

THE SAFE NETWORK

Streets Are For Everyone

An initiative of NJBWC



**NEW JERSEY
BIKE & WALK
COALITION**



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NJ TRANSIT PART OF THE BIKE & WALK SOLUTION

Agenda

1. Safe Routes to Transit:

- Working with Municipalities: First and Last Mile
- Middlesex Greenway Connection

2. Bike Stations

- New Jersey Bike and Walk Coalition Stations
- NJ TRANSIT Pilot Program

3. Transit to Trails

4. What is Transit Oriented Development (TOC)?

5. Greater Mercer Transportation Management Association

Complete Streets Improve Transit Access



Policy & Practices



Equity



Network Planning

Build on Complete Streets
Advancements in Policy,
Planning, Design, &
Operations



Transit Access



Emerging Modes



Placemaking

1. Safe Routes to Transit:

Working with Municipalities: First and Last Mile

Principles:

1. Implement complete streets to improve transit access
2. Create new trails and connections

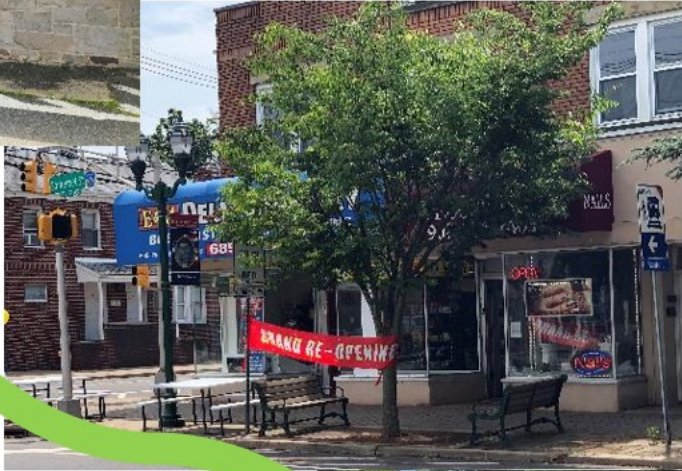
Trails to Transit



Everyday Mobility:
Equity and Quality of Life



New Connections:
Tourism, Recreation,
Regional Mobility



Metuchen Connector Trail to Middlesex Greenway

Improving First and Last-Mile Connections to Transit

Study Overview



Create concept-level designs of bicycle and pedestrian facility improvements



Determine safe and accessible connections between Metuchen Train Station and the Middlesex Greenway



