



Safe Routes to School National Partnership

New Jersey State Network Project Action Plan

Prepared by the Safe Routes to School National Partnership
In collaboration with the New Jersey Safe Routes to School Coalition

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Safe Routes to School National Partnership New Jersey State Network Project Action Plan

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Safe Routes to School National Partnership State Network Project

The Safe Routes to School National Partnership (National Partnership) is a fast growing network of 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 their families and to foster the creation of livable, sustainable communities.

In 2012, New Jersey was one of seven states to be selected for Phase III of the National Partnership's State Network Project. The project, which was first launched in 2007 (Phase I) and again expanded in 2010 (Phase II), brings together state leaders to remove barriers to walking and bicycling to and from school. The State Networks are working to increase physical activity among all students, ensure that federal SRTS funds are spent on quality projects, work to leverage additional state resources for SRTS initiatives, and advocate for policy initiatives. At the heart of the State Network Project is policy change—specifically working to **1) leverage funding for bicycle and pedestrian construction projects, 2) facilitate street-scale policies (like Complete Streets), and 3) advance joint/shared-use agreements**, primarily in lower-income communities.



The State Network Project strategy has been to build a network of partners and develop an Action Plan and Action Teams to meet those priorities in New Jersey. The challenge has been to not duplicate the great work that's already being done in the state, but to convene partnerships that leverage existing efforts for stronger outcomes.

Funding for the New Jersey State Network Project comes primarily from the Robert Wood Johnson Foundation through 2014. The New Jersey network staff is comprised of:

- Safe Routes to School National Partnership New Jersey Advocacy Organizer
- Safe Routes to School National Partnership Network Director

How the State Network Project Action Plan fits into National Partnership Strategic Plan

The overall Strategic Plan for the National Partnership prioritizes and guides work in five strategic focus areas, which are designed to collectively achieve an overall increase in walking and bicycling to school, improved safety for children and their families and more healthy communities. The five strategic focus areas are:

- Opening Minds through Research and Communications
- Changing Policies and Infrastructure
- Building Capacity for Leadership
- Advancing Social Equity
- Assuring Sustainability



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Although all five focus areas are essential in every aspect of the State Network Project, it is where we focus specifically on ***changing policies and infrastructure*** that the Action Plan aims to address. The flow chart below illustrates where the State Network Project fits into the overall National Partnership Strategic Plan.

