

Congratulations on your selection for a 2025 Regional Transportation Alternative Design Assistance Program Grant!

STV – Your Best Choice for Regional Transportation Alternative Design Assistance Program

Your Regional Transportation Alternative Design Assistance Program grant is a fantastic opportunity to collaborate with your local community to enhance pedestrian and bicyclists safety, promote walking, biking, and alternative modes of transportation options, support community improvements such as streetscaping, and advance historic preservation and environmental mitigation efforts. However, the process to take your project through to construction can be burdensome and complicated, especially if you are unfamiliar with New Jersey Department of Transportation (NJDOT) and Federal requirements. STV is here to serve you and your community. STV has been selected as an NJDOT Local Aid Design Assistance pre-qualified firm for several of the previous Transportation Alternative Design Assistance Programs. We have an in-depth knowledge of the Local Aid project delivery process, grants, and the procedures required to utilize this program. Our experience stems from delivering numerous Federally-funded local and NJDOT

projects through design development, environmental clearance, and the construction bid process. Accordingly, we have developed a strong relationship with the NJDOT Local Aid staff which helps us guide your team and expedite the entire process, including sponsor reimbursement by NJDOT. We will provide you with comprehensive assistance with all elements of project delivery from contract development through construction completion.

STV has served public and private sector transportation infrastructure, building, and facility needs with distinction for more than 100 years. We lead our communities and serve our clients with a local mindset, driven by integrity, partnership and optimism for the future.

We offer full range of engineering, architectural, planning, environmental, and construction management services. We deliver personal attention with tailored solutions for each project designed

by our large talented pool of technical and support resources. STV has a dedicated Local Aid Design Assistance team. With offices in Lawrenceville, Newark, Philadelphia, and New York City, STV has the necessary depth of specialized personnel to efficiently deliver Transportation Alternatives Program projects for local public agencies throughout New Jersey.

Our experience encompasses all facets and modes of transportation. We have a tremendous understanding of the planning, engineering, and design of urban, suburban, and rural transportation and infrastructure, as well as multi-modal transportation facilities. We have extensive experience enhancing and managing transportation corridors for all users addressing traffic and safety concerns of pedestrians, bicyclists, transit, and drivers. We routinely evaluate all modes of transportation when assessing improvements.

We welcome the opportunity to share our thoughts, approach, and ultimately join your team to delivering your Transportation Alternative project.

SERVICES WE OFFER:



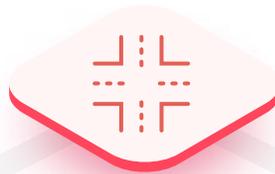
BICYCLE/PEDESTRIAN FACILITIES

- › Shared use path/trails
- › Sidewalks
- › Complete Streets design
- › Curb extensions
- › Pedestrian bridges
- › Lighting
- › Traffic calming measures
- › High visibility crosswalks
- › Lead and all-pedestrian signal phases
- › Rectangular rapid flashing beacons
- › LED signage
- › Bike lanes and sharrows



STREETSCAPE DESIGN

- › Decorative pavers
- › Aesthetic treatments
- › Gateway development
- › Decorative lighting
- › Street features (trash receptacles, benches, street trees)
- › Culturally sensitive materials and historic districts
- › Landscaping



TRAFFIC ENGINEERING AND ROADWAY/INTERSECTION UPGRADES

- › Roadway widening
- › Roundabouts
- › Pavement restoration/reconstruction
- › Signing, striping, and pavement markings
- › Traffic signal design
- › Drainage and stormwater management
- › Green infrastructure design
- › Utility relocations



ADA FACILITY DESIGN

- › ADA-compliant curb ramps
- › Pedestrian overpass ramp systems
- › Wide sidewalks
- › Transit accommodations
- › Building entrance ramps
- › ADA compliant signal equipment (including push buttons)



PLANNING & PUBLIC OUTREACH

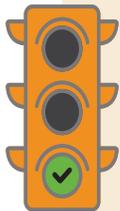
- › Presentations
- › Graphics preparation
- › Public information centers
- › Consensus building
- › Charettes
- › Steering committees
- › Social media tools
- › GIS mapping
- › Stakeholder meetings
- › Project Websites



ENVIRONMENTAL

- › NEPA documentation
- › NJDEP stormwater management rules
- › Cultural resources
- › Hazardous materials
- › Environmental justice
- › Permitting
- › Environmental mitigation





Why STV?