Propose improved bicycle parking facilities at Metuchen Train Station

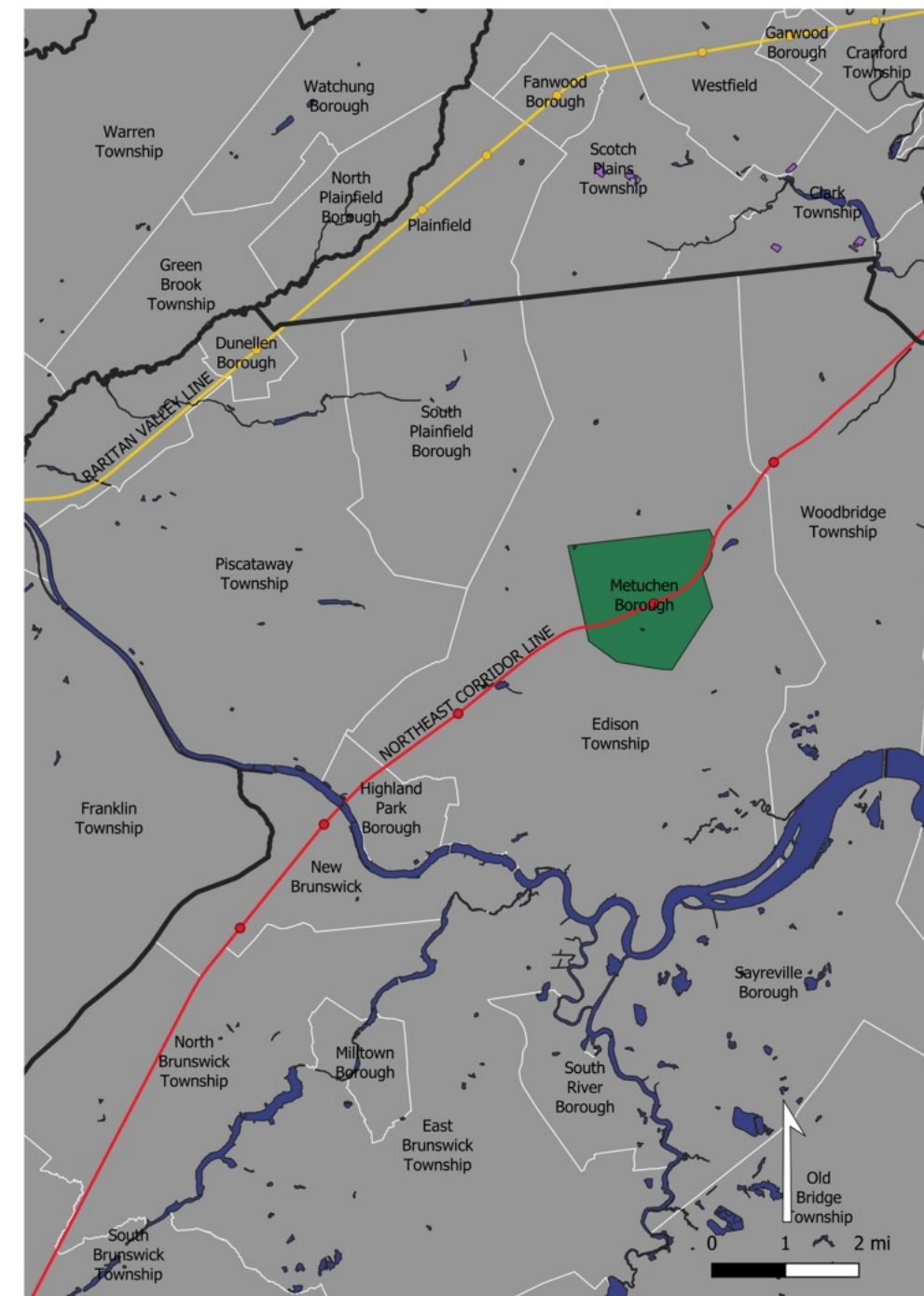
Metuchen

- Metuchen is 2.85 sq miles with 5,282.2 people/sq mi
- Metuchen had an estimated population of 14,880 in 2021¹ (ACS 5-Year, S0101)
- An estimated 21.3% of Metuchen workers commuted by public transportation in 2021² (ACS 5-year, S0801)
- FY19 (pre-COVID-19) average daily boardings were 3,528. FY22 average daily boardings were 1,243.

1-American Community Survey 5-Year Estimates, S0101.

2-American Community Survey, 5-Year Estimates, S0801

Map credits: New Jersey Geographic Information Network, Municipal Boundaries of NJ, March 30, 2023; NJ TRANSIT Office of GIS; NJ DEP Office of GIS



Survey Results – Metuchen Station



93% of respondents use or visit the Metuchen Train Station.



The primary access mode of respondents was **walking (49.1%)** followed by driving alone and parking (24.3%), car dropped off (13.8%), and bicycle (5.4%).



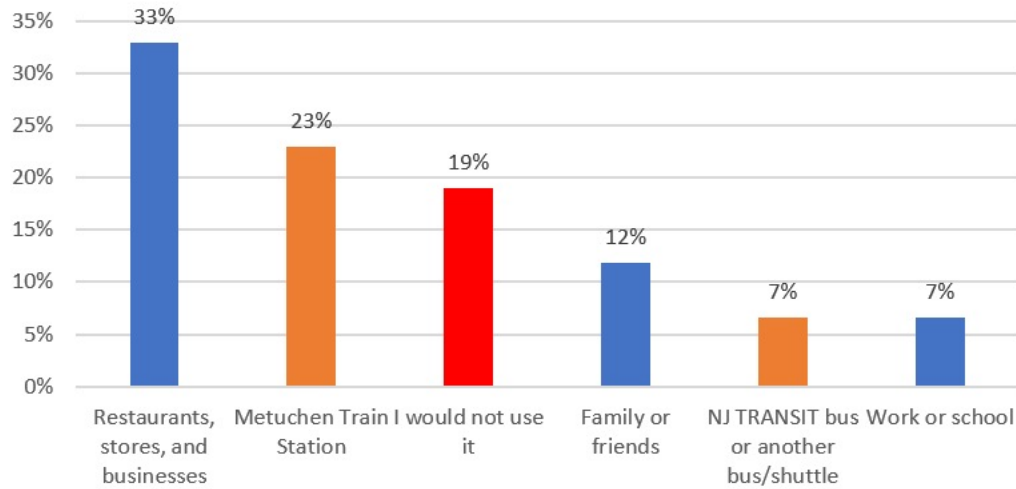
66% of respondents trip origin is within 1 mile of Metuchen Station followed by 14.1% of respondents is within 1 – 2 miles of the station.