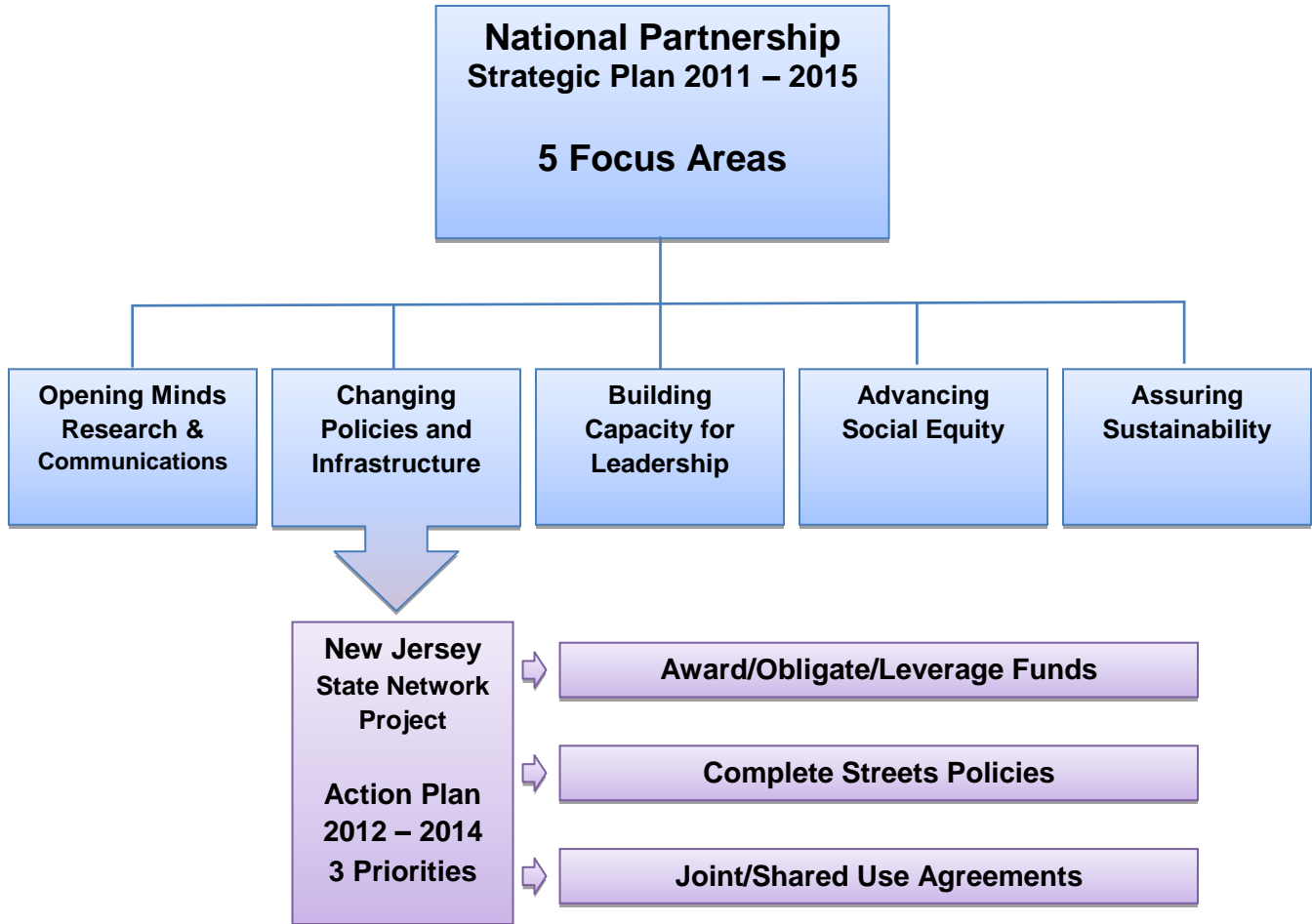


Figure 1: State Network Project as part of National Partnership Strategic Plan

This Action Plan for the New Jersey State Network Project is designed so that each of National Partnership’s five focus areas is evident throughout.

Opening Minds through Research and Communications The New Jersey State Network Project will continuously provide information to our partners and the public about the need for and the benefits of Safe Routes to School 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



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practitioners with a wide variety of stakeholders through social media, conference calls, journal and newspaper articles, presentations and meetings.

Changing Policy and Infrastructure The New Jersey State Network Project will prioritize 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; and (C) capitalizing and promoting shared (or joint) use for community-based schools. Addressing the needs of lower-income communities shall be infused in each of these policy areas.

Building the Capacity for Leadership the new Jersey State Network Project staff 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.



Advancing Social Equity 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. Each task in the Action Plan will address social equity as an integral part of the New Jersey State Network Project, outreach and partnerships.

Assuring Sustainability 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. The New Jersey State Network Project Action Plan will build in opportunities for sustainability throughout.

New Jersey Partners

Implementation of the New Jersey State Network Project Action Plan requires the coordination of partners at local, county, regional and state levels to ensure the coordinated implementation of our 3 priority policy goals. The state network is grateful for the leadership and efforts of many individuals and organizations who participate in monthly meetings, action teams and more. The success of the network rests on successful collaborative efforts.



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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 [New Jersey 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 Coalition’s primary role has been to advise, guide and measure the New Jersey Safe Routes to School Program by way of the [New Jersey Safe Routes to School Strategic Plan](#) developed by NJDOT and provide technical assistance with the [New Jersey Safe Routes to School Resource Center](#).

Both the National Partnership State Network Project in New Jersey and the NJDOT Safe Routes to School Program rely on knowledgeable and committed stakeholders to guide and implement Safe Routes to School in New Jersey. Because the list of stakeholders is the same and the plans are so closely aligned, the efforts have been combined in order to reduce confusion among participants and to strengthen outcomes of both efforts. Figure 2 below illustrates how New Jersey’s stakeholders help guide both the National Partnership’s State Network Project and the established New Jersey Safe Routes to School Program under one umbrella.

