Safe Routes to School Program

Long Branch Middle School Travel Plan

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DISCLAIMER

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U.S.Department of Transportation
Federal Highway Administration

Table of Contents

Appendices

Executive Summary

A Safe Routes to School (SRTS) Travel Plan is a resource to encourage and increase the number of students walking or bicycling to school. It provides directions for schools, students, families and the city to build a safer walking and biking environment for residents.

School Travel Plans are site specific and describe the needs of each particular school being studied. The plan includes observations, ideas and an action plan to address issues and problem areas. The Plan covers five aspects of the Safe Routes to School program – Education, Encouragement, Enforcement, Evaluation, and Engineering.

The School Travel Plan outlines the timeframe and funding priorities to support a coordinated schedule of streetscape improvements. In fact, the New Jersey Safe Routes to School (SRTS) infrastructure funding program strongly recommends applicants to have an approved School Travel Plan in order to apply for a grant.

1. Goals

The goals of the Long Branch Middle School Travel Plan are:

a. Identify any issues that impact safety on the key travel routes used by students
b. Provide a list of suggestions to improve the school travel environment (improve safety, reduce congestion) to encourage more students to walk and bike to school
c. Categorize the suggestions in terms of cost and time needed to make repair
d. Implement solutions to encourage more students to walk and bike to school

2. Task Force

This School Travel Plan is the product of a productive partnership. The Long Branch Middle School SRTS Task Force consists of local stakeholders and is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

According to the Community Health Needs Assessment Survey conducted 2011-2015 by Meridian Health, many residents in Monmouth County do not meet federal standards for healthy eating and physical activity. Overweight issues indicate that more exercise is a key need for County residents. Top concerns identified include:

a. Physical fitness is limited and needs to be encouraged and increased
b. The current percentage of children who are overweight or obese is 24.6%.
c. The current percent of overweight and obese adults in Monmouth County is 67.1%

4. School Travel Data

In January 2017, the Long Branch Middle School teachers conducted a School Travel Tally to determine how students travel to and from school. Despite parental concerns regarding traffic safety, 23 to 39 percent of students walk to school, 45 to 63 percent of students are driven to school, 5 percent carpool, 6 percent use the school bus, and 2 percent of students ride bicycles to school.

5. Barriers and Opportunities Identified for Safer Walking & Biking

The Safe Routes to School Task Force, and Community Partners from the City of Long Branch conducted walkability assessments of the road conditions along North Bath Avenue, Prospect Street, Union Street, Third Avenue, West Avenue, and Westwood Avenue around the school on December 15th, 2016 after school. The major intersections near the school which students use include:

1. North Bath Avenue & Indiana Avenue, North Bath Avenue & Westwood Avenue
2. North Bath Avenue & Prospect Street, North Bath Avenue & Third Avenue, North Bath Avenue & Union Street
3. Cleveland Avenue & Westwood Avenue, Cleveland Avenue & West Avenue

Key opportunities for street improvement include adding a pedestrian traffic signal at N. Bath & Indiana, repairing sidewalks, painting or repainting high visibility crosswalks, restriping low visibility crosswalks to high visibility crosswalks, installing or realigning truncated dome pads, adding “Slow School Zone” signs or street markings.

6. Action Plan

The Safe Routes to School program categorizes the Action Plan into the “Five E’s:” Education, Encouragement, Enforcement, Evaluation and Engineering. This is a useful tool because it helps the school prioritize next steps. In a particular community, some of the E’s may be more urgently needed than others, so the school can execute the recommendations in any order they choose. This School Travel Plan recommends a number of improvements to encourage safe walking and biking. The action plan can be used to support SRTS and other grant applications to fund municipal roadway improvements.

<u>Key Actions/Recommendations in Action Plan include:</u>

- Install a pedestrian traffic signal at N. Bath Avenue & Indiana Avenue.
- Install traffic calming measures as cars observed speeding. Consider narrowing streets to slow drivers by adding bike lanes. Also add SLOW SCHOOL ZONE pavement markings or install flashing SLOW signs to alert drivers to the school zone.
- Hold a “Drive Slow and Safe on N. Bath Ave” campaign to slow traffic and alert drivers to “protect students and prevent crashes”.
- Install high visibility crosswalks and restripe faded crosswalks and center line markings
- Install bike lanes, sharrow markings or signs to encourage students to bike to school

1. Walking and Cycling to Health

1.1 The Challenge

Over the past few decades, a number of societal and environmental changes have limited children's access to safe places where they can walk, bike and play. For example, increased traffic, neighborhoods that lack sidewalks and urban sprawl have contributed to a sharp decline in the number of students who walk or bike to school. Nationally, while 42 percent of children walked or biked to school in 1969, only 13 percent of children did so in 2001. Additionally, the popularity of television and video games as a means to entertain children has contributed to a more sedentary lifestyle. As a result, children and adolescents are less physically active than they were several generations ago.

The decrease in walking and biking to school and less physical forms of play has resulted in an alarming increase in childhood obesity. During the past four decades, the obesity rate for children ages 6 to 11 has more than quadrupled (from 4.2 to 17 percent), and the obesity rate for adolescents ages 12 to 19 has more than tripled (from 4.6 to 17.6 percent) in the United states.

Developing policies and practices to address these environmental and social barriers to daily physical activity are critical to reducing and preventing obesity among children. Supporting "active transport" (or walking and bicycling) to school presents an excellent opportunity to increase daily physical activity among youth.[1]

1.2. The Program

Safe Routes to School (SRTS) is a federal program that encourages, teaches and enables children to safely bicycle and walk to school. The program aims to help children be more physically active with the intent to reduce chronic disease and prevent and reduce obesity. SRTS focuses on increasing the number of children walking and bicycling to school by building and repairing infrastructure such as sidewalks, crosswalks, and bicycle lanes. The program also encourages changes in travel behavior, supports increased enforcement of traffic laws around schools, and educates communities on the benefits and safety aspects of active transport. This report summarizes research on active transport to school, physical activity levels and health outcomes. It also explores the factors that influence walking and biking to school, including the impact of SRTS programs.

The SRTS Program is a collaborative effort of multiple stakeholders that include community members, elected officials, city planners, and police departments. SRTS brings a community closer together by implementing programs such as walking school buses, walkability assessments, bicycle rodeos and pedestrian safety presentations. The benefits of SRTS extend far beyond the schools into the community as a whole.

[1] Walking and Biking to School, Physical Activities and Health Outcomes, Robert Wood Johnson Foundation

In addition to keeping residents physically active and healthy, community spaces that promote walking can draw people together safely and provide more opportunities for people of all ages and abilities to stay socially connected and engaged. Local areas with good pedestrian networks can also have substantial economic and environmental benefits to a local area. Towns and cities that develop recreational programming that encourages the use of pedestrian networks, infrastructure, trails, or walkable facilities can help revitalize a downtown, increase private investment, increase property values, promote tourism, and support the development of a good business climate. A growing body of research connects higher property values and economically sounds communities to better walkability and closer proximity among certain neighborhood destinations, including houses, parks, schools, businesses, services, and social venues. Main streets can benefit economically from good sidewalks and the ability to easily and safely peruse shops, restaurants, and local services.

An SRTS Walkability Assessment and School Travel Plan "maps out" specific ways to improve pedestrian and bicycle travel to increase the number of students who walk and bike to school and to improve safety. A School Travel Plan is a report about the Walkability Assessment and identifies the following:

- Where students currently walk and bike?
- Where students would walk and bike if they could?
- What changes need to be made so that students can and will walk and bike to school?

The School Travel Plan identifies short term solutions for immediate action and implementation as well as long term solutions that may require planning and additional funds. Benefits of developing a School Travel Plan include:

- Creating partnerships between the school and surrounding community
- Generating ideas and actions so walking and bicycling is safer
- Building community excitement and support
- Making an application for a SRTS grant more competitive by demonstrating a connection between goals, actions and targets.

1.3. The Team

The New Jersey Department of Transportation (NJDOT) funds and administers the SRTS program in New Jersey, and the Voorhees Transportation Center (VTC) at Rutgers University provides technical and administrative support.

The actual implementation of the SRTS program at the Long Branch Middle School was undertaken by a group of organizations: the SRTS team at EZ Ride, the School District's PE & Health team, the Middle School administrators, City of Long Branch employees, a VTC team member, and a representative from Habitat for Humanity's neighborhood revitalization team.

EZ Ride

In New Jersey, Transportation Management Associations (TMAs) have taken the lead in coordinating the implementation of the SRTS programs. TMAs are non-profit organizations whose mission is to implement transportation programs and services like carpools, vanpools, shuttles, biking and walking that reduce congestion and improve air quality. EZ Ride is one of eight Transportation Management Associations (TMAs) in New Jersey and primarily serves Bergen, Essex, Monmouth, Passaic and Union counties.

The Safe Routes to School program has been very active in the Long Branch School District for the past four years. We coordinated two bike rodeos in the summer school programs in July 2015 at AAA and Gregory School. In 2016, we held 37 assemblies for 1,731 students in the PE and Health classes about walking and biking safety at Gregory, AAA and GLC elementary schools. We also held summer bike rodeos in 2016 where 82 students participated. We began working in the Long Branch Middle School with the walk audit on December 15, 2016 and the SRTS Coordinator presented to 1,136 6^{th}-8^{th} grade students about the dangers of Distracted Walking on January 20, 2017. The team also held a Poster Contest in January 2017 at the Middle School where 10 students submitted posters they drew demonstrating what they learned about pedestrian safety. Three winners were selected and awarded their choice of a bike helmet, bike bell, bike rear light, or a fluorescent draw string backpack that will help them stay safe as they travel to and from school.

Long Branch School District

The District has provided a cadre of SRTS Champions in the PE & Health Supervisor, School Administrators, and PE Teachers. The Superintendent gave his approval for the SRTS team to do walking and biking safety assemblies, bike rodeos and walk audits around all the Elementary Schools in the District in 2016-2017.

City of Long Branch

The City is providing support from the Director of the Urban Economic Development Zone, the Health Officer, the City Zoning Officer and Special Events Coordinator. They provide space for our planning team to meet, and some were part of the walkability assessment team.

Habitat for Humanity

The Community Development and Leadership team at Habitat is working on neighborhood revitalization in Long Branch and has joined the Healthy Community Network team and providing support to improve walkability and infrastructure improvements in the City.

Background to Walkability Assessment

As part of EZ Ride's Healthy Community Network and Shaping Long Branch efforts, the SRTS team agreed to do a walk audit each year for the community to assess walkability and safety for student and resident pedestrians and cyclists. The City Office of Economic Development suggested to do an audit around the Middle School as many kids walk to and from the schools in that area.

The SRTS Coordinator made a presentation to a group from the school and City on December 15, 2017 entitled "How to Conduct a Walk Audit". Members of the group then conducted a SRTS walk audit afterschool to assess the neighborhood walking routes that students use. A large number of apartments and housing developments are in the vicinity around the Middle School.

A list of the Task Force who attended or gave input into the Walkability Assessment and who are crucial to the implementation of the project are included in the table below.