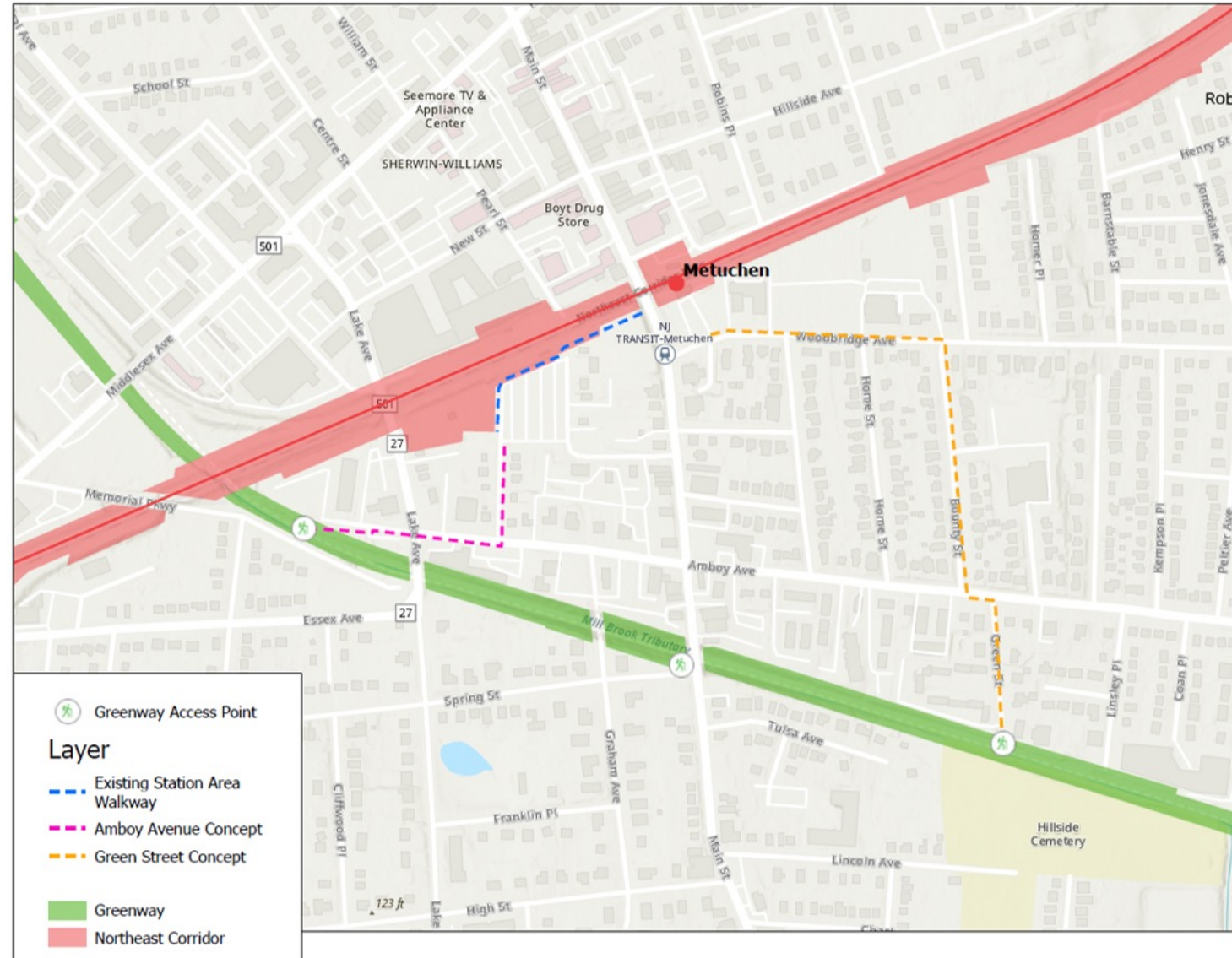
34% of respondents report riding a bicycle and 2.5% report riding a scooter.

Survey Results - Connector Concept Preferences

Would you use the **Amboy Avenue** Route to get to or from...?

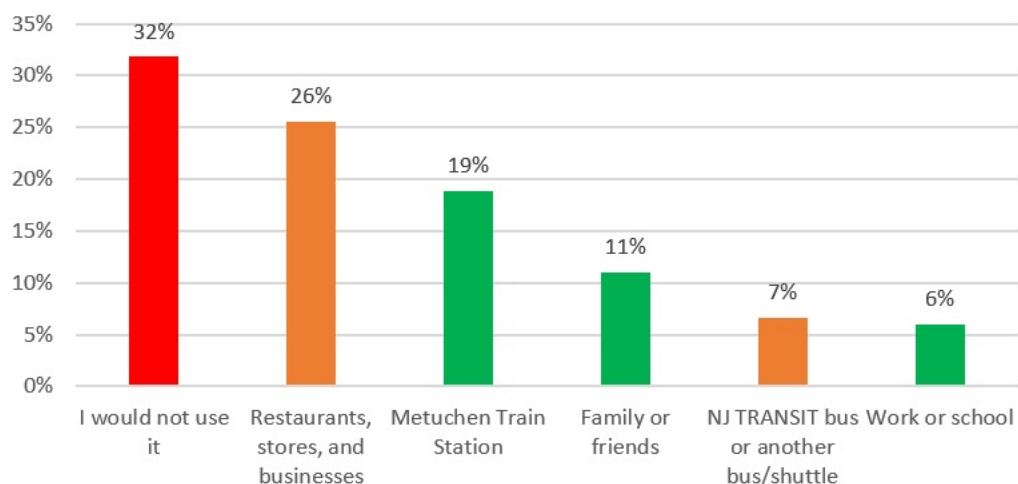


- 33% of respondents would use the Amboy Avenue route to access restaurants, stores, and businesses
- 30% of respondents reported they would use the Amboy Avenue route to get to transit

