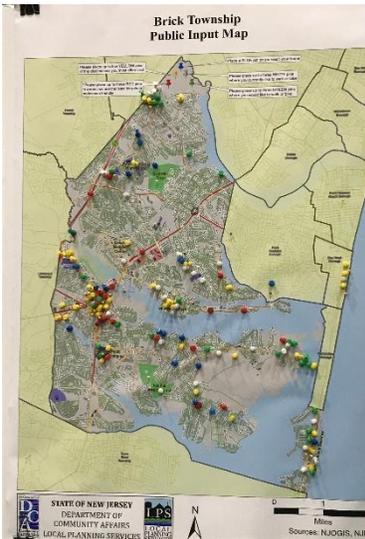


**Township of Brick
Bicycle & Pedestrian Master Plan
Public Visioning Open House Summary Report
November 29, 2017**



Hosted by: The Township of Brick, Department of Community Development and Land Use, Division of Land Use & Planning

**Facilitated by: Department of Community Affairs,
Local Planning Services**

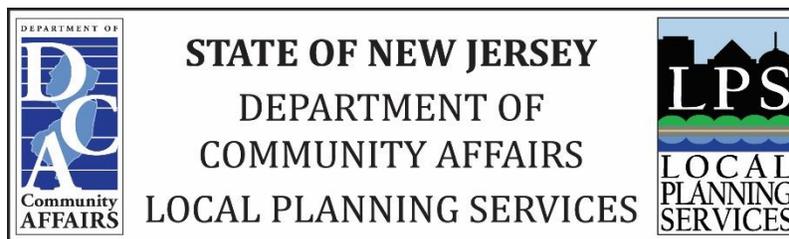


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Project Team and Open House Facilitators:

Project Team:

Ramond Joseph, AICP – NJDCA
Maria G. Connolly, PP/AICP – NJDCA
Geoffrey Gray-Cornelius – NJDCA
Tara Paxton, PP/AICP – Township of Brick
Michael Fowler – Township of Brick

Other Contributors:

Jerry Foster, Greater Mercer TMA
William Riviere, NJDOT Bike/Ped Safety
Elissa Commins, Brick Engineer
Keith Rella, Brick Environmental Commission
Neal Pederson, Brick Police Dept.

Venue Coordination:

Tara Paxton and the Brick Recreation Dept.

Introduction



The Township of Brick requested the assistance of Local Planning Services (LPS) at the New Jersey Department of Community Affairs to prepare a Bicycle and Pedestrian Master Plan for the Township. The LPS team prepared a project scope of work that the Township Council approved and adopted by resolution. The resolution authorized the creation of a working committee for the project. LPS staff worked with Brick Township staff to fill the working committee, which includes members from Brick Township governing

body, police department, engineering department, environmental commission, chamber of commerce, superintendent of schools and a bicycle shop owner, members from Ocean County's engineering and planning departments, members from the New Jersey Department of Transportation (NJDOT) Bicycle and Pedestrian Safety unit and a member from the Greater Mercer Transportation Management Association (TMA). The public visioning open house is the first of two such meetings and is part of an overall community engagement process which includes, an online survey (survey monkey) and mapping tool (WikiMapping), a project website (<http://www.bricktownship.net/index.php/bicycle-and-pedestrian-master-plan/>), bikeability and walkability tours, and stakeholder interviews among others. The public visioning open house consisted of a PowerPoint presentation and the following planning workshop stations, which are further explained in the next section:

- Plan Vision and Goals;
- Bicycle and Pedestrian Programming and Activities;
- Toolbox of Bicycle and Pedestrian Friendly Street Improvements; and
- Interactive Mapping.

Bicycle and Pedestrian Plan Overview



Public Open House Presentation

On November 29, 2017, LPS and Brick Township, facilitated a public visioning open house using PowerPoint presentation and planning workshop stations to educate the attendees about the bicycle and pedestrian planning process and to generate feedback to guide the Bicycle and Pedestrian Master Plan. Township policy makers, residents, business owners and other stakeholders were invited via social media, email, phone, the Township's website and by word of mouth or group texting to attend the session. Approximately 41 people attended and/or participated in the public visioning open house (Appendix I), which was held at the Brick Recreation Department located at the Brick Township Civic Plaza (270 Chambers Bridge Road). A welcome station was set up at the entrance of the gymnasium to provide attendees with instructions and meeting materials, i.e. meeting agenda (Appendix II) and PowerPoint presentation (Appendix III) for the event. Participants were instructed to visit all four planning workshop stations and engage staff with questions and provide feedback and/or priority preferences. A member of the project team or working committee staffed each of the following planning workshop stations:

1. **Plan Vision and Goals:** draft vision, goals and strategies for the Bicycle and Pedestrian Plan were provided/posted at this station and participants were asked to add their own vision, goals and strategies and/or vote for their preference(s);
2. **Bicycle and Pedestrian Programming and Activities:** a list of bicycle and pedestrian programs and activities were posted by program category (education, encouragement, and enforcement) and participants were asked to vote on the programs/activities that they want the Township to implement;
3. **Toolbox of Bicycle and Pedestrian Friendly Street Improvements:** a list of bicycle and pedestrian friendly street improvements were displayed and explained and participants were asked to vote on the street improvements/facilities that they would like the Township to implement; and
4. **Interactive Mapping:** paper and electronic mapping were available at this station for participants to point out areas where they like to walk and/or bike to and problems that prevent them from walking and/or biking among others.

The evening began with welcoming remarks by Councilwoman Heather Dejong from Brick and a PowerPoint presentation by Ramond Joseph from LPS. After explaining the bicycle and pedestrian planning process, the existing conditions analysis and expectations from participants at the public open house, participants were given a chance to ask questions of the project team and working committee members. Participants had questions and concerns about pedestrian and bicyclists' safety, lighting conditions on roads such as Route 70 and coordination between Ocean County and the Township among others. After the question and answer period, participants visited each planning station and provided input and/or feedback, including voting on their vision, goals, strategies, programs, and bicycle and pedestrian friendly street improvement of their choice. Results of the outcome from each planning station are discussed in more detail below.