Long Branch Middle School Travel Plan Task Force

Organization	Role/Responsibility	Contact
Long Branch Middle School	Principal, 6th Grade	Kim Hyde 350 Indiana Avenue Long Branch, NJ 07740 (732) 229-5533 x 42031 khyde@longbranch.k12.nj.us
SRTS Champion	Program Activity and Implementation	Dr. Laurie Cancalosi Supervisor of Health and PE, K-12 lcancalosi@longbranch.k12.nj.us
The City of Long Branch	Program/Special Events Coordinator	Danna Kawut 344 Broadway Long Branch, New Jersey 07740 (732) 222-7000, x 5447 dkawut@longbranch.org
The City of Long Branch	Zoning Officer	Michele Bernich City of Long Branch 344 Broadway Long Branch, New Jersey 07740 (732) 222-7000, x 5430 mbernich@longbranch.org
Habitat for Humanity	Director of Community Development	Oscar Ocasio 45 South Street Freehold, New Jersey 07728 (732) 728-0441, x 323 oocasio@habitatmonmouth.org
EZ Ride - Transportation Management	SRTS Program Assistance,	Lisa Lee *Safe Routes to School Coordinator*

Association	Community Resource, Safety Education	144 Park Place East Wood-Ridge, NJ 07075 (201)-939-4242 llee@ezride.org
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Mateusz Pitrus *SRTS Assistant Coordinator* 144 Park Place East Wood-Ridge, NJ 07075 (201)-939-4242 mpitrus@ezride.org
Alan M. Voorhees Transportation Center/SRTS Resource Center Edward J. Bloustein School of Planning and Public Policy, Rutgers The State University of New Jersey	Web- based resources, Technical Assistance, SRTS Recognition Program, Helpdesk assistance, SRTS Tools, Tips and Training	Trish Sanchez *Senior Research Specialist* Alan M. Voorhees Transportation Center Bloustein School-Planning & Public Policy 33 Livingston Avenue New Brunswick, New Jersey 08901 (848)-932-2376 trish.sanchez@ejb.rutgers.edu
NJ DOT	Grant Funding, State SRTS Resource. SRTS Best Practices	Elise Bremer-Nei, AICP/PP *State SRTS Program Coordinator* NJ Department of Transportation Office of Bicycle and Pedestrian Programs Trenton, NJ 08625-0600 (609)-530-2765 elise.bremer-nei@dot.nj.gov

2. Community Profile

2.1. Long Branch and Monmouth County Health Profile – Monmouth County Community Health Assessment

In 2015, the Health Improvement Coalition of Monmouth County worked with Meridian Health to conduct a Community Health Assessment of Monmouth and Ocean Counties. The Coalition invited representatives of health care providers, local health departments, nonprofit organizations and community members to a meeting on September 17, 2015 to participate in conducting the Community Themes and Strengths Assessment. Discussion groups identified the following themes affecting the communities within Monmouth County where they live or work:

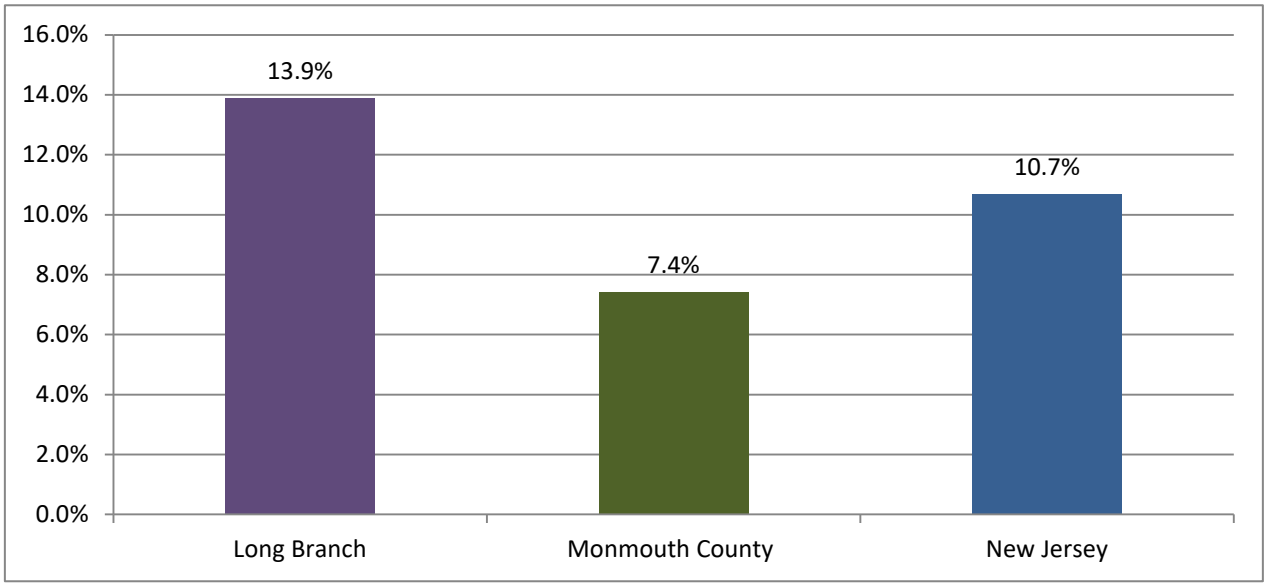
- Cost of living is high in Monmouth County. Some families struggle with paying for food, housing, caring for parents and lack of affordable insurance. This disparity is particularly pronounced with the undocumented population.
- There are distinct communities of "have and have-nots". For affluent communities in the county, access to healthcare is much more available and convenient. In socioeconomically- disadvantaged communities, health care may not be accessible or available and is therefore viewed as less important as people may not be aware, they have health issues.
- Community should provide the proper environment and promote policies that encourage health behaviors.
- Physical fitness is limited for kids (neighborhood safety, limited access to fitness activities, overuse of TV and electronics).

Understanding Social Determinants of Health

Conditions in the places where people live, learn, work, and play affect a wide range of health risks and outcomes. These conditions are known as social determinants of health. We know that poverty may limit healthy food access and coincide with unsafe neighborhoods and that more education is a predictor of better health. We also know that differences in health are striking in communities with poor social determinants of health such as unstable housing, low income, unsafe neighborhoods, or substandard education. By applying what we know about social determinants of health, we can not only improve individual and population health but also advance health equity.

Centers for Disease Control and Prevention

Chart 1: Percent of Families living in Poverty-2014

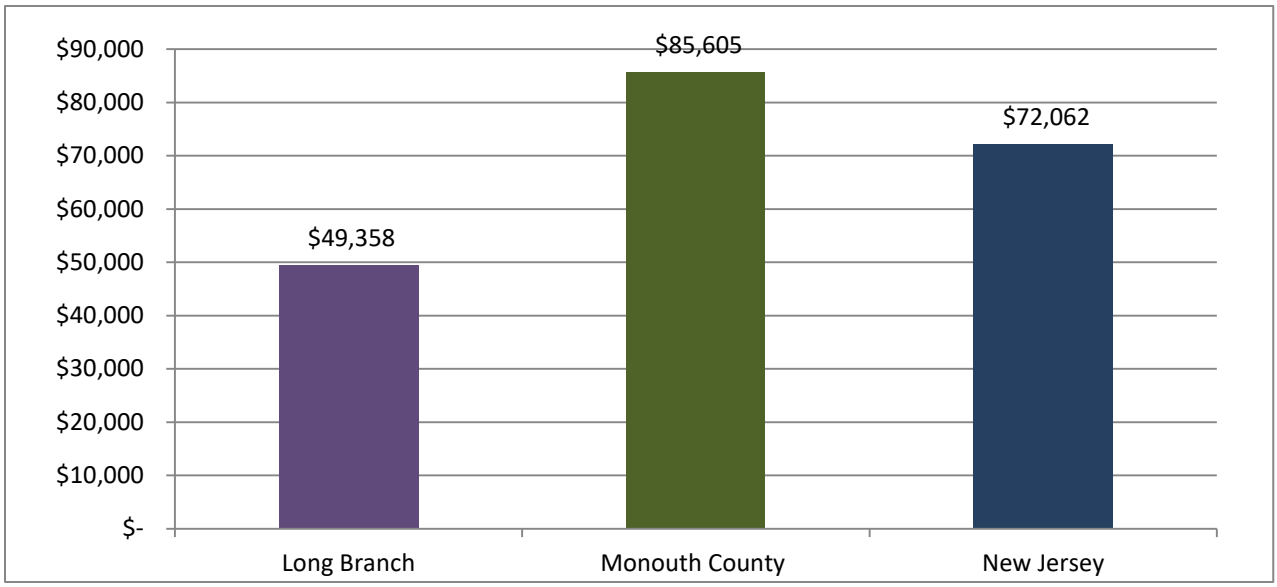


Monmouth Medical Center, Community Health Needs Assessment 2016

In 2014, 13.9 percent of Long Branch residents were living in poverty

- Greater than County and State percentages

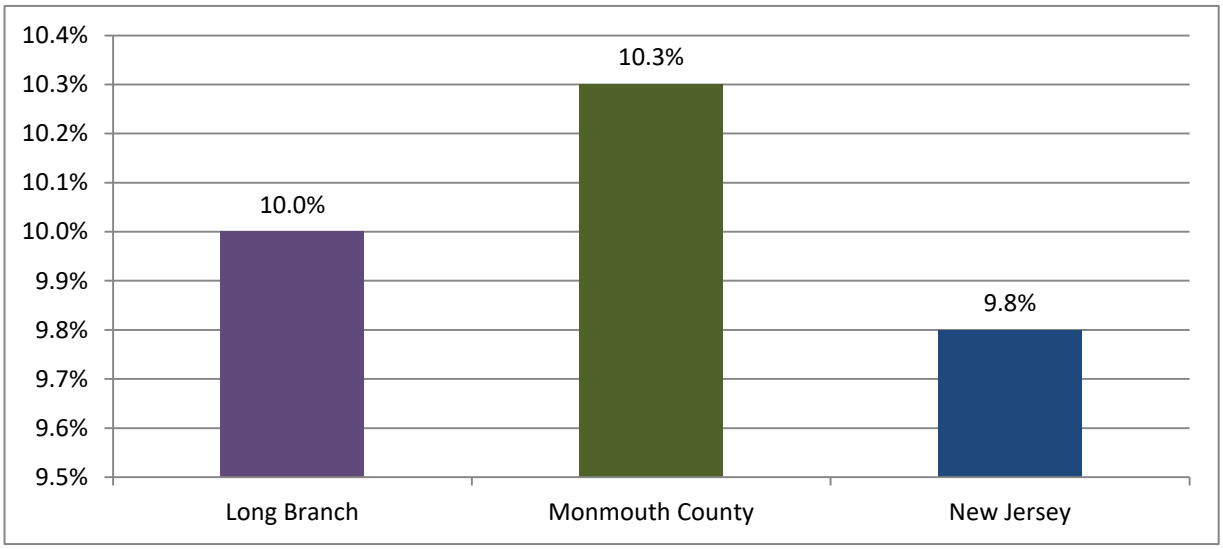
Chart 2: Estimated 2014 Median Household Income – Long Branch, NJ



Monmouth Medical Center, Community Health Needs Assessment 2016

Data suggests that Long Branch families earned approximately $22,000 less than the average New Jersey Household and $36,000 less than the median Monmouth County Household in 2014.

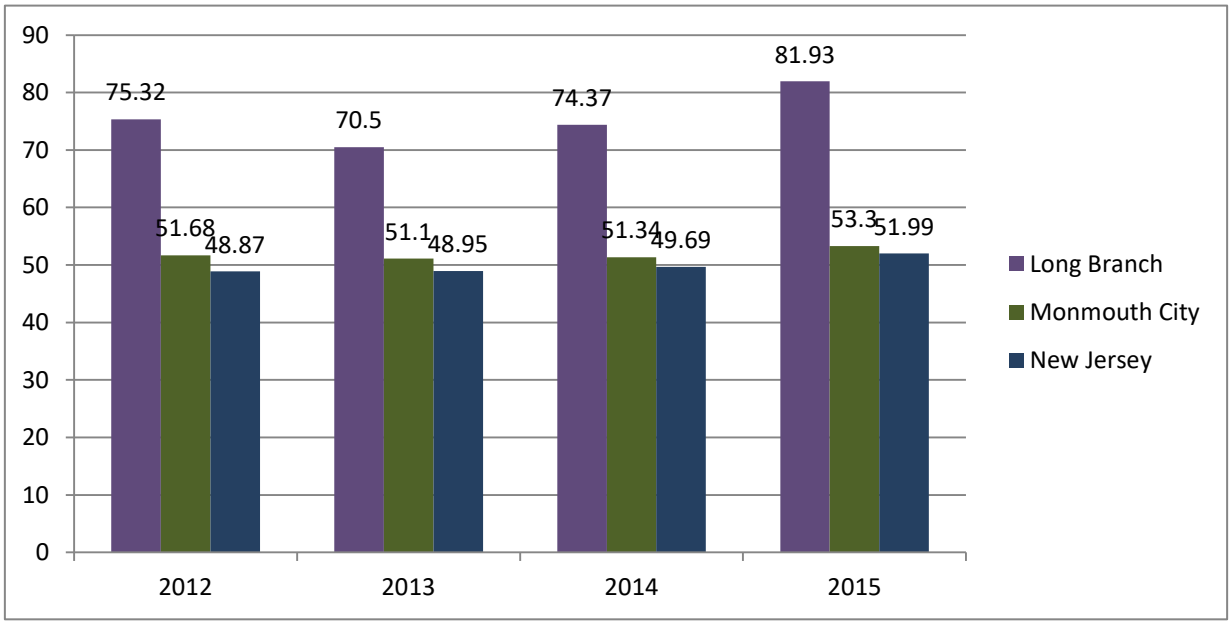
Chart 3: Prevalence of Adult Asthma in 2013



City-Data.com, 2013

As of 2013, 10 percent of Long Branch residents suffer from asthma. This is slightly less than the County rate and greater than the State rate. These rates are much higher than neighboring Ocean County, and they are less favorable than the national rate of prevalence. Since 2011, the rates have increased in Monmouth County, yet in Ocean County, rates have decreased.