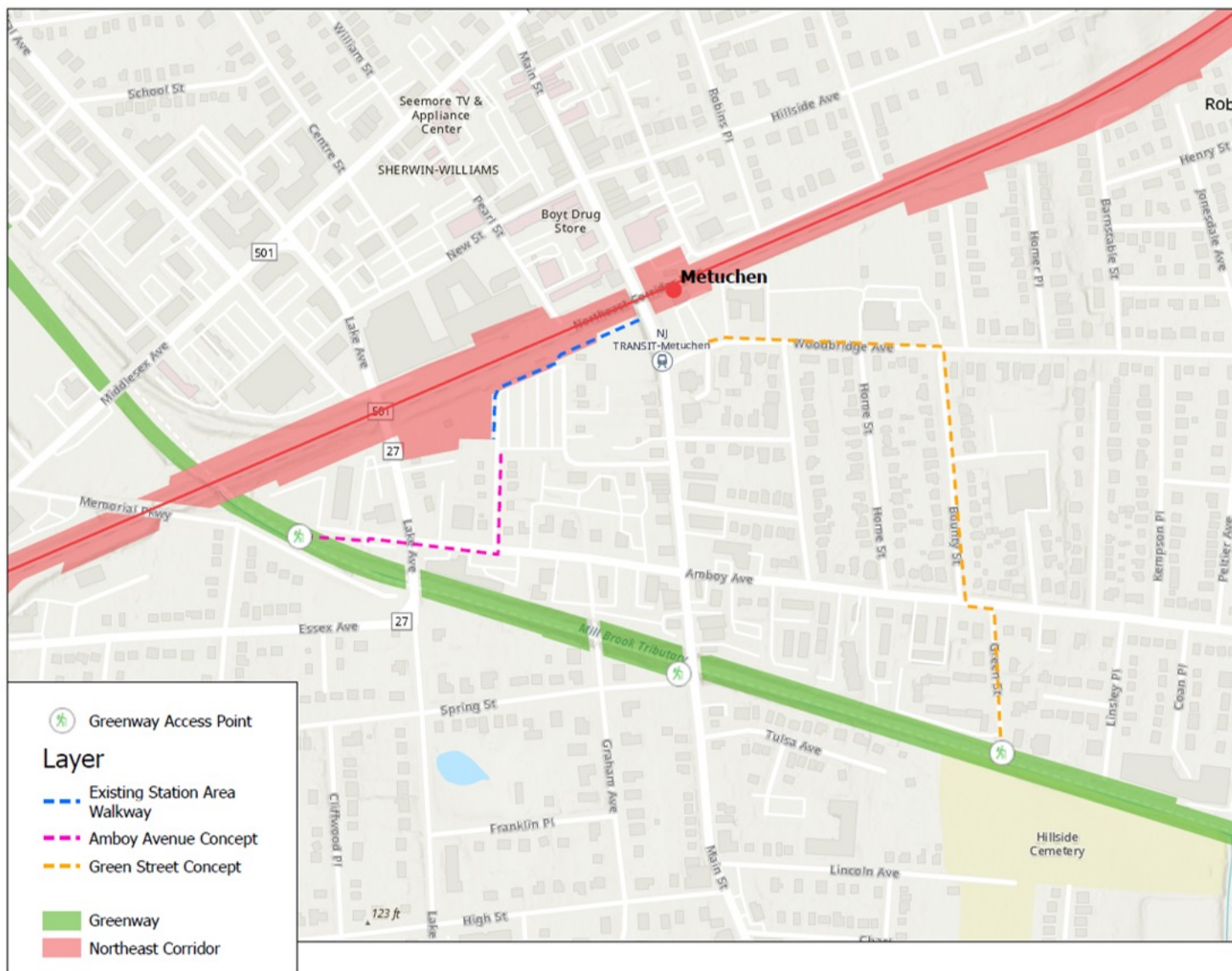


Survey Results - Connector Concept Preferences

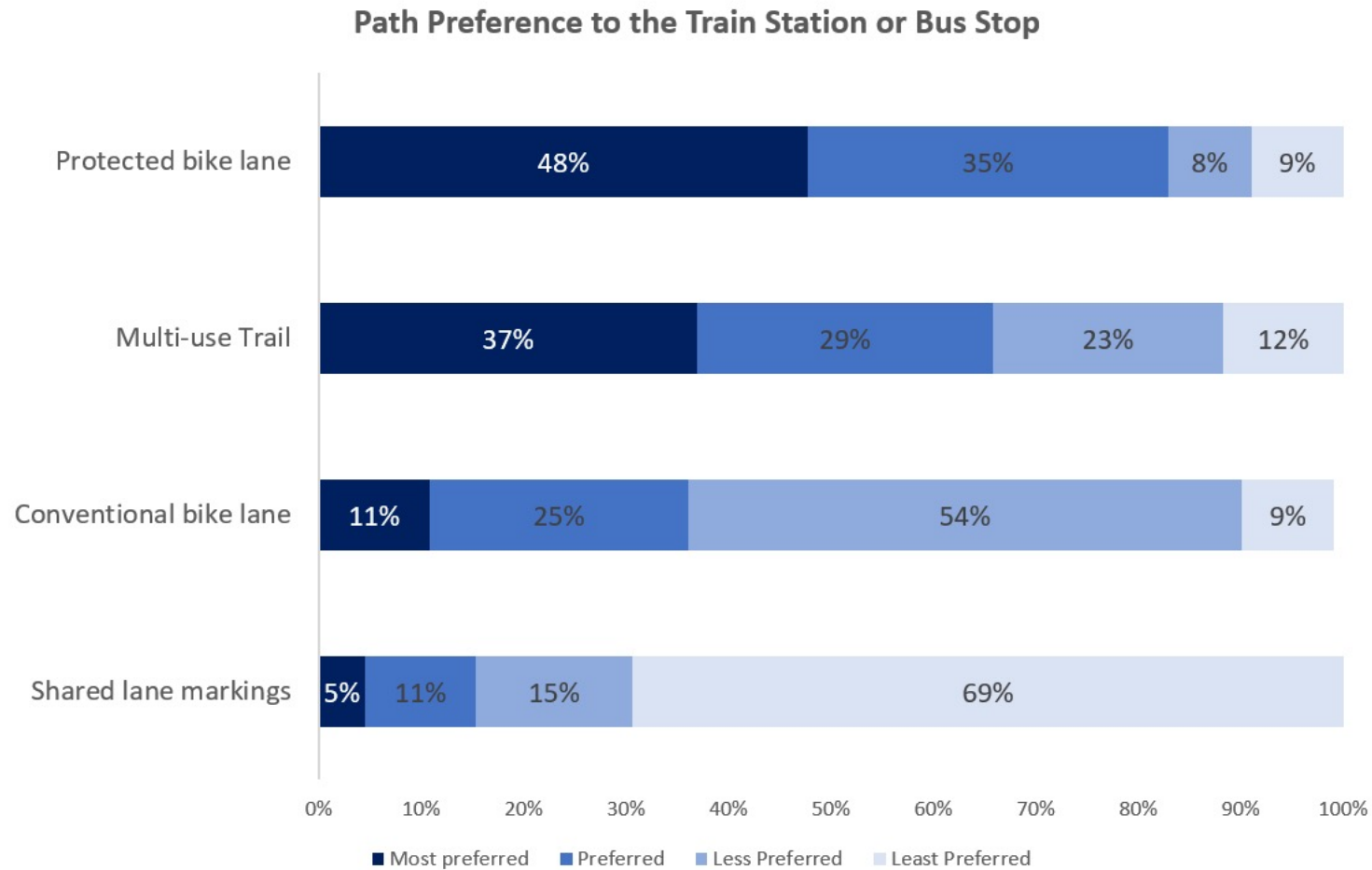
Would you use the **Green Street** route to get to or from...?