- ✓ Full-service A/E firm
- ✓ Local Aid Design Assistance Program - Selected Consultant in 2021, 2022, 2023, 2024, and 2025
- ✓ Extensive experience with complex design projects of all relevant disciplines
- ✓ Comprehensive knowledge of Local Aid programs and federal grant processes and regulations
- ✓ Dedicated Local Aid design team readily available to serve our local communities
- ✓ Strong local presence and portfolio
- ✓ Established relationships with agencies and stakeholders to expedite permits and approvals

STV has a history of providing unique and innovative multimodal solutions. We are well-versed in mobilizing multidisciplinary teams to design small- and large-scale transportation infrastructure projects. Our team has extensive experience in identifying and designing creative solutions for projects in constrained environments.

Our portfolio includes everything from bicycle/pedestrian improvement projects and Transportation Alternatives Program projects to revitalization, streetscape, and safety improvement projects that support Vision Zero goals. Our notable assignments have included developing complex traffic models for innovative and alternative intersections, corridor revitalization including road diets to include all modes of transportation, evaluating transportation operations to retrofit transit services along challenging corridors with heavy traffic volumes, and solving capacity issues for mixed-use development projects.

STV takes a Complete Streets approach to projects. Our staff includes experts in the full planning, design, and construction of projects including pedestrian and bicycle facilities, safety improvements, and traffic calming measures, intersections, traffic signals, rectangular rapid flashing beacons, lead

Challenges and Opportunities

Bicycle and Pedestrian Accommodations	<ul style="list-style-type: none"> > Protected bike lanes provide the greatest opportunity to attract new riders and encourage mode shifts to biking; however, right-of-way width is often limited > Complete Streets alternatives can incorporate bike lane buffers into the design; bike lanes located between the sidewalk and a parking lane or adjacent to physical protection (i.e., planters) can enhance safety and serve as a traffic calming device > ADA compliant sidewalks, curb ramps, and signal equipment including push buttons and audible pedestrian signals will improve conditions for all users > Separate shared use paths or trails offer improved safety and support multiple modes of transportation. However, they often intersect roadways at uncontrolled locations which require enhanced safety devices to warn approaching motorists.
Parking/Competing Curbside Demands	<ul style="list-style-type: none"> > Traffic calming measures such as bus bulb-outs or sidewalk curb extensions could replace on-street parking or freight delivery spaces, protecting pedestrians and bicycle users, which in turn create a modal shift away from single-occupancy car usage > On the other hand, retaining curbside parking/deliveries provides community access and creates a traffic calming effect. A balance needs to be achieved between competing curbside demands.
Stakeholder Coordination	<ul style="list-style-type: none"> > Transportation Alternatives Program projects can increase the economic viability of a neighborhood by improving access for more transportation modes, but requires buy-in, and understanding from all stakeholders to best fit the design to the neighborhood > Various public outreach strategies may be needed to create an effective engagement program, ranging from virtual, to digital, to standard face-to-face public meetings, workshops, project websites, social media content, surveys, and more
Maximizing Travel Choices	<ul style="list-style-type: none"> > Stakeholder concerns regarding traffic arise in "car-centric" neighborhoods. Incorporating complete streets policies could change the landscape of a roadway, and benefits can include: <ul style="list-style-type: none"> - Increased transit reliability can decrease associated automobile use within mixed-use neighborhoods - Enhanced neighborhood pedestrian amenities may increase/attract foot-traffic and improve economic vitality

pedestrian intervals and all-pedestrian signal phases, pedestrian signals, curb extensions, medians, school zone safety improvements, raised crosswalks, shared use paths and trails, street re-paving packages, street lighting, landscaping, gateway treatments, street furniture, ADA ramps, and traffic/crash data analysis.