Planning Workshop Stations

Prior to the presentation, participants had a chance to visit each planning station for a brief overview of what the Plan covers. After the Q&A portion of the presentation, participants visited each planning station anew, engaged with staff at each table and where applicable voted with sticker dots given to them by the planning station staff to post next to the vision, goals, strategies, programs and bicycle and pedestrian facilities that they felt should be incorporated, studied further, and/or implemented. An explanation and/or vote tally for each planning workshop station follows.

Recommendations and Voting Results by Planning Stations



Plan Vision and Goals

Vision: Participants casted 51 total votes for the Vision Statement. Both Vision Statements “Brick should become a place where walking and biking is safe, enjoyable and convenient” and “bicycle and pedestrian facilities should link to places where people live, work and recreate” received 18 votes each.

Goals: Participants casted 37 total votes for the Goals. “Improve safety” garnered the most votes, 11 votes, followed by “Facilities should be incorporated and integrated”, 7 votes.

Strategies: While some vision statements and goals were provided by the project team and voted on by the public, the strategies were entirely written by the public and also voted on by the public. Strategies that received the most votes (11 votes each) include the “Build sidewalks where they link to existing areas” and “Pursue grant funding to pay for projects.” “Improve pedestrian crossings with timed count down lights and signs” received the second highest number of votes with 9 votes. It is important to note that some strategies received votes against the strategy, such as “Reduce speed limit” which received 5 votes for, but 1 vote against; and “Forbid right turns from Route 70 onto Chambers Bridge Road,” which received 2 votes for, but 1 vote against.

A tally of the Vision Statements, Goals and Strategies that were voted on, including the vote totals, is provided below.

Vision Statements

1. Brick should become a place where walking and biking is safe, enjoyable and convenient. (18 votes)
2. Bicycle and pedestrian facilities should link to places where people live, work and recreate (18 votes)
3. Brick should become a place where all people of all ages and abilities should be able to walk or bike (15 votes)

Goals

1. Improve safety (11 votes)
2. Facilities should be incorporated and integrated (7 votes)
3. Enhance Accessibility, mobility and connectivity (6 votes)
4. Achieve Healthy Sustainable Communities. (6 votes)
5. Become A “Complete Streets” Community (4 votes)
6. Foster Culture Shift (3 votes)

Strategies

1. Build sidewalks where they link to existing areas (11 votes)
2. Pursue grant funding to pay for projects (11 votes)
3. Improve pedestrian crossings with timed count down lights and signs (9 votes)
4. Link bicycle trails to sidewalks (8 votes)
5. Install bicycle lanes on Mantoloking Road to access beach activities and crosswalks at the 711 store and Sunoco gas station (7 votes)
6. Build expansions to bicycle trails (6 votes)
7. Reinforce crosswalk rules to motorists (5 votes)
8. Reduce speed limit (5 votes for) (1 vote against)
9. Enforcement measures to keep motorists from driving/passing on road shoulders (3 votes)
10. Radar speed enforcement (3 votes)
11. Forbid right turns from Route 70 onto Chambers Bridge Road (2 votes for) (1 vote against)
12. Need to include drivers in the process (2 votes)
13. Redo bicycle lanes on Princeton Ave and install sidewalks (1 vote)
14. Pedestrian bridge on Route 70 between Brick Plaza and ShopRite (1 vote)
15. Enforce no right turns on red on Route 70 onto Duquesne (1 vote)

16. Lighting along all roads needs to be improved (1 vote)
17. State, Ocean County, and surrounding communities need to cooperate (1 vote)
18. Changes on Lanes Mill to Burnt Tavern Island doesn't work (0 vote)
19. Sidewalks should be in every community and broken sidewalks should be fixed (0 vote)
20. Enforce sidewalk maintenance ordinance (0 vote)
21. Connect bicycle lanes on Route 35 to the Brick Reservoir via Bridge Avenue and Herbertsville Road, i.e. Bay to Bridge Ave to Herbertsville Road (6.2 miles) (0 votes)
22. Mantoloking Road (Deninos Pizza) 12 miles to IBSP (0 votes)
23. Mantoloking Road to Route 35 (0 votes)
24. Remove obstacles to biking and walking on bikeways and sidewalks, e.g. boats, buses, Winnebago, etc. (0 votes)
25. Add no outlet signs on dead-end streets and cul-de-sacs (0 vote)
26. Make Princeton Ave and Route 35 more bicycle friendly by adding more and better signage, road markings and bicycle amenities, i.e. bicycle racks, etc. (write-in comment)
27. Make destinations along Princeton Ave and Route 35 more bicycle friendly by giving discount season passes to those who ride their bikes to the beach and encouraging vendors and business owners along those routes to participate in giving in store discounts to same (write-in comment)
28. Connect and expand on existing bicycle lanes, e.g. add bicycle lanes on Mantoloking Road to connect Route 35 to neighborhoods streets that intersect it and to bike trails on Drum Point Road (write-in comment)
29. Once routes are safe and frequently used, promote bicycling to school (write-in comment)
30. Connect the fire road off Havens Cove Road to Mantoloking Road in the Baywood section (write-in comment)
31. Build a pedestrian bridge over Redy Creek to allow cycling to Forsythe Park (write-in comment)

Bicycle and Pedestrian Programming and Activities

Participants casted 91 total votes for the implementation of various bicycle and pedestrian programming and activities. Implementation of the Pedestrian Safety Enforcement Program garnered the most votes, 13 votes, followed by Neighborhood Slow Zones, Social Bicycle Rides, and the creation of a municipal Hotline or Website to Report Unsafe Conditions, each receiving 10 votes each. This is an indication that participants want cars to slow down and pedestrian safety laws enforced in Brick. A tally of the bicycle and pedestrian programming and activities that were voted on, including the vote totals, is provided below.