- 26% of respondents would use the Green Street Route to access restaurants, stores, and businesses
- 26% of respondents would use the Green Street route to access transit



Survey Results – Preferred Bicycle and Scooter Infrastructure



Protected Bike Lane



Multi-Use Trail



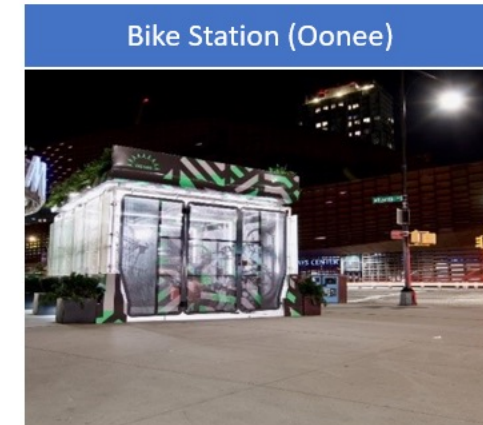
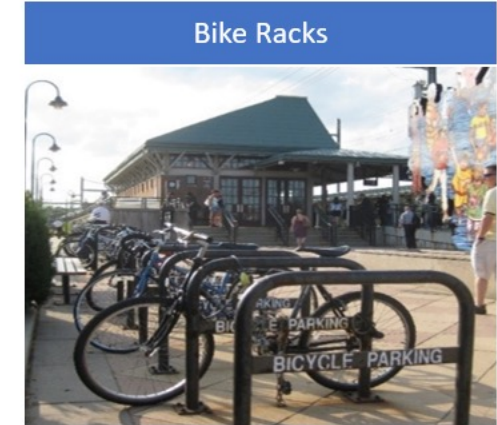
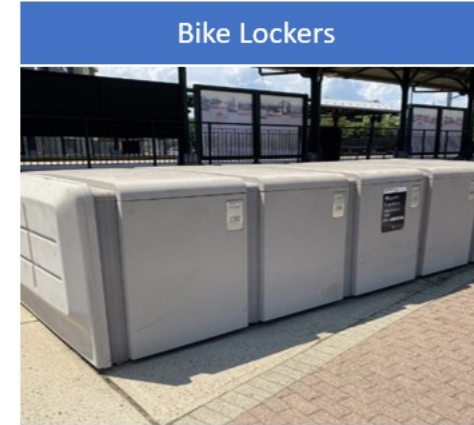
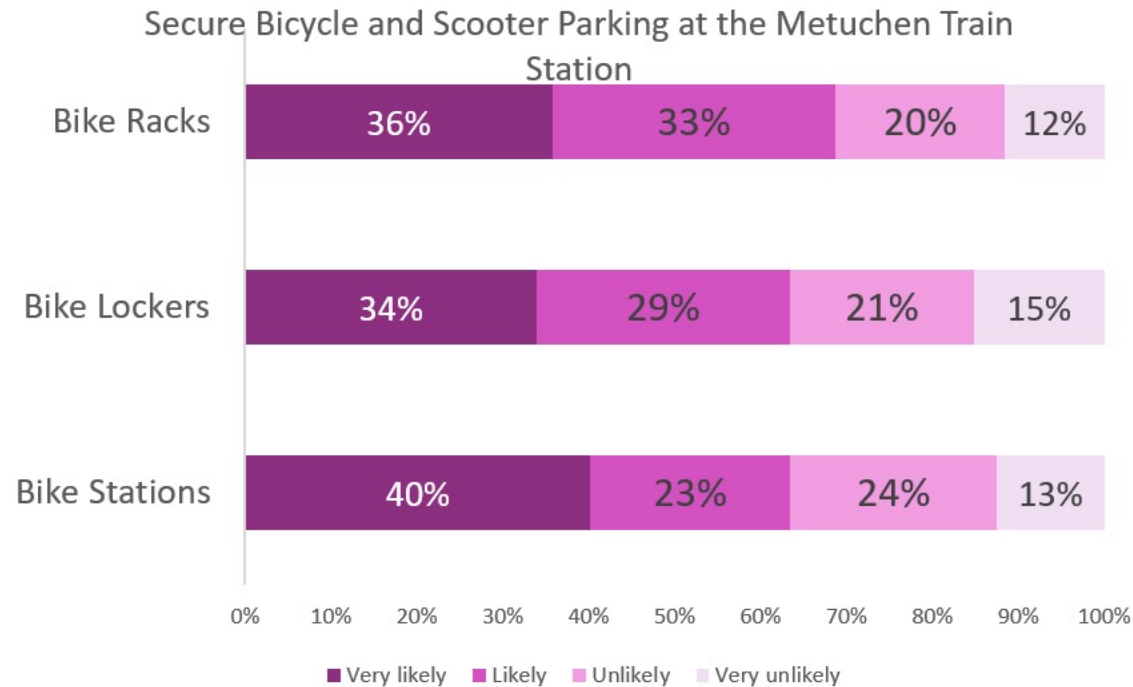
Conventional Bike Lane