Chart 4: Diabetes Rate based on ER Discharges (2012-2015)



Monmouth Medical Center, Community Health Needs Assessment

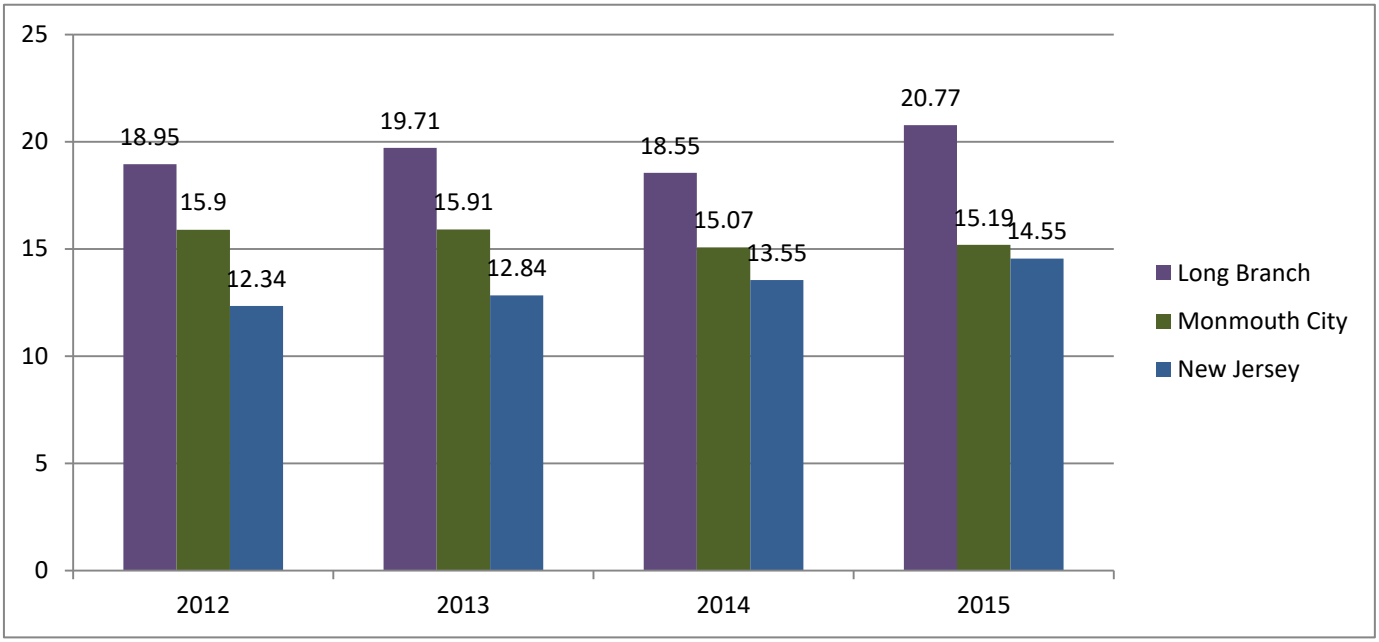
- Long Branch rates are significantly higher than both County and State

- Long Branch had an 8.8 % increase from 2012-2015.

Childhood Obesity

In 2011, 28.7% of children ages 6-17 in Monmouth County were overweight or obese (85th percentile or higher), as per height/weight data collected from surveyed parents. In comparison 25.2% of Ocean County children ages 6-17 were overweight or obese, resulting in a total area overweight/obesity prevalence of 27.3%. The current childhood overweight/obesity prevalence is 24.6%. Findings are comparable by county and to the national prevalence. Childhood overweight/obesity prevalence is statistically unchanged over time.

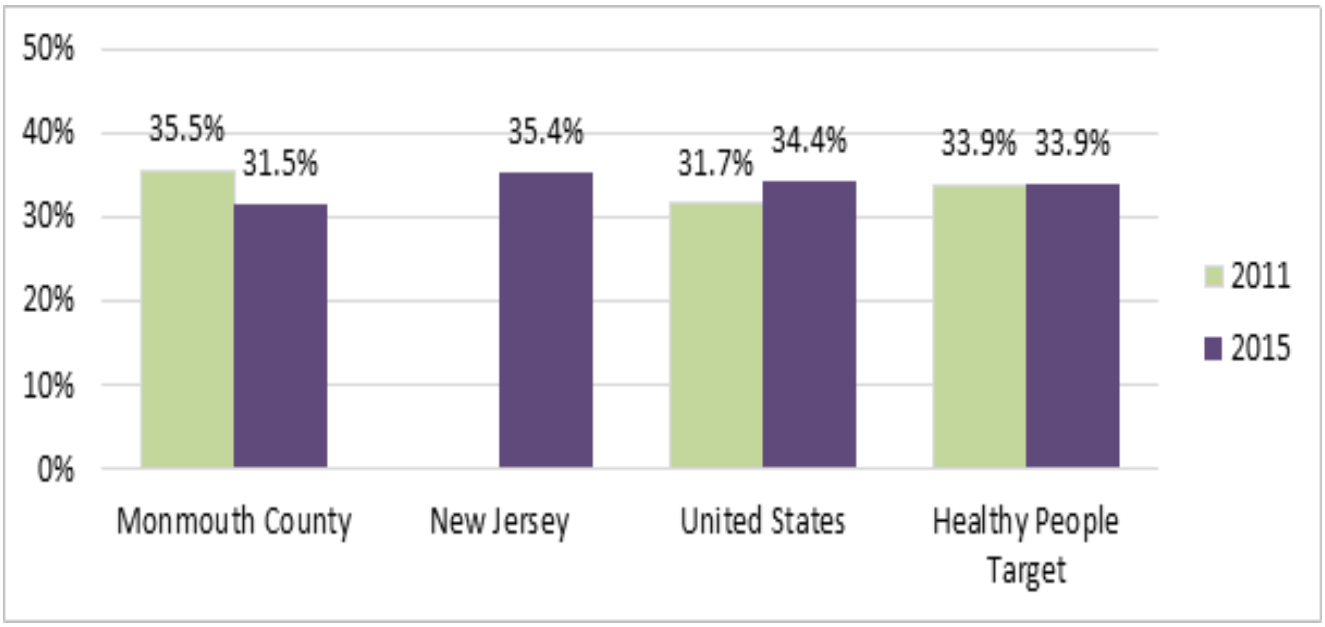
Chart 5: Obesity Rate based on ER Discharges (2012-2015)



Monmouth Medical Center, Community Health Needs Assessment

- Long Branch rates are higher than both County and State
- Long Branch had a 9.6% increase from 2012-2015.

Chart 6: Percent of Adults at a Healthy Weight (BMI 18.5-24.9)



Meridian Health 2011, 2015 Community Health Needs Assessment

31.5% of Monmouth County Adults believe they are at a healthy weight as per self-reported height and weight data; however, the actual BMI data does not support that.

- Below state and national percentages
- Does not satisfy Healthy People 2020 Target
- There has been a significant decrease in healthy weight over time

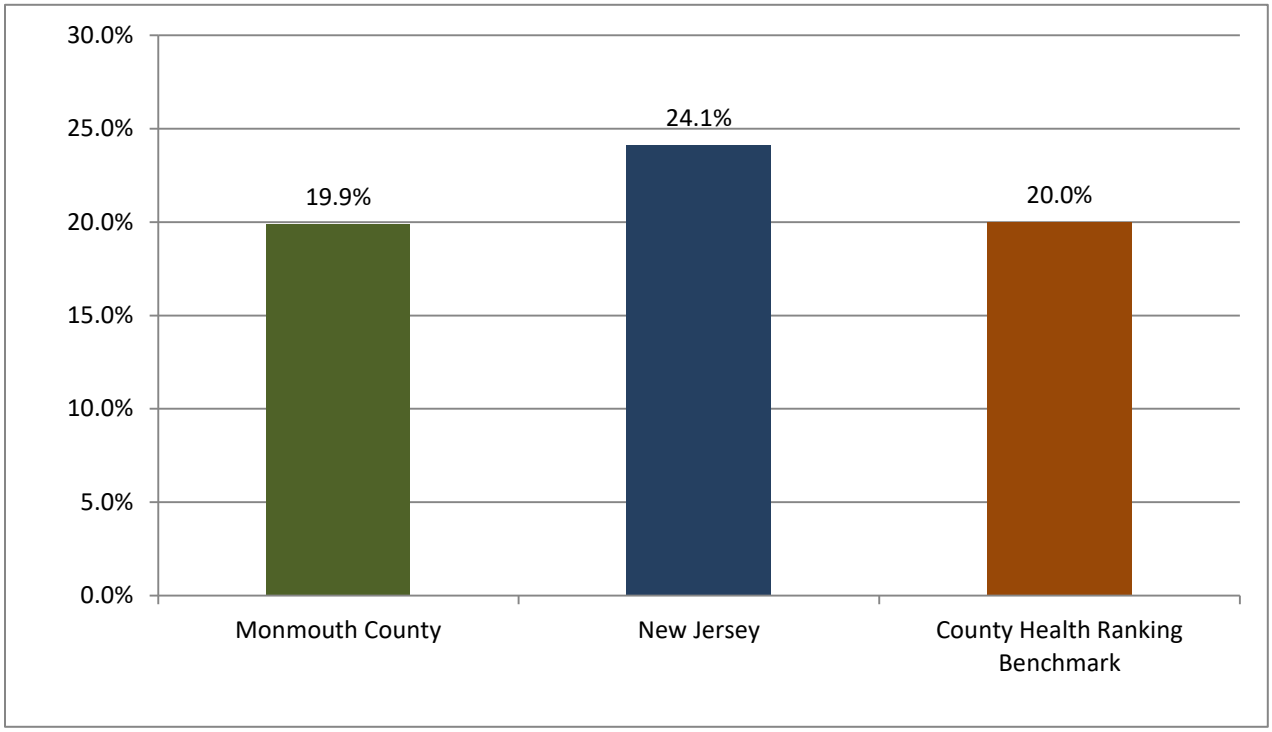
Media Viewing Habits

The American Academy of Pediatrics recommends that children spend a maximum of two hours per day on entertainment media like television, computers, and video games.

Exercise

The HHS 2008 Physical Activity Guidelines for Americans recommend that adults get at least thirty minutes of moderate to vigorous activity daily and that children get at least sixty minutes of moderate to vigorous physical activity daily.

