



Safe Routes to School National Partnership

New Jersey State Network Action Plan

DRAFT

August 2012



New Jersey Safe Routes to School State Network Action Plan

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New Jersey Safe Routes to School State Network Action Plan

New Jersey Safe Routes to School State Network Action Plan (Action Plan)

The Safe Routes to School National Partnership (National Partnership) is a fast growing network of more than 600 organizations, government agencies and professional groups. Our mission is to advocate for safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's students and to foster the creation of livable, sustainable communities.

As defined within this New Jersey Action Plan, the purpose of the New Jersey Safe Routes to School state network (New Jersey network) is to support the National Partnership's work which includes:

1. Changing policy and built environment infrastructure investments to support increases in physical activity for children, especially on the route to school.
2. Implementing Complete Streets/street-scale improvements.
3. Fostering joint/shared use policies.
4. Increasing the capacity for data collection and evaluation.
5. Building the capacity for leadership.
6. Advancing social equity.
7. Assuring sustainability.

Funding for the New Jersey network comes primarily from the Robert Wood Johnson Foundation (statewide work through 2014). We are grateful for the Robert Wood Johnson Foundation's generous funding of the New Jersey network team. The New Jersey network team is comprised of:

- Laura Torchio, New Jersey Advocacy Organizer
- Kristine Kessel, Network Director

The Plan

The National Partnership's 2012 launch of the New Jersey state network project (network project) includes the addition of the first full time New Jersey staff position (New Jersey advocacy organizer). The New Jersey advocacy organizer joined the National Partnership in the spring of 2012, significantly expanding the National Partnership's reach into New Jersey. This New Jersey Action Plan is intended to guide the National Partnership's New Jersey advocacy organizer, to share goals and objectives with New Jersey's network of partners, and to facilitate collaboration and mutual support of our partners' efforts to support the creation of walkable and bikeable communities and access to schools in New Jersey.

Partners

Implementation of the New Jersey Action Plan requires the coordination of partners at local, county, regional and state levels to ensure the coordinated implementation of our policy goals. The state network is grateful for the leadership and efforts of many individuals and organizations who participate



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in monthly meetings, action teams and more. The success of the network rests on successful collaborative efforts.

Fortunately, New Jersey has a strong history of established partnerships in the development of its Safe Routes to School beginning as early as 2002 when New Jersey Department of Transportation (NJDOT) collaborated with professionals from around the state through the formation of a Technical Advisory Committee (TAC). The TAC included representatives from the fields of transportation, education, law enforcement and health. The group is currently known as the Safe Routes to School Coalition which continues to meet twice a year to discuss issues, share resources and provide general assessments of statewide Safe Routes to School needs.

The National Partnership's 2012 launch of the New Jersey network project brings additional assets to New Jersey. Recognizing the tremendous capacity already existing in New Jersey, the National Partnership is inviting partners to develop deeper collaborations within New Jersey's Safe Routes to School investments by joining together around the synergistic objectives. With the New Jersey network already comprised of over 100 organizations, and great initiatives already underway, the intent of the National Partnership's network project is not to duplicate efforts, but rather, to maximize collaborative efforts by convening all New Jersey resources in a defined approach within a strategic action plan so that we many all efficiently work together to effectively maximize our collective potential and meet the dynamic needs of New Jersey

The New Jersey Action Plan is intended to be the springboard for this collaboration, by drawing on the significant momentum of partnerships and coalitions built over the past decade and identifying needs and opportunities for enhanced collaboration around our synergistic efforts within Safe Routes to School investments.

A core group of stakeholders from organizations, state agencies, universities and businesses makes up the New Jersey network Steering Committee. These partners are listed in Appendix A: New Jersey Network Member List.

National Partnership's 2011-2015 Strategic Plan

The development of the New Jersey Action Plan was based on [The National Partnership's Strategic Plan](#). The Strategic Plan was crafted after much public outreach and careful analysis of supporting the overall Safe Routes to School movement. The Strategic Plan is a five-year plan that prioritizes five strategic focus areas:

1. Opening Minds through Research and Communication
2. Changing Policies and Infrastructure
3. Building Capacity for Leadership
4. Advancing Social Equity
5. Assuring Sustainability



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These five national strategic focus areas guide and shape New Jersey advocacy organizer's efforts in order to create a comprehensive strategy infused at all staffing levels - these are the goals of all National Partnership staff.

