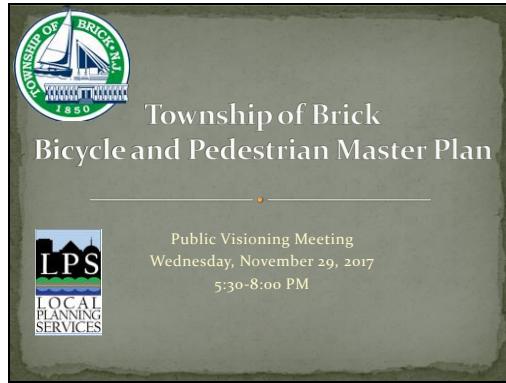


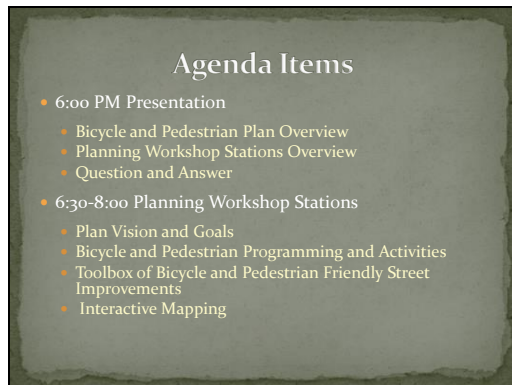
Slide 1



Slide 2



Slide 3



Slide 4

1. Bicycle & Pedestrian Master Plan Overview



Brick Bike Walk

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 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




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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 8

Likely Beneficiaries of Plan



Images: Brick Township Facebook

Percent of Brick Residents

Category	Percentage
School Children 17+	4.4
Seniors 65+	20.1
Carpooling Commuters	2.4
Carless Residents	1.1
Families Living Below Poverty	0.1
Those Commuting by Public Transit	6.4
Those Commuting by Walking	6.7
Those Commuting by Biking	38.5

- School Children 17+
- Seniors 65+
- Carpooling Commuters
- Carless Residents
- Families Living Below Poverty
- Those Commuting by Public Transit
- Those Commuting by Walking
- Those Commuting by Biking

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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, Tom's River Pedestrian & Bicycle Mobility Summary Report, Point Pleasant Bicycle + Pedestrian Circulation Study, Lakewood Smart Growth Plan and Master Plan Circulation Element

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

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Existing Conditions

Transportation/Circulation Highlights



The map, titled "Brick Township Transportation Connections", shows a network of roads and transit routes. A legend in the top left corner identifies symbols for: 1. Major Road (thick blue line), 2. Local Road (thin blue line), 3. Transit (red dashed line), 4. Bicycle Route (green dashed line), 5. Waterway (blue wavy line), and 6. Shoreline (dotted blue line). The map includes a scale bar and a north arrow. At the bottom, it lists the "TOWNSHIP OF BRICK" and "PLANNING DEPARTMENT" with a date of "June, November 2011".

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Destinations




The map, titled "Brick Township Land Use Generators and Attractors", shows various land use zones and their locations. A legend in the top right corner identifies symbols for: 1. Office (red square), 2. Retail (orange square), 3. Entertainment (yellow square), 4. Community (green square), 5. Employment (blue square), 6. Residential (purple square), 7. Industrial (brown square), 8. Waterway (blue wavy line), and 9. Shoreline (dotted blue line). The map includes a scale bar and a north arrow. At the bottom, it lists the "TOWNSHIP OF BRICK" and "PLANNING DEPARTMENT" with a date of "June, November 2011".

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Challenges & Constraints

- Large geographic area, lack of grid network, natural impediments (i.e. creeks/rivers)
- 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



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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 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

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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

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2. Public Input

Brick Bike Walk



Slide 18

Planning Workshop Stations

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

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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."

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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

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Programming and Activities

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

Monthly Social Rides



Slide 23

Bicycle & Pedestrian Friendly Street Improvements

Bicycle Facilities

- Continuous
- Connected
- Convenient
- Complete
- Comfortable



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.

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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

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Questions, Comments, Input

- General Questions
- Sticky Notes
- Planning Workshop Stations
