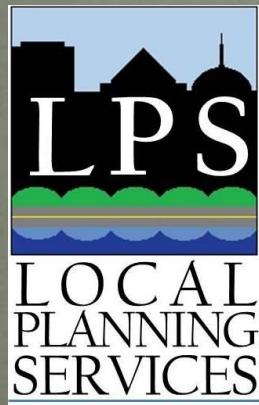


# Township of Brick Bicycle and Pedestrian Master Plan

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Prepared By  
Local Planning Services

Thursday, October 19, 2017  
Working Committee Meeting

# Purpose of this Meeting

1. Provide an overview of Existing Conditions
2. Solicit feedback from Working Committee
3. Discuss Next Steps

# Existing Conditions

## Key Demographics

- 18.5% of Brick's population >65 population & 20.1% <18
  - State 14.4%/22.7%; County 21.7% /23.5%
  - Youth and elderly (38.6%) most likely to walk/bike as means of transportation
- 0.1% of residents commute by bike and 1.1% by foot
- 6.4% of residents do not own a car
- 2.4% of residents commute by public transportation
- 6.7% of residents commute by carpooling
- 26% of County residents “Physically Inactive” & 28% are obese

# Existing Conditions

## Public Policy Documents

- Planning Documents Reviewed
  - Master Plan Land Use Element, Recreation Element, and Circulation and Transportation Plan Element
  - Brick Neighborhood Plans
    - Cherry Quay-Bay Harbor, Brick Barrier Island, Princeton Midstreams, and Shore Acres
  - Municipal Public Access Plan
  - Route 70 Corridor Master Plan
  - Zoning Ordinances
  - Freight and Emergency Routes
  - Neighboring Municipalities' Bicycle and Pedestrian Plans
    - Bay Head Complete Streets Bicycle and Pedestrian Plan, Toms River Pedestrian & Bicycle Mobility Summary Report, Point Pleasant Bicycle + Pedestrian Circulation Study, Lakewood Smart Growth Plan and Master Plan Circulation Element