For work in New Jersey, essential tasks for each of the five focus areas comprise the New Jersey Action Plan.

1. Opening Minds through Research and Communications

The New Jersey network seeks to continuously educate our partners and the public about the need for and the benefits of Safe Routes to School. This is done by highlighting cutting edge research and best practices from around the country. We seek to share the stories of our partners and Safe Routes to School practitioners with a wide variety of stakeholders through social media, conference calls, journal and newspaper articles, presentations and meetings. The New Jersey network will focus on these priorities:

A. Research

Using research to educate our partners allows the National Partnership to build a solid empirical argument for the need and benefit of Safe Routes to School. Research augments our communication efforts by providing key facts to support our goals. In New Jersey we will:

- i. Identify additional research/fact needs for policy advancement. Work with partners to implement research.
- ii. Identify the New Jersey research partners and explore opportunities for research and data collection.
- iii. Identify current New Jersey benchmarks, best practices and/or innovative programs.

B. Communications

The New Jersey network uses a wide variety of media to connect with our partners. Media is key to sharing best practices, educating partners of strategic opportunities, and creating consensus. Our communications efforts also serve as a medium to bring to stories of inequity and opportunities for transportation investments to improve conditions for underserved communities. In New Jersey we will:

- i. Routinely update the National Partnership's [New Jersey state page](#) with current information.
- ii. Create a Safe Routes to School National Partnership New Jersey website ("State Site") that will serve as the New Jersey network online "meeting place". This New Jersey State Site will provide a forum to highlight partner programs, initiatives, and successes, network meetings and documents, and links to resources including, primarily, the following three websites:



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- [Safe Routes to School National Partnership](#)
 - [NJDOT Safe Routes to School Program](#)
 - [New Jersey Safe Routes to School Resource Center](#)
- iii. Review and update current statewide media list.
 - iv. Cultivate partnerships with statewide and regional organizations and/or media contacts to advance news and research coverage. This will include collaboration on monthly news topic schedules especially with the New Jersey Safe Routes to School Resource Center "[Safe Routes Scoop](#)" blog.
 - v. Capitalize on and coordinate opportunities for media coverage with focused messages on funding, project opportunities, why Safe Routes to School efforts and investments matter, and the benefits they bring throughout New Jersey communities.
 - vi. Foster peer exchange/learning.
 - vii. Incorporate rural/urban/suburban models into communications.

2. Changing Policy and Infrastructure

The New Jersey network will focus its efforts on three main policy areas and associated data collection and evaluation, specifically: (A) leveraging funds for Safe Routes to School; (B) promoting Complete Streets/street-scale improvements; (C) capitalizing and promoting shared (or joint) use for community-based schools; and (D) data/evaluation for these three main policy areas. Addressing the needs of lower-income communities shall be infused in each of these policy areas. The specific aspects of the National Partnership's work and related plans in New Jersey are as follows:

A. Leveraging Funds

- i. **Background:** Bicycle and pedestrian infrastructure and safety programs have historically been underfunded across the United States and in New Jersey. As a result, most communities lack safe bicycle networks and connected sidewalks and children do not receive the safety education they need. The National Partnership seeks to increase government funding for bicycling and walking and works to ensure that these funds are spent efficiently and in a timely manner. A key focus area for the National Partnership is the obligation of state and federal Safe Routes to School grants which provide funding for infrastructure improvements and educational programs.
- ii. **Goals:** It is the National Partnership's number one priority to work towards vastly improving award, obligation and encumbrance rates of the state and federal Safe Routes to School grants. It is critical to see Safe Routes to School funds, once awarded, implemented in a timely manner (obligation rates). It is



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also imperative that lower-income communities and schools are served through Safe Routes to School grants, and that this progress is measured.

In addition to ensuring that SRTS projects are obligated, the National Partnership works to increase overall funding levels for bicycling and walking by working with Metropolitan Planning Organizations (MPOs) and DOTs to ensure that cities and counties have the funding necessary to implement complete street/street-scale improvement projects.