Chart 6: No Reported Physical Activity within the Past Month



Monmouth Medical Center, Community Health Needs Assessment, 2016

2.2 District & Long Branch Middle School

A school profile for Long Branch Middle School was developed using data from the School District website, the Long Branch Middle School Website, the National Center for Education Statistics, the New Jersey

Table 1: Long Branch District – Student Demographics

Ethnicity	% of Students
African American	15.3%
Hispanic	56.0%
Caucasian	25.3%
Asian/Pacific Islander	0.9%
American Indian/Native American	0.1%
Two or More Races	2.5%
Gender	**% of Students**
Male	51.8%
Female	48.2%
Grade Level	**# of Students**
Primary (Pre-Kindergarten – Grade 5)	3,108
Middle School (Grade 5 - 8)	1,228
High School (Grade 9 - 12)	1,464

NJ School Performance Report, 2018-2019

District Academic Performance Ranking

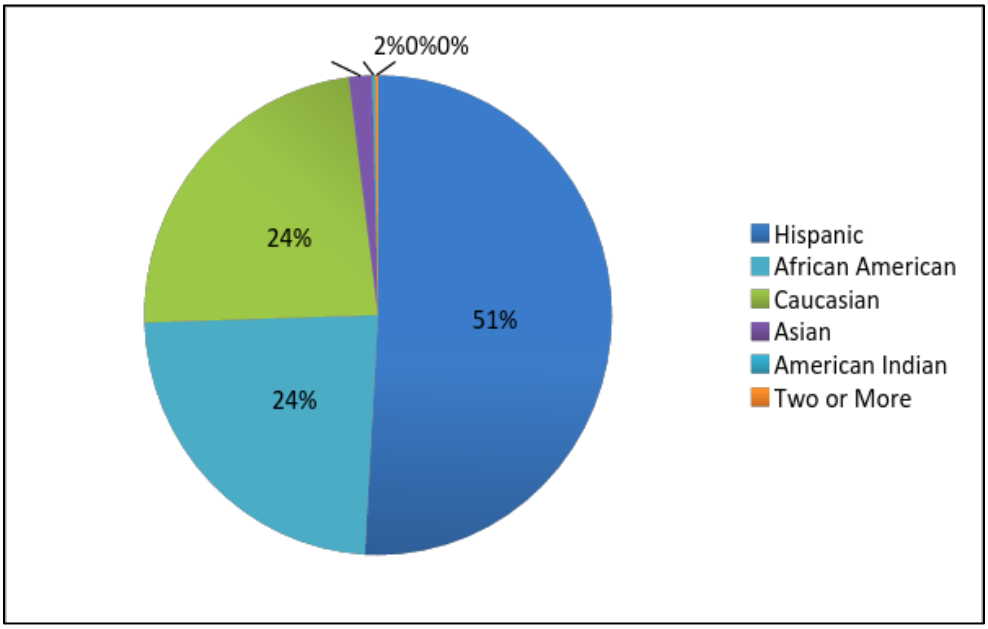
The Long Branch School District has been classified by the NJ Department of Education as District Factor Group "B."

A District Factor Group (DFG) is an indicator of the socioeconomic status of citizens in school districts of New Jersey. DFGs were first developed by the New Jersey Department of Education in 1975 for the purpose of comparing student performance on statewide assessments across demographically similar school districts. This rating is based on neighborhood criteria such as poverty rate, incidence of crime and violence, and limited municipal resources due to low tax revenues. NJDOT has directed that SRTS programs in disadvantaged communities should be given high priority.

Long Branch Middle School

Long Branch Middle School is a public elementary school located in Long Branch NJ. It enrolls approximately 1,228 students in grades 6 through 8.

Chart 9: Student Ethnicity



As shown in Table 2 below, Spanish is the predominant language spoken at home by approximately 44 percent of the students. English is second with approximately 40 percent of students speaking it at home. Portuguese (Brazilian) is third with approximately 15 percent of students speaking it at home.

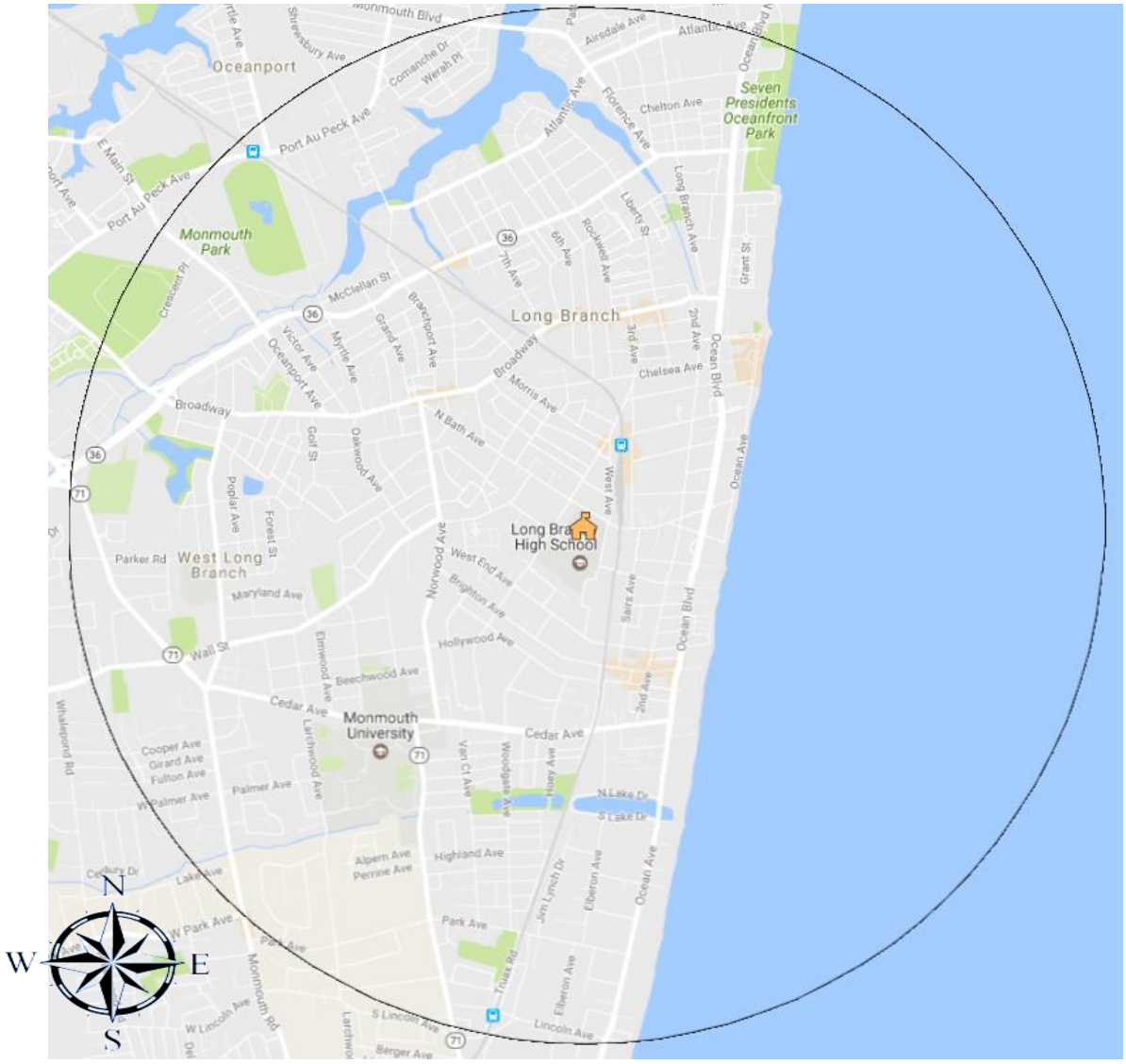
Table 2: Student Language Diversity (2018-19)

Language Diversity	
Percent of students who speak the following languages at home	
Spanish	44.2%
English	39.9%
Portuguese	15.1%
Other	0.8%

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or bicycled to school. Over the last few decades, concerns about vehicle traffic, safety for the children, and longer commutes have led to more parents driving their children to school. Today, on average only about 15 percent of children walk or bike to school. Map 1 provides a two mile area of the surrounding area.

Map 1: Two Mile Area Surrounding Long Branch Middle School



Long Branch Middle School

3.1. Current Student Travel Environment

School Hours
The school day for students starts at 8:00 am and ends at 2:48 pm Monday through Friday.

Drop-off/Pick-up Procedure
Students are dropped off and picked up at a traffic circle in the front of the school off of Indiana Avenue. Indiana Avenue can only be accessed via a single entrance and exit onto North Bath Avenue. The High School is located behind the Middle School also off of Indiana Avenue. All buses and vehicles must enter and exit via Indiana Avenue back out to Bath Avenue. This situation creates a lot of traffic congestion on Indiana Avenue and also at the intersection of North Bath Avenue and Indiana Avenue which is near a railroad crossing and can get backed up with traffic when the train comes by.

Crossing Guards

There are two crossing guards assigned to Long Branch Middle School from 7:20 am to 7:50 am and again from 2:45 pm to 3:15 pm. One is stationed at the corner of Bath Avenue and Indiana Avenue. The second is stationed on the corner of Bath Avenue and Westwood Avenue. A teacher volunteers to help students cross most mornings as students begin to arrive as early as 7:00 am and need assistance to cross N. Bath Ave as traffic is heavy, the school is located near the RR station, and there is no traffic signal.

Student Travel Mode

In January 2017, the teachers at Long Branch Middle School conducted a Travel Tally to document how the children in their classes get to and from school. Tallies were taken by teachers three times during one week in 58 classrooms. A total of 3,660 trips were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center, Rutgers University.

As shown in Table 3, the analysis showed that, on average, about 23 -39 percent of the children walk, 45-63 percent are driven in a personal car, 5 percent carpool, 2 percent bike ride, 1 percent use public transportation and 6 percent use the school bus.

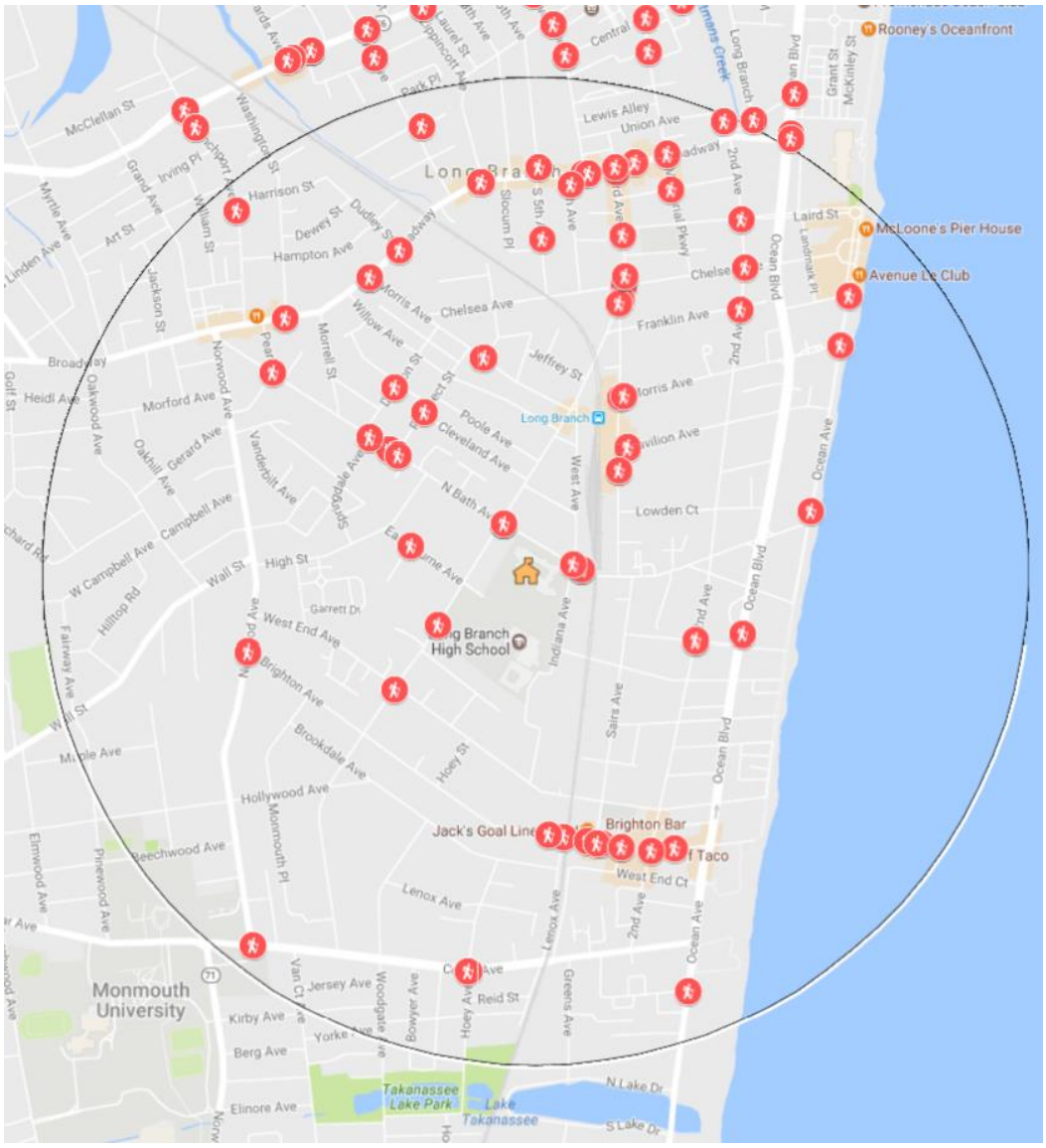
Table 3: Current Commute Mode

Mode	Arrival	Dismissal
Walk	23 percent	39 percent
School Bus	6 percent	7 percent
Driven in personal car	63 percent	45 percent
Public Transit	1 percent	0.9 percent
Carpool	5 percent	5 percent
Bike	2 percent	2 percent

3.2 Pedestrian Safety

EZ Ride's SRTS team conducted an analysis of the pedestrian-related crashes within a one-mile radius of the school over a 12-year period from 2003 to 2015 based on police incident reports. The reported incidents were plotted on Map 2.