1. Pedestrian Safety Enforcement Program (13 votes)
2. Neighborhood Slow Zones (10 votes)
3. Social Bicycle Rides (10 votes)
4. Hotline or Website – Report Unsafe Conditions (10 votes)
5. NJ Safe Routes to School (9 votes)
6. Safe Routes for Seniors (9 votes)
7. Pedestrian Traffic Managers (7 votes)
8. Open Street Events (6 votes)
9. Street Smart Safety Campaign (5 votes)
10. Bicycle Mentor Program (4 votes)
11. Bicycle Sharing Program (3 votes)

12. Bicycle Rodeos/Skill Clinics (3 votes)
13. Walking Meetings at Work (2 votes)
14. Annual Park(ing) Day (0 vote)

Toolbox of Bicycle and Pedestrian Friendly Street Improvements

Participants casted 65 total votes for the installation of bicycle friendly street improvements. Two-way separated bicycle lanes garnered the most votes, 13, followed by multi-use trails/shared-used/side paths, 10 votes total. This is an indication that participants value safety and convenience in that they want facilities that are physically separated from motor vehicular traffic. A tally of the bicycle facilities that were voted on, including the vote totals, is provided below.

Bicycle Facilities

1. Two-way Separated Bicycle Lanes (13 votes)
2. Multi-use Trails/Sidepaths (9 votes)
3. Buffered Bicycle Lanes (8 votes)
4. Bicycle Lanes (7 votes)
5. Bicycle Boulevards (5 votes)
6. Bicycle Lane Intersection Markings (5 votes)
7. Bicycle Signage and Parking (5 votes)
8. Shared Lane Markings (4 votes)
9. One-way Separated Bicycle Lanes (3 votes)
10. Advisory Bicycle Lanes (3 votes)
11. Contra-flow Bicycle Lanes (2 votes)
12. Bike Box (1 vote)

Participants casted 18 total votes for the installation of pedestrian friendly street improvements. Rectangular Rapid Flashing Beacon (RRFB), Pedestrian Hybrid/HAWK signal, midblock crossing and raised crosswalk and curb ramps together received 12 votes (3 each). All four are types of crosswalks that visually catches the attention of motorists thereby compelling them to stop or yield to pedestrians in said crosswalks. A tally of the pedestrian facilities that were voted on, including the vote totals, is provided below.

Pedestrian Facilities

1. Midblock Crossing (3 votes)
2. Raised Crosswalk and Curb Ramps (3 votes)
3. Rectangular Rapid Flashing Beacon (RRFB) (3 votes)
4. Pedestrian hybrid/HAWK signal (3 votes)
5. Diverter (2 votes)
6. Pedestrian Refuge Island (2 votes)
7. Pedestrian scramble/Barnes dance (1 vote)
8. Shared Use Paths (1 vote)
9. Shared Commercial Street (0 vote)
10. Shared Residential Street (0 vote)
11. Sidewalks and Walkways (0 vote)

Interactive Mapping

Opportunities and Constraints

Participants engaged with maps highlighting bicyclist and pedestrian opportunities and constraints. The most significant constraint for both bicyclists and pedestrians is the prominence of multi-lane, high-speed, and high-volume roads that generally provide the most direct route. Bicycle and pedestrian infrastructure - notably some form of bicycle lane and sidewalks, respectively - is generally inconsistent or nonexistent, as many of Brick's roads have an auto-centric design. Opportunities highlight existing and planned bicycle and sidewalk networks within Brick and in neighboring municipalities, as well as (primarily residential) neighborhoods that already have conditions conducive to bicyclist and pedestrian use.

Public Input Mapping

To gain insight from Brick's residents, participants were asked to provide input on their travel habits and their views on bicycling and pedestrian infrastructure. This data will allow Local Planning Services to better determine which areas demand the greatest need for infrastructure to allow for bicyclist and pedestrian access. Participants were asked to fill out a five-question survey and to plot their responses on the map using pushpins. Because of the ease (and excitement) of placing pins on the map, some participants forewent the survey and only placed pins on the map (14 participants filled out the survey; 21 participants placed pins on the map).

Participants were asked to identify up to five locations that they most often visit. A total of 65 destinations were selected on the map. Prominent clusters of destinations include:

- Brick Plaza (7)
- Windward Park (6)
- Bay Head Borough Beaches (5)
- Chambers Bridge Road between Route 70 and Lakewood Township (5)
- Brick Barrier Island (4)
- Shop Rite/Kohl's Plaza (4)
- Trader's Cove (4)
- Brick Township Reservoir (3)

Participants were also asked to identify where they like to walk or bike; areas that are the least bicycle or pedestrian friendly; and areas where they would like to walk or bike if it were more accessible/safer.

Prominent clusters of areas seen as walk- and bike-friendly include Brick Barrier Island/Route 35 (5 pins); Midstreams Elementary School/Riviera Lake neighborhood (5); Brick Township Reservoir (4); and Trader's Cove/Mantoloking Road (4). The locations in the Township with the most extensive designated walking and bicycle trails, the Saw Mill Tract and Airport Tract, were selected once and twice, respectively.

Roads that were commonly identified as the least bicycle and pedestrian friendly include Cedar Bridge Road/Mantoloking Road east of Brick Blvd (5); Route 70 (5); and Princeton Road (3). The area considered to be Brick's "Downtown," from the Route 70 bridge over the Metedeconk River to the Brick Plaza shopping corridor, was selected nine times, representing the Township's densest concentration of places considered unwelcoming to bicyclists and pedestrians.

When asked to identify where they would like to walk or bike if it were more accessible or safer to do so, participants selected both specific locations they would like to access and roads that they would like to use. The most commonly selected locations include: Brick Township Reservoir (4); the Brick Plaza area (4); Trader's Cove (4); and Brick Barrier Island (4). Roads identified include Mantoloking Road (4), Princeton Road (2), and Route 88 (2). These results were mapped in GIS and are visually provided in Appendix IV of this report.

