Southern Pinelands Natural Heritage Trail Scenic Byway Corridor Management Plan

Task 11: Transportation Plan

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Introduction

A Scenic Byway is a special roadway. It grants the user access to unique and powerful natural and cultural resources. However, one must not forget that the byway is primarily a roadway, a conduit for transportation. The Southern Pinelands Natural Heritage Trail (SPNHT), with all its beauty, attractions, and value, must accommodate a full range of users and provide a functional link among both the byway resources and the region's economic attractors. This section of the Corridor Management Plan proposes a Transportation Plan that identifies all the types of users of the byway and makes recommendations for enhancing the route while preserving the special character of the roadway and its surrounding environs.

In order to approach this transportation plan, it is first necessary to identify the various users of the byway. Accommodating all users requires looking beyond the personal automobile, the mode for which most transportation systems were created in the past half-century. For the byway, this means pedestrians and cyclists. Additionally, it is important to review the use and impact of large vehicles on the byway. This transportation plan will account for trucks, buses, and large farm vehicles.

The approach of this plan involves assessing the byway for use with regard to problems or safety concerns for these alternative byway users. The availability of data shapes this analysis. Without reliable numbers regarding pedestrian and cyclist activity, addressing the needs of these users relies on safety data analyzed in the previous chapter as well as conditions reported by local planning and transportation professionals. To assess the use and impacts of trucks on the byway, this plan reviews trucking regulations for the area and catalogs which byway segments are part of the National or New Jersey Trucking Network and which segments restrict the use of trucks outright. The plan refers to conditions as described by local transportation and planning professionals. It also reviews the public transit bus routes that provide service to the byway area and explain their routes and frequency of service.

Following the identification of users and the problems they may face or impacts they may inflict, the plan states potential objectives of the transportation plan and makes specific recommendations aimed at achieving those objectives. It is important to recognize that these recommendations represent the first pass at addressing the byways needs. They are intended to initiate a process—one that will ultimately derive its strength from the support from the stakeholders, which will determine the success or failure of such measures.

The Transportation Plan provides recommendations with regard to level of service and operations and maintenance of the byway. These recommendations incorporate the legislative mandate that New Jersey Department of Transportation (NJDOT) projects use Context Sensitive Solutions (CSS).

The plan concludes with a list of possible federal and state funding sources. This list is not intended to be exhaustive but rather should provide the Pinelands Commission and local planners with a resource for potential grant programs and other funding sources.

Byway Users

In addition to passenger vehicles, the Corridor Management Plan must address the needs of four additional categories of byway users: bicycles and pedestrians, trucks, buses and farm vehicles.

Bicycles and Pedestrians

Users of non-motorized transportation, namely bicycles and pedestrians, represent critical users of the byway. Improved access for these modes will enhance the byway, since they provide users with an intimate means to experience the byway's intrinsic qualities. Additionally, the facilities that accommodate these users can enhance the visual quality and aesthetic feel of the byway. Recreational cyclists have also been shown to contribute to the local economies and represent a form of lower-impact tourism. Pedestrian activity, particularly in the Regional Growth Areas and Pinelands Towns and Villages, further enhances the byway's special cultural and historic character. Cyclist and pedestrian activities should be encouraged through accessibility and enhanced safety wherever possible.

Corridor Assessment

Though bicycle and pedestrian conditions are not uniform throughout the byway, few of the byway segments possess formally classified bicycle facilities. In many instances, the existing infrastructure could support such classification. The byway features several notable segments where significant opportunities for improving cyclist and pedestrian activity exist.

- *Route 47* – A roughly 2-mile segment of Route 47 from the Cape May County line to Glade Road in Cumberland County features a designated bicycle lane on the northbound, easterly side of the road. No vehicles other than bicycles are permitted to use this lane. As the relevant ruling authority on this state road, NJDOT made this designation. The remaining 13 miles of Route 47 (7 miles north to Port Elizabeth and 6 miles south to Dennisville) do not feature designated bicycle lanes, despite featuring ample shoulder widths.

- *DeHirsch Avenue/County Route 550* – This segment features a multi-use trail that inhabits a former rail right-of-way and runs approximately 3 miles. This unique piece of pedestrian and bicycle infrastructure is relatively discrete and does not tie in or connect with other on-road facilities, although it continues to the north as the unimproved Belleplain State Forest Rail Trail. Considering the proximity of this segment to Route 47, with its underutilized capacity, a significant opportunity exists to improve connectivity between the two routes and facilities.

