic on W. Park Avenue that even at available crossings, one takes one's life in their hands even if crossing at the light (ie, @ Cindy Lane)*
- *Route 35 at West Park and Deal Roads and Allaire. Poplar/Roller Road and Deal Road.*
- *Again, I can't speak for the other areas of town, but crossing lanes are acceptable in Oakhurst.*
- *Deal Road, Monmouth Rd, Whalepond, Logan, West Park*
- *whalepond and deal roads*

Appendices

- Deal road to access Park and Synagogue. Deal and Monmouth road near Police Station to cross Monmouth Road
- Huge! at 35/deal road and somehow that 18 crossover on deal. re West Park avenue/35 - good luck with that.
- Personally, I believe the new law regarding pedestrian right-of-way has caused more confusion than good. Pedestrians tend to cross anywhere they want, expecting that they have the right-of-way.
- Intersection of Deal & Poplar. Intersection of Deal & Rt 35.
- Hwy 35, Rt 18
- Poplar to West Park to playground across from Middle School. No way to cross Route 18. W. Park is horrid and getting worse!!
- Crossing Deal Road into Park
- Ped Crossover Deal Road to Deal Test Site
- Route 35 and Other Major intersections
- Along Route 35 and Monmouth Road. Dow Ave at Joe Palia Park exit.
- Everywhere over 35, by Route 18, on Deal or West Park.
- Deal and 35, W. Park and 35, Sunset and 35.
- West Park, Deal Rd and Sunset
- Crossing over Route 35. Crossing over Deal Road at Roller Road.
- W.Park Ave., Route 35 crossings etc.
- At all areas.
- Deal road or west park
- Esp. at major roads such as Hwy 35
- At present day lights and where it would have little impact on traffic
- "Route 35 intersections at both Deal Road and West Park Avenue. DANGEROUS right now."
- ROUTE 35
- Crossing the Highway on a bicycle is suicidal, it is better going on foot.
- Route 35 in particular.
- High traffic speed / volume areas
- freehold st at whalepond rd.
- Wanamassa Area
- Poplar Road, Deal Road, Route 35
- I always crossed at Allaire Rd. Had to beware of people trying to get through right before the light changed and people making rights on red and not looking for bikers. Not sure how to improve that, but it would be interesting to learn what the options are. I found Deal Rd. and West Park Avenue far too dangerous to attempt crossing Rt. 35 on bike.
- Bowne
- Route 35 and Route 18
- I typically don't cross major roadways

Intersection improvements: Where?

- Any road that crosses Route 35
- Part of why I stopped walking out to Ocean Ave and back is that I'm deathly afraid of walking across Rt. 35. Many people still ignore the No Left Turn (heading westbound) so it's just so scary to be a pedestrian. Maybe a pedestrian bridge over Rt. 35 @ W. Park would be a big help.
- See previous crossing question.
- Deal Rd, Monmouth Road, Whalepond, West park
- Deal road and 35, Stevens and Deal road, Whale Pond and Deal road, Monmouth and Deal road right at Police station is so hazardous.
- Can't think of any off the top of my head.
- Intersection of Deal & Rt 35
- Deal Rd cross streets
- "Hwy 35 and Deal Rd
Hwy 35 and W. Park Ave"
- Route 35 and Sunset Ave. Route 35 and Deal Ave. Islands on Highway 35.
- Route 35
- Deal and Hwy 35
- Roads crossing Route 35 (Sunset, Allaire, Deal, W. Park)
- Route 35 intersections
- Same as above
- Route 35 and West Park
- 35, W. Park, Deal Rd, Hope Rd.
- Deal and 35, W. Park and 35, Sunset and 35.
- A safe way to cross at West Park, Deal Rd and Sunset
- Route 35 and Deal. Route 35 and Asbury Ave. Route 35 and Park Ave. Monmouth Road and Deal Road.
- w.Park and route 35 areas.
- In all areas.
- Major roadways
- 35, West Park Ave, Deal Road
- Why not have left turn lanes on both east and west sides of West Park Ave. and Deal Rd. so many accidents as well as reduction in traffic could be

- *accomplished? If you have both the east and west side turning at once, then people could walk or ride across, when the turn lane turns red.*
- *Sunset/Deal/West Park Roads and Route 35*
- *high traffic volume / speed areas*
- *Deal Road and Rt.35*
- *Found biking to Monmouth Mall far too daunting. Maybe a crossing improvement on Rtes. 35 and 36 would help.*
- *Even sidewalks would be an improvement*

Programs or actions to improve Bike/Ped access to schools: Where/what type?

- *Wherever possible*
- *I won't allow my children to walk to school,, I don't feel it is safe for children to walk to school unattended. I am unable to accompany them, since I work.*
- *Since the High School and Middle School are off of W. Park, it would be a great benefit to me as a resident who lives between the two!*
- *My main concern here is the Intermediate school, where I work. This could be a very dangerous area for kids on bikes, even if bike lanes were installed. I don't think they should be allowed to ride their bikes to school.*
- *I have seen towns put flashing litesigns near schools that activate when the kids are going and coming. It warns the driver to expect people crossing. Also, extend the 25 mile per hour zone further. For example, going east on Dow, the speed goes to 35 before fully passed the school entrances. This should go to at least the first house after the school. Going west it ends at the softball fields. This too should be extended to a minimum of the first house after the fields.*
- *bike paths to high school*
- *Crossing 35 is impossible.*
- *I only have 1 child left in Elementary school. But would have loved to be able to ride bikes to/from school with my kids, or ride bikes to the playgrounds after school or on weekends. Or even ride a bike when I go to the school during the day. That is a great idea for getting kids and parents to be more active.*
- *I have no specific reason to walk/ride to the schools, but I am sure that such steps would add to the overall good.*
- *It would have been nice if there was a safe route for my children to ride to OTIS, weather permitting, however there was no safe route.*
- *Safe routes for children to follow.*
- *Bowne Rd to Wayside School*
- *near elementary schools*
- *Ocean Township Elementary School (OTES)*
- *Good idea, but I don't have kids so I don't know.*
- *Signage around town to be aware of bicycles.*
- *"Group Locations for bicyclists or pedestrians to meet to walk or ride as a group. Strict laws in place prior to school and after school for bike and walk lanes. Have volunteers patrol/watch for cars that are not obeying bike and walk lanes take pictures of license plates to report to OT police."*
- *I do not like the idea of children biking or walking long distances to school. The traffic is NOT AT ALL FRIENDLY TO PRESTRIANS OR CYCLISTS.*
- *not school age.*
- *Add them to the designated areas*
- *It would not affect me, however for the safety of our children, I feel it would benefit greatly.*
- *I live near the Intermediate School that my daughter attends, currently I do not let her out of the small development on her bike due to high speed and volume of traffic on West Park. If there was a bike path, and a safe way to cross the route 18 entrance / exits it would be very possible for her to ride her bike / walk to school.*
- *Crossing guards during a.m. and p.m. dismissal hours.*
- *All kids near school should walk. Healthy and saves Ocean Township \$\$.*
- *Create a path from Joe Palaia Park through High School Field to West Park Avenue*
- *No kids, not applicable to me*

Bicycle parking at major destinations (local and regional): Where?

- *Right now I'm not sure if I've noticed any accommodations at most venues for parking bikes safely.*
- *Middlebrook shopping center, Seaview Mall, Wegman's shopping center*
- *I ride my bike often to areas around town and have to "chain" it to poles or benches. More secure, and attractive, bike parking areas would be appreciated.*
- *at least at the various shopping venues.*
- *The bike parking isn't an issue for us now.*
- *Middlebrook Shopping Center, Tinton Plaza (Asbury Ave & Green Grove Rd), Ocean Library*
- *All shopping centers*
- *everywhere*
- *Parks, Town rec center, Foodtown, Wegmans*
- *"provide a place for bikers to lock bikes at parks, movie theaters etc consider providing lockers for rent which bikers can store items in and both allowing bikers to rent locks (potential revenues source for the town)"*
- *Bike Stands and options to lock for .25 cents if someone doesn't own a lock. Bike stands at beaches, parks and shopping plazas. Boulder Colorado is great town that heavily utilizes biking and walking lanes for transportation. Boulder is a town that can be modeled for Ocean Township.*

- Parks, the malls etc.
- This would be helpful at recreation sites in teh town.
- Palia Park, Intermediate school, Wayside school / park
- That would be great. Like foodtown, Wegmans, Sunset Diner, or many other places. However right now it is not safe to ride to these places. First we have to be able to get there safely, once that is accomplished then we will have the parking problem, but not until then.
- Not an issue as I don't ride my bike any place.
- Cobblestone Village, Shopping center of Food town
- Make use of existing bike racks and fences. Advertise security features. Signage to show bikers how to use rack (don't laugh, I have encountered racks where one biker parked crossways instead of lengthways, taking up 3 spots. Doesn't work for cars or bikes!)
- Elementary School, Palaia Park
- n/a

Improved roadway or sidewalk maintenance: Where?

- Wherever possible
- Where there are sidewalks, they are generally well maintained with the occasional section that has shifted causing a trip hazard
- It would make my walking safer. Walk on sidewalk rather than in street.
- Our area roads and sidewalks are fairly well maintained, but continued maintenance is a positive thing. If anything, some of the local homeowners could improve safety by properly trimming their shrubs and bushes.
- access and injury prevention
- At this time, it is more the lack of contiguous sidewalks rather than the condition of sidewalks/roadways.
- Sidewalk along Deal Rd, between Poplar and Rt 35 is very uneven, and narrow.
- The Deal Rd bridge over Rt 18 is horrible: narrow road, narrow sidewalk (which disappears on either side), debris strewn sidewalk (great for bike tire blowouts)
- Improve Roads Everywhere
- Wickapecko Ave between Darlene and Roseld Ave
- throughout Oakhurst
- Add shoulders
- Roads generally are pretty good.
- Deal Rd, West Park, Poplar, Sunset and a safe way to cross Rt 35
- Roads are beat up in sections of Ocean Township. Pot holes need to be filled.
- Again, roadways in Ocean Twp on not clean regularly and have debris to include glass, metal, cardboard, lumber , etc etc. I average 5-6 flat tires a summer!
- All places.
- It's dangerous to be pushed into the curbs or the road drains.
- both
- Roosevelt Ave and Roseld Road providing East/West routes to/from the Ocean.
- wells ave., whalepond rd.
- "Wanamassa Oakhurst"
- clearing debris on Logan Road.
- Dow Avenue. They are almost unusable between Pitney and Waverly. People do not remove snow and Township doesn't enforce them.
- I believe bike/ped signs and striping is more important - do not like walking or biking on sidewalks

Public education with an emphasis on sharing the road: What type?

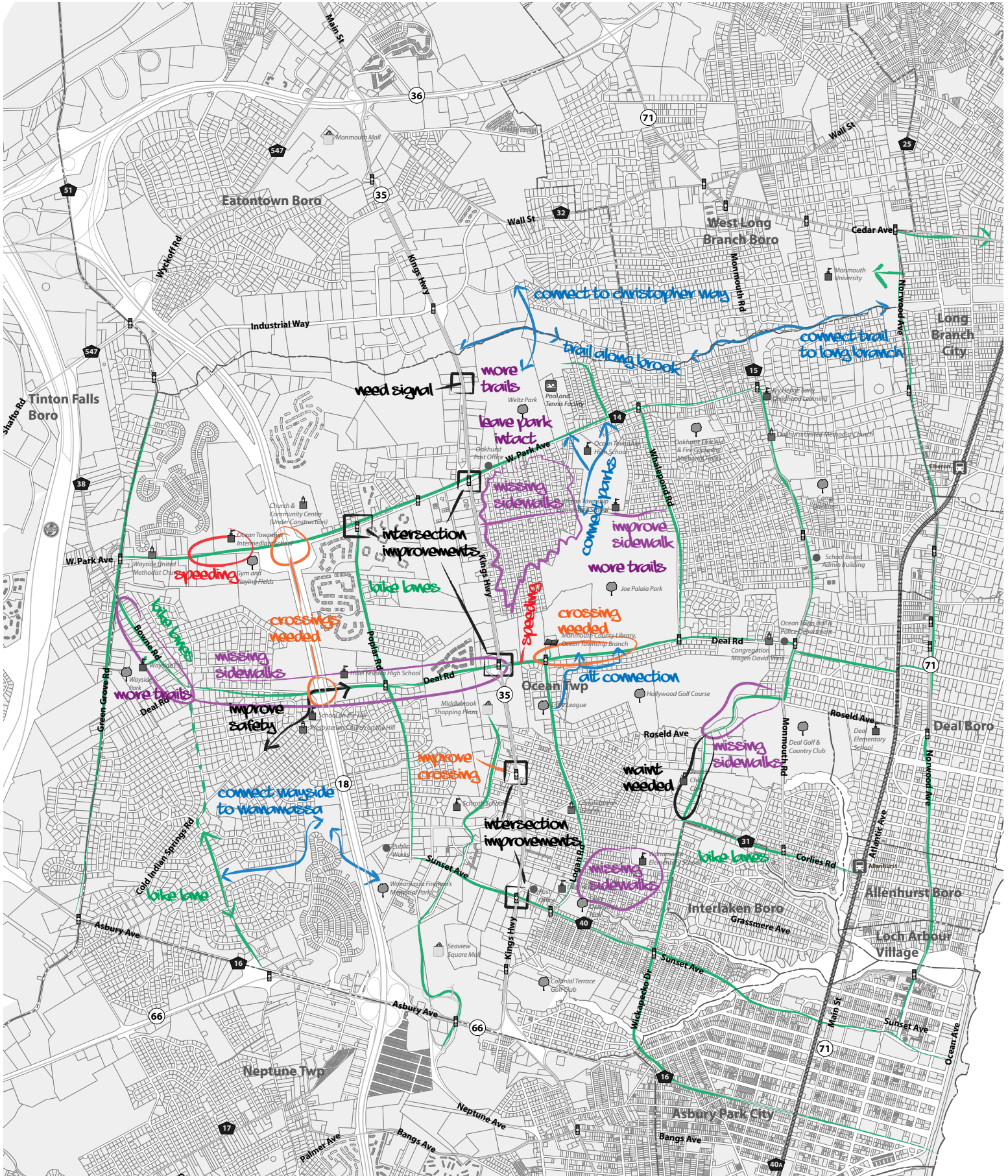
- This may be difficult to achieve, but we support any efforts the township could do with this.
- When people put their coffee cups and cell phones down...Still to dangerous for pedestrians
- This would really depend on public response and compliance. (Look at how many people still talk on cellphones!)
- More biking...need safe areas.
- We can't get people to understand that driving with cell phones glued to their heads is dangerous. I don't know how seriously people would take pamphlets sent home. It couldn't hurt, but I'm not going to hold my breath.
- cars need to realize that bikes are vehicles and belong on the road too. I and my family have been cut off numerous times by a car turning while we are crossing as though we don't exist.
- Everywhere, the police do not stop people on phones , texting not stopping for pedestrians, the police are constanly observed driving while talking on the phone
- I don't really have great faith in the public to change their behavior.
- An educated public and vigilant Police Officers
- Traffic during summer problematic and New Yorkers nor cyclist friendly.
- Wish I had that answer!
- Road signs, town website, flyers in stores and gas stations
- Newspaper, mailers, website, signs, town hall meetings. Bike safety classes.
- We desperately need help with traffic in our town - education is good, but we need more police on foot or parked in bad areas to see the terrible

- driving that goes on. People speed too much in these crowded areas and the huge SUVs are a true menace.*
- I don't feel this would help.*
- good luck with that!*
- Public education although a nice idea, would not have enough of an impact if any.*
- Most drivers are not badly intentioned, just distracted. Getting their attention is my priority. More education might help, I think improved roadway, lighting and crossing conditions would have a greater impact.*
- Many roadway signs would be the greatest awareness*

Enforcement of laws for motorists, pedestrians, and cyclists: Where and how?