- iii. Tactics (Obligation): To ensure Safe Routes to School grants are awarded, obligated and implemented in a timely manner, the National Partnership will work closely with NJDOT, the MPOs, and New Jersey network members to:
 - a. Convene Action Team meetings to discuss status and challenges with current status of obligation and implementation of state, local and federal funds.
 - b. Work to get the existing Safe Routes to School and Transportation Enhancements funding still available from SAFETEA-LU spent.
 - c. Partner with local cities and counties that have grants to help them move through the process.
 - d. Determine roadblocks to successful implementation, work with appropriate entities to address the roadblocks and highlight success stories.
 - e. Engage nontraditional partners to encourage the success of non-infrastructure grants (School Districts, etc.).
 - f. Work on outreach to lower-income communities to help them to apply for Safe Routes to School grants, to ensure that help is provided to implement grants, and to measure how the state is serving our most vulnerable populations.
 - g. Local jurisdictions with remaining grants and obligations will be provided technical assistance to spend down their obligations.
- vii. Tactics (Leveraging Funding): To ensure that equitable funding levels are provided for bicycling and walking, the National Partnership will work with state partners to influence policy change and implement existing policies as follows:
 - a. In the context of the new federal transportation bill - Moving Ahead for Progress in the 21st Century (MAP-21) - work with partners to maximize bicycling, walking and Safe Routes to School investments, both under MAP-21's new Transportation Alternatives program and the larger core transportation and safety funds. Specifically, work with state partners to:
 - a. Fully fund: Do not transfer any funds away from Transportation Alternatives or opt-out of the Recreational Trails program.



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- b. Fully staff: Preserve or increase staff support for Transportation Alternatives by maintaining state Safe Routes to School coordinators and bike/ped coordinators.
 - c. Fully implement: Promptly award Transportation Alternatives grants with participation of relevant stakeholders.
 - b. Work with state partners to fully maximize the state's investments in safe, accessible streets: utilize all MAP-21 funding programs to include biking and walking in all transportation projects.
 - c. Work with state partners to fully spend remaining funds from the Transportation Enhancements, Safe Routes to School, and Recreational Trails programs.
 - d. Work in collaboration with state partners and stakeholders to set recommended performance criteria that favor bicycle and pedestrian projects, and ensure that locals are well poised to propose good projects and work with MPOs and all key decision makers.
 - e. Work with partners to identify existing and future funding sources that can be used for bicycle and pedestrian projects. Where necessary, advocate shifting funding priorities from other modes.
 - f. Develop messaging to current and new partners on the need for more active transportation dollars.
 - g. Through the use of data-driven analysis, provide elected leaders, transportation planners, and other partners compelling arguments and examples that illustrate the benefits of bicycle and pedestrian infrastructure.
 - h. Support the adoption and implementation of Complete Street/street-scale improvement policies that use highway maintenance dollars to create Complete Streets when road repairs and reconstruction is undertaken.
- viii. Leads: National Partnership, NJDOT, NJDOE, NJDOH, NJ SRTS Resource Center, eight regional TMAs (Greater Mercer TMA, HART Commuter Information Services, Keep Middlesex Moving, Ridewise, Cross County Connection, Meadowlink, TransOptions), three MPOs (NJTPA, DVRPC, SJTPO), and partners across the state.

A. Complete Streets/Street-Scale Improvements

- i. Background: Complete Streets policies seek to ensure that all transportation projects are safe for all users. The NJDOT Complete Streets Policy and implementation strategy was adopted in 2009 and ranked #1 by the National Complete Streets Coalition in 2010. The NJDOT supports Complete Streets and



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has provided training to internal staff as well as to MPOs, counties and municipalities in policy development and implementation. The NJDOT encourages counties and municipalities receiving Local Aid to develop and implement Complete Streets policies. There is momentum as many New Jersey counties and local jurisdictions have, or are in the process of implementing, Complete Streets policies.