  A published guide recommends a "Belleplain State Forest Loop" bike route that includes this segment as well as the continuation of CR 550 on Washington Avenue and Webster Street/ Woodbine Road to the Belleplain State Forest visitors center.[1]

- *Mullica River routes* – The portions of the byway along both sides of the Mullica River are widely noted as scenic bicycle routes:

  - NJDOT has publicized two recommended bicycle rides in the byway area: The "Pine Barrens River Ramble" follows CR 568 between Elwood and Nesco, CR 542 between

[1] Robert Santelli, *Short Bike Rides in New Jersey* (The Globe Pequot Press, 1998).

Nesco and Green Bank and between Lower Bank and Wading River, and CR 651 between Wading River and Chatsworth Road (CF 679) in Leektown (this route also crosses the byway in Weekstown). The "Batsto to Bass River Easy River Ride" follows CR 542 and CR 651 from Batsto to Leektown. NJDOT selected these segments for their scenic beauty, and published maps of the route note that road conditions may present adverse cycling conditions.

- The Pinelands Commission also publicizes several routes in this area: the "Batsto to Lower Bank to Pleasant Mills Bike Ride," the "Batsto to Lower Bank Bike Ride" and the "Batsto to Lower Bank to Green Bank Bike Ride" are three variations that include CR 542 between Pleasant Mills and Lower Bank, CR 563 between Green Bank and Weekstown, and CR 643 and CR 623 between Weekstown and Pleasant Mills.[2]

- Another published guidebook recommends the "Heart of the Pines Cruise," a loop that includes CR 542 between Nesco and Green Bank.[3]

These segments have inconsistent shoulders and in some locations lack a defined road edge entirely. Though these segments possess significant scenic qualities, the road conditions must be improved to provide cyclists with safe access.

- *High Point to Cape May Bicycle Route* – New Jersey's major long-distance bicycle route extends 328 miles through the center of the State, and follows and crosses the Southern Pinelands Natural Heritage Trail at several locations. From the north, the Bike Route enters the byway corridor on CR 563 at Green Bank, crosses CR 542 and continues on CR 563 across the Mullica River, leaving the byway east of Weekstown at the junction of CR 563 and CR 624. Further south, the Bike Route enters Mays Landing on NJ 50 and follows the byway from Mays Landing to Tuckahoe on Routes 50 and 49. The Bike Route follows CR 557 (Woodbine Road) from Tuckahoe to Woodbine, meeting the scenic byway again at CR 550 (DeHirsch Avenue). The two routes then coincide on CR 550 between CR 557 and CR 660 (Fidler Road), and also along a very short segment of CR 610 (Petersburg Road) between CR 660 and NJ 47.

  These segments of the byway possess variable shoulder widths and segregated bicycle facilities are inconsistent. Automobile traffic volumes vary along these segments and they are inconsistently signed as a cycling route.

Recommendations

Gaps in bicycle and pedestrian connectivity should be completed to provide a seamless byway experience for these users. Connectivity will not only improve access but also provide for a safer environment for these vulnerable users. This connectivity should not be limited to the byway itself. Rather, the SPNHT should capitalize on the existing assets that surround it and add to its intrinsic qualities. Some of the locations where connectivity should be improved include:

- *Bicycle and multi-use paths on Route 47 and Route 550* – Improving these facilities and linkages would capitalize on existing infrastructure (ample shoulder lanes and designated

[2] Bert Nixdorf, *Take Ten: 10 Easy Trails in the New Jersey Pine Barrens* (1983).
[3] Trudy E. Bell, rev. Dale Lilly, *The Best Bike Rides in New York, New Jersey & Pennsylvania* (Globe Pequot Press, 1999).

bicycle/ multi-use trails) and would provide a seamless route between Port Elizabeth and Woodbine with a variety of attractions along the way, including the Maurice River Scenic and Recreational River, the Eldora Natural Preserve, the East Point Lighthouse and Thomson Beach, and the Lake Nummy State Recreation Area, as well as the Town of Woodbine and the Villages of Port Elizabeth, Bricksboro, Dorchester-Leesburg, Delmont, Eldora, North Dennis, and Dennisville.

