NJ 2020 SHSP

Pedestrian and Bicyclists Emphasis Area

Completed Priority Action 1.F.1.c. & 2.c.

Methodology for inventorying safety features and list of best practices for improving safety at transit stops.

Driving Toward ZERO Deaths

June 24, 2022

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Transit Equity SHSP Emphasis Area Team Assistance

Bus Stop Audit Methodology & Pilot Audits Final Report

April 2022

Prepared by

Michael Baker INTERNATIONAL

Sam Schwartz

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Introduction

This study supports the Strategic Highway Safety Plan (SHSP) Emphasis Area (EA) Team for transit equity under Action Item 1.F.1.c. The goal of Action Item 1.F.1.c is to identify high ridership bus stops with high numbers of bicycle and pedestrian crashes, that are in areas of transportation inequity, to prioritize locations for bicycle and pedestrian improvements in a balanced and equitable manner across New Jersey.

This final deliverable documents the study's data collection efforts, mapping, methodology development, location screening and prioritization of the Top 100 locations, pilot tests of 12 audit locations, and development of priority safety improvements.

Presentations were given throughout the development of the project to the EA Team who weighed in on the methodology, equity considerations, selection of pilot locations, and next steps. These presentations are in **Appendix A**.

Ranking Methodology

The first task under Action Item 1.F.1.c is to develop and test a screening and ranking methodology to identify the Top 100 transit stop locations based on pedestrian and bicycle crash history (5 years), ridership information, roadway features, and equity considerations. Development of the proposed screening and ranking methodology started with a review of Michael Baker's 2018 Pedestrian Safety at Bus Stops Study (2018 Study).

2018 Pedestrian Safety at Bus Stops Study

For the 2018 Study, Michael Baker collected applicable (and available) data resources including GIS transit stop locations, pedestrian and bicycle crash history (6 years), roadway design elements, and ridership information. The scoring methodology from the 2018 Study, documented in the following graphic, provides for a total of 60 points among three general categories: Crash History, Roadway Risk Characteristics, and Demand Factors. Equity was not explicitly included in the 2018 methodology, although there is some overlap with the Demand Factors category and equity-based methodologies, such as the NJDEP's Overburdened Communities methodology.

2018 Bus Stop Study Scoring Criteria and Weighting

Crash History	= 41.7% of total
Roadway Risk Characteristics (at Bus Stops)	= 30.0%
Demand Factors (and Demographic Factors)	= 28.3%
Total Scoring	= 100%

Ranking Categories, Criteria, and Weights
2018 Pedestrian Safety at Bus Stops Study

Bus Stop Ranking Criteria			
Category	**Criteria**	**Thresholds**	**Score**
Crash History	Crash Density (per 10,000 population)	Less than 2.49	2
		2.5 - 4.99	4
		5.0 - 7.49	6
		7.5 - 9.99	8
		10.0 or more	10
	Crash Severity	20.0 - 29.9	3
		30.0 - 39.9	6
		40.0 - 49.9	9
		50.0 - 59.9	12
		60.0 or more	15
Roadway Risk Characteristics at Bus Stops	AADT	0 - 9,999	1
		10,000 - 14,999	2
		15,000 - 19,999	3
		20,000 - 24,999	4
		25,000 or more	5
	Speed Limit (mph)	25 - 29	1
		30 - 34	2
		35 - 39	3
		40 - 44	4
		45 or more	5
	Number of Lanes	1	1
		2	2
		3	3
		4	4
		5 or more	5
	Bus Stop Placement	Near Side	3
Demand Factors	Sidewalk	Present	3
	Proximity to Schools	Within 1/4 mile	2
	Proximity to Health Facilities	Within 1/4 mile	2
	Proximity to Transit Stops	Within 1/4 mile	2
	Percentage Elderly (Over 64)	Above Top-85 Average	2
	Percentage Young (Under 21)	Above Top-85 Average	2
	Percentage Disabled	Above Top-85 Average	2
	Percentage Poverty	Above Top-85 Average	2

Methodology Changes

1. Crash History and Severity

The 2018 methodology for Crash History and Severity was limited to two criteria: total crashes and crash severity. Research identified two alternative methodologies which provide more detailed assessment of risk and specific (research-based) weights across the spectrum of severity, reflecting both societal and personal cost of crash-related injuries, with the greatest weights applied to the most severe (fatalities and serious injury) crashes. These methodologies are Equivalent Property Damage Only (EPDO) and Equivalent Possible Injury (EC). Both EPDO and EC are integral to development of the NJDOT Network Screening Lists and relative rank (weighted score) of crash locations and corridors. [i] The Equivalent Possible Injury (EC) excludes Property Damage Only crashes and is focused only on crashes with a severity of "complaint of pain" or greater.

Severity is based on the KABCO Scale of injury severity. Both EPDO and EC use the KABCO Scale. Crash severity is assigned by the NJTR-1 reports. The letters represent the various injury levels:[ii]

K – fatal injury

A – suspected serious injury

B – suspected minor injury

C – possible injury

O – no apparent injury.

The EPDO method is documented in the Highway Safety Manual. EPDO utilizes weighting factors related to the societal costs of fatal, injury, and property damage-only crashes, based on crash occurrence and severity at a given location over a period of years, typically three to five years of crash data. The EPDO method assigns a societal cost of injury severity, ranging from fatal injury as most severe to simple property damage as lest severe. This recognizes the significant personal and societal impact caused by loss of life compared to the much less severe impact of damage to personal or public property, such as damage to a vehicle or infrastructure (i.e., signs or other roadway infrastructure). Inputs to the EPDO method include number of crashes, severity of each, societal cost based on severity of each crash occurrence.[iii]

The EC (complaint of pain) method is similar in its use of societal costs of crashes, employs a similar calculation system and data sources, and is scaled to prioritize fatal and suspected serious injuries.

For both the EPDO and EC calculations, maximum points for Crash History are awarded to bus stops with EPDO and EC scores in the 99th percentile. Michael Baker performed a sensitivity test to both the 95th and 99th percentile. When the threshold for a maximum points for Crash History was set at the 95th percentile, more than 800 transit stops received maximum points for Crash History, so the overall rankings of bus stops became a product of the Roadway Risk Characteristics and Ridership as the key differentiator, rather than of crash occurrence and severity.

When the threshold for maximum points for Crash History was instead set at the 99th percentile, only 165 bus stops received maximum points for Crash History, so the overall ranking of bus stops becomes a product of crash occurrence and severity as the key differentiators, rather than Roadway Risk

Characteristics and Ridership. This selection produces a measurably improved differentiation among bus stop locations that experience high crash occurrence and severity. Ultimately Crash History is the most significant measure of concern and risk for pedestrian and cyclists. Busy, well-travelled roadways can increase risks, but do not necessarily lead to high crash occurrence. Crash History should be the primary determinant because it represents actual, measurable risk and injury for travelers.

Use of both EPDO and EC calculations creates a balanced assessment to all crashes, but which still prioritizes fatalities and severe injuries over property damage alone.

Societal cost factors (Crash Values) are derived from the Federal Highway Administration's Crash Costs For Highway Safety Analysis (2018), specifically the Comprehensive Crash Unit Cost (2016 Dollars). These values were converted to 2020 Dollars using a ratio of the Consumer Price Index (CPI) values for the two years. This ratio represents the inflation from 2016 to 2020. Equivalent Property Damage Only (EPDO) values were calculated in 2020 Dollars because it had a complete set of CPI values for all 12 months.[iv] Table 1 shows the values used to calculate societal cost of crashes.

Table 1: Equivalent Property Damage Only (ePDO) Score Weights

Severity	Societal Crash Cost – 2016 Dollars	Societal Crash Cost – 2020 Dollars	ePDO Value (K=A)	eC Value (K=A)
Fatal Injury	$11,295,400	$12,180,369	55.0840	5.2189
Suspected Serious Injury	$655,500	$706,857	55.0840	5.2189
Suspected Minor Injury	$198,500	$214,052	16.6807	1.5804
Possible Injury	$125,600	$135,440	10.5546	1.000
No Apparent Injury	$11,900	$12,832	1.0000	---

Crash Values come from the Federal Highway Administration's Crash Costs for Highway Safety Analysis (2018). Specifically, the Comprehensive Crash Unit Cost (2016 Dollars). These values were converted 2020 Dollars using a ratio of the Consumer Price Index (CPI) values for the two years. This ratio represents the inflation from 2016 to 2020. Equivalent Property Damage Only (EPDO) values were calculated in 2020 Dollars because it had a complete set of CPI values for all 12 months.

The FHWA's Crash Costs for Highway Safety Analysis (2018) can be found here: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

The historic CPI values can be found here: https://www.usinflationcalculator.com/inflation/consumer-price-index-and-annual-percent-changes-from-1913-to-2008/

In addition to updating the crash scoring system, analysis was performed based on the number of crashes in close proximity to each bus stop under four distinct scenarios. These scenarios counted the number of crashes within a certain radius, or 'buffer zone', of a bus stop. The size of the buffers analyzed were 100', 150', 200', and 250'. The SHSP team selected the 150' buffer. Details on the methodology used to determine the number of crashes within each buffer size are discussed in the NJDOT Crash Data section.

2. Demand-Ridership

This new variable (in the form of Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop) enhances the importance of high-usage bus lines and does so in a manner separate from roadway features risk characteristics such as AADT, etc. to isolate high bus-usage roadways from those have only high posted speeds, high AADT, etc.

3. Roadway Risk Characteristics (at Bus Stops)

The same four risk criteria from the 2018 methodology (AADT, Posted Speed Limit, and Bus Stop Placement) are included, but their scoring and weights are now isolated from Ridership Data by scoring Crash history, Ridership, and Roadway Risk separately. By doing so, the proposed new methodology can evaluate roadways that pose risk simply because they are busy (i.e., high volume, speeds, etc.) from those that have both high transit usage AND high crash history and severity.

4. Demographic (Demand) Factors

The 2018 methodology included several data elements related to environmental justice and overburdened communities, and various at-risk or transportation disadvantaged groups. Given the significant emphasis on environmental justice and overburdened communities in New Jersey, and with guidance from the equity emphasis area group, it was determined that rather than using a custom-design equity/demographic assessment, the Transit Equity study should instead be consistent with statewide efforts and priorities. A total of three thresholds were analyzed while developing the equity component from the list of overburdened communities: (1) Population within Low-Income Households, (2) Ethnicity/Race (to calculate minority populations), and (3) Limited English Proficiency (LEP). For Population within Low-Income Households, a threshold of 50% of households within block groups were analyzed. For Ethnicity/Race (Minority) a threshold of at least 50% of residents that identify as a minority within block groups were analyzed. For Limited English Proficiency, a threshold of 20% of households that have a LEP within block groups were analyzed. The municipalities which adhere to the criteria thresholds were then divided by the total number of blocks per municipality to provide a percentage of block groups per municipality that meet the criteria. Please see **Appendix B** for additional information. The Recommended Enhanced Bus Stop Ranking methodology is documented in the following graphic.

Recommended Enhanced Bus Stop Ranking Categories, Criteria, and Weights
Transit Equity Study

Bus Stop Ranking Criteria			
Category	**Criteria**	**Scoring Methodologies and Thresholds**	**Score**
Crash History	Equivalent Property Damage Only Crashes	0	0
		Max Points * (ePDO / 99th Percentile Score)	Varies
		99th Percentile (110.1681) and Above	15
	Equivalent Possible Injury Crashes	0	0
		Max Points * (eC / 99th Percentile Score)	Varies
		99th Percentile (10.3798) and Above	15
Demand	Ridership Data (Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop)	Max Points * (Ridership / 90th Percentile Ridership)	Varies
		90th Percentile (3,727,031) and Above	10
		No Ridership Data Available (Ridership = 0)	3
Roadway Risk Characteristics at Bus Stops (150' Crash Buffer)	AADT	0 - 9,999	1
		10,000 - 14,999	2
		15,000 - 19,999	3
		20,000 - 24,999	4
		25,000 - 29,999	5
		30,000 or more	6
		No AADT Data Available	2
	Speed Limit (mph)	15 - 24	1
		25 - 29	2
		30 - 34	3
		35 - 39	4
		40 - 44	5
		45 or more	6
		No Speed Limit Data or '99'	2
	Number of Lanes	1	1
		2	2
		3	3
		4	4
		5	5
		6 or more	6
		No Number of Lanes Data Available	2
	Bus Stop Placement	Near Side	2
Equity Factors	Limited English Proficiency (% of Block Groups within a Municipality with 20%+ Households without an adult that speaks English "very well")	0% - 19.9%	0
		20% - 30.9%	3
		31% - 49.9%	6
		50% - 60.9%	8
		61% - 75.9%	10
		76% - 90.9%	12
		91% - 100%	14
	Diversity Index (% of Block Groups within a Municipality with an average of at least 50% for households qualifying as low-income households (at or below twice the poverty threshold) and residents identifying as	0% - 49.9%	0
		50% - 60.9%	14
		61% - 75.9%	17.5
		76% - 90.9%	21
		91% - 100%	26
		TOTAL	40
Score Total			100

Data Collection and Processing Methodology

To perform the analysis of the bus stops in New Jersey, several sets of data were collected and processed into a usable format for analysis, including NJ TRANSIT (NJT) bus stop data, NJT bus ridership data, New Jersey Department of Transportation (NJDOT) crash data and Straight Line Diagram (SLD) data.

NJ TRANSIT Bus Stop Data

The first step in the data collection process was the acquisition of NJT bus stop data. This data set included information on bus stop location, stop identification number, and amenities present at the stop. The NJT data set provided information on all NJT bus stops. A data cleaning effort was performed, including the removal of duplicate data, "deactivated" bus stops, and "courtesy" stops. Bus stops outside of New Jersey were also removed from the data set. The cleaning process produced a single set of all 16,485 bus stops in New Jersey.

After the data was appropriately processed and cleaned in Microsoft Excel, it was then exported to ArcGIS as a table file. The bus stops were assigned spatial points based on their coordinates to allow for further analysis of individual bus stops. This effort produced a shapefile that allowed for the evaluation of bus stops based on crash location and roadway SLD data.

NJDOT Crash Data

Crash data was collected using NJDOT's Safety Voyager tool for all bicyclist and pedestrian crashes from 2014-2018, including a total of 33,189 reported crashes of various types and severity ratings. The 2014-2018 years were selected because the crash severity data field in the NJTR-1 form was changed in 2017 and the totals for "Suspected Serious Injury" crashes changed significantly in 2019, making comparison to the 2014-18 period difficult. Data for 2020 was excluded because of the extensive changes in travel due to the COVID pandemic, and the full 2020 data set was not yet available.

Included among these 33,189 crashes are about 2,000 identified as Fatalities or (Suspected) Serious Injury. These 2,000 crash reports were reviewed during an ongoing Michael Baker Task Order assignment with NJDOT, and any reports with missing or incorrect location data were updated with the corrected latitude and longitude.

These 33,189 crash reports were then imported into Excel format and, similar to the NJT bus stop data, converted into a table inside of ArcGIS and assigned spatial coordinates based on the existing latitude and longitude data fields. An overall completeness check revealed that approximately 13% (4,216 crashes) of pedestrian and cyclist crash data were still missing location data. Correctly geolocating these crashes was not feasible within the scope of this assignment, so any remaining crashes missing latitude and longitude data were removed from the data set.

Michael Baker's assessment and processing of the 33,000+ crash records found a strong correlation between the disadvantaged/overburdened communities and crashes missing location data; 94.1% of the crashes missing location data are located within a municipality with an overburdened census block group. Overburdened census blocks have greater than 50% of residents that have a low-income or are part of a racial minority or 20% of residents that speak English less than very well. Additional findings related to "overburdened" communities include:

- An estimated 58% of all New Jersey municipalities include at least one overburdened census block group.
- The municipalities with the greatest number of crashes missing location data corresponds with a list of New Jersey's most populous cities. See Table 2 below.
- Just 20 municipalities contain approximately 54.8% of all the crashes missing location data. The issue of crashes missing location data is an issue in only a small portion of NJ's 565 municipalities.
- The municipalities with the highest rates of crashes missing location data are listed in Table 3. (Note that municipalities with less than 50 total bike/ped crashes, e.g., 10 bike/ped crashes per year, were not included within Table 3)
- Lack of location data for some crashes will impact on this Study's ability to fully evaluate and prioritize transit stops based on equity, because these overburdened communities appear to be overrepresented among the incomplete data and reports.

Table 2: Top 10 Municipalities by Number of Crashes Missing Location Data

Municipality	Overburdened	Total Bike/Ped Crashes	Bike/Ped Crashes Missing Coordinates	Missing Coordinates %	Population Rank
Newark City	Yes	2940	586	19.93%	1
Paterson City	Yes	1385	356	25.70%	3
Jersey City	Yes	2125	183	8.61%	2
Elizabeth City	Yes	669	179	26.76%	4
Camden City	Yes	682	117	17.16%	13
North Bergen Twp	Yes	403	110	27.30%	23
West New York Town	Yes	334	103	30.84%	32
New Brunswick City	Yes	452	85	18.81%	28
Irvington Twp	Yes	608	70	11.51%	29
East Orange City	Yes	493	67	13.59%	21

Table 3: Top 10 Municipalities by % of Pedestrian and Bicyclist Crashes Missing Location Data

Municipality	Overburdened	Total Bike/Ped Crashes in Municipality	Total Bike/Ped Missing Coordinates	Missing Coordinates %
Fairview Boro	Yes	110	45	40.91%
West New York Town	Yes	334	103	30.84%
Paramus Boro	Yes	96	28	29.17%
Edgewater Boro	Yes	91	26	28.57%
East Rutherford Boro	Yes	67	19	28.36%
Lodi Boro	Yes	114	32	28.07%
North Bergen Twp	Yes	403	110	27.30%
Elizabeth City	Yes	669	179	26.76%
Paterson City	Yes	1385	356	25.70%
Ridgewood Village	Yes	106	25	23.58%

Buffer polygons of 150' radius were then created using ArcGIS around each bus stop. These buffers were used to determine the number of crashes (separated by severity) within the buffer distance of each bus stop.

A new field ('Count') was created for each severity shapefile so that each crash counted as one instance. These instances were summarized via the 'Join' function based on spatial location. Specifically, the 150' buffer polygon was joined to the parsed crash data points, and the resulting shapefile had the buffer polygon given a sum of the numeric attributes of the crash points that fell inside it, and a count field showing how many points (crashes) were located inside the polygon. This resulted in a 'Counts' shapefile that included all of the data for the buffer area. The resulting files were then converted into Excel files to be used for scoring.

Straight Line Diagram (SLD) Data

Finally, the SLD data set (including relevant fields: AADT, speed limit, and number of lanes) that correlated to each bus stop was processed. A buffer polygon of 75 feet was given to each bus stop point in ArcGIS; then, the closest street that optimally matched the data from the 'On_Street' field for each bus stop's 'Stop Number' was found and given the appropriate Standard Road Identifier (SRI) and Milepost (MP) number via the 'Join' function. The appropriate fields (AADT, speed, and lanes) were then matched using the 'Join' function from the appropriate SLD databases and added to the full data set.

Final Assembly

Based on these steps, a comprehensive database was created and used to score and rank each bus stop based on the recommended enhanced scoring methodology, and relevant criteria.

Results and Analysis

Once the *Recommended Enhanced Bus Stop Ranking* methodology was applied a list of the Top 200 Bus Stops was identified using the 150' buffer was generated. Full lists of the Top 200 Bus Stops can be found in **Appendix C**. A summary of the top 10 municipalities under each scoring system included in Table 4 below.

Table 4: Top 10 Municipalities by Number of Ranked Bus Stops

150' Buffer	
Municipality	**Rate**
Newark	99
Paterson	19
Atlantic City	11
Camden	10
Elizabeth	7
Passaic	6
West New York	6
Irvington Township	6
Union City	5
Belleville Township	4
Total	173

Table 4 highlights the uneven distribution of ranked bus stops throughout the State; 10 municipalities have over 85% of the bus stops ranked among the Top 200 in the State. This inequal distribution is further highlighted in Table 5 below, which shows the breakdown of bus stops among North, Central, and South Jersey. Table 5 emphasizes the overrepresentation of North Jersey bus stops among the Top 200. Between the four scoring methodologies, North Jersey bus stops account for approximately 80% of the stops ranked among the Top 200, whereas only 54% of all the bus stops in the State are located in the North

Jersey region. Following this pattern, Central and South Jersey are underrepresented among the Top 200, making up only ~6% and ~14% of the ranked bus stops respectively. This contrasts with the distribution of all bus stops in the State, of which 20% and 26% are located in Central and South Jersey respectively.