Local project delivery requires coordination with government officials, stakeholders and the public to build consensus on the design solutions. Projects require public meetings and design workshops to convey a complete understanding of the project, minimize impacts and develop a design that balances multiple local interests. STV considers the coordination with local stakeholders vital to project success and understands the challenges facing local project management and delivery.



STV staff designed bicycle and pedestrian facilities along Greenwood Avenue in Trenton, New Jersey on a Local Design Assistance Program project.



Key Projects



On-Call SEQRA Environmental Services | STV has been providing services to the New York City School Construction Authority (NYCSCA) since 2004. STV plans and designs new school facilities for students at the primary school level for streets designated as Vision Zero Priority Corridors. The sidewalks, curb ramps, and crosswalk conditions are evaluated along the routes and designed for improvements. STV also performs studies which include existing/future traffic volumes, development of traffic network diagrams, trip generation rates, access routes, and pedestrian safety assessments.



Route 27 and Witherspoon Street Safety Improvement | STV identified key pedestrian safety issues, evaluated the intersection, and developed conceptual solutions with a pedestrian focus for this urban intersection with high pedestrian and vehicular traffic adjacent to the Princeton University campus in Princeton, NJ.



Greenwood Avenue Streetscape | STV is providing design services to the City of Trenton (NJ) by enhancing safety along Greenwood Avenue, connecting students and pedestrians to local schools and multiple modes of transportation. Improvements involve new sidewalks, ADA compliance, bike lanes, shared-lane markings and rapid rectangular flashing beacons.



Cooper's Poynt Waterfront Walk Extension Concept Development Study | STV's concept development study and preliminary engineering design involves the construction of a pedestrian and preliminary engineering design/bicyclist shared-use pathway and bridge connecting Cooper's Poynt Waterfront Park with the promenade that terminates on the south side of the Ben Franklin Bridge in Camden, NJ.

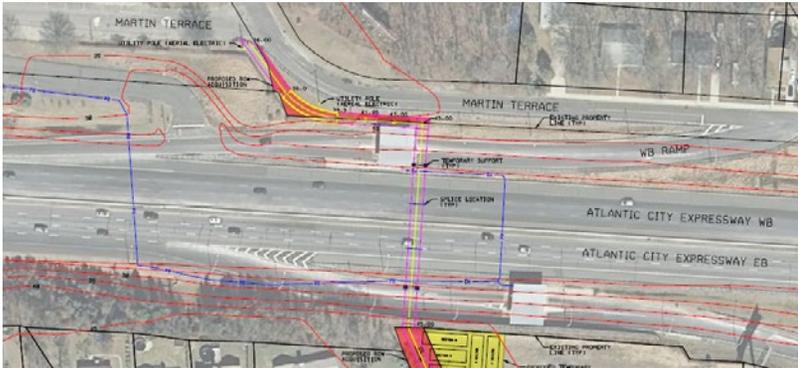


Point Pleasant Beach Borough, Antrim School and Sea Avenue Areas | This Safe Routes to School project will enhance public safety, ADA accessibility, modes of transportation, and the quality of life for all users particularly students commuting to the Antrim School. Improvements include replacement and placement of curbs and sidewalks; installation of ADA-compliant ramps and driveway aprons; high-visibility crosswalks, raised crosswalks, curb extensions, bikeways with pavement marking improvements, street features, rectangular rapid flashing beacons, and pedestrian refuge islands.

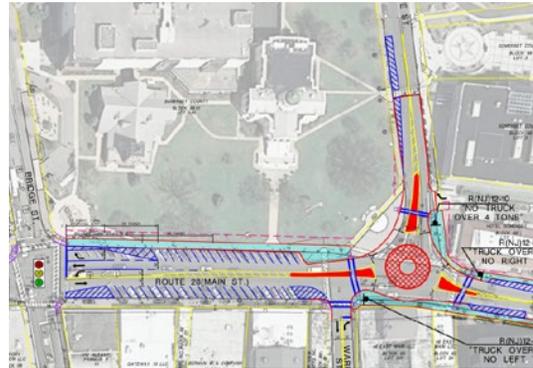


Channel Drive Revitalization | STV is providing design services to Point Pleasant Beach Borough (NJ) to enhance safety and promote business development along Channel Drive. The proposed improvements involve roadway resurfacing, curb extensions, new sidewalks, ADA compliance, traffic calming measures, improved lighting, landscaping, and street features.