Shared Use Markings (Sharrows)



Survey Results – Preferred Bicycle and Scooter Parking at Metuchen Train Station



Stakeholder Meeting and Next Steps



In March 2023, an internal stakeholder meeting was held to identify potential treatments across the two connector trail concepts using the morphological box exercise.



NV5 drafted full concepts to be shown to external stakeholder group in the coming months



Finally, the concept plans were handed off to the Borough in Oct. 2023. NJ TRANSIT will continue to provide technical planning assistance as requested.

2. Bike Depot/Bike Kiosks

New Jersey Bike Walk Coalition Sites

NJ TRANSIT Pilot Program Site Locations



New Jersey Bike Walk Coalition

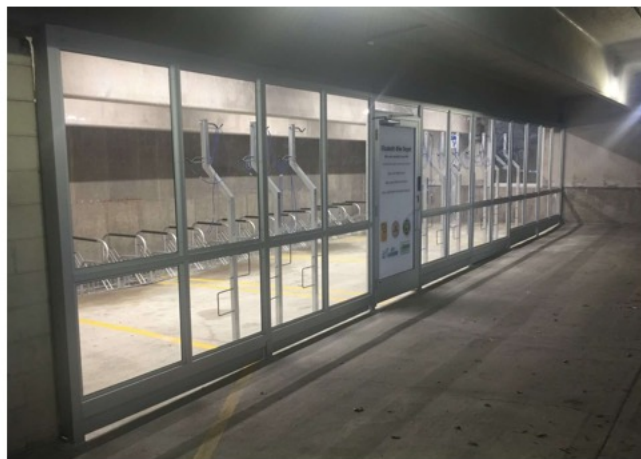
Bay Street (Montclair)



Bloomfield Station



Elizabeth Station



Next: Summit



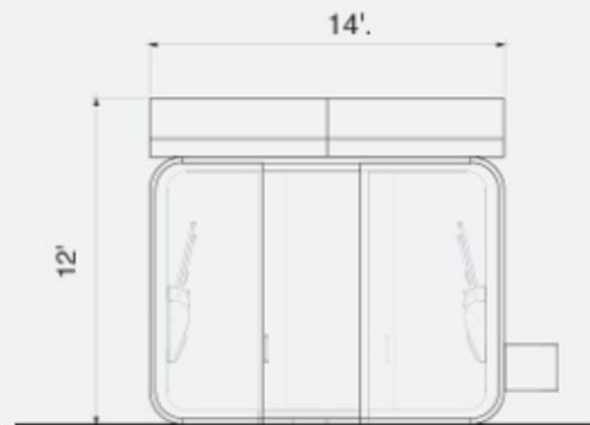
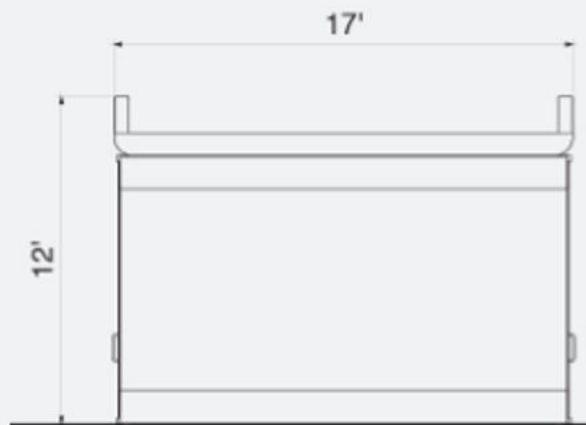
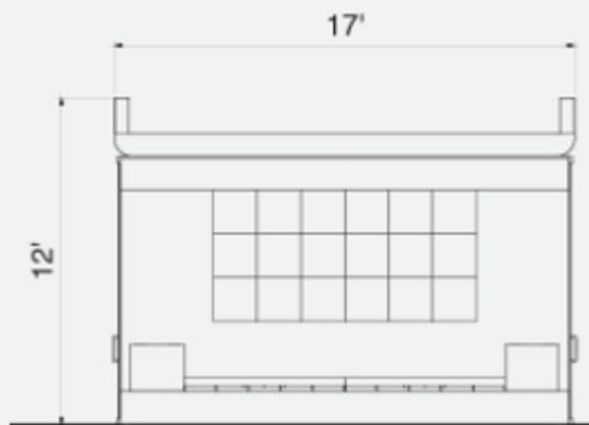
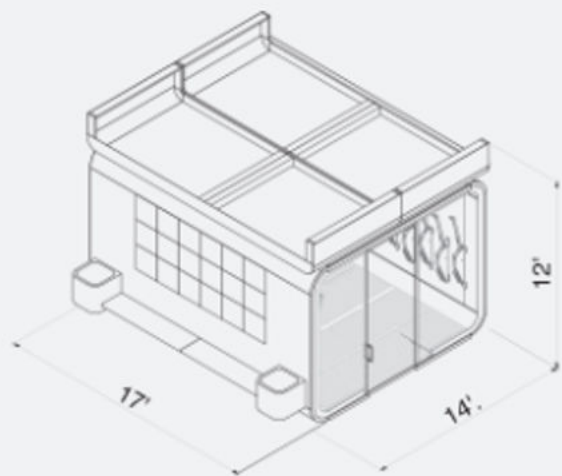
Oonee Overview