- *Pedestrian connectivity in Mays Landing* – Gaskill Park, a wonderfully landscaped park adjacent to the Mays Landing library and Main Street, is separated by heavily trafficked River Road from the bulkhead of the Great Egg Harbor River with boating and other recreation opportunities. Pedestrians should be provided safe and inviting opportunities to cross River Road between Gaskill Park and the river.

- *Pedestrian Connectivity and Safety in Tuckerton* – The Pinelands Town of Tuckerton features healthy levels of pedestrian activity. However, auto traffic along Route 9 often fails to yield to pedestrians, endangering and inhibiting the byway experience for these users. Pedestrian crossings should be enhanced with raised, textured, or colored crosswalks to alert drivers to pedestrian activity. Further, increased enforcement of speed limits is recommended.

This list of bicycle and pedestrian enhancing opportunities is not intended to be exhaustive. Further study of problematic crossings, intersections, and linkages is recommended. Additionally, it is recommended that all future transportation projects along the byway should consider enhanced accommodations for bicycles and pedestrians, even if these enhancements are minor. Enhancements could include:

- "Share the Road" signs and "Sharrow" pavement markings, alerting motorists to the presence of bicycles in locations where space to provide a separate facility is limited;
- High-visibility crosswalk markings or textured pavement treatments to improve visibility;
- Additional pedestrian warning signs; and
- Raised crosswalks or intersections to slow traffic and improve pedestrian visibility.

Trucks

The SPNHT not only provides access to beautiful and exciting scenic and recreational assets of the area; it also serves as a functional transportation link and economic conduit for people who live and work in the region. The priorities and needs of the recreational user and the commercial user can frequently be at odds. This plan must address those competing priorities and make recommendations for all users. This section of the Plan addresses commercial trucks used for freight in the area.

Corridor Assessment

Several regulations govern trucking on and around the byway. The NJDOT Trucking Network as prescribed in the New Jersey Access Code NJAC 16:32 provides access to trucks between 96 and 102 inches in width to some byway segments. These include Routes NJ 47, NJ 50, CR 559, CR 542, and US 9. The Access Code also restricts access to several byway segments including County Routes 548, 557, 681, and 575.

Table 1: NJDOT Trucking Network Regulations and SPNHT Route Segments

Route	Trucking Network	Trucking Banned
NJ 47	X	
NJ 50	X	
CR 559	X	
CR 542	X	
US 9	X	
CR 548		X
CR 557		X
CR 681		X
CR 575		X