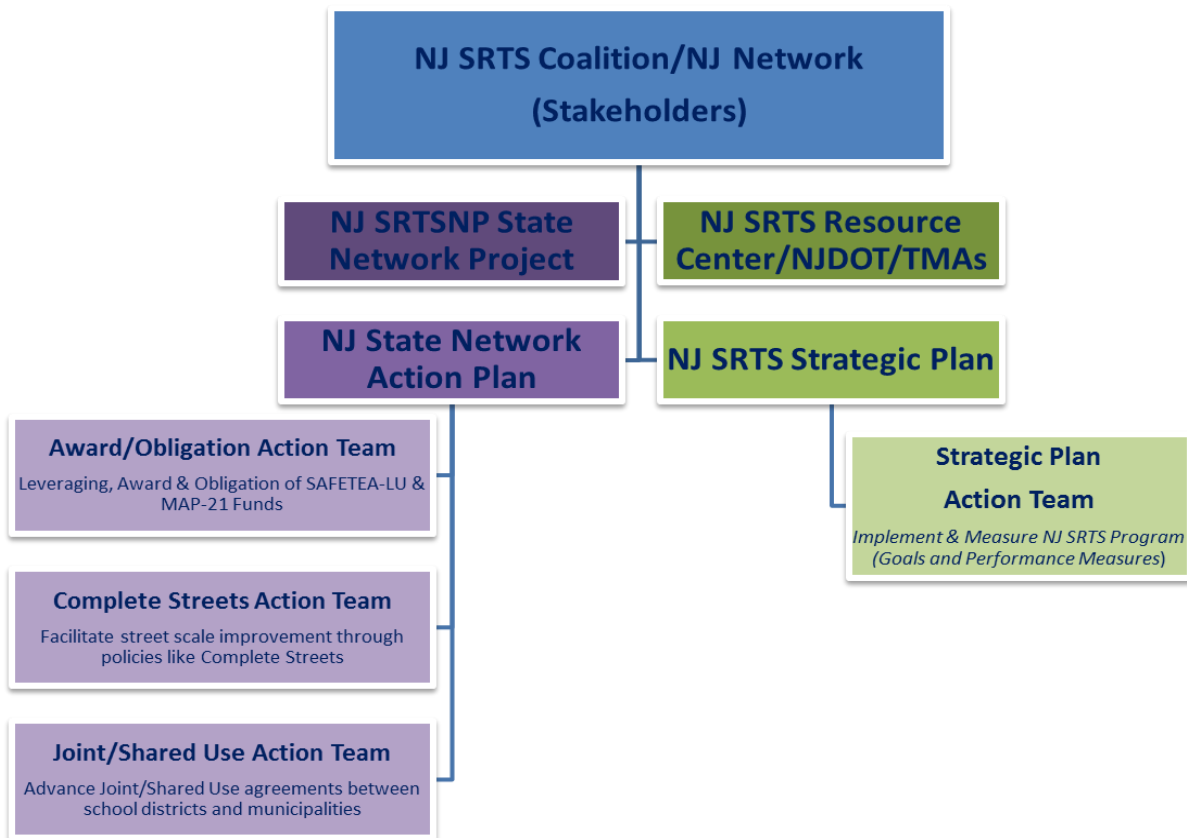


Figure 2: New Jersey Safe Routes to School Stakeholder Roles



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The National Partnership's 2012 launch of the New Jersey State 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 State Network Project partners comprised of over 200 organizations, and great initiatives already underway, the intent of the New Jersey State Network Project is not to duplicate efforts, but rather, to maximize collaborative efforts by convening all New Jersey resources in a defined approach within an action plan so that we many all efficiently work together to effectively maximize our collective potential and meet the dynamic needs of New Jersey



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.

New Jersey State Network Project Action Plan

The primary purpose New Jersey State Network Project Action Plan is to advance policy change in three priority areas, primarily in lower-income communities. These priority areas are to; 1) leverage funding for bicycle and pedestrian construction projects, 2) facilitate street-scale policies (like Complete Streets), and 3) advance joint/shared-use agreements. This Action Plan identifies the goals and tactics for each of three Action Teams comprised of statewide partners who will work together to achieve the goals of the plan. In addition, the New Jersey State Network Project Action Plan outlines overall tactics for Partner Collaboration in the areas of Highlighting Research, Communications, and Evaluation and Performance Measures. The overarching goal of this collaborative process is to leverage partner efforts to build a stronger, more robust, Safe Routes to School program in New Jersey.

The New Jersey State Network Project Action Plan is organized into the following two sections:

1. New Jersey State Network Project Action Teams
 - a. Award/Obligation Action Team
 - b. Complete Streets Action Team
 - c. Joint/Shared Use Action Team
2. New Jersey State Network Project Partner Collaboration
 - a. Highlight Research
 - b. Communications
 - c. Evaluation and Performance Measures



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Section 1: New Jersey State Network Project Action Teams

Award/Obligation Action Team

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 and pedestrian networks and street crossings and children and motorists 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 and Transportation Enhancement grants which provide funding for infrastructure improvements and educational programs.

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 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.