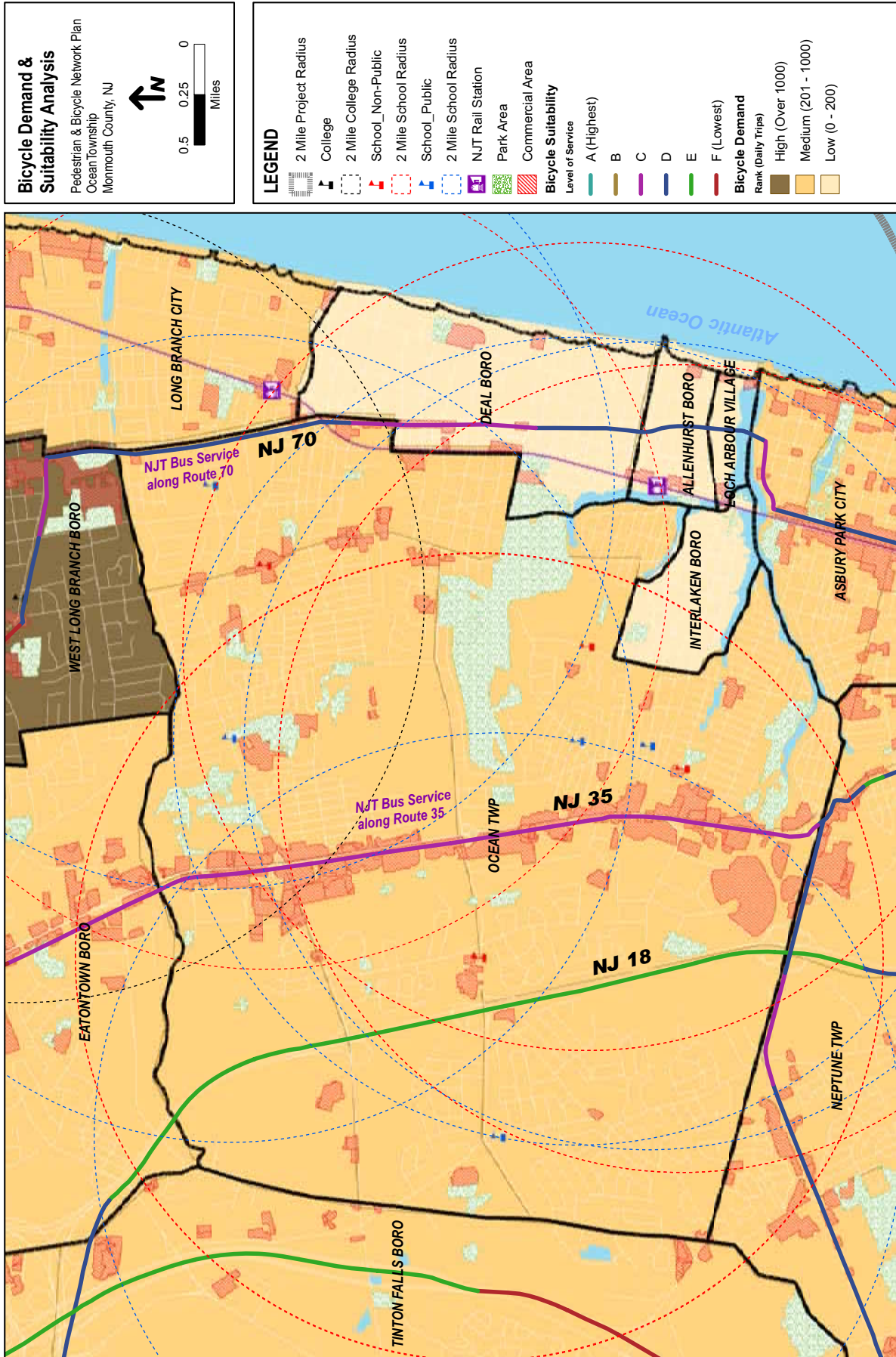
- Speeding is particularly bad on Allaire and Allenhurst avenues.*
- I'm kind of skeptical because so many drivers are aggressive toward walkers and bikers.*
- "Punishing people for doing things they shouldn't do? I'm all for it! Personally, I'm very tired of seeing drivers make left turns on West Park/Deal and Rt. 35; and driving with cell phones. As a cyclist, I can vouch for the fact that drivers blame US for being on the road where they aren't properly being responsible.
***Anything that can be done to make Ocean a more friendly, cooperative, and attractive town is a good thing."*
- oakhurst section esp with summer traffic*
- Yes, I believe if all of these parties could follow the rules so that all parties could be safe, that would help.*
- everywhere*
- Yes! Left turn on Deal Road when going East. People don't read signs.*
- Along major streets*
- Speed Limits everywhere.*
- Cars have no respect for bicycles. They drive too close and run us off.*
- All over town - motorists will not share the road until police crack down on dangerous behavior (like they are currently do with folks on cell phones while driving)*
- Laws need to be strict and enforced. The first 5 to 10 seconds of a red light seems to be optional in Ocean Township. 25 mph is never obeyed. Machines that show how fast you are going dont discourage speeding. We need pedestrian and bike enabled officers to camaflouge themselves to enforce speed limits and careless driving.*
- Everywhere - but make sure laws are clearly indicated - not traps for the unsuspecting motorist.*
- Is needed throughout Ocean Twp*
- Drivers on Poplar Rd and West Park Avenue are very very dangerous and reckless.*
- I think the police do an excellent job, but they can't be everywhere all the time. How many times have you seen someone run a stop sign or make left where you are not supposed to on Rt 35 and Deal Rd. or Rt. 35 and West Park ?*
- "Oakhurst
Wanamassa"*
- This is a given. But sometimes I break the law by riding against opposing traffic at night because there is so much landscape debris that I can't see. I feel safer when I can see the cars first, rather than the other way around. I had a few near misses when riding with traffic flow at night because I hit a large branch on the side of the road. And I always where flashers and reflective gear.*
- Post signs "Share the Road" along with bike/walk lanes clearly marked. Enforcement thru warnings to motorists that do not respect the marked areas and then ticketing.*

Appendix E: Public Comments Map



Appendix B

NJDOT Pedestrian/Bicycle Master Plan Analysis



The data shown on this map reflects GIS layers from the NJDOT Statewide Bicycle and Pedestrian Master Plan

Pedestrian Demand & Suitability Analysis

Pedestrian & Bicycle Network Plan
Ocean Township
Monmouth County, NJ

LEGEND

- 0.5 Mile Project Radius
- College
- 0.5 Mile College Radius
- School_Non-Public
- 0.5 Mile School Radius
- School_Public
- 0.5 Mile School Radius
- NJT Rail Station
- Park Area
- Commercial Area

Pedestrian Suitability

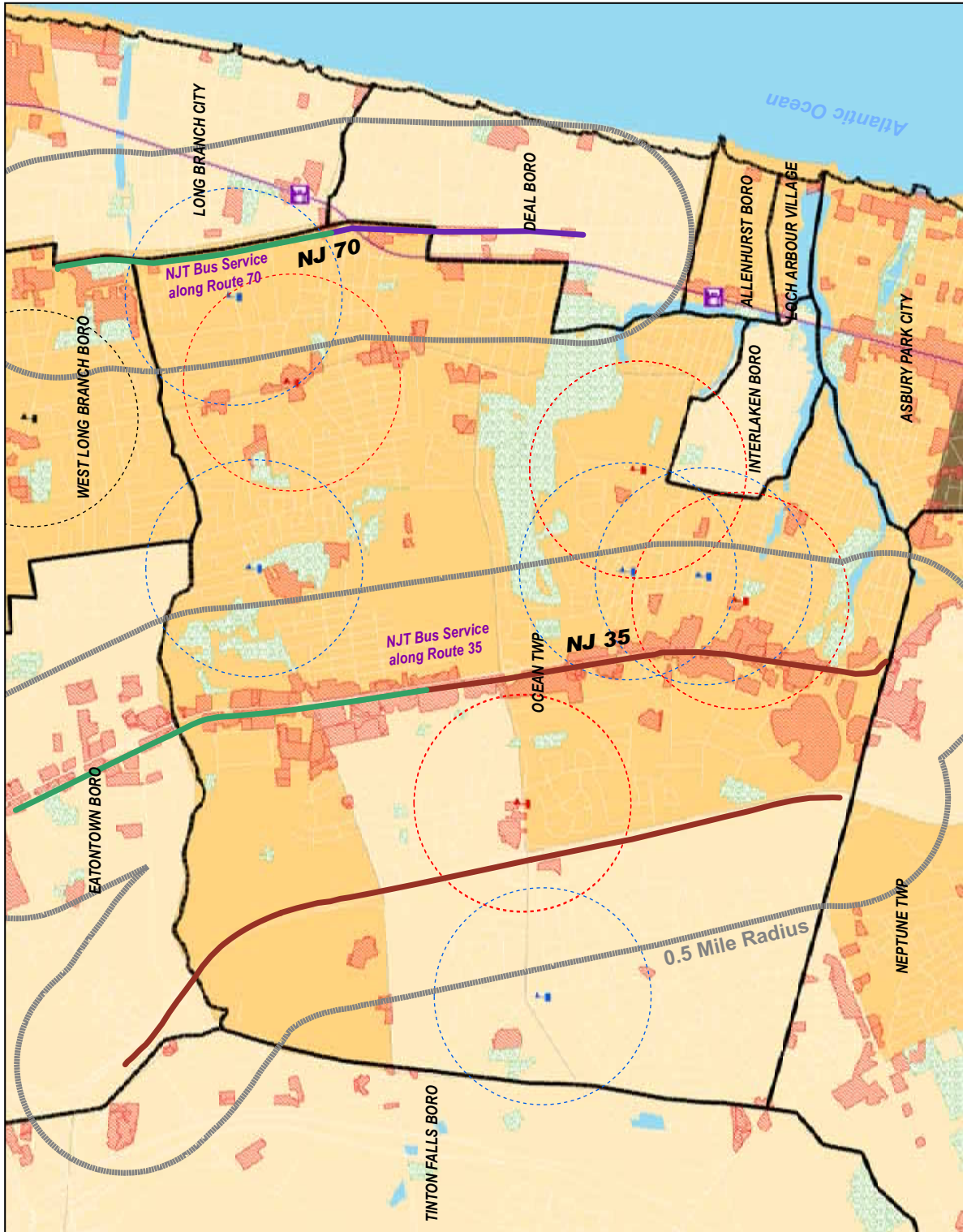
Rank

- High
- Low
- Medium

Pedestrian Demand

Pedestrian Compatibility Index

- High (Over 43)
- Medium (13 - 43)
- Low (0 - 13)

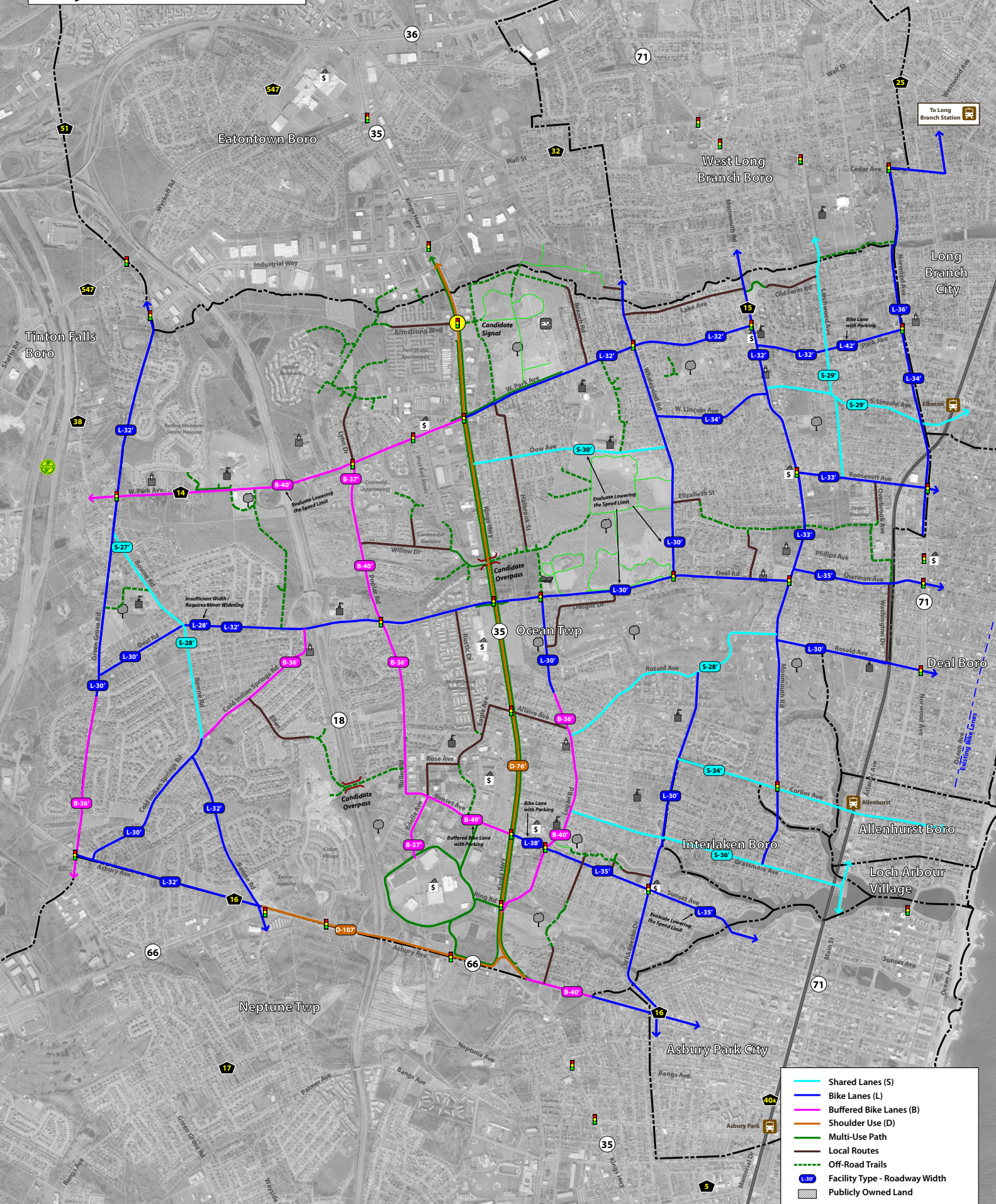


The data shown on this map reflects GIS layers from the NJDOT Statewide Bicycle and Pedestrian Master Plan

