

November 2, 2021

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Ms. Susan Weber,

Please find below notes to serve as justification for NJ TRANSIT's scores for the FY2022 Transit Village grant applications.

1. Burlington City - Stacy Street Public Parking Lot Improvements

- a. Within 0.5 mile of transit facility
Yes
- b. Transit Supportive - 1
Overall, the project is not transit supportive. While the proposed project site is within 1,000 feet of a River LINE light rail station, improvements to a public parking lot is an auto-oriented project.
- c. Walkability and Bike Infrastructure - 2
The proposed project will improve pedestrian facilities within the public parking lot and improve access to nearby buildings. However, the walkability is limited to individuals using the public parking lot. No effect on bike infrastructure.
- d. Quality of Life - 0
In general, the quality of life improvement is limited. The project will have a minimal impact on transit ridership.

2. Collingswood Borough – Downtown to Transit Corridor Pedestrian Project

- a. Within 0.5 mile of transit facility
Yes
- b. Transit Supportive - 5
The project is transit supportive as it will implement several pedestrian crosswalks at and near the transit facility, which will improve access to facility and could encourage more transit use.



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- c. Walkability and Bike Infrastructure - 5
The proposed project will improve pedestrian safety. It will increase safe access (crossings) near the transit facility and provide more bicycle parking.
- d. Quality of Life - 2
The proposed project will improve the quality of life for pedestrians and cyclists in the area, especially those using the transit facility. The proposed project will most increase transit ridership.

3. Dunellen Borough – Washington Avenue Beautification Improvements

- a. Within 0.5 mile of the transit facility
Yes
- b. Transit Supportive - 2
The proposed project will improve a small section of sidewalk along a principal thoroughfare near the existing transit facility; however the primary focus is decorative lighting.
- c. Walkability and Bike Infrastructure - 3
The proposed project will improve walkability via an improved section of sidewalk near the existing transit facility as well as new decorative lighting. No bike infrastructure improvements.
- d. Quality of Life - 1
It is not clear that this project will increase transit ridership; however, it will improve the quality of life by increasing lighting (thus improved safety) on sidewalks near the transit facility.

4. Elizabeth City – Replacement of Antiquated Traffic Lights

- a. Within 0.5 mile of the transit facility
Yes
- b. Transit Supportive - 3
The project is transit-supportive in an auxiliary sense. The proposed traffic light system improvements will increase pedestrian safety, improve vehicular circulation in a congested area (which will impact nearby bus service), and provide improved crossing signals and sidewalks in certain locations.
- c. Walkability and Bike Infrastructure - 4

The proposed project will improve pedestrian crossings through new technology (streetlights) in an area with high pedestrian counts, which is within two blocks of the existing transit facility. It does not appear the project will improve bicycle infrastructure.

d. Quality of Life – 1

The pedestrian experience will be faster, safer, and more pleasant through this proposed project for this traversing this busy intersection. It is not clear that the proposed project will increase transit ridership as there is no bus stop at this intersection.

More data on the intersection would have been useful.

5. Jersey City – Transit Village Project

a. Within 0.5 mile of the transit facility

Yes

b. Transit Supportive - 6

Yes, this project is transit supportive. The proposed project will add bus stop amenities at an intersection with two bus stops served by two routes with high ridership. Additionally, improved wayfinding to the JSQ Transportation Center and bicycle storage will provide more connectivity between this multi-modal transit corridor.

c. Walkability and Bike Infrastructure - 6

The proposed project will improve walkability in this heavily-populated, and major transit corridor through new seating, planters, and bike infrastructure via new bicycle storage.

d. Quality of Life – 2

The proposed project will improve the overall quality of life for residents (seating, lighting, planters, decorative pavement) and transit users (bus shelters, wayfinding, and bicycle storage). It appears the project will increase transit ridership.

6. Linden City – Pennsylvania Railroad Avenue

a. Within 0.5 mile of the transit facility

Yes

b. Transit Supportive - 3

The proposed project will improve pedestrian access for individuals who live on this dead-end street or park on street (park and ride lot maintained by the City). The proposed project site is adjacent to the

existing transit facility. However, the project is more auto oriented in nature than transit supportive.