Source: NJDOT Truck Network Map

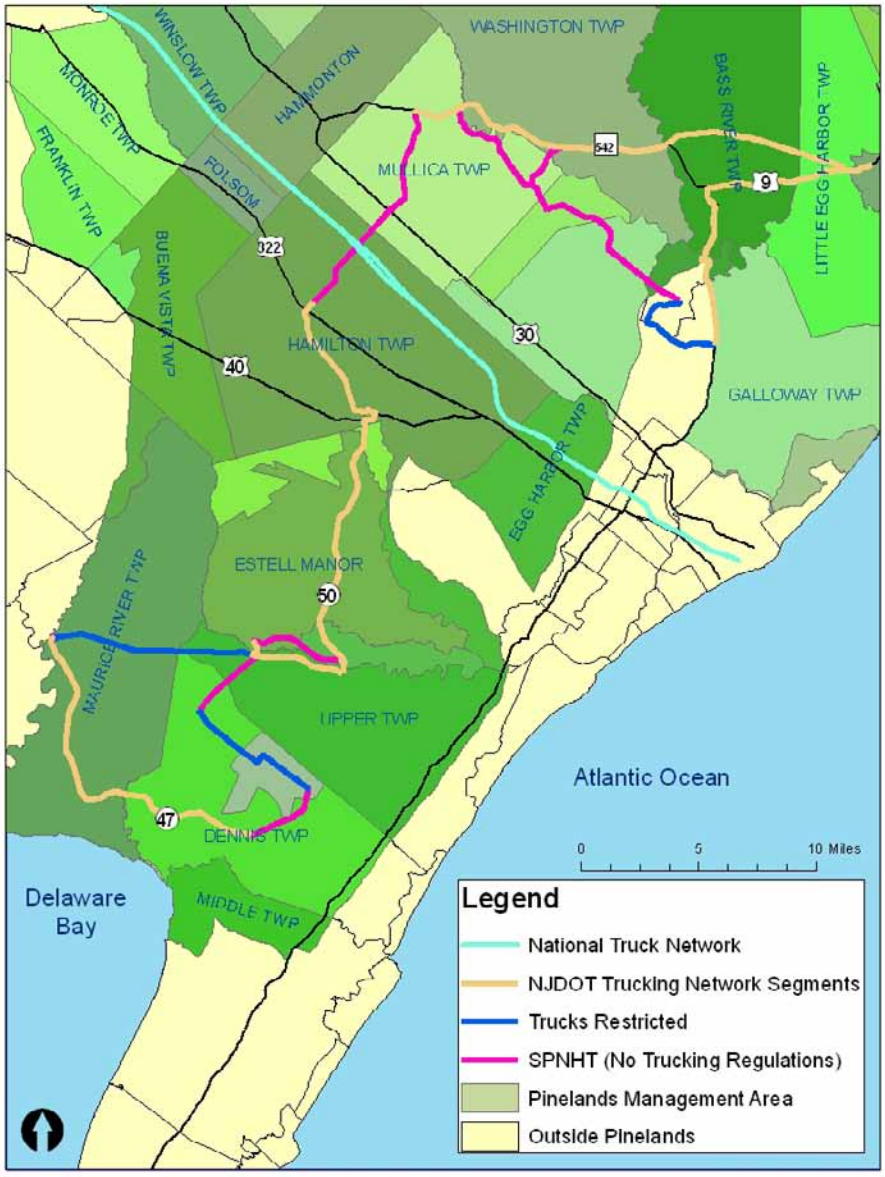
The Access Code prioritizes use of the National Trucking Network. The National Network does not coincide with the byway but does include the Atlantic City Expressway, which intersects the byway on Route 623 in Hamilton Township. The purpose of the New Jersey Trucking Network is to provide trucks access between the National Network and terminals, and to facilities for food fuel repairs and rest.

Road segments that are not part of the national or state trucking network but have not been designated as truck-restricted routes are also protected from excessive truck traffic by the Access Code. The code states:

> [Trucks] may use local unrestricted roadways only as necessary to:
>
> i. Access a terminal located on a local unrestricted roadway, but must return to the National Network or New Jersey Access Network by the direct route unless continued use of the local unrestricted roadway provides the direct route to the next terminal located on a local unrestricted roadway; or
>
> ii. Reach the New Jersey Access Network from the National Network by the direct route or to access the National Network from the New Jersey Access Network by the direct route.

Speaking with professionals around the byway revealed that levels of truck traffic are not a high-priority concern, since current regulations seem to adequately restrict and promote access rationally. There is little complaint over road geometry or safety limitations on large trucks, since those factors were considered in the network designation process.

Map 1: Truck Regulations



Recommendations

The corridor assessment revealed that the prioritized truck route system effectively and efficiently manages truck traffic around the byway. The New Jersey Access Code does allow for additions and removals from the lists of network and restricted routes. It is recommended that a deeper evaluation of potential amendments to the Access Code be undertaken at the request of local Towns, Villages, or Townships.

Potential segments for further exploration include:

- *Route 610* – This segment currently does not restrict truck traffic. Due to the proximity of a landfill, this route was for a time heavily used by trucks. Alternative routing has largely resolved this problem, but further study may be warranted.

- *US Route 9* – Through the Town of Tuckerton, it has been noted that truck traffic fails to yield to pedestrians and generally travels too quickly. This segment is currently part of the New Jersey Trucking Network. Management of this truck traffic may be possible through traffic calming measures or other alternative strategies.

- *Route 623* – This segment is the byway's only intersection with the national trucking network, the Atlantic City Expressway. Currently, no trucking regulations govern this segment, which means that trucks may use it but only to access the New Jersey Network or a terminal as a direct route. At this time, there does not seem to be a need to change the regulations on this segment, but its intersection with the national network makes it a unique segment in that it can restrict or encourage truck traffic to other byway segments. For this reason, further exploration of the segment may be warranted.

Additionally, strict inspection and enforcement measures could assist in reducing environmental and aesthetic degradation caused by dust, gravel, exhaust, and noise pollution from trucks. These measures could be implemented for all segments of the byway where trucks are permitted.