Appendix C

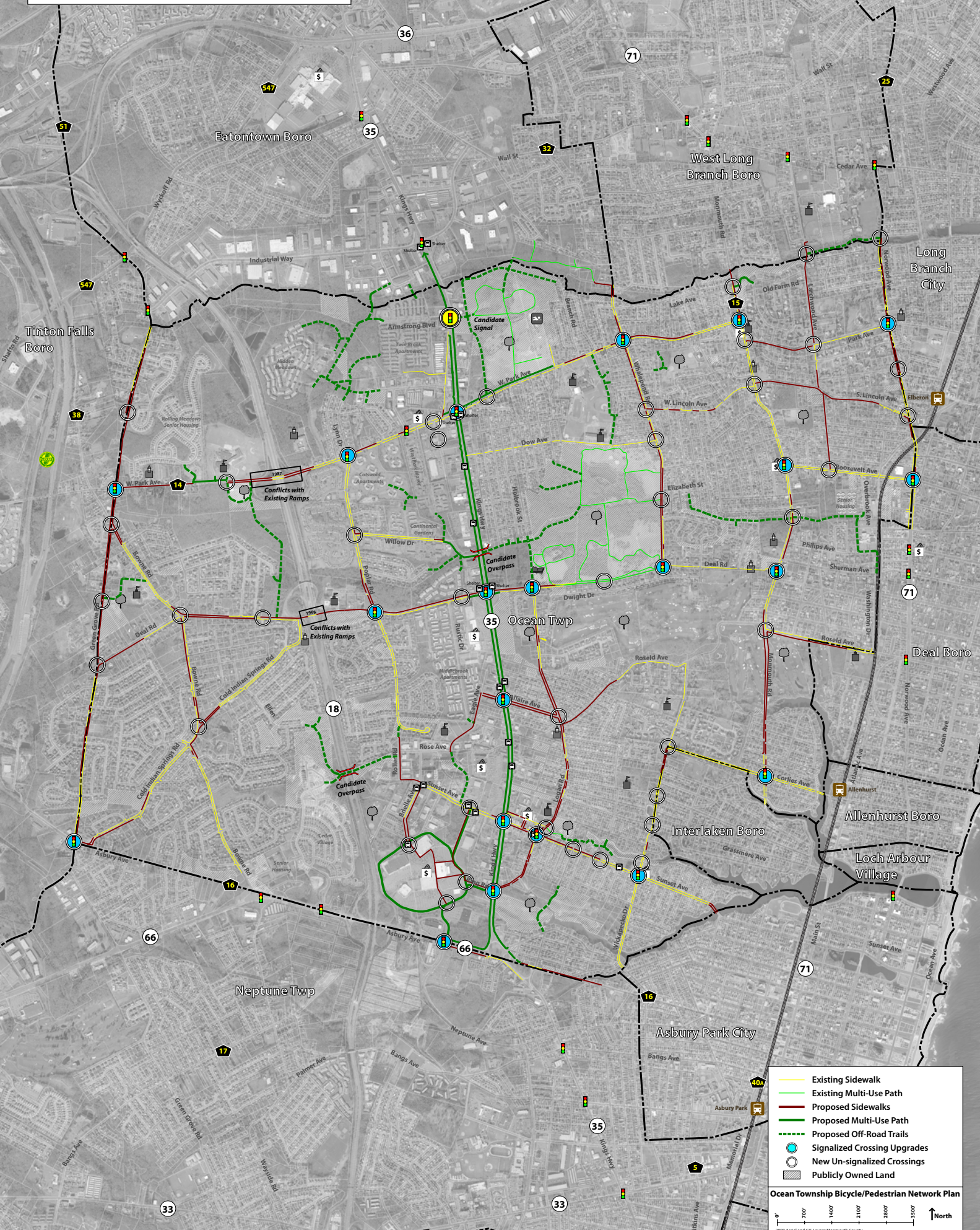
Network Plans

Bicycle Network Plan



- Shared Lanes (S)
- Bike Lanes (L)
- Buffered Bike Lanes (B)
- Shoulder Use (D)
- Multi-Use Path
- Local Routes
- - - Off-Road Trails
- L-30 Facility Type - Roadway Width
- Publicly Owned Land

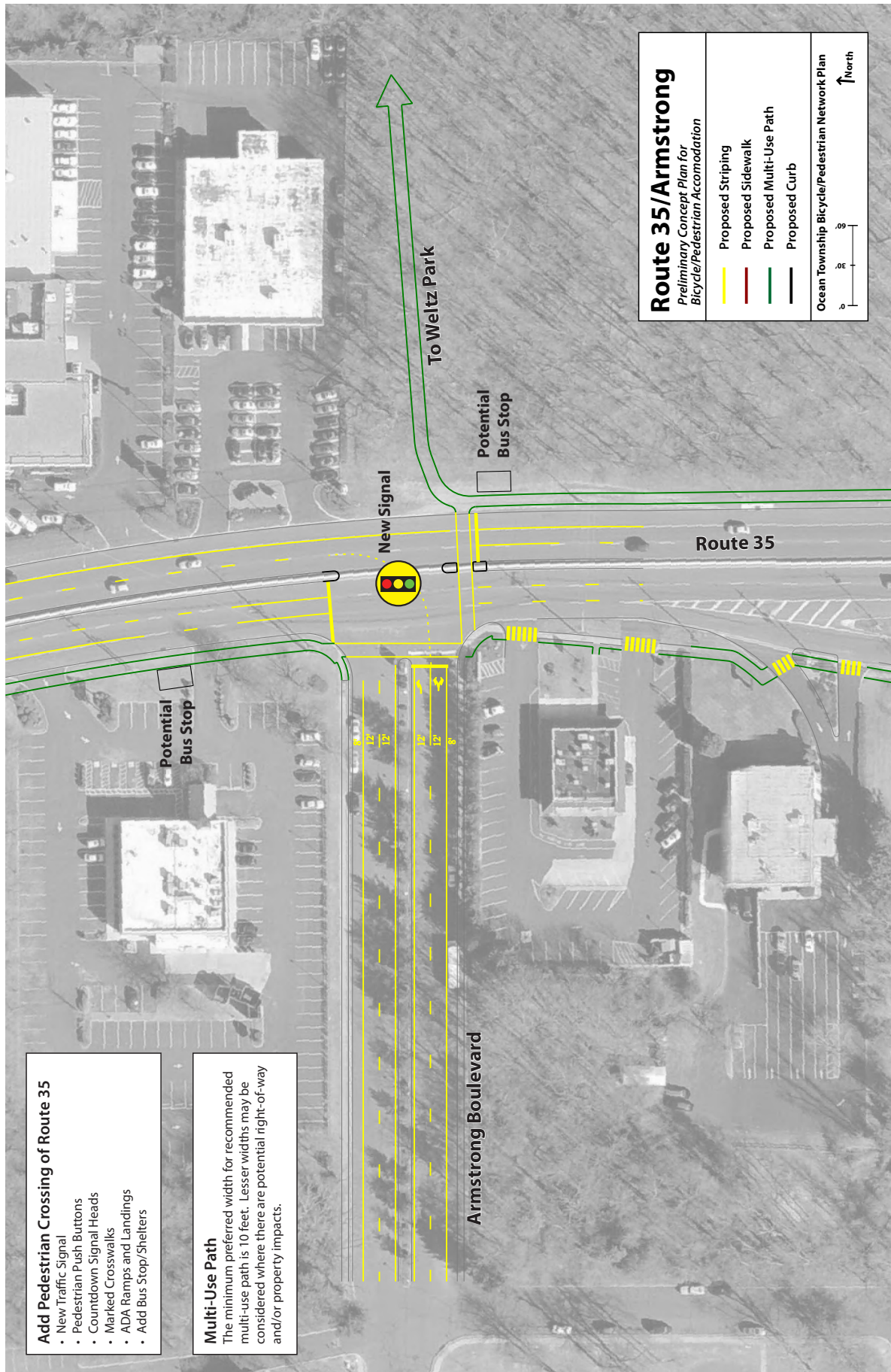
Pedestrian Network Plan



- Existing Sidewalk
- Existing Multi-Use Path
- Proposed Sidewalks
- Proposed Multi-Use Path
- - - Proposed Off-Road Trails
- S Signalized Crossing Upgrades
- X New Un-signalized Crossings
- Publicly Owned Land

Appendix D

Preliminary Concept Plans



Add Pedestrian Crossing of Route 35

- New Traffic Signal
- Pedestrian Push Buttons
- Countdown Signal Heads
- Marked Crosswalks
- ADA Ramps and Landings
- Add Bus Stop/Shelters

Multi-Use Path
 The minimum preferred width for recommended multi-use path is 10 feet. Lesser widths may be considered where there are potential right-of-way and/or property impacts.

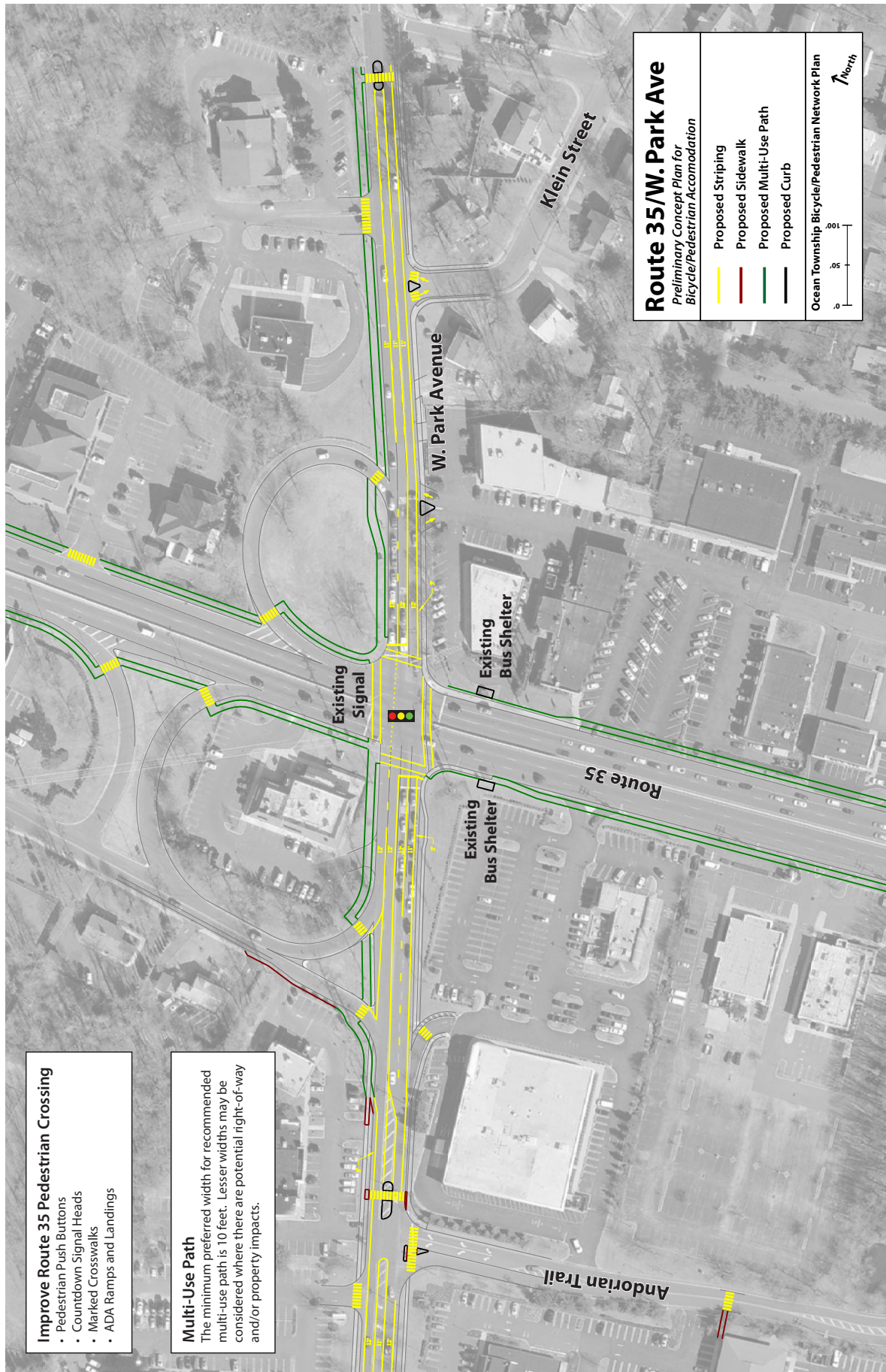
Route 35/Armstrong
 Preliminary Concept Plan for Bicycle/Pedestrian Accommodation