Tactics:

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:

- *Convene Action Team meetings to discuss status and challenges with current status of obligation and implementation of state, local and federal funds.*
- *Develop a tracking system to determine the status of SAFETEA-LU awards*
- *Work to get the existing Safe Routes to School and Transportation Enhancements funding still available from SAFETEA-LU spent.*
- *Provide support to NJDOT and the NJ Transportation Management Associations to work local municipalities and counties that have grants to help them move through the process.*



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- *Aid in the determination of roadblocks to successful implementation, work with appropriate entities to address the roadblocks and highlight success stories.*
- *Work with partners and NJDOT to assist Disadvantaged Communities in the project selection and application preparation process for remaining SAFETEA-LU Safe Routes to School and Transportation Enhancements funding.*
- *Work with NJDOT and partners to follow-up with and provide assistance to communities where SAFETEA-LU funding has been awarded but has not be obligated.*
- *Aid in the engagement of nontraditional partners to encourage the success of non-infrastructure grants (School Districts, etc.).*
- *Assist NJDOT, NJ TMAs, NJ SRTS Resource Center and others 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.*
- *Support NJDOT, NJ TMAs and NJ SRTS Resource Center in providing Local jurisdictions with remaining grants and obligations technical assistance to spend down their obligations.*
- *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:*
- *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:*
 - *Fully fund: Do not transfer any funds away from Transportation Alternatives or opt-out of the Recreational Trails program.*
 - *Fully staff: Preserve or increase staff support for Transportation Alternatives by maintaining state Safe Routes to School coordinators and bike/ped coordinators.*
 - *Fully implement: Promptly award Transportation Alternatives grants with participation of relevant stakeholders.*
- *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*



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- projects.*
- *Work with MPOs to ensure that they move forward with the Transportation Alternatives funding under MAP-21*
 - *Work with MPOs to modify project prioritization criteria to include health considerations*
 - *Work with NJDOT to make sure that funding criteria includes incentives for work in Disadvantaged Communities*
 - *Work with state partners to fully spend remaining funds from the Transportation Enhancements, Safe Routes to School, and Recreational Trails programs.*
 - *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.*
 - *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.*
 - *Develop messaging to current and new partners on the need for more active transportation dollars.*
 - *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.*
 - *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.*

Leads: SRTS Award & Obligation Action Team, Together North Jersey, ShapingNJ, Sustainable Jersey, 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.

Complete Streets Action Team



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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 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

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..

Tactics:

The State Network uses multiple strategies for the implementation of Complete Streets policies

- *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.*
- *Encourage the implementation of new Complete Streets policies by educating partners and transportation agencies about the benefits of Complete Streets.*
- *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.*
- *Work with NJDOT to make sure that all Superstorm Sandy reconstruction projects are designed and constructed to include adequate bicycle and pedestrian facilities.*
- *Work with partners to share best practices at the municipal, county, and MPO levels.*
- *Work with partners to identify the challenges faced by jurisdictions currently implementing policies to determine successful strategies and systemic policy obstacles.*
- *Collaborate with the New Jersey Bike/Ped Resource Center to track the implementation of Complete Streets policies across the state.*



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- *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.*

Leads: NJ Complete Streets Working Group, 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.

Joint/Shared Use Action Team

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 share resources keep costs down and increases 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.

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.

Tactics:

The State Network uses multiple strategies for shared use.

- *Convene regular statewide Action Team meetings.*
- *Work with Sustainable Jersey, Rutgers University and other partners, to establish a baseline inventory of Shared Use Agreements*
- *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 ShapingNJ and ChangeLab Solutions (formerly the National Policy and Legal Analysis Network), specifically targeting lower-income schools and communities as the highest*



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priority.

- *Highlight the New Jersey Department of Health's joint/shared use guidance, either as a stand-alone document, or by including guidance into any updated policy manuals.*
- *Work with State associations and departments to determine opportunities to expand joint/shared use.*
- *Work with Sustainable Jersey on development of their certification program for schools to include incentives for Safe Routes to School programs and Shared Use Agreements.*
- *Work with partners to advance statewide legislation on Shared Use Agreements, specifically addressing liability issues*

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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Section 2: New Jersey State Network Project Partner Collaboration

Highlight Research

Background: 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.

Goals: To highlight the research being conducted by the State Network Project Partners.

Tactics:

Highlighting evidence-based 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. Data augments our communication efforts by providing key facts to support our goals. In New Jersey we will:

- *Aid in the dissemination of evidence-based research through social media, conference calls, journal and newspaper articles, presentations and meetings.*
- *Work with partners to identify data gaps or areas of research needs.*
- *Partner with the NJ SRTS Resource Center to collect performance measures as identified in the NJDOT SRTS Strategic Plan and Evaluation Guide.*

<http://www.saferoutesnj.org/about/about-new-jersey-safe-routes-to-school/> Highlight current New Jersey benchmarks, best practices and/or innovative programs.

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.