- c. Walkability and Bike Infrastructure - 3
The proposed project will increase walkability for individuals who park on this street or live on this street and use transit. No pedestrian improvements are noted.
- d. Quality of Life - 1
The proposed project may increase transit ridership as it will make parking facilities adjacent to existing transit station more pleasant and accessible. However, this is for a small subset of the population and as an auto-oriented project, it could create more demand for parking at the station.

7. Long Branch City – West Avenue and Westwood Avenue Improvements

- a. Within 0.5 mile of the transit facility
Yes
- b. Transit Supportive - 3
While the project includes beautification and pedestrian safety elements, it is quite auto oriented given the pavement resurfacing, roadway striping, and stormwater utilities. The fact that neither street is used for bus service furthers the notion that roadway improvements are auto-centric in nature.
- c. Walkability and Bike Infrastructure - 4
The proposed project will improve pedestrian safety on both streets (particularly West Street) given poor sidewalk and crossing conditions on the west side of the station. The ADA curb ramps will improve accessibility in the station area.
- d. Quality of Life - 1
It is not clear that the project will increase transit use at the existing transit facility. However, it will improve access and make the west side of the station more aesthetically pleasing (landscaping, lighting, new sidewalks, etc.)

8. Metuchen Borough – Station Bike Safety Improvements

- a. Within 0.5 mile of the transit facility
Yes
- b. Transit Supportive - 3

The proposed project is supportive of multi-modal trips within Metuchen, which often involves use of transit. The installation of four bike racks at the new multi-use greenway trail and near the station are conducive to transit use.

- c. Walkability and Bike Infrastructure - 5
The new bike racks will encourage more bicycle use in Metuchen and within the station area by providing additional places to store bikes near the station. However, it is unclear why additional racks are not requested at the transit station, which would have the greatest impact on transit use.
- d. Quality of Life - 1
The bike racks will improve the quality of life for cyclists in Metuchen, especially those who use the Middlesex Greenway Trail or the existing transit facility. The new bike racks have the potential to increase transit ridership as it may be a first-last mile connection option.

9. Orange City Township – Station Shelter Project

- a. Within 0.5 mile of the transit facility
Yes
- b. Transit Supportive - 5
The proposed project will renovate the existing station house at this busy transit facility. It is a transit-supportive project that will improve the transit customer experience and serve as a placemaking anchor for the station area. However, the proposed project's scope of work does not address the fact that this station is listed on the New Jersey and National Historic Registrar.
- c. Walkability and Bike Infrastructure - 3
The proposed project will not have a direct impact on walkability or bike infrastructure, per the application. However, the re-use of the historic station building would provide additional sheltered waiting spaces for pedestrians and cyclists that use transit.
- d. Quality of Life - 2
The proposed project will have a direct impact on the transit user's experience, will make the station area more pleasant, and preserve/re-use a historic structure in an area with new development.

10. Pleasantville City – Old Turnpike Streetscape Improvement



- a. Within 0.5 mile of the transit facility
Yes
- b. Transit Supportive - 1
It is unclear how this 2 block streetscape project supports transit use. It will improve the general street conditions on Old Turnpike and improve pedestrian access in the general area; however, the impact on transit users is unclear.
- c. Walkability and Bike Infrastructure - 2
The project will improve walkability through a comprehensive streetscape project that includes many common street furniture elements. The project does not include any bike infrastructure elements.
- d. Quality of Life - 1
The project would improve the quality of life for those who traverse the 840 foot section of Old Turnpike and would continue the streetscape improvements made on Main Street. However, the project will not directly enhance the transit user's experience.