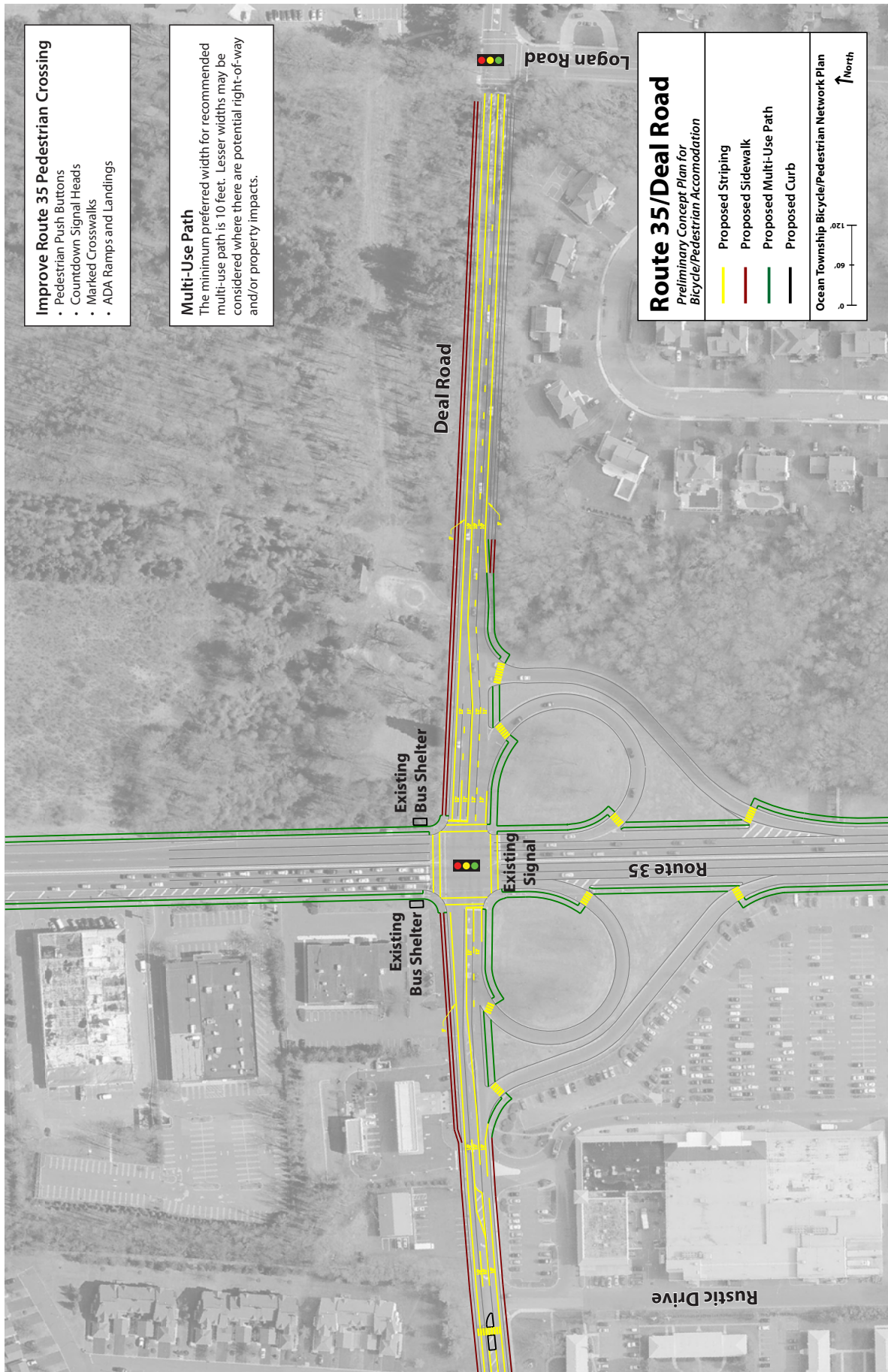
| | |
|--|-------------------------|
| | Proposed Striping |
| | Proposed Sidewalk |
| | Proposed Multi-Use Path |
| | Proposed Curb |

Ocean Township Bicycle/Pedestrian Network Plan

0 0.05 0.10

North



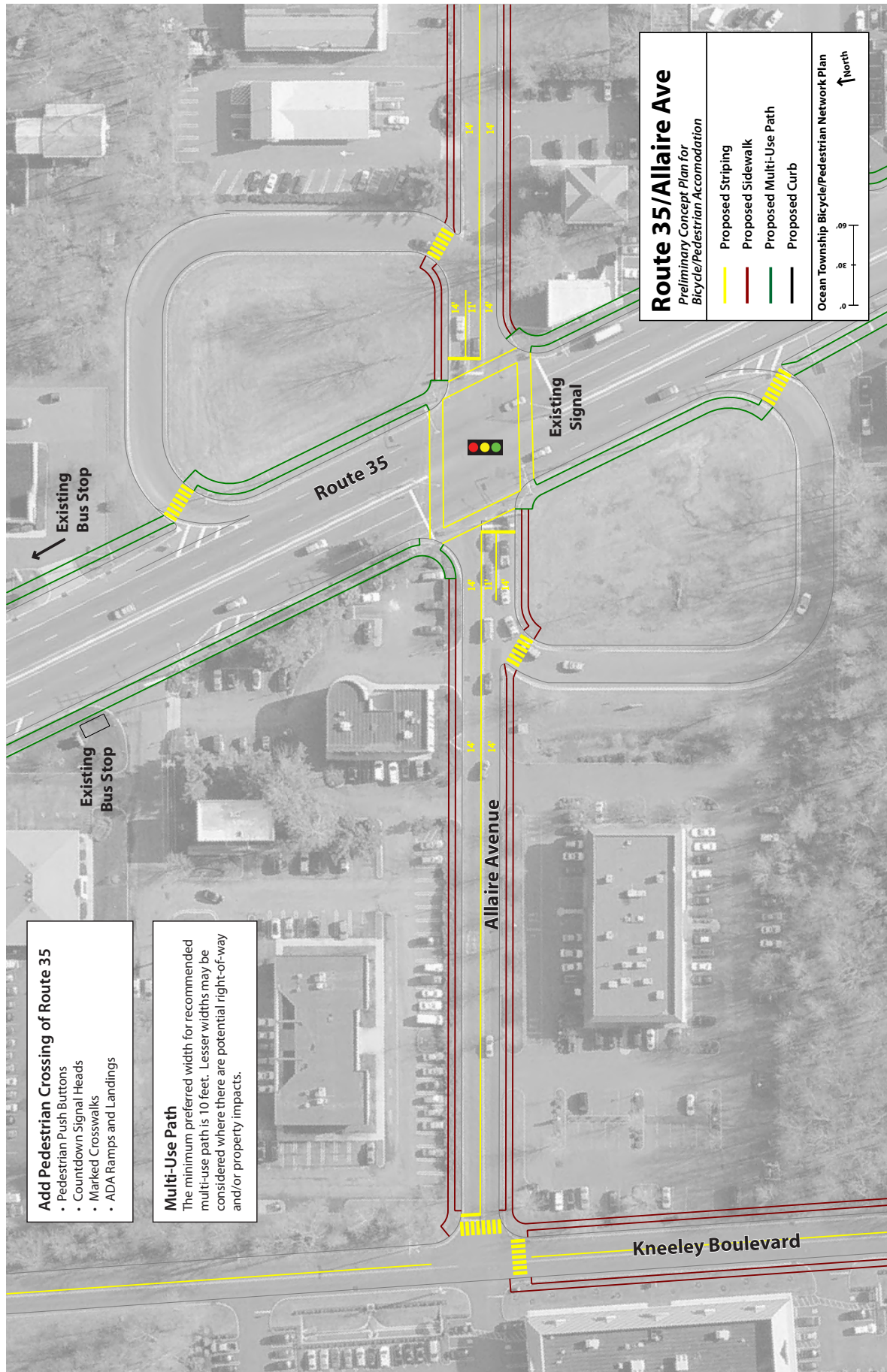


Improve Route 35 Pedestrian Crossing

- Pedestrian Push Buttons
- Countdown Signal Heads
- Marked Crosswalks
- ADA Ramps and Landings

Multi-Use Path

The minimum preferred width for recommended multi-use path is 10 feet. Lesser widths may be considered where there are potential right-of-way and/or property impacts.



Add Pedestrian Crossing of Route 35

- Pedestrian Push Buttons
- Countdown Signal Heads
- Marked Crosswalks
- ADA Ramps and Landings

Multi-Use Path

The minimum preferred width for recommended multi-use path is 10 feet. Lesser widths may be considered where there are potential right-of-way and/or property impacts.

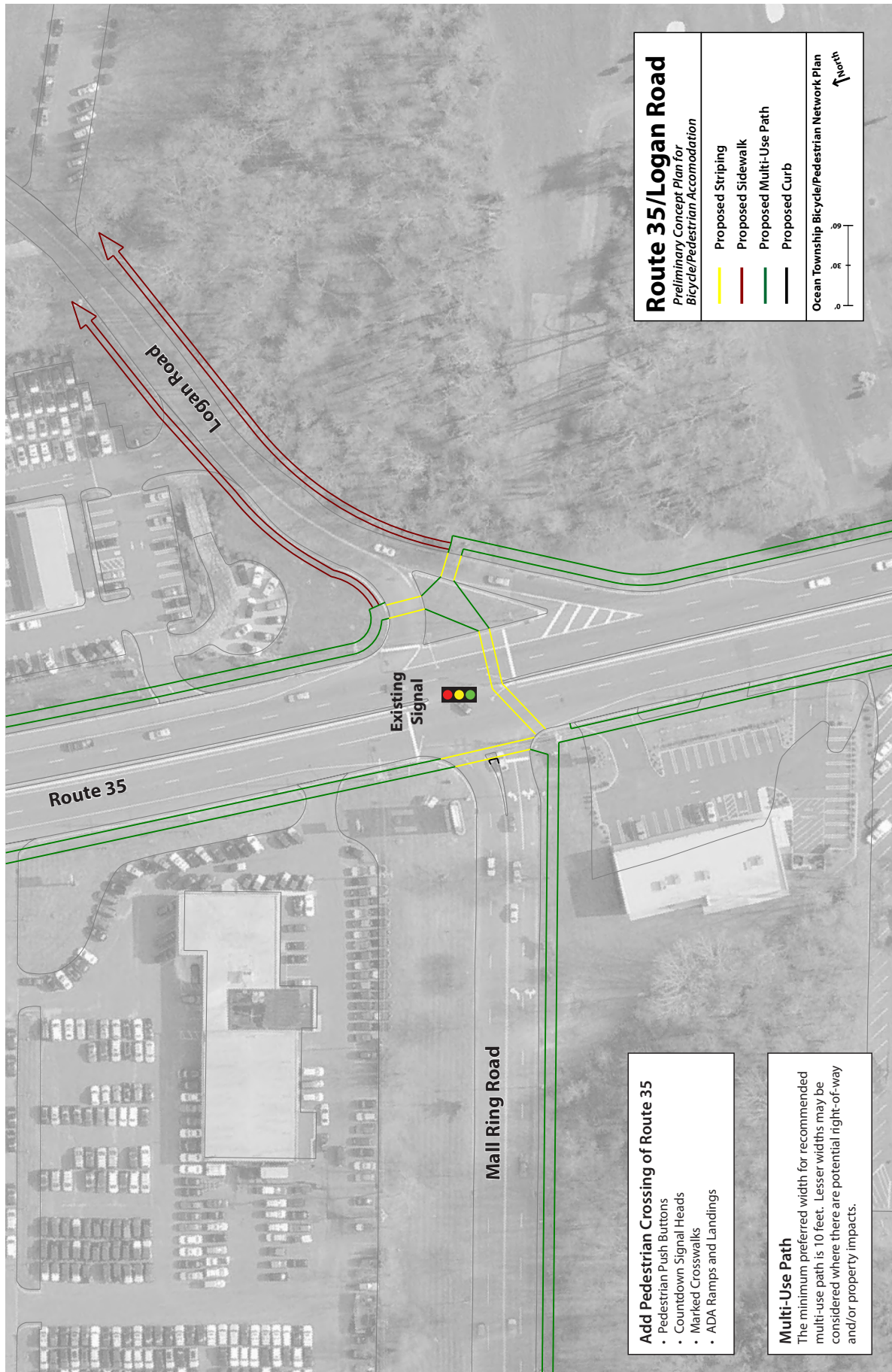
Route 35/Allaire Ave
Preliminary Concept Plan for Bicycle/Pedestrian Accommodation

| | |
|--|-------------------------|
| | Proposed Stripping |
| | Proposed Sidewalk |
| | Proposed Multi-Use Path |
| | Proposed Curb |

Ocean Township Bicycle/Pedestrian Network Plan

0 0.03 0.06 0.09

North ↑



Route 35/Logan Road
 Preliminary Concept Plan for
 Bicycle/Pedestrian Accommodation

- Proposed Striping
- Proposed Sidewalk
- Proposed Multi-Use Path
- Proposed Curb

Ocean Township Bicycle/Pedestrian Network Plan

0 30 60 90

North

Add Pedestrian Crossing of Route 35

- Pedestrian Push Buttons
- Countdown Signal Heads
- Marked Crosswalks
- ADA Ramps and Landings

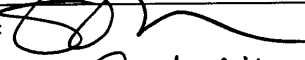

Multi-Use Path
 The minimum preferred width for recommended multi-use path is 10 feet. Lesser widths may be considered where there are potential right-of-way and/or property impacts.

Appendix E

Complete Streets Policies

**DEPARTMENT OF TRANSPORTATION
POLICY**

| |
|---|
| Policy No. 703 Supersedes: 703 dated 8/7/89 |
| Page 1 of 3 |

| | | |
|----------------------------------|-----------------------------------|--|
| SUBJECT: Complete Streets Policy | Effective Date: 12/03/2009 | Commissioner Approval:  Sponsor Approval: Robert Miller  Contact Telephone #: 530-3855 |
|----------------------------------|-----------------------------------|--|

I. PURPOSE

To create and implement a Complete Streets Policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department’s Capital Program.

II. DEFINITIONS

A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

III. BACKGROUND

The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

IV. POLICY

The New Jersey Department of Transportation shall implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department’s Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

**DEPARTMENT OF TRANSPORTATION
POLICY**

| |
|----------------|
| Policy No. 703 |
|----------------|

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|-------------|
| Page 2 of 3 |
|-------------|

| | |
|--|-------------------------------|
| SUBJECT: NJDOT Complete Streets Policy | Effective Date: 12/03/2009 |
|--|-------------------------------|

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
5. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
6. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
8. Design bicycle and pedestrian facilities to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

**DEPARTMENT OF TRANSPORTATION
POLICY**

| |
|----------------|
| Policy No. 703 |
|----------------|

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|-------------|
| Page 3 of 3 |
|-------------|

| | |
|--|-------------------------------|
| SUBJECT: NJDOT Complete Streets Policy | Effective Date: 12/03/2009 |
|--|-------------------------------|

9. Research, develop and support new technologies in improving safety and mobility.
10. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.
11. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
12. Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.
13. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
14. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.
15. Establish Performance Measures to gauge success.