Key Projects (continued)



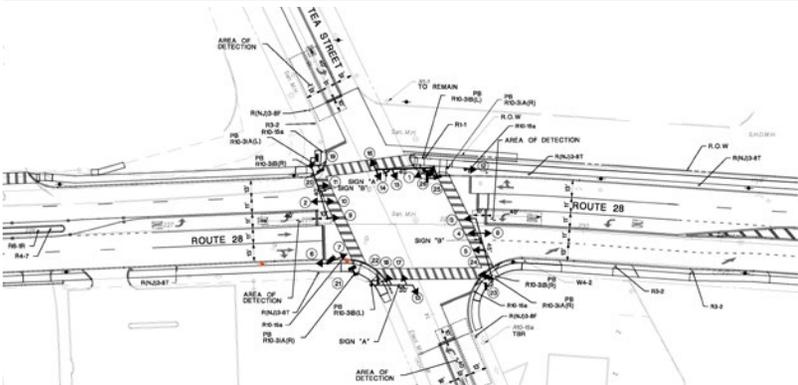
Interchange 5 Pedestrian Bridge Feasibility Study | STV investigated the feasibility of repurposing and relocating the existing pedestrian bridge at the Pleasantville Toll Plaza for use as a new pedestrian crossing over the Atlantic City Expressway at Interchange 5. This would connect Pleasantville Middle School and Pleasantville High School to a nearby community one mile from the bridge's current location. The construction of the proposed pedestrian bridge would improve commuter and pedestrian operations in the vicinity of Interchange 5, while meeting the needs of South Jersey Transportation Authority and the City of Pleasantville.



Route 28 (Main Street) Pedestrian Safety Improvements | This section of Somerville, NJ Borough's Main Street is a primary traffic corridor with heavy pedestrian use in this county seat. STV's conceptual plans include ADA-compliant curb ramps, push buttons, and pedestrian countdown heads; improved lighting; and an upgraded traffic signal with a lead pedestrian interval.



County Route 561, Evesham Road to US 130 | STV provided roadway and safety improvements in Camden County. Scope includes rehabilitation of the existing pavement, drainage system improvements, roadway upgrades to meet current accessibility standards, ADA compliant curb ramps, restriping including crosswalks, and traffic signal upgrades with pedestrian push buttons.



Route 28, Route 287 to Thompson Avenue Safety Improvement | STV is providing engineering services for Union Avenue (Route 28) roadway and safety improvements in Bound Brook, NJ. This includes traffic signal and roadway improvements, including upgrades to meet ADA standards, sidewalk, curb ramps, pedestrian push buttons and pedestrian signal equipment, stormwater management green infrastructure, restriping and crosswalks. The project addresses safety concerns and improves conditions for pedestrians.



Quincy Street Reconstruction | STV redesigned this Boston, MA, roadway to revitalize the urban landscape and address traffic, pedestrian, and bicyclist safety issues. Following "Complete Street" guidelines, the design improves safety and flow, incorporating planting areas, smaller lane widths, new side street connections, and improved lighting.