11. Riverside Township – Wayfinding Signage Project

- a. Within 0.5 mile of the transit facility
Yes, the majority of proposed signs are within the 0.5-mile buffer area.
- b. Transit Supportive - 2
The proposed project has the possibility to be transit supportive. The scope of work does not clearly indicate the number/percent of signs that will be directing drivers to the transit station and adjacent parking. Gateway signs and pedestrian signs that do not direct transit users to nearby destinations are auto centric in nature. A refined scope and proposed siting of wayfinding specific to transit is recommended.
- c. Walkability and Bike Infrastructure - 2
Some of the signs could assist cyclists and pedestrians with navigating to/from transit; however, some of the proposed signs do not appear to benefit transit users, pedestrians, or cyclists in the station area
- d. Quality of Life - 0
The wayfinding signs will improve the overall quality of life and aesthetics in town; however, some of the proposed signs will not enhance the transit user's experience.

12. South Amboy City – Shared Bike Lanes

- a. Within 0.5 mile of the transit facility
Yes, the majority of shared bike lanes/sharrows are within the 0.5-mile station area.
- b. Transit Supportive - 3
The proposed project will expand bicycle infrastructure within the station area. It will allow transit users to bicycle more safely between the existing transit facility and nearby points.
- c. Walkability and Bike Infrastructure - 5
The proposed project will create 1.65 miles of new shared bike lanes within the station area, connecting a significant area to the existing transit facility. The project will also include bicycle storage at several locations and bicycle-focused signage. It is unclear why bike lanes or protected bike lanes were not proposed to provide the highest level of safety for cyclists in South Amboy.
- d. Quality of Life – 1
The proposed project will enhance the transit user's experience for those who wish to bike to the transit facility and throughout the station area. The new bicycle racks will provide a comprehensive improvement to cycling in the station area.

13. South Orange Village – Train Station/Sloan Street Streetscape

- a. Within 0.5 mile of the transit facility
Yes
- b. Transit Supportive - 5
The proposed streetscape improvement is well rooted in local planning efforts, will improve the existing transit facility, and is transit-supportive at its core. However, the scope of work does not clearly identify the work to be done and where, more specific information should be provided.
- c. Walkability and Bike Infrastructure - 5
The proposed project includes bike/ped elements that will increase the overall pedestrian experience in the immediate station area. It

will not necessarily increase overall connectivity between the existing transit facility and the surrounding station area.

d. Quality of Life - 2

The proposed project will enhance the transit user's experience at the existing transit facility and the immediate surrounding area through streetscape improvements (such as trees, parklets, etc.)

14. Summit City – Village Green Pedestrian

a. Within 0.5 mile of the transit facility

Yes

b. Transit Supportive - 5

The proposed project site is a good example of public space/recreation adjacent to transit. The project is transit supportive as it will help pedestrians and cyclists safely access the existing transit facility (and cross Broad Street).

c. Walkability and Bike Infrastructure - 6

The proposed project will improve connectivity, safety, and access to the transit facility via the municipality's village square (open space/park) as well as cross a major thoroughfare and provide new bicycle infrastructure at/near the station.

d. Quality of Life – 2

The proposed project will enhance the transit user's experience through improved safety/access to the area south of the transit facility as well as improving the open space features/landscaping. However, the engineer's estimate makes the proposed project appear to be more of a park renovation project. Additional information on sidewalk improvements, street furniture, and wayfinding signage should be requested.

15. West Windsor Township – Alexander Road Pedestrian Safety Improvements

a. Within 0.5 mile of the transit facility

Yes

b. Transit Supportive - 3

Yes, the project is transit supportive as it will provide traffic calming to assist pedestrians with crossing Alexander Road to access the existing transit facility approximately 0.25 miles away.

c. Walkability and Bike Infrastructure - 4



The proposed project will use speed warning signs and rapid flashing beacons to assist pedestrians in safely crossing this major thoroughfare.

d. Quality of Life - 2

The proposed project will enhance the transit user's experience for transit users who begin/end trip as pedestrians that need to cross Alexander Road. Overall, the project will increase prioritization of pedestrians in a suburban setting and improve overall roadway safety within the 0.50-mile buffer area of the existing transit facility.

Regards,

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Regards,

Megan Massey
Title



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