V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing by the appropriate Assistant Commissioner and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
- 5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

VI. AUTHORITY

N.J.S.A. Title 27

Engineering
Resolution No. _____

**RESOLUTION ESTABLISHING AND ADOPTING A MONMOUTH COUNTY
COMPLETE STREETS POLICY**

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the Monmouth County Board of Chosen Freeholders wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

WHEREAS, it is the intent of the Board of Chosen Freeholders that to the extent practicable, the Monmouth County Complete Streets policy shall include all road, bridge, and building projects funded through Monmouth County's Capital Program.

NOW, THEREFORE, be it resolved that the Monmouth County Board of Chosen Freeholders adopts the following Complete Streets Policy with the following goals and objectives:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.

2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.

3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.

4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.

6. Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

7. Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

8. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the

Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

9. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 -Accommodating Pedestrian and Bicycle Traffic During Construction.

10. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

12. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- d) Cost of accommodations is excessively disproportionate to cost of project.
- e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f) An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the Monmouth County Complete Streets Policy.

| RECORD OF VOTE | | | | | | |
|----------------|-----|----|---------|--------|-------|--------|
| FREEHOLDERS | YES | NO | ABSTAIN | ABSENT | MOVED | SECOND |
| Mr. Curley | | | | | | |
| Mrs. Mallet | | | | | | |
| Mr. D'Amico | | | | | | |
| Mr. Clifton | | | | | | |
| Mrs. Burry | | | | | | |

Appendix F

State and County Implementation Tables

Ocean Township Bicycle and Pedestrian Network Plan
Implementation Matrix for County Highways

| Route # | Location | Milepost | Issue | Timeframe | Enhancement | Local Priority | Cost | Lead Agency | |
|-----------------------------|---------------------------------|----------------|---|---|---|---|--------|---------------------------|---------------------------|
| West Park Avenue CR 14 | Green Grove to Route 35 | MP 0.0 - 2.72 | Traffic Operations | Short-Term | Reduction in Posted Speed | High | \$ | Monmouth County | |
| | Green Grove Road | MP .99 | Signalized Intersection Pedestrian Accommodations | Mid-Term | Install Ped Signals | Medium | \$ | Monmouth County | |
| | Intermediate School | MP 1.4-1.5 | Unsignalized Intersection Pedestrian Accommodations | Mid-Term | Install crosswalks and other pedestrian facility enhancements | Medium | \$\$ | Monmouth County | |
| | Poplar Road | MP 2.15 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks, PPBs and Ped Signals | High | \$ | Monmouth County | |
| | Green Grove Road to Poplar Road | | MP 0.0 - 2.15 | Pedestrian Accommodations | Long-Term | Complete Sidewalk System | Medium | \$\$ | Monmouth County Ocean Twp |
| | | | | Bicycle Accommodations | Long-Term | Introduce a Bike Lane | Medium | \$ | Monmouth County |
| | Poplar Road to Route 35 | | MP 2.15 - 2.72 | Pedestrian Accommodations | Short-Term | Complete Sidewalk System | High | \$\$ | Monmouth County Ocean Twp |
| | | | | Bicycle Accommodations | Short-Term | Introduce a Bike Lane | High | \$ | Monmouth County |
| | Route 35 to Louise Weltz Ave | | MP 2.72 - 3.24 | Bicycle and Pedestrian Accommodations | Short-Term | Introduce a Multi-Use trail on the north side | High | \$\$\$ | Monmouth County Ocean Twp |
| | Garrity Place | | MP 2.88 | Unsignalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks and other pedestrian facility enhancements | High | \$ | Monmouth County |
| | Whalepond Road | | MP 3.60 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install PPBs and Ped Signals | High | \$ | Monmouth County |
| | Monmouth Road | | MP 4.19 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks, PPBs and Ped Signals | High | \$ | Monmouth County |
| | Louise Weltz Ave to Monmouth Rd | | MP 3.24 - 4.19 | Pedestrian Accommodations | Mid-Term | Complete Sidewalk System | High | \$ | Monmouth County Ocean Twp |
| | | | | Bicycle Accommodations | Mid-Term | Introduce a Bike Lane | High | \$ | Monmouth County |
| Grasmere Avenue to Route 71 | | MP 0.57 - 4.11 | Pedestrian Accommodations | Mid-Term | Complete Sidewalk System | High | \$\$\$ | Monmouth County Ocean Twp | |
| | | | Bicycle Accommodations | Mid-Term | Introduce a Bike Lane | Medium | \$ | Monmouth County | |
| Monmouth Road CR15 | Grasmere Avenue to Route 71 | MP 0.57 - 4.11 | Bicycle Accommodations | Mid-Term | Introduce a Bike Lane | Medium | \$ | Monmouth County | |
| | Corfies Avenue | MP 0.94 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install Ped Signals | High | \$ | Monmouth County | |
| | Rosid Avenue | MP 1.66 | Unsignalized Intersection Pedestrian Accommodations | Mid-Term | Install crosswalks and other pedestrian facility enhancements | High | \$ | Monmouth County | |
| | Deal Road | MP 1.95 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks, PPBs and Ped Signals | High | \$ | Monmouth County | |
| | Brookside Avenue | MP 2.27 | Unsignalized Intersection Pedestrian Accommodations | Mid-Term | Install crosswalks and other pedestrian facility enhancements | Medium | \$ | Monmouth County | |
| | Roosevelt Avenue | MP 2.48 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install PPBs and Ped Signals | High | \$ | Monmouth County | |
| | W & S Lincoln Avenue | MP 2.89 - 2.92 | Unsignalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks and other pedestrian facility enhancements | High | \$ | Monmouth County | |
| | Park Avenue | MP 3.13 | Unsignalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks and other pedestrian facility enhancements | High | \$ | Monmouth County | |
| | West Park Avenue | MP 3.23 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install Ped Signals | High | \$ | Monmouth County | |
| | Lake Avenue | MP 3.41 | Unsignalized Intersection Pedestrian Accommodations | Mid-Term | Install crosswalks and other pedestrian facility enhancements | Medium | \$ | Monmouth County | |
| Asbury Ave CR16 | Green Grove Road to Bowne Road | MP 2.60 - 3.52 | Bicycle Accommodations | Mid-Term | Introduce a Bike Lane | Medium | \$ | Monmouth County | |
| | Route 35 to Bimber Blvd | MP 4.96 - 5.18 | Pedestrian Accommodations | Mid-Term | Complete Sidewalk System | Medium | \$ | Monmouth County Ocean Twp | |

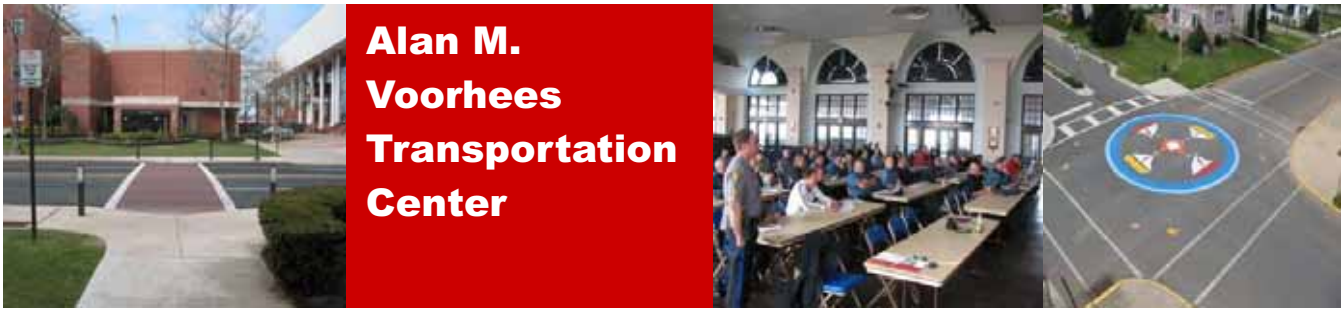
Ocean Township Bicycle and Pedestrian Network Plan
Implementation Matrix for State Highways

| Route # | Location | Milepost | Issue | Timeframe | Enhancement | Local Priority | Cost | Lead Agency |
|---------|---|----------------------|---|------------|--|----------------|--------|-------------|
| 71 | Ocean Twp and Long Branch City | MP 11.64 - 12.62 | Pedestrian Accommodations | Short-Term | Complete sidewalk system | High | \$\$ | NJDOT/OBPP |
| | West Park Ave | MP 12.18 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install Ped Signals | High | \$ | NJDOT/TE&I |
| | South Lincoln Ave | MP 11.72 | Unsignalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks and other pedestrian facility enhancements | High | \$ | NJDOT/TE&I |
| | Albert Place Maplewood Ave | MP 11.95 MP 11.96 | Unsignalized Intersection Pedestrian Accommodations | Mid-Term | Install crosswalks and other pedestrian facility enhancements | Low | \$ | NJDOT/TE&I |
| | Ocean Twp and Long Branch City | MP 11.64 - 12.62 | Bicycle Accommodations | Short-Term | Introduce a bike lane | High | \$ | NJDOT/OBPP |
| | Ocean Twp and Eatontown Boro | MP 24.7 - MP 28.33 | Bicycle and Pedestrian Accommodations | Short-Term | Potential combination sidewalk/multi-use trail system paralleling Route 35 | High | \$\$\$ | NJDOT/OBPP |
| | Logan Avenue | MP 25.10 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks, PPBs and Ped Signals | High | \$ | NJDOT/TE&I |
| | Sunset Avenue | MP 25.45 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install Ped Signals | High | \$ | NJDOT/TE&I |
| | Allaire Avenue | MP 26.04 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks, PPBs and Ped Signals | High | \$ | NJDOT/TE&I |
| | Deal Road | MP 26.58 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install PPBs and Ped Signals | High | \$\$ | NJDOT/TE&I |
| 35 | West Park Avenue | MP 27.47 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install Ped Signals | High | \$\$ | NJDOT/TE&I |
| | Industrial Highway Eatontown Boro | MP 28.33 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks and Ped Signals | Medium | \$ | NJDOT/TE&I |
| | Armstrong Blvd | MP 27.94 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install a new signal with crosswalks, PPBs and Ped Signals | High | \$\$ | NJDOT/TSSE |
| | Pedestrian Structure Across Route 35 at Willow Drive | MP 28.6-8 | Bicycle and Pedestrian Accommodations | Long-Term | Evaluate as land use and circulation patterns emerge to support implementation | Low | \$\$\$ | NJDOT/OBPP |
| | Deal Road Bridge | MP 11.37 | Bicycle and Pedestrian Accommodations | Mid-Term | Provide sidewalks, crosswalks and bike treatments on Deal | High | \$\$ | NJDOT/TE&I |
| | West Park Avenue Bridge | MP 12.07 | Bicycle and Pedestrian Accommodations | Mid-Term | Provide sidewalks, crosswalks and bike treatments on Park | High | \$\$ | NJDOT/TE&I |
| | Pedestrian Structure Across Route 18 | MP 10.0 to MP 10.6 | Bicycle and Pedestrian Accommodations | Long-Term | Evaluate as land use and circulation patterns emerge to support implementation | Low | \$\$\$ | NJDOT/OBPP |
| | Bowne Road | MP 2.51 | Signalized Intersection Pedestrian Accommodations | Mid-Term | Install ramps and landings | Low | \$ | NJDOT/TE&I |
| | Hillside Avenue | MP 2.76 | Signalized Intersection Pedestrian Accommodations | Mid-Term | Install PPBs and Ped Signals | Low | \$ | NJDOT/TE&I |
| | Neptune Blvd to Rte 35 | MP 3.3 to MP 3.6 | Pedestrian Accommodations | Short-Term | Complete sidewalk system; consider multi-use path on the north side | High | \$\$ | NJDOT/OBPP |
| 66 | Neptune Boulevard | MP 3.36 | Signalized Intersection Pedestrian Accommodations | Short-Term | Install crosswalks, PPBs and Ped Signals | High | \$ | NJDOT/TE&I |

OBPP Office of Bicycle and Pedestrian Programs
TSSE Traffic Safety and Signal Engineering
TE&I Traffic Engineering & Investigations

Appendix G

Compilation of Funding Sources



**Alan M.
Voorhees
Transportation
Center**

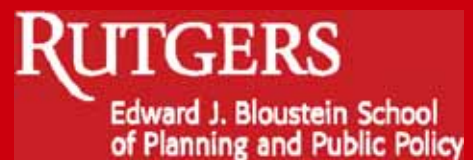
Funding Pedestrian and Bicycle Planning, Programs and Projects: A Compilation of Funding Sources

prepared by:
New Jersey Bicycle and Pedestrian Resource
Center

prepared for:
New Jersey Department of Transportation

funded by:
Federal Highway Administration

March 2009



Introduction/Acknowledgements

This paper presents a compilation and brief description of sources of funding that have been used, or could be, to fund pedestrian and bicycle improvements in New Jersey. The list is not exhaustive, but there has been an attempt to identify all major funding sources that can be utilized to fund bicycle and pedestrian planning and project development activities, as well as construction. In some cases these funds may also be used to fund programmatic activities. The paper emphasizes those funding sources that have been utilized in, or are unique to, New Jersey.

Much of the material for the original version of this paper was taken directly from a previous draft called, “Funding Pedestrian and Bicycle Planning, Programs and Projects” that was originally taken from both the “Memorandum on Funding Sources for Innovative Local Transportation Projects” prepared by the Tri-State Transportation Campaign, and a paper on bicycle and pedestrian funding within ISTEA prepared by the Bicycle Federation of America. Virtually all of the funding sources that were available for bicycle or pedestrian projects or planning under ISTEA and TEA-21 have been continued under the new federal transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Additional material has been taken from the USDOT publication “A Summary: Bicycle and Pedestrian Provisions of the Federal-Aid Program” and from the Alan M. Voorhees Transportation Center “NJ Walks and Bikes!: A Partner’s Guide to Who’s Who in Walking and Biking in New Jersey.”

This paper is a work in progress to be updated as new sources are identified.