Table 5: Distribution of Ranked Bus Stops Among North, Central, and South Jersey

Summary of Bus Stops by Region – Scoring *with* Equity				
Region	**Top 200 Ranking**	**Percentage of Top 200**	**Total Bus Stops**	**Percentage of All Bus Stops**
North	172	86%	8874	54%
Central	6	3%	3269	20%
South	22	11%	4342	26%
Total	**200**	-	**16485**	**100%**

Note: Regions were identified based on NJDOT's Map of Regional Boundaries, Regional Headquarters, and NJDOT Headquarters.
North Region = Warren, Sussex, Morris, Passaic, Essex, Union, Bergen, and Hudson Counties
Central Region = Hunterdon, Somerset, Mercer, Middlesex, Monmouth, and Ocean Counties
South Region = Burlington, Camden, Gloucester, Salem, Cumberland, Atlantic, and Cape May Counties
Source: https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf

Pilot Bus Stop Audits

With the top 200 bus stops in the state identified, the team selected 12 test locations, listed below in Table 6. The top 200 bus stops are heavily weighted towards urban locations and the northern region. The locations for the test audits were selected to cover a range of different locations across the North, Central, and South regions and across the Urban, Suburban, and Rural designations to test the audit methodology in different conditions.

Table 6: 12 Pilot Bus Stop Audit Locations

Municipality	**Region**		**Bus Stop**
Atlantic City	South	Urban	Atlantic Avenue & Ohio Avenue
Camden	South	Urban	Admiral Wilson Boulevard (US 30) & Baird Boulevard
Camden	South	Urban	Mt. Ephraim Avenue & Atlantic Avenue
Elizabeth	North	Urban	Broad Street & Jersey Street
Jersey City	North	Urban	Christopher Columbus Drive & Grove Street
Montgomery	Central	Rural	US 206 & Wall Street
Newark	North	Urban	Broad Street & Market Street
Pennsville	South	Rural	S Broadway & Dunn Lane
Perth Amboy	Central	Suburban	Convery Boulevard & Harding Avenue
Plainfield	North	Suburban	West 2nd Street & Park Avenue
Willingboro	Central	Suburban	US 130 & Charleston Road
Willingboro	Central	Suburban	US 130 & Levitt Parkway

The team used the audit form developed as part of the 2018 Pedestrian Safety at Bus Stops Report. A blank version of the audit form is included in **Appendix D**. The form asks questions about the bus stop, roadway, and nearby intersection within these categories:

- **Placement and Configuration:** This section includes questions about the relation of the bus stop to the nearby roadway.

- **Accessibility:** This section includes questions about the landing pad, sidewalk, and accessibility features at the intersection like the curb ramps and pedestrian pus buttons.
- **Amenities:** This section includes questions about amenities such as shelter, seating, trash receptacles, and any other amenities.
- **Traffic Safety:** This section includes questions about the nearby roadway and intersection related to speed, number of lanes, lighting, and any traffic calming in place.
- **Information:** This section includes questions about the information provided to passengers at the bus stop.

Virtual Audits

Virtual audits of the 12 stops were conducted in advance of heading into the field. While conducting the virtual audits, the team answered as many questions as possible. On the audit form, fields were marked as confident in virtual response (green), check in field (yellow), and must be collected in field (red) to assist with conducting the in-person audits. The blank form is in **Appendix D** and completed forms are in **Appendix E**.

In-Person Audits

After virtual audits were conducted, in-person audits were completed at each of the 12 pilot bus stops. The forms were marked as confident in virtual response (green), check in field (yellow), and must be collected in field (red). This is allowed the teams in the field to move more quickly through the audit form checking information marked in yellow and collecting information marked in red.

The completed forms for the 12 pilot locations are included in **Appendix E**. A short summary report of issues and recommendations for each of the pilot audits are in **Appendix F**.

Example: Atlantic Avenue & Ohio Avenue, Atlantic City

One of the stops the team audited was Atlantic Avenue & Ohio Avenue in Atlantic City. The stop is in an urban area with largely commercial, medical, and transportation uses nearby. The stop serves seven NJTRANSIT bus routes (502, 504, 505, 507, 508, 509, and 554) and is located directly outside of the Atlantic City Bus Terminal, which serves regional bus routes for both NJTRANSIT and Greyhound. The roadway has five lanes with a posted speed limit of 25 mph and serves 4,384 vehicles per day. Some of the issues observed included:

- The shelter is approximately 75 feet from the bus stop. Very few people were observed using the transit shelter despite the large number of people observed waiting for buses.
- Several of the glass panels of the shelter are broken. The shelter does not have a bench and the light inside was non-functioning at the time of the audit.
- The nearest intersection does not have ADA curb ramps with detectable warning surfaces.

- The crosswalks are largely faded at the nearest intersection.
- The roadway has five lanes with an approximately 65-foot crossing distance for pedestrians. There is space in the existing condition to add curb extensions that would shorten the crossing distance for pedestrians. There is a parking lane on the east side of the intersection and shoulder on the west side to allow for curb extensions.

Lessons Learned & Next Steps

Conducting the test audits led to some lesson learned:

- **Virtual Audits:** Virtual audits were more efficient than in-person audits and conducting them first helped to reduce the time taken to conduct the in-person audits. There are fields that cannot be connected virtually such as precise measurements. In some locations, Google Streetview or other available imagery was out of date.
- **In-Person Audits:** In-person audits took more time but allow for observation of human behavior at the stops and the comfort or discomfort of stops. This is particularly true for urban locations and stops along large roadways or roadways with heavy traffic, therefore, in-person audits are important for observing conditions at urban and suburban locations. They may not be needed for rural locations.
- **Online Form:** Creating an online form could further increase the efficiency and assist in collecting uniform data when audits are conducted for the top 100 bus stops. The output from the online form would be a spreadsheet that allows users to identify bus stops that share a location or have similar opportunities for improvement.

Next steps for advancing equity at bus stops in New Jersey include:

- Identifying funding to conduct audits of the top 100 bus stops
- Developing an online form to conduct the audits
- Confirming the top 100 locations
- Completing all audits
- Creating a comprehensive summary data spreadsheet and documenting findings

[i] https://www.njtpa.org/NJTPA/media/Documents/Projects-Programs/Local-Programs/Local-Safety-Rural-Roads/Network%20Screening%20Lists/NJTPA/NJDOT_PedBikeIntersection_Top100List_NJTPA_20190501.pdf, accessed August 4, 2021

[ii] https://safety.fhwa.dot.gov/local_rural/training/fhwasa14072/sec4.cfm, accessed August 4, 2021

[iii] https://safety.fhwa.dot.gov/local_rural/training/fhwasa14072/sec4.cfm, accessed August 4, 2021

[iv] https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf, accessed August 4, 2021

Appendix A – Presentations Given

Transit Equity – Task 1 Update

Strategic Highway Safety Plan (SHSP)

Emphasis Area (EA) Team

Support to Action Item 1.F.1.C

August 26, 2021

Transit Equity – Action Item 1.F.1.C

- **Purpose of Transit Equity Study**
  - Identify high usage bus stops
  - With high numbers of bicycle and pedestrian crashes
  - And located in areas of equity concern
- **Select Top 100 and 12 Pilot Test locations**
  - Conduct Pilot Test of field audit methodology
  - Report back and finalize ranking and audit methodologies
- **Future Assignment – Date TBD**
  - Audit all top 100 locations
  - Assemble comprehensive recommendations

Task 1 Summary

- **Develop and test screening and ranking metrology**
  - Michael Baker's 2018 Pedestrian Safety at Bus Stops Study
  - Related studies including NJTPA Network Screening Lists and ranking methodology
  - Recommended Enhanced Bus Stop Ranking Methodology
- **Top 200 Locations**
  - Assembled data resources
  - Data cleaning and corrections
  - Combine with Equity Assessment
  - Recommended Top 200 locations

(Previous)
2018 Bus Stop Study

Three Categories of Ranking

- **Crash History (41.7%)**
  - Crash occurrence
  - Crash severity
  - Based on raw data, no consideration of societal cost
- **Roadway Risk (30.0%)**
  - Roadway design elements
  - Bus stop placement (far side placement preferred)
  - No consideration of ridership
- **Demand (Demographic) (28.3%)**
  - Vulnerable users and transit trip generators
  - Similar data inputs but different methodology compared to environmental justice and overburdened communities

Bus Stop Ranking Criteria

Category	Criteria	Thresholds	Score
Crash History	Crash Density (per 10,000 population)	Less than 2.49	2
		2.5 - 4.99	4
		5.0 - 7.49	6
		7.5 - 9.99	8
		10.0 or more	10
	Crash Severity	20.0 - 29.9	3
		30.0 - 39.9	6
		40.0 - 49.9	9
		50.0 - 59.9	12
		60.0 or more	15
Roadway Risk Characteristics at Bus Stops	AADT	0 - 9,999	1
		10,000 - 14,999	2
		15,000 - 19,999	3
		20,000 - 24,999	4
		25,000 or more	5
	Speed Limit (mph)	25 - 29	1
		30 - 34	2
		35 - 39	3
		40 - 44	4
		45 or more	5
	Number of Lanes	1	1
		2	2
		3	3
		4	4
		5 or more	5
	Bus Stop Placement	Near Side	3
Demand Factors	Sidewalk	Present	3
	Proximity to Schools	Within 1/4 mile	2
	Proximity to Health Facilities	Within 1/4 mile	2
	Proximity to Transit Stops	Within 1/4 mile	2
	Percentage Elderly (Over 64)	Above Top-85 Average	2
	Percentage Young (Under 21)	Above Top-85 Average	2
	Percentage Disabled	Above Top-85 Average	2
	Percentage Poverty	Above Top-85 Average	2

Driving Toward ZERO Deaths

Michael Baker INTERNATIONAL 80 YEARS Making a Difference

Sam Schwartz

Recommended New Enhanced Methodology

Four Categories of Ranking

- **Crash History (30.0%)**
  - Based on societal cost
  - Consistent with NJDOT Network Screening and FHWA research
- **Demand/Ridership (10.0%)**
  - New category
  - Ridership by bus line
  - Separated and isolated from Roadway Risk and Crash History
- **Roadway Risk (20.0%)**
  - Same criteria as previous method
  - Lower weighting factor
- **Equity (40.0%)**
  - Replaces Demand Category
  - Ensures consistency with NJDOT policy and SHSP recommendations

Driving Toward ZERO Deaths

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Bus Stop Ranking Criteria

	Category	Criteria	Scoring Methodologies and Thresholds	Score
150' Crash Buffer	Crash History	Equivalent Property Damage Only Crashes	0	0
			Max Points * (ePDO / 99th Percentile Score)	Varies
			99th Percentile (110.1681) and Above	15
		Equivalent Possible Injury Crashes	0	0
			Max Points * (eC / 99th Percentile Score)	Varies
			99th Percentile (10.3798) and Above	15
	Demand	Ridership Data (Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop)	Max Points * (Ridership / 90th Percentile Ridership)	Varies
			90th Percentile (3,727,031) and Above	10
			No Ridership Data Available (Ridership = 0)	3
	Roadway Risk Characteristics at Bus Stops	AADT	0 - 9,999	1
			10,000 - 14,999	2
			15,000 - 19,999	3
			20,000 - 24,999	4
			25,000 - 29,999	5
			30,000 or more	6
			No AADT Data Available	2
		Speed Limit (mph)	15 - 24	1
			25 - 29	2
			30 - 34	3
			35 - 39	4
			40 - 44	5
			45 or more	6
			No Speed Limit Data or '99'	2
		Number of Lanes	1	1
			2	2
			3	3
			4	4
			5	5
			6 or more	6
			No Number of Lanes Data Available	2
		Bus Stop Placement	Near Side	2
	Equity Factors	Limited English Proficiency (% of Block Groups within a Municipality with 20%+ Households without an adult that speaks English "very well")	0% - 19.9%	0
			20% - 30.9%	3
			31% - 49.9%	6
			50% - 60.9%	8
			61% - 75.9%	10
			76% - 90.9%	12
			91% - 100%	14
		Poverty (% of Block Groups within a Municipality with at least 50% of the households qualifying as low-income households (at or below twice the poverty threshold)	0% - 49.9%	0
			50% - 60.9%	4
			61% - 75.9%	9
			76% - 90.9%	14
			91% - 100%	18
		Minority (% of Block Groups within a Municipality with at least 50% of the residents identifying as minority)	0% - 49.9%	0
			50% - 60.9%	2
			61% - 75.9%	4
			76% - 90.9%	6
			91% - 100%	8
			TOTAL	40
	Score Total			100

Assemble Data Resources

- **NJ TRANSIT Bus Stop Data**
  - 16,485 bus stops
  - Includes bus stop location, stop identification number, and amenities
- **NJ TRANSIT Ridership**
  - Data for each NJ Transit Line Number
  - Not available by Bus Stop
  - Supports Demand category
- **NJDOT Crash Data**
  - All cyclist and pedestrian crashes from 2014-2018
  - 33,189 crashes of various types and severity ratings
- **Straight Line Diagram (SLD) Data**
  - Captures AADT, speed limit, and number of lanes
  - Supports Roadway Risk category
- **Equity Category**
  - Separate effort by Sam Schwartz
  - Consistent with NJDOT and SHSP Equity EA Team

Crash Data Summary

- **33,189 total crashes**
  - All cyclist and pedestrian crashes from 2014-2018
  - 2019 excluded due to changes in severity rating
  - 2020 incomplete and COVID impacts

- **Crash summary by type**

Crash Severity Rating	Frequency	Percentage
Possible Injury	17,294	52.1%
Suspected Minor Injury	8,390	25.3%
No Apparent Injury	5,464	16.5%
Suspected Serious Injury	1,053	3.2%
Fatal Injury	988	3.0%
Total	**33,189**	**100.0%**

Crash Data Cleaning and Corrections

- **Completeness check**
  - 13% of crash records missing location data (latitude and longitude)
  - Some missing locations were captured from previous Michael Baker crash data study
  - Remainder of approximately 4,244 crashes are missing location data
    - All Fatal and Serious injury crashes have location data
    - All records still missing location have lower severity
    - Not feasible to correct records with missing location data
- **Vast majority of records missing location data in "Overburdened" Communities**
  - 94.1% located within a municipality with an overburdened census block group
  - Most in Newark, Paterson, Jersey City, Elizabeth, Camden
  - Impacts overall ranking of bus top locations, particularly in "Overburdened" Communities

Existing Guidance: Equity Assessment

SHSP Equity Emphasis Area Team

EPA EJSCREEN

NJDEP Overburdened Communities

EPA EJSCREEN: EJ Index

EPA EJSCREEN: EJ Index

How the EJ Index Works

To calculate a single EJ Index, EJSCREEN combines a single environmental indicator with demographic information. It considers the extent to which the local demographics are above the national average. It does this by looking at the difference between the demographic composition of the block group, as measured by the Demographic Index, and the national average (which is approximately 35%). It also considers the population of the block group.

EJ Index =

(Environmental Indicator)
X (Demographic Index for Block Group –Demographic Index for US)
X (Population count for Block Group)

SHSP EAT: Modified EJ Index

How the EJ Index Works

To calculate a single EJ Index, EJSCREEN combines a single environmental indicator with demographic information. It considers the extent to which the local demographics are above the national average. It does this by looking at the difference between the demographic composition of the block group, as measured by the Demographic Index, and the national average (which is approximately ~~35%~~). It also considers the population of the block group.

50%*

EJ Index =

(Environmental Indicator)
X (Demographic Index for Block Group –Demographic Index for US)
X (Population count for Block Group)

***We will be attending the Equity Emphasis Area Quarterly Update call tomorrow morning for confirmation**

Proposing the Following Equity Screening Methodology

Considered the EJ Index contributing indicators separately, using the 50% SHSP Equity EAT threshold

1. Low-Income
2. Minority

Added:

Limited English Proficiency, using a 20% threshold

All Indicators Considered

Criteria	Thresholds	Considerations	Comment
Title VI and Environmental Justice Indicators			
Population within Low-Income Households	At least 50% of population within low-income households qualify within the block group	Established by SHSP Equity Emphasis Area Team	EJSCREEN / NJDEP Overburdened Communities/ Equity Emphasis Area Team
Minority	At least 50% of residents identify as minority	Included in EJ and Title VI	EJSCREEN / NJDEP Overburdened Communities/ Equity Emphasis Area Team
Limited English Proficiency	At least 20% of the households have limited English proficiency	Included in Title VI	Title VI indicator
Nativity	At least 50% of residents identify as foreign born	Factors that limit their access to transit are covered by the other criteria	Title VI indicator
Previous Bus Stop Inventory Indicators			
Roadway Characteristics	Data based on the NJDOT Straight Line Diagrams	Indicators included in the phase 1 screening	
Sidewalk	Present	Inaccurate/outdated data. Will be inventoried during field audit	Bus Stop Inventory Study
Proximity to Schools	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Proximity to Health Services	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Proximity to Transit Stops	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Percentage Elderly (Over 64)	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Percentage Young (Under 21)	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Percentage of People with Disability	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Recommendations from Action Team			
Zero Vehicle Households	Above Top-85 Average	Concern about over-representation of transit-rich/higher income/urban centers (i.e. Hoboken)	
Social Vulnerability Index		Indicators covered as part of other criteria	Recommendation from Action Team
Public Housing		Existing data source availability?	Recommendation from Action Team
Trailer Parks		Existing data source availability?	Recommendation from Action Team
Transit Villages		The assumption is that Transit Villages will have better facilities because of program requirements	Recommendation from Action Team
Temporary Shelters		Existing data source availability?	Recommendation from Action Team

Summary of Top 200 Ranking by Region

- **Using Recommended Enhanced Methodology**
- **Distribution of Top 200 by Region: North, Central, South**
- **Some differences from MPO composition**
- **Top 200 significantly skewed to North Region**

Summary of Bus Stops by Region – Scoring *with* Equity				
Region	**Top 200 Ranking**	**Percentage of Top 200**	**Total Bus Stops**	**Percentage of All Bus Stops**
North	172	86%	8874	54%
Central	6	3%	3269	20%
South	22	11%	4342	26%
Total	**200**	**-**	**16485**	**100%**

Note: Regions were identified based on NJDOT's Map of Regional Boundaries, Regional Headquarters, and NJDOT Headquarters.