- ii. **Goals:** To support an increase in Complete Streets policies statewide, and improvements to design guidelines. There is widespread need for technical assistance, expertise and collaboration with regard to the drafting and implementation of Complete Streets policies. The National Partnership will support implementation of Complete Streets efforts across New Jersey and draw the link between Complete Streets and Safe Routes to School. This is achieved by expanding conversations and practices of transportation planning to include the needs of all users regardless of age, income and/or abilities for children, families and community members in the planning, design, construction and maintenance of transportation projects.
- iii. **Tactics:** The State Network uses multiple strategies for the implementation of Complete Streets policies.
 - a. Collaborate with the New Jersey Complete Streets Coalition and convene regular statewide Action Team meetings to discuss the status and challenges of current of Complete Streets policies, and to develop and implement a plan to expand Complete Streets policies throughout the state.
 - b. Encourage the implementation of new Complete Streets policies by educating partners and transportation agencies about the benefits of Complete Streets.
 - c. Work with NJDOT to fully maximize the state's investment in safe, accessible streets by utilizing all MAP-21 funding programs, to include biking and walking in all transportation projects.
 - d. Share best practices at the city, county, and MPO levels.
 - e. Identify the challenges faced by jurisdictions currently implementing policies to determine successful strategies and systemic policy obstacles.
 - f. Collaborate with the New Jersey Bike/Ped Resource Center to track the implementation of Complete Streets policies across the state.
 - g. Analyze how Complete Streets is being implemented in lower-income communities and what types of technical assistance are needed to achieve improved infrastructure. Work with partners to prioritize implementation on Complete Streets in lower-income communities.



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- iv. Leads: National Partnership, NJDOT, NJ Bike/Ped Resource Center, NJ Complete Streets Coalition eight regional TMAs (Greater Mercer TMA, HART Commuter Information Services, Keep Middlesex Moving, Ridewise, Cross County Connection, Meadowlink, TransOptions), three MPOs (NJTPA, DVRPC, SJTPO), and partners across the state.

B. Joint/Shared Use Policies

- i. Background: Joint Use or Shared Use is a way to increase opportunities for children and adults to be more physically active. It refers to two or more entities, usually a school and a city or private organization, sharing indoor and outdoor spaces like gymnasiums, athletic fields and playgrounds. The concept behind joint/shared use is that shared resources keep costs down and increase access for the health and well-being of communities. Schools in lower-income urban areas may not have space for school fields and may lack urban parks, thus making it important to find ways to create safe places for children to engage in healthy physical activity after and during school hours.
- ii. Goals: To increase the number of joint/shared use policies in the state and the total space available to communities to have safe places to play and engage in physical activity by creating a statewide policy environment that facilitates joint/shared use and community based schools, and encouraging the adoption of local joint/shared use agreements and school policies at the school district level.
- iii. Tactics: The State Network uses multiple strategies for shared use.
 - a. Convene regular statewide Action Team meetings.
 - b. Encourage the implementation of new joint/shared use agreements and policies by sharing best practices, and model tools and agreements, such as those published by ChangeLab Solutions (formerly the National Policy and Legal Analysis Network), specifically targeting lower-income schools and communities as the highest priority.
 - c. Work with the New Jersey Department of Education to publish joint/shared use guidance, either as a stand-alone document, or by including guidance into any updated policy manuals
 - d. Work with State associations and departments to determine opportunities to expand joint/shared use.
- iv. Leads: National Partnership, NJDOT, NJDOE, NJDOH/ShapingNJ, Sustainable Jersey, Alliance for a Healthier Generation, Partnership for Healthy Kids, SRTS Resource Center, eight regional TMAs (Greater Mercer TMA, HART Commuter Information Services, Keep Middlesex Moving, Ridewise, Cross County Connection, Meadowlink, TransOptions), and partners across the state.