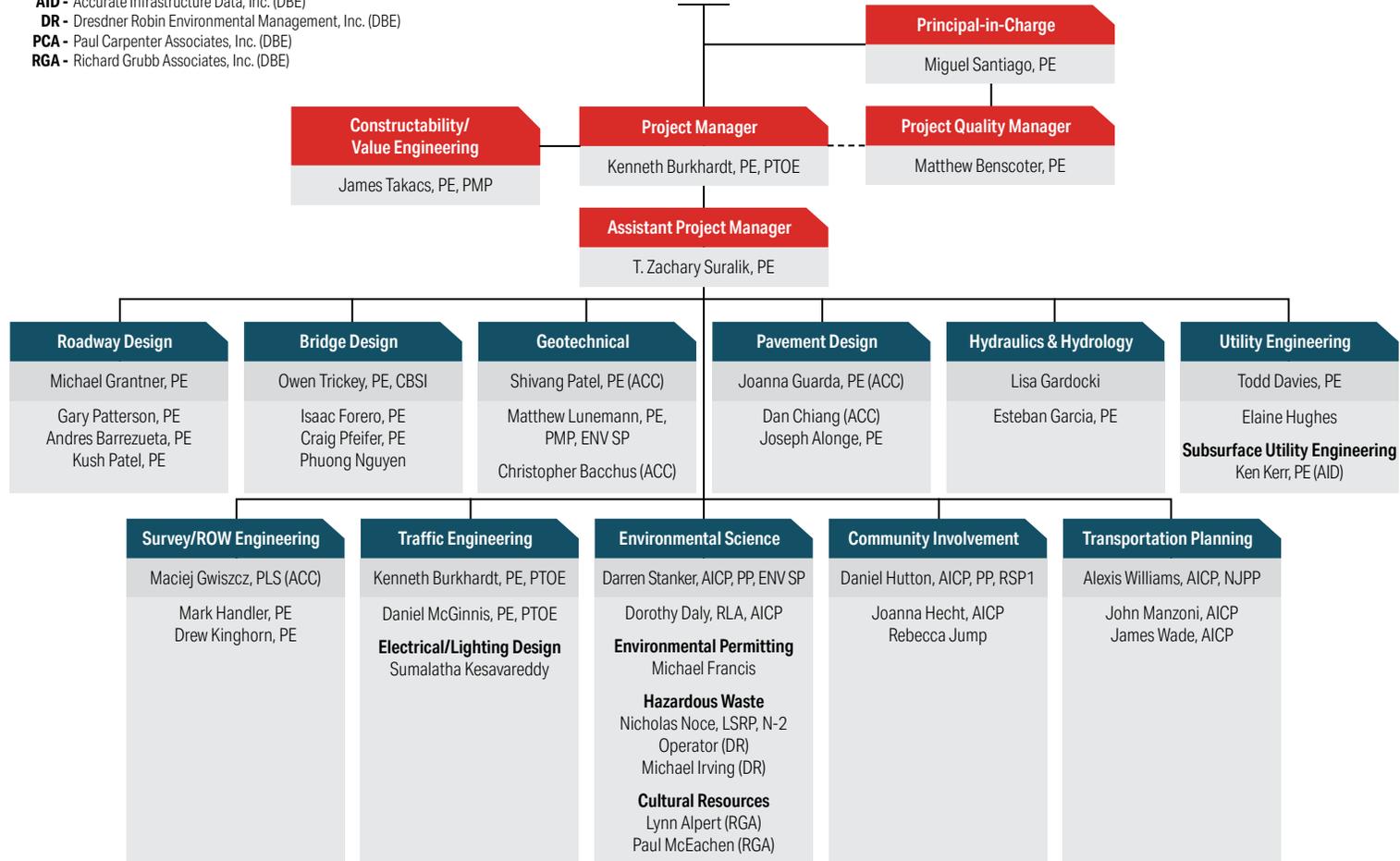
City of Seat Pleasant Enhanced Streetscape | STV developed design plans to enhance the streetscape and better accommodate pedestrians along Martin Luther King Boulevard in the City of Seat Pleasant (MD). Alternatives include a new 10-foot-wide shared-use path with a 5-foot buffer on to accommodate extension of the WB&A trail to Washington, D.C.





Subconsultants:

- ACC** - AmerCom Corp. (DBE)
- AID** - Accurate Infrastructure Data, Inc. (DBE)
- DR** - Dresdner Robin Environmental Management, Inc. (DBE)
- PCA** - Paul Carpenter Associates, Inc. (DBE)
- RGA** - Richard Grubb Associates, Inc. (DBE)



Contact Information

Kenneth Burkhardt, PE, PTOE, STV's project manager for the Transportation Alternatives Program, has 32 years of experience in the planning, design, and management of transportation improvement projects in New Jersey. His project history includes managing numerous highway, bridge, traffic, and Complete Streets projects through all

phases of the NJDOT project delivery process. He also has served as project manager on NJDOT local aid Transportation Alternatives Program and Safe Routes to School contracts for the past five years and has completed the Rutgers' CAIT Federal-Aid Responsible Charge Training.

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