Buses

Buses provide an alternate mode for people to access the byway. Those using the bus system may then become pedestrians or bicyclists on the byway. This section of the Plan addresses buses on the byway.

Corridor Assessment

Two types of high-occupancy buses operate on segments of the byway. The first is regularly scheduled, fixed-route New Jersey Transit vehicles. The second is for-hire coaches used for group tours. The second group of buses falls outside the reach of this study. The project team has identified several companies that offer guided bus tours of the Pinelands, but the total number of buses and routes they frequently use are difficult to establish. The impacts of these types of buses appear at first glance to be negligible; however, further study may be pursued. The remainder of this subsection will address New Jersey Transit Vehicles.

Four New Jersey Transit Routes coincide with segments of the byway:

- *NJ Transit 313* – This bus provides service between Cape May and Philadelphia. The route overlaps with the byway for a short distance on Washington Avenue (CR 550) in Woodbine, then again on Route 47 between North Dennis and Port Elizabeth. The Cape May to Philadelphia direction runs 3 buses per day, roughly 4 to 5 hours apart. From Philadelphia to Cape May, the frequency is 4 buses per day.

- *NJTransit 315* – This bus route, like the 313, provides service between Cape May and Philadelphia. It overlaps with the byway along Route 50 between Tuckahoe and Mays Landing. From Philadelphia to Cape May (Mays Landing to Tuckahoe), the service runs twice per day. In the opposite direction, from Cape May to Philadelphia, the service runs 3 times per day.

- *NJTransit 559* – This bus route provides service between Atlantic City and Lakewood. It coincides with the byway along Route 9 between Tuckerton and Smithville. The route passes through the Pinelands Village of New Gretna. Service runs 22 times per day, roughly every hour in both directions.

- *NJTransit 553* – This bus route provides service between Atlantic City and Upper Deerfield. The route overlaps with the byway for a short distance along Route 40 as it passes through Mays Landing. The route provides service to Mays Landing 39 times per day, with a frequency that varies between once per hour off-peak to once every 10 minutes during peak times.

Recommendations

Buses along the byway do not represent a significant modal share of all byway trips. NJT 553 coincides with the byway for a short distance through Mays Landing. Route 47 shares a significant length of the NJT 313 route, but only 3–4 buses run per day in each direction with a headway around 4 hours between each bus. Likewise, NJT 315 runs infrequently and does not represent a substantial number of trips. NJT 559, which runs along Route 9 from Tuckerton to Smithville, does offer frequent service, but that road segment features some of the greatest traffic volumes on the byway.

The byway segments with transit services do not appear to have road geometry issues, and the buses do not seem to impact negatively the flow of traffic in the area. Increased frequency of service or additional transit routes may assist in reducing the seasonal traffic congestion that is experienced on various segments of the byway as travel demand to the New Jersey shore increases. Improved transit services should be studied further.

Farm Vehicles

Corridor Assessment

Large farm vehicles, including self-propelled tractors and hitched trailers, are permitted to use all the roadways of the byway except the limited access portion of Route 9 that coincides with Garden State Parkway. This permission is contingent on adherence to safety measures, including reduced speed limits and safety flagging, as well as restrictions on time of day. Several portions of the byway pass through farmlands where these types of vehicles are more common.

Route 542 has been identified as a segment that experiences high levels of farm vehicle traffic due to the blueberry farms in the area. These vehicles do not seem to cause congestion or traffic flow problems. However, they do damage the roadway and contribute to roadway degradation on this segment.

Recommendations

Though large farm vehicles do not contribute greatly to traffic congestion or represent a large modal share on the byway, the roadway wear and damage they cause can be significant. In areas with high concentrations of farmlands or high volumes of farm vehicle traffic, agencies responsible for road maintenance must be vigilant in maintaining the quality of the roadway so as not to degrade the byway experience. These improvements should be provided for in the relevant transportation improvement programs.

Maintaining Level of Service

A Scenic Byway must be kept in clean and clear condition in order to maintain safe and efficient transportation and mobility. Maintenance and upkeep is particularly important for the SPNHT, where the intrinsic qualities of the route are often not self-evident and are supported by the cultural resources along the route. The visual and aesthetic quality as well as the physical condition of the roadway must distinguish the byway from ordinary county routes and state highways.

Maintenance on the byway will require inter-agency cooperation, since stewardship of the varied segments of the byway falls to different counties, townships, and the State Department of Transportation.