WikiMapping



Participants were given the opportunity to provide more extensive feedback via four WikiMapping computer stations. WikiMapping, an online mapping platform, allowed participants to identify specific problems and offer suggestions for improvements on routes or points. Participants collectively identified 37 routes or points.

Route 70 and locations along Route 70 was the most commonly identified area (10 times). Most of these were located between the Cedar Bridge Ave and Route 88 intersections. Intersections were most frequently identified as problem spots, particularly the 5-way intersection between Route 70, Route 88, and Princeton Ave. Suggested improvements along Route 70 include increasing sidewalk coverage; adding a mid-block crossing between the shopping centers (Brick Plaza and Shop Rite Plaza); creating a bridge trail over the Metedeconk River to avoid Route 70; and installing bus benches and shelters.

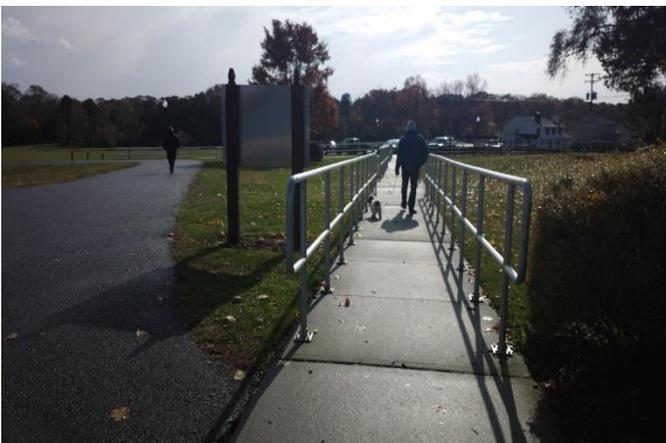
Mantoloking Road was the next most identified road (7 times), with many comments focusing on ways to improve bicycle facilities, suggesting that Mantoloking is already used as a common bicycling route. Multiple participants called for a buffered bicycle lane to be installed in the shoulder (identified as being

wide enough to support this). Participants also pointed out the high traffic speeds, inconsistent sidewalk network, and poor lighting as shortcomings.

A participant noted that the Airport Tract is only accessible by car (along Drum Point Road), while another called for the Airport Tract to connect to the beach and a third for it to connect to the Drum Point Sports Complex. Chambers Bridge Road is identifying as having room for improvement both for pedestrians (i.e. improving lighting and crosswalks) and bus riders (i.e. adding bus shelters). Three separate intersections along Brick Blvd (with Drum Point Road, Cedar Bridge Ave, and Chambers Bridge Road) are identified as bicycle problem hotspots.

Additionally, insufficient sidewalk coverage was identified at Sally Ike Road, Van Zile Road, Vermont Dr to Lake Shore Dr, Duquesne Blvd, Burnt Tavern Road, Carolina Ave, and Dakota Ave. Route 88 was identified as a possible corridor for bicycle lanes connecting Princeton Ave with Point Pleasant.

Conclusion



Based on the feedback we've received from the first open house meeting, Township residents, policy makers, business owners, and students all want Brick Township to become a place where walking and biking is safe, enjoyable and convenient for people of all ages and abilities. Furthermore, participants want bicycle and pedestrian facilities to link to places where people live, work and recreate. These insights will be used to further guide the direction and content of the Bicycle and Pedestrian Master Plan.

Appendix I: Public Vision Open House Meeting Participants

	Name	Affiliation
1.	Fran Follmer	Resident – Chambers Bridge Road
2.	Michael Fowler	Brick Twp. Planning Division
3.	Brian Macdonald	Resident – Chambers Bridge Road
4.	Keith Rella	Brick Twp. Environmental Commission
5.	Kim Nielsen	Homeowner – Metedeconk Road
6.	Arthur Halloran	Brick Council President
7.	Rose Spano	Homeowner – Alden St
8.	Alice Osmers	
9.	Carol Granger	Homeowner – Basin Ave
10.	Gary Granger	Homeowner – Basin Ave
11.	Maureen Scheper	Homeowner – Baywood Section
12.	Jim Powell	
13.	William Riviere	NJDOT – Bicycle & Pedestrian Safety
14.	Nan Coll	Homeowner
15.	Elissa Commins	Brick Twp. Engineering Dept.
16.	William Cuzzy	Resident
17.	Sam Foster	Resident
18.	Erin Bolger	Resident
19.	James Fozman	Brick Twp. Councilman
20.	Tara Paxton	Brick Twp. Planning Division
21.	Jerry Foster	Greater Mercer Transportation Management Association
22.	Heather DeJong	Brick Twp. Councilwoman
23.	Bernie Cooke	Brick Twp. Planning Board
24.	Dawn Douglas	Resident
25.	Judy Lappin	
26.	Neal Pedersen	Brick Twp. Police Dept.
27.	David Jaslow	Resident
28.	Ralph Maludez	Resident
29.	William Porter	Resident
30.	Patriacia Porter	Resident
31.	Dorothy Knight	High School Student
32.	Joseph Piela	Resident
33.	Larissa Paxton	High School Student
34.	Reanna Paxton	High School Student
35.	Jean Calvetto	Resident
36.	Maria Connolly	NJDCA–Local Planning Services
37.	Geoffrey Gray-Cornelius	NJDCA–Local Planning Services
38.	Ramond Joseph	NJDCA–Local Planning Services
39.	Andy Ciesla	Shore Cycling Sports Shop Owner
40.	Mark Kitzie	Homeowner – Baywood Section
41.	Stephen Soletto	Brick Information Technology Dept.

Appendix II: Public Visioning Open House Meeting Agenda



Township of Brick Bicycle & Pedestrian Master Plan

Public Visioning Meeting

Wednesday, November 29, 2017

5:30 PM-8:00 PM

Brick Civic Plaza Activity Center, 270 Chambers Bridge Road

Agenda

5:30 PM Sign-in/Refreshments/Open House

5:45 PM Welcome and Introductions

6:00 PM Project Presentation

- Bicycle & Pedestrian Plan Overview
- Planning Workshop Stations Overview
- Question and Answer

6:30 PM Planning Workshop Stations

This will be an open house format, each station will be staffed by a member of Local Planning Services staff and/or working committee. The public is invited to circulate and provide their goals, visions and policy and facility preferences.