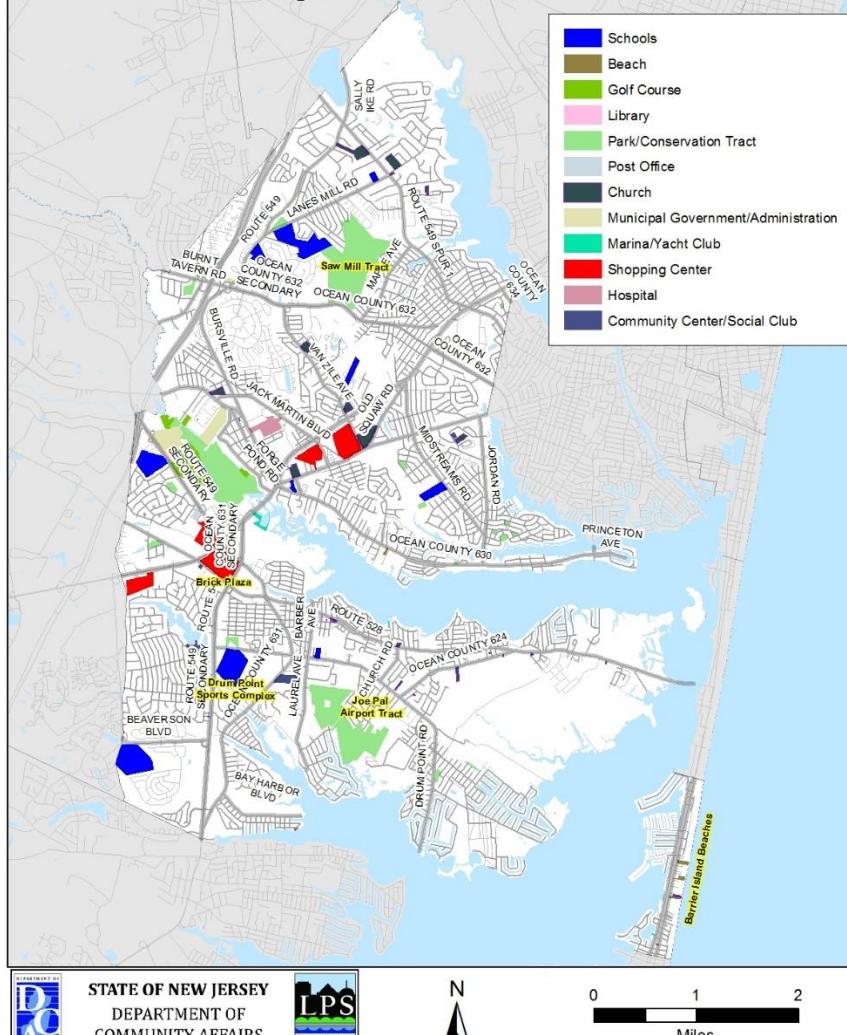
# Existing Conditions

## Highlights from Planning Documents

- Land Use
  - Township Land Uses:
    - Residential (predominantly single-family medium to high density) 47% of land in the Township
    - Commercial 8%; Public property 26%; Vacant land 13%
  - Township largely “built out”
    - Very few large tracts of undeveloped land not designated as protected/conservation areas remaining in the Township
  - Residential and commercial land uses are generally quite segregated
  - Opportunities for future development largely in Town Center Overlay District
    - Smart Growth goal of improving pedestrian linkages

# Land Use Generators and Attractors

**Map x**



DEPARTMENT OF  
**D  
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A**  
Community  
AFFAIRS