Map 2: Pedestrian Crashes within Two Miles of Long Branch Middle School, 2003-15



Long Branch Middle School

Table 4: Pedestrian Crashes by Age, In Long Branch (2003-2015)

Age	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total	%
0-10	0	2	4	0	0	0	5	2	0	0	0	0	0	13	6%
11-17	4	1	8	2	5	4	7	0	0	1	0	0	1	33	16%
18-35	5	8	6	4	2	7	4	6	12	6	4	3	0	67	32%
36-60	3	9	6	7	6	6	3	4	6	4	8	3	1	66	32%
60+	0	4	2	3	7	1	0	4	2	2	1	3	1	30	14%
Total	12	24	26	16	20	18	19	16	20	13	13	9	3	209	100%

For Long Branch, there were 209 pedestrian crashes between the years 2003 - 2015. On average there were approximately 16 pedestrian crashes per year. While the majority of the crashes (approximately 48 percent) involved pedestrians aged 18-60, approximately 22 percent (46) of the total incidents involved children in the 0-17 age group.

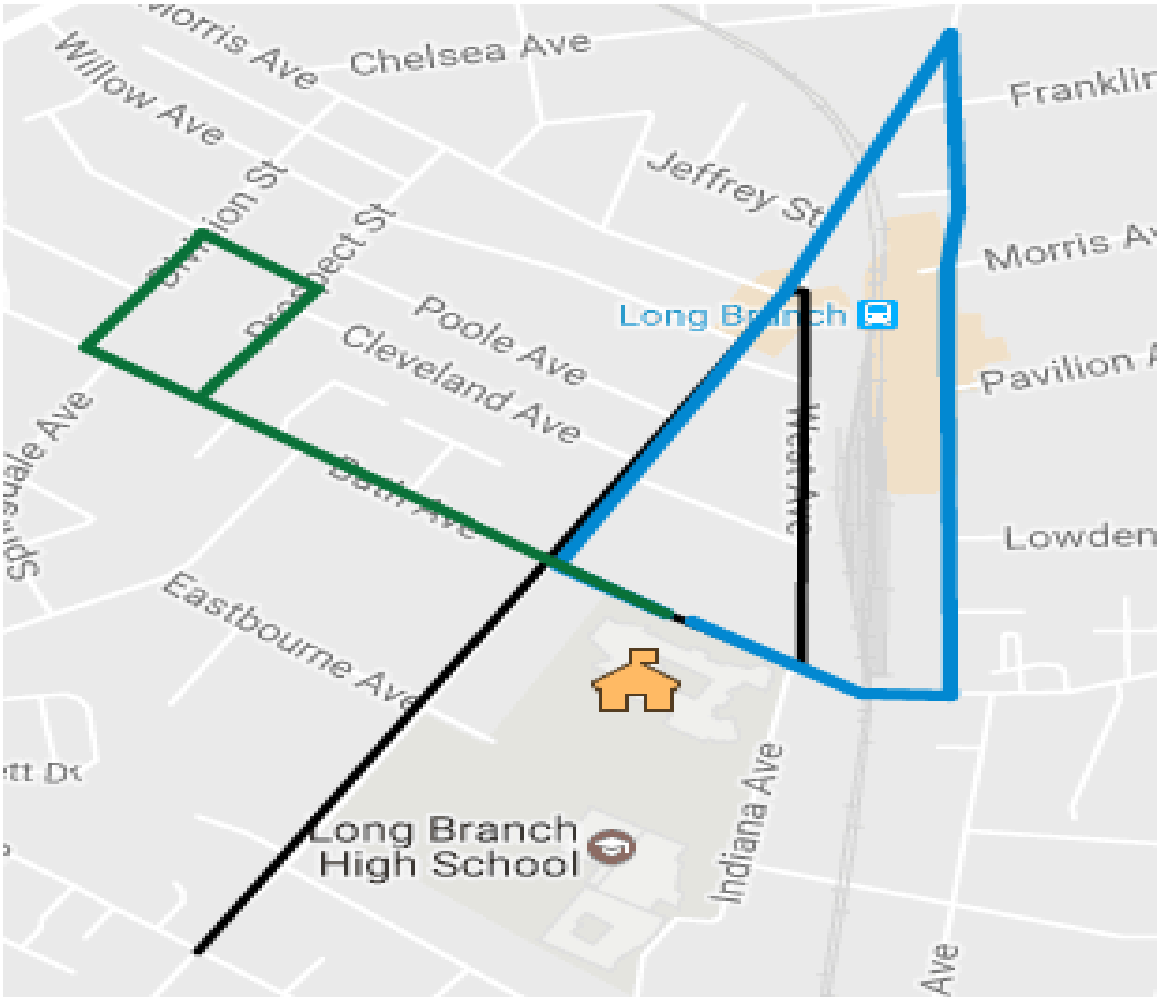
3.3 Walkability Assessment

The SRTS Task Force conducted a walkability assessment of three routes around Long Branch Middle School on December 15th, 2016.

A Walkability Assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, and buildings and environment along the walking route. A walkability assessment identifies road improvements that can be made and notes what is currently done well. The SRTS Task Force took photos of areas on the route. Comments and recommendations are listed with each photo and are summarized in the Action Plan at the end.

Map 3 on the following page shows the walking routes which were assessed.

Map 3: Main Walking Routes around Long Branch Middle School



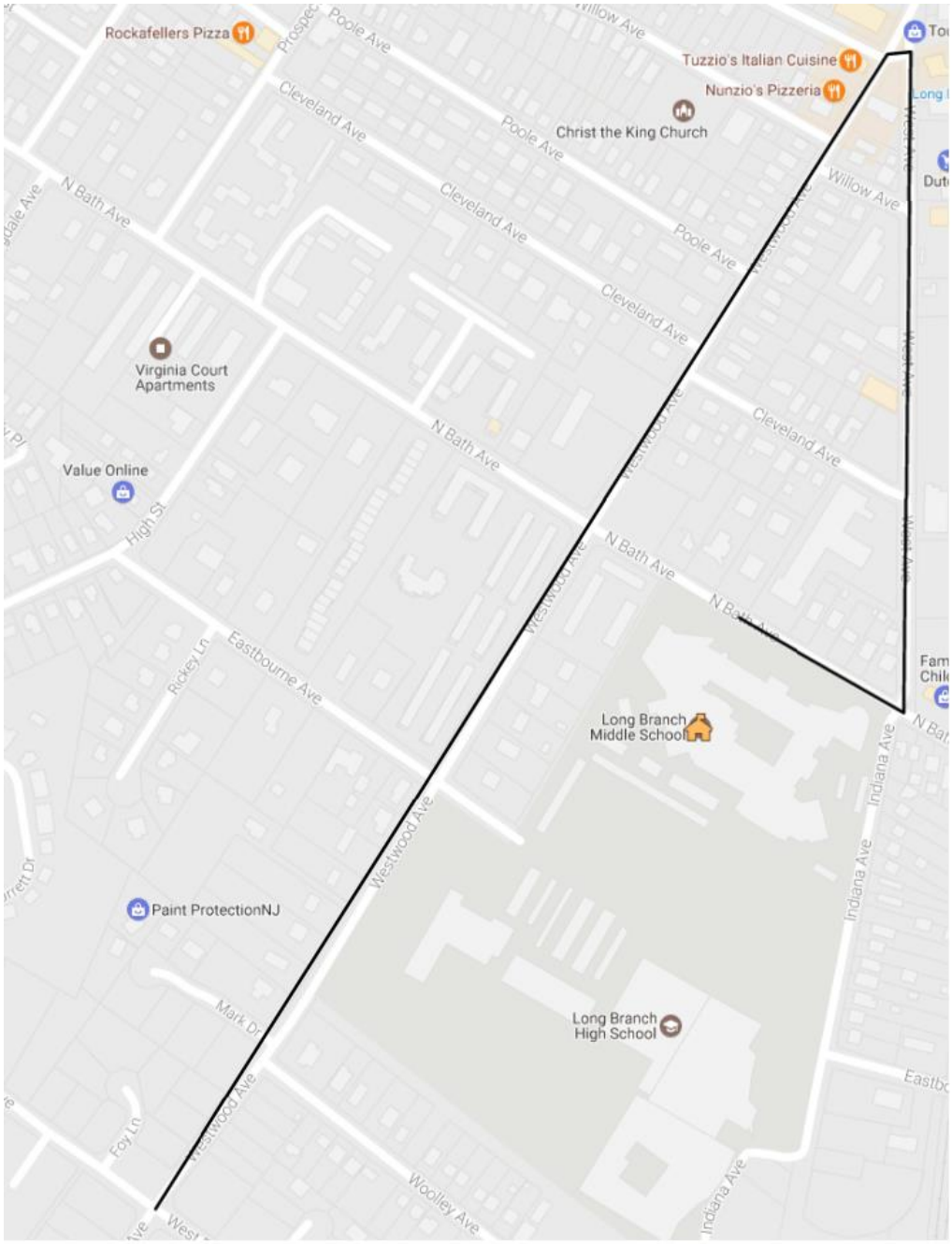
Long Branch Middle School

Route 1

Route 2

Route 3

Map 4: Walking Assessment of Route 1:



Long Branch Middle School

Route 1

Intersection of North Bath Avenue and West Avenue

Photo 1: North Bath Avenue and West Avenue

Observations

1. Intersection is located right outside of Long Branch Middle School
2. Slightly unusually shaped
3. Sidewalks appear in decent shape
4. High visibility crosswalks present
5. Truncated dome pads present and angled properly
6. Some minor fading of high visibility crosswalks

Intersection of North Bath Avenue and West Avenue

Photo 2: North Bath Avenue and West Avenue

Observations

1. High visibility crosswalk present but beginning to show signs of fading
2. Truncated dome pad almost completely covered by debris
3. Recommend minor maintenance of ramps to keep truncated dome pads clear and visible

Intersection of West Avenue and Cleveland Avenue

Photo 3: West Avenue and Cleveland Avenue

Observations

1. Industrial area with few residences
2. Long/wide driveways present a danger for pedestrians
3. Truncated dome pads missing
4. Faded low visibility crosswalk needs repainting and high visibility striping can be added
5. Wide turning radius promotes faster turns
6. Recommend installing truncated domes, curb ramp, and sidewalk on both sides

Intersection of West Avenue and Willow Avenue

Photo 4: West Avenue and Willow Avenue

Observations

1. No crosswalk or very faded
2. No truncated dome pads
3. No stop sign bar
4. Near corner missing ramp
5. Road is damaged and broken where crosswalk would be
6. Recommend adding curb ramp, truncated dome pads
7. Recommend repaving road
8. Recommend repainting high visibility crosswalk and stop bar

Intersection of West Avenue and Westwood Avenue

Photo 5: West Avenue and Westwood Avenue

Observations

1. Irregular “pointed” intersection
2. No crosswalks available at all points; pedestrians can only cross safely at some corners
3. Add missing high visibility crosswalks to aid pedestrians

Intersection of West Avenue and Westwood Avenue

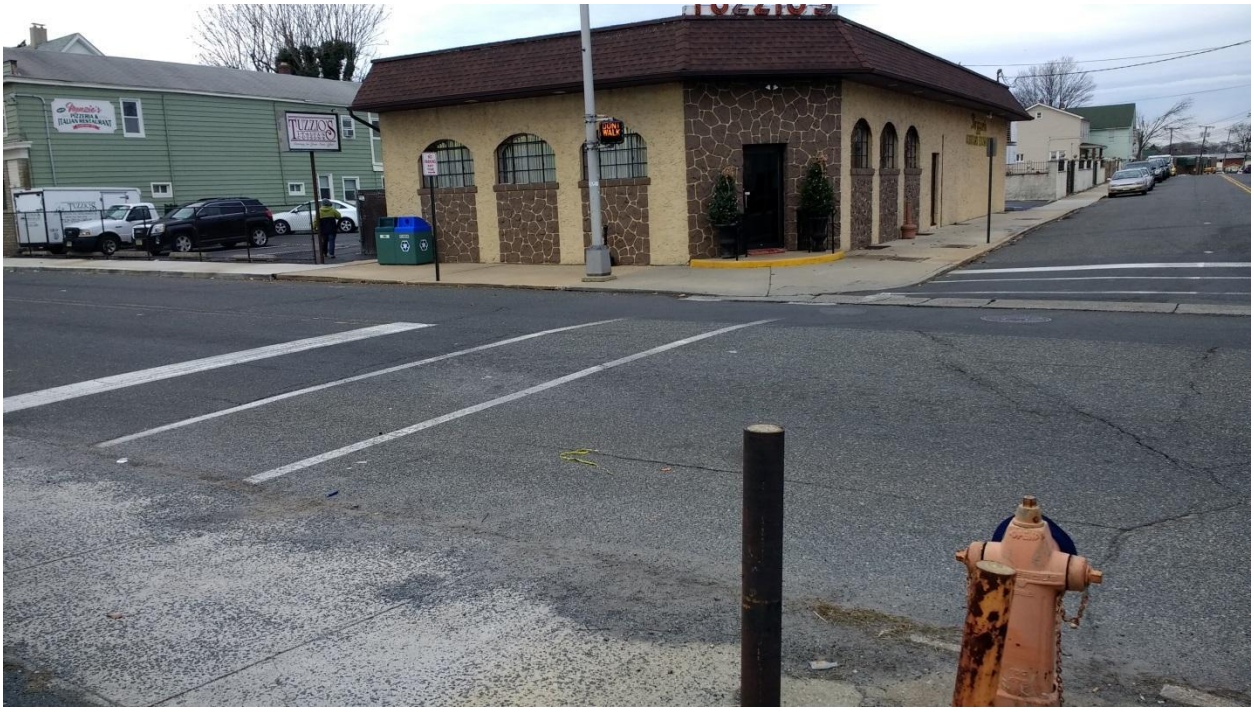
Photo 6: West Avenue and Westwood Avenue

Observations

1. Low visibility, faded crosswalks present
2. No truncated dome pads
3. Recommend repainting high visibility crosswalks
4. Recommend installing truncated dome pads
5. Suggest adding better lighting at corners

Intersection of West Avenue and Westwood Avenue

Photo 7: West Avenue and Westwood Avenue



Observations

1. Low visibility, faded crosswalks present
2. No truncated dome pads
3. Recommend repainting high visibility crosswalks
4. Recommend installing truncated dome pads

Intersection of Westwood Avenue and Willow Avenue

Photo 8: Westwood Avenue and Willow Avenue

Observations

1. Low visibility, faded crosswalks
2. No truncated dome pads
3. No stop sign bar
4. Road is in disrepair, especially where crosswalk is supposed to be
5. Recommend repaving road
6. Recommend repainting high visibility crosswalk and stop sign bar

Intersection of Westwood Avenue and Willow Avenue

Photo 9: Westwood Avenue and Willow Avenue

Observations

1. Low visibility crosswalk in decent shape
2. Pothole and longitudinal crack in crosswalk
3. No truncated dome pads
4. No stop sign bar
5. Recommend installing truncated dome pad
6. Recommend painting high visibility crosswalk and stop sign bar

Intersection of Westwood Avenue and Poole Avenue

Photo 10: Westwood Avenue and Poole Avenue

Observations

1. Low visibility crosswalk in decent shape
2. Pothole and longitudinal crack in crosswalk
3. No truncated dome pads
4. No stop sign bar
5. Recommend installing truncated dome pad
6. Recommend painting high visibility crosswalk and stop sign bar

Intersection of Westwood Avenue and Cleveland Avenue

Photo 11: Westwood and Cleveland Avenue

Observations

1. Low visibility crosswalks available
2. No curb ramps
3. No truncated dome pads
4. No stop sign bars
5. Sidewalk is broken and in disrepair
6. Recommend repainting high visibility crosswalk
7. Recommend installing curb ramps and truncated dome pads
8. Recommend painting stop sign bar
9. Recommend repairing sidewalk

Intersection of Westwood Avenue and Cleveland Avenue

Photo 12: Westwood Avenue and Cleveland Avenue

Observations

1. Low visibility crosswalks available
2. No curb ramps
3. No truncated dome pads
4. No stop sign bar
5. Recommend repainting high visibility crosswalk
6. Recommend installing curb ramps and truncated dome pads
7. Recommend painting stop sign bar

Sidewalk Along Westwood Avenue

Photo 13: Sidewalk Along Westwood Avenue

Observations

1. Sidewalks are broken, cracked, uneven, and somewhat narrow
2. Recommend repaving and leveling sidewalks to reduce tripping hazards

Intersection of Westwood Avenue and North Bath Avenue

Photo 14: Westwood Avenue and North Bath Avenue

Observations

1. High visibility crosswalks, stop bars, and yellow double lines are very faded
2. No pedestrian signaling
3. Push buttons on traffic light poles to change signal
4. Recommend repainting high visibility crosswalk, stop bars, and yellow double lines
5. Add sharrows or bike lanes to promote biking

Intersection of Westwood Avenue and Eastbourne Avenue

Photo 15: Westwood Avenue and Eastbourne Avenue

Observations

1. No truncated domes present
2. Low visibility crosswalks present
3. Low or no pedestrian lighting
4. Recommend painting high visibility crosswalk striping
5. Recommend installing truncated dome pads
6. Recommend installing pedestrian lighting
7. Add bike lanes or sharrows to promote biking

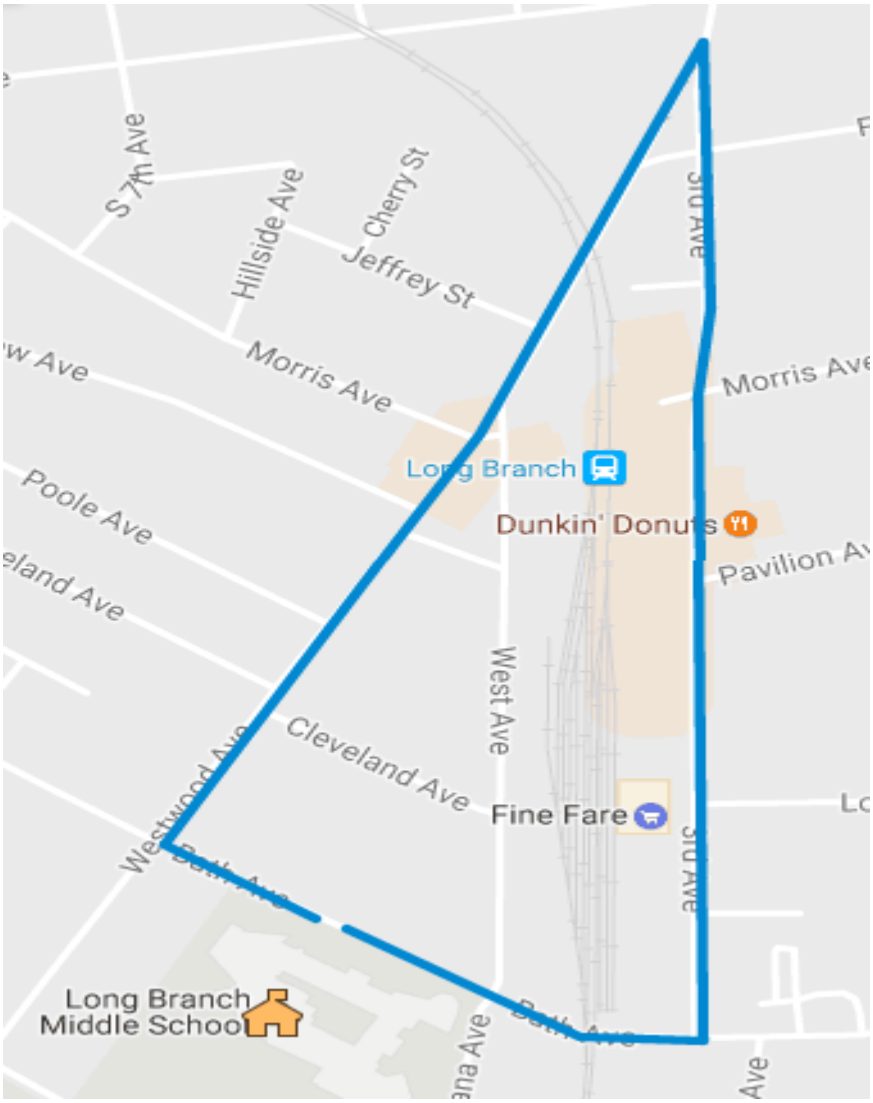
Intersection of Westwood Avenue and Mark Drive

Photo 16: Westwood Avenue and Mark Drive

Observations

1. No crosswalk
2. No truncated dome pads
3. No stop sign bar
4. Sidewalk overgrown with grass on far side
5. Road is in disrepair
6. Recommend painting high visibility crosswalk
7. Recommend enforcing sidewalk maintenance
8. Recommend repaving street

Map 5: Walking Assessment of Route 2:



Long Branch Middle School

Route 2

Intersection of N. Bath Avenue and West Avenue

Photo 1: N. Bath Avenue and West Avenue

Observations

1. Intersection is located right outside of Long Branch Middle School on a main roadway
2. Sidewalks are in decent shape
3. High visibility crosswalks present
4. Truncated dome pads present and angled properly
5. Some minor fading of high visibility crosswalks
6. Recommend a traffic signal with pedestrian heads be installed as traffic is very heavy as N. Bath Avenue is a main street in the City. The hospital and RR crossing are only a few blocks away and crossing guard struggling to halt traffic and help kids cross safely at all corners.

Along North Bath Avenue

Photo 2: Along N. Bath Avenue

Observations

1. High volume of traffic on this main roadway during dismissal warrants a signal
2. Crossing guard near intersection is getting assistance from a teacher due to traffic and number of students
3. Cars are double parked and waiting
4. The school may want to consider a different plan to alleviate traffic
5. Wide road is ideal to install painted bike lanes to slow traffic

Along Bath Avenue

Photo 3: Along Bath Avenue

Observations

1. Railroad Crossing seen in background
2. Students crossing mid-block, between cars
3. Sidewalks and road are in decent shape
4. Cars coming from RR tracks are travelling faster than school zone speed limit

Railroad Tracks Along North Bath Avenue

Photo 4: Railroad Tracks Along North Bath Avenue

Observations

1. Signal warnings present
2. Pedestrian and vehicle gates present
3. Add high visibility crosswalks across tracks for pedestrians
4. Add SLOW SCHOOL ZONE pavement markings to slow traffic on far side of tracks

Intersection of West Avenue and Westwood Avenue

Photo 5: West Avenue and Westwood Avenue

Observations

1. Property bushes encroaching over sidewalk
2. Bushes narrow sidewalk

Intersection of Bath Avenue and Third Avenue

Photo 6: Bath Avenue and Third Avenue

Observations

1. Low visibility crosswalk is badly faded and needs repainting. Suggest adding high visibility striping
2. Stop bar is faded
3. Truncated dome pad is present but has faded or is painted a low visibility color

Walking Along Third Avenue

Photo 7: Walking Along Third Avenue

Observations

1. Sidewalks are generally in good space
2. There are spots where the sidewalk is deteriorated, cracked, or broken
3. There are several driveways that expose pedestrians to vehicular traffic

Monmouth Medical Center Crossing

Photo 8: Monmouth Medical Center Crossing

Observations

1. Proximity to MMC hospital entrance, grocery store and train station
2. Low visibility, faded crosswalks barely visible and need to be restriped for high visibility
3. No truncated dome pads
4. Stop sign bar heavily faded
5. Road is cracked within crosswalk

Intersection of Third Avenue and Pavilion Avenue

Photo 9: Third Avenue and Pavilion Avenue

Observations

1. Low visibility crosswalks heavily faded
2. Pothole and longitudinal crack in crosswalk
3. No truncated dome pads
4. Heavily faded stop sign bar
5. Suggest restriping crosswalks for high visibility as merchant area draws more foot traffic
6. Add better lighting at corners in this location near hospital, train station and businesses

Walking Along Third Avenue

Photo 10: Walking Along Third Avenue

Observations

1. Sidewalk in decent shape generally
2. Some spots where sidewalk is cracked, uneven
3. Metal cover present tripping hazards
4. Driveways expose pedestrians to vehicular traffic

Intersection of Third Avenue and Franklin Avenue

Photo 11: Third Avenue and Franklin Avenue

Observations

1. No crosswalks
2. No curb ramps in one direction
3. No truncated dome pads

Intersection of Westwood Avenue and Jeffrey Street

Photo 12: Westwood Avenue and Jeffrey Street

Observations

1. Low visibility crosswalks available
2. No truncated dome pads
3. No stop sign bar

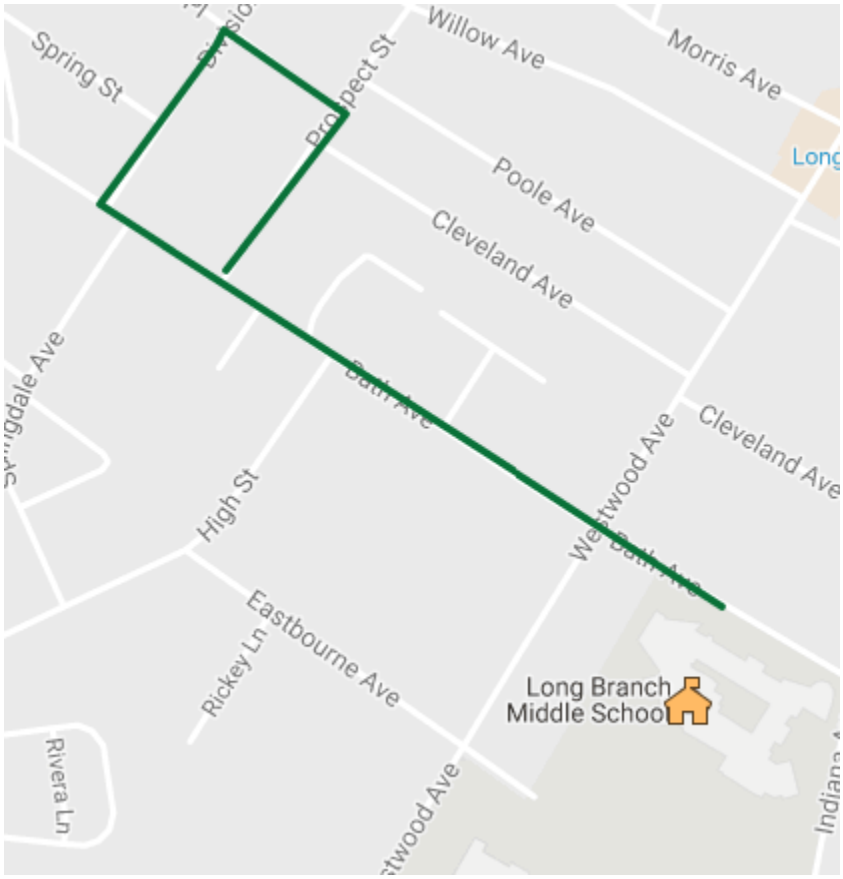
Sidewalk Along Westwood Avenue

Photo 13: Sidewalk Along Westwood Avenue

Observations

1. Sidewalks are broken, cracked, uneven, and somewhat narrow
2. Low visibility crosswalk present but faded
3. Road is broken, cracked, and patched up in within crosswalks
4. No truncated domes
5. No curb ramps

Map 6: Walking Assessment of Route3:



Long Branch Middle School

Route 3

Intersection of North Bath Avenue and West Avenue

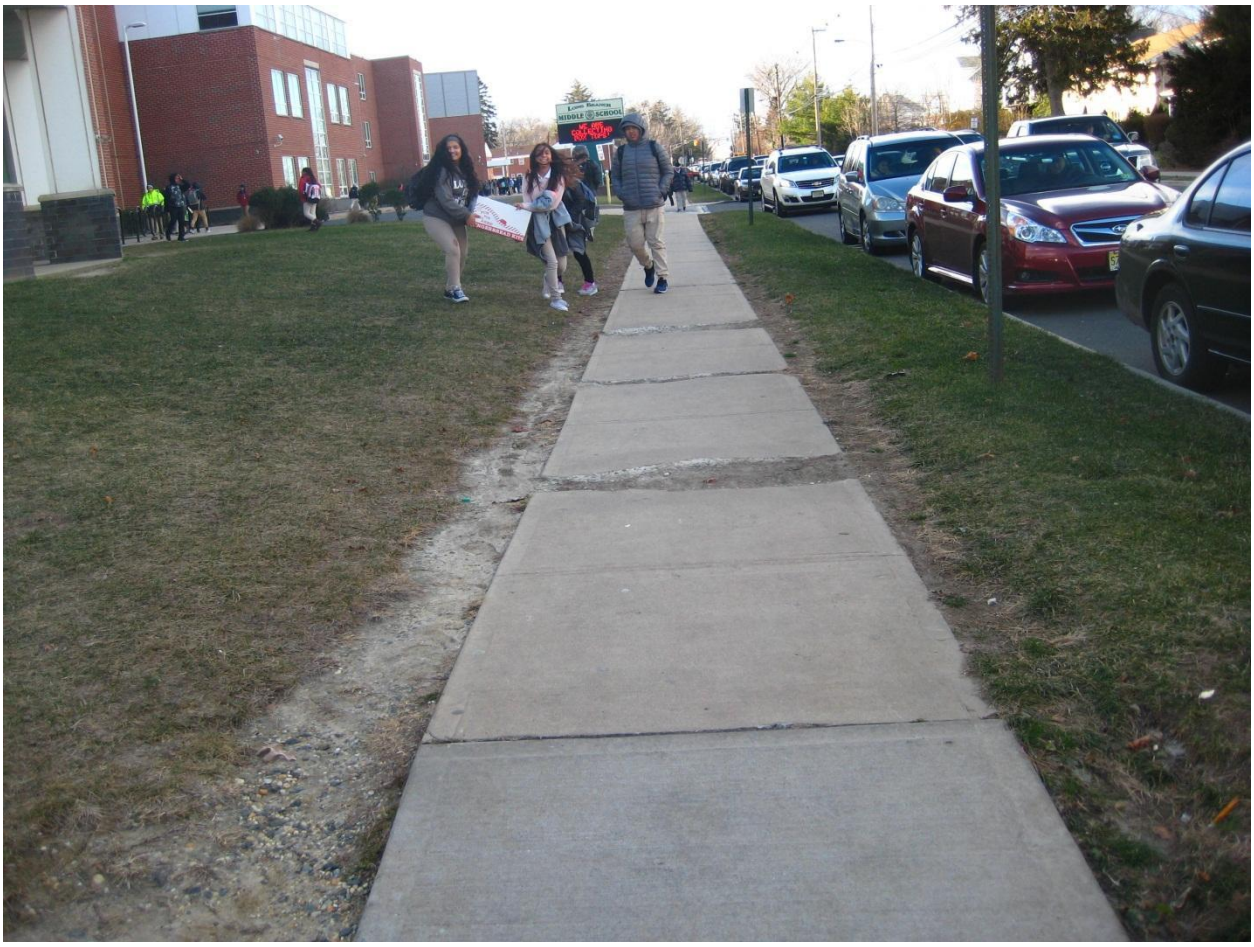
Photo 1: North Bath Avenue and West Avenue

Observations

1. Intersection is located right outside of Long Branch Middle School
2. Slightly unusually shaped
3. Sidewalks appear in decent shape
4. High visibility crosswalks present but fading
5. Truncated dome pads present and angled properly
6. Students not using crosswalk properly
7. Driver in red Toyota Camry appears to have not stopped for pedestrians in crosswalk

Bath Avenue

Photo 2: Avenue



Observations

1. Sidewalk in front of Long Branch Middle school is in generally decent shape
2. Sidewalk is suffering from being broken, or cracked in some parts
3. There is a lot of foot and vehicular traffic on Bath Avenue during dismissal

Bath Avenue

Photo 3: Bath Avenue

Observations

1. Curb ramp present but crosswalk not painted
2. Truncated dome pads present but improperly angled
3. High visibility crosswalk in good shape
4. Sidewalk in generally good shape but has some cracks and is broken up in some spots

Long Branch Middle School Bike Racks

Photo 4: West Avenue and Willow Avenue

Observations

1. School has several bike racks that do not appear to be used by students

N. Bath Avenue

Photo 5: N. Bath Avenue

Observations

1. High visibility crosswalk present
2. Schools blocks off crosswalk during dismissal with cones
3. Truncated dome pads present
4. Far side truncated dome pad is misaligned
5. Crosswalk painted toward curb

Bath Avenue

Photo 6: Bath Avenue and Westwood Avenue

Observations

1. High visibility, somewhat faded crosswalks present
2. Truncated dome pads present
3. Sidewalk in generally good shape but huge piece broken right before crosswalk

Intersection of Bath Avenue and Westwood Avenue

Photo 7: Bath Avenue and Westwood Avenue

Observations

1. Low visibility, faded crosswalks present
2. Truncated dome pads present
3. Pedestrian push button to change traffic lights
4. No pedestrian signals

Intersection of N. Bath Avenue and High Street

Photo 8: N. Bath Avenue and High Street

Observations

1. High visibility slightly faded crosswalk present
2. Truncated dome pads present

Intersection of N. Bath Avenue and Prospect Street

Photo 9: N. Bath Avenue and Prospect Street

Observations

1. Low visibility crosswalk across Prospect Street is heavily faded
2. High visibility crosswalk present across N. Bath Ave.
3. Recommend painting high visibility crosswalk and stop sign bar

4. Action Plan & Recommendations

The Safe Routes to School Action Plan is organized into the "Five E's": Education, Encouragement, Enforcement, Engineering and Evaluation. Additionally, each element of the Action Plan considers two parameters – time and cost as shown below. Together, they comprise a set of directions to help the community prioritize their action steps to increase safety for students. The tables below identify preliminary recommendations specific to the Long Branch Middle School and its immediate area. To realize the full benefit of the SRTS program, it is suggested that this School Travel Plan be used to apply for SRTS grant funds to fully implement all the action steps.

Timeframe Definition	Cost Definition
Short-term = less than 3 months	**Low** = Less than $2,000
Mid-term = between 3 to 6 months	**Medium** = between $2,000 and $10,000
Long-term = longer than 6 months	**High** = more than $10,000

1. **Education**: Programs to educate students, parents and the public about safe walking and biking

Education Actions	Responsibility	Time Frame	Cost
Invite EZ Ride to provide SRTS Bicycle and pedestrian SAFETY Presentations annually	School, EZ Ride	Short-term, Mid-term, Long-term	No cost
Remind parents where and when to pick up and drop off students via Robo Call twice a year annually	School	Short-term, Mid-term, Long-term	Low
Create and/or update Parent Handbook to defines arrival and dismissal procedures with map and text that defines drop-off/pick-up areas, the rules and speed limit for driving and parking along local streets within school zone	School, School Liaison,	Long-term	Low
Conduct "Drive Slow and Safe on N. Bath Avenue" Campaign twice a year. Notify parents/guardians and school staff by publishing information/updates in the Parent/Family Handbook, School Newsletters and on the school website	School, City, Police	Short-term, Mid-term, Long-term	Low
Ask Police Department to give a talk re driving safety to parents at Back-to-School Night or PTO meetings	Police, School, PTO	Short-term, Mid-term, Long-term	No cost
Integrate walking and safety education (wear helmets, use crosswalks) into classroom	School	Short-term, Mid-term, Long-term	No cost

Leverage Social Media to spread awareness of school zone and enforcement activities	School/District Webmaster PTO, City, Police	Short-term, Mid-term, Long-term	Low

2. **Encouragement:** Programs to encourage or promote walking and biking

Encouragement Actions	Responsibility	Time Frame	Cost
Hold a student poster contest on Safe Walking and Biking to school	School, EZ Ride	Short-term	No cost
Circulate School Travel Plan Report via School and City website and PTO meetings	School, PTO, City	Short-term	No cost
Host Bike/Walk to School/Workdays throughout the year	School Health Council, PTO, City	Short-term, Mid-term, Long-term	No cost
Participate in International Walk to School Day in October and National Bike to School Day in May, as well as NJ Walk and Bike to School Day in Spring	School Health Council, District Parent Center, PTO, EZ Ride	Short-term, Mid-term, Long-term	No cost
Utilize the school website to advance Safe Routes to School safety messages	School Tech Coordinator	Mid-term, Long-term	No cost

3. **Enforcement:** Activities to improve safety and security for those walking and biking to school

Enforcement Actions	Responsibility	Time Frame	Cost
Conduct bicycle registration at Back-to-School night	School, Police	Short-term, Mid-term, Long-term	No cost
Investigate training parent volunteers to do Walking School Bus or crossing guard training to have more parents who can watch out for kids' safety	School Liaison, PTO, Police, City	Mid-term, Long-term	Low
Ask City to conduct speed and traffic study on N. Bath Ave	City traffic, Police	Short-term, Long-term	Medium
Ask police to set up radar signs that post driver speeds and remind people to not speed in school zone – do this 2x a year	Police Department, School Safety Liaison	Short-term, Long-term	Low

4. **Engineering:** Infrastructure upgrades that improve walking and biking environment

Engineering Actions	Responsibility	Time Frame	Cost
Install skateboard racks near school entrance	School	Mid-term,	Low
Post "School Zone" signs and paint "SLOW SCHOOL ZONE" on roadways surrounding school	City, DPW	Short-term Mid-term, Long-term	Low
Paint High Visibility Crosswalks at intersections along West Ave., Westwood Ave., Prospect St., Third Ave., Cleveland St., Morris Ave, Eastbourne Ave., Union St.	County and City DPW, Engineering, Police	Short-term, Mid-term, Long-term	Low
Implement traffic calming measures on N. Bath Avenue such as a pedestrian traffic signal at N. Bath and Indiana Ave. and flashing SLOW SCHOOL zone signs.	County and Town Engineering, Police	Mid-term, Long-term	Low
Post signs and paint area on roads to define any designated Bus and Car drop off zones	School and Town DPW/Engineering, Police	Short-term, Mid-term, Long-term	Low
Investigate and ensure ADA compliancy of crosswalks and curb ramps	County and Town Engineering, Police	Mid-term, Long-term	Medium
Investigate traffic speeds around the school and post more 25 mph speed limit signs	County Engineering, Town Engineering, Police	Short-term, Mid-term, Long-term	Medium
Investigate installation of light fixtures around key intersections and crosswalks	County and Town Engineering, Police	Mid-term, Long-term	Medium
Install sharrow markings on road, paint bike lanes, or install protected bike lanes on N. Bath Ave., West Ave., Westwood Ave.	County and Town Engineering, Police	Mid-term, Long-term	Medium -High

5. **Evaluation:** Efforts to monitor and evaluate progress towards the achievement of SRTS goals

Evaluation Actions	Responsibility	Time Frame	Cost
Continue to conduct student travel tallies every year to measure how effective the SRTS program has been to increase the number of students walking, biking or carpooling	School, EZ Ride,	Mid-term, Long-term	Low
Improve communications between school officials and families establishing a convenient mechanism to share information and get feedback	School Administrators, PTO, Parent Center Webmasters, District leaders and newsletter	Short-term, Mid-term, Long-term	Low

Conclusion

Community priorities around Long Branch Middle School are safety for students, reducing the speed of traffic in the school zone along North Bath Avenue, encouraging students to walk and bike more for their health, adding more high visibility striped crosswalks, SLOW SCHOOL ZONE pavement markings, school zone signs, flashing SLOW or STOP signs, and repairing damaged roadways and sidewalks. Adding a pedestrian traffic signal is advised at the intersection of N. Bath Avenue and Indiana Avenue. Striping crosswalks is a necessity and needs to be done as soon as possible as school zones and missing or faded crosswalks are not apparent to drivers and there have been many pedestrian car crashes in the school vicinity. The school community's desire to collaborate to help protect students and encourage safe walking and bicycling is admirable and deserves support from the County and City.

EZ Ride is proud to work with the community to improve safety and bring SRTS programs to the schools. EZ Ride's Safe Routes to School team has provided incentives to students to walk to school. This is the first School Travel Plan prepared for Long Branch Middle School and it is hoped the school will schedule biking and pedestrian safety programs for students in the coming years. This report should be used by the District or City to apply for SRTS infrastructure grants to make the sidewalks and neighborhood safer for students to walk and bike to the Long Branch Middle School and community afterschool programs.

5. Appendix

Typical Opportunities for Improvements

LONG CROSSING DISTANCES

Long crossing distances prolong the exposure time of pedestrians to motorists and make it difficult to see the pedestrian signal head on the other side of the road.

PEDESTRIAN OBSTRUCTIONS

Obstructions in the pedestrian right-of-way impede pedestrian movement and safety.

LACK OF CURB CUTS

Sidewalks without curb cuts are an obstacle to parents with baby carriages as well as people with disabilities.

POOR MAINTENANCE

Without maintenance pedestrians can trip, it can be a liability issue, and people with disabilities can have trouble negotiating the area.

Typical Bicycle/Pedestrian Treatments

SHARED-USE ROADWAY

Can be a safe for bicyclists when:

- Width is sufficient
- Speeds are low
- Traffic volumes are low

BICYCLE LANE

- Provides a safe and comfortable environment for bicyclists
- An area that is delineated, but not separated from the roadway
- Typically 4' wide with a bicycle stencil

SHARED USE PATH (TRAIL)

- Offers connections and opportunities not provided in the roadway system
- Can provide valuable connections and recreational opportunities
- Typically 8'-10' wide

OTHER FACILITIES

- Bicycle Lockers
- Bicycle Racks on Transit
- Bicycle Racks
- Bicycle Safety Programs

Typical Bicycle/Pedestrian Treatments

SIDEWALKS

- A portion of the road ROW for the preferential or exclusive use of pedestrians
- Typically at least 5' wide
- Should be free of obstructions along its width and 80" high

CROSSWALKS

- Provides a designated crossing point
- Helps provide more predictable pedestrian movements
- Alerts drivers to pedestrian areas

SIGNAGE AND STRIPING

- Can help define pedestrian realm
- Provide visual cues for pedestrians and motorists
- Can augment other facilities

AMENITIES AND AESTHETICS

- Lets pedestrians know area was designed for their use
- Helps provide a safe and comfortable environment
- Helps provide sense of "place"

Typical Bicycle/Pedestrian Treatments

CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection

FULL CLOSURE

- Can be used to eliminate neighborhood cut-throughs
- Eliminates vehicular access
- Allows pedestrian and bicycle access and egress

MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators

RAISED MEDIAN GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing
- Provides Pedestrian Refuge
- Reduction in Vehicle Speeds

Typical Traffic Calming Devices

GATEWAY
- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing

CURB EXTENSION
REDUCED TURNING
- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection

RAISED
- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Provides Pedestrian Refuge

BIKELANE
- Reduces Vehicle Speeds
- Produces Designated Lane for Bicyclists
- Provides Additional Buffer for Pedestrians

Typical Traffic Calming Devices

CURB EXTENSION
- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection

MEDIAN REFUGE
- Reduces Vehicle Speeds
- Reduces Pedestrian- Vehicle Conflict
- Reduces Pedestrian Crossing Distance
- Improves Aesthetics if well-maintained

MID-BLOCK CROSSING
- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators

Sidewalks and Access
- Simplifies Crossing Movement
- Reinforces pedestrian priority
- Improves visibility
- Provides safe accessibility

Appendix C: Funding & Building Resources to Build Infrastructure

Source: Together North Jersey (TNJ): Funding and Resources Database

https://togethernorthjersey.com/?page_id=24974#home/

Program Name	Program Description	Eligibility Description	Eligibility	Source
21st Century Redevelopment Program	To provide municipalities and counties with the funding necessary to redevelop "stranded assets," which are underutilized or vacant office or retail spaces, usually located far from transit	New Jersey municipal or county governments, and redevelopment agencies	County, Municipal	New Jersey Economic Development Authority
Biking in New Jersey - Planning Resources	NJDOT offers engineering guidelines, a Master Plan for roadways that are compatible with bicyclists and walkers and a resource center for statewide projects	New Jersey communities	Municipal	New Jersey Department of Transportation
Community Development Block Grants	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs	Larger cities and urban counties	County, Municipal	US Housing and Urban Development
Congestion Mitigation and Air Quality Initiatives Program	To advance readily implementable and innovative projects and services that improve air quality and reduce congestion in the NJTPA's air quality maintenance and non-attainment areas	Local, County, State, and Regional governments	County, Municipal, State	NJTPA
Environmental Workforce Development and Job Training Grants	Eligible entities, including nonprofit organizations, to deliver environmental workforce development and job training programs that recruit, train, and place local, unemployed and under-employed residents with the skills needed to secure full-time employment in the	Non-profit organizations and local government agencies in communities historically affected by economic disinvestment, health disparities,	County, Municipal, Non-profit organizations	US EPA Environmental Workforce Development and Job Training Grant Fund

	environmental field	and environmental contamination, including low-income, minority, and tribal communities		
Future in Transportation	NJFIT changed the way NJDOT does business in New Jersey by using a comprehensive and cooperative approach to transportation and land use planning. Working with community planners, we can keep jobs, goods and services within reach of every New Jersey citizen and reinvest in our infrastructure by shaping transportation to fit into the environment of our communities	New Jersey Communities.	Municipal	New Jersey Department of Transportation
Geraldine R. Dodge Foundation	Funds Arts, Education, Environment and Informed Communities initiatives that are innovative and promote collaboration and community-driven decision making	no restrictions	State, County, Municipal, Private, Non-profit organizations, Other	Geraldine R. Dodge Foundation
Local Planning Services	Local Planning Services (LPS), an office within DCA, works with communities to achieve local land use and planning goals. As part of DCA's commitment to provide technical assistance to municipalities, our professional planning staff offers comprehensive planning services at no-cost to local governments. LPS Can provide a variety of planning services: master plans and redevelopment plans, land us land mapping, economic development plans, and special municipal projects	Municipalities	Municipal	New Jersey Department of Community Affairs
Neighborhood Preservation Program	This program provides direct financial and technical assistance to municipalities over a three to five year period to conduct activities associated with the	Municipalities	Municipal	New Jersey Department of Community Affairs

	preservation of designated neighborhoods based on strategic revitalization's plans within those municipalities.			
New Jersey Healthy Communities Network - Community Grants Program	The aim of the initiative is to prevent chronic disease and improve health by advancing environment, policy, and system change; and enhancing the built environment to support healthy eating and active living. Supported projects are creating a culture of health by increasing food access and opportunities for physical activity in communities, schools, places of worship, early care and education, neighborhoods, and municipalities. The Network also facilitates a statewide community of practice to share best practices, provide networking and professional development opportunities, and encourage collaboration. Within this community of practice, grantees will be connected to people and organizations with shared goals and agendas and be recognized as a leader in building healthy communities		Non-profit organizations, Other	New Jersey Healthy Communities Network
Our Town Grants	The Our Town grant program supports creative place making projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core.	Communities	Municipal	National Endowment for the Arts
People for Bikes Community Grants	The People For Bikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail	Communities across the US	Municipal	People for Bikes - Community Grants

	trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives			
Safe Routes to Schools	Provides federal and state funding to projects that enable children in grades K-8 to walk and bicycle more safely to school.	County, municipal governments, school districts, and schools	County, Municipal	New Jersey Department of Transportation
Safe Routes to Schools	Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school. SRTS facilitates the planning, development and implementation of projects that improve safety and air quality, as well as reduce traffic and fuel consumption around school	Communities in New Jersey	County, Municipal	New Jersey Department of Transportation
Safe Routes to Transit	The Safe Routes to Transit program was established in 2006 with state funding to enable counties and municipalities to improve safety in the vicinity of transit facilities and to make routes to bus stops and rail stations safer for bicyclists and pedestrians	Counties and municipalities.	County, Municipal	New Jersey Department of Transportation
Street Smart Program	Communities that participate in the Street Smart Program work to raise awareness of pedestrian safety laws by hosting events, handing out information, and through social media. Local police step up enforcement during the campaign to ensure motorists and pedestrians are obeying the laws. All communities are urged to participate	Municipalities and communities in New Jersey	Municipal	North Jersey Transportation Planning Agency
Sustainable Jersey Grants and Resources	Sustainable Jersey identifies resources to help municipalities develop a comprehensive sustainable community program. This includes financial resources in the form of grants and incentives, and technical support in the form of trainings, access to support organizations, and guidance material	New Jersey municipalities	Municipal	Sustainable New Jersey