- Plan Vision and Goals
- Programming and Activities
- Toolbox of Bicycle and Pedestrian Friendly Street Improvements
- Interactive Mapping

8:00 PM Meeting Adjourns

Appendix III: PowerPoint Presentation

Slide 1



Township of Brick Bicycle and Pedestrian Master Plan



Public Visioning Meeting
Wednesday, November 29, 2017
5:30-8:00 PM

Slide 4

1. Bicycle & Pedestrian Master Plan Overview



Brick Bike Walk

Slide 2

Introductory Remarks

- About LPS:
 - Assist communities with land use and planning goals
 - No cost technical assistance
 - Services & Qualification Criteria
- LPS Project Team:
 - Ramond Joseph, AICP
 - Maria Connolly, AICP/PP
 - Geoffrey Grey-Cornelius

Slide 5

Purpose of Pedestrian & Bicycle Master Plan

- Create Community Vision and Goals
- Analyze Issues and Needs
- Develop Network Evaluation Criteria
- Recommend Bicycle and Pedestrian Facility Types & Design
- Identify and prioritize programming, policy, and facility improvements
- Network Performance & Monitoring

Slide 3

Agenda Items

- 6:00 PM Presentation
 - Bicycle and Pedestrian Plan Overview
 - Planning Workshop Stations Overview
 - Question and Answer
- 6:30-8:00 Planning Workshop Stations
 - Plan Vision and Goals
 - Bicycle and Pedestrian Programming and Activities
 - Toolbox of Bicycle and Pedestrian Friendly Street Improvements
 - Interactive Mapping

Slide 6

Stakeholder Process

- Township Staff & Working Committee
- Stakeholder interviews including pedestrian and bicycle Advocates
- Two interactive public meetings
- On-line survey (Survey Monkey) and mapping tool
- Bikeability and walkability tours



Slide 7

Project Schedule

- August: Working Committee Kick-off
- August thru October: Existing Conditions Analysis
- November thru January: Issues & Needs Analysis & Network Concept Development
- February thru April: Draft and Final Bicycle and Pedestrian Master Plan and Complete Streets Policy adoption

Slide 10

Existing Conditions

Land Use Plan Highlights

- 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

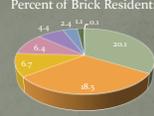
Slide 8

Likely Beneficiaries of Plan



Images: Brick Township Facebook

Percent of Brick Residents



Category	Percentage
School Children 7+	4.4
Seniors 65+	2.4
Carpooling Commuters	5.1
Carless Residents	6.4
Families Living Below Poverty	6.7
Those Commuting by Public Transit	20.1
Those Commuting by Walking	18.5
Those Commuting by Biking	18.5

- School Children 7+
- Seniors 65+
- Carpooling Commuters
- Carless Residents
- Families Living Below Poverty
- Those Commuting by Public Transit
- Those Commuting by Walking
- Those Commuting by Biking

Slide 11

Existing Conditions

Transportation/Circulation Highlights



Brick Township Transportation Connections

Slide 9

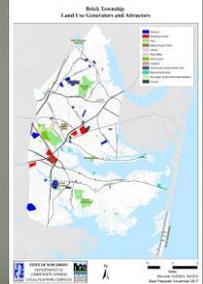
Existing Conditions

Public Policy Documents

- Planning Documents Reviewed
 - Master Plan Land Use Element, Recreation Element, Circulation and Transportation Plan Element, Municipal Public Access Plan, Route 70 Corridor Master Plan, Zoning Ordinances, and Freight and Emergency Routes
- Brick Neighborhood Plans
 - Cherry Quay-Bay Harbor, Brick Barrier Island, Princeton Midstreams, and Shore Acres
- 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

Slide 12

Destinations



Brick Township Land Use Generators and Attractors

Slide 13

Challenges & Constraints

- Large geographic area, lack of grid network, natural impediments (i.e. creeks/streams)
- Heavy and/or fast-moving traffic
- Bad driver behavior
- Street layout presents challenges to bike/ped network connectivity
- Minimal existing bike/Ped infrastructure
- Minimal public transportation, especially within neighborhoods
- Minimal bicycle parking & amenities



Slide 16

Opportunities

- Residential neighborhoods have good bike/ped connectivity
- Opportunity to synchronize with neighboring municipal bike and pedestrian networks in Bay Head, Point Pleasant, Toms River and Lakewood
- Most roads have shoulders wide enough to convert into bicycle facility
- Princeton Avenue (2 miles) and Route 35 (1.8 miles) roadways with on-road bicycle lanes and signage
- Only 4000 linear feet of sidewalk coverage
- Sidewalk Pedestrian Safety Fund has \$200,000+
- Opportunity to connect recreational trails Townshipwide
- Opportunities for future pedestrian linkages in Town Center Overlay District

Slide 14

Challenges & Constraints

- Connectivity within commercial and mixed use areas and between different uses is poor
- Road shoulders not continuous/consistently maintained
- Key destinations are not connected
- Pedestrian lighting is poor
- Multi-use trails don't lead anywhere
- Road surface issues
 - Debris (e.g. broken glass, sand, gravel, etc.), "cracked and broken pavement," "dangerous drain grates, utility covers, or metal plates"
- Unsafe intersections
 - No signals or directional signage for bicyclists
 - Long waiting time to cross intersections



Slide 17

2. Public Input



Slide 15

Crash Data Analysis

Brick Township
Vehicle-Pedestrian and Vehicle-Bicyclist Crashes



- 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

UNIVERSITY OF DELAWARE
DEPARTMENT OF CIVIL AND ENVIRONMENTAL ENGINEERING
UNIVERSITY OF DELAWARE
DATE: November 2017
PROJECT: BRICK TOWNSHIP
SPONSOR: NEW JERSEY DEPARTMENT OF TRANSPORTATION
PREPARED BY: NEW JERSEY DEPARTMENT OF TRANSPORTATION