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C. Data Collection and Evaluation

- i. **Background:** Transportation strategies and investments should be data driven, especially in regards to safety and health for all community members. In addition, many decisions on government funding are predicated upon evaluation and modeling, which requires good data and the ability to project outcomes based on improvements in infrastructure. A multi-disciplinary perspective needs to inform this framework – with input from safety, transportation, health, air quality, technology, academic and research and more. As funding becomes increasingly based on performance outcomes, now more than ever it is critical that New Jersey develop standards to ensure competitiveness and its ability to measure and forecast programmatic success and challenges in the field of walking and bicycling. Addressing the needs of lower-income communities shall be infused in each goals and tasks.
- ii. **Goals:** Foster discussions on how to best engage the state and other key partners in setting frameworks for active transportation and Safe Routes to School data collection, modeling and evaluation, and make changes to create models for data collection, modeling and evaluation. Ensure widespread distribution and the standardization of data and tools currently available for use by local jurisdictions and MPOs.
- iii. **Tactics:** The New Jersey state network uses multiple strategies for data collection and evaluation.
 - a. Partner with NJDOT, MPOs, universities, health organizations and other key stakeholders and capitalize on existing and future studies on Safe Routes to School program and policy impacts.
 - b. Track and create a summary of joint/shared use policies, Complete Streets policies and infrastructure improvements such as sidewalk, multi-use paths and bike lanes.
 - c. Collaborate with the MPOs to maximize opportunities for data collection and evaluation, and seek ways to partner with health agencies and universities to analyze data and project cost /benefits.
- iv. **Leads:** National Partnership, NJDOT, NJDOH, MPOs, NJ SRTS Resource Center, NJ Bike/Ped Resource Center, universities, eight regional TMAs (Greater Mercer TMA, HART Commuter Information Services, Keep Middlesex Moving, Ridewise, Cross County Connection. Meadowlink, TransOptions), three MPOs (NJTPA, DVRPC, SJTPO), and partners across the state.

3. Building the Capacity for Leadership

A. Background



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The National Partnership's New Jersey team collaborates with and relies on partners to achieve policy change. By fostering leadership with our partners, we are able to mobilize diverse coalitions that articulate the benefits of Safe Routes to School, an improved built environment, active transportation and equity from a variety of viewpoints. In addition, the development of leadership capacity in our partners expands the reach of our efforts by creating more local champions and ensures the sustainability of our efforts and Safe Routes to School goals.

B. Goals

The National Partnership creates networks of local elected officials, non-profit organizations, health professionals, community members and a wide variety of stakeholders through education and encouragement, and builds the capacity for leaders within these groups to champion the policy efforts listed above.

C. Tactics

By sharing information with our partners on the importance of walking and bicycling as tools for community change, we encourage a collaborative dialog of personal experiences and expertise regarding the types of policy goals and infrastructure investments are necessary for creating equitable, walkable and bikeable communities. The following tactics are used to grow our network and increase the capacity for leadership amongst our partners, both at the state and local levels:

- i. Maintain an online database of contacts and affiliates.
- ii. Provide educational opportunities to our partners through workshops, network calls, individual communications and other speaking engagements/conference sessions to foster widespread understanding of the transportation planning process in New Jersey. Key topic areas include:
 - a. Safe Routes to School programs
 - b. Award and obligation (leveraging funding) and associated SAFETEA-LU and MAP-21 processes
 - c. Complete Streets/Street-Scale Improvements
 - d. Health impact assessments
 - e. Joint/Shared Use policies
 - f. Data collection
 - g. Serving lower-income communities and schools
- iii. Identify existing and encourage new partner leadership in each of the following areas:
 - a. Elected officials
 - b. Agency staff leadership
 - c. Health



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- d. Transportation
- e. School districts
- f. Equity groups
- g. Youth engagement
- h. Environmental groups

D. Leads

National Partnership, NJ Ambassadors on Motion, ShapingNJ, Sustainable Jersey, NJDOT, NJ SRTS Resource Center, NJ Bike/Ped Resource, NJ Complete Streets Coalition, eight regional TMAs (Greater Mercer TMA, HART Commuter Information Services, Keep Middlesex Moving, Ridewise, Cross County Connection, Meadowlink, TransOptions), three MPOs (NJTPA, DVRPC, SJTPO), and partners across the state.

4. Advancing Social Equity

A. Background

Quality transportation options are a lifeline to opportunity. Transportation gets people to work, to school, to the grocery store, and to the doctor's office. And while billions of public dollars are invested in our nation's transportation system each year, studies are showing that a disproportionate amount of burden and injury from these investment choices are falling on people living in lower-income communities.