**STATE OF NEW JERSEY  
DEPARTMENT OF  
COMMUNITY AFFAIRS  
LOCAL PLANNING SERVICES**



Date: October 2017

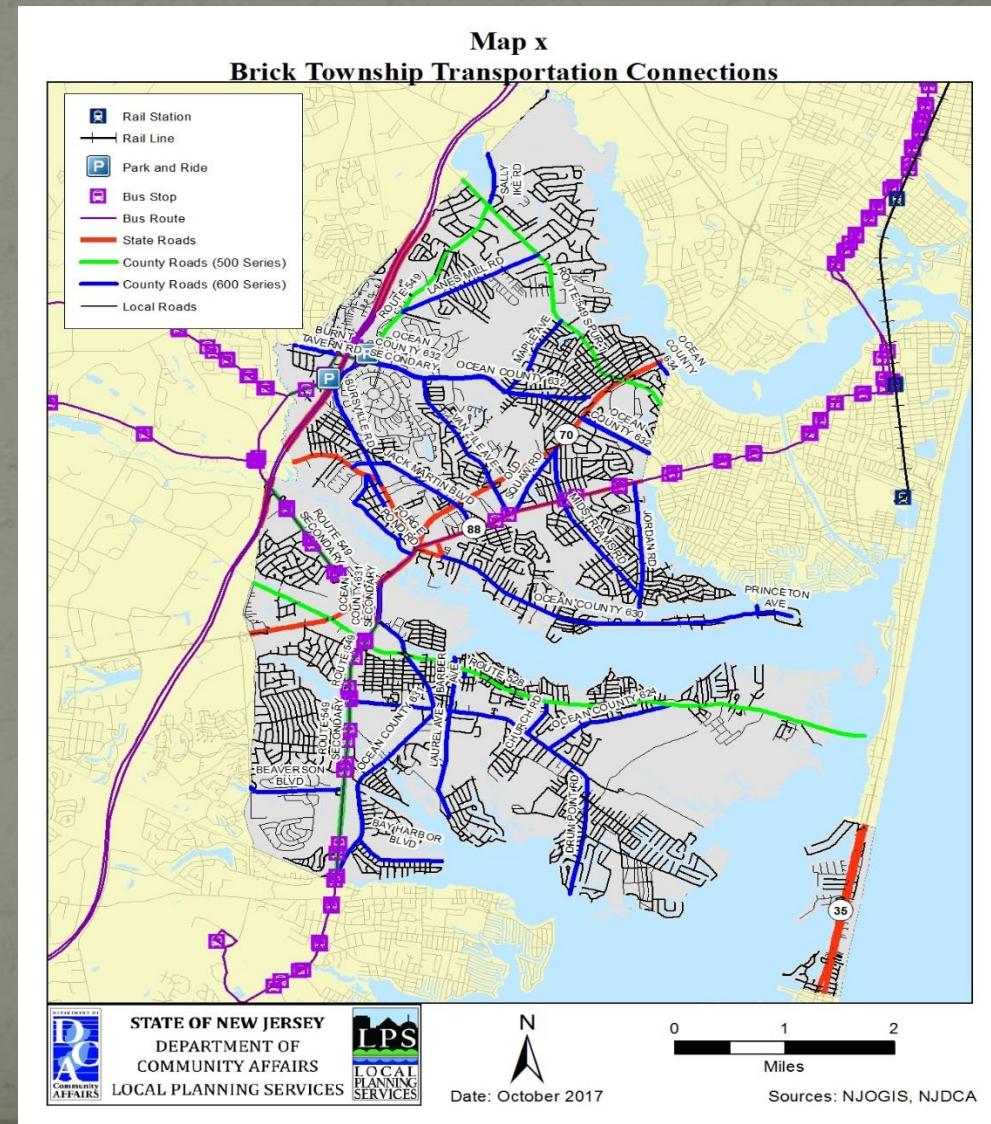


A horizontal scale bar labeled "Miles" with numerical markers at 0, 1, and 2.

Sources: NJOGIS, NJDCA

# Highlights from Planning Documents Transportation/Circulation

- 490 miles of roadway and 18 intersections
- Principal Arterials
  - State Rte 70, State Rte 88 (east of Rte 70), State Rte 35, Brick Blvd (CR 549), Chambers Bridge Rd (CR 549)



# Planning Documents

- Transportation/Circulation (continued)
  - Street layout presents challenges to bike/ped network connectivity
    - Large geographic area, lack of grid network, natural impediments (i.e. creeks/rivers)
  - Traffic congestion steadily increasing
  - Minimal existing ped/bike infrastructure
    - 2 miles of Princeton Avenue and 1.8 miles of Route 35 are the only roadways in Brick designated-on road bicycle lane and pavement markings
    - Connectivity within residential neighborhoods generally good, but connections within commercial and mixed use areas, as well as between different uses, is poor
  - Minimal public transportation, especially within neighborhoods