Slide 18

Planning Workshop Stations

- Plan Vision and Goals
- Programming and Activities
- Toolbox of Bicycle & Pedestrian Friendly Street Improvements
- Interactive Mapping

Slide 19

Plan Vision and Goals Development

- Context
- Vision Ideas
- Goals



Slide 22

Programming and Activities

- Education
- Encouragement
- Enforcement
- Evaluating
- Policies
- Other Ideas

Monthly Social Rides



Slide 20

Vision: Concepts

- Inclusiveness
- Volume
- Health and Safety
- Public Assets and Investment
- Multi-Modal
- Culture and Identity

Sample Vision Statements

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

"Bay Head is a community where walking and bicycling is safe, convenient and enjoyable for residents and visitors of all ages and abilities. The Borough's transportation network connects people to places, supports the local economy, enhances the wellness of its residents, benefits the environment, and preserves its identity as a quiet and charming, seaside town."

Slide 23

Bicycle & Pedestrian Friendly Street Improvements

Bicycle Facilities

- Continuous
- Connected
- Convenient
- Complete
- Comfortable





Slide 21

Vision vs. Goals

- Goals
 - Specific
 - Performance measure or target
 - Will help to prioritize the plan
- Draft Goals
 - (1) Improve Safety;
 - (2) Enhance Accessibility, Mobility & Connectivity;
 - (3) Achieve Healthy Sustainable Communities;
 - (4) Foster a Culture Shift; and
 - (5) Facilitate Coordination & Integration

Slide 24

Bicycle & Pedestrian Friendly Street Improvements



Slide 25

Mapping

- Basis for the “priority bicycle and pedestrian network”
- Where do you prefer to walk or bike
- What are some good alternate routes you use
- Identify barriers/gaps to walking and biking
- Identify dangerous streets or intersections
- Where you would like to see amenities like bicycle parking, transit shelters, crosswalks, etc.

Slide 26

Next Steps

- Issues and Needs Analysis
- *Network Development:*
 - *Evaluation Criteria*
 - *Policy Changes*
- *Network Identification*
 - *Facility Types & Design*
 - *Recommendations*
 - *Performance & Monitoring*
- Public Open House # 2
- Planning Board presentation of draft Pedestrian & Bicycle Plan & Complete Streets Policy

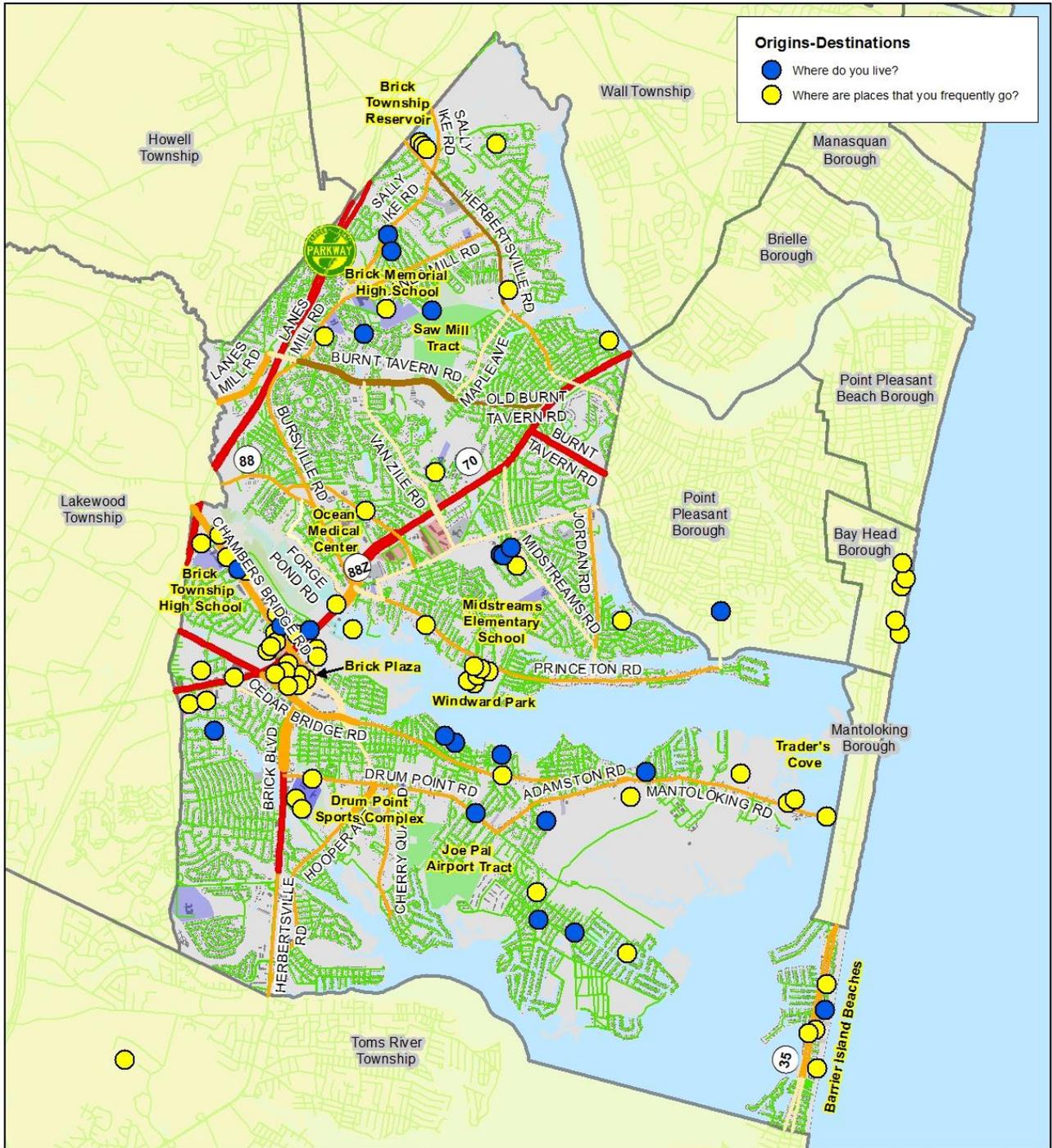
Slide 27

Questions, Comments, Input

- General Questions
- Sticky Notes
- Planning Workshop Stations

Appendix IV: Interactive Mapping Results

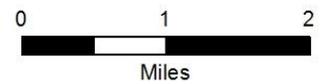
Brick Township November 29, 2017 Open House Public Input



