



Monmouth ***PATHS*** Access for All

APPENDIX D

Public and Stakeholder Outreach Summary

Date: July 22, 2024



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ACKNOWLEDGEMENTS



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Overview

The public and stakeholder outreach process was designed as a multi-pronged engagement effort that sought public and stakeholder input at key project milestones. Public and stakeholder input helped the project team identify and define the barriers to mobility people encounter that make it difficult to get around when heading to work, school, medical appointments, shopping, and recreation destinations in Monmouth County. **Table 1** presents the key public and stakeholder outreach tasks performed over the course of the study.

Table 1: Key Public and Stakeholder Outreach Elements

Task	Role in the Study
Study brand/logo/style guide	<ul style="list-style-type: none"> • Provide the study with an easily recognizable and eye catching identity • Provide a consistent look across study materials
Study website	<ul style="list-style-type: none"> • Provide an online presence • Disseminate information about the study and outreach events to the public
Online survey/mapping tool	<ul style="list-style-type: none"> • Identify specific barriers to mobility throughout Monmouth County • Collect demographic data • Inform technical tasks
Technical Advisory Committee (TAC)	<ul style="list-style-type: none"> • Gain perspectives from County departments and state and regional transportation agencies • Share feedback from the public • Disseminate information about upcoming public outreach events • Review technical documents
Experiences Committee (EC)	<ul style="list-style-type: none"> • Gain perspectives from local stakeholders and transportation users • Share feedback from the public

Task	Role in the Study
	<ul style="list-style-type: none"> Disseminate information about upcoming public outreach events
Public workshops	<ul style="list-style-type: none"> Present study overview and recommendations Obtain in-person feedback from the public at key project milestones
Virtual public meetings	<ul style="list-style-type: none"> Supplement in-person public workshops Present study overview and recommendations Obtain feedback from the public at key project milestones

The following sections present a high-level summary of the public and stakeholder outreach that took place as part of the Monmouth PATHS: Access for All Study.

Outreach Tools and Methods

The following sections highlight the tools used to engage with the public and stakeholders over the course of the Monmouth PATHS: Access for All Study.

Public and Stakeholder Outreach Plan

A Public and Stakeholder Outreach Plan (PSOP) was developed at the start of the study to lay out the engagement activities and timeline for engagement. The final version of the PSOP is attached at the end of this document.

The goal of this study is to provide guidance for the County and its municipalities to reduce or overcome existing barriers to mobility and to prevent the development of new transportation obstacles. This was accomplished by combining data analysis and the lived experiences of county residents to evaluate infrastructure, policy, socioeconomic, and awareness factors that can be significant constraints for the traveling public. This is particularly true for the county's disadvantaged populations; therefore, an equitable public and stakeholder outreach process was essential since one of the primary drivers of the study is understanding the difficulty county residents have when traveling to shopping, healthcare, employment, and recreational destinations.

Communications and Online Engagement

Marketing and Branding

At the start of the study, Monmouth County implemented a brand logo and style guide for all outreach elements to provide a consistent look for the study that was easily recognizable and eye-catching for public and stakeholder outreach reports, presentation, website, social media campaigns, and other publicity. The study was named: 'Monmouth PATHS: Access for All' and a logo was developed to reflect that county residents should have access to an equitable transportation system, regardless of ability.

Monmouth PATHS: Access for All Study Website

The [Monmouth PATHS: Access for All website](#) was developed using ArcGIS StoryMaps to follow a similar format of other Monmouth County websites. As the study progressed, the content, or “stories,” were modified to include new or updated information or data including:

- Project Overview page that highlights the goals of the study and the concept of equitable transportation.
- Provide Input page provides information on on-going and upcoming public outreach events.
- Public Outreach Events page provides summaries and pictures from in-person outreach events.
- Locations of Barriers to Mobility page highlights the results of the online/interactive mapping exercise that was used to identify barriers to mobility.
- Document library page includes key study documents.

Identification of Mobility Barriers via Online Mapping Tool

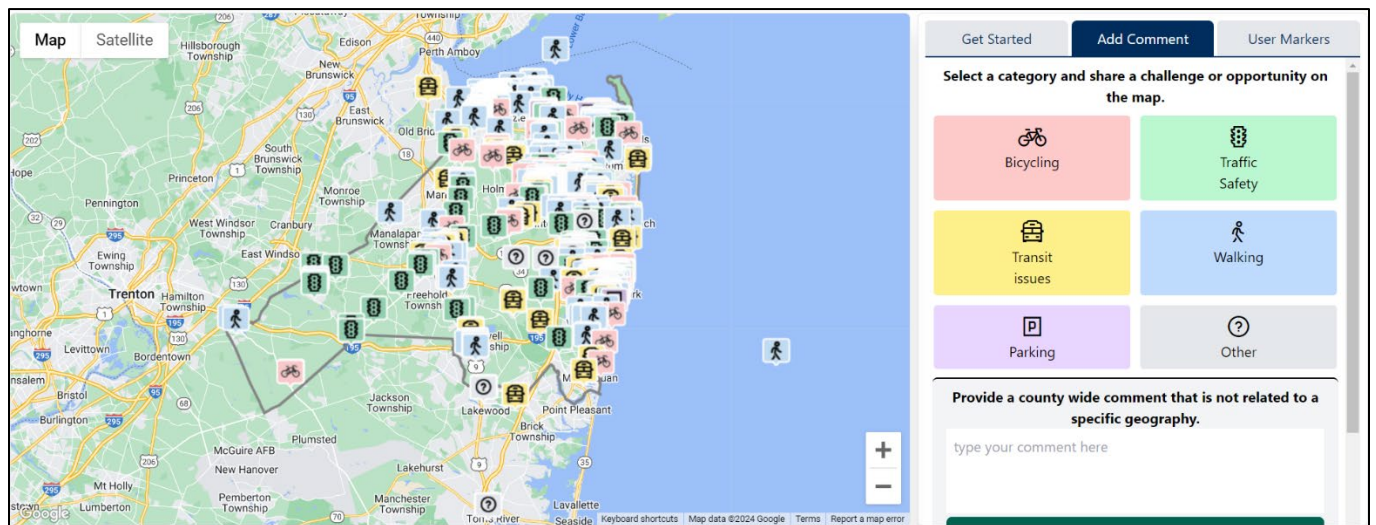
A very important aspect of this study was to understand the lived experiences of Monmouth County residents and where they were experiencing mobility barriers across the county. Therefore, from November 2023 until February 2024, Monmouth County launched an online, interactive mapping exercise to collect input.

The mapping tool was advertised weekly via Monmouth County and the North Jersey Transportation Planning Authority (NJTPA) social media platforms and a link to the mapping tool was provided on the study website. Social media posts and the mapping tool were available in English and Spanish.

Participants began the exercise by entering their city/town name or ZIP code; if desired they could also answer questions related to their age, income level, disability status, and car ownership status. Participants then chose from six (6) topic areas to identify the location of specific mobility barriers by clicking/"dropping a pin" on a map of Monmouth County (see **Figure 1**). The topic areas were:

- Biking;
- Walking;
- Transit issues;
- Traffic safety;
- Parking; and
- Other

Figure 1: Monmouth PATHS: Access for All Online Mapping Tool Comment Categories



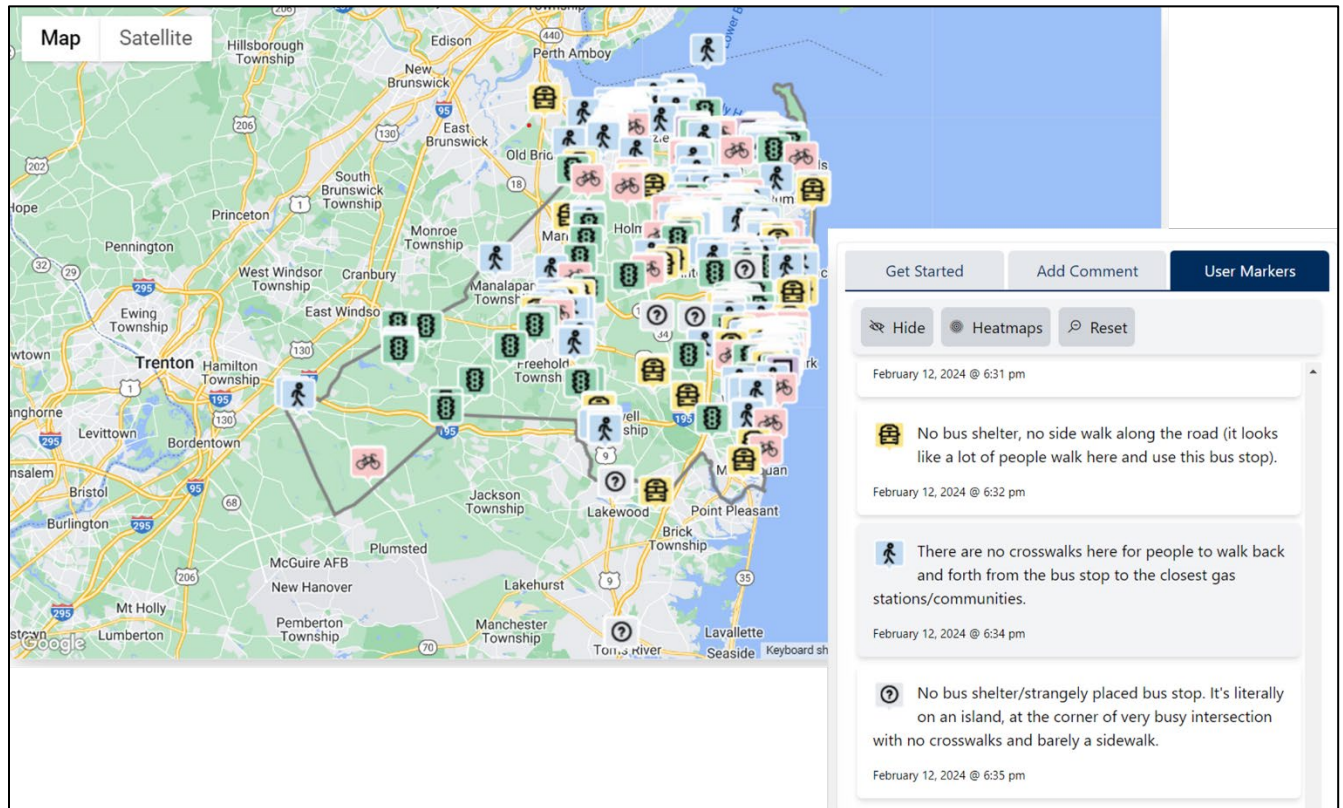
Some participants also entered individual comments about the mobility challenges they encounter at the locations they identified (see **Figure 2**). Multiple "pins" could be used in a single location and participants could place multiple "pins". All total, almost 500 unique users placed more than 600 "pins" on the map in the following manner:

- Walking – 288 pins
- Traffic Safety – 137 pins
- Bicycling – 89 pins
- Transit – 58 pins
- Other – 34 pins

- Parking – 11 pins

A more detailed discussion of the online mapping tool results and how the comments and location data were incorporated into the study is provided in Appendix A: Experienced Conditions.

Figure 2: Monmouth PATHS: Access for All Study Online Mapping Tool Comments



Press Releases and Social Media

To publicize public outreach events, Monmouth County developed press releases and social media posts.

- Press releases were developed to announce the in-person public workshop on November 16, 2023, and the in-person and virtual public meetings held on April 16, 2024, and April 17, 2024, respectively.
- Social media posts were developed in English and Spanish for use by Monmouth County and NJTPA for the following outreach events/activities (see **Figure 3**):
 - November 16, 2023, in-person public workshop
 - January 2024, through mid-February 2024 online mapping tool

- February 7, 2024, in-person pop-up outreach event/public meeting at Brookdale Community College
- February 12, 2024, virtual public meeting
- April 16, 2024, in-person public workshop
- April 17, 2024, virtual public meeting
- May 8, 2024, virtual public meeting

Additionally, Monmouth County developed an email notification/e-blast to promote the pop-up outreach event held at the Brookdale Community College student center on February 16, 2024. The e-blast was distributed to all students, faculty, and staff by the college one week prior to the event and then again on the day of the event.

Figure 3: Examples of Social Media Posts for Public Outreach Events

¡Díganos sobre sus barreras de movilidad!

VENGA A VERNOS
miércoles 7 de febrero de 2024

Visítenos y díganos de sus barreras de movilidad, que le pueden dificultar trasladarse al trabajo, escuela, citas médicas, compras y destinos recreativos.

LUGAR
Brookdale Community College
MLK Jr. Lounge, Warner Student Life Center

DIRECCIÓN
765 Newman Springs Road, Lincroft.
Siga las señales Warner Student Life Center.

HORA
11 a.m. to 6 p.m.

¡Participará en un sorteo para la oportunidad de ganar una tarjeta de regalo de \$25!

¡Todos son bienvenidos!
Estacionamiento público en el Loto 7.

¿NO PUEDE ACUDIR EN PERSONA?
Asista a una reunión pública virtual el **Lunes 12 de febrero de 2024 de 7 a 8 p.m.**

Una presentación breve iniciará a las 7 p.m., seguida por una sesión de preguntas y respuestas con el Condado de Monmouth y miembros del equipo del estudio. Asista para conocer más sobre los **Caminos de Monmouth: Estudio acceso para todos.**

Información de la reunión:
ID del webinar por zoom: 884 3259 9961
Contraseña del webinar por zoom: 253190
Enlace: <https://us02.zoom.us/j/88432599961>
Teléfono: 1 866 911 3860
** Habrá subtítulos en inglés y en español

¿Todavía hay tiempo!
Añada su opinión a nuestro mapa en línea:
fhstudio-apps.com/monmouth-county/

Para obtener más información, visite el sitio web del estudio: bit.ly/monmouthpaths

Monmouth PATHS Access for All

Do missing sidewalks make it hard to get around?

What mobility barriers do you encounter when traveling throughout Monmouth County? Missing sidewalks (like this one)? Infrequent bus service? Unsafe intersections? Missing ADA ramps?

TELL US WHERE! Provide your input using the link below to help us understand the mobility barriers you face when heading to work, school, medical appointments, shopping, and recreation destinations.

All the information you provide will be vital to informing the Monmouth Paths: Access for All study, a transportation planning study that will identify and develop measures to reduce or eliminate mobility barriers for Monmouth County residents.

Stakeholder Engagement

A critical component of the outreach process was engaging with stakeholders who could provide a variety of perspectives into the challenges Monmouth County residents encounter as they travel throughout the county.

Technical Advisory Committee (TAC)

A Technical Advisory Committee (TAC) comprised of representatives from Monmouth County departments and state and regional transportation agencies was convened to share specialized knowledge and to serve as a resource and review body for study materials. Agencies represented on the TAC included:

- Monmouth County Office of Community Development
- Monmouth County Transportation Council
- Monmouth County Park System
- New Jersey Turnpike Authority
- NJTPA
- Township of Middletown
- EZ Ride

The TAC met three (3) times virtually via Webex over the course of the study to provide input on stakeholder and public outreach, and comment on project methodology, study findings, and recommendations. TAC meeting discussion topics and outcomes are provided below in **Table 2**. TAC meeting summaries are attached at the end of this document.

Table 2: TAC Meeting Discussion Topics and Outcomes

Meeting No.	Date	Topics	Outcomes
1	October 17, 2023	<ul style="list-style-type: none"> • Team Introduction • Project Overview (data methodology and outreach) • Role of TAC 	<ul style="list-style-type: none"> • Feedback on study goals and vision • Discussion of preferred public outreach methods • Feedback on constraints to equitable mobility • Discussion/feedback on existing barriers
2	January 30, 2024	<ul style="list-style-type: none"> • Updated project schedule • Experienced Conditions Report • Transect performance metrics • Public outreach 	<ul style="list-style-type: none"> • Feedback on Experienced Conditions Report findings • Feedback on transect performance rankings • Generate support for online mapping tool and February 2024 public outreach events

Meeting No.	Date	Topics	Outcomes
3	April 3, 2024	<ul style="list-style-type: none"> • Updated project schedule • Critical barriers by transect • Draft strategies and tools • Next steps 	<ul style="list-style-type: none"> • Feedback on identified critical barriers • Discussion of draft recommendations • Generate support for final public meeting

Experiences Committee (EC)

Because this study combines data analysis with the “lived experiences” of Monmouth County residents, the County convened an Experiences Committee (EC) to provide additional input to the study through identifying network gaps, providing input on challenges and opportunities, and commenting on proposed recommendations. Agencies and organizations represented on the EC included:

- Monmouth ACTS
- Monmouth County Division on Aging, Disabilities and Veterans Services
- Monmouth County Department of Transportation
- City of Asbury Park
- EZ Ride
- Tri-State Transportation Campaign
- Lincroft Village Green Association
- Interfaith Neighbors
- Jersey Shore Touring Society

The EC met three (3) times virtually via Webex over the course of the study to provide input on stakeholder and public outreach, and comment on project methodology, study findings, and recommendations. EC meeting discussion topics and outcomes are provided below in **Table 3**. EC meeting summaries are attached at the end of this document.

Table 3: Experiences Committee Meeting Discussion Topics and Outcomes

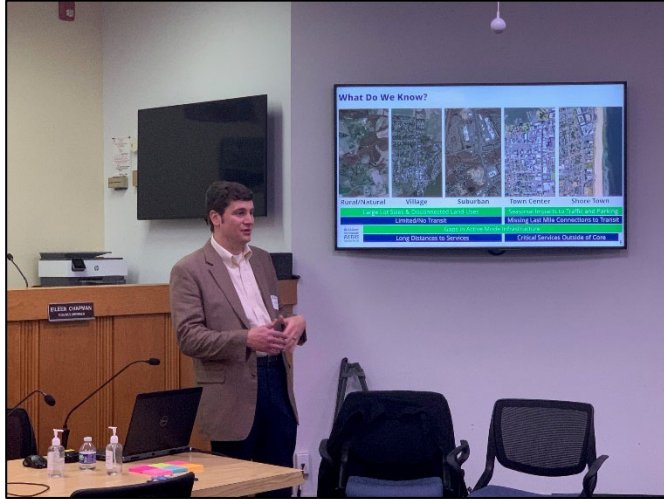
Meeting No.	Date	Topics	Outcomes
1	October 17, 2023	<ul style="list-style-type: none"> • Team Introduction • Project Overview (data methodology and outreach) • Role of TAC 	<ul style="list-style-type: none"> • Feedback on study goals and vision • Discussion of preferred public outreach methods • Feedback on constraints to equitable mobility • Discussion/feedback on existing barriers
2	January 30, 2024	<ul style="list-style-type: none"> • Updated project schedule • Experienced Conditions Report • Transect performance metrics • Public outreach 	<ul style="list-style-type: none"> • Feedback on Experienced Conditions Report findings • Feedback on transect performance rankings • Generate support for online mapping tool and February 2024 public outreach events
3	April 3, 2024	<ul style="list-style-type: none"> • Updated project schedule • Critical barriers by transect • Draft strategies and tools • Next steps 	<ul style="list-style-type: none"> • Feedback on identified critical barriers • Discussion of draft recommendations • Generate support for final public meeting

Public Meetings

In addition to the online mapping tool described above, Monmouth County offered several in-person and virtual opportunities for the public to learn more about and provide input on the study. Three (3) in-person outreach meetings and three (3) virtual outreach meetings were conducted by Monmouth County over the course of the study:

- **Public Open House #1** – was held on November 16, 2024, at the City of Asbury Park City Council Chambers to present an overview of the study and collect feedback on barriers (see **Figure 4**). The County provided laptops so attendees could enter feedback on barriers directly into the online mapping tool. The County developed a press release as well as bilingual flyers and social media posts to advertise the event. Spanish interpreters were also available at the open house to assist Spanish-speaking attendees.

Figure 4: Public Workshop Photos



- **Pop-up Outreach at Brookdale Community College/Public Meeting #2** – was held on February 7, 2024, from 11 a.m. to 6 p.m., in the MLK Jr. Lounge at the Warner Student Life Center at Brookdale Community College in Lincroft (see **Figure 5**). The purpose of the outreach event was to collect feedback from students, faculty, staff, and the public on barriers to mobility; all feedback was collected via the online mapping tool using iPads. To advertise the outreach event, the County developed an email blast that was distributed by the college to students, faculty, and staff one week prior to the event and then again on the day of the event. The County also developed bilingual flyers that were posted to County and NJTPA social media accounts and the project website.

Figure 5: Photos from Brookdale Community College Outreach Event



- **Virtual Public Meeting #2** – was held on February 12, 2024, via Zoom. This virtual meeting supplemented the in-person outreach event held on February 7, 2024, and provided the public with another opportunity to learn about barriers to mobility and provide feedback on the barriers they encounter when traveling throughout Monmouth County. A brief presentation about the study and the data collected to date was followed by a moderated Q&A session. A recording of the meeting was posted to the project website.
- **Public Open House #3** – was held on April 16, 2024, at the Freehold Boro Fire Hall Annex to present and collect feedback on draft strategies and tools. Attendees were able to listen to a brief presentation, view display boards, interact with County and project team staff, and leave detailed comments.
- **Virtual Public Meeting #3** – was held on April 17, 2024, via Zoom. This virtual meeting supplemented the in-person outreach event held on April 16, 2024, and provided the public with another opportunity to provide feedback on recommended strategies and tools. However, due to a technical issue discovered during the April 17 meeting, an additional virtual meeting was held on May 8, 2024. This meeting consisted of a brief presentation and a moderated Q&A session. A recording of this meeting was posted to the project website.

Next Steps

Over the next several months Monmouth County will be finalizing the study. Future outreach with stakeholders and the public may include:

- Project website updates;
- Social media posts pertaining to the final report;
- Email or other communications with municipalities regarding the final report and toolkit implementation; and/or
- Meetings with municipalities regarding toolkit implementation.

Public and Stakeholder Outreach Plan (PSOP)

Public and Stakeholder Outreach Plan

I. Introduction

Background

Monmouth County has initiated Barriers to Mobility, a transportation planning study that will identify and develop measures to reduce or eliminate mobility barriers for County residents. The goal of this study is to provide guidance for the County and its municipalities to reduce or overcome existing barriers and to prevent the development of new transportation obstacles. This will be accomplished by combining data analysis and the lived experiences of County residents to evaluate infrastructure, policy, socioeconomic, and awareness factors that can be significant constraints for the traveling public, particular the County's disadvantaged populations. Potential outcomes of this study include strategies to improve the built environment in a variety of land-use areas within the County.

Equitable community and stakeholder engagement is a pillar of this process because one of the primary drivers of the study is understanding the lived experiences of County residents. With funding from the North Jersey Transportation Planning Authority (NJTPA), the County of Monmouth ("the County") has engaged the Stantec team, which includes FHI Studio, to support the engagement efforts. This document outlines how the project team intends to engage stakeholders and members of the public throughout the process.

Purpose and Guiding Principles

The Public and Stakeholder Outreach Plan (PSOP) will serve as a living document that outlines how the project team will inform and seek meaningful input. The PSOP will be updated and adapted as the study progresses, based on advice received from the County, NJTPA, stakeholders, and members of the public. Many approaches will inform interested parties throughout the planning process, and there will be a variety of opportunities for education, discussion, comment, and meaningful input.

The PSOP incorporates the following guiding principles:

- **Engage people.** Stakeholders will have opportunities to provide input and work with the project team. Several outreach tools will gather public information, including Technical Advisory Committee (TAC) meetings, Experiences Committee (EC) meetings,

public meetings, a virtual interactive mapping tool, and a project webpage that provides project background and updates. The project team will work with the County to contact local organizations and officials to assist with disseminating information.

- **Seeing is believing.** Most people need to visualize a new idea before understanding, providing feedback, and ultimately supporting it. All project materials including the project website and presentations will be graphically rich and adhere to the project branding. The public outreach meetings will offer stakeholders opportunities to express their input through interactive activities.
- **Foster inclusivity.** People of different ages, ethnicities, races, and incomes learn about and participate in community engagement activities in different ways. FHI Studio will prepare engagement materials (e.g., flyers) in Spanish and English. Spanish-speaking team members will be available at public meetings. To include people with limited mobility, public meetings will be at an ADA accessible location when held in-person. Virtual meetings will be available to reach people who cannot attend the in-person meetings.
- **Listen, then talk.** The public outreach approach offers many opportunities for input and dialogue with the community. The project team will actively listen to the comments, suggestions, and feedback to ensure all stakeholders have a voice. The project team will lead engagement activities and offer opportunities to submit comments both in-person and through the project website.

The PSOP will be flexible to take advantage of opportunities that arise during the study. The project team may update and adapt the PSOP to reflect any changes made in the outreach approach based on guidance received from the County and stakeholders and based on ongoing evaluation of the process.

II. Equity

While equity is a key component of all transportation studies conducted within the NJTPA region, this study requires a more in-depth analysis of socioeconomic, land use/zoning, policy, and infrastructure factors that are directly related to mobility challenges within Monmouth County. The lived experiences of County residents are critical to the overall identification and evaluation of mobility barriers, particularly the experiences of vulnerable populations such as low income, minority and limited English proficiency, and young and elderly populations, as well as those with physical or intellectual disabilities. However,

obtaining and extracting these experiences from these populations can be a significant challenge that requires careful consideration of the following factors:

- **Meeting Location:** Meetings will be held within or near vulnerable communities at facilities that are easily accessible via multiple modes of transportation, including walking, biking, and transit. Meetings will also be held in facilities that are accessible. Virtual meetings will be held utilizing tools that are mobile-friendly.
- **Meeting Times:** In-person and virtual meetings will be held at times that are convenient to the vulnerable populations, which typically work service jobs that may require evening and weekend work. Members of the TAC and EC will help the project team to identify times that would likely work best.
- **Meeting Format and Materials:** Consideration should be given to casual and interactive that support open communication and active listening. Meeting materials will also be translated into Spanish, and staff capable of translating will be on-hand for in-person and virtual meetings.

Furthermore, this PSOP will be updated as needed with the findings of the equity analysis.

III. Communications & Virtual Engagement

Marketing & Branding

Developing a brand will help members of the public and stakeholders easily identify the project. The project team will develop project branding alternatives that follow Monmouth County's design standards. The branding will be clear, engaging, and encourage an interest in participation. All outreach materials will be developed with consistent messaging and will be written to appeal to general audiences that may not be well-versed in transportation jargon. Up to three logo alternatives will be developed and revised based on feedback from the County and the NJTPA.

Project Website

The project team will develop a project website using ArcGIS StoryMaps. The website will offer a project overview, a project library of study documents, notices for public meetings, and a comment submission form. The website will incorporate project branding and be responsive (designed for desktop and mobile). The website will be accessible for low-vision and blind users and will offer multi-lingual translation.

Online Engagement Tool

The project team will develop an in-house interactive engagement tool that allows stakeholders to answer survey questions, identify and prioritize needs, and place pins, lines, and comments on a map of the study area. This tool will help the project team identify gaps in infrastructure, transit service, information, or other barriers to mobility. The customizable tool will allow users to categorize their input by mode and submit comments. The mapping tool will be linked on the study webpage and allow for input for low-vision and blind users, as well as Spanish speakers.

Press Releases and Social Media

To assist in notifying the public about the launch of the online engagement tool and public meetings, the project team will draft up to three (3) press releases for review and dissemination by the Monmouth County Public Information Office. Additionally, the project team will develop a social media plan, including draft posts and posting schedule, for posting by the Monmouth County Public Information Office on Monmouth County's social media accounts. Monmouth County can also share this information with its municipal contacts so that project information can be posted on municipal social media channels.

IV. Stakeholder Engagement

Technical Advisory Committee (TAC)

The County will convene a Technical Advisory Committee (TAC) to serve as a resource and review body for study materials. The TAC will be called upon to share local and other specialized knowledge; provide input on stakeholder and public outreach; and comment on project methodology, study findings, and recommendations.

TAC members will be determined by the County and are expected to include the following:

- County
 - Division of Planning
 - Division of Engineering
 - Office of Community Development
 - Office of Economic Development
 - Department of Transportation
 - Transportation Council
- Regional & Statewide

- NJTPA
- EZ Ride TMA
- NJ TRANSIT
- New Jersey Turnpike Authority
- NJDOT

The anticipated timing, topics, and outcomes of the three TAC meetings are outlined in the table below.

No.	Date	Topics	Outcomes
1	September 2023	<ul style="list-style-type: none"> • Team Introduction • Project Overview (data methodology and outreach) • Role of TAC 	<ul style="list-style-type: none"> • Feedback on study goals and vision • Initial list of existing barriers
2	November 2023	<ul style="list-style-type: none"> • Existing findings from the data collection & analysis • Summary of public input 	<ul style="list-style-type: none"> • Feedback on existing findings and public input
3	February 2024	<ul style="list-style-type: none"> • Draft mitigation measures • Next steps 	<ul style="list-style-type: none"> • Discussion/reactions to findings and recommendations

The TAC meetings will be held virtually, and the project team will use a variety of tools to engage TAC members in meaningful discussion. Breakout rooms, mapping activities, and polling may all be implemented to collect feedback. The County's Project Manager will be responsible for scheduling TAC meetings and notifying TAC members of meetings. The project team will prepare agendas, presentation material, meeting summaries, and will facilitate meetings as needed.

Experiences Committee (EC)

The Experiences Committee (EC) will provide additional input to the project team through assistance in identifying network gaps, providing input on challenges and opportunities, and commenting on proposed recommendations. EC members will be determined by the County and are expected to include the following:

- Monmouth County Division of Planning
- Division on Aging, Disabilities and Veterans Services
- New Jersey Bike and Walk Coalition

- New Jersey Association of Railroad Passengers
- Families for Safe Streets New Jersey
- Tri-State Transportation Campaign
- Monmouth ACTS

The anticipated timing, topics, and outcomes of the three EC meetings are outlined in the table below:

No.	Date	Topics	Outcomes
1	September 2023	<ul style="list-style-type: none"> • Team Introduction • Project Overview (data methodology and outreach) • Role of EC 	<ul style="list-style-type: none"> • Feedback on study goals and vision • Initial list of existing barriers
2	December 2023	<ul style="list-style-type: none"> • Existing findings from the data collection & analysis • Summary of public input 	<ul style="list-style-type: none"> • Feedback on existing findings and public input
3	February 2024	<ul style="list-style-type: none"> • Draft mitigation measures • Next steps 	<ul style="list-style-type: none"> • Discussion/reactions to findings and recommendations

The EC meetings will be held virtually, and the project team will use a variety of tools to engage EC members in meaningful discussion. Breakout rooms, mapping activities, and polling may all be implemented to collect feedback. The County's Project Manager will be responsible for scheduling EC meetings and notifying EC members of meetings. The project team will prepare agendas, presentation material, meeting summaries, and will facilitate meetings as needed.

V. Public Engagement & Input Summaries

Public Meetings

Public meetings are traditionally aimed at communicating study information to the broad public and soliciting input on existing conditions and study findings. Up to three (3) public meetings will be hosted by the County and project team throughout the study to help collect input on existing conditions, develop a list of potential mitigation measures, and provide comments on the findings and recommendations.

The anticipated timing, topics, and outcomes of the three public meetings are outlined in the table below.

No.	Date	Topics	Outcomes
1	October 2023	<ul style="list-style-type: none"> • Team Introduction • Project Overview (data methodology and outreach) • Mapping activities and small group discussion pertaining to existing barriers 	<ul style="list-style-type: none"> • Feedback on study goals and vision • Identification of existing barriers • Follow-up participation in the online engagement tool
2	December 2023	<ul style="list-style-type: none"> • Existing findings from the data collection & analysis • Summary of public input 	<ul style="list-style-type: none"> • Feedback on existing findings and public input • Input on potential mitigation measures
3	March 2024	<ul style="list-style-type: none"> • Draft mitigation measures and recommendations • Next steps 	<ul style="list-style-type: none"> • Discussion/reactions to findings and recommendations

Public meetings will be held first in person and then virtually the following day. It is assumed that the County's Project Manager will be responsible for scheduling public meetings and identifying meeting venues in the Central, Shore, and Bayshore regions of the county; all public meeting venues will be transit- and ADA-accessible. The project team will prepare bilingual meeting notifications/flyers, agendas, presentation material, meeting summaries, and will facilitate meetings as needed. Up to eight boards may be developed to support these meetings. The project team will include Spanish-speaking members to facilitate discussion.

Experienced Conditions Report and Public Outreach Summary

When the online engagement tool is closed, the project team will develop an Experienced Conditions report. This report will include a summary of information collected through the engagement tool, early public meetings, and early committee meetings. The report will explain how the feedback received will be used to identify barriers to mobility and provide a summary of suggested strategies to address these barriers.

Building off the Experienced Conditions report, the project team will develop a public outreach summary at the conclusion of the study. This document will detail the public and

stakeholder engagement effort, summarizing the key findings and successes. The summary will be included in the appendix of the final report.

VI. Ongoing Evaluation of the PSOP

This PSOP will be evaluated at critical milestones to ensure the public outreach process is reaching its intended goals and the project's overall goals. Key milestones are likely after each public outreach round. In coordination with the County, the project team will adjust this PSOP to encourage strong public and stakeholder participation.

Technical Advisory Committee Meeting Summaries

Technical Advisory Committee Meeting #1Monmouth Paths: Access for All Study

Date/Time: October 17, 2023 / 11:00 AM

Place: Webex

Next Meeting: Next Meeting Date

Attendees: Laura Kirby, Monmouth County Office of Community Development
Kathleen Lodato, Monmouth County Transportation
Paul Gleitz, Monmouth County Park System
Anthony Garaguso, Monmouth County Transportation Council
Lu Ding, New Jersey Turnpike Authority
Rosemay Nivar, New Jersey Turnpike Authority
Lisa Lee, EZ Ride
Amy Citrano, Middletown Township
Victor Furmanec, Monmouth County
David Schmetterer, Monmouth County
Sidney Christianson, Monmouth County
Michael Popovich, Monmouth County
William Long, NJTPA
Adam Catherine, Stantec
Margaret Newman, Stantec
Priyanshi Shah, Stantec
Kristen Ahlfeld, FHI Studio

Absentees:

Distribution: Attendees, File

Item:

Action:

Introduction and Project Overview

After introductions, Adam Catherine (Stantec) explained that the project would combine outreach and data to look at how transportation and land use would come together to identify barriers to mobility. The project team will identify strategies to achieve more equitable mobility for all populations, especially vulnerable populations.

The study has three phases: needs assessment, data analysis/mapping, and recommendations. The project team is currently in the first phase, which is fact finding to explore existing barriers.

Mr. Catherine explained that equitable mobility is about access to opportunity. He said the existing system does not serve everyone equitably, which is at least in part because Monmouth County is mostly car-dependent. He said infrastructure, technology, service, and policy will be explored as part of the study. These will all be considered for a variety of land use transects.

Study Goals and Vision

Mr. Catherine said the study vision is to improve access to opportunities through improved mobility options. He also shared a study value statement, which states the project aims to improve infrastructure, services, and policies to promote equitable access to employment opportunities, education, healthcare, services, and recreation for all Monmouth County residents.

The study has four main goals: to reduce monetary, time, and quality of life costs, be more intentional when linking land use and transportation, improve awareness of existing transportation options, and create opportunities for latest technologies to be deployed.

Participants then commented on how their organizations promote mobility and/or equity:

- Lisa Lee (EZ Ride) said they are focused on improving regional mobility, reducing traffic congestion, improving transportation for those who don't have vehicles, and reducing emissions. EZ Ride is the Safe Routes to School (SRTS) regional coordinator; through that program they prioritize walking and biking, help people who don't have vehicles (seniors, young adults, low-income). She added that there are definitely areas in the county where the study can focus on equity, and that this study needs to focus on areas that need the most help.
- Paul Gleitz (Monmouth County Parks) noted that there are parks throughout the county. The last open space plan includes goals for equity and inclusion, with a focus on providing recreational services for people with disabilities. The County runs a program for busing kids from urban areas to suburban parks, which is very successful. He liked that recreation is included in the value statement.

Outreach

Mr. Catherine said outreach is a critical part of this project. There are three types of meetings, including a Technical Advisory Committee (TAC), Experiences Committee (EC), and public meetings (in-person and virtual). There will also be a project website and an online engagement tool and survey.

He then shared the project schedule, noting that the next meeting would be in January 2024. The study will be wrapped up in June 2024.

He described the committee roles. He said the TAC is responsible for sharing specialized knowledge as transportation professionals. The EC's role is to help identify mobility gaps, promote outreach, and provide comments.

He asked what strategies could be used to increase participation from vulnerable communities:

- Mr. Gleitz noted that Monmouth ACTS is a great shortcut to get to many community groups.
- Ms. Lee provided stated that there are a number of coalitions that would be interested in this study such as the Asbury Park Wellness Committee and Freehold's bike/walk groups. She also suggested sending surveys through schools, in person engagement at health fairs, and using social media
- Ms. Lodato stated that her department participates in community events, phone surveys, and places brochures/flyers in all of the buses.
- Anthony Garaguso (Monmouth County Transportation Council) said that the Transportation Council sends out quarterly newsletters. Michael Popovech (Monmouth County) added that the October edition will include an article about the Monmouth Paths Study.

*Victor Furmanec
(Monmouth County)
requested that TAC
members email him
suggestions and contact
information.*

Existing Transportation Network and Mobility Options

Mr. Catherine described the existing roadway network, transit network (e.g., rail, bus, park-and-ride, Academy Bus, and Seastreak Ferry), and active transportation (e.g., trails, bike lanes, sidewalks). Other mobility services in the county include EZ Ride, Monmouth County Division of Transportation, and NJ TRANSIT Access Link.

He asked if TAC members are aware of any transportation projects or changes to services or policies that will affect equity mobility in the future:

- Ms. Lodato noted that her department cannot hire drivers and their funding is dependent on NJ TRANSIT. She noted that the department of purchasing 5 cars as part of pilot program with driving age and healthcare focused community college students as a way of filling gaps. The cars cannot, however, accommodate a wheelchair.
- Mr. Gleitz stated that the Parks Department has several trail expansion projects which include the construction of pedestrian bridges. The goal is to provide better, safer access to parks and avoid at-grade and midblock crossings where possible. He also noted the creation of an ADA Committee within the Parks Department.
- Mr. Popovech noted that NJ TRANSIT is looking at demand along Route 9 as well as bus garage facilities, both of which may change routes in the county.
- Ms. Lodato noted that since COVID, buses are making fewer stops/picking up fewer passengers at senior centers. She also added that she needs to add time to routes to travel to/from congested areas of the County. Rides take more time and increase trip costs.
- Mr. Furmanec noted that Dutchess County in New York operates its own bus transportation service. Our model is based on NJ TRANSIT and it not focused on moving people through smaller areas. Could their service model be implemented in Monmouth County?
- Ms. Less stated that communities need to be encouraged to pass complete streets policies. Future equity constraints include lack of bike plans, lack of lighting, increased freight deliveries, new construction without complete streets polices, new influx of people who don't know areas.

Preliminary County-Wide Equity Assessment

Mr. Catherine provided countywide equity data. He showed maps of pertaining to poverty, no vehicle access, older adults, and people with disabilities. He also shared location-based data that shows destinations for work, dining, education, and recreation trips among low-income residents. Data shows that most low-income residents are working within the county. The maps show how transit network is designed to get people to Newark and New York City, but it might not be effective for low-income populations.

He discussed preliminary assessment takeaways. For instance, shopping destinations are located outside low-income communities.

Discussion of Barriers

Mr. Catherine displayed a list of potential barriers. He said he would love to see this list expanded.

Mr. Furmanec requested that TAC members email lists of barriers to his attention

Conclusion

Mr. Catherine said he would be sharing presentation. He also suggested if there are additional comments to email Mr. Fumanec at victor.fumanec@co.monmouth.nj.us.

*The County to share
presentation to TAC
members*

The meeting adjourned at 12:05 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.



Adam Catherine PE, PTOE
Principal

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Fax: 856 234 5926
Adam.Catherine@stantec.com

Technical Advisory Committee Meeting #2Monmouth Paths: Access for All Study

Date/Time: January 30, 2024 / 11:00 AM

Place: Webex

Next Meeting: Next Meeting Date

Attendees: Paul Gleitz, Monmouth County Park System
Anthony Garaguso, Monmouth County Transportation Council
Rosemay Nivar, New Jersey Turnpike Authority
Lisa Lee, EZ Ride
Victor Furmanec, Monmouth County
David Schmetterer, Monmouth County
Michael Popovich, Monmouth County
William Long, NJTPA
Adam Catherine, Stantec
Kristen Ahlfeld, FHI Studio

Absentees:

Distribution: Attendees, File

Item:	Action:
<p>Introduction and Purpose of Meeting Adam Catherine (Stantec) welcomed attendees to the second of three Technical Advisory Committee (TAC) meetings for the study. Mr. Catherine provided a brief update on the project schedule and provided and stated that the purpose of the meeting would be to update TAC members on the project schedule; obtain feedback on the Experienced Conditions Report; review transect data; and generate support for upcoming outreach events.</p> <p>Mr. Catherine noted that the project was In Phase 2, Data Analysis and Mapping and that another TAC meeting will likely be held in April to discuss recommendations and solutions. He also provided a refresher on equitable mobility and examples of barriers to mobility.</p>	
<p>Experienced Conditions Findings Mr. Catherine reviewed the data that is included in the report and the provided an overview of the 3 main findings:</p> <ul style="list-style-type: none">• The existing transportation network makes it difficult to travel around the county without a vehicle;• The existing transportation network is focused on getting people to/from New York City• Vulnerable populations are staying closer to home for work, shopping, education, and recreation trips. <p>Mr. Catherine presented mapping to show transit coverage in the County and noted that there is bus service coverage in the County, but it is limited especially on east-west routes later at night and on Saturday. He noted that residents working in the services sector may have difficulty getting to/from those jobs on weekends and late at night.</p>	
<p>A key component of the Experienced Conditions Report are results from initial project outreach efforts which included a public open house on November 16, 2023, and an online mapping tool which is still active and collecting comments. Mr. Catherine noted that while turnout at the public open house was low, the project is collecting good feedback through the mapping tool.</p> <p>Mr. Catherine provided a summary of the feedback collected via the mapping tool so far. He noted that many of the comments pertain to bicycling and walking and that the project team is hoping for more demographic diversity in the coming weeks, especially among low-income and younger respondents. He then reviewed key comment themes that apply to the county, as well as specific comments about specific locations or barriers.</p>	

Mr. Catherine reviewed the findings of the Experienced Conditions Report. He then asked TAC members whether there are any other mobility issues that need to be considered in the study.

- Paul Gleitz (Monmouth County Parks) asked whether any discussion or feedback was provided on e-bikes. He noted that the Parks Department is updating park regulations, and that e-bikes seem to be a growing trend and could be worthwhile from a last-mile perspective especially when considering vulnerable populations and barriers and probably should be considered in this study. Mr. Gleitz continued that there would be a need for physical infrastructure, but he believes that e-bikes could become a larger proportion of mode share as range increases and prices drop. Mr. Catherine stated that the study will include recommendations for e-bikes. Mr. Gleitz noted that there would need to be zoning and other policy recommendations/changes to accommodate charging and battery storage in multi-family housing. David Schmetterer (Monmouth County Planning) stated that there are no laws applying to e-bikes so they would need to be legitimized as a form of travel. He suggested that James Bonnano from Asbury Park may be a good resource on infrastructure needs due to Asbury Park's scooter rental program.
- Lisa Lee (EZ Ride) noted that if there was infrastructure present on Routes 537 and 520, people could use e-bikes very easily make east-west connections to get from Freehold to Shrewsbury and Eatontown.
- Lisa Lee (EZ Ride) stated that with the development that is going on at Fort Monmouth, municipalities in that area are getting together to develop a plan to implement bicycle lanes and other infrastructure available so that workers can get to/from construction jobs without driving a car. It would also provide key linkages between communities in the area and transit stations. She will ask that Monmouth County be added to the meetings/discussion.

<p>Transect Performance</p> <p>Mr. Catherine reviewed the transects developed for this study and noted that the goal would be to identify mobility barriers and solutions for each transect. Simply, a transect is a land use area; the 5 that have been defined for Monmouth County each have unique land uses and unique barriers to mobility, but they do share some common elements.</p> <p>Transect performance was evaluated for biking and walking, transit, and vehicles. Performance was indicated using colored thumb icons:</p> <ul style="list-style-type: none">• Green thumbs up – Doing well; keep it up• Yellow sideways thumb – Doing ok; needs improvement• Red thumbs down – critical gap <p>Mr. Catherine provided an overview of transect performance and identified critical gaps that will need to be addressed by this study. He requested feedback from TAC members on the rankings.</p> <ul style="list-style-type: none">- Lisa Lee (EZ Ride) stated that summer employees at Monmouth Racetrack have a desire to ride bicycles to work.- David Schmetterer (Monmouth County Planning) asked whether the dots on the data maps can be shaded blocks as that may resonate more with people. <p>Due to time constraints, Mr. Catherine provided a very high level summary of transect performance related to vehicles.</p> <p>David Schmetterer (Monmouth County Planning) noted that a lot of good work is already being done. He noted that the County is partnering with EZ Ride on medical transportation services with Uber and Lyft. Mr. Schmetterer also noted work being done in the County by NJTRANSIT and EZ Ride all of which needs to be highlighted in this study.</p>	
<p>Upcoming Outreach</p> <p>Mr. Catherine announced to TAC members that the project team will be conducting 2 outreach events in February. He stated that a pop-up outreach event will be held at Brookdale Community College on February 7 from 11 a.m. to 6 p.m. and a virtual public meeting is being held on February 12 from 7 p.m. to 8 p.m. Mr. Catherine said that TAC members should look for social media announcements for both events which should be posted shortly.</p> <p>Victor Furmanec (Monmouth County Planning) stated that the County will send the presentation out to the TAC and that comments or questions should be emailed back to him at victor.furmanec@co.monmouth.nj.us. Mr. Furmanec also noted that the project team will continue to accept feedback via the online mapping tool through mid-February.</p>	<p><i>Monmouth County will email presentation to TAC members</i></p>

The meeting adjourned at 12:05 PM

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Stantec Consulting Services Inc.

January 30, 2024

Technical Advisory Committee Meeting #2

Page 5 of 5



Adam Catherine PE, PTOE
Principal

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Technical Advisory Committee Meeting #3Monmouth County Barriers to Mobility Study

Date/Time: April 3, 2024 / 11:00 AM
Place: Webex
Next Meeting: Next Meeting Date
Attendees: Rosemary Nivar, New Jersey Turnpike Authority
Lisa Lee, EZ Ride
Vince Cardone, Monmouth County
Matt Spadacini, Monmouth County
Leah Emmerich, Monmouth County
Jason Pene, Monmouth County
Laura Kirby, Monmouth County
Joe Barris, Monmouth County
David Schmetterer, Monmouth County
Victor Furmanec, Monmouth County
Michael Popovich, Monmouth County
William Long, NJTPA
Adam Catherine, Stantec
Michael Ahillen, FHI Studio
Absentees: Absentees
Distribution: Attendees, File

Item:	Action:
<p>Introduction and Purpose of Meeting</p> <p>Adam Catherine (Stantec) welcomed attendees to the final of three Technical Advisory Committee (TAC) meetings for the study. Mr. Catherine provided a brief update on the project schedule and stated that the purpose of the meeting would be to review the transects, strategies, and tools. He noted that everything is in draft format, and the project team would like to get feedback from the TAC.</p> <p>He presented the phases of the project and noted that the project has entered the recommendations phase. He said the project began in August 2023, and two public meetings have occurred. He said the final public meeting is on April 16th, which will be discussed at the end of the presentation. The project documents will be finalized in the next few months.</p>	
<p>Transects</p> <p>Mr. Catherine said a transect is a land use term that describes a location based on its relative density of development and other characteristics of its natural or built environment.</p> <p>To determine Monmouth County’s transects, the project team went through general groupings based on different levels of density: Rural/Natural, Shore Town, Suburban, Town Center, and Village. He shared a map of the county with transects identified.</p>	
<p>Rosemary Nivar (NJ Turnpike Authority) asked the difference between Suburban and Village transects. Mr. Catherine said Villages have dense development that are then surrounded by lower density. In general, Villages are smaller pockets of a little more density that are connected to a small commercial area.</p>	
<p>Mr. Catherine said the Rural/Natural transect consists of agricultural uses, open space, very low density residential, and limited low-density commercial. He shared some demographic factors. He noted that few services are within walking distance of residences. Mr. Catherine said the rural transect had the lowest percent of low stress roadways.</p>	
<p>A TAC member asked for the source of the walking distance. Mr. Catherine said it came from Streetmap data.</p>	
<p>Mr. Catherine said the Village transect encompassed areas of moderate residential density within a rural or suburban area. He said it has relatively low crashes for pedestrians. It has a higher percent of low stress roadways for biking. He said transit is similar to the rural/natural areas in that there are few households that are connected to transit.</p>	

<p>Mr. Catherine defined the suburban transect as areas of low to moderate residential density and low density commercial, industrial, and office. He said the highest share of the county’s population lives within the suburban transect. He said there are some services available by walking. He noted that more than half the roads are low stress roadways for biking; this is possibly due to the number of internal streets, which are often not connected to destinations. He said access to transit is still relatively low.</p>	
<p>Mr. Catherine defined Town Centers as moderate to high density with a more traditional grid network. He said there are higher shares of households below poverty. Pedestrian and bike crashes are also the highest of any transect. Nearly 40% of households are within walking distance of a transit stop. However, very few households have access to high frequency transit within walking distance.</p>	
<p>Mr. Catherine defined Shore Towns as having traditional grid networks that are centered around a central business corridor and/or also oriented to waterfront activities. He said pedestrian and bike crashes are relatively high. He noted that there are relatively few households with access to frequent transit, and most transit users will need to transfer to reach jobs.</p>	
<p>David Schmetterer (Monmouth County) asked if the transit factored in the stop locations or just the routes. This may be a consideration for flag stops. Mr. Catherine said it only includes official stops according to NJ TRANSIT.</p>	
<p>Summary of Modal Needs In identifying barriers, the project team grouped the barriers into four different categories of barriers: Active Transportation, Transit, Safety, and Land Use. He then discussed the critical barriers by transect.</p>	
<p>Rural/Natural - Critical Barriers For active transportation, the project team received a number of comments about improving biking.</p> <p>Regarding transit, the project team received comments about the need for improved access to transit and increased frequency and span of transit.</p> <p>Regarding land use, there are limited access to services, such as grocery stores.</p> <p>Regarding safety, high vehicle speeds, unsafe passing, and limited lighting are known challenges in the rural transect.</p>	

<p>Village – Critical Barriers</p> <p>For active transportation, there are limited low stress bicycle facilities and missing pedestrian and bicycle connections to areas outside transect.</p> <p>For transit, there is limited frequency and span of service.</p> <p>For land use, critical barriers included limited connections and a lack of critical services.</p> <p>For safety, cut through traffic and drivers not yielding at crosswalks are considered barriers.</p>	
<p>A TAC member said crashes involving wildlife should be included in the safety category.</p>	<p>Update the safety category to include collisions with wildlife.</p>
<p>Suburban – Critical Barriers</p> <p>For active transportation, recent roadway projects missing pedestrian and bicycle elements is a barrier. Major state routes in this transect can create challenges for connected bicycle and pedestrian networks.</p> <p>For safety, high speeds, unsafe passing, and limited lighting have all been suggested as critical barriers.</p> <p>For land use, zoning policies favor private auto trips. The public has commented that they would like to be able to walk to stores.</p> <p>For transit, there are concerns about first/last mile connections. The public has noted that there are missing or inaccessible transit stops. Low frequency service and limited east-west bus service has been mentioned.</p>	
<p>Town Center – Critical Barriers</p> <p>For active transportation, ADA curb ramps are frequently missing. Lighting was also raised as a concern.</p> <p>For safety, drivers not yielding and pedestrian visibility were raised as concerns.</p> <p>For land use, this transect sometimes lacks critical services. Also, parking policies often favor private auto trips in this transect.</p> <p>For transit, people commented on the need for secure bike parking.</p>	
<p>Laura Kirby (Monmouth County) noted that some of the barriers are cultural, such as speeding/not yielding to pedestrians.</p>	

<p>Shore Town – Critical Barriers</p> <p>For active transportation, there is a need to make sure bike facilities are continuous through the municipalities.</p> <p>For safety, drivers not yielding at crosswalks. Someone commented that 85th percentile speed should not be used to justify speed limits. Mr. Catherine said the new MUTCD has a new process for considering other factors.</p> <p>For land use, this transect often has limited access to employment. Mr. Catherine said only 8.5% of jobs are in this transect despite having the second highest population of all the transects.</p> <p>For transit, many similar issues to what we are seeing in the Town Center.</p>	
<p>Lisa Lee (EZ Ride) said she did not totally understand the comment about ability to walk from Brookdale Community College to Village Center as there is a nice bike/walk path along Rt 520. However, along Phalanx Road, there does need to be a crosswalk from campus to cross Phalanx Road as there is only sidewalk on one side of Phalanx Road. She suggested that perhaps the commenter was suggesting to add another sidewalk on the other side of Phalanx Road or a bike lane/shoulder.</p>	
<p>Strategies and Tools</p> <p>Mr. Catherine said there are 62 tools to accomplish the strategies. Each tool notes who should lead/support implementation, order of magnitude costs, and what the key action items are.</p>	
<p>He said one strategy was to adopt design standards that support active modes like walking, biking, and scootering for all users. He shared several tools, including universal design standard, municipal sidewalk ordinances, bike/pedestrian requirements on all roadway projects, mobility hubs, climate change impacts, seasonal visitor reliance on private vehicles, knowledge gaps, and e-bike and e-scooter regulations.</p>	
<p>Mr. Catherine noted Strategy 2 develops multimodal programs that prioritize mobility for the County’s vulnerable populations. Tools included transportation equity areas, financial barriers, build trust with the community, prevent gentrification, car share, bike bus, and others.</p>	
<p>Mr. Catherine spoke to Strategy 3, which is to improve county-wide active mode connections between neighborhoods, land uses, and municipalities. Tools include county-wide bicycle master plan, fill gaps and connect trails, off-street bicycle facility network, and low-stress on-street network.</p>	
<p>Mr. Catherine discussed Strategy 4, which is to improve access to transit by addressing transit stop conditions.</p> <p>He provided an example of expanding transit coverage to underserved areas using microtransit. He noted Jersey City’s microtransit program as an example.</p>	

<p>Mr. Catherine discussed Strategy 5, which is to improve transit service within the county and increase transit connections to major activity centers to the west of the county. Tools include evaluating bus service, improving east-west connections, enhancing local connections, improving transfers, seasonal services, and bus priority treatments.</p> <p>He said an example tool is installing bus priority measures in congested areas. NJ TRANSIT is already looking at opportunities on Route 9.</p>	
<p>Mr. Catherine talked to Strategy 6, which is to implement policies that encourage mixed-use and development patterns that provide a variety of housing options. Tools include subdivision, land development, and zoning standards, cluster development, and others.</p>	
<p>He discussed Strategy 7, which is to improve connections between the county's vulnerable populations and critical services such as healthcare, education, etc. Tools include permitting missing middle and compact housing types in residential neighborhoods.</p>	
<p>He explained Strategy 8, which is to improve safety for all roadway users. He said enhancing safety at trail crossings was one example.</p>	
<p>He discussed Strategy 9, which is to enhance transportation-supported sustainability and resiliency efforts. Tools include a county-wide sustainability plan, stormwater management, and street trees.</p>	
<p>Wrapping up the Study There will be a final report that will summarize the methodology and findings. It will point to our technical appendices with more specific data. There will also be a toolkit that will provide more specifics on the tools. This will be the reference guide for the county and municipalities.</p>	
<p>Upcoming Outreach Mr. Catherine said the public meeting will be April 16, 5-7 p.m. at the Freehold Borough Fire Hall Annex. It will be a combination of open house and presentations. There will also be a virtual public meeting option on April 17 at 6pm. We will have a presentation and a Q&A.</p> <p>Michael Popovech (Monmouth County) will follow up with meeting details.</p>	<p>Mr. Popovech to follow up with TAC about public meeting details.</p>
<p>Conclusion Mr. Catherine thanked the committee and concluded the meeting. He encouraged the TAC to spread word on public meeting and encouraged them to contact Victor Furmanec with questions or ideas.</p> <p>Mr. Schmetterer encouraged the TAC to share their comments as soon as possible. He said the County will be discussing the culture of safety in their upcoming Safe Streets and Roadways for All project.</p> <p>Lisa Lee said to share any social media ads with EZ Ride.</p>	<p>The project team to provide the TAC with social media ads for the public meetings.</p>

April 3, 2024

Technical Advisory Committee Meeting #3

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The meeting adjourned at 12:00 PM

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Stantec Consulting Services Inc.



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Principal

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Experiences Committee Meeting Summaries

Experiences Committee Meeting #1Monmouth County Barriers to Mobility Study

Date/Time: October 17, 2023 / 2:00 PM

Place: Webex

Next Meeting: July 26, 2023

Attendees: James Bonanno, City of Asbury Park
Gillian Edgar, Interfaith Neighbors
Corey, Hanigan, Tri-State Transportation Campaign
Howard Kradjel, Jersey Shore Touring Society
Candace Sparks, Monmouth ACTS
Lori Littenburg, Lincroft Village Green Association
Brittany P. Tarabour, Lincroft Village Green Association
Mary Grant, Lincroft Village Green Association
Mike Johnson, EZ Ride
Michele O'Shaughnessy, Division on Aging, Disabilities & Veterans Services
Victor Furmanec, Monmouth County
David Schmetterer, Monmouth County
Sidney Christianson, Monmouth County
Michael Popovich, Monmouth County
William Long, NJTPA
Adam Catherine, Stantec
Margaret Newman, Stantec
Priyanshi Shah, Stantec
Michael Ahillen, FHI Studio

Absentees: Michael O'Connor, Monmouth County Department of Transportation

Distribution: Attendees, File

Item:

Action:

Introduction and Project Overview

After introductions, Adam Catherine (Stantec) explained that the project would combine outreach and data to look at how transportation and land use would come together to identify barriers to mobility. The project team will identify strategies to achieve more equitable mobility for all populations, especially vulnerable populations.

The study has three phases: needs assessment, data analysis/mapping, and recommendations. The project team is currently in the first phase, which is fact finding to explore existing barriers.

Mr. Catherine explained that equitable mobility is about access to opportunity. He said the existing system does not serve everyone equitably, which is at least in part because Monmouth County is mostly car-dependent. He said infrastructure, technology, service, and policy will be explored as part of the study. These will all be considered for a variety of land use transects.

Study Goals and Vision

Mr. Catherine said the study vision is to improve access to opportunities through improved mobility options. He also shared a study value statement, which states the project aims to improve infrastructure, services, and policies to promote equitable access to employment opportunities, education, healthcare, services, and recreation for all Monmouth County residents.

The study has four main goals: to reduce monetary, time, and quality of life costs, be more intentional when linking land use and transportation, improve awareness of existing transportation options, and create opportunities for latest technologies to be deployed.

Participants then commented on how their organizations promote mobility and/or equity:

- Michele O'Shaughnessy (Division on Aging) said her division uses funding for transportation programs, including the SCAT program and an on-demand program for seniors. They have a focus group on transportation to plan for service gaps and plan for transportation options.
- Mike Johnson (EZ Ride) said they manage Safe Routes to School to promote walking and biking to school in Monmouth County, among other counties. They focus on areas with high concentrations of vulnerable populations, including Asbury Park.
- Candace Sparks (Monmouth ACTS) asked if there would be any consideration in linking with surrounding counties. Mr. Catherine said that the project team will be looking at locations outside the county.
- Corey Hanigan (Tri-State Transportation Campaign) said they work on a few coalitions that cover the area, including the Vision Zero Alliance and transit operators. They cover the whole region, so he emphasized strong connections to other counties. He asked if there is a way to integrate the results of the study for improved regional trail network or intercounty bus routes. The County said they would be looking to increase access to trails and recognize the need to look at surrounding counties. They are looking to have this study referred to in future plans as a guiding document.
- Howard Kradjel (Jersey Shore Touring Society) said his group primarily does recreational riding. As the group has grown, they have started to educate a wider, more diverse group of riders for not just recreation but also connections between towns. He asked about some of the other planning that has been done and how might this work leverage those plans. He noted that the North Jersey Transportation Planning Authority (NJTPA) has done some active transportation work. Mr. Catherine said there have been several studies we have looked into and will be incorporated.
- Representatives from the Lincroft Village Green Association (LVGA) said they advocate for safer vehicle and pedestrian circulation. They noted kids cannot walk to schools and seniors cannot access nearby amenities because of unsafe road conditions. They expressed a need for a crossing guard at one school. They said they need help encouraging their local leaders to prioritize pedestrian safety.

Outreach

Mr. Catherine said outreach is a critical part of this project. There are three types of meetings, including a Technical Advisory Committee (TAC), Experiences Committee (EC), and public meetings (in-person and virtual). There will also be a project website and an online engagement tool and survey.

He then shared the project schedule, noting that the next meeting would be in January 2024. The study will be wrapped up in June 2024.

He described the committee roles. He said the TAC is responsible for sharing specialized knowledge as transportation professionals. The EC's role is to help identify mobility gaps, promote outreach, and provide comments.

He asked what strategies could be used to increase participation from vulnerable communities:

- Ms. Sparks said “Community Action Forums” have been held with a variety of communities around the county. ACTS has partnered with non-profit partners who already work with vulnerable residents.
- Brittany Tarabour (LVGA) asked what the project team had done so far for outreach. David Schmetterer (Monmouth County) said the County has a community development program that works with Community Development Block Grant program and has many ways of reaching the community. This particular study is just getting started. Victor Furmanec (Monmouth County) said the first public event will be Nov. 16 at Asbury Park City Council chambers. Additional meetings will be held in other parts of the county.
- Mr. Hanigan emphasized that the word vulnerable includes vulnerable road users, so for these on-site events consider how non-motorized vehicles might be able to access the meeting. Other considerations are time of day, childcare services, and if it’s possible to have a hybrid option for attendance. He suggested canvassing corridors, trails, and bus stops so people can be aware of it. Mr. Schmetterer said they will hold meetings where there is bus access and will check the bus schedules.
- Gillian Edgar (Interfaith Neighbors) said the project team should think not just about where people need to go but where people could go to better their lives, such as education and training opportunities. Mr. Furmanec added they will be thinking about a range of destinations, including cultural events and sites.
- Mr. Johnson said EZ Ride is available to work with Monmouth County to provide education with schools. He noted they are a free service to help kids learn to ride safely. They also work with high schools.
- Ms. Tarabour said there are food pantries and soup kitchens, and a lot of the people who use those services take public transit.

Existing Transportation Network and Mobility Options

Mr. Catherine described the existing roadway network, transit network (e.g., rail, bus, park-and-ride, Academy Bus, and Seastreak Ferry), and active transportation (e.g., trails, bike lanes, sidewalks). Other mobility services in the county include EZ Ride, Monmouth County Division of Transportation, and NJ TRANSIT Access Link.

Preliminary County-Wide Equity Assessment

Mr. Catherine provided countywide equity data. He showed maps of pertaining to poverty, no vehicle access, older adults, and people with disabilities. He also shared location-based data that shows destinations for work, dining, education, and recreation trips among low-income residents. Data shows that most low-income residents are working within the county. The maps show how transit network is designed to get people to Newark and New York City, but it might not be effective for low-income populations.

He discussed preliminary assessment takeaways. For instance, shopping destinations are located outside low-income communities.

Discussion of Barriers

Mr. Catherine displayed a list of potential barriers. He said he would love to see this list expanded. Participants had the following comments:

- Mr. Hanigan said he is curious if the patterns exist in spite of existing transportation options or are driven by existing options. He expects a lot of residents find their housing and employment limited by what is affordable relative to time and costs. He also noted that safety is the primary barrier for communities he interacts with.
- Ms. Sparks said cost is a barrier. Some residents cannot afford to take the bus. Some services need to be within walking distance.
- Ms. Edgar said the bus schedule is hard to read and understand. It is not user friendly, particularly for populations that do not have access to a phone.
- Mr. Kradjel said some roads are not safe for cycling. Also, there needs to be more sharing of information of transportation options.

Conclusion

Mr. Catherine said he would be sharing presentation. He also suggested if there are additional comments to email Mr. Fumanec at victor.furmanec@co.monmouth.nj.us.

The County to share presentation to EC members

The meeting adjourned at 3:02 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.



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Principal

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Experiences Committee Meeting #2Monmouth County Barriers to Mobility Study

Date/Time: January 30, 2024 / 2:00 PM
Place: Webex
Next Meeting: Next Meeting Date
Attendees: James Bonanno, City of Asbury Park
Gillian Edgar, Interfaith Neighbors
Corey, Hanigan, Tri-State Transportation Campaign
Howard Kradjel, Jersey Shore Touring Society
Candace Sparks, Monmouth ACTS
Lori Littenburg, Lincroft Village Green Association
Brittany P. Tarabour, Lincroft Village Green Association
Joe Morena – Lincroft Village Green Association
Victor Furmanec, Monmouth County
David Schmetterer, Monmouth County
Michael Popovich, Monmouth County
William Long, NJTPA
Adam Catherine, Stantec
Kristen Ahlfeld, FHI Studio
Absentees: Absentees
Distribution: Attendees, File

Item:	Action:
<p>Introduction and Purpose of Meeting</p> <p>Adam Catherine (Stantec) welcomed attendees to the second of three Experiences Committee (EC) meetings for the study. Mr. Catherine provided a brief update on the project schedule and provided and stated that the purpose of the meeting would be to update EC members on the project schedule; obtain feedback on the Experienced Conditions Report; review transect data; and generate support for upcoming outreach events.</p> <p>Mr. Catherine noted that the project was In Phase 2, Data Analysis and Mapping and that another EC meeting will likely be held in April to discuss recommendations and solutions. He also provided a refresher on equitable mobility and examples of barriers to mobility.</p>	
<p>Experienced Conditions Findings</p> <p>Mr. Catherine reviewed the data that is included in the report and the provided an overview of the 3 main findings:</p> <ul style="list-style-type: none">• The existing transportation network makes it difficult to travel around the county without a vehicle;• The existing transportation network is focused on getting people to/from New York City• Vulnerable populations are staying closer to home for work, shopping, education, and recreation trips. <p>Mr. Catherine presented mapping to show transit coverage in the County and noted that there is bus service coverage in the County, but it is limited especially on east-west routes later at night and on Saturday. He noted that residents working in the services sector may have difficulty getting to/from those jobs on weekends and late at night.</p>	
<p>A key component of the Experienced Conditions Report are results from initial project outreach efforts which included a public open house on November 16, 2023, and an online mapping tool which is still active and collecting comments. Mr. Catherine noted that while turnout at the public open house was low, the project is collecting good feedback through the mapping tool.</p> <p>Mr. Catherine provided a summary of the feedback collected via the mapping tool so far. He noted that many of the comments pertain to bicycling and walking and that the project team is hoping for more demographic diversity in the coming weeks, especially among low-income and younger respondents. He then reviewed key comment themes that apply to the county, as well as specific comments about specific locations or barriers.</p>	

Mr. Catherine reviewed the findings of the Experienced Conditions Report. He then asked EC members whether there are any other mobility issues that need to be considered in the study.

- Corey Hannigan (Tri-State Transportation Campaign) asked why turnout was so low at the public workshop and what can be done to fix it. Mr. Catherine stated that the project team was trying to locate the meeting closer to transit but did not have an effective means of trying to pull people into the meeting room. He also stated that the topic of barriers to mobility is challenging and that we made people come to us.
- Mr. Hannigan questioned whether the outreach to community based organizations was too narrow and requested that county share the list of the community orgs that were conECted. David Schmetterer (Monmouth County Planning) stated that Monmouth ACTS was notified and noted that holding events at transit-accessible locations is particularly important to this study. He added that for the outreach event on February 7, Brookdale had identified transportation as a barrier which is one of the reasons why the project is bringing the outreach to them at that location.
- Lori Littenberg (Lincroft Village Green Association) stated that Brookdale is trying to make sure students have access to transit and is working with NJ TRANSIT to mesh bus schedules with class schedules.
- Gillian Edgar (Interfaith Neighbors) stated that Asbury Park is pretty far from Brookdale and requested a longer lead time for advertising and getting the word out.
- Adam Catherine (Stantec) noted that the project is trying to spread the meetings out across the county.
- Gillian Edgar (Interfaith Neighbors) stated that if a link can be provided to the virtual meeting on February 12 that maybe she could have a watch party at the center.

Transect Performance

Mr. Catherine reviewed the transects developed for this study and noted that the goal would be to identify mobility barriers and solutions for each transect. Simply, a transect is a land use area; the 5 that have been defined for Monmouth County each have unique land uses and unique barriers to mobility, but they do share some common elements.

Transect performance was evaluated for biking and walking, transit, and vehicles. Performance was indicated using colored thumb icons:

- Green thumbs up – Doing well; keep it up
- Yellow sideways thumb – Doing ok; needs improvement
- Red thumbs down – critical gap

Mr. Catherine provided an overview of transect performance and identified critical gaps that will need to be addressed by this study. He requested feedback from EC Members on the rankings:

- Corey Hannigan (Tri-State Transportation Campaign) asked about the source of the bike and mode split data? Mr. Catherine responded that the project team used Replica. He stated that it is location based data but combines several data sources together including aggregated cell phone data and other devices.
- Corey Hannigan (Tri-State Transportation Campaign) asked about mode share and whether it included all trips and not just work trips. Mr. Catherine responded affirmatively.
- Corey Hannigan (Tri-State Transportation Campaign) asked about the goal thresholds and whether they were consistent across all transects. He further questioned how the team determined a critical gap or whether the transect was doing ok. Mr. Catherine responded that the rankings are more a comparison of how the transects relate to each other. He added that the transect toolkits will include different goals and ideas for each transect. Michael Popovech (Monmouth County Planning) added that the tools will be delivered to each town and with a description of where they stand within their transect and the tools they can use to improve.
- Corey Hannigan (Tri-State Transportation Campaign) also noted that it is difficult to use transit with a bike. NJ TRANSIT has some bicycle accommodations on the rail, but many buses do not have bike racks.
- Mr. Hannigan also asked whether it would be possible to provide a map showing the lowest stress infrastructure against where crashes are occurring. He added that it could help to strengthen the argument for safer crossings and see where connections can be made to town centers. He noted that it could be very telling to show critical needs especially in areas where people are getting hit as soon as the protection ends.
- Howard Kradjel (Jersey Shore Touring Society) noted that there just is not enough interconnection between towns for bikes. He also noted that recreational cycling is popular within the western areas of the County but is not very accessible.
- Lori Littenburg, Lincroft Village Green Association stated that people want to walk around the town center, but face several challenges:
 - o People are nervous to cross CR 520.
 - o There are gaps in the sidewalk network that make it difficult to walk along major roadways.

<ul style="list-style-type: none"> ○ The schools have to provide buses even for kids that live close by because of the busy roads. ○ There has been some discussion with the County about reducing speeds through the village. <p>Due to time constraints, Mr. Catherine provided a very high level summary of transect performance related to vehicles.</p>	
<p>Upcoming Outreach Mr. Catherine announced to EC members that the project team will be conducting 2 outreach events in February. He stated that a pop-up outreach event will be held at Brookdale Community College on February 7 from 11 a.m. to 6 p.m. and a virtual public meeting is being held on February 12 from 7 p.m. to 8 p.m. Mr. Catherine said that EC members should look for social media announcements for both events which should be posted shortly.</p> <p>Victor Furmanec (Monmouth County Planning) stated that the County will send the presentation out to the EC and that comments or questions should be emailed back to him at victor.furmanec@co.monmouth.nj.us. Mr. Furmanec also noted that the project team will continue to accept feedback via the online mapping tool through mid-February.</p>	<p style="text-align: center;"><i>Monmouth County will email presentation to EC members</i></p>

The meeting adjourned at 3:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

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 Principal

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Experiences Committee Meeting #3Monmouth County Barriers to Mobility Study

Date/Time: April 3, 2024 / 2:00 PM

Place: Webex

Next Meeting: Next Meeting Date

Attendees: James Bonanno, City of Asbury Park
Gillian Edgar, Interfaith Neighbors
Corey, Hanigan, Tri-State Transportation Campaign
Howard Kradjel, Jersey Shore Touring Society
Candace Sparks, Monmouth ACTS
Lori Littenburg, Lincroft Village Green Association
Brittany P. Tarabour, Lincroft Village Green Association
Joe Morena – Lincroft Village Green Association
Laura Kirby – Monmouth County
Matt Spadaccini – Monmouth County
Michele O’Shaughnessy – Monmouth County
Victor Furmanec, Monmouth County
David Schmetterer, Monmouth County
Michael Popovich, Monmouth County
William Long, NJTPA
Adam Catherine, Stantec
Kristen Ahlfeld, FHI Studio

Absentees: Absentees

Distribution: Attendees, File

Item:	Action:
<p>Introduction and Purpose of Meeting</p> <p>Adam Catherine (Stantec) welcomed attendees to the final of three Experiences Committee (TAC) meetings for the study. Mr. Catherine provided a brief update on the project schedule and provided and stated that the purpose of the meeting would be to review the transects, strategies and tools, and wrapping up the study. He noted that everything is in draft format, and the project team would like to get feedback from the EC.</p> <p>He presented the phases of the project and noted that the project has entered the recommendations phase. He said the project began in August 2023, and two public meetings have occurred. He said the final public meeting is on April 16th, which will be discussed at the end of the presentation. The project documents will be finalized in the next few months.</p>	
<p>Transects</p> <p>Mr. Catherine said a transect is a land use term that describes a location based on its relative density of development and other characteristics of its natural or built environment.</p> <p>To determine Monmouth County’s transects, the project team went through general groupings based on different levels of density: Rural/Natural, Shore Town, Suburban, Town Center, and Village. He shared a map of the county with transects identified.</p>	
<p>Mr. Catherine said the Rural/Natural transect consists of agricultural uses, open space, very low density residential, and limited low-density commercial. He shared some demographic factors. He noted that few services are within walking distance of residences. Mr. Catherine said the rural transect had the lowest percent of low stress roadways.</p>	
<p>Mr. Catherine said the Village transect encompassed areas of moderate residential density within a rural or suburban area. He said it has relatively low crashes for pedestrians. It has a higher percentage of low stress roadways for biking. He said transit is like the rural/natural areas in that there are few households that are connected to transit.</p>	
<p>Mr. Catherine defined the suburban transect as areas of low to moderate residential density and low density commercial, industrial, and office. He said the highest share of the county’s population lives within the suburban transect. He said there are some services available by walking. He noted that more than half the roads are low stress roadways for biking; this is possibly due to the number of internal streets, which are often not connected to destinations. He said access to transit is still relatively low.</p>	

<p>Mr. Catherine defined Town Centers as moderate to high density with a more traditional grid network. He said there are higher shares of households below poverty. Pedestrian and bike crashes are also the highest of any transect. Nearly 40% of households are within walking distance of a transit stop. However, very few households have access to high frequency transit within walking distance.</p>	
<p>Mr. Catherine defined Shore Towns as having traditional grid networks that are centered around a central business corridor and/or also oriented to waterfront activities. He said pedestrian and bike crashes are relatively high. He noted that there are relatively few households with access to frequent transit, and most transit users will need to transfer to reach jobs.</p>	
<p>Summary of Modal Needs In identifying barriers, the project team grouped the barriers into four different categories of barriers: Active Transportation, Transit, Safety, and Land Use. He then discussed the critical barriers by transect.</p>	
<p>Rural/Natural - Critical Barriers In identifying barriers, the project team grouped the barriers into four different categories of barriers: Active Mode, Transit, Safety, and Land Use. For rural/natural, the critical barriers are related to active transportation. The project team received several comments about improving biking.</p> <p>Regarding transit, the project team received comments about the need for improved access to transit and increased frequency and span of transit. Strategies could include clustering transit services.</p> <p>Regarding land use, there is limited access to services, such as grocery stores.</p> <p>Regarding safety, high vehicle speeds, sight distance issues unsafe passing, and limited lighting are known challenges in the rural transect.</p> <p>Howard Kradjel asked for further explanation of the vehicular aspects of the Town Center and Suburban transects, more specifically why Town Center is high and Suburban is low. Mr. Catherine stated that it was based on a combination of data like percentages of crashes on various roadways, availability of EV charging, percentages of zero-vehicle households. The low score in the Suburban transect means that these areas have a lower relative need when compared to other transects like Town Center where crashes are higher, there are higher percentages of zero vehicle households, etc.</p>	

<p>Village – Critical Barriers</p> <p>For active transportation, there are limited low stress bicycle facilities and missing pedestrian and bicycle connections to areas outside transect.</p> <p>For transit, there is limited frequency and span of service.</p> <p>For land use, critical barriers included limited connections and a lack of critical services.</p> <p>For safety, cut through traffic and drivers not yielding at crosswalks are considered barriers.</p> <p>Laura Kirby suggested that crashes involving deer should be included in the safety category for most transects.</p> <p>Howard Kradjel asked for a definition of village. Mr. Catherine stated that a village is defined by a slightly higher density that is organized on a more conventional street network centered around a Main Street; he provided examples of Allentown as a large village and Lincroft as a smaller village. For the purposes of this study, villages are also defined by how they relate to other transects.</p>	
<p>Suburban – Critical Barriers</p> <p>For active transportation, recent roadway projects missing pedestrian and bicycle elements is a barrier. Major state routes in this transect can create challenges for connected bicycle and pedestrian networks.</p> <p>For safety, high speeds, unsafe passing, and limited lighting have all been suggested as critical barriers.</p> <p>For land use, zoning policies favor private auto trips. The public has commented that they would like to be able to walk to stores.</p> <p>For transit, there are concerns about first/last mile connections. The public has noted that there are missing or inaccessible transit stops. Low frequency service and limited east-west bus service has been mentioned.</p> <p>Howard Kradjel asked how the project team analyzed the crash data and whether it was done as a percentage of the population or on a per 1,000 person basis. Mr. Catherine stated that there were 37,000 crashes in the Suburban transect which equated to 95 crashes per 1,000 residents over 5 years of data. For the Town Center, there were only 7,460 crashes which equated to 109 crashes per 1K residents over 5 year analysis period. He noted that the instance of fatal crashes is going to be higher because the population is higher.</p>	

<p>Town Center – Critical Barriers</p> <p>For active transportation, ADA curb ramps are frequently missing. Lighting was also raised as a concern.</p> <p>For safety, drivers not yielding and pedestrian visibility were raised as concerns.</p> <p>For land use, this transect sometimes lacks critical services. Also, parking policies often favor private auto trips in this transect.</p> <p>For transit, people commented on the need for secure bike parking.</p>	
<p>Shore Town – Critical Barriers</p> <p>For active transportation, there is a need to make sure bike facilities are continuous through the municipalities.</p> <p>For safety, drivers not yielding at crosswalks. Someone commented that 85th percentile speed should not be used to justify speed limits. Mr. Catherine said the new MUTCD has a new process for considering other factors.</p> <p>For land use, this transect often has limited access to employment. Mr. Catherine said only 8.5% of jobs are in this transect despite having the second highest population of all the transects.</p> <p>For transit, there are many similar issues to what we are seeing in the Town Center.</p> <p>Michele O’Shaughnessy noted that the Division on Aging, Disabilities and Veterans Services held a listening session in Freehold last month with seniors. Participants stated that they are very concerned about the railroad crossing on Main Street and that it is difficult for them to cross the street in this location.</p>	
<p>Strategies and Tools</p> <p>Mr. Catherine said there are 62 tools to accomplish the strategies. Each tool notes who should lead/support implementation, order of magnitude costs, and what the key action items are.</p>	
<p>He said one strategy was to adopt design standards that support active modes like walking, biking, and scootering for all users. He shared several tools, including universal design standard, municipal sidewalk ordinances, bike/pedestrian requirements on all roadway projects, mobility hubs, climate change impacts, seasonal visitor reliance on private vehicles, knowledge gaps, and e-bike and e-scooter regulations.</p>	
<p>Mr. Catherine noted Strategy 2 develops multimodal programs that prioritize mobility for the County’s vulnerable populations. Tools included transportation equity areas, financial barriers, build trust with the community, prevent gentrification, car share, bike bus, and others.</p>	
<p>Mr. Catherine spoke to Strategy 3, which is to improve county-wide active mode connections between neighborhoods, land uses, and municipalities. Tools include county-wide bicycle master plan, fill gaps and connect trails, off-street bicycle facility network, and low-stress on-street network.</p>	

<p>Mr. Catherine discussed Strategy 4, which is to improve access to transit by addressing transit stop conditions.</p> <p>He provided an example of expanding transit coverage to underserved areas using microtransit. He noted Jersey City’s microtransit program as an example.</p>	
<p>Mr. Catherine discussed Strategy 5, which is to improve transit service within the county and increase transit connections to major activity centers to the west of the county. Tools include evaluating bus service, improving east-west connections, enhancing local connections, improving transfers, seasonal services, and bus priority treatments.</p> <p>He said an example tool is installing bus priority measures in congested areas. NJ TRANSIT is already looking at opportunities on Route 9.</p>	
<p>Mr. Catherine talked to Strategy 6, which is to implement policies that encourage mixed-use and development patterns that provide a variety of housing options. Tools include subdivision, land development, and zoning standards, cluster development, and others.</p>	
<p>He discussed Strategy 7, which is to improve connections between the county’s vulnerable populations and critical services such as healthcare, education, etc. Tools include permitting missing middle and compact housing types in residential neighborhoods.</p>	
<p>He explained Strategy 8, which is to improve safety for all roadway users. He said enhancing safety at trail crossings was one example.</p>	
<p>He discussed Strategy 9, which is to enhance transportation-supported sustainability and resiliency efforts. Tools include a county-wide sustainability plan, stormwater management, and street trees.</p>	
<p>Wrapping up the Study There will be a final report that will summarize the methodology and findings. It will point to our technical appendices with more specific data. There will also be a toolkit that will provide more specific information on the tools. This will be the reference guide for the county and municipalities.</p>	
<p>Upcoming Outreach Mr. Catherine said the public meeting will be April 16, 5-7 p.m. at the Freehold Borough Fire Hall Annex. It will be a combination of open house and presentations. There will also be a virtual public meeting option on April 17 at 6pm. We will have a presentation and a Q&A.</p> <p>Michael Popovech (Monmouth County) will follow up with meeting details.</p>	<p>Mr. Popovech to follow up with EC about public meeting details</p>

<p>Conclusion</p> <p>Mr. Catherine thanked the committee and concluded the meeting. He encouraged the EC to spread word on public meeting and encouraged them to contact Victor Furmanec with questions or ideas. EC members can email Victor at Victor.Furmanec@co.monmouth.nj.us.</p> <p>Victor Furmanec (Monmouth County) encouraged attendees to get involved and provide comments. He noted that the study concludes in June but, going forward, the County will be thinking about implementation.</p> <p>Mr. Catherine noted that Michael Popevech (Monmouth County) will distribute today's presentation to attendees and encouraged attendees to share the information about the upcoming outreach meetings.</p> <p>David Schmetterer (Monmouth County) encouraged EC members to email comments to Victor Furmanec as soon as possible so the County can ensure they get incorporated into the final products.</p>	<p>Mr. Popevech will email EC presentation to attendees after the meeting.</p>
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The meeting adjourned at 3:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

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