- Oonee Lites - hold 24 bikes
- Oonee will provide admin. and maintenance
- The shelters will be available with a phone app
- No charge to renters initially
- Installs anticipated by the end of 2025
- Current bike lockers will remain in place for now



Source: <https://www.oonee.us/pod>

Oonee Dimensions



Rahway (Northeast Corridor/North
Jersey Coast Line)



Proposed bike
structure footprint



Red Bank Station



Understanding the Permit Process

If you pursue Federal Grants:

- **National Environmental Policy Act**

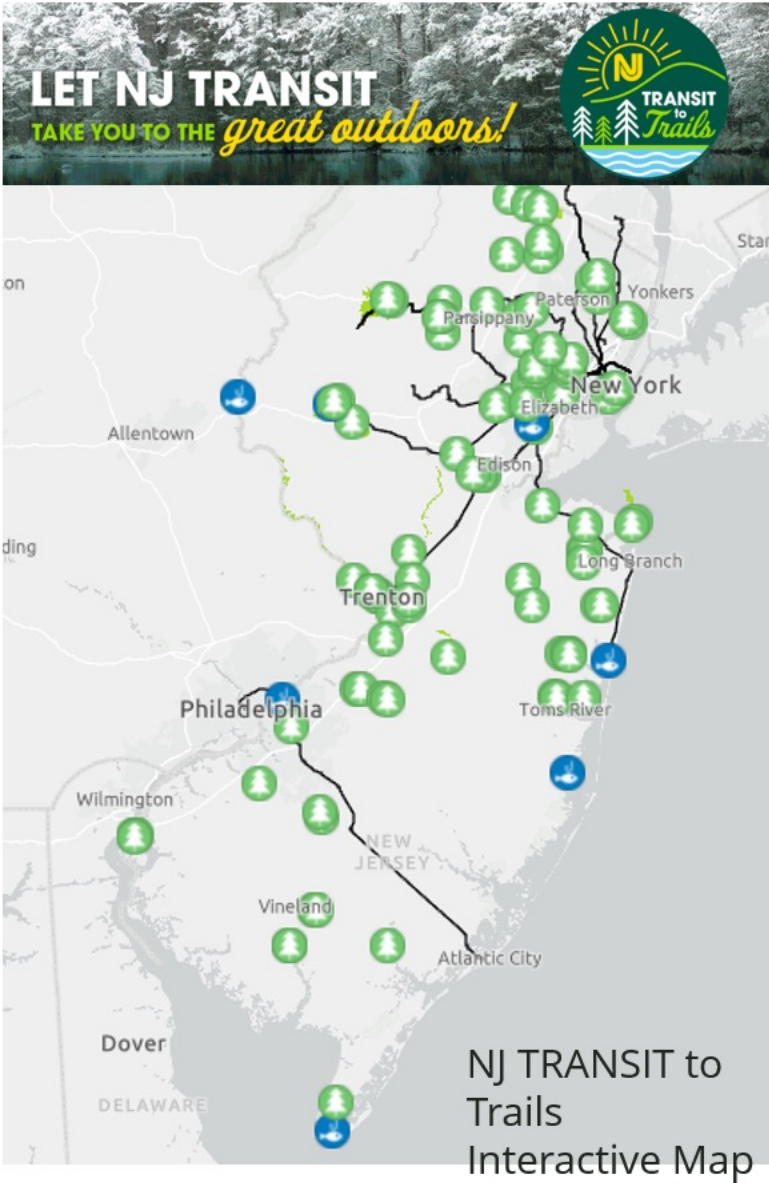
The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of actions covered by NEPA is broad and includes:

- making decisions on permit applications,
- adopting federal land management actions, and
- constructing highways and other publicly-owned facilities.

Other Regs and Permits

- DCA
- NJDEP
- Local

3: Transit to Trails



4. What is Transit Oriented Development?



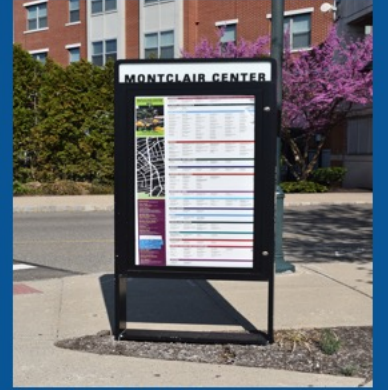
COMMUNITY PROGRAMMING



MIX OF USES NEAR TRANSIT



TRANSIT AREA DEVELOPMENT



WAYFINDING



Active Transportation



Community Engagement



MULTI-USE TRAILS



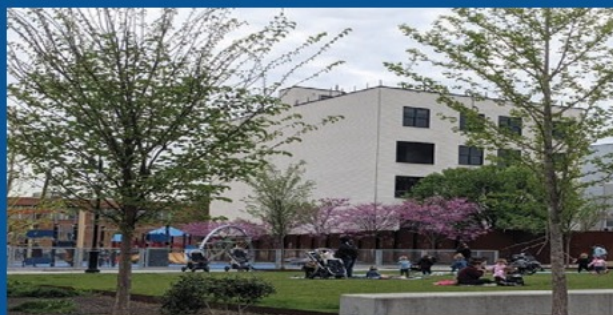
RIGHT-SIZED PARKING FACILITIES



CURBSIDE MANAGEMENT



COMPLETE STREETS



HIGH QUALITY PUBLIC SPACE



RESIDENTIAL DENSITY AND A MIX OF HOUSING

Sources: Top: Mercer Planning Associates. Middle left: NV5. Middle right: Celeste Alsina.
Bottom: Mercer Planning Associates.