STATE OF NEW JERSEY
DEPARTMENT OF
COMMUNITY AFFAIRS
LOCAL PLANNING SERVICES



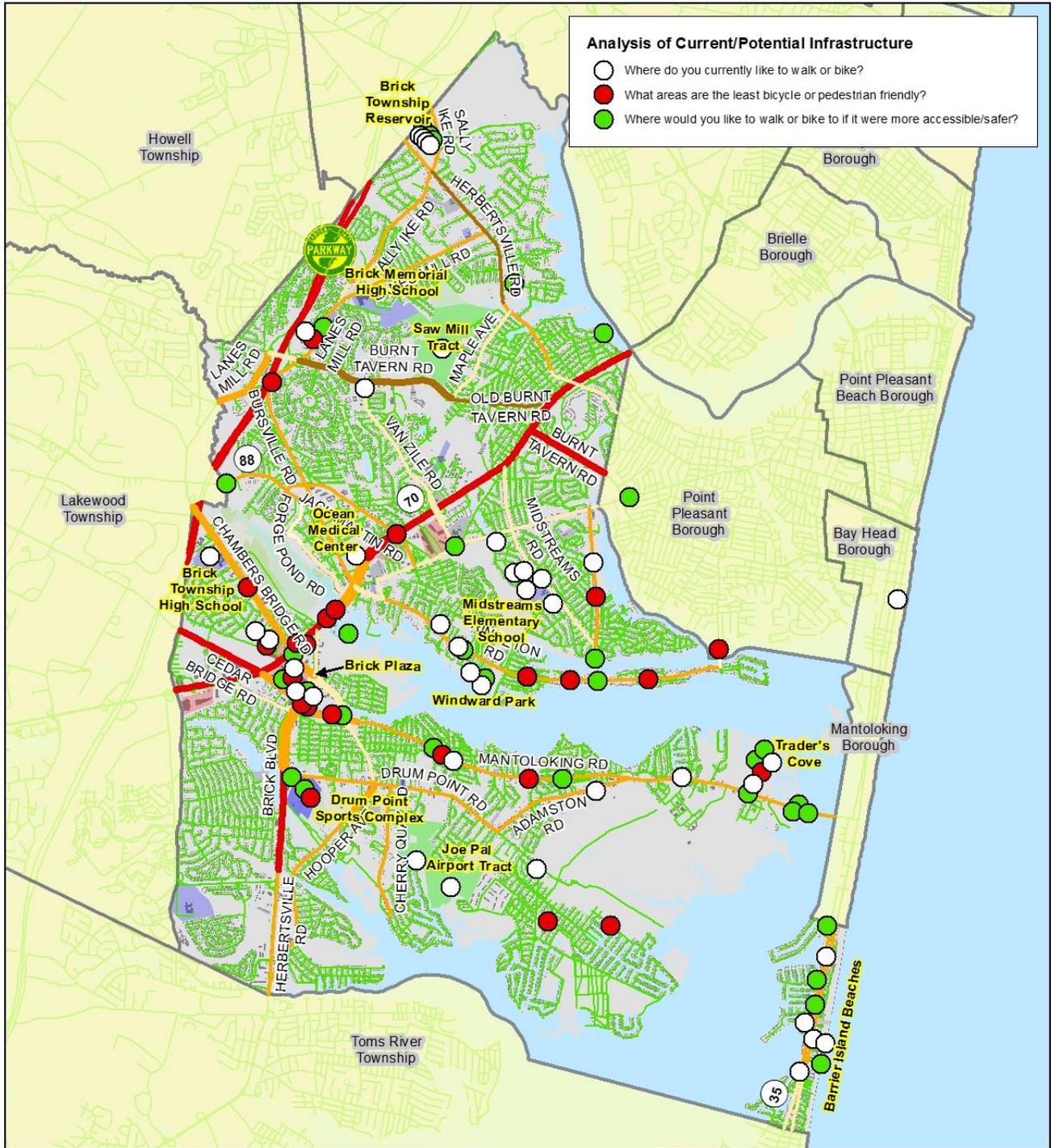
Date prepared: December 2017



Sources: NJGIS, NJDCA

Brick Township

November 29, 2017 Open House Public Input

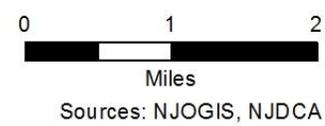



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 DEPARTMENT OF
 COMMUNITY AFFAIRS
LOCAL PLANNING SERVICES


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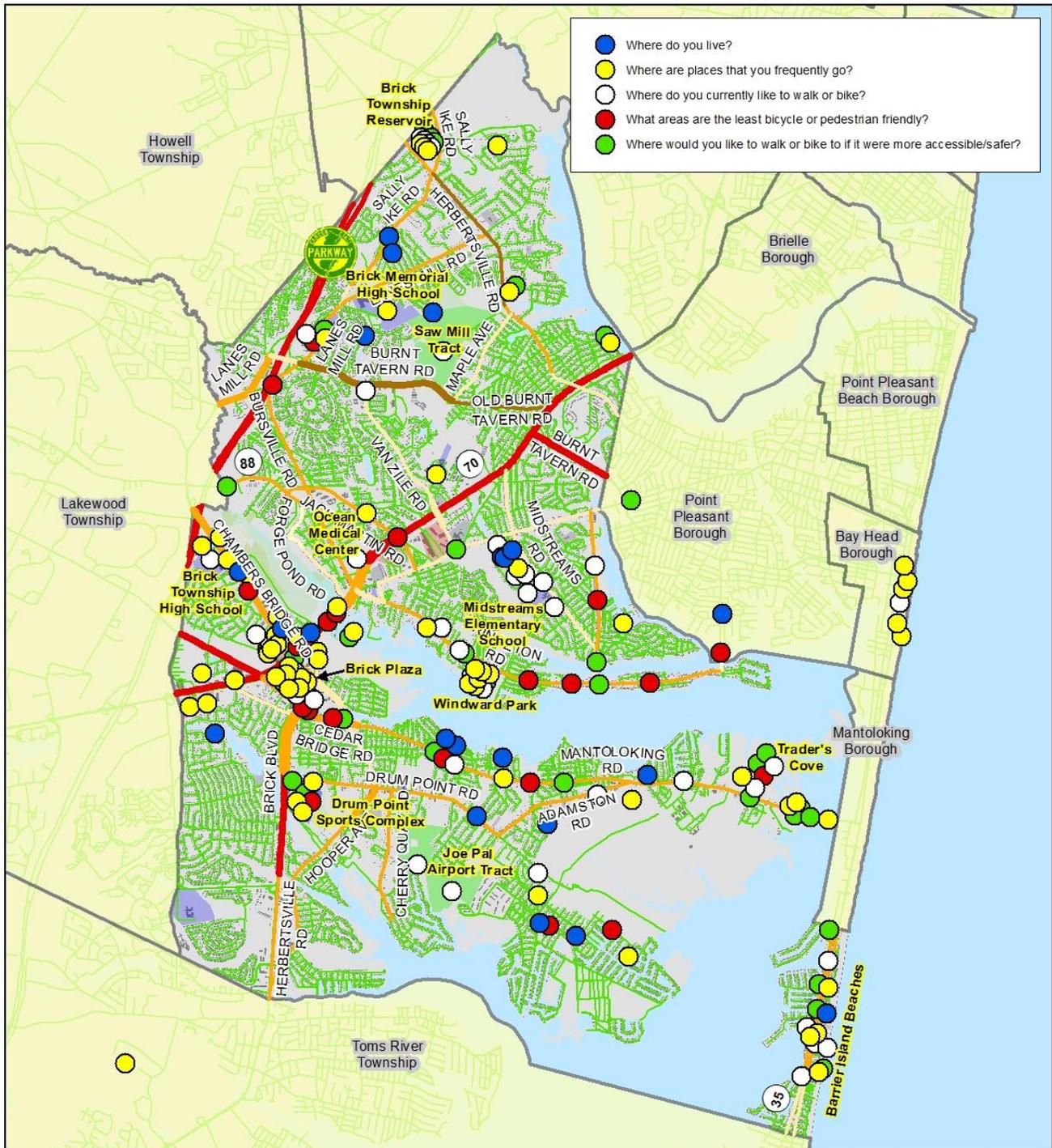
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 Date prepared: December 2017



Brick Township

November 29, 2017 Open House Public Input





STATE OF NEW JERSEY
DEPARTMENT OF
COMMUNITY AFFAIRS



LOCAL PLANNING SERVICES


 Date prepared: December 2017


 0 1 2
 Miles
 Sources: NJGIS, NJDCA

Appendix V: Photo Log of Event







VISION

- * Brick should become a place where all people of all ages and abilities should be able to walk or bike
- * Brick should become a place where walking and biking is safe, enjoyable and convenient.
- * Bicycle and pedestrian facilities should link to places where people live, work and recreate.

Goals

- 1.* Improve Safety
- 2.* Enhance Accessibility, mobility and Connectivity
- 3.* Achieve Healthy Sustainable Communities
- 4.* Foster culture shift
- 5.* Facilities should be incorporated and integrated
- 6.* Become a "Complete Streets" Community.

Strategies

1. Build sidewalks where they link to existing areas
2. Build expansions to bicycle trails
3. Link bicycle trails to sidewalks
4. Pursue grant funding to pay for projects