Context sensitive solutions

NJDOT has long recognized the value of applying the practice of Context sensitive solutions (CSS) to its projects. The practice has been officially legislated into DOT procedure and must be included on all new projects. CSS is an approach to design and planning that prioritizes the input of local communities. The approach engages with these communities early and actively in the planning process. According to NJDOT, CSS involves:

> A commitment to a process that encourages transportation officials to collaborate with community stakeholders so the design of the project reflects the goals of the people who live, work, and travel in the area. Such collaboration results in creative and safe transportation solutions.

The communities that define the SPNHT and provide the route with its distinctive historical and cultural are best suited to provide guidance on byway transportation planning and design initiatives. It is critical that these stakeholders should be engaged throughout the planning and design process.

Roadway Design

The existing physical design of the road largely contributes to the character and the special qualities of the roadway. Much of the byway comprises a single lane in each direction of traffic. These smaller roads provide the byway user with a more intimate byway experience. This character should be preserved except in locations where safety hazards require altering geometries or sightlines. Locations for further study with regard to safety and accidents can be found in the previous chapter, “Transportation Safety and Accident Study.”

As previously stated, any plans that may alter the road geometries or cross-sections should be approached using the principles of CSS. This approach should be used for all byway corridor and right-of-way alterations, including maintenance programs, drainage products, and resurfacing projects.

Roadside Details

Guidelines are needed to provide a holistic and uniform presentation for the byway. For instance, the conventional guide rails should be replaced with steel-backed wood. Unique and uniform signage should be developed. These details will reinforce the special character of the

byway and create a seamless experience for the byway user. These guidelines should be developed in accordance with CSS principles.

Preservation

This Plan must encourage the preservation and enhancement of the various resources of the byway, including the natural and scenic character as well as the historic and cultural character of the area. The following items are strategies aimed at preserving these valuable traits.

- *Minimizing Overhead Utilities* – Local power and utility companies could be coordinated to reduce the visual and aesthetic detraction of utility poles and lines. These lines could alternatively be buried underground. This measure would reinforce the natural and rural character of the byway. It should be noted that the utilities along CR 550 in Belleplain State Forest have already been moved underground.

- *Roadside Vegetation Management* – Guidelines should be created with consultation from the Pinelands Commission, NJDOT, and local communities using CSS principles. These guidelines should develop comprehensive policy for defining the physical limits, upkeep schedules, use of herbicides and pesticides, and practices to control and eradicate invasive species, as well as protection and propagation of native plant species. These policies should reach beyond the immediate byway right-of-way and involve local communities in the effort to encourage participation from adjoining landowners.

- *Lighting* – Much of the byway features spotty lighting or is absent of lighting. In places where additional lighting is deemed necessary for safety purposes, full cut-off fixtures should be used with the minimum lumen. Passive roadway illumination devices should also be considered where appropriate.

- *Shared Driveways* – Reducing or limiting the number of entry points and curb cuts should be encouraged. This measure can have a positive impact on vegetated roadside areas, preserve the natural character of the byway, and improve safety by reducing the opportunity for right angle crashes as discussed in the previous chapter.

- *Traffic Calming* – A key consideration of CSS is a principle commonly referred to as “traffic calming.” Traffic calming uses design features to create conditions that cause motorists and other roadway users to slow down. These measures often involve streetscape improvements and use pedestrians as the prioritized mode for planning. Such measures may include bulbouts or angle parking in highly congested commercial areas. Slowing traffic improves safety and could enhance the rural nature of the byway.

Signage and Wayfinding

Some byway segments feature gratuitous signage that detracts from the aesthetic qualities of the byway. Creation of uniform signage guidelines for wayfinding is recommended. These guidelines, to be applied over the full length of the byway, should prevent unnecessary sign proliferation and limit signage to important safety, wayfinding, or historical/cultural site indicators. Existing commercial sign restrictions should be enforced. Furthermore, signs should be produced according to a uniform design standard that is both unique and distinctive. This will enhance both the aesthetic qualities of the byway and the ability of the user to navigate safely and efficiently. Regulatory and warning signs should follow the *Manual on Uniform Traffic Control Devices* (MUTCD) in order to ensure motorist recognition of those conditions.

The guidelines should include requirements for construction materials, illumination, height restrictions, placement, frequency restrictions, and should be subject to approval by NJDOT and the Pinelands Commission prior to placement.