Sources: Top right: Mercer Planning Associates. Middle left: NJTPA. Middle center: Mercer Planning Associates. Middle right: Noah Harper.
Bottom left: Mercer Planning Associates. Bottom right: Mercer Planning Associates.

Benefits of TOD

- Increase transit ridership
- Expand equitable and inclusive transit access
- Promote a more sustainable future (reduce VMT)
- Increase affordable housing and diversify housing types
- Promote economic growth

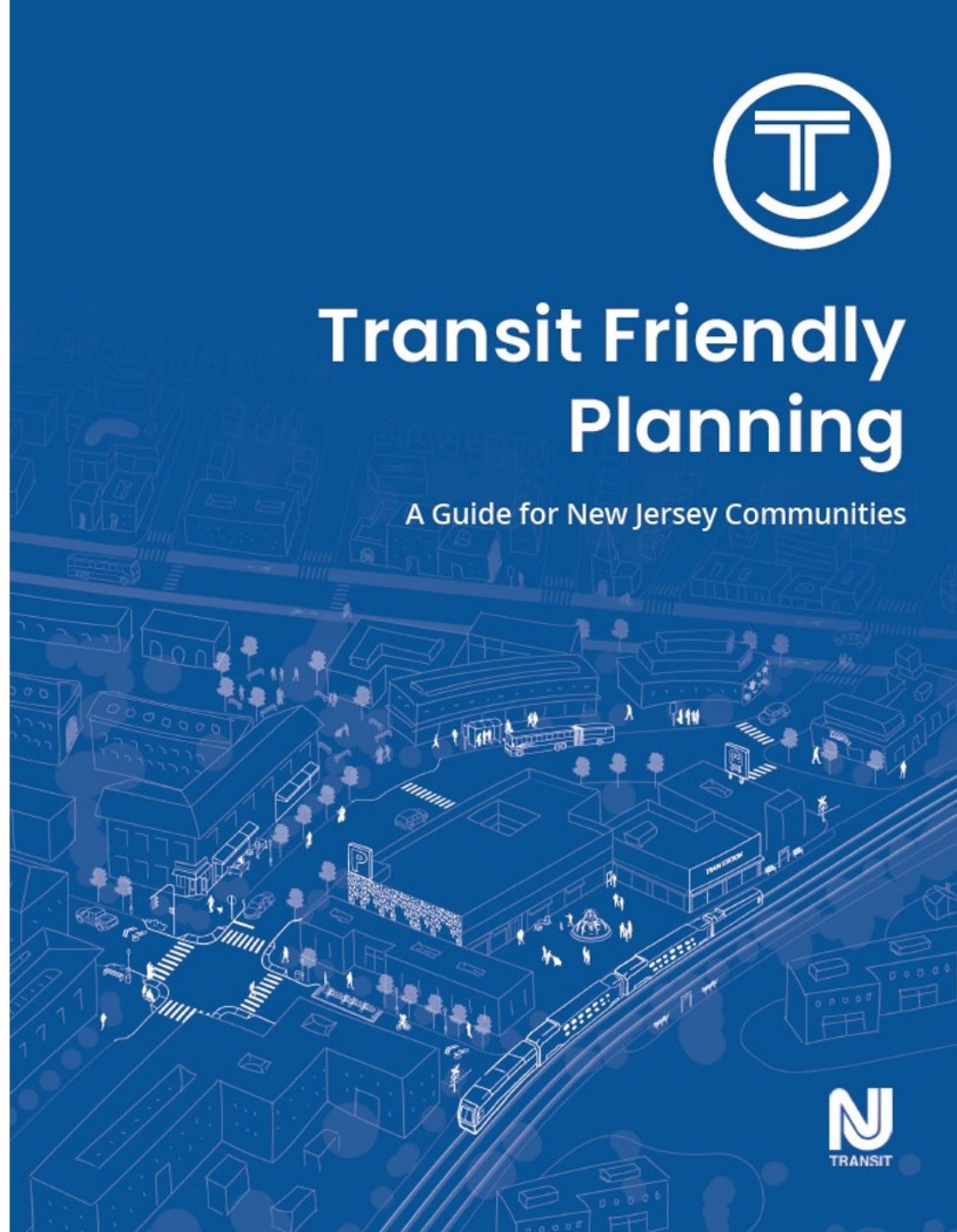


What is the Transit Friendly Planning Guide?



Transit Friendly Planning

A Guide for New Jersey Communities



Place Types



Urban
Center



Urban
Neighborhood



Town
Center



Suburban
Place



Rural
Place

MORE DENSE & DIVERSE USES

LESS DENSE & DIVERSE USES

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NJ TRANSIT Transit-Oriented Development Policy



Transit-Oriented Development (TOD) is walkable, mixed-use development centered around and integrated with transit stations.

NJ TRANSIT intends to grow its TOD program to expand and improve TOD at and around its facilities, because of the well-documented potential for TOD to...

Questions?

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