5. Improve pedestrian crossings with timed count down lights + signs

Participant Comments

- Drivers should know the Crosswalk Rules.
 - Speed limit should be reduced
 - Drivers should avoid driving/passing on shoulders
 - No Right Turns on RT 70 on to Chambers bridge RD. one just the other way
 - RADAR SPEED ENFORCEMENT
 - Bike lanes on Mantoloking Rd to access beach activities + crosswalks check at 7th + 8th
 - Redo bike lanes on Princeton and install sidewalks!
 - WALKOVER RT 70 BTWN BRICK PLAZA & SHOPRITE.
 - NO RIGHT TURN ENFORCED ON RT 70 to DURQUESNE!
- Sidewalks should be in every community (and broken sidewalks fixed - enforce homeowners to take care of their sidewalks)

Participant Comments

- Right lane merges need to be (Post Road) where they end are dangerous. - Signage - Striping need to be improved "road rage 155 mi"
- Drivers need to be included in the process.
- Jug handles that enter onto thru lanes are a problem - Van Zile + 70
- Lighting along all roads needs to be improved
- Stat - County - surrounding communities need to cooperate.
- Changes on Lancaster Mill to Burnt Tavern Island - doesn't work.

Pedestrian Improvements / Resident Comments

- Brick Bicycle Club - Form one.
- Lights on Bikes -
- Outreach + Education Program
- Dog safety -
- Vision - to use Rt. 35 bike lanes to connect to Herburnsville Rd (Reservoir) - Bay to Bridge Ave 6.2 miles
- 12 miles to JBSP
- Mantoloking Rd (Denires Area) 14.1 miles (Hot-Dog Dirty Water - make parking lot/down Mantoloking to Rt. 35)
- obstacles to bikeway/sidewalks Boats/Buses/Winnibago
- no outlet signs on dead ends + cul-de-sacs