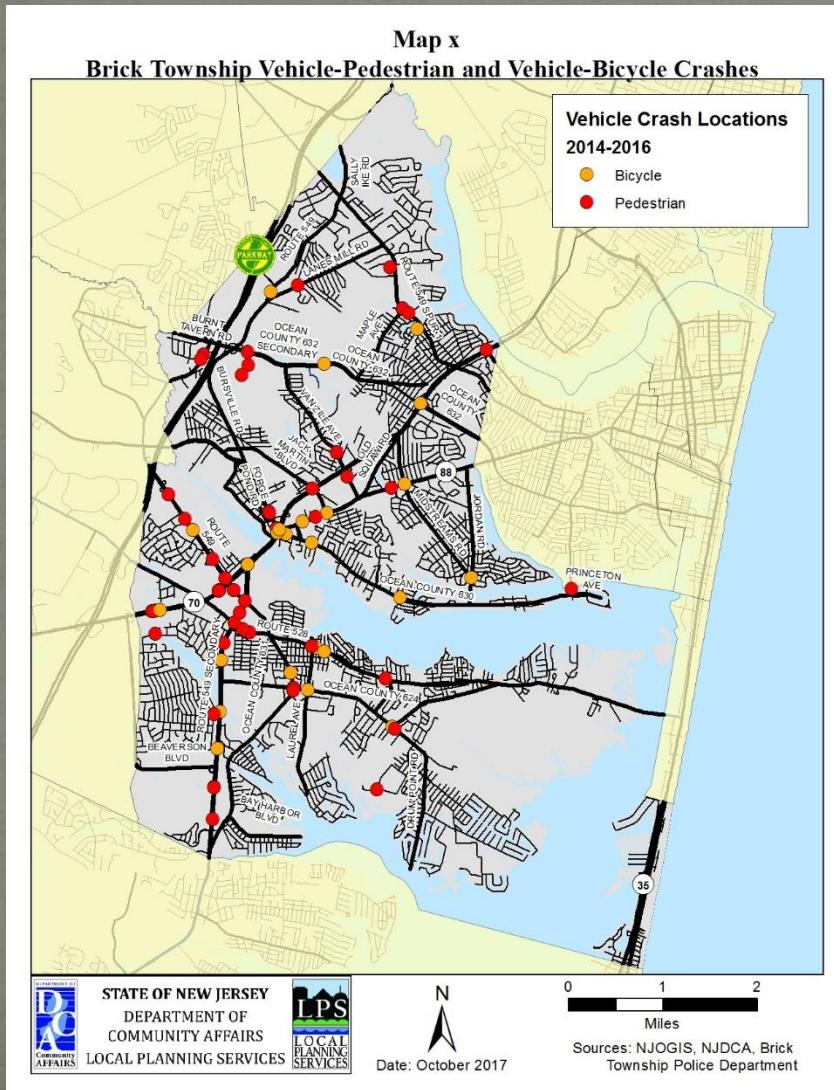
# Planning Documents

- Transportation/Circulation (continued)
  - Circulation Plan calls for the creation of a bicycle path network that connects residential neighborhoods to each other and to shopping centers and recreational areas, including beaches and open space.
  - Route 70 Corridor in Brick's "downtown"
    - Opportunities to increase pedestrian and bicyclist access with targeted treatment
    - Route 70 is the only connection between north and south

# Neighboring Municipalities' Plans

- Bay Head Complete Streets Bicycle and Pedestrian Plan
  - Smaller geographic area with grid layout
  - Very walkable with a designated bike lane along Rte 35
- Toms River Pedestrian & Bicycle Mobility Summary Report
  - Goal to connect Barnegat Branch Trail to Downtown Toms River (10 miles south of Downtown Brick) through a developed area without major changes to right of way
- Point Pleasant Bicycle + Pedestrian Circulation Study
  - Similar land use and transportation characteristics
  - Recommends short, mid, and long term improvements to bike/ped network and identifies Rte 88, Herbertsville Rd, and Bridge Ave (which extend into Brick) as focus corridors
- Lakewood Smart Growth Plan and Master Plan Circulation Element
  - Traffic congestion increasing due to rapid development
  - Channeling Development into mixed-use centers (Downtown, proposed Cedarbridge Town Center, and proposed Cross and Prospect Street Core) and adding bike/ped connections

# Crash Data Analysis



- Brick Blvd and Chambers Bridge Rd are the two most dangerous roadways for pedestrians; with 7 and 6 pedestrian crashes respectively.
- With 6 crashes involving bicyclists Route 88 is the most dangerous for bicyclists.
- The most dangerous intersections for pedestrians cluster around the Town Center intersections of Brick Blvd and Mantoloking Avenue, Brick Blvd and Hooper Ave, Chambers Bridge Rd and Route 70.
- The most dangerous intersections for bicyclists cluster around the intersections of Princeton Ave, Route 88, and Route 70

# Bicycle Tour Survey Results

- Participants gave a median bikability score of **16.4 out of 30**, considered to be “okay, but not ideal” conditions with “plenty of room for improvement”
- Participants noted:
  - Problems riding in road:
    - “heavy and/or fast-moving traffic” (7 participants), “bicycle and/or paved shoulder disappeared” (6), “no space for bicyclists to ride” (4)
  - Road surface issues
    - “debris (e.g. broken glass, sand, gravel, etc.)” (8), “cracked and broken pavement” (7), “dangerous drain grates, utility covers, or metal plates” (4)
  - Trouble riding through intersections:
    - “Signal didn’t change for a bicycle” (6), “unsure where or how to ride through intersection” (6), “had to wait too long to cross intersection” (4).

# Next Steps Discussion