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Funding of Planning and Programmatic Activities

Federal and/or State Funded Programs

Subregional Studies Program

This program provides federal grants for consultant-based planning, engineering, design, and evaluation of transportation projects. The funding is for studies, not capital improvements or operating costs. Applicants for grants can include state or local governmental entities. Funding can be, and has been, used to fund pedestrian and bicycle planning activities. For example, Monmouth County has received approval to carry out a planning study to address pedestrian needs and opportunities in several major corridors in the County. Additionally, Somerset County has received funding for a traffic calming study of selected locations in the county. Contact your regional MPO for more information. The North Jersey Transportation Planning Authority subregions served are the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren as well as Jersey City and Newark. More information is available at www.njtpa.org. The South Jersey Transportation Planning Authority serves Atlantic, Cape May, Cumberland and Salem counties and is available at www.sjtpo.org. The Delaware Valley Regional Planning Commission serves Burlington, Camden, Gloucester and Mercer counties and is available at www.dvrpc.org.

Supportive Task Grants

A portion of funds given to NJTPA to support planning activities are passed through to the subregions (counties) to fund staff planning activities. The Subregional Study Program funds studies assessing accessibility and mobility issues. For fiscal year 2008-2009 grants totaled approximately \$2.4 million. Somerset County has used this to fund the “Somerset County Regional Center Pedestrian, Bicycle and Greenway Systems Connection Plan”, intended to improve pedestrian, bike and greenway connections between community facilities.

Transportation Management Associations (TMAs)

In New Jersey, Transportation Management Associations receive substantial funding assistance through the Department of Transportation. In recent years, these funds have been from federal sources (CMAQ, or STP) although in the past, funding came from state sources. TMAs have considerable latitude in developing annual work programs to implement Travel Demand Management strategies. TMAs have carried out and are encouraged to continue to develop and undertake work program elements involving the promotion of bicycling and walking including development of bicycling suitability maps, promotional efforts aimed at increasing bicycling and walking, effective cycling presentations and other activities. For example, Keep Middlesex Moving sponsors the annual Bike to Work Week.

New Jersey TMA Contact Information

CROSS COUNTY CONNECTION TMA
Greentree Executive Campus
2002D Lincoln Drive West
Marlton, NJ 08053
Ph: 856-596-8228

Fax: 856-983-0388
Email: ccctma@driveless.com
www.driveless.com

GREATER MERCER TMA
15 Roszel Road South, Suite 101
Princeton, NJ 08540
Ph: 609-452-1491
Fax: 609-452-0028
www.gmtma.org

HUDSON TMA
574 Summit Avenue
5th Floor
Jersey City, NJ 07306
Ph: 201-792-2825
Fax: 201-795-0240
Email: info@hudsontma.org
www.hudsontma.org

HART COMMUTER INFORMATION SERVICES
84 Park Avenue, Suite E-104
Flemington, NJ 08822
Ph: 908-788-5553
Fax: 908-788-8583
Email: info@hart-tma.com
www.hart-tma.com

KEEP MIDDLESEX MOVING
100 Bayard Street, 2nd Floor, Suite 202
New Brunswick, NJ 08901
Ph: 732-745-4465
Fax: 732-745-7482
Email: kmm@kmm.org
www.kmm.org

MEADOWLINK RIDESHARING
C/O Meadowlands Regional Chamber of Commerce
201 Route 17 N
Rutherford, NJ 07070
Ph: 201-939-4242
Fax: 201-939-2630
Email: info@meadowlink.org
www.meadowlink.org

RIDEWISE OF RARITAN VALLEY
 360 Grove Street
 Bridgewater, NJ 08807
 Ph: 908-704-1011
 Email: staff@ridewise.org
www.ridewise.org

TRANSOPTIONS
 2 Ridgedale Avenue, Suite 200
 Cedar Knolls, NJ 07927
 Ph: 973-267-7600
 Fax: 973-267-6209
www.transoptions.org

Local Transportation Planning Assistance Program (LTPA)

This program makes professional transportation planning consultants available to municipalities wishing to implement the State's Smart Growth land use and transportation policies. The program is designed to help municipalities and counties with planning initiatives that will preserve the long term integrity of the state transportation system, as well as to enhance community quality of life objectives. Through the transportation and land use planning experts under contract with the Department, municipalities are able to develop or update local circulation elements, conduct downtown traffic calming and parking management studies, develop access management plans, and plan for improved bicycle, pedestrian and local transit services. Potential and designated Transit Villages, Transit Oriented Developments, and municipalities participating in the State's Office of Smart Growth Plan Endorsement Process receive highest priority.

The LTPA program is administered by the Division of Local Aid and Economic Development, Local Transportation Planning Assistance Unit. For more information please contact Helene Rubin, Section Chief, LTPA Unit at 609-530-2869, Helene.Rubin@dot.state.nj.us or Mike Russo, Director, Local Aid and Economic Development at 609-530-3640, Michael.Russo@dot.state.nj.us.

Bicycle/Pedestrian Planning Assistance

This program provides NJDOT consultant support designed to develop local pedestrian/bicycle circulation plans and facility inventories. The program provides municipalities with consultant expertise in the professional disciplines of transportation and pedestrian/bicycle planning to develop local circulation elements and other transportation related planning initiatives. Potential and designated State Development and Redevelopment Plan Centers, target neighborhoods under the Urban Strategies Initiatives and improving bicycle and pedestrian access and safety locations receive priority. Assistance is to be provided under a partnership arrangement, and applicants must commit staff and or/financial resources to these efforts. All studies undertaken must have a public outreach aspect, including continuing involvement by both the official representatives of the municipality as well as participation by local citizens. This program is administered by the Division of Statewide Planning, Bureau of Commuter Mobility Strategies. For more information please contact Sheree Davis, Manager of Commuter Mobility Strategies via email at sheree.davis@dot.state.nj.us.

Smart Future Planning Grants

The Smart Future Planning grant program, formerly known as Planning Assistance for Counties and Local Agencies, is administered through the Department of Community Affairs, Office of Smart Growth. The program provides money for municipalities, counties and regional organizations to develop plans that lead to smart growth objectives and create investment opportunities for communities. The grants are designed to promote the principles of smart growth by providing funding and technical assistance so that a county or municipality can develop and implement plans that add to the overall value of their communities. The value added comes from coordinating land use, transportation, parks and recreation, environmental protection, farmland preservation, health, schools and other land uses, so that communities can deliver services more efficiently as well as take full advantage of their positions in the region. Hudson County received a Smart Future grant in 2001 to support a Regional Strategic and Open Space Action Plan to focus on construction of the Waterfront Walkway along the Hudson River through seven Hudson County towns. Similar planning projects to improve the pedestrian or bicycle environment could be proposed by other counties or municipalities.

Each year, our grant categories change. For more information, visit <http://www.nj.gov/dca/divisions/osg/programs/grants.html>; visit SAGE at <https://njdcasage.state.nj.us/portal.asp> or call 609-292-7156.

Small Cities Development Block Grant

This grant provides funds for economic development, housing rehabilitation, community revitalization, and public facilities designed to benefit people of low and moderate income or to address recent local needs for which no other source of funding is available. For further information, visit <http://www.state.nj.us/dca/dcr/scddb/index.shtml> or contact Richard Z. Osworth at rosworth@dca.state.nj.us or (609) 633-6263.

New Jersey Historic Trust

The Historic Trust provides matching grants, loans and protection for New Jersey's historic resources. Funding assistance is limited to certified nonprofit organizations and units of local or county governments. Funding programs include, the Garden State Historic Preservation Fund, Revolving loan fund and the Cultural Trust Capital Preservation Grant Program. Private owners of historic resources may benefit from the Trust's easement or New Jersey Legacies programs. For more information, visit: <http://www.njht.org> or telephone (609) 984-0473.

New Jersey Redevelopment Authority (NJRA)

The New Jersey Redevelopment Authority (NJRA) is committed to revitalizing urban New Jersey as demonstrated in Governor Jon S. Corzine's Economic Growth Strategy. This strategy ensures that economic growth benefits all cities and regions of the state creating new economic opportunities for New Jersey citizens.

The mission of the New Jersey Redevelopment Authority (NJRA) supports the Governor's goal to support the resurgence of the state's cities by providing the necessary financial and technical tools to grow and revitalize neighborhoods.

It is NJRA's unique approach to revitalization that allows for the creation of programs and resources that improve the quality of life by creating value in urban communities. NJRA makes

it mark in cities throughout the state by investing in comprehensive redevelopment projects that contribute to an improved quality of life.

The NJRA provides many resources, critical to the redevelopment process in the form of loans, loan guarantees, bond financing, and equity investments. The NJRA's remains flexible and responsive to ensure successful redevelopment throughout New Jersey. To date the NJRA has committed to invest more than \$330 million in New Jersey's urban communities, leveraging over \$2.9 billion in private sector investments.

Authority Resources

NJRA Pre-Development Fund (“NJRA PDF”)

The NJRA PDF is a \$2.5 million financing pool that provides funding to cover various predevelopment activities, including feasibility studies, architectural costs, environmental and engineering studies, legal and other related soft costs for development to occur. This program offers the flexibility to structure financing at the early stages of development. The NJRA PDF increases the availability of funding for community economic development projects within the NJRA's eligible municipalities.

New Jersey Urban Site Acquisition Program (“NJUSA”)

The NJUSA Program is a \$20 million revolving loan fund that facilitates the acquisition, site preparation and redevelopment of properties, which are components of an urban redevelopment plan in NJRA-eligible communities. Acting as a catalyst to jump-start urban revitalization efforts, the NJUSA Program provides for-profit and nonprofit developers and municipalities with a form of bridge financing to acquire title to property and for other acquisition-related costs.

NJRA Bond Program

The NJRA issues bonds at attractive interest rates to a broad range of qualified businesses and nonprofit organizations. The NJRA has the ability to issue both taxable and tax-exempt bonds to stimulate revitalization in New Jersey's urban areas.

New Jersey Redevelopment Investment Fund (“RIF”)

The NJRA manages this flexible investment fund that provides debt and equity financing for business and real estate ventures. Through the RIF Program, the NJRA offers direct loans, real estate equity, loan guarantees and other forms of credit enhancements.

NJRA Environmental Equity Program (“E²P”)

The E²P Program advances brownfields efforts by providing up-front capital to assist with the predevelopment stages of brownfields redevelopment projects. E²P funds assist with site acquisition, remediation, planning, and demolition costs associated with brownfields redevelopment projects.

Working in Newark's Neighborhoods (“WINN”)

WINN is a \$10 million revolving loan program focused on redevelopment efforts in the City of Newark's neighborhoods. Funds from WINN can be used for commercial and mixed-use projects directly related to comprehensive redevelopment initiatives including: pre-development,

site preparation, acquisition, demolition, permanent financing, loan guarantees and construction financing.

NJRA Redevelopment Training Institute

The NJRA Redevelopment Training Institute (NJRA RTI) offers intensive intermediate-level training courses that focus on the redevelopment of New Jersey's communities. NJRA RTI is designed to provide nonprofit and for-profit developers, professional consultants, entrepreneurs and city/county staff with a body of knowledge of the redevelopment and real estate development process. The goal of NJRA RTI is to provide classroom instruction outlining the nuances of the redevelopment planning process in New Jersey, to focus on the real estate development process and to unlock the key to understanding real estate finance.

Contact: New Jersey Redevelopment Authority
 150 West State Street, Second Floor
 P.O. Box 790
 Trenton, NJ 08625
 Phone: 609-292-3739
 Fax: 609-292-6070
 Web site: www.njra.us
 E-mail: njra@njra.state.nj.us

Freshwater Wetlands Mitigation Council

The Freshwater Wetlands Mitigation Council's role in the state's wetland mitigation program is to serve as a repository for land donations and monetary contribution collected as a result of freshwater wetlands/state open water impacts that cannot be mitigated for on-site, off-site, or at a wetland mitigation bank. The Council also reviews and approves freshwater wetland mitigation banks. Furthermore, the Council is responsible for the management and disbursement of dollars from the Wetland Mitigation Fund to finance mitigation projects. With those funds, the council has the power to purchase land to provide areas for enhancement or restoration of degraded freshwater wetlands, to engage in the enhancement or restoration of degraded freshwater wetlands and transition areas determined to be of critical importance in protecting freshwater wetlands. For more information, contact the council at (609)777-0454 or Jill.Aspinwall@dep.state.nj.us or visit www.nj.gov/dep/landuse/fww/mitigate/mcouncil.html.

Other sources of funding

Bicycle and pedestrian planning activities and programs can and have been funded through local funds budgeted through county and municipal budgets.

Funding of *Projects*

Federal Funding Under SAFETEA-LU

All the major funding programs under SAFETEA-LU include bicycle and pedestrian facilities and programs as eligible activities.

Division of Local Aid and Economic Development

The Division of Local Aid and Economic Development oversees the development and authorization of funds in the Capital Program, Statewide Transportation Improvement Program, and Study and Development Program. The division also manages problem statements for NJDOT. Staff members work with county and municipal government officials to improve the efficiency and effectiveness of the state's transportation system. The SAFETEA-LU legislation has provided funding assistance to local governments for roads, bridges, and other transportation projects. For more information, telephone (609) 530-3640 or visit <http://www.state.nj.us/transportation/business/localaid/funding.shtm>.

National Highway System (NHS)

The NHS is comprised of the 42,000-mile Interstate system and another 113,000 miles of roads identified by the states based on their importance to the national and regional economy, defense and mobility. NHS funding for projects on NHS roadways can be used for bicycle and pedestrian improvements on NHS systems highways, or on land adjacent to any NHS system highway, including interstate highways. This includes incidental improvements within larger projects which enable bicycle compatibility such as paved shoulders and bicycle safe drainage grates, designated bicycle facilities such as bikeways, signed routes, bike lanes and paths, and pedestrian accommodations such as sidewalks, signals, overpasses and crosswalks. It also includes funding of independent bicycle and pedestrian projects (projects that are initiated primarily to benefit bicycle and pedestrian travel) along or in the vicinity of NHS roadways. Projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses.

Surface Transportation Program (STP) Funds

The program is broadly defined and gives states flexibility to invest in a wide variety of transportation activities. Bicycle and pedestrian facilities and walkways are specifically listed as eligible activities under this program. As with NHS, pedestrian and bicycle improvements may be incidental improvements within larger projects which establish bicycle compatibility or designated bicycle and pedestrian accommodations. The funds can also be used for independent bicycle and pedestrian projects along or in the vicinity of roadways. Projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses. Under SAFETEA-LU, it is specified that these funds may be used for the modification of sidewalks to comply with the Americans with Disabilities Act.

It should be noted that STP funds may be used for non-construction projects (such as maps, brochures and public service announcements) related to safe bicycle use and walking. These

funds are administered partially through NJDOT and partially through the state's Metropolitan Planning Organizations (MPOs).