Funding

Funding for the recommendations contained in this report will necessarily have to come from a patchwork of agencies, local towns, villages, counties, the state, and federal authorities as well as various granting agencies. The following section lists possible federal and state funding sources. This list is not intended to be exhaustive and represents possible funding options.

National Agencies

Environmental Protection Agency – Environmental Education Grant Program (EPA-EEG)
This program provides grants for projects that "enhance the public's awareness, knowledge, and skills to make informed decisions that affect environmental quality."

Federal Highway Administration – Transportation Improvements (FHWA-TE)
Provides funding to projects that will improve cultural, historic, aesthetic, and environmental aspects of the intermodal highway system.

Federal Highway Administration – National Scenic Byways (FHWA-NSB)
Provides discretionary funding for the planning, design, or development of Scenic Byways and their Intrinsic Qualities.

Federal Highway Administration – Bicycles and Pedestrian Paths (FHWA-BPP)
Provides funding for projects that incorporate enhanced access and levels of service for cycling and pedestrian activity.

Federal Highway Administration – Recreational Trails (FHWA-RTP)
Provides funding for projects that incorporated development and maintenance of recreational trails.

US Department of Agriculture – Natural Resource Conservation Service (USDA-NRCS)
Provides funding to projects that incorporate land conservation, water management, and community sustainability.

US Forest Service – Provides funding to projects for the purchase of lands and waters for recreation, scenic landscapes, wildlife habitat, and clean water.

Federal Highway Administration - Surface Transportation Program (STP)
Provides funding to NJDOT for funding a wide variety of transportation activities. Bicycle and pedestrian facilities and walkways are specifically listed as eligible activities under this program.

Federal Highway Administration - Congestion Mitigation and Air Quality (CMAQ)
Provides funding for both bicycle and pedestrian uses. Projects that reduce mobile source pollutants, including transit enhancement, are also eligible.

State Funding Sources

Local Bicycle/Pedestrian Planning Assistance
NJDOT has retained the services of consultant teams with expertise in bicycle and pedestrian planning. These consultants are available to provide bicycle and pedestrian planning assistance

to counties and municipalities interested in developing bicycle/pedestrian plans. This includes amendment or creation of circulation plans and assistance with other studies.

Smart Growth Planning Grants
This program, administered by the Department of Community Affairs, provides funding to projects that incorporate smart growth principles. Smart Growth means planning, designing, and building livable communities in ways that make more efficient use of land, infrastructure, and natural resources.

Municipal Development Impact Fee Authorization Act
This bill authorizes municipalities to assess developers for the costs of public infrastructure expansions and improvements necessitated by their new development. Such impact fees are calculated and charged on an incremental basis, so larger developments are assessed for more.

State Environmental Education Directory (SEEDS) - Grant Opportunities
Seeds Grants can be used to cover projects related to recycling, pollution control and management, environmental awareness and action programs, natural resource protection, tree planting and community forestry programs, and watershed management and protection.

Corridor and Regional Planning Studies
The NJDOT Division of Transportation Systems Planning carries out studies pertaining to corridor and regional issues. It is standard practice to take a multimodal approach in all planning activities.

Pedestrian Safety Grants
Funding is available to municipalities for pedestrian safety education and enforcement. The education component provides funding for materials to educate high-risk pedestrian groups. The enforcement component provides overtime funding to enforce traffic laws at high-risk pedestrian locations. Grants are typically given to police departments.

Funding for County Traffic Engineers
NJDLPS grants are available to improve pedestrian signs and pavement markings; videotape roads to identify problem locations for elimination; purchase traffic counting and classifying equipment; facilitate training programs for police officers, public works employees, and engineering staff; and hire summer interns to assist engineering staff with data collection.

Comprehensive Traffic Safety Programs (CTSP)
Grants are available to initiate a comprehensive traffic safety program. Under the guidance of a steering committee at the county level, funds can address a variety of traffic safety issues, including impaired driving, pedestrian/bicycle safety, school bus safety, work zone safety, aggressive driving, speed enforcement, occupant protection, and child safety.

NJDEP Green Acres Program
This program offers grants and loans to state, county, and municipal governments for land acquisition and facilities development. It includes open space preservation, public recreation, and pedestrian projects such as multi-use trails and trailhead facilities.