North Region = Warren, Sussex, Morris, Passaic, Essex, Union, Bergen, and Hudson Counties
Central Region = Hunterdon, Somerset, Mercer, Middlesex, Monmouth, and Ocean Counties
South Region = Burlington, Camden, Gloucester, Salem, Cumberland, Atlantic, and Cape May Counties

Source: https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf

Summary of Top 200 Ranking by Region Comparison

- **Incorporating equity criteria into evaluation further skews ranking to North Jersey**

Summary of Bus Stops by Region – Comparison				
Region	**Top 200 Ranking *without* Equity**	**Percentage of Top 200 *without* Equity**	**Top 200 Ranking *with* Equity**	**Percentage of Top 200 *with* Equity**
North	154	77%	172 (Δ = +18 stops)	86%
Central	15	8%	6 (Δ = -9 stops)	3%
South	31	16%	22 (Δ = -9 stops)	11%
Total	**200**	-	**200**	-
Note: Regions were identified based on NJDOT's Map of Regional Boundaries, Regional Headquarters, and NJDOT Headquarters. North Region = Warren, Sussex, Morris, Passaic, Essex, Union, Bergen, and Hudson Counties Central Region = Hunterdon, Somerset, Mercer, Middlesex, Monmouth, and Ocean Counties South Region = Burlington, Camden, Gloucester, Salem, Cumberland, Atlantic, and Cape May Counties Source: https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf				

Summary of Top 200 Ranking by City

- **~50% of ranked bus stops located in Newark**
- **73% of ranked bus stops located in five municipalities**

Municipality Breakdown	Frequency
NEWARK	99
PATERSON	19
ATLANTIC CITY	11
CAMDEN	10
ELIZABETH	7
PASSAIC	6
WEST NEW YORK	6
IRVINGTON TWP	6
UNION CITY	5
BELLEVILLE TWP	4
PALISADES PARK	3
NORTH BERGEN TWP	3
FAIRVIEW	2
NEW BRUNSWICK	2
EAST ORANGE	2
PERTH AMBOY	2
LEONIA	2
GUTTENBERG	2
JERSEY CITY	2
TETERBORO	1
ORANGE	1
WILLINGBORO TWP	1
FREEHOLD	1
BERGENFIELD	1
HACKENSACK	1
LAKEWOOD TWP	1

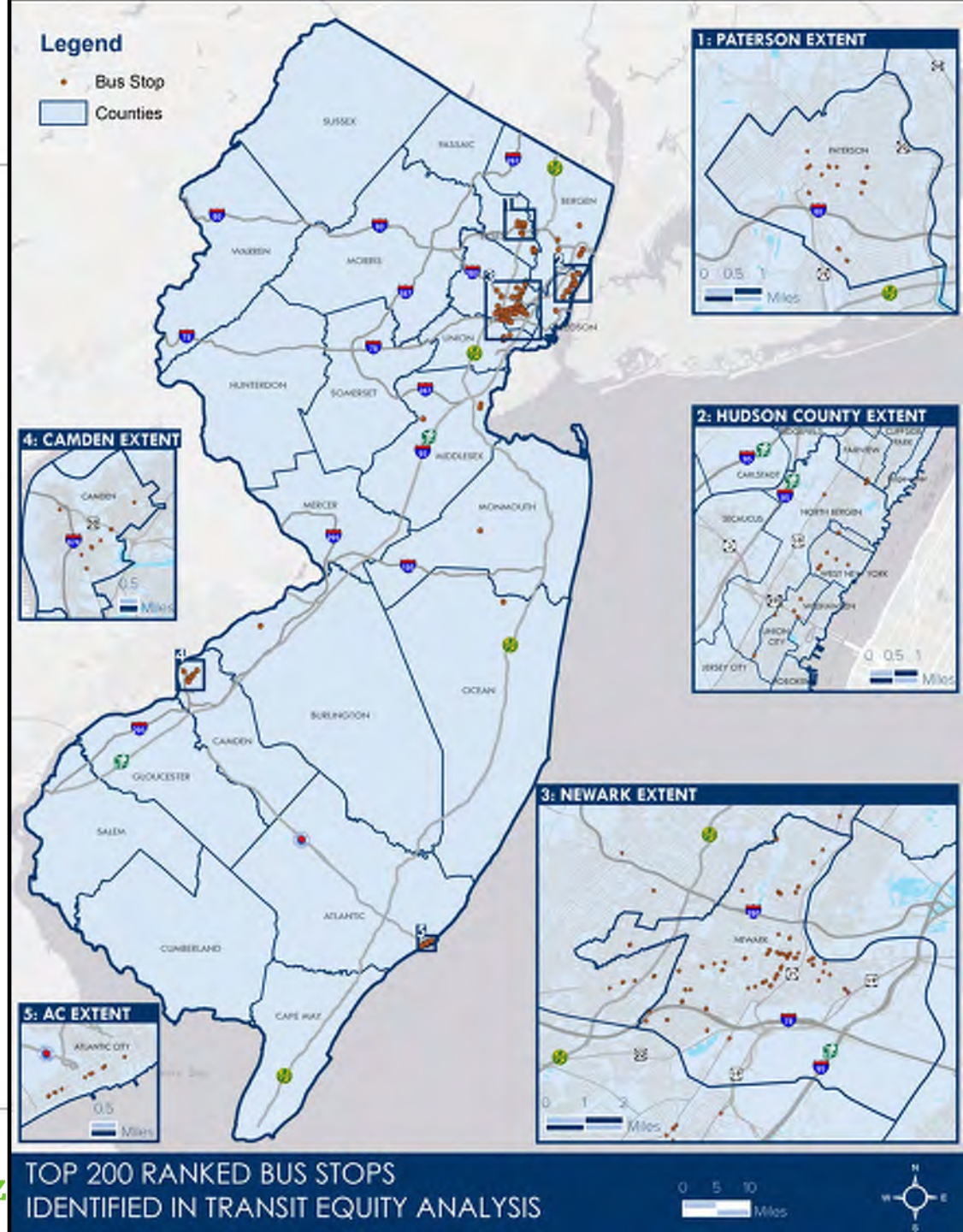
Summary of Top 200 Ranking by County

- **~60% of ranked bus stops located in Essex County**
- **10 counties do not have a ranked stop**

County*	# of Bus Stops in Top 200	% of Bus Stops in Top 200	Population**	Population %***
Essex	112	56%	800,501	9.0%
Passaic	25	13%	500,382	5.6%
Hudson	18	9%	671,666	7.6%
Atlantic	11	6%	262,945	3.0%
Bergen	10	5%	930,394	10.5%
Camden	10	5%	506,809	5.7%
Union	7	4%	555,394	6.3%
Middlesex	4	2%	822,736	9.3%
Monmouth	1	1%	618,381	7.0%
Ocean	1	1%	614,237	6.9%
Burlington	1	1%	446,596	5.0%
Total	**200**	-	**6,730,041**	-

*Counties with no bus stops ranked within the Top 200 omitted from this table.
** Population Estimates as of July 1st, 2020. Source: New Jersey Department of Labor and Workforce Development, County Population Estimate
***Percentage of *total* New Jersey population

Map of Ranked Stops



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Next Steps

- **Confirm: Recommended Enhanced Methodology, Equity Methodology, and Top 200 Bus Stops**
- **Select balanced Top 100 Bus Stops and 12 Pilot Test Locations**
- **Review of Field Audit forms and methodology**
- **Prepare for Pilot Test of 12 Audit Locations**
- **Anticipate October/November timeframe for Pilot Test**

Appendix – Societal Crash Costs

Societal Crash Costs, ePDO, and eC Values by Crash Severity					
Severity - New Terminology	**Previous Terminology**	**Societal Crash Cost - 2016 Dollars**	**Societal Crash Cost - 2020 Dollars**	**ePDO Value (K = A)**	**eC Value (K=A)**
Fatal Injury	Killed	$ 11,295,400.00	$ 12,180,368.78	55.0840	5.2189
Suspected Serious Injury	Incapacitated	$ 655,500.00	$ 706,856.93	55.0840	5.2189
Suspected Minor Injury	Moderate Injury	$ 198,500.00	$ 214,052.02	16.6807	1.5804
Possible Injury	Complaint of Pain	$ 125,600.00	$ 135,440.47	10.5546	1.0000
No Apparent Injury	Property Damage Only	$ 11,900.00	$ 12,832.34	1.0000	-

Crash Values come from the Federal Highway Administration's Crash Costs For Highway Safety Analysis (2018). Specifically, the Comprehensive Crash Unit Cost (2016 Dollars). These values were converted 2020 Dollars using a ratio of the Consumer Price Index (CPI) values for the two years. This ratio represents the inflation from 2016 to 2020. Equivalent Property Damage Only (EPDO) values were calculated in 2020 Dollars because it had a complete set of CPI values for all 12 months.

The FHWA's Crash Costs for Highway Safety Analysis (2018) can be found here: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

The historic CPI values can be found here: https://www.usinflationcalculator.com/inflation/consumer-price-index-and-annual-percent-changes-from-1913-to-2008/

Equivalent Property Damage Only (ePDO) and Equivalent Complaint of Pain (eC) Equations
$ePDO_{Total} = (K * ePDO_K)+(A * ePDO_A)+(B * ePDO_B)+(C * ePDO_C)+(O * ePDO_O)$
$eC_{Total} = (K * eC_K)+(A * eC_A)+(B * eC_B)+(C * eC_C)+(O * eC_O)$

Transit Equity – Pilot Test

Strategic Highway Safety Plan (SHSP)

Emphasis Area (EA) Team

Support to Action Item 1.F.1.C

September 29, 2021

Transit Equity – Action Item 1.F.1.C

- **Purpose of Transit Equity Study**
  - Identify high usage bus stops
  - With high numbers of bicycle and pedestrian crashes
  - And located in areas of equity concern
- **Pilot Test locations**
  - Select Top ~~100~~ 200
  - Select 12 pilot locations
  - Review and update audit forms
  - Conduct Pilot Test of field audit methodology
  - Report back and finalize ranking and audit methodologies
- **Future Assignment – Date TBD**
  - Audit all top 100 locations
  - Assemble comprehensive recommendations

Enhanced Methodology

Four Categories of Ranking

- **Crash History (30.0%)**
  - Based on societal cost
  - Consistent with NJDOT Network Screening and FHWA research
- **Demand/Ridership (10.0%)**
  - New category
  - Ridership by bus line
- **Roadway Risk (20.0%)**
  - Same criteria as previous method
  - Lower weighting factor
- **Equity (40.0%)**
  - Replaces Demand Category
  - Ensures consistency with NJDOT policy and SHSP recommendations

150' Crash Buffer

Bus Stop Ranking Criteria

Category	Criteria	Scoring Methodologies and Thresholds	Score
Crash History	Equivalent Property Damage Only Crashes	0	0
		Max Points * (ePDO / 99th Percentile Score)	Varies
		99th Percentile (110.1681) and Above	15
	Equivalent Possible Injury Crashes	0	0
		Max Points * (eC / 99th Percentile Score)	Varies
		99th Percentile (10.3798) and Above	15
Demand	Ridership Data (Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop)	Max Points * (Ridership / 90th Percentile Ridership)	Varies
		90th Percentile (3,727,031) and Above	10
		No Ridership Data Available (Ridership = 0)	3
Roadway Risk Characteristics at Bus Stops	AADT	0 - 9,999	1
		10,000 - 14,999	2
		15,000 - 19,999	3
		20,000 - 24,999	4
		25,000 - 29,999	5
		30,000 or more	6
		No AADT Data Available	2
	Speed Limit (mph)	15 - 24	1
		25 - 29	2
		30 - 34	3
		35 - 39	4
		40 - 44	5
		45 or more	6
		No Speed Limit Data or '99'	2
	Number of Lanes	1	1
		2	2
		3	3
		4	4
		5	5
		6 or more	6
		No Number of Lanes Data Available	2
	Bus Stop Placement	Near Side	2
Equity Factors	Limited English Proficiency (% of Block Groups within a Municipality with 20%+ Households without an adult that speaks English "very well")	0% - 19.9%	0
		20% - 30.9%	3
		31% - 49.9%	6
		50% - 60.9%	8
		61% - 75.9%	10
		76% - 90.9%	12
		91% - 100%	14
	Diversity Index (% of Block Groups within a Municipality with an average of at least 50% for households qualifying as low-income households (at or below twice the poverty threshold) and residents identifying as	0% - 49.9%	0
		50% - 60.9%	14
		61% - 75.9%	17.5
		76% - 90.9%	21
		91% - 100%	26
		TOTAL	40
Score Total			100

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Summary of Data Resources

- **NJ TRANSIT Bus Stop Data**
  - 16,485 bus stops
  - Includes bus stop location, stop identification number, and amenities
- **NJ TRANSIT Ridership**
  - Data for each NJ Transit Line Number
  - Not available by Bus Stop
  - Supports Demand category
- **NJDOT Crash Data**
  - All cyclist and pedestrian crashes from 2014-2018
  - 33,189 crashes of various types and severity ratings
- **Straight Line Diagram (SLD) Data**
  - Captures AADT, speed limit, and number of lanes
  - Supports Roadway Risk category
- **Equity Category**
  - Separate effort by Sam Schwartz
  - Consistent with NJDOT and SHSP Equity EA Team

Crash Data Summary

- **33,189 total crashes**
  - All cyclist and pedestrian crashes from 2014-2018
  - 2019 excluded due to changes in severity rating
  - 2020 incomplete and COVID impacts

- **Crash summary by type**

Crash Severity Rating	Frequency	Percentage
Possible Injury	17,294	52.1%
Suspected Minor Injury	8,390	25.3%
No Apparent Injury	5,464	16.5%
Suspected Serious Injury	1,053	3.2%
Fatal Injury	988	3.0%
Total	**33,189**	**100.0%**

Equity Assessment: Consistent with …

SHSP Equity Emphasis Area Team

EPA EJSCREEN

NJDEP Overburdened Communities

All Indicators Considered

Criteria	Thresholds	Considerations	Comment
Title VI and Environmental Justice Indicators			
Population within Low-Income Households	At least 50% of population within low-income households qualify within the block group	Established by SHSP Equity Emphasis Area Team	EJSCREEN / NJDEP Overburdened Communities/ Equity Emphasis Area Team
Minority	At least 50% of residents identify as minority	Included in EJ and Title VI	EJSCREEN / NJDEP Overburdened Communities/ Equity Emphasis Area Team
Limited English Proficiency	At least 20% of the households have limited English proficiency	Included in Title VI	Title VI indicator
Nativity	At least 50% of residents identify as foreign born	Factors that limit their access to transit are covered by the other criteria	Title VI indicator
Previous Bus Stop Inventory Indicators			
Roadway Characteristics	Data based on the NJDOT Straight Line Diagrams	Indicators included in the phase 1 screening	
Sidewalk	Present	Inaccurate/outdated data. Will be inventoried during field audit	Bus Stop Inventory Study
Proximity to Schools	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Proximity to Health Services	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Proximity to Transit Stops	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Percentage Elderly (Over 64)	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Percentage Young (Under 21)	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Percentage of People with Disability	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Recommendations from Action Team			
Zero Vehicle Households	Above Top-85 Average	Concern about over-representation of transit-rich/higher income/urban centers (i.e. Hoboken)	
Social Vulnerability Index		Indicators covered as part of other criteria	Recommendation from Action Team
Public Housing		Existing data source availability?	Recommendation from Action Team
Trailer Parks		Existing data source availability?	Recommendation from Action Team
Transit Villages		The assumption is that Transit Villages will have better facilities because of program requirements	Recommendation from Action Team
Temporary Shelters		Existing data source availability?	Recommendation from Action Team

Equity Screening Methodology

- Diversity Index: a combined 50% threshold of
  1. Low-Income Households
  2. Minority Residents

- Limited English Proficiency Households, using a 20% threshold

Summary of Top 200 Ranking by Region

- **Derived from recommended enhanced methodology and equity scoring**
- **Distribution of Top 200 by Region: North, Central, South**
- **Some differences from MPO composition**
- **Top 200 significantly skewed to North Region**

Summary of Bus Stops by Region - Scoring *with* Equity				
Region	**Top 200 Ranking**	**Percentage Among Top 200**	**Total Bus Stops**	**Percentage of All Bus Stops**
North	187	94%	8874	54%
Central	4	2%	3269	20%
South	9	5%	4342	26%
Total	**200**	-	**16485**	**100%**

Note: Regions were identified based on NJDOT's Map of Regional Boundaries, Regional Headquarters, and NJDOT Headquarters.

North Region = Warren, Sussex, Morris, Passaic, Essex, Union, Bergen, and Hudson Counties

Central Region = Hunterdon, Somerset, Mercer, Middlesex, Monmouth, and Ocean Counties

South Region = Burlington, Camden, Gloucester, Salem, Cumberland, Atlantic, and Cape May Counties

Source: https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf

Summary of Top 200 Ranking by City

- **~34% of ranked bus stops located in Newark**
- **75% of ranked bus stops located in six municipalities**

Municipality Breakdown	Frequency
NEWARK	68
WEST NEW YORK	20
IRVINGTON TWP	19
UNION CITY	19
ELIZABETH	12
EAST ORANGE	12
PATERSON	8
PALISADES PARK	6
JERSEY CITY	6
ATLANTIC CITY	5
PASSAIC	4
PERTH AMBOY	4
NORTH BERGEN TWP	3
GUTTENBERG	3
ORANGE	3
CAMDEN	2
FAIRVIEW	2
WILLINGBORO TWP	2

12 Pilot Test Locations

Ranking	Location	Municipality	Region	Stop Number	Crash History Score	Demand Score	Roadway Factors Score	Equity Score	Score
16	BROAD ST AT MARKET ST	NEWARK	North	18327	30.00	10.00	16.00	20.00	76.00
21	ON ATLANTIC AVE AT OHIO AVE	ATLANTIC CITY	South	10090	30.00	10.00	8.00	27.00	75.00
39	BROAD ST AT WEST KINNEY ST	NEWARK	North	18353	30.00	10.00	12.00	20.00	72.00
57	ATLANTIC AVE AT CALIFORNIA AVE	ATLANTIC CITY	South	10093	30.00	6.24	7.00	27.00	70.24
69	US-130 at CHARLESTON RD	WILLINGBORO TWP	South	14828	30.00	1.85	17.00	21.00	69.85
71	CONVERY BLVD AT HARDING AVE	PERTH AMBOY	Central	23713	26.71	2.05	12.00	29.00	69.76
79	ADMIRAL WILSON BLVD AT BAIRD BLVD. OVERPASS	CAMDEN	South	14993	22.62	4.10	18.00	24.00	68.72
120	NEW BRUNSWICK AVE AT BAKER PL	PERTH AMBOY	Central	23744	30.00	2.05	5.00	29.00	66.05
131	WEST 2ND ST AT PARK AVE	PLAINFIELD	North	29294	28.24	7.17	7.00	23.50	65.92
141	US-130 at LEVITT PKWY	WILLINGBORO TWP	South	14829	25.36	1.85	17.00	21.00	65.21
147	C COLUMBUS DRIVE AT GROVE ST	JERSEY CITY	North	20644	30.00	8.37	9.00	17.50	64.87
170	MT EPHRAIM AVE AT ATLANTIC AVE	CAMDEN	South	15205	30.00	3.86	6.00	24.00	63.86

- **Top 200 provides best overall balanced distribution compared to Top 100**

Balanced Distribution

- **Distribution across regions, urban/suburban, density**
- **High to low score**
- **Low, moderate, high equity**
- **7 municipalities**

12	Municipality	Region	Area Type
2	ATLANTIC CITY	South	Urban
2	CAMDEN	South	Urban
1	JERSEY CITY	North	Urban
2	NEWARK	North	Urban
2	PERTH AMBOY	Central	Urban
1	PLAINFIELD	North	Suburban
2	WILLINGBORO TWP	South	Suburban

	Selected	Total
Count	12	200
Low Equity	3	77
Suburban	3	3
North	4	187
Central	2	4
South	6	9

Audit Form – Possible Additions/Changes

- **Bus Stop Elements**
  - **Transit Shelter – should a shelter be required?**
  - **Ownership/Jurisdiction – responsibility of municipality/roadway operator**
  - **CPTED Elements – personal safety vs. passenger safety, is this appropriate to this SHSP task?**
  - **Fare Vending Method/Equipment – not currently collected**
- **Positioning of In-Street Elements**
  - **Acceleration/Deceleration Length and Marking – dependent on whether near side or far side and if shoulder is provided. Could be misleading if not appropriately documents**
- **Supporting Infrastructure (Within "X" Feet of Bus Stop Location)**
  - **Public restroom – controversial, possible ADA implications, not feasible**
- **Other Design Elements and Features**
  - **Land Use Context – feasible**
  - **Crime Rate of Area- not feasible, out of scope of task**

Next Steps

- **Confirm: Select balanced Top 200 Bus Stops and 12 Pilot Test locations**
- **Confirm: Field audit forms and methodology**
- **Prepare for Pilot Test of 12 audit locations**
- **Anticipate November timeframe for Pilot Test**

Appendix – Audit Forms

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☐ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☐ Commercial	☐ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	Street Name:				
A4	Nearest Cross Street or Landmark/Address:				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☐ Near-side	☐ Mid-block	☐ Not near an Intersection	☐ Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☐ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?	☐ Curbside	☐ Bus Bay		
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?	☐ Yes	☐ No		
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):				
A13	Does the cross street have bus stops at or near the station? If so, how many feet away is it?				
A14	What is the width of the buffer between the road and pedestrian facility?				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☐ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	_____ feet wide by _____ feet deep			
B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?	☐ Yes	☐ No		
B4	Where is the landing pad positioned?				
	☐ Below Street Level	☐ Sidewalk	☐ Shoulder	☐ Bus Bulb	
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk			
B5	Issues with landing area surface (check all that apply):				
	☐ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐ Uneven Surface	
	☐ Fragmented	☐ Slopes Down from Street	☐ Other (specify):		
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?	☐ Yes	☐ No (skip to B8)		
B7	Describe obstructions to wheelchair mobility on the landing pad:				
B8	Is there existing sidewalk adjacent to the bus stop?	☐ Yes	☐ No (skip to B14)		
B9	Is the sidewalk connected to the landing area/pad?	☐ Yes	☐ No		
B10	What does the sidewalk connect to?	☐ Pedestrian Generator	☐ Nearest Intersection		
B11	How wide is the sidewalk?				
B12	Describe physical barriers that constrict the width of the sidewalk:				
B13	Rank the sidewalk condition (1-3):				
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities				
	☐ 2. Fair – minor unevenness, with few cracks or breaks				
	☐ 3. Good – Not perfect but not in need of immediate repair to service pedestrians				
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?	☐ Yes	☐ No		
B15	Does the nearest pedestrian crossing have ADA compliant ramps?	☐ Yes	☐ No		
B16	Do the ramps have detectable warning surfaces?	☐ Yes	☐ No		
B17	Are there pedestrian push buttons? (If No, skip B18)	☐ Yes	☐ No		
B18	Are the pedestrian push buttons accessible?	☐ Yes	☐ No		

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?	☐ Yes	☐ No (skip to C15)	
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?	☐ Yes	☐ No (skip to C5)	
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?	☐ Yes	☐ No	
C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	Distance from the nearest face of the shelter to the curb (in feet):			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)	

C11	Rank the bus shelter condition (1-3):		
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities		
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities		
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities		
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No
C13	Is there advertising on the side panel?	☐ Yes	☐ No
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No
C15	Is there seating available?	☐ Yes	☐ No (skip to C22)
C16	Is the seating inside the shelter?	☐ Yes	☐ No
C17	How far is the seating from the curb (in feet)?		
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No
C19	What type of seating is available?		
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench
	☐ Leaning Bench	☐ Other (specify):	
C20	Describe any issues with the seating:		
C21	Rank the condition of the seating (1-3):		
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous		
	☐ 2. Fair – Could use a cleaning and new paint		
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians		
C22	What type of receptacle is available?		
	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):	
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No
C24	Describe any issues with trash at the bus stop or the receptacle:		
C25	Describe any other amenities exist at this bus stop:		
C26	Describe any issues with the amenities at the bus stop:		

PART D: TRAFFIC SAFETY

D1	Posted speed limit (in MPH):		
D2	Average Annual Daily Traffic of the roadway:		
D3	Total lanes on both sides of the road:		
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☐ No (skip to D6)
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft	
D6	What are the traffic controls at the nearest intersection or crossing?		
	☐ Flashing Lights or Beacon	☐ Traffic Signal	☐ Stop/Yield Sign
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):	
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?		
	☐ Fixed Signal Timing with Walk Phase	☐ Push Buttons	☐ Pedestrian Signal Heads
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval
	☐ Other (specify):		
D8	Is the nearest pedestrian crossing marked?	☐ Yes	☐ No
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☐ No
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☐ No
D11	What are the potential traffic hazards (check all that apply)?		
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve	
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing	
	☐ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus	
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk	
	☐ None		
D12	Describe any other traffic hazards:		
D13	Is there lighting present?	☐ Yes	☐ No (skip to D16)
D14	What type of lighting is present?		
	☐ Lighting Outside Adjacent Building	☐ Shelter Lighting	☐ Street Lighting
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):	
D15	Does the lighting produce a glare?	☐ Yes	☐ No
D16	Are there bicycle lanes?	☐ Yes	☐ No
D17	Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):		

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible pay phones or police call boxes at the bus stop?			☐ Yes	☐ No
E2	Describe any issues with phones or call boxes:				
E3	Is there a sign indicating the location of the bus stop?	☐ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☐ Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☐ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☐ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb?			☐ Yes	☐ No
E8	Provider names on the bus stop sign:				
E9	Provide the routes listed:				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☐ No
E11	Are the signs reflectorized or illuminated for night visibility?			☐ Yes	☐ No
E12	Describe problems with the bus stop signage:				
E13	What type of other information is posted (check all that apply)?				
	☐ Route	☐ Schedule	☐ Map	☐ Other (specify):	
E14	Where is the information posted (check all that apply)?				
	☐ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☐ No
E16	Is there a real-time information display?			☐ Yes	☐ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☐ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes ☐ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad	Shelter (Inside and Out)	Bench
All Poles	Information	Hazards to Pedestrians
Signage	Sidewalks	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans	Newspaper Boxes	Any Other Amenities

Appendix – Societal Crash Costs

Societal Crash Costs, ePDO, and eC Values by Crash Severity					
Severity - New Terminology	**Previous Terminology**	**Societal Crash Cost - 2016 Dollars**	**Societal Crash Cost - 2020 Dollars**	**ePDO Value (K = A)**	**eC Value (K=A)**
Fatal Injury	Killed	$ 11,295,400.00	$ 12,180,368.78	55.0840	5.2189
Suspected Serious Injury	Incapacitated	$ 655,500.00	$ 706,856.93	55.0840	5.2189
Suspected Minor Injury	Moderate Injury	$ 198,500.00	$ 214,052.02	16.6807	1.5804
Possible Injury	Complaint of Pain	$ 125,600.00	$ 135,440.47	10.5546	1.0000
No Apparent Injury	Property Damage Only	$ 11,900.00	$ 12,832.34	1.0000	-

Crash Values come from the Federal Highway Administration's Crash Costs For Highway Safety Analysis (2018). Specifically, the Comprehensive Crash Unit Cost (2016 Dollars). These values were converted 2020 Dollars using a ratio of the Consumer Price Index (CPI) values for the two years. This ratio represents the inflation from 2016 to 2020. Equivalent Property Damage Only (EPDO) values were calculated in 2020 Dollars because it had a complete set of CPI values for all 12 months.

The FHWA's Crash Costs for Highway Safety Analysis (2018) can be found here: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

The historic CPI values can be found here: https://www.usinflationcalculator.com/inflation/consumer-price-index-and-annual-percent-changes-from-1913-to-2008/

Equivalent Property Damage Only (ePDO) and Equivalent Complaint of Pain (eC) Equations
$ePDO_{Total} = (K * ePDO_K)+(A * ePDO_A)+(B * ePDO_B)+(C * ePDO_C)+(O * ePDO_O)$
$eC_{Total} = (K * eC_K)+(A * eC_A)+(B * eC_B)+(C * eC_C)+(O * eC_O)$

Transit Equity – Pilot Test

Strategic Highway Safety Plan (SHSP)

Emphasis Area (EA) Team

Support to Action Item 1.F.1.C

October 28, 2021

Transit Equity – Action Item 1.F.1.C

- **Purpose of Transit Equity Action Item**
  - Identify high usage bus stops
  - With high numbers of bicycle and pedestrian crashes
  - And located in areas of equity concern
- **Pilot Test locations**
  - Select Top 200
  - Select 12 from 19 candidate Pilot locations
  - Review and update audit forms
  - Conduct Pilot Test of field audit methodology
  - Report back and finalize ranking and audit methodologies
- **Future Assignment – Date TBD**
  - Audit all top 100 locations
  - Assemble comprehensive recommendations

Enhanced Methodology:
Four Categories of Ranking

- **Crash History (30.0%)**
  - Based on societal cost
  - Consistent with NJDOT Network Screening and FHWA research
- **Demand/Ridership (10.0%)**
  - New category
  - Ridership by bus line
- **Roadway Risk (20.0%)**
  - Exposure to traffic, speeds
  - Same criteria as previous method
  - Lower weighting factor
- **Equity (40.0%)**
  - Replaces previous method: Demand Category
  - Ensures consistency with NJDOT policy and SHSP equity recommendations

150' Crash Buffer

Bus Stop Ranking Criteria

Category	Criteria	Scoring Methodologies and Thresholds	Score
Crash History	Equivalent Property Damage Only Crashes	0	0
		Max Points * (ePDO / 99th Percentile Score)	Varies
		99th Percentile (110.1681) and Above	15
	Equivalent Possible Injury Crashes	0	0
		Max Points * (eC / 99th Percentile Score)	Varies
		99th Percentile (10.3798) and Above	15
Demand	Ridership Data (Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop)	Max Points * (Ridership / 90th Percentile Ridership)	Varies
		90th Percentile (3,727,031) and Above	10
		No Ridership Data Available (Ridership = 0)	3
Roadway Risk Characteristics at Bus Stops	AADT	0 - 9,999	1
		10,000 - 14,999	2
		15,000 - 19,999	3
		20,000 - 24,999	4
		25,000 - 29,999	5
		30,000 or more	6
		No AADT Data Available	2
	Speed Limit (mph)	15 - 24	1
		25 - 29	2
		30 - 34	3
		35 - 39	4
		40 - 44	5
		45 or more	6
		No Speed Limit Data or '99'	2
	Number of Lanes	1	1
		2	2
		3	3
		4	4
		5	5
		6 or more	6
		No Number of Lanes Data Available	2
	Bus Stop Placement	Near Side	2
Equity Factors	Limited English Proficiency (% of Block Groups within a Municipality with 20%+ Households without an adult that speaks English "very well")	0% - 19.9%	0
		20% - 30.9%	3
		31% - 49.9%	6
		50% - 60.9%	8
		61% - 75.9%	10
		76% - 90.9%	12
		91% - 100%	14
	Diversity Index (% of Block Groups within a Municipality with an average of at least 50% for households qualifying as low-income households (at or below twice the poverty threshold) and residents identifying as	0% - 49.9%	0
		50% - 60.9%	14
		61% - 75.9%	17.5
		76% - 90.9%	21
		91% - 100%	26
		TOTAL	40
Score Total			100

Driving Toward ZERO Deaths

Michael Baker INTERNATIONAL 80 YEARS Making a Difference

Sam Schwartz

Summary of Data Resources

- **NJ TRANSIT Bus Stop Data**
  - 16,485 bus stops
  - Includes bus stop location, stop identification number, and amenities
- **NJ TRANSIT Ridership**
  - Data for each NJ Transit Line Number
  - Not available by Bus Stop
  - Supports Demand category
- **NJDOT Crash Data**
  - All cyclist and pedestrian crashes from 2014-2018
  - 33,189 crashes of various types and severity ratings
- **Straight Line Diagram (SLD) Data**
  - Captures AADT, speed limit, and number of lanes
  - Supports Roadway Risk category
- **Equity Category**
  - Separate effort by Sam Schwartz
  - Consistent with NJDOT and SHSP Equity EA Team

Crash Data Summary

- **33,189 total crashes**
  - All cyclist and pedestrian crashes from 2014-2018
  - 2019 excluded due to changes in severity rating
  - 2020 incomplete and COVID impacts
- **Crash summary by type**

Crash Severity Rating	Frequency	Percentage
Possible Injury	17,294	52.1%
Suspected Minor Injury	8,390	25.3%
No Apparent Injury	5,464	16.5%
Suspected Serious Injury	1,053	3.2%
Fatal Injury	988	3.0%
Total	**33,189**	**100.0%**

Equity Assessment: Consistent with …

SHSP Equity Emphasis Area Team

EPA EJSCREEN

NJDEP Overburdened Communities

All Indicators Considered

Criteria	Thresholds	Considerations	Comment
Title VI and Environmental Justice Indicators			
Population within Low-Income Households	At least 50% of population within low-income households qualify within the block group	Established by SHSP Equity Emphasis Area Team	EJSCREEN / NJDEP Overburdened Communities/ Equity Emphasis Area Team
Minority	At least 50% of residents identify as minority	Included in EJ and Title VI	EJSCREEN / NJDEP Overburdened Communities/ Equity Emphasis Area Team
Limited English Proficiency	At least 20% of the households have limited English proficiency	Included in Title VI	Title VI indicator
Nativity	At least 50% of residents identify as foreign born	Factors that limit their access to transit are covered by the other criteria	Title VI indicator
Previous Bus Stop Inventory Indicators			
Roadway Characteristics	Data based on the NJDOT Straight Line Diagrams	Indicators included in the phase 1 screening	
Sidewalk	Present	Inaccurate/outdated data. Will be inventoried during field audit	Bus Stop Inventory Study
Proximity to Schools	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Proximity to Health Services	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Proximity to Transit Stops	Within 1/4 Mile	Covered by ridership data	Bus Stop Inventory Study
Percentage Elderly (Over 64)	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Percentage Young (Under 21)	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Percentage of People with Disability	Above Top-85 Average	Criteria included are a better indicator of equity for this project	Bus Stop Inventory Study
Recommendations from Action Team			
Zero Vehicle Households	Above Top-85 Average	Concern about over-representation of transit-rich/higher income/urban centers (i.e. Hoboken)	
Social Vulnerability Index		Indicators covered as part of other criteria	Recommendation from Action Team
Public Housing		Existing data source availability?	Recommendation from Action Team
Trailer Parks		Existing data source availability?	Recommendation from Action Team
Transit Villages		The assumption is that Transit Villages will have better facilities because of program requirements	Recommendation from Action Team
Temporary Shelters		Existing data source availability?	Recommendation from Action Team

Equity Screening Methodology

- **Diversity Index: an average 50% threshold of**
    1. Low-Income Households
    2. Minority Residents
- **Limited English Proficiency Households, using a 20% threshold**

Summary of Top 200 Ranking by Region

- **Derived from recommended enhanced methodology and equity scoring**
- **Distribution of Top 200 by Region: North, Central, South**
- **Some differences from MPO composition**
- **Top 200 significantly skewed to North Region**

Summary of Bus Stops by Region - Scoring *with* Equity				
Region	**Top 200 Ranking**	**Percentage Among Top 200**	**Total Bus Stops**	**Percentage of All Bus Stops**
North	187	94%	8874	54%
Central	4	2%	3269	20%
South	9	5%	4342	26%
Total	**200**	**-**	**16485**	**100%**

Note: Regions were identified based on NJDOT's Map of Regional Boundaries, Regional Headquarters, and NJDOT Headquarters.

North Region = Warren, Sussex, Morris, Passaic, Essex, Union, Bergen, and Hudson Counties

Central Region = Hunterdon, Somerset, Mercer, Middlesex, Monmouth, and Ocean Counties

South Region = Burlington, Camden, Gloucester, Salem, Cumberland, Atlantic, and Cape May Counties

Source: https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf

Summary of Top 200 Ranking by City

- **34% of ranked bus stops located in Newark**
- **75% of ranked bus stops located in top six municipalities**

Municipality Breakdown	Frequency
NEWARK	68
WEST NEW YORK	20
IRVINGTON TWP	19
UNION CITY	19
ELIZABETH	12
EAST ORANGE	12
PATERSON	8
PALISADES PARK	6
JERSEY CITY	6
ATLANTIC CITY	5
PASSAIC	4
PERTH AMBOY	4
NORTH BERGEN TWP	3
GUTTENBERG	3
ORANGE	3
CAMDEN	2
FAIRVIEW	2
WILLINGBORO TWP	2

Balanced Distribution

- **Goal is to selected a diversity among conditions, data categories, area types**
- **19 candidates in Top 200 bus stops, 12 in Top 100**
- **Balanced distribution across regions, urban/suburban, density, equity, etc.**
- **High to low score range; Low, moderate, high equity**
- **Among 9 municipalities**
- **Select 12 representative candidates for Pilot Test**

19	Municipality	Region	Area Type
2	ATLANTIC CITY	South	Urban
2	CAMDEN	South	Urban
1	JERSEY CITY	North	Urban
3	ELIZABETH	North	Urban
4	NEWARK	North	Urban
2	PATERSON	North	Urban
2	PERTH AMBOY	Central	Urban
1	PLAINFIELD	North	Suburban
2	WILLINGBORO TWP	South	Suburban

	Selected	Top 200		Selected	Top 100
Count	19	200		12	100
High Equity	3	57		2	34
Moderate Equity	11	66		7	35
Low Equity	5	77		3	31
Suburban	3	3		1	1
North	11	187		7	91
Central	2	4		1	2
South	6	9		4	7

19 *Candidate* Pilot Test Locations

Ranking	Location	Municipality	Region	Stop Number	Crash History Score	Demand Score	Roadway Factors Score	Equity Score	Score
6	BROAD ST AT JERSEY ST	ELIZABETH	North	28544	26.54	10.00	11.00	31.00	78.54
16	BROAD ST AT MARKET ST	NEWARK	North	18327	30.00	10.00	16.00	20.00	76.00
21	ON ATLANTIC AVE AT OHIO AVE	ATLANTIC CITY	South	10090	30.00	10.00	8.00	27.00	75.00
30	US-1 & 9 AT NORTH AVE	ELIZABETH	North	28766	20.81	5.21	16.00	31.00	73.02
39	BROAD ST AT WEST KINNEY ST	NEWARK	North	18353	30.00	10.00	12.00	20.00	72.00
57	ATLANTIC AVE AT CALIFORNIA AVE	ATLANTIC CITY	South	10093	30.00	6.24	7.00	27.00	70.24
65	SPRINGFIELD AVE AT MLK JR BLVD	NEWARK	North	19003	30.00	10.00	10.00	20.00	70.00
69	US-130 at CHARLESTON RD	WILLINGBORO TWP	South	14828	30.00	1.85	17.00	21.00	69.85
71	CONVERY BLVD AT HARDING AVE	PERTH AMBOY	Central	23713	26.71	2.05	12.00	29.00	69.76
78	MAIN ST AT VAN HOUTEN ST	PATERSON	North	27343	30.00	10.00	7.00	22.00	69.00
79	ADMIRAL WILSON BLVD AT BAIRD BLVD. OVERPASS	CAMDEN	South	14993	22.62	4.10	18.00	24.00	68.72
97	MAIN ST AT MADISON AVE	PATERSON	North	27332	25.19	10.00	10.00	22.00	67.19
101	BLOOMFIELD AVE AT CLIFTON AVE	NEWARK	North	18296	30.00	10.00	7.00	20.00	67.00
120	NEW BRUNSWICK AVE AT BAKER PL	PERTH AMBOY	Central	23744	30.00	2.05	5.00	29.00	66.05
131	WEST 2ND ST AT PARK AVE	PLAINFIELD	North	29294	28.24	7.17	7.00	23.50	65.92
141	US-130 at LEVITT PKWY	WILLINGBORO TWP	South	14829	25.36	1.85	17.00	21.00	65.21
147	C COLUMBUS DRIVE AT GROVE ST	JERSEY CITY	North	20644	30.00	8.37	9.00	17.50	64.87
170	MT EPHRAIM AVE AT ATLANTIC AVE	CAMDEN	South	15205	30.00	3.86	6.00	24.00	63.86
173	US-1 & 9 AT WILLIAM ST	ELIZABETH	North	28762	13.47	5.21	14.00	31.00	63.69

Audit Form – Possible Additions/Changes

- **Bus Stop Elements**
  - CPTED Elements – personal safety vs. passenger safety is this appropriate to the SHSP task?
  - Fare Vending Method/Equipment – not currently collected
- **Positioning of In-Street Elements**
  - Acceleration/Deceleration Length and Marking – dependent on whether near side or far side and if shoulder is provided. Could be misleading if not appropriately documented
- **Supporting Infrastructure (Within "X" Feet of Bus Stop Location)**
  - Public restroom – controversial, possible ADA implications, not feasible
- **Other Design Elements and Features**
  - Land Use Context – feasible
  - Crime Rate of Area – not feasible, out of scope of task

Next Steps

- **EA Team to Confirm:**
  - Balanced Top 200 Bus Stops
  - 12 Pilot Test locations
- **Documentation provided to complete this request**
  - Field audit forms and methodology
  - PDFs provided: PowerPoint, Top 200 locations, 19 candidate bus stops, audit forms,
- **Anticipate mid-November timeframe for Pilot Test**
  - Prepare for Pilot Test of 12 audit locations
- **Requires response and confirmation within 2 weeks:**
  - Reserving week of November 15 to complete bus stop audits

Appendix – Societal Crash Costs

Societal Crash Costs, ePDO, and eC Values by Crash Severity					
Severity - New Terminology	**Previous Terminology**	**Societal Crash Cost - 2016 Dollars**	**Societal Crash Cost - 2020 Dollars**	**ePDO Value (K = A)**	**eC Value (K=A)**
Fatal Injury	Killed	$ 11,295,400.00	$ 12,180,368.78	55.0840	5.2189
Suspected Serious Injury	Incapacitated	$ 655,500.00	$ 706,856.93	55.0840	5.2189
Suspected Minor Injury	Moderate Injury	$ 198,500.00	$ 214,052.02	16.6807	1.5804
Possible Injury	Complaint of Pain	$ 125,600.00	$ 135,440.47	10.5546	1.0000
No Apparent Injury	Property Damage Only	$ 11,900.00	$ 12,832.34	1.0000	-

Crash Values come from the Federal Highway Administration's Crash Costs For Highway Safety Analysis (2018). Specifically, the Comprehensive Crash Unit Cost (2016 Dollars). These values were converted 2020 Dollars using a ratio of the Consumer Price Index (CPI) values for the two years. This ratio represents the inflation from 2016 to 2020. Equivalent Property Damage Only (EPDO) values were calculated in 2020 Dollars because it had a complete set of CPI values for all 12 months.

The FHWA's Crash Costs for Highway Safety Analysis (2018) can be found here: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

The historic CPI values can be found here: https://www.usinflationcalculator.com/inflation/consumer-price-index-and-annual-percent-changes-from-1913-to-2008/

Equivalent Property Damage Only (ePDO) and Equivalent Complaint of Pain (eC) Equations
$ePDO_{Total} = (K * ePDO_K)+(A * ePDO_A)+(B * ePDO_B)+(C * ePDO_C)+(O * ePDO_O)$
$eC_{Total} = (K * eC_K)+(A * eC_A)+(B * eC_B)+(C * eC_C)+(O * eC_O)$

Bus Stop Audits Pilot Study

SHSP 1.F.1.c.

February 24, 2022

Driving Toward ZERO Deaths

Michael Baker INTERNATIONAL

Sam Schwartz

Agenda

- Summary of Work Completed
- Summary of Pilot Audits
- Next Steps


Camden – Mt Ephraim Ave & Atlantic Ave

Study Goals and Scope of Work

Action Item 1.F.1.c

Goal of EA Team and 1.F.1.C

- Identify high usage transit stops and stations
- High numbers of bicycle & pedestrian crashes
- Located in areas of transportation inequity
- In order to prioritize locations for bicycle and pedestrian improvements

Transit-Equity Bus Stop Audits: Scope of Work

- Develop and test screening methodology
- Identify and ranked bus stops
- Develop prototype audit methodology
- Select representative sample of bus stops
- Complete pilot test of audit methodology
- Assemble final report

Screening Methodology

Four Categories of Data Resources and Ranking

- Crash History and Severity (30.0%)
- Demand and Ridership (10.0%)
  - Ridership by bus line
- Roadway Risk (20.0%)
  - Roadway design, usage, bus stop placement
- Equity (40.0%)
  - Consistent with NJDOT policy and SHSP recommendations

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Bus Stop Ranking Criteria

	Category	Criteria	Scoring Methodologies and Thresholds	Score
150' Crash Buffer	Crash History	Equivalent Property Damage Only Crashes	0	0
			Max Points * (ePDO / 99th Percentile Score)	Varies
			99th Percentile (110.1681) and Above	15
		Equivalent Possible Injury Crashes	0	0
			Max Points * (eC / 99th Percentile Score)	Varies
			99th Percentile (10.3798) and Above	15
	Demand	Ridership Data (Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop)	Max Points * (Ridership / 90th Percentile Ridership)	Varies
			90th Percentile (3,727,031) and Above	10
			No Ridership Data Available (Ridership = 0)	3
	Roadway Risk Characteristics at Bus Stops	AADT	0 - 9,999	1
			10,000 - 14,999	2
			15,000 - 19,999	3
			20,000 - 24,999	4
			25,000 - 29,999	5
			30,000 or more	6
			No AADT Data Available	2
		Speed Limit (mph)	15 - 24	1
			25 - 29	2
			30 - 34	3
			35 - 39	4
			40 - 44	5
			45 or more	6
			No Speed Limit Data or '99'	2
		Number of Lanes	1	1
			2	2
			3	3
			4	4
			5	5
			6 or more	6
			No Number of Lanes Data Available	2
		Bus Stop Placement	Near Side	2
	Equity Factors	Limited English Proficiency (% of Block Groups within a Municipality with 20%+ Households without an adult that speaks English "very well")	0% - 19.9%	0
			20% - 30.9%	3
			31% - 49.9%	6
			50% - 60.9%	8
			61% - 75.9%	10
			76% - 90.9%	12
			91% - 100%	14
		Poverty (% of Block Groups within a Municipality with at least 50% of the households qualifying as low-income households (at or below twice the poverty threshold)	0% - 49.9%	0
			50% - 60.9%	4
			61% - 75.9%	9
			76% - 90.9%	14
			91% - 100%	18
		Minority (% of Block Groups within a Municipality with at least 50% of the residents identifying as minority)	0% - 49.9%	0
			50% - 60.9%	2
			61% - 75.9%	4
			76% - 90.9%	6
			91% - 100%	8
			TOTAL	40
	Score Total			100

Top 200 Rankings

Significantly skewed to urban areas and northern region

- Almost 50% of top 200 in City of Newark
- 73% located in just five municipalities

Summary of Bus Stops by Region – Scoring *with* Equity				
Region	**Top 200 Ranking**	**Percentage of Top 200**	**Total Bus Stops**	**Percentage of All Bus Stops**
North	172	86%	8874	54%
Central	6	3%	3269	20%
South	22	11%	4342	26%
Total	**200**	-	**16485**	**100%**

Note: Regions were identified based on NJDOT's Map of Regional Boundaries, Regional Headquarters, and NJDOT Headquarters.

North Region = Warren, Sussex, Morris, Passaic, Essex, Union, Bergen, and Hudson Counties

Central Region = Hunterdon, Somerset, Mercer, Middlesex, Monmouth, and Ocean Counties

South Region = Burlington, Camden, Gloucester, Salem, Cumberland, Atlantic, and Cape May Counties

Source: https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf

Municipality Breakdown	Frequency
NEWARK	99
PATERSON	19
ATLANTIC CITY	11
CAMDEN	10
ELIZABETH	7
PASSAIC	6
WEST NEW YORK	6
IRVINGTON TWP	6
UNION CITY	5
BELLEVILLE TWP	4
PALISADES PARK	3
NORTH BERGEN TWP	3
FAIRVIEW	2
NEW BRUNSWICK	2
EAST ORANGE	2
PERTH AMBOY	2
LEONIA	2
GUTTENBERG	2
JERSEY CITY	2
TETERBORO	1
ORANGE	1
WILLINGBORO TWP	1
FREEHOLD	1
BERGENFIELD	1
HACKENSACK	1
LAKEWOOD TWP	1

Selected Pilot Test Locations (12)

Equity-Driven with Geographic & Area Type Balance

- Atlantic City - Atlantic Ave & Ohio Ave
- Camden - Admiral Wilson Blvd & Baird Blvd
- Camden - Mt Ephraim Ave & Atlantic Ave
- Pennsville - S Broadway & Dunn Ln
- Willingboro - US 130 & Charleston Rd
- Willingboro - US 130 & Levitt Parkway
- Elizabeth - Broad St at Jersey St
- Jersey City - Chris. Columbus Drive at Grove St
- Montgomery - U.S. Route 206 at Wall St
- Newark - Broad St at Market St
- Perth Amboy - Convery Blvd at Harding Ave
- Plainfield - West 2nd Street at Park Ave

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Virtual vs. In-Person Audits

Virtual	**More efficient, however, imagery may not be up to date**
In-Person	**Allows for observation of human behavior and comfort or discomfort at the stop (in-person may not be needed for rural)**

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Driving Toward ZERO Deaths

Site Specific Data (Atlantic City – Atlantic & Ohio Ave)

Bus stop #:	10090
Bus routes:	502, 504, 505, 507, 508, 509, 554
Direction:	WB
Speed Limit:	25 mph
AADT:	4,384
Total Lanes:	5

- Shelter has broken panels and far from where the bus stops
- Lacks ADA curb ramps
- Crosswalks faded

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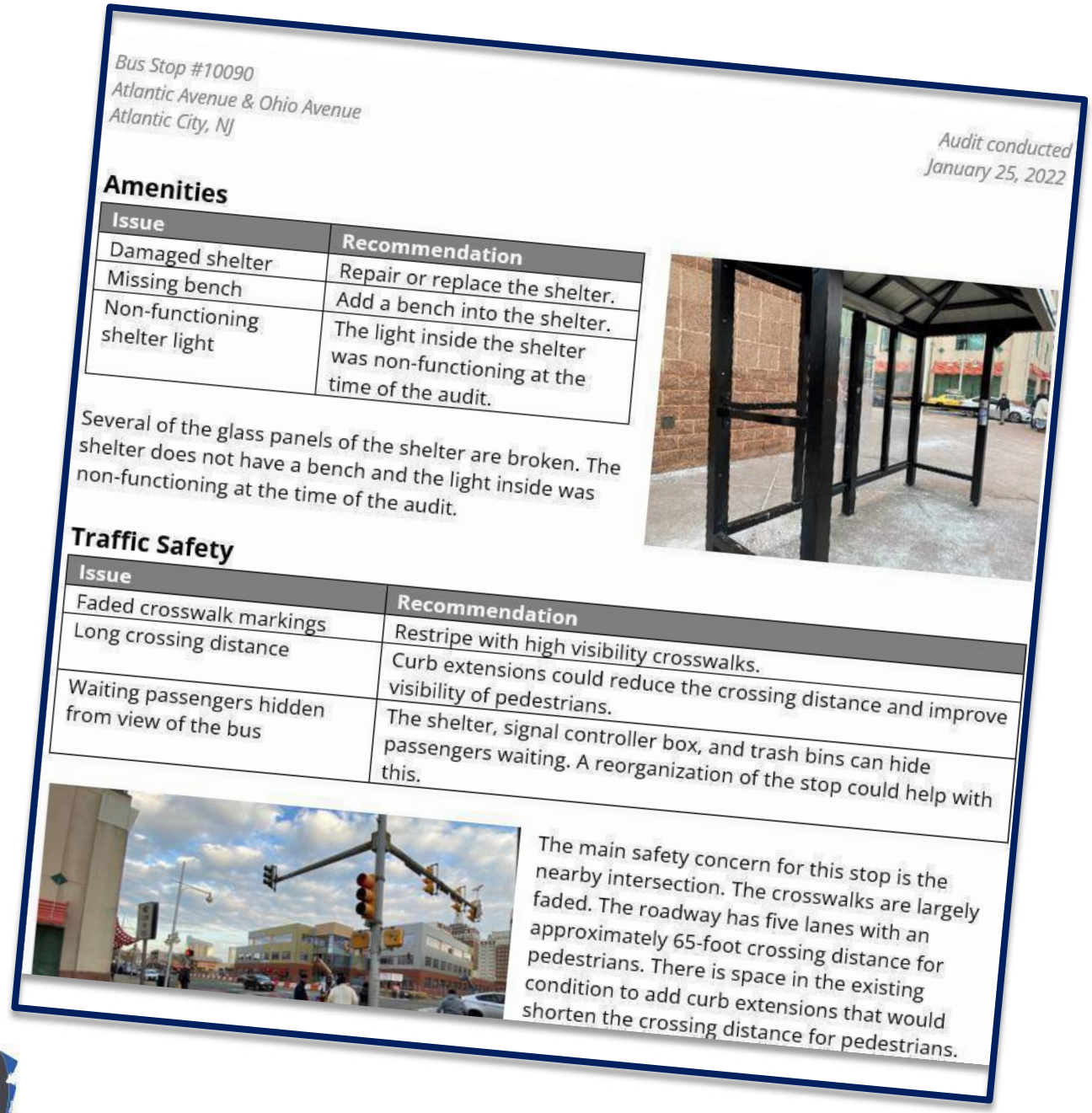
Using Site-Specific Data

- Site specific data can inform improvements as part of corridor or intersection projects
- Example
  - If Atlantic City were making improvements to Atlantic Avenue, provide any report for a stop on Atlantic Avenue to the project team



Bus Stop #10090
Atlantic Avenue & Ohio Avenue
Atlantic City, NJ

Audit conducted January 25, 2022

Amenities

Issue	Recommendation
Damaged shelter	Repair or replace the shelter.
Missing bench	Add a bench into the shelter.
Non-functioning shelter light	The light inside the shelter was non-functioning at the time of the audit.

Several of the glass panels of the shelter are broken. The shelter does not have a bench and the light inside was non-functioning at the time of the audit.

Traffic Safety

Issue	Recommendation
Faded crosswalk markings	Restripe with high visibility crosswalks.
Long crossing distance	Curb extensions could reduce the crossing distance and improve visibility of pedestrians.
Waiting passengers hidden from view of the bus	The shelter, signal controller box, and trash bins can hide passengers waiting. A reorganization of the stop could help with this.

The main safety concern for this stop is the nearby intersection. The crosswalks are largely faded. The roadway has five lanes with an approximately 65-foot crossing distance for pedestrians. There is space in the existing condition to add curb extensions that would shorten the crossing distance for pedestrians.

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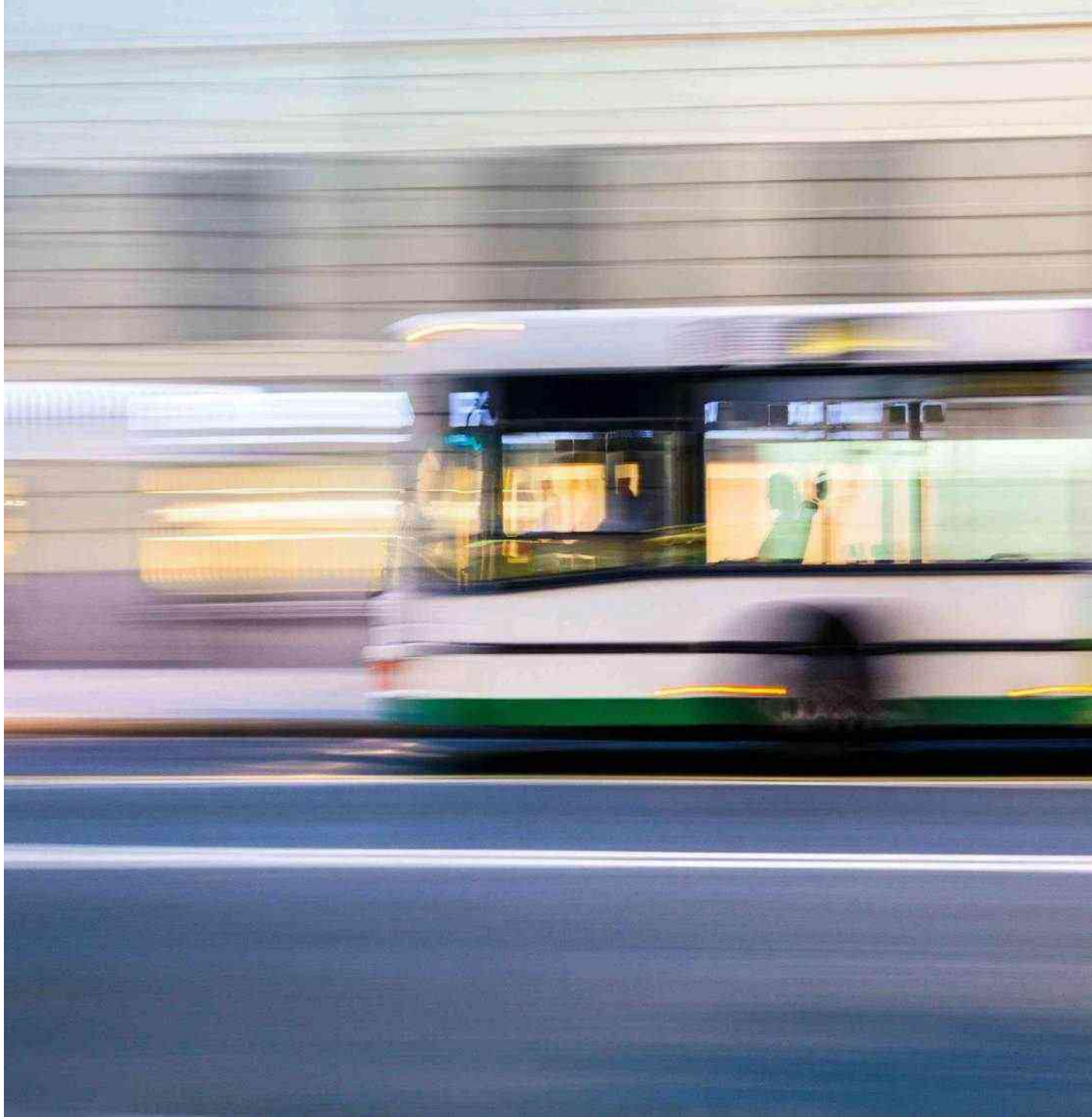
Status Update for This Task

- Completed: Develop and tested screening methodology and data resources
- Completed: Top 100/200 rankings
- Completed: test of bus stop audit methodology and forms
- Underway: final report and appendices with audit results

Pennsville – Broadway & Dunn Ln

Next Steps for Future Audit Tasks

- Identify/confirm funding source
- Develop online form for easier data collection
- Confirm top 100 locations
- Complete all audits
- Comprehensive summary data and findings



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Appendix B – Equity Methodology

Sam Schwartz Consulting
30 Montgomery Street, Suite 1340
Jersey City, NJ 07302
(973) 639-9629
samschwartz.com

Transit Equity SHSP Emphasis Area

To: New Jersey Department of Transportation, Office of Bicycle and Pedestrian Safety
From: Sam Schwartz Consulting
Date: August 19, 2021
Re: Transit Equity Evaluation Methodology of SHSP Emphasis Area

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1. Introduction

Sam Schwartz Consulting ("*Sam Schwartz*") has prepared this memo to document the transit equity methodology for the Strategic Highway Safety Plan (SHSP) Emphasis Area (EA) Team. Sam Schwartz will support two action items, one based on Complete Streets Policies best practices (Action Item 1.A.1.b) and "Transit Equity", addressing high bicycle and pedestrian crash locations near bus stops in disadvantaged communities (Action Item 1.F.1c/2.c).

As per the Action Item, the first task is to develop and test a screening and ranking process to identify the Top 200 transit stop locations based on pedestrian and bicycle crash history (5 years), ridership information, roadway features, and equity considerations. This memorandum will explain the development of the equity component of the screening and ranking methodology.

2. Defining Equity Evaluation in the Context of SHSP EA

The functional definitions of Environmental Justice (EJ), Title VI of the Civil Rights Act of 1964, and protections surrounding Limited English Proficiency were used to define equity in the scope of this evaluation. While the three terms have overlapping protections, the definitions of each contextualize equity, especially in the government funded transportation-oriented improvements.

Most definitions of equity expound on Title VI of the Civil Rights Act of 1964, which states that people "shall [not] on the ground of race, color, or national origin, be excluded from participation in [or] denied the benefits of any program or activity receiving Federal financial assistance." As a state agency, this statute applies to NJDOT, and as such the equity analysis of the SHSP EA should consider race, ethnicity, and national origin. Most definitions of equity are an extension of this federal guideline and at minimum incorporate the three mentioned characteristics into any examination of equity.

NJDOT also complies with Executive Order (E.O.) 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" signed in 1994, further develops the understanding of Title VI and directs federal agencies to identify disproportionate effects of programs and activities on minority and low-income populations. This executive order also declared that each federal agency should develop their own agency-wide environmental justice strategy, which the Department of Transportation (DOT) did in 1997 via Order 5610.2(a). In DOT's policy to address environmental justice, "minority" populations are identifiable groups of minorities in geographic proximity, with minorities being defined as Black, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and/or Native Hawaiian and Other Pacific Islander persons. Low-income populations are groups of low-income who live in geographic proximity, which is defined as persons with a median income at or below the Department of Health and Human Services poverty guidelines.

E.O. 13166, “Improving Access to Services for Persons with Limited English Proficiency.” signed in 2000, requires federal agencies to examine the services they provide and develop a system to ensure limited English speakers have meaningful access to those services. Limited English Proficiency (LEP) persons are defined as people who speak English “not well” or “not at all.” Similarly, to E.O. 12898, DOT created the “Guidance to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons,” a document that outlines protections for Limited English Proficiency (LEP) persons in the context of the transportation industry. This document reiterates that “failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate… regulations against national origin discrimination.”

As of September 18th, 2020, the State of New Jersey passed Bill 232, which created specific guidelines for environmental permitting applications regarding environmental justice. In this bill, the Department of Environmental Protection must give further permitting considerations for facilities located in whole or in part in an ‘overburdened community’ where there is higher likelihood of environmental justice concerns. In this bill, ‘overburdened community’ is defined as “any census block group, as determined in accordance with the most recent United States Census, in which at least: (1) 35 percent of the households qualify as low-income households; (2) 40 percent of the residents identify as minority or as members of a State recognized tribal community; or (3) 40 percent of the households have limited English proficiency.”

Adhering to the Civil Rights Act, E. O. 12898, and E.O. 13166, and NJDOT’s Environmental Justice Program goals, this analysis will evaluate equitable project allocation in terms of three key characteristics: Population within Low-Income Households, Minority, and Limited English proficiency.

3. Collection and Quantitative Analysis

3.1 Collecting Demographic Data

The data used for the development of the equity component includes the “Environmental Justice Overburdened Communities” (OBC) created in accordance with the New Jersey Environmental Justice Law, N.J.S.A. 13:1D-157. The data provides a list of the number of overburdened communities. The criteria each block groups meets, and the municipality for which the overburdened community is designated in. [1] The Technical Notes for the calculation of overburdened communities and their municipal designation in accordance with the New Jersey Environmental Justice Law, the most recent census data from 2019 (5-year American Community Survey Data 2015 to 2019) were used. According to the Technical Notes, the following census categories were used below in **Table 1**.

[1] New Jersey Department of Environmental Protection. Environmental Justice Overburdened Communities (OBC).

Table 1: US Census Bureau Table Information

CHARACTERISTIC	TABLE NAME	METRIC USED	TABLE NUMBER
POPULATION	Ratio of income to poverty level in the past 12 months	Population 2.00 and over	C17002
RACE	Hispanic or Latino origin by race	Not Hispanic or Latino, white alone	B03002
LIMITED ENGLISH PROFICIENCYRACE	Household language by household limited English speaking statusHispanic or Latino origin by race	Spanish Limited English-Speaking Household Total Population	C16002B03002
LIMITED ENGLISH PROFICIENCYLIMITED ENGLISH PROFICIENCY	Household language by household limited English speaking statusHousehold language by household limited English speaking status	Other Indo-European languages Limited English-Speaking HouseholdSpanish Limited English-Speaking Household	C16002C16002
LIMITED ENGLISH PROFICIENCYLIMITED ENGLISH PROFICIENCY	Household language by household limited English speaking statusHousehold language by household limited English speaking status	Asian and Pacific Islander Limited English-Speaking HouseholdOther Indo-European languages Limited English-Speaking Household	C16002C16002
LIMITED ENGLISH PROFICIENCYLIMITED ENGLISH PROFICIENCY	Household language by household limited English speaking statusHousehold language by household limited English speaking status	Other Languages Limited English-Speaking HouseholdAsian and Pacific Islander Limited English-Speaking Household	C16002C16002
LIMITED ENGLISH PROFICIENCYLIMITED ENGLISH PROFICIENCY	Household language by household limited English speaking statusHousehold language by household limited English speaking status	Total HouseholdsOther Languages Limited English-Speaking Household	C16002C16002

3.2 Developing an Equity Component

A total of three thresholds were analyze while developing the equity component from the list of overburdened communities: (1) Population within Low-Income Households, (2) Ethnicity/Race (to calculate minority populations), and (3) Limited English Proficiency (LEP). For Population within Low-Income Households, a threshold of 50% of households within block groups were analyzed. For Ethnicity/Race (Minority) a threshold of at least 50% of residents that identify as a minority within block groups were analyzed. For Limited English Proficiency, a threshold of 20% of households that have a LEP within block groups were analyzed. The municipalities which adhere to the criteria thresholds were then divided by the total number of blocks per municipality to provide a percentage of block groups per municipality that meet the criteria.

Table 2: Thresholds Analyzed

Criteria	Thresholds	Considerations	Source	Comment
Population within Low-Income Households	At least 50% of population within low-income households qualify within block groups.	Established by SHSP Equity Emphasis Area Team	NJDEP Overburdened Communities / Equity Emphasis Area Team	Language changed from "Low-Income Households" to "Population within Low-Income Households" due to data provided by NJDEP using uses "Population in Poverty" and “Population in Households Under 2 Times Poverty"
Ethnicity/Race (Minority)	At least 50% of residents identify as a minority within block groups.	Included in EJ and Title VI	EJ/Title VI indicators	
Limited English Proficiency (LEP)	At least 20% of the households have limited English proficiency within block groups.	Included in Title VI	Title VI indicator	

4. Conclusions

The municipalities which applied to the three criteria thresholds were scaled through a point system. The threshold scales range from 0% to 100% ensuring that municipalities that fall into the 50% thresholds for Low-Income and Ethnicity/Race or 20% thresholds for LEP are accounted for.

Table 3: Point System

Equity Factors	Threshold Scale	Points Awarded
Limited English Proficiency (% of Block Groups within a Municipality with 20%+ Households without an adult that speaks English "very well")	*0% - 19.9%*	*0*
	20% - 30.9%	*3*
	31% - 49.9%	*6*
	50% - 60.9%	*8*
	61% - 75.9%	*10*
	76% - 90.9%	*12*
	91% - 100%	*14*
Poverty (% of Block Groups within a Municipality with at least 50% of the households qualifying as low-income households (at or below twice the poverty threshold)	*0% - 49.9%*	*0*
	50% - 60.9%	*4*
	61% - 75.9%	*9*
	76% - 90.9%	*14*
	91% - 100%	*18*
Minority (% of Block Groups within a Municipality with at least 50% of the residents identifying as minority)	*0% - 49.9%*	*0*
	50% - 60.9%	*2*
	61% - 75.9%	*4*
	76% - 90.9%	*6*
	91% - 100%	*8*
Total Score		**40**

Appendix C – Top 200 Bus Stops

Top 200 Bus Stops

Ranking	Location	Municipality	Region	Stop Number	Crash History Score	Demand Score	Roadway Factors Score	Equity Score	Score
1	30TH ST AT PALISADE AVE	UNION CITY	North	21682	29.59	10.00	7.00	36.00	82.59
2	BERGENLINE AVE AT 52ND ST	WEST NEW YORK	North	21881	27.03	10.00	8.00	36.00	81.03
3	32ND ST AT BERGENLINE AVE	UNION CITY	North	21743	30.00	7.82	7.00	36.00	80.82
4	BERGENLINE AVE AT 55TH ST	WEST NEW YORK	North	21864	26.68	10.00	8.00	36.00	80.68
5	MAIN ST AT SCOTLAND RD	ORANGE	North	17377	30.00	10.00	10.00	29.00	79.00
6	BROAD ST AT JERSEY ST	ELIZABETH	North	28544	26.54	10.00	11.00	31.00	78.54
7	BERGENLINE AVE AT 53RD ST	WEST NEW YORK	North	21873	24.15	10.00	8.00	36.00	78.15
8	NORTH BROAD ST AT PRINCE ST	ELIZABETH	North	28741	27.17	5.98	13.00	31.00	77.15
9	SPRINGFIELD AVE AT UNION AVE	IRVINGTON TWP	North	17868	30.00	10.00	11.00	26.00	77.00
10	SPRINGFIELD AVE AT MAPLE AVE	IRVINGTON TWP	North	17878	30.00	10.00	11.00	26.00	77.00
11	SPRINGFIELD AVE AT MAPLE AVE	IRVINGTON TWP	North	17871	30.00	10.00	11.00	26.00	77.00
12	CENTRAL AVE AT HALSTED ST	EAST ORANGE	North	17457	30.00	9.57	11.00	26.00	76.57
13	BERGENLINE AVE AT 60TH ST	WEST NEW YORK	North	21877	22.39	10.00	8.00	36.00	76.39
14	BROAD ST AT BRANFORD PL/EDISON PL	NEWARK	North	18349	30.00	10.00	16.00	20.00	76.00
15	BROAD ST AT EAST KINNEY ST	NEWARK	North	18323	30.00	10.00	16.00	20.00	76.00
16	BROAD ST AT MARKET ST	NEWARK	North	18327	30.00	10.00	16.00	20.00	76.00
17	BROAD ST AT MARKET ST	NEWARK	North	18348	30.00	10.00	16.00	20.00	76.00
18	ELIZABETH ARCH	ELIZABETH	North	28545	28.52	6.87	9.00	31.00	75.39
19	NORTH BROAD ST AT MAGNOLIA AVE	ELIZABETH	North	28726	27.17	5.98	11.00	31.00	75.15
20	SPRINGFIELD AVE AT LINCOLN PL	IRVINGTON TWP	North	17866	28.02	10.00	11.00	26.00	75.02
21	ON ATLANTIC AVE AT OHIO AVE	ATLANTIC CITY	South	10090	30.00	10.00	8.00	27.00	75.00
22	SPRINGFIELD AVE AT CIVIC SQUARE	IRVINGTON TWP	North	17882	27.88	10.00	11.00	26.00	74.88
23	60TH ST AT HUDSON AVE	WEST NEW YORK	North	21859	30.00	1.79	7.00	36.00	74.79
24	CENTRAL AVE AT HALSTED ST	EAST ORANGE	North	17478	30.00	9.77	9.00	26.00	74.77
25	JFK BLVD AT 26TH ST	UNION CITY	North	21728	30.00	0.73	8.00	36.00	74.73
26	JFK BLVD AT 8TH ST	UNION CITY	North	21720	30.00	0.73	8.00	36.00	74.73
27	BROAD ST AT COURT ST	NEWARK	North	18352	28.65	10.00	16.00	20.00	74.65
28	BLVD EAST AT 60TH ST	WEST NEW YORK	North	21884	22.45	10.00	6.00	36.00	74.45
29	BERGENLINE AVE AT 39TH ST	UNION CITY	North	21704	23.33	10.00	4.00	36.00	73.33
30	US-1 & 9 AT NORTH AVE	ELIZABETH	North	28766	20.81	5.21	16.00	31.00	73.02
31	STUYVESANT AVE AT LYONS AVE	IRVINGTON TWP	North	17897	30.00	9.57	7.00	26.00	72.57
32	STUYVESANT AVE AT LYONS AVE	IRVINGTON TWP	North	17904	30.00	9.57	7.00	26.00	72.57
33	SUMMIT AVE AT 5TH ST	UNION CITY	North	21809	19.43	10.00	7.00	36.00	72.43
34	WESTFIELD AVE AT MORRIS AVE	ELIZABETH	North	28825	28.52	2.73	10.00	31.00	72.24
35	ATLANTIC AVE AT BRIGHTON AVE	ATLANTIC CITY	South	10062	30.00	6.24	9.00	27.00	72.24
36	BERGENLINE AVE AT 55TH ST	WEST NEW YORK	North	21880	18.03	10.00	8.00	36.00	72.03
37	PROSPECT ST AT PARK AVE	EAST ORANGE	North	17618	29.45	9.57	7.00	26.00	72.03
38	PROSPECT ST AT PARK AVE	EAST ORANGE	North	17630	29.45	9.57	7.00	26.00	72.03
39	BROAD ST AT WEST KINNEY ST	NEWARK	North	18353	30.00	10.00	12.00	20.00	72.00
40	BERGENLINE AVE AT 59TH ST	WEST NEW YORK	North	21866	17.76	10.00	8.00	36.00	71.76
41	BROAD ST AT WALNUT ST	NEWARK	North	18324	25.63	10.00	16.00	20.00	71.63
42	CLINTON AVE AT STUYVESANT AVE	IRVINGTON TWP	North	17795	26.57	10.00	9.00	26.00	71.57
43	31ST ST AT PALISADE AVE	UNION CITY	North	21686	18.06	10.00	7.00	36.00	71.06
44	MARKET ST AT WASHINGTON ST	NEWARK	North	18745	30.00	10.00	11.00	20.00	71.00
45	MARKET ST AT WASHINGTON ST	NEWARK	North	18729	30.00	10.00	11.00	20.00	71.00
46	BLOOMFIELD AVE AT CLIFTON AVE	NEWARK	North	18288	30.00	10.00	11.00	20.00	71.00
47	RAYMOND BLVD AT MULBERRY ST	NEWARK	North	18846	30.00	10.00	11.00	20.00	71.00
48	MARKET ST AT MULBERRY ST	NEWARK	North	18742	30.00	10.00	11.00	20.00	71.00
49	MARKET ST AT BROAD ST	NEWARK	North	18730	30.00	10.00	11.00	20.00	71.00
50	MARKET ST AT MULBERRY ST	NEWARK	North	18731	30.00	10.00	11.00	20.00	71.00
51	MARKET ST AT HALSEY ST	NEWARK	North	18744	29.73	10.00	11.00	20.00	70.73
52	BERGENLINE AVE AT 57TH ST	WEST NEW YORK	North	21865	16.55	10.00	8.00	36.00	70.55
53	CHANCELLOR AVE AT UNION AVE	IRVINGTON TWP	North	17773	30.00	6.47	8.00	26.00	70.47
54	NORTH BROAD ST AT MARY ST	ELIZABETH	North	28727	22.48	5.98	11.00	31.00	70.46
55	SUMMIT AVE AT 5TH ST	UNION CITY	North	21789	19.43	10.00	5.00	36.00	70.43
56	ATLANTIC AVE AT NEW YORK AVE	ATLANTIC CITY	South	10087	25.36	10.00	8.00	27.00	70.36
57	ATLANTIC AVE AT CALIFORNIA AVE	ATLANTIC CITY	South	10093	30.00	6.24	7.00	27.00	70.24
58	ATLANTIC AVE AT BRIGHTON AVE	ATLANTIC CITY	South	10094	30.00	6.24	7.00	27.00	70.24
59	BOULEVARD EAST AT 66TH ST	WEST NEW YORK	North	21888	18.22	10.00	6.00	36.00	70.22
60	PARK AVE AT PROSPECT ST	EAST ORANGE	North	17606	29.45	2.63	12.00	26.00	70.08
61	BERGENLINE AVE AT 67TH ST	WEST NEW YORK	North	21872	16.08	10.00	8.00	36.00	70.08
62	CONVERY BLVD AT LAWRIE AVE	PERTH AMBOY	Central	23710	30.00	2.05	9.00	29.00	70.05
63	JFK BLVD AT 10TH ST	UNION CITY	North	21721	27.31	0.73	6.00	36.00	70.04
64	BROADWAY AT EAST DELAVAN AVE	NEWARK	North	18370	30.00	10.00	10.00	20.00	70.00
65	SPRINGFIELD AVE AT MLK JR BLVD	NEWARK	North	19003	30.00	10.00	10.00	20.00	70.00
66	SPRINGFIELD AVE AT MLK JR BLVD	NEWARK	North	19001	30.00	10.00	10.00	20.00	70.00
67	BROADWAY AT 3RD AVE	NEWARK	North	18386	30.00	10.00	10.00	20.00	70.00
68	BROADWAY AT 3RD AVE	NEWARK	North	18364	30.00	10.00	10.00	20.00	70.00
69	US-130 at CHARLESTON RD	WILLINGBORO TWP	South	14828	30.00	1.85	17.00	21.00	69.85
70	PALISADE AVE AT PATERSON PLANK RD	UNION CITY	North	21781	19.24	7.59	7.00	36.00	69.83
71	CONVERY BLVD AT HARDING AVE	PERTH AMBOY	Central	23713	26.71	2.05	12.00	29.00	69.76
72	SPRINGFIELD AVE AT FLORENCE AVE	IRVINGTON TWP	North	17886	22.31	10.00	11.00	26.00	69.31
73	BROADWAY AT DELEVAN AVE	NEWARK	North	18381	29.29	10.00	10.00	20.00	69.29
74	NEW YORK AVE AT 29TH ST	UNION CITY	North	21754	23.82	4.38	5.00	36.00	69.21
75	STUYVESANT AVE 100' N OF CLINTON AVE	IRVINGTON TWP	North	17902	26.57	9.57	7.00	26.00	69.14
76	BROAD AVE AT PALISADES BLVD	PALISADES PARK	North	12936	20.64	10.00	7.00	31.50	69.14
77	MAIN AVE AT MONROE ST	PASSAIC	North	27109	30.00	10.00	7.00	22.00	69.00
78	MAIN ST AT VAN HOUTEN ST	PATERSON	North	27343	30.00	10.00	7.00	22.00	69.00
79	ADMIRAL WILSON BLVD AT BAIRD BLVD. OVERPASS	CAMDEN	South	14993	22.62	4.10	18.00	24.00	68.72
80	BERGENLINE AVE AT JFK BLVD	NORTH BERGEN TWP	North	21362	30.00	10.00	8.00	20.50	68.50
81	BOULEVARD EAST AT BERGENLINE AVE	NORTH BERGEN TWP	North	30550	30.00	10.00	8.00	20.50	68.50
82	BROADWAY AT GRAFTON AVE	NEWARK	North	18371	28.38	10.00	10.00	20.00	68.38
83	MAIN AVE AT MONROE ST	PASSAIC	North	27100	28.35	10.00	8.00	22.00	68.35
84	BROAD ST AT SOUTH ST	NEWARK	North	18320	30.00	5.21	13.00	20.00	68.21
85	US-1 & 9 AT OLIVE ST	ELIZABETH	North	28764	17.92	5.21	14.00	31.00	68.14
86	US-1 & 9 AT OLIVE ST	ELIZABETH	North	28771	17.92	5.21	14.00	31.00	68.14
87	MAIN ST AT NEWARK AVE	PATERSON	North	27354	28.08	10.00	8.00	22.00	68.08
88	CLINTON AVE AT CLINTON PL	NEWARK	North	18455	30.00	10.00	8.00	20.00	68.00
89	SPRINGFIELD AVE AT IRVINE TURNER BLVD	NEWARK	North	19007	30.00	10.00	8.00	20.00	68.00
90	FAIRVIEW AVE AT GRANT ST	FAIRVIEW	North	32373	30.00	10.00	6.00	22.00	68.00
91	MAIN ST AT HICKORY ST	ORANGE	North	17381	20.81	10.00	8.00	29.00	67.81
92	MAIN ST AT PARK ST	ORANGE	North	17385	20.81	10.00	8.00	29.00	67.81
93	IRVINGTON BUS TERMINAL	IRVINGTON TWP	North	17843	20.64	10.00	11.00	26.00	67.64
94	BROAD ST AT CLINTON ST	NEWARK	North	18328	25.63	10.00	12.00	20.00	67.63
95	JFK BLVD AT 38TH ST	UNION CITY	North	21733	21.85	1.68	8.00	36.00	67.52
96	MORRIS AVE AT WESTFIELD AVE	ELIZABETH	North	28700	28.52	2.73	5.00	31.00	67.24
97	MAIN ST AT MADISON AVE	PATERSON	North	27332	25.19	10.00	10.00	22.00	67.19
98	HELLER PKWY AT NORTH 6TH ST	NEWARK	North	18603	30.00	9.05	8.00	20.00	67.05
99	18TH AVE AT STUYVESANT AVE	NEWARK	North	19179	30.00	10.00	7.00	20.00	67.00
100	CLINTON PL AT CLINTON AVE	NEWARK	North	18488	30.00	10.00	7.00	20.00	67.00

Top 200 Bus Stops

Ranking	Location	Municipality	Region	Stop Number	Crash History Score	Demand Score	Roadway Factors Score	Equity Score	Score
101	BLOOMFIELD AVE AT CLIFTON AVE	NEWARK	North	18296	30.00	10.00	7.00	20.00	67.00
102	CLINTON PL AT HAWTHORNE AVE	NEWARK	North	18486	30.00	10.00	7.00	20.00	67.00
103	CLINTON PL AT HAWTHORNE AVE	NEWARK	North	18491	30.00	10.00	7.00	20.00	67.00
104	WILSON AVE AT GARRISON ST	NEWARK	North	19120	30.00	10.00	7.00	20.00	67.00
105	HELLER PKWY AT FRANKLIN AVE	NEWARK	North	18666	30.00	10.00	7.00	20.00	67.00
106	MADISON AVE AT MARKET ST	PATERSON	North	27360	30.00	8.63	6.00	22.00	66.63
107	WASHINGTON ST AT MARKET ST	NEWARK	North	19071	30.00	7.62	9.00	20.00	66.62
108	BERGEN AVE AT ACADEMY ST	JERSEY CITY	North	32216	30.00	10.00	9.00	17.50	66.50
109	BERGEN AVE AT ACADEMY ST	JERSEY CITY	North	20578	30.00	10.00	9.00	17.50	66.50
110	SECAUCUS RD (5TH ST) AT SUMMIT AVE	UNION CITY	North	21678	19.43	2.00	9.00	36.00	66.43
111	JFK BLVD AT 51TH ST	WEST NEW YORK	North	21897	20.64	1.68	8.00	36.00	66.32
112	BERGENLINE AVE AT 45TH ST	UNION CITY	North	21701	16.22	10.00	4.00	36.00	66.22
113	BROADWAY AT 2ND AVE	NEWARK	North	18385	28.21	10.00	8.00	20.00	66.21
114	CLINTON AVE AT STUYVESANT AVE	IRVINGTON TWP	North	17781	26.57	4.62	9.00	26.00	66.20
115	BERGENLINE AVE AT 61ST ST	WEST NEW YORK	North	21876	12.13	10.00	8.00	36.00	66.13
116	BERGENLINE AVE AT 68TH ST	GUTTENBERG	North	20440	22.62	10.00	8.00	25.50	66.12
117	BERGENLINE AVE AT 68TH ST	GUTTENBERG	North	20435	22.62	10.00	8.00	25.50	66.12
118	S CLINTON ST AT S ORANGE AVE	EAST ORANGE	North	17667	23.52	9.57	7.00	26.00	66.10
119	BERGENLINE AVE AT 32ND ST	UNION CITY	North	21708	16.08	10.00	4.00	36.00	66.08
120	NEW BRUNSWICK AVE AT BAKER PL	PERTH AMBOY	Central	23744	30.00	2.05	5.00	29.00	66.05
121	HAWTHORNE AVE AT CLINTON PL	NEWARK	North	18652	30.00	9.05	7.00	20.00	66.05
122	BLOOMFIELD AVE AT MT PROSPECT AVE	NEWARK	North	18295	30.00	9.05	7.00	20.00	66.05
123	HAWTHORNE AVE AT CLINTON PL	NEWARK	North	18641	30.00	9.05	7.00	20.00	66.05
124	ELIZABETH ARCH	ELIZABETH	North	28547	15.31	8.70	11.00	31.00	66.02
125	BERGENLINE AVE AT 57TH ST	WEST NEW YORK	North	21879	11.99	10.00	8.00	36.00	65.99
126	ML KING JR BLVD AT S HARRISON ST	EAST ORANGE	North	17549	21.98	10.00	8.00	26.00	65.98
127	SPRINGFIELD AVE AT ELLIS AVE	IRVINGTON TWP	North	17874	18.97	10.00	11.00	26.00	65.97
128	SPRINGFIELD AVE AT STUYVESANT AVE	IRVINGTON TWP	North	17865	18.97	10.00	11.00	26.00	65.97
129	PARK AVE AT MADISON AVE	PATERSON	North	27432	30.00	8.96	5.00	22.00	65.96
130	NORTH MAPLE AVE AT SPRINGFIELD AVE	IRVINGTON TWP	North	17857	30.00	2.95	7.00	26.00	65.95
131	WEST 2ND ST AT PARK AVE	PLAINFIELD	North	29294	28.24	7.17	7.00	23.50	65.92
132	30TH ST AT BERGENLINE AVE	UNION CITY	North	21681	14.87	10.00	5.00	36.00	65.87
133	BROAD AVE AT W EDSALL BLVD	PALISADES PARK	North	12935	17.29	10.00	7.00	31.50	65.79
134	EASTBOUND MARKET ST UNDER BRIDGE	NEWARK	North	18733	25.77	10.00	10.00	20.00	65.77
135	BROAD AVE AT CENTRAL BLVD	PALISADES PARK	North	12932	19.10	10.00	5.00	31.50	65.60
136	CLINTON AVE AT ASTOR ST	NEWARK	North	18465	25.33	10.00	10.00	20.00	65.33
137	BROADWAY AT 2ND AVE	NEWARK	North	18365	25.33	10.00	10.00	20.00	65.33
138	SPRINGFIELD AVE AT S 18TH ST	NEWARK	North	18983	24.29	10.00	11.00	20.00	65.29
139	WILSON AVE AT JABEZ ST	NEWARK	North	19121	28.24	10.00	7.00	20.00	65.24
140	ANDERSON AVE AT FAIRVIEW AVE	FAIRVIEW	North	11802	30.00	8.22	5.00	22.00	65.22
141	US-130 at LEVITT PKWY	WILLINGBORO TWP	South	14829	25.36	1.85	17.00	21.00	65.21
142	BROAD ST AT SOUTH ST	NEWARK	North	18357	28.21	5.99	11.00	20.00	65.21
143	GROVE ST. SOUTH AT CENTRAL AVE	EAST ORANGE	North	17513	30.00	2.11	7.00	26.00	65.11
144	PARK AVE AT PROSPECT ST	EAST ORANGE	North	17587	29.45	2.63	7.00	26.00	65.08
145	WILSON AVE AT BARBARA ST	NEWARK	North	19132	30.00	10.00	5.00	20.00	65.00
146	CONVERY BLVD AT HARDING AVE	PERTH AMBOY	Central	23721	23.82	2.05	10.00	29.00	64.88
147	C COLUMBUS DRIVE AT GROVE ST	JERSEY CITY	North	20644	30.00	8.37	9.00	17.50	64.87
148	BERGENLINE AVE AT 60TH ST	WEST NEW YORK	North	21867	10.86	10.00	8.00	36.00	64.86
149	TONNELLE AVE AT 79TH ST	NORTH BERGEN TWP	North	21450	24.87	4.43	15.00	20.50	64.80
150	STUYVESANT AVE AT 18TH AVE	NEWARK	North	19036	28.08	9.57	7.00	20.00	64.65
151	MARKET ST AT SUMMER ST	PATERSON	North	27391	30.00	8.63	4.00	22.00	64.63
152	BERGENLINE AVE AT 62ND ST	WEST NEW YORK	North	21869	10.59	10.00	8.00	36.00	64.59
153	BERGENLINE AVE AT 62ND ST	WEST NEW YORK	North	21875	10.59	10.00	8.00	36.00	64.59
154	PASSAIC AVE AT PAULISON AVE	PASSAIC	North	27138	29.56	7.95	5.00	22.00	64.51
155	PASSAIC AVE AT PAULISON AVE	PASSAIC	North	27143	29.56	7.95	5.00	22.00	64.51
156	SUMMIT AVE AT GRIFFITH ST	JERSEY CITY	North	21106	30.00	10.00	7.00	17.50	64.50
157	COMMUNIPAW AVE AT BERGEN AVE	JERSEY CITY	North	20660	30.00	10.00	7.00	17.50	64.50
158	GRAND ST AT SUMMIT AVE	JERSEY CITY	North	20773	30.00	10.00	7.00	17.50	64.50
159	BERGENLINE AVE AT 59TH ST	WEST NEW YORK	North	21878	10.32	10.00	8.00	36.00	64.32
160	BROAD ST AT CAMP ST	NEWARK	North	30632	22.31	10.00	12.00	20.00	64.31
161	ML KING JR BLVD AT LINCOLN ST	EAST ORANGE	North	17569	20.31	10.00	8.00	26.00	64.31
162	BROAD ST AT BRANFORD PL/EDISON PL	NEWARK	North	18326	18.30	10.00	16.00	20.00	64.30
163	32ND ST AT SUMMIT AVE	UNION CITY	North	21740	13.34	7.82	7.00	36.00	64.16
164	CLINTON AVE AT NEW ST	IRVINGTON TWP	North	17783	19.10	10.00	9.00	26.00	64.10
165	S CLINTON ST AT S ORANGE AVE	EAST ORANGE	North	17657	23.52	9.57	5.00	26.00	64.10
166	S CLINTON ST AT CENTRAL AVE	EAST ORANGE	North	17662	23.52	9.57	5.00	26.00	64.10
167	LYONS AVE AT STECHER ST	NEWARK	North	18695	30.00	10.00	4.00	20.00	64.00
168	CHANCELLOR AVE AT SCHLEY ST	NEWARK	North	18425	30.00	5.99	8.00	20.00	63.99
169	60TH ST AT PARK AVE	WEST NEW YORK	North	21861	12.13	8.76	7.00	36.00	63.89
170	MT EPHRAIM AVE AT ATLANTIC AVE	CAMDEN	South	15205	30.00	3.86	6.00	24.00	63.86
171	BROAD AVE AT E EDSALL BLVD	PALISADES PARK	North	12933	17.29	10.00	5.00	31.50	63.79
172	BROAD ST AT HILL ST	NEWARK	North	18351	17.76	10.00	16.00	20.00	63.76
173	US-1 & 9 AT WILLIAM ST	ELIZABETH	North	28762	13.47	5.21	14.00	31.00	63.69
174	FERRY ST AT ADAMS ST	NEWARK	North	18590	27.61	10.00	6.00	20.00	63.61
175	WALNUT ST AT ADAMS ST	NEWARK	North	19062	30.00	6.58	7.00	20.00	63.58
176	CHANCELLOR AVE AT SCHLEY ST	NEWARK	North	18439	30.00	5.56	8.00	20.00	63.56
177	PALISADE AVE AT PATERSON PLANK RD	UNION CITY	North	21765	19.24	3.21	5.00	36.00	63.45
178	BROAD ST AT LINCOLN PARK	NEWARK	North	18354	17.43	10.00	16.00	20.00	63.43
179	LINCOLN PARK AT WASHINGTON ST	NEWARK	North	18694	25.36	10.00	8.00	20.00	63.36
180	FRANK E. RODGERS BLVD AT SUSSEX ST#	HARRISON	North	20487	30.00	1.76	8.00	23.50	63.26
181	WILSON AVE AT ROME ST	NEWARK	North	19131	28.24	10.00	5.00	20.00	63.24
182	BERGEN ST AT HAWTHORNE AVE	NEWARK	North	18275	26.54	9.67	7.00	20.00	63.21
183	BERGEN ST AT HAWTHORNE AVE	NEWARK	North	18260	26.54	9.67	7.00	20.00	63.21
184	JFK BLVD AT 70TH ST	GUTTENBERG	North	20448	30.00	1.68	6.00	25.50	63.18
185	SPRINGFIELD AVE AT S 18TH ST	NEWARK	North	19020	24.15	10.00	9.00	20.00	63.15
186	BROADWAY AT STRAIGHT ST	PATERSON	North	27267	30.00	4.13	7.00	22.00	63.13
187	BROADWAY AT SUMMER ST	PATERSON	North	27251	30.00	4.13	7.00	22.00	63.13
188	PARK AVE AT 37TH ST	UNION CITY	North	21785	9.11	10.00	8.00	36.00	63.11
189	IRVINE TURNER BLVD AT COURT ST	NEWARK	North	18674	30.00	4.11	9.00	20.00	63.11
190	IRVINGTON BUS TERMINAL	IRVINGTON TWP	North	17869	16.08	10.00	11.00	26.00	63.08
191	18TH AVE AT NORWOOD ST	NEWARK	North	19203	28.08	10.00	5.00	20.00	63.08
192	STUYVESANT AVE AT CHANCELLOR AVE	IRVINGTON TWP	North	17894	18.97	10.00	8.00	26.00	62.97
193	RAYMOND BLVD 30'E OF JEFFERSON STREET	NEWARK	North	18855	30.00	2.95	10.00	20.00	62.95
194	BROAD AVE AT WEST RUBY AVE	PALISADES PARK	North	12929	14.41	10.00	7.00	31.50	62.91
195	W MARKET ST AT MLK JR BLVD	NEWARK	North	19106	20.64	10.00	12.00	20.00	62.64
196	W MARKET ST AT MLK JR BLVD	NEWARK	North	19105	20.64	10.00	12.00	20.00	62.64
197	BERGENLINE AVE AT 60TH ST	WEST NEW YORK	North	21862	10.86	8.76	7.00	36.00	62.63
198	HAWTHORNE AVE AT BERGEN ST	NEWARK	North	18648	26.54	9.05	7.00	20.00	62.59
199	HAWTHORNE AVE AT BERGEN ST	NEWARK	North	18645	26.54	9.05	7.00	20.00	62.59
200	BROAD AVE AT WEST CENTRAL BLVD	PALISADES PARK	North	12937	16.08	10.00	5.00	31.50	62.58

Appendix D – Blank Bus Stop Audit Form

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:

Legend	
	Confident in virtual audit response
	Need to field verify audit response; possible that field conditions vary from Street View
	Not possible to determine virtually; likely to change between Street View date and In-Field Audit

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☐ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☐ Commercial	☐ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:**				
A4	**Nearest Cross Street or Landmark/Address:**				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☐ Near-side	☐ Mid-block	☐ Not near an Intersection	☐Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☐ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☐ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☐ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):**				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?**				
A14	**What is the width of the buffer between the road and pedestrian facility?**				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☐ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	_____ feet wide by _____ feet deep			

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☐ Yes ☐ No
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☐ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☐ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐Uneven Surface
	☐Fragmented	☐ Slopes Down from Street	☐ Other (specify):	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☐ Yes ☐ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:**			
B8	Is there existing sidewalk adjacent to the bus stop?		☐ Yes	☐ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☐ Yes	☐ No
B10	What does the sidewalk connect to?	☐ Pedestrian Generator	☐ Nearest Intersection	
B11	How wide is the sidewalk?			
B12	**Describe physical barriers that constrict the width of the sidewalk:**			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☐ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?		☐ Yes ☐ No	
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☐ Yes	☐ No
B16	Do the ramps have detectable warning surfaces?		☐ Yes	☐ No
B17	Are there pedestrian push buttons? (If no, skip B18)		☐ Yes	☐ No
B18	Are the pedestrian push buttons accessible?		☐ Yes	☐ No
B19	Do the pedestrian push buttons work?		☐ Yes	☐ No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☐ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No

C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)	
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No	
C13	Is there advertising on the side panel?	☐ Yes	☐ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No	
C15	Is there seating available?	☐ Yes	☐No (skip to C22)	
C16	Is the seating inside the shelter?	☐ Yes	☐ No	
C17	How far is the seating from the curb (in feet)?			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C19	What type of seating is available?			
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:**			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:**			
C25	**Describe any other amenities exist at this bus stop:**			
C26	**Describe any issues with the amenities at the bus stop:**			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):**				
D2	**Average Annual Daily Traffic of the roadway:**				
D3	**Total lanes on both sides of the road:**				
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☐ No (skip to D6)		
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft			
D6	What are the traffic controls at the nearest intersection or crossing?				
	☐ Flashing Lights or Beacon	☐ Traffic Signal	☐ Stop/Yield Sign		
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):			
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?				
	☐ Fixed Signal Timing with Walk Phase	☐ Push Buttons	☐ Pedestrian Signal Heads		
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval		
	☐ Other (specify):				
D8	Is the nearest pedestrian crossing unmarked or faded?	☐ Yes	☐ No		
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☐ No		
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☐ No		
D11	What are the potential traffic hazards (check all that apply)?				
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve			
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing			
	☐ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus			
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk			
	☐ None				
D12	**Describe any other traffic hazards:**				
D13	Is there lighting present?	☐ Yes	☐ No (skip to D16)		
D14	What type of lighting is present?				
	☐ Lighting Outside Adjacent Building	☐Shelter Lighting	☐ Street Lighting		
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):			
D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☐ 1-10’	☐ 11-20’	☐ Over 20’ away
D16	Are there bicycle lanes?	☐ Yes	☐ No		
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):**				

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☐No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☐ Yes		☐ No (skip to E13)	
E4	Where is the bus stop sign installed?				
	☐Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☐ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☐ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb?			☐ Yes	☐ No
E8	**Provider names on the bus stop sign:**				
E9	**Provide the routes listed:**				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☐ No
E11	Are the signs reflectorized or illuminated for night visibility?			☐ Yes	☐ No
E12	**Describe problems with the bus stop signage:**				
E13	What type of other information is posted (check all that apply)?				
	☐ Route	☐ Schedule	☐ Map	☐ Other (specify):	
E14	Where is the information posted (check all that apply)?				
	☐ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☐ No
E16	Is there a real-time information display?			☐ Yes	☐ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☐ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes ☐ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad	Shelter (Inside and Out)	Bench
All Poles	Information	Hazards to Pedestrians
Signage	Sidewalks	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans	Newspaper Boxes	Any Other Amenities

Appendix E – Completed Bus Stop Audit Forms

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
502	Atlantic Ave	6.73	WB	Atlantic City	Atlantic	39.35948, -74.43489	Clear

Legend	
	Confident in virtual audit response
	Need to field verify audit response; possible that field conditions vary from Street View
	Not possible to determine virtually, or likely to change between Street View date and In-Field Audit

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☒ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☐ Residential	☐ Recreational	☒ Transportation
	☒ Other: Medical				
A3	Street Name: Atlantic Ave				
A4	Nearest Cross Street or Landmark/Address: Ohio Avenue				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☐ Less than 50 ft	☐ 50-100 ft	☒ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☒ Far-side	☐ Near-side	☐ Mid-block	☐ Not near an Intersection	☐ Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☒ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing): N/A (Crossing Closer)				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	**Other transportation services that are connected at this bus stop (check all that apply):**				
	☒ Other Local Bus Routes	☒ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** NJ Transit Bus (502, 504, 505, 507, 508, 509, 554); Greyhound				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** No bus route on Ohio Ave				
A14	**What is the width of the buffer between the road and pedestrian facility? 0'**				

10 min walk (0.4mi)

Measure 5.5'

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	40+ feet wide by 7.5' feet deep			
B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?	☒ Yes			
		☐ No			
B4	Where is the landing pad positioned?				
	☐ Below Street Level	☒ Sidewalk	☐ Shoulder	☐ Bus Bulb	
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk			
B5	Issues with landing area surface (check all that apply):				
	☒ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐Uneven Surface	
	☐Fragmented	☐ Slopes Down from Street	☐ Other (specify):		
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?	☐ Yes			
		☒ No (skip to B8)			
B7	Describe obstructions to wheelchair mobility on the landing pad:				
B8	Is there existing sidewalk adjacent to the bus stop?	☒ Yes	☐ No (skip to B14)		
B9	Is the sidewalk connected to the landing area/pad?	☒ Yes	☐ No		
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection		
B11	How wide is the sidewalk? 16.5'				
B12	Describe physical barriers that constrict the width of the sidewalk: Signs, bus shelter, signal controller cabinet, street furniture				
B13	Rank the sidewalk condition (1-3):				
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities				
	☐ 2. Fair – minor unevenness, with few cracks or breaks				
	☒ 3. Good – Not perfect but not in need of immediate repair to service pedestrians				
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?	☒ Yes			
		☐ No			
B15	Does the nearest pedestrian crossing have ADA compliant ramps?	☐ Yes	☒ No		
B16	Do the ramps have detectable warning surfaces?	☐ Yes	☒ No		
B17	Are there pedestrian push buttons? (If No, skip B18)	☐ Yes	☒ No		
B18	Are the pedestrian push buttons accessible?	☐ Yes	☐ No		
B18	Do the pedestrian push buttons work?	☐ Yes	☐ No		

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?	☒ Yes	☐ No (skip to C2)	
C2	What are the dimensions of the interior standing area of the shelter?			
	Width: 9'	Height: 7'	Depth: 3'	
C3	Does the shelter have a front center panel with two openings?	☐ Yes	☒ No (skip to C5)	
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?	☒ Yes	☐ No	
C6	What are the dimensions of the clear space?	Width: 9'	Height: 7'	Depth: 3'
C7	Distance from the nearest face of the shelter to the curb (in feet): 4'			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☒ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☒ Yes	☒ No (skip to C11)	
C10	Specify any damages to the shelter: Missing panels, bent metal, missing bench			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☒ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☒ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No	
C13	Is there advertising on the side panel? (If no, skip to C15)	☐ Yes	☒ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☒ No	
C15	Is there seating available? maybe used to be	☐ Yes	☒ No (skip to C22)	
C16	Is the seating inside the shelter?	☐ Yes	☐ No	
C17	How far is the seating from the curb (in feet)?			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C19	What type of seating is available?			
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	Describe any issues with the seating:			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			

	☐ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☒ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting? Only if 2-3 buses		☐ Yes	☒ No
C24	Describe any issues with trash at the bus stop or the receptacle: None Some trash on ground			
C25	Describe any other amenities exist at this bus stop: None Recycling, Bus Terminal, Security Cameras			
C26	Describe any issues with the amenities at the bus stop: N/A			

PART D: TRAFFIC SAFETY

D1	Posted speed limit (in MPH): 25			
D2	Average Annual Daily Traffic of the roadway: 4384			
D3	Total lanes on both sides of the road: 5			
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)	
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft		
D6	What are the traffic controls at the nearest intersection or crossing?			
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign	
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):		
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?			
	☐ Fixed Signal Timing with Walk Phase	☐ Push Buttons	☒ Pedestrian Signal Heads	
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval	
	☐ Other (specify):			
D8	Is the nearest pedestrian crossing unmarked or faded?	☒ Yes	☐ No	
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☒ No	
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No	
D11	What are the potential traffic hazards (check all that apply)?			
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve		
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing		
	☐ Speeding Traffic	☒ Waiting Passengers Hidden from View of Bus		
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk		
	☐ None			
D12	Describe any other traffic hazards: Wide roads, high speeds			

D13	Is there lighting present?			☒ Yes	☐ No (skip to D16)
D14	What type of lighting is present?				
	☒ Lighting Outside Adjacent Building	☒ Shelter Lighting		☒ Street Lighting	
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):			
D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☒ 1-10'	☒ 11-20'	☐ Over 20' away
D16	Are there bicycle lanes?			☐ Yes	☒ No
D17	Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.): None				

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop? (if no, skip E2)			☐ Yes	☒ No
E2	Describe any issues with call boxes:				
E3	Is there a sign indicating the location of the bus stop?		☒ Yes	☐ No (skip to E13)	
E4	Where is the bus stop sign installed?				
	☒ Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☐ Yes	☒ No
E7	Is the sign at least 2 feet away from the curb?			☒ Yes	☐ No
E8	Provider names on the bus stop sign: NJ Transit				
E9	Provide the routes listed: 501, 502, 504, 505, 507, 508, 509, 554				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☒ Yes	☐ No
E12	Describe problems with the bus stop signage: Faded on My Bus #, little bent				
E13	What type of other information is posted (check all that apply)?				
	☐ Route	☐ Schedule	☐ Map	☒ Other (specify): My Bus	
E14	Where is the information posted (check all that apply)?				
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes	☒ No

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad ✓	Shelter (Inside and Out) ✓	Bench N/A
All Poles ✓	Information ✓	Hazards to Pedestrians ✓
Signage ✓	Sidewalks ✓	Sidewalk Barriers ✓
Curb Cuts N/A	Bus Stops Across the Street ✓	View North/South/East/West ✓
Traffic Signals ✓	Crosswalks ✓	Railroad Tracks N/A
Trash Cans ✓	Newspaper Boxes N/A	Any Other Amenities

Figure 1: Far side bus bulb with shelter (NACTO)

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
400	Mt. Ephraim (CR 605)	1.51	South	Camden County	Camden		Clear

Legend	
	Confident in virtual audit response
	Need to field verify audit response; possible that field conditions vary from Street View
	Not possible to determine virtually; likely to change between Street View date and In-Field Audit

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☒ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☒ Residential	☐ Recreational	☐ Transportation
	☐ Other: Hospital, school				
A3	**Street Name:** Mt. Ephraim Ave				
A4	**Nearest Cross Street or Landmark/Address:** Atlantic Ave				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☐ Less than 50 ft	☐ 50-100 ft	☒ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☒ Far-side	☐ Near-side	☐ Mid-block	☐ Not near an Intersection	☐ Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☐ In Travel Lane	☒ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☒ 50-100 ft	☒ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** NJTKansit				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** No				
A14	**What is the width of the buffer between the road and pedestrian facility?** 0'				

~100' to hospital driveway

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	12' feet wide by 100' feet deep			

All the way to intersection

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☒ Yes ☐ No
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☒ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☒ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐ Uneven Surface
	☐ Fragmented	☐ Slopes Down from Street	☐ Other (specify): maintenance of snow	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☐ Yes ☒ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:**			
B8	Is there existing sidewalk adjacent to the bus stop?		☒ Yes	☐ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☒ Yes	☐ No
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection	
B11	How wide is the sidewalk? 12'			
B12	**Describe physical barriers that constrict the width of the sidewalk:** plantings + wall constrict 3' ballot box 480' S by hospital driveway from expansion			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☒ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?		☒ Yes	☐ No
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☒ Yes	☐ No
B16	Do the ramps have detectable warning surfaces?		☒ Yes	☐ No
B17	Are there pedestrian push buttons? (If no, skip to Part C)		☒ Yes	☐ No
B18	Are the pedestrian push buttons accessible?		☒ Yes	☐ No
B19	Do the pedestrian push buttons work?		☐ Yes	☒ No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☒ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No

C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)	
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No	
C13	Is there advertising on the side panel?	☐ Yes	☐ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No	
C15	Is there seating available?	☐ Yes	☒ No (skip to C22)	
C16	Is the seating inside the shelter?	☐ Yes	☐ No	
C17	How far is the seating from the curb (in feet)?			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C19	What type of seating is available?			
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:**			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☒ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:** NO CAN. NO BAG			
C25	**Describe any other amenities exist at this bus stop:** waiting space 7' x 20'			
C26	**Describe any issues with the amenities at the bus stop:**			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 25 MPH			
D2	**Average Annual Daily Traffic of the roadway:** 11,515			
D3	**Total lanes on both sides of the road:** 2 thru lanes			
D4	Is there on-street parking on the same side of the roadway?	☒ Yes	☒ No (skip to D6)	
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft		
D6	What are the traffic controls at the nearest intersection or crossing?			
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign	
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):		
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?			
	☒ Fixed Signal Timing with Walk Phase	☒ Push Buttons	☒ Pedestrian Signal Heads	
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval	
	☐ Other (specify):			
D8	Is the nearest pedestrian crossing unmarked or faded?	☐ Yes	☒ No	
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☒ No	
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No	
D11	What are the potential traffic hazards (check all that apply)?			
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve		
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing		
	☐ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus		
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk		
	☒ None			
D12	**Describe any other traffic hazards:**			
D13	Is there lighting present?	☒ Yes	☐ No (skip to D16)	
D14	What type of lighting is present?			
	☒ Lighting Outside Adjacent Building	☐ Shelter Lighting	☒ Street Lighting — curb + hospitality	
	☒ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):		
D15	How far is the lighting from the bus stop?	☒ Directly at the bus stop	☐ 1-10'	☒ 11-20'	☐ Over 20' away
D16	Are there bicycle lanes?	☐ Yes	☒ No	
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):** None			

Yellow curb from int to hospital drive

People park/ pick up at yellow curb

20' from sign but at bus stop

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☒ No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☒ Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☐ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☐ Yes	☒ No
E7	Is the sign at least 2 feet away from the curb?			☐ Yes	☒ No
E8	**Provider names on the bus stop sign:** NJTransit				
E9	**Provide the routes listed:** 400				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☒ Yes	☐ No
E12	**Describe problems with the bus stop signage:** graffiti, sign's peeled off partially				
E13	What type of other information is posted (check all that apply)?				
	☒ Route	☐ Schedule	☐ Map	☒ Other (specify): my bus	
E14	Where is the information posted (check all that apply)?				
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes ☒ No	

Bus does not pull over, Stops in lane

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad ✓	Shelter (Inside and Out) ✗	Bench ✗
All Poles ✓	Information ✓	Hazards to Pedestrians
Signage ✓	Sidewalks ✓	Sidewalk Barriers
Curb Cuts ✗	Bus Stops Across the Street ✓	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans ✓	Newspaper Boxes ✗	Any Other Amenities

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
317, 409, 413, 414, 418	Admiral Wilson Blvd (US 30)	2.49	~~East~~ WB, EB	NJDOT	Camden	39.93889, -75.09331	Clear

Legend	
	Confident in virtual audit response
	Need to field verify audit response; possible that field conditions vary from Street View
	Not possible to determine virtually; likely to change between Street View date and In-Field Audit

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☒ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☐ Commercial	☐ Residential	☐ Recreational	☒ Transportation
	☐ Other:				
A3	**Street Name:** Admiral Wilson Blvd (US 30)				
A4	**Nearest Cross Street or Landmark/Address:** Baird Blvd				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☐ Less than 50 ft	☐ 50-100 ft	☒ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☐ Near-side	☐ Mid-block	☒ Not near an Intersection	☐ Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☒ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing): N/A				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** NJ Transit (317, 409, 413, 414, 418)				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** 1000'				
A14	**What is the width of the buffer between the road and pedestrian facility?** 3'				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☒ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	8' feet wide by 100' feet deep			
B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?	☐ Yes			
		☒ No			
B4	Where is the landing pad positioned?				
	☐ Below Street Level	☐ Sidewalk	☐ Shoulder	☐ Bus Bulb	
	☒ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk			
B5	Issues with landing area surface (check all that apply):				
	☐ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☒Uneven Surface	
	☐Fragmented	☐ Slopes Down from Street	☐ Other (specify):		
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?	☒ Yes			
		☐ No (skip to B8)			
B7	**Describe obstructions to wheelchair mobility on the landing pad:** Pavers uneven at landing pad				
B8	Is there existing sidewalk adjacent to the bus stop?	☒ Yes	☐ No (skip to B14)		
B9	Is the sidewalk connected to the landing area/pad?	☒ Yes	☐ No		
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection		
B11	How wide is the sidewalk? 5'				
B12	**Describe physical barriers that constrict the width of the sidewalk:** bridge abutment				
B13	Rank the sidewalk condition (1-3):				
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities				
	☒ 2. Fair – minor unevenness, with few cracks or breaks				
	☐ 3. Good – Not perfect but not in need of immediate repair to service pedestrians				
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?	☒ Yes			
		☐ No			
B15	Does the nearest pedestrian crossing have ADA compliant ramps?	☐ Yes	☒ No		
B16	Do the ramps have detectable warning surfaces? N/A	☐ Yes	☐ No		
B17	Are there pedestrian push buttons? (If no, skip B18) N/A	☐ Yes	☐ No		
B18	Are the pedestrian push buttons accessible? N/A	☐ Yes	☐ No		
B19	Do the pedestrian push buttons work? N/A	☐ Yes	☐ No		

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☒ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?		_____ feet wide by _____ feet tall	
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No
C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?		☐ Yes	☐ No (skip to C11)
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?		☐ Yes	☐ No
C13	Is there advertising on the side panel?		☐ Yes	☐ No
C14	Does shelter or advertising obstruct turning-vehicle views?		☐ Yes	☐ No
C15	Is there seating available?		☐ Yes	☐No (skip to C22)
C16	Is the seating inside the shelter?		☐ Yes	☐ No
C17	How far is the seating from the curb (in feet)?			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?		☐ Yes	☐ No
C19	What type of seating is available?			
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:**			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			

	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?		☐ Yes	☐ No
C24	**Describe any issues with trash at the bus stop or the receptacle:**			
C25	**Describe any other amenities exist at this bus stop:** None			
C26	**Describe any issues with the amenities at the bus stop:**			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 45				
D2	**Average Annual Daily Traffic of the roadway:** 47,255				
D3	**Total lanes on both sides of the road:** 8				
D4	Is there on-street parking on the same side of the roadway?		☐ Yes	☒ No (skip to D6)	
D5	What is the distance from the bus stop pole to the nearest parking spot?		_____ ft		
D6	What are the traffic controls at the nearest intersection or crossing?				
	☐ Flashing Lights or Beacon	☐ Traffic Signal	☐ Stop/Yield Sign		
	☐ Midblock Crosswalk (No traffic controls)	☒ Other (specify): Grade seperated			
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?				
	☐ Fixed Signal Timing with Walk Phase	☐ Push Buttons	☐ Pedestrian Signal Heads		
	☐ Audible Warning Signals	☒ None	☐ Leading Pedestrian Interval		
	☐ Other (specify):				
D8	Is the nearest pedestrian crossing unmarked or faded? Ped use bridge			☐ Yes	☒ No
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?			☐ Yes	☒ No
D10	Does the nearest pedestrian crossing have curb extensions?			☐ Yes	☒ No
D11	What are the potential traffic hazards (check all that apply)?				
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve			
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing			
	☒ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus			
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk			
	☐ None				
D12	**Describe any other traffic hazards:** On freeway				
D13	Is there lighting present?		☒ Yes	☐ No (skip to D16)	
D14	What type of lighting is present?				
	☐ Lighting Outside Adjacent Building	☐Shelter Lighting	☒ Street Lighting		
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):			
D15	How far is the lighting from the bus stop?	☒ Directly at the bus stop	☐ 1-10'	☐ 11-20'	☐ Over 20' away

D16	Are there bicycle lanes?	☐ Yes	☒ No
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):**		

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☒ No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☒ Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☒ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb?			☒ Yes	☐ No
E8	**Provider names on the bus stop sign:** NJTransit				
E9	**Provide the routes listed:** 317, 409, 413, 414, 418				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☒ Yes	☐ No
E12	**Describe problems with the bus stop signage:**				
E13	What type of other information is posted (check all that apply)?				
	☒ Route	☐ Schedule	☐ Map	☒ Other (specify): mybus	
E14	Where is the information posted (check all that apply)?				
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes	☒ No

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:

Landing Pad ✓	Shelter (Inside and Out) ✗	Bench ✗
All Poles ✓	Information ✓	Hazards to Pedestrians ✗
Signage ✓	Sidewalks ✓	Sidewalk Barriers ✓
Curb Cuts ✗	Bus Stops Across the Street ✓	View North/South/East/West ✓

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
317, 409, 413, 414, 418	Admiral Wilson Blvd (US 30)	2.49	~~East~~ WB	NJDOT	Camden	39.93889, -75.09331	Clear Sunny

Legend	
	Confident in virtual audit response
	Need to field verify audit response; possible that field conditions vary from Street View
	Not possible to determine virtually; likely to change between Street View date and In-Field Audit

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☒ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☐ Commercial	☐ Residential	☐ Recreational	☒ Transportation
	☐ Other:				
A3	**Street Name:** Admiral Wilson Blvd (US 130)				
A4	**Nearest Cross Street or Landmark/Address:** Baird Blvd				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☐ Less than 50 ft	☐ 50-100 ft	☒ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☐ Near-side	☐ Mid-block	☒ Not near an Intersection	☐ Highway Bus Bay
A7	Where is the bus stop area located?				
	☒ Bus Lane or Bus Bay	☒ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing): N/A				
	☐ Less than 50 ft	☐ 50-100 ft	☒ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☒ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☒ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** NJ Transit (317, 409, 413, 414, 418)				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** 1000'				
A14	**What is the width of the buffer between the road and pedestrian facility?** 3'				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☒ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	8' feet wide by 80' feet deep			
B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?	☐ Yes			
		☒ No			
B4	Where is the landing pad positioned?				
	☐ Below Street Level	☐ Sidewalk	☐ Shoulder	☐ Bus Bulb	
	☒ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk			
B5	Issues with landing area surface (check all that apply):				
	☐ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☒ Uneven Surface	
	☐ Fragmented	☐ Slopes Down from Street	☐ Other (specify):		
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?	☒ Yes			
		☐ No (skip to B8)			
B7	**Describe obstructions to wheelchair mobility on the landing pad:** Pavers uneven at landing pad, fire hydrant + mileage sign				
B8	Is there existing sidewalk adjacent to the bus stop?	☒ Yes	☐ No (skip to B14)		
B9	Is the sidewalk connected to the landing area/pad?	☒ Yes	☐ No		
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection		
B11	How wide is the sidewalk? 5'				
B12	**Describe physical barriers that constrict the width of the sidewalk:** bridge abutment M.P., bus stop sign, light pole				
B13	Rank the sidewalk condition (1-3):				
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities				
	☒ 2. Fair – minor unevenness, with few cracks or breaks				
	☐ 3. Good – Not perfect but not in need of immediate repair to service pedestrians				
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?	☒ Yes			
		☐ No			
B15	Does the nearest pedestrian crossing have ADA compliant ramps?	☐ Yes	☒ No		
B16	Do the ramps have detectable warning surfaces?	☐ Yes	☒ No		
B17	Are there pedestrian push buttons? (If no, skip B18) N/A	☐ Yes	☒ No		
B18	Are the pedestrian push buttons accessible?	☐ Yes	☒ No		
B19	Do the pedestrian push buttons work?	☐ Yes	☒ No		

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☒ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?		_____ feet wide by _____ feet tall	
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No
C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?		☐ Yes	☐ No (skip to C11)
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?		☐ Yes	☐ No
C13	Is there advertising on the side panel?		☐ Yes	☐ No
C14	Does shelter or advertising obstruct turning-vehicle views?		☐ Yes	☐ No
C15	Is there seating available?		☒ Yes	☐ No (skip to C22)
C16	Is the seating inside the shelter?		☐ Yes	☒ No
C17	How far is the seating from the curb (in feet)?			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?		☐ Yes	☒ No
C19	What type of seating is available?			
	☒ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:** poor condition- destroyed			
C21	Rank the condition of the seating (1-3):			
	☒ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			

	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?		☐ Yes	☐ No
C24	**Describe any issues with trash at the bus stop or the receptacle:**			
C25	**Describe any other amenities exist at this bus stop:**			
C26	**Describe any issues with the amenities at the bus stop:**			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 45				
D2	**Average Annual Daily Traffic of the roadway:** 47,255				
D3	**Total lanes on both sides of the road:** 8				
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)		
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft			
D6	What are the traffic controls at the nearest intersection or crossing?				
	☐ Flashing Lights or Beacon	☐ Traffic Signal	☐ Stop/Yield Sign		
	☐ Midblock Crosswalk (No traffic controls)	☒ Other (specify): Grade seperated			
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?				
	☐ Fixed Signal Timing with Walk Phase	☐ Push Buttons	☐ Pedestrian Signal Heads		
	☐ Audible Warning Signals	☒ None	☐ Leading Pedestrian Interval		
	☐ Other (specify):				
D8	Is the nearest pedestrian crossing unmarked or faded? Ped use bridge		☐ Yes	☒ No	
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?		☐ Yes	☒ No	
D10	Does the nearest pedestrian crossing have curb extensions?		☐ Yes	☒ No	
D11	What are the potential traffic hazards (check all that apply)?				
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve			
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing			
	☒ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus			
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk			
	☐ None				
D12	**Describe any other traffic hazards:** On freeway				
D13	Is there lighting present?		☒ Yes	☐ No (skip to D16)	
D14	What type of lighting is present?				
	☐ Lighting Outside Adjacent Building	☐Shelter Lighting	☒ Street Lighting		
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):			
D15	How far is the lighting from the bus stop?	☒ Directly at the bus stop	☐ 1-10'	☐ 11-20'	☐ Over 20' away

D16	Are there bicycle lanes?	☐ Yes	☒ No
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):**		

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☒ No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☒ Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☒ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb?			☒ Yes	☐ No
E8	**Provider names on the bus stop sign:** NJT				
E9	**Provide the routes listed:** 317, 409, 414, 418				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☒ Yes	☐ No
E12	**Describe problems with the bus stop signage:**				
E13	What type of other information is posted (check all that apply)?				
	☒ Route	☐ Schedule	☐ Map	☒ Other (specify): mylnjt s	
E14	Where is the information posted (check all that apply)?				
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes ☒ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:

Landing Pad ✓	Shelter (Inside and Out) ✗	Bench ✓
All Poles ✓	Information ✓	Hazards to Pedestrians ✗
Signage ✓	Sidewalks ✓	Sidewalk Barriers ✗
Curb Cuts ✗	Bus Stops Across the Street ✓	View North/South/East/West ✓

Elizabeth

Bus Stop ID 28544

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
26, 48, 52, 58, 59, 112, 24	Broad St		NB	Local	Union	40.66593, -74.21479	Sunny

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☒ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☒ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** Broad St				
A4	**Nearest Cross Street or Landmark/Address:** Jersey St				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☐ Less than 50 ft	☐ 50-100 ft	☒ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☐ Near-side	☒ Mid-block	☐ Not near an Intersection	☐Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☒ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☒ Regional Bus Route	☐ Light Rail	☒ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** One Bus, NJ Transit Rail				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** 282 ft				
A14	**What is the width of the buffer between the road and pedestrian facility?** N/A				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			

B2	What are the dimensions of the landing pad (if surface provided)? Surface is provided however, it is one with the sidewalk and there is no "separate" landing pad space.	_____ feet wide by _____ feet deep		
B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?	☒ Yes ☐ No		
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☒ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☒ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐Uneven Surface
	☐Fragmented	☐ Slopes Down from Street	☐ Other (specify):	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?	☐ Yes ☒ No (skip to B8)		
B7	**Describe obstructions to wheelchair mobility on the landing pad:**			
B8	Is there existing sidewalk adjacent to the bus stop?	☒ Yes	☐ No (skip to B14)	
B9	Is the sidewalk connected to the landing area/pad?	☒ Yes	☐ No	
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection	
B11	How wide is the sidewalk? 18 ft			
B12	**Describe physical barriers that constrict the width of the sidewalk:**			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☒ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?	☒ Yes ☐ No		
B15	Does the nearest pedestrian crossing have ADA compliant ramps?	☒ Yes	☐ No	
B16	Do the ramps have detectable warning surfaces?	☒ Yes	☐ No	
B17	Are there pedestrian push buttons? (If no, skip B18)	☒ Yes	☐ No	
B18	Are the pedestrian push buttons accessible?	☒ Yes	☐ No	
B19	Do the pedestrian push buttons work?	☒ Yes	☐ No	

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?	☐ Yes	☒ No (skip to C15)	
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?	☐ Yes	☐ No (skip to C5)	
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		

C5	Could a person in a wheelchair maneuver easily into the shelter?	☐ Yes	☐ No	
C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)	
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No	
C13	Is there advertising on the side panel?	☐ Yes	☐ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No	
C15	Is there seating available?	☐ Yes	☒No (skip to C22)	
C16	Is the seating inside the shelter?	☐ Yes	☐ No	
C17	How far is the seating from the curb (in feet)?			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C19	What type of seating is available?			
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:**			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☒ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:** None			
C25	**Describe any other amenities exist at this bus stop:** None			
C26	**Describe any issues with the amenities at the bus stop:** None			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 25				
D2	**Average Annual Daily Traffic of the roadway:** 14,338				
D3	**Total lanes on both sides of the road:** 2				
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)		
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft			
D6	What are the traffic controls at the nearest intersection or crossing?				
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign		
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):			
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?				
	☒ Fixed Signal Timing with Walk Phase	☒ Push Buttons	☒ Pedestrian Signal Heads		
	☒ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval		
	☐ Other (specify):				
D8