STP Resources

Local Scoping and Local Lead Projects

The Local Scoping program (in the MPOs) provides a set aside of federal (STP) funds directly to the sub regions for the advancement of project proposals through the NEPA process, ultimately making that project eligible for inclusion in the Statewide Transportation Improvement Program, STIP (as a Local Lead project). The Local Lead Program provides funding to move projects from final design to construction. Local Scoping and Lead projects are selected via a competitive selection process.

Municipalities are eligible for the Local Scoping Program but must work through their appropriate sub region. Projects must be part of the National Highway System or be designated a Federal Aid route. A project is considered to be "Scoped" when it has received an approved environmental document, and a scoping Report including any design exceptions and that the preliminary engineering is completed. An important aspect of Scoping is the public involvement process that is required under NEPA. A decision to either advance a project for inclusion in the STIP and an eventual final design, right-of-way purchase and construction, or a decision to discontinue the project will be the result of the Scoping process. If a decision is made to advance the project to construction, funding will be provided either through the Local Lead Program, the New Jersey Department of Transportation, or other sources. A completed Scoping project does not guarantee construction funding.

The Local Lead program is an opportunity for sub regions to apply for federal funding for the advancement of projects through final design, right-of-way, and/or construction. This is a highly competitive program. The MPOs select the projects for inclusion in the Program. Applications are evaluated on a myriad of factors including but not limited to whether the project improves air quality, reduces travel time, reduces congestion, optimizes capacity, creates a community of place, etc.

Each of these sources of funds can be used to advance bicycle or pedestrian projects. As yet, only a handful of Local Scoping/Local Lead projects have directly addressed non-motorized needs as independent projects. Local Scoping/Local Lead projects can also benefit the non-motorized modes if they incorporate, incidentally, features that address bicycle and pedestrian travel needs. Contact your MPO for more information.

Transportation Enhancement Program

Ten percent of annual STP funds are set aside to support non-traditional transportation projects whose objectives support more livable communities, enhance the travel experience, and promote new transportation investment partnerships. The Transportation Enhancement Program links state and federal policy. It focuses on transportation projects designed to preserve and protect environmental and cultural resources, and to promote alternative modes of transportation.

The grants are used to help local governments creatively integrate transportation facilities into their local surroundings. Two of the possible kinds of projects that can be funded with these grants are directly related to pedestrian and bicycle facilities and activities, and several others are indirectly related. The types of projects that can qualify include “provision of facilities for pedestrians and bicycles” and “provision of safety and educational activities for pedestrians and bicyclists.” Others include “acquisition of scenic easements and scenic or historic sites,” which could be used to enhance the pedestrian experience, “landscaping and other scenic beautification”, which might be part of a streetscape project that can be beneficial to pedestrians and “preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).” The grants can also be used for other types of projects, which may have a more indirect or secondary benefit for bicyclists and pedestrians.

Several restrictions apply to the grants. Proposals must be for a complete, identifiable, and usable facility or activity. Funds are used for design, property acquisition or construction of projects. The proposed bicycle and pedestrian facilities cannot be solely for recreation; they must be proposed as transportation facilities. The projects must be ready for implementation or construction within two years after the project is selected for a grant. The proposal must also show, through an attached resolution or letter, that the facility or project will be maintained for at least 20 years. The proposal should show that the entire project would be wholly funded, either in combination with other funding sources, or solely through this grant program. Grants from this program can be used as matching funds; projects with supplemental funding will be given higher priority. Work that is performed before the project is formally approved by the Federal Highway Administration (FHWA), such as surveys, preliminary engineering or final design, will not be funded through the program.

Additionally, NJDOT analyzes user impact when evaluating proposals. Especially helpful to communities that are trying to make their environments more pedestrian and bicyclist friendly is the fact that NJDOT takes into consideration how the project would promote the use of non-automotive forms of transportation. Furthermore, the projects’ urgency will be taken into consideration, such as a project that will lose other funding sources should it not receive matching funds. Finally, Urban Aid communities, proposals that include letters of community support and projects that have an economic benefit or have value as a cultural resource will also be given additional consideration.

Local agencies and non-profit groups can also apply for grants, but they need to have their projects endorsed by the governing board in the municipality in the form of a resolution. Regional projects must have both municipal and county endorsement. The projects must also conform to the National Environmental Policy Act, the National Historic Preservation Act and the Department of Transportation Act, Section 4(f). The projects must also be designed to meet American Association of State Highway and Transportation Officials (AASHTO) standards and NJDOT’s Planning and Design Guidelines for Bicycle and Pedestrian Facilities, the American Disabilities Act, state and local building codes, and other applicable professional design standards. All projects funded through this program are subject to the NJDOT policy requiring that bicycle and

pedestrian traffic should be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT.

These grants are funded through the federal SAFETEA-LU Act. Applications are submitted to the New Jersey Department of Transportation (DOT) and reviewed by several state agencies, including the DOT and the Department of Environmental Protection, as well as the Metropolitan Planning Organizations (MPOs) and representatives from outside the traditional transportation group. This committee reviews the applications and creates a short list to be submitted to the Commissioner of Transportation. Those applications that pass the basic eligibility part of the screening process are sent to the county planning department for the county perspective. Applicants should notify the county planning department about the proposed project. The funds are distributed on a reimbursement basis.

Hazard Elimination Program

Ten percent of the STP program is to be used to fund safety projects. The Local Safety Program provides \$3 M (\$1 M per MPO) annually to counties and municipalities for the improvement of known safety hazards on local and county roadways. Projects will focus on crash prone locations and may include but not be limited to intersections and other road improvements including installation and replacement of guide rail and pavement markings to enhance pedestrian and vehicular safety. These safety improvements are construction ready and can be delivered in a short period of time. Funding is provided for safety-oriented improvements. Improvements that either directly or indirectly improve conditions for pedestrians can be funded. In New Jersey, the program is administered by the NJDOT Bureau of Traffic Engineering and Safety (in the near future it will be transferred to a new Bureau of Safety Programs). In general, projects are selected on the basis of excessive occurrence of a particular accident type at a given location. This often involves some sort of intersection modification, such as resurfacing with a skid resistant pavement surface. In some cases safety improvements have included the installation of pedestrian signal heads. NJDOT is revising its project selection process. The new process will include specific accident categories for which projects are to be funded. One of these categories will be pedestrian-related accidents.

Sources: "Funding Bicycle and Pedestrian Projects in New Jersey: A guide for Citizens, Cities and Towns" by the Tri-State Transportation Campaign- October 1999;
<http://www.fhwa.dot.gov/environment/bikeped/bp-broch.htm>

Safe Routes to School

Safe Routes to School (SRTS) is a Federal-Aid program created in SAFETEA-LU and administered by State Departments of Transportation. The program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are to enable and encourage children to walk and bicycle to school, to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8). The program encompasses a comprehensive approach that includes the five E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. Counties and municipalities, school districts, and non-profit organizations will be eligible to apply. The New Jersey Department of Transportation awarded the first SRTS grants in July 2007 and announced the second round of grant applications in January 2008. For more information, contact Elise Bremer-Nei, New Jersey Safe Routes to School Coordinator, at (609) 530-2765.

Local Aid for Designated Transit Villages

NJDOT and NJ TRANSIT spearhead a multi-agency Smart Growth partnership known as the Transit Village Initiative. The Transit Village Initiative helps to redevelop and revitalize communities around transit facilities to make them an appealing choice for people to live, work and play, thereby reducing reliance on the automobile. The Transit Village Initiative is an excellent model for Smart Growth because it encourages growth in New Jersey where infrastructure and public transit already exist. Aside from Smart Growth community revitalization, two other goals of the Transit Village Initiative are to reduce traffic congestion and improve air quality by increasing transit riders.

Studies have shown that an increase in residential housing options within walking distance of a transit facility, typically a one quarter to one half mile radius, does more to increase transit ridership than any other type of development. Therefore, it is a goal of the Transit Village Initiative to bring more housing, more businesses and more people into communities with transit facilities. Programs include bicycle/pedestrian paths, bike routes signs, bicycle parking, and storage and bicycle/pedestrian safety education program. For more information, visit <http://www.state.nj.us/transportation/community/village> or contact Monica Etz at (609) 530-5957.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Authorized by SAFETEA-LU, The Congestion Mitigation and Air Quality Improvement Program provides funds for surface transportation and other projects that help to reduce congestion and improve air quality. The funds are mainly used to help communities in non-attainment areas and maintenance areas to reduce emissions. Non-attainment areas are those areas designated by the Environmental Protection Agency as not meeting the National Ambient Air Quality Standards (NAAQS). A maintenance area was once a non-attainment area but has now reached NAAQS. The SAFETEA-LU CMAQ program provides more than \$8.6 billion in funds to State Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and transit agencies to invest in emissions-reducing projects. Pedestrian and Bicycle

Programs are two kinds of many programs that can be funded using CMAQ funds.

Bicycle and pedestrian programs that can be funded under this program can come in one of many forms. Some include creating trails or storage facilities or marketing efforts designed to encourage bike riding and walking as forms of transportation. Education and outreach programs are also eligible for CMAQ funds and could be used to increase public knowledge about the benefits of biking and walking.

The funds are made available through the MPOs and NJDOT to local governments and non-profit organizations, as well as to private organizations as part of a public-private partnership. CMAQ funds are only released as reimbursement payments for completed work. CMAQ funds require a state or local match. Usually, this breaks to 80% federal funding, subject to sliding scale, and 20% state or local funding.

Source: "The Congestion Mitigation and Air Quality Improvement Program" by the U.S. Department of Transportation, FHWA, Federal Transit Administration

National Recreational Trails Program (Symms Trails System Act)

An annual sum is apportioned to the states for use in developing trails related projects, many of which benefit bicyclists and pedestrians. Funding is from federal motor fuels taxes collected on sale of fuel for motorized recreational vehicles (ATVs, off road motorcycles, snowmobiles) and is administered through the Federal Highway Administration. In New Jersey, the program, including solicitation of projects and project selection, is administered by the Office of Natural Lands Management in the Division of Parks and Forestry. State, county, and local governments and non-profit organizations are eligible for funds.

In 2008, New Jersey will receive approximately \$1,000,000 for trail projects. The deadline for submitting applications for 2008 was December 15, 2007. Next year's application and additional information can be obtained from Larry Miller at 609-984-1339, larry.miller@dep.state.nj.us or <http://www.state.nj.us/dep/parksandforests/natural/njtrails.html>.

Scenic Byways

This program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. Funds for this program can also be used in the development and provision of tourist implementation; and construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers. Designation of the scenic byway must be in accordance with a Scenic Byways program developed and adopted by the state.

Benefits of adoption as a Scenic Byway under the Program could include direct funding of projects and preferential treatment in the funding/selection process for other funding sources administered by the Department.

Section 402 Safety Funds

These funds are administered jointly by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) to be spent on non-construction activities to improve the safety of the traveling public. Pedestrian and bicycle projects are on the

NHTSA priority list. In each state, the program is administered by a designated Highway Safety representative. In New Jersey, the designated representative is the Director of the Division of Highway Traffic Safety in the Department of Law and Public Safety.

Federal Transit Administration Funds

Title 49 U.S.C. (as amended by TEA-21) allows the Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles.

SAFETEA-LU continues the Transit Enhancement Activity program with a 1% set-aside of Urbanized Area Formula Grant funds designated for, among other things, pedestrian access and walkways and bicycle access, including storage equipment and installing equipment for transporting bicycles on mass transit vehicles.

Federal Community Development Block Grant (CDBG) Program

Community Development Block Grants (CDBG) are for the use of local communities serving low- to moderate-income people. These grants are funded through the U.S. Department of Housing and Urban Development and administered by the Office of Block Grant Assistance in HUD's Office of Community Planning and Development (CPD). The grants are most often used for projects such as rehabilitating or constructing affordable housing or for job-creating economic development, but they can also be used for projects that would benefit low- and moderate- income pedestrians and bicyclists. Several of the types of projects that can be funded with these grants could be used for pedestrian and bicycle activities. These include acquisition of land for some public purpose, building public improvements or facilities, including sidewalks and recreational facilities, and also the costs associated with administering or planning these projects.

Not all local governments are eligible to apply for CDBG. The local government must have at least 50,000 residents or be designated a central city of a metropolitan area. Urban counties with at least 200,000 residents may also apply (these local governments are called entitlement communities). The local governments can spend the money themselves or distribute it to local non-profit or for-profit organizations or entities. Additionally, a portion of the funds is distributed to states, which can then distribute the funds as they see fit, including to non-entitlement communities. The most central restriction on the use of CDBG funds is that at least 70% of the money must be used for activities that primarily benefit low- to moderate-income people. In the case of building sidewalks or other pedestrian facilities, this usually means that these funds can only be used in areas where at least 70% of the residents have low to moderate incomes.

Importantly, a community must also prepare a Consolidated Plan in order to be eligible for the funds. This plan contains an action plan, which specifies how the community will use the funds, as well as fulfills the reporting and application requirements for entitlement communities.

For more information on the federal CDBG program contact Kathleen Naymola of HUD at 973-

776-7288 or kathleen_a._naymola@hud.gov. For information on New Jersey's Small Cities CDBG program please contact Richard Osworth at (609) 633-6263 or rosworth@dca.state.nj.us

Fairview, in Bergen County, used \$449,000 in CDBG funds to make sidewalk and intersection improvements, including crosswalk striping and Guttenberg, in Hudson County, used \$234,770 in CDBG funds for the Bergenline Avenue streetscape project and sidewalk improvements. Several other New Jersey communities have used the funds in a similar fashion.

Sources: <http://www.hud.gov/offices/cpd/communitydevelopment/programs/cdbg.cfm> and Pedestrian and Bicycle Resource Project database.

State Funding

Local Aid for Centers of Place

Currently, the Centers of Place program is designed to assist municipalities that have formally participated in implementation of the New Jersey State Development and Redevelopment Plan (SDRP). The program provides funds to non-traditional transportation improvements that advance municipal growth management objectives. NJDOT notifies eligible municipalities about the application process.

The funding from this program is meant to help communities in New Jersey make non-traditional transportation improvements that are meant to aid in managing growth. The funds can only be used by those communities that have formally participated in implementing the New Jersey State Development and Redevelopment Plan (SDRP). The State Planning Commission designates these communities as Centers (Urban, Regional, Town, or Village Center) as part of this process and the Centers prepare a Strategic Revitalization Plan and Program, approved by the Commissioner of Transportation or enter into an officially recognized Urban Complex. If a project is selected for funding, it must follow certain standards, including the NJDOT Bicycle Compatible Roadways Planning and Design Guidelines and the AASHTO Guide for the Development of New Bicycle Facilities.

The current categories of projects include, pedestrian and bicycle facilities, scenic or historic transportation programs, parking and circulation management, landscaping/beautification of transportation related facilities, and rehabilitation of transportation structures. Eligible pedestrian and bicycling projects include strategies which enable mixed use of a "Main Street" as both a public space and a transportation link, traffic calming improvements, bicycle lockers at transportation facilities, retail complexes, public buildings and public and mid-block connections/paths to ease bicycle and pedestrian circulation

The grants can be used for project-related activities including preliminary or final design (for Urban Aid or Depressed Rural Centers according to the Transportation Trust Fund Authority Act) and/or construction, including construction inspection and material testing according to the Transportation Trust Fund Authority Act. These grants cannot be used for roadway projects that are eligible for funding though NJDOT's State Aid to Counties and Municipalities Program, such as resurfacing, rehabilitation or reconstruction, and signalization. They also cannot be used for right-of-way purchases or for operating costs associated with any project.

Priority is given to projects that meet several criteria, including that the project is transportation related, construction ready, compatible with the State Development and Redevelopment Plan, located in an Urban Coordinating Council target area, has local commitment, has supplemental funds, has community support and is coordinated with other funding sources or programs. Form SA-96 must be submitted to the Division of Local Government Services District Office to apply for funding. Supplemental materials, including photographs and maps, are encouraged.

Municipalities that want to make improvements on county or state roads must have the appropriate resolution or permission to proceed. Applications are evaluated by the Centers of Place Review Committee, which includes representatives from several state offices, including the DOT, the Office of State Planning, the Economic Development Authority and Downtown New Jersey. This committee makes recommendations to the Commissioner of Transportation.

Several New Jersey communities have received funding from NJDOT through this program for local pedestrian- and bicycle-oriented projects. 2007-2008 grant recipients include Palmyra Burrough of Burlington County which received \$90,000 for their Palmyra Pathway Project. North Bergen Township of Hudson county received \$400,000 for their JFK Boulevard East Streetscape while ten other municipalities received from \$150,000 and \$400,000 for a myriad of projects.

Contact your local Division of Local Government Services District Office for additional information. Visit <http://www.state.nj.us/transportation/business/localaid/office.shtm>.

Sources: "New Jersey Department of Transportation Centers of Place Handbook: Procedures for Local Aid for Centers of Place Program, November 1998" and <http://www.state.nj.us/transportation/lgs/>.

County Aid Program

Currently, County Aid is used for the improvement of public roads and bridges under county jurisdiction. Public transportation, bicycle and pedestrian projects, and other transportation initiatives are eligible for funds.

This program provides funding to counties for transportation projects. These funds are allocated to New Jersey's 21 counties by a formula that takes into account road mileage and population. Annually, each county develops an Annual Transportation Program that identifies all projects to be undertaken and their estimated cost. Projects may include improvements to public roads and bridges under county jurisdiction, public transportation or other transportation related work. Funding can be used for design, ROW, and construction.

Independent pedestrian and bicycle projects can be funded under the County Aid program; however, few independent pedestrian and bicycle projects have been funded.

As state funded projects, all projects funded under the county aid program are subject to the NJDOT policy that requires that all bicycle and pedestrian traffic should be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT. The Department of Transportation will continue efforts to encourage counties to comply with this policy mandate. For more information, visit their website at <http://www.state.nj.us/transportation/business/localaid/countyaid.shtm>.

Municipal Aid Program

Currently, funds are appropriated by the legislature for municipalities in each county based on a formula contained in legislation. These funds can be used for a variety of transportation projects including bicycle and pedestrian related projects. Additional funds are allotted for municipalities that qualify for Urban Aid.

The Municipal Aid program provides funding to municipalities for transportation projects. Funding is made available for municipalities in each county based on a formula that takes into account municipal road mileage within the county and municipal population. These funds are allocated to individual projects within various municipalities through a competitive process. Funding is allotted to municipalities that qualify for Urban Aid under N.J.S.A. 52:D-178 et seq. All 566 municipalities may apply. Projects may be improvements to public roads and bridges under municipal jurisdiction. Applications are submitted to the Division of Local Aid and Economic Development District Office. The results are presented to a Screening Committee comprised of Municipal Engineers and NJDOT staff, appointed by the Commissioner. The Committee evaluates the projects and makes recommendations to the Commissioner for approval.

NJDOT will pay 75% of the award amount at the time that the award of construction is approved by the NJDOT. The remaining amount is paid upon project completion.

As is the case with the County Aid program, independent pedestrian and bicycle projects can be funded under the Municipal Aid program; however, few if any independent pedestrian and bicycle projects have been funded through this program.

As with county aid projects, all projects funded under the Municipal Aid program are subject to NJDOT policy that requires that all bicycle and pedestrian traffic be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT. More information is located at <http://www.state.nj.us/transportation/business/localaid/municaid.shtm>.

Discretionary Funding/Local Aid Infrastructure Fund

Currently, subject to funding appropriations, a discretionary fund is established to address emergencies and regional needs throughout the state. Any county or municipality may apply at any time. Under this program, a county or municipality may apply for funding for pedestrian safety and bikeway projects.

The Discretionary Aid program provides funding to address emergency or regional needs throughout the state. Any county or municipality may apply at any time. These projects are approved at the discretion of the Commissioner.

As state funded projects, all projects funded under the discretionary aid program are subject to NJDOT policy which requires that all bicycle and pedestrian traffic should be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by NJDOT.

NJDOT will pay 75% of the award amount at the time of the award of construction with the remaining amount to be paid upon project completion. To gain more information, visit their website at <http://www.state.nj.us/transportation/business/localaid/descrfunding.shtm>.

Safe Routes to School

This program is funded at \$612 million over federal fiscal years 2005-2009 to fund projects that improve safety for school children walking or bicycling to school. New Jersey will receive approximately \$15 million for fiscal years 2005-2009. It focuses on projects that create safer walkways and bikeways, safer street crossings, and improve motorists' awareness of school children. For more information visit their website at www.state.nj.us/transportation/community/srts.

Bikeways Projects

This program provides funds for municipalities and counties for the construction of bicycle projects. These could include roadway improvements, which enable a roadway or street to safely accommodate bicycle traffic, or designated bikeways (signed bike routes, bike lanes or multi-use trails). The solicitation for project applications occurs at the same time as the solicitation for municipal aid projects. Special consideration will be given to bikeways that are physically separated from motorized vehicle traffic by an open space or barrier. 2008 recipients included Bordentown Township in Burlington County for the Joseph Lawrence Park Pedestrian/Bike Path as well as Princeton Township in Mercer County for their Stony Brook Regional Bicycle and Pedestrian Pathway. The program is administered by NJDOT's Division of Local Government Services. For more information, their website is <http://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm>

Urban Enterprise Zones (UEZ)

Several communities in New Jersey have used Urban Enterprise Zones to fund pedestrian and bicycle facilities. The Urban Enterprise Zone Program (UEZ), enacted by the State Legislature in 1983, is meant to revitalize the State's most distressed urban communities through the creation of private sector jobs and public and private investment in targeted areas within these communities. The UEZ Authority usually designates around 30% of a city as a UEZ. New Jersey has established 32 UEZs covering 37 economically distressed cities.

More information is available at http://www.newjerseycommerce.org/about_uez_program.shtml or by calling (609) 777-0885.

Office of Green Acres

The Green Acres program provides loans and grants to counties, towns and nonprofit land trusts to preserve land and develop parks for recreation and conservation purposes. (In a separate part of the program, Green Acres also directly purchases land for the state to increase the state's ownership of open space). The open space land that is purchased by the local government or nonprofit can be used for outdoor recreation, which is why the program is important for funding pedestrian and bicycle projects. The development of bikeways, trails, and other outdoor recreation is eligible for Green Acres funding.

Currently, the mission of the Office of Green Acres is to achieve, in partnership with others, a system of interconnected open spaces that protect, preserve, and enhance New Jersey's natural environment, which serves the historic, scenic, and recreational needs of the public through use and enjoyment. Green Acres' primary focus is acquiring land that creates linkages between existing protected lands to form open space corridors. These corridors provide linear habitat for wildlife to move through, parkland for recreation, and areas of scenic beauty between towns and urban centers. Recreation needs are as diverse as the people who play. To meet these needs, Green Acres funds different types of parks in a variety of settings. Whether in rural, suburban, or urban areas, parks play an important role in sustaining New Jersey's high quality of life. Increasingly, Green Acres gathers other public and private partners together to assist in buying and managing open space. The Program works with municipal and county governments, nonprofit organizations, and the state Farmland Preservation Program to meet compatible conservation goals. To gather more information, visit <http://www.nj.gov/dep/greenacres/> or call Deputy Administrator Gary M. Rice at 609-984-0500.

County or Municipal Capital (Public Works) Funding

County or municipal funding can be used to fund pedestrian improvements including sidewalks, trails, crosswalks signals, traffic calming and other projects on rights of way under county or municipal jurisdiction, by including the project in the municipal (or county) budget, or bonding for it in the same way bonds are used to fund the construction and rehabilitation of roadway improvements for cars. Pedestrian improvements can be fully or partially assessed against the property owners along whose frontage the improvement (most commonly, a sidewalk) is placed. As with other categories of funding, bicycle and pedestrian improvements may be incidental to larger roadway projects, or they can be independent.

Even small amounts of funding from the county or municipality can be very important since they may be used to leverage or show local commitment in applications for other funding sources (e.g., TE, Local Aid For Centers, etc.).

Special Improvement Districts (SIDs)

Another form of municipal funding is through the creation of a local Special Improvement District. The funding is used for infrastructure improvements, including pedestrian improvements within the district. This form of funding can be used to leverage or show local commitment in applications for other funding sources. Impetus for SID usually comes from business and property owners hoping to attract new customers by cleaning up sidewalks, improving parks, etc. Property owners within the District are assessed a special fee to cover the cost of the improvements.

Transportation Development Districts (TDD)

TDDs are joint state/county programs in New Jersey in which transportation improvements within a defined growth area are funded through a combination of public funding and developer

contributions (for new developments) within the district. Independent pedestrian improvements can be included in the infrastructure improvement plan developed through a joint planning process for the district, and funded through the TDD. TDDs must have a plan of development consistent with other land use and development plans. They are a convenient and lawful method by which municipalities and counties can agree together on methods to raise revenue to fund infrastructure and other development related costs.

Developer Provided Facilities

The Residential Site Improvement Standards currently in effect in New Jersey require new residential developments to include sidewalks.

Other municipal and state zoning or access code regulations have been used to require developers to provide both onsite and offsite improvements to benefit bicycle and pedestrian traffic.

Open Space Trust Funds

Many counties have established open space trust funds, which can be used to purchase land for bicycle and pedestrian facilities. For example, Atlantic County used \$459,000 from the Atlantic County Open Space Trust Fund to help pay for the Atlantic County Bikeway East. Other counties also have open space trust funds or an open space tax, including Bergen, Burlington, Camden, Cape May, Cumberland, Essex, Gloucester, Hunterdon, Mercer, Middlesex, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren.

The Bergen County Open Space, Recreation, Farmland and Historic Preservation Trust fund is funded through an annual property tax assessment and is used to preserve land, improve and develop outdoor recreation opportunities, preserve farmland, and improve historic areas. At least thirty percent of the money is distributed to municipalities to support their efforts in these areas. Additional information can be obtained from Mr. Robert Abbatomarco at 201-336-6446, rabbatomarco@co.bergen.nj.us, or Open Space, Recreation, Farmland & Historic Preservation Trust Fund, Bergen County Department of Planning & Economic Development, ONE Bergen County Plaza, Fourth Floor, Hackensack, New Jersey 07601-7000.

The Hunterdon County Open Space, Farmland and Historic Preservation Trust Fund is funded through property taxes and funds the preservation of lands for many purposes, including recreation, conservation, farmland and general open space and historic preservation. The funds can also be distributed to municipalities or charitable organizations for similar preservation purposes. The current fund does not provide for development of any facilities. Additional information about this fund can be obtained at www.co.hunterdon.nj.us/openspachtm, the Planning Board at (908)788-1490, or Hunterdon County Open Space Trust Fund Program, Route 12 County Complex, Building #1, PO Box 2900, Flemington, New Jersey, 08822-2900.

Many municipal governments also have open space funding programs. Counties and

municipalities with open space taxes can receive more money in matching grants than local governments that do not, as described in the Green Acres section of this document above. Manalapan is one of many townships with an open space tax and an open space element in their comprehensive plan. The open space element lays out the properties that the township hopes to acquire. Part of the open space element includes an “Action Plan” to apply for funds from the Green Acres program to buy their proposed open space lands.

Some private organizations also have established open space trust funds, including the Passaic River Coalition, which has established a Land Trust. Among other activities, the Land Trust acquires land for recreation.

Source: Pedestrian Bicycle Resource Project database; municipal and county websites; Passaic River Coalition website.

Other Funding Sources

Bicycles Belong

The Bicycles Belong Coalition is sponsored by member companies of the American bicycle industry. The Coalition’s stated goal is to put more people on bikes more often through the implementation of TEA-21. One of the Coalition’s primary activities is the funding of local bicycle advocacy organizations that are trying to ensure that TEA-21-funded bicycle or trail facilities get built. They concentrate efforts in 4 areas: federal policy, national partnerships, community grants and promoting bicycling. Grants are awarded for up to \$10,000 on a rolling basis. Between 2002 and 2005, bicycles belong invested \$1 million in a lobbying effort that involved several national bicycle advocacy groups. Information about the Coalition, including grant applications and related information, is on the web at www.bikesbelong.org. They can also be contacted at:

Bikes Belong

1368 Beacon Street, Suite 102
Brookline, MA 02446-2800
617-734-2800 Fax: 617-734-2810

Local School Districts

Local communities with bicycle/pedestrian plans that effect schools or will serve schools can approach local school districts or private schools about funding those projects. The Phillipsburg Board of Education in Lopatcong Township, Warren County, has pledged to build trails near a proposed new high school, which would be built adjacent to a Lopatcong Township recreation center. As part of the discussions with the Board of Education concerning the new high school, the Board agreed to construct part of a proposed bikeway on the Board of Education property. Another example is in Hightstown, in Mercer County. The borough, the county, the state and the Peddie School are sharing the costs of engineering and constructing pedestrian improvements to a bridge that, in part, connects faculty housing to the school.