B. Goals

Recognizing serious hurdles in addressing not only transportation-related concerns, but also personal safety concerns, the Safe Routes to School New Jersey state network supports efforts that address the disparity between population groups.

C. Tactics

- i. Establish strong working relationships with city and community-based organizations collaborate with state and national equity groups in New Jersey.
- ii. Inventory the barriers and obstacles for lower-income and rural communities and schools implementing Safe Routes to School programs, Complete Streets and joint/shared-use agreements, and develop strategies and partners to overcome these hurdles.
- iii. Encourage communities to implement crime prevention strategies by design landscaping techniques. -These techniques contend that law enforcement officers, architects, city planners, landscape and interior designers, and resident volunteers can create a climate of safety in a community right from the start by striving to design a physical environment that positively influences human behavior.



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- iv. Work to ensure that health and environmental justice metrics are included into transportation planning and investment allocations, and ensure that grants to lower-income communities and schools are tracked for all Safe Routes to School awards.
- v. Work to ensure that engineering assistance is available for lower-income communities and by strengthening partnerships with NCDOT and equity groups at the state and regional levels. Focus outreach and technical assistance activities at lower-income communities in the regions.
- vi. Request regional, county, cities, and local jurisdictions to develop specific and measurable equity measures at a neighborhood level, including affordable housing, gentrification, and accident and injury data.

D. Leads

National Partnership, non-profit health organizations such as American Lung Association, American Heart Association, Departments of Public Health, Hospitals and Community Clinics, NJDOT, NJ SRTS Resource Center, NJDOH/ShapingNJ, Sustainable Jersey, Alliance for a Healthier Generation, Partnership for Healthy Kids, community health organizations, eight regional TMAs (Greater Mercer TMA, HART Commuter Information Services, Keep Middlesex Moving, Ridewise, Cross County Connection, Meadowlink, TransOptions), and partners across the state.

5. Assuring Sustainability

A. Background

The long-term viability of Safe Routes to School is dependent on the movement's ability to leverage additional funds, build capacity, ensure collaboration among leaders in the field and integrate Safe Routes to School within the plans and goals of a wide range of partners and government agencies.

B. Goals

Continue to grow support for Safe Routes to School so that funding diversifies beyond federal and state resources and strengthens and supports public agencies and community based organizations throughout the state who are implementing Safe Routes to School efforts. Another goal is to sustain our New Jersey Safe Routes to School advocacy efforts after current grant expires.

C. Tactics

- i. Update funders and elected officials on the progress, the benefits, and the needs to continue to support Safe Routes to School.
- ii. Publicize successes to continue to expand the network of support and partners for Safe Routes to School beyond the traditional partners.



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- iii. Publicize the successes and best practices of Safe Routes to School efforts throughout the state in order to continue to foster peer to peer learning and also to continue to demonstrate and champion the added value of all Safe Routes to School efforts and leaders in order to support future funds for efforts.
- iv. Continue to work to foster and strengthen relationships between transportation agencies and health partners.
- v. Market National Partnership technical assistance services as a strategy to help communities develop a successful Safe Routes to School program and situate themselves for leveraging additional funds.
- vi. Identify new sources of grant funds.
- vii. Work with the media to publicize successes and how Safe Routes to School touches many policy goals.

D. Leads

National Partnership, NJDOT, NJ SRTS Resource Center, eight regional TMAs (Greater Mercer TMA, HART Commuter Information Services, Keep Middlesex Moving, Ridewise, Cross County Connection, Meadowlink, TransOptions), three MPOs (NJTPA, DVRPC, SJTPO), Sustainable Jersey, NJFuture, ShapingNJ, foundations, corporations, and partners across the state.



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Appendix A: New Jersey Network Member List

The following tables list the members of the New Jersey Network. A network member is a person or organization that has agreed to participate in the State Network Project and assist with the development of the New Jersey Action Plan. Table 1: New Jersey Network Steering Committee lists those members who have agreed to act as a project Steering Committee and help to link organizations, initiatives and events. Table 2: New Jersey Network Members is the full New Jersey network member list, representing 69 organizations.