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Communications

Background: The New Jersey State Network Project seeks 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.

Goals: To communicate current and best practice information to statewide partners through a variety of media outlets on a regular basis.

Tactics:

The New Jersey State Network Project 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 identify stories of inequity and highlight opportunities for transportation investments to improve conditions for underserved communities. In New Jersey we will:

- *With assistance from the NJ SRTS Resource Center, routinely update the National Partnership's New Jersey Facebook page with current information.*
- *Expand use of social media, including Twitter, to communicate*
- *Incorporate updated Safe Routes to School National Partnership marketing messaging and materials in all communications*
- *Explore creating a Safe Routes to School Coalition/National Partnership New Jersey website that will serve as the New Jersey SRTS Coalition and Network Action Teams online "meeting place". This website will provide a forum to highlight network meetings and documents, and links to resources including, primarily, the following three websites:*
 - *Safe Routes to School National Partnership*
 - *NJDOT Safe Routes to School Program*
 - *New Jersey Safe Routes to School Resource Center*



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- *Because the prime media markets that serve NJ are located in New York City and Philadelphia, the New Jersey media landscape is unique. It is often better practice to target local and regional papers and on-line news information outlets to help spread the word about SRTS successes and resources. The network will work with partner organizations including regional Transportation Management Associations to identify local media outlets and help enhance the discussion about the benefits of and need for Safe Routes to School and bicycle and pedestrian infrastructure.*
- *Cultivate partnerships with statewide, regional and local 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.*
- *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.*
- *Use Sales Force as a means to communicate with partners and track that communication.*
- *As the opportunity arise on a case-by-case basis including as part of negative press coverage on bicycling and/or pedestrian activities, or as a function of incomplete reporting as when reports blame victims or do not capture the importance of land use and environment in addressing obesity and physical inactivity, the network will provide letters to the editor or comments that explain the benefits of SRTS, walking and bicycling.*
- *Incorporate rural/urban/suburban models into communications.*
-

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.



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Evaluation and Performance Measures

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, 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, New Jersey has developed standards and will continue to explore best practice 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 is prioritized in each goal and task.

Goals: Foster discussions on setting frameworks and benchmarks for active transportation and Safe Routes to School funding. Encourage adoption of funding formulas that prioritize active transportation and health outcomes. Educate and encourage health in all policies. . Ensure widespread distribution and the standardization of data and tools currently available for use by local jurisdictions and MPOs.

Tactics:

The New Jersey state network uses multiple strategies for evaluation.

- *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.*
- *Work with partner organizations to track and create a summary of joint/shared use policies (through ShapingNJ), Complete Streets policies (collected by NJ Bicycle & Pedestrian Resource Center) and identify SRTS programs (as collected by the NJ SRTS Resource Center and regional TMAs) throughout the state.*
- *Collaborate with the MPOs to maximize opportunities for data collection and evaluation*
- *Work with the Safe Routes to School Coalition to follow-up on evaluation and performance measures recommended in the New Jersey Safe Routes to School Strategic Plan.*



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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.



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Appendix A: New Jersey State Network Project Partner List

The following tables list the collaborative partners taking part in the New Jersey State Network Project. 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 State Network Project 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 Safe Routes to School Network Members represents the organizations participating in the New Jersey State Network Project.

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>.



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Table 1: New Jersey State Network Project 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	DiDomenico	*Hudson TMA
Donna	Drewes	Sustainable Jersey
Dan	Fatton	New Jersey Future
Carol Ann	Giardelli	New Jersey Safety Council
Davida	Gurstelle	Alliance for a Healthier Generation, NJ chapter
Janet	Heroux	New Jersey Department of Health and Senior Services
Maeve	Johnston	Alan M. Voorhees Transportation Center
Doug	Markgraf	Greater Mercer TMA
Mary K.	Murphy	North Jersey Transportation Planning Authority
Peri	Nearon	*New Jersey Department of Health and Senior Services
Matthew	Norris	Tri-State Transportation Campaign
Tiffany	Robinson	*The RBA Group
Barry	Seymour	Delaware Valley Regional Planning Commission
Nora	Shepard	*Meadowlink TMA
Tara	Shepherd	*HART TMA
Cyndi	Steiner	New Jersey Bike and Walk Coalition
Laura	Torchio	Safe Routes To School National Partnership
Leigh Ann	Von Hagen	Alan M. Voorhees Transportation Center
Joseph	Weiss	*TransOptions TMA

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



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Table 2: New Jersey Safe Routes to School Network Member Organizations

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
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	YMCA of Camden and Burlington Counties
*Safe Routes to School National Partnership Partner Affiliate	