Safe Routes to School National Partnership [“Partner Affiliates”](#) are indicated with an asterisk by the organization name. Partner Affiliate indicates that the network member has officially joined the Safe Routes to School National Partnership by agreeing to abide by the Memorandum of Understanding and be a supporting member of the Safe Routes to School National Partnership. To join us, please visit <http://www.saferoutespartnership.org/about/join>.

Table 1: New Jersey Network Steering Committee

First Name	Last Name	Organization Name
Darrin	Anderson	New Jersey Partnership for Healthy Kids
Peter	Bilton	Keep Middlesex Moving TMA
Elise	Bremer-Nei	New Jersey Department of Transportation
David	Calderetti	Cross County Connection TMA
Tim	Chelius	South Jersey Transportation Planning Organization
Janna	Chernetz	Tri-State Transportation Campaign
James	Crane	Ridewise TMA
Jay	DeDomenico	*Hudson TMA
Donna	Drewes	Sustainable Jersey
Dan	Fatton	New Jersey Future
David	Gurstelle	Alliance for a Healthier Generation, NJ chapter
Janet	Heroux	*New Jersey Department of Health and Senior Services
Mary Kay	Murphy	North Jersey Transportation Planning Authority
Peri	Nearon	New Jersey Department of Health and Senior Services
Dan	Nemiroff	Delaware Valley Regional Planning Commission
Matthew	Norris	Tri-State Transportation Campaign
Tiffany	Robinson	*The RBA Group
Nora	Shepard	*Meadowlink TMA
Tara	Shepherd	*HART TMA
Cyndi	Steiner	New Jersey Bike and Walk Coalition
Leigh Ann	Von Hagen	Alan M. Voorhees Transportation Center
Joseph	Weiss	*TransOptions TMA



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*[*Safe Routes to School National Partnership Partner Affiliate](#)*



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Table 2: New Jersey Network Members

AAA Mid-Atlantic	*Meadowlink TMA
Alan M. Voorhees Transportation Center	Monmouth County Health Department
Alliance for a Healthier Generation, NJ chapter	Montclair Schools Health and Wellness Partnership
American Heart Association/American Stroke Association - NJ office	Morristown Memorial Hospital
American Planning Association, NJ Chapter	New Jersey Alliance for Health, Physical Education, Recreation and Dance (NJAPERD)
Atlantic County Division of Public Health	New Jersey Bike and Walk Coalition
Bicycle Coalition of Greater Philadelphia	New Jersey Brain Injury Alliance
Bike Hoboken	New Jersey Department of Education
Bike JC	*New Jersey Department of Health and Senior Services
Bike New York	New Jersey Department of Transportation
Bike Walk New Brunswick	New Jersey Future
Bike&Walk Montclair	New Jersey Partnership for Healthy Kids
Burlington County Health Department	New Jersey Recreation and Park Association
Burlington County Traffic Engineers	New Jersey Safety Council
CitiBike	New Jersey School Nurses Association
City of Hoboken	New Jersey Schools Development Authority
City of Orange Township	North Jersey Transportation Planning Authority
City of Vineland	Pam Fisher Associates
Civic Eye Collaborative	Ridewise TMA
Cross County Connection TMA	Robert Wood Johnson Foundation
Delaware Valley Regional Planning Commission	Rutgers, The State University of New Jersey
*East Coast Greenway Alliance	South Jersey Transportation Planning Authority
Essex County Environmental Commission	South Orange Maplewood Bicycle Coalition
Essex County Planning Board - NJ	Sustainable Jersey
Federal Highway Administration, NJ Division	The David D. Hammar Foundation
Garfield Health Department	*The RBA Group
Gerald Fittpaldi	Township of Montclair
Greater Mercer TMA	*TransOptions TMA
*HART TMA	University of Medicine and Dentistry New Jersey
*Hudson TMA	Vertices
Ironbound Community Corporation	Walk Bike Morristown
Keep Middlesex Moving TMA	West Windsor Bicycle and Pedestrian Alliance
Lee Burke Associates	YMCA of Eastern Union County
M. Katherine Kraft Associates	
*Safe Routes to School National Partnership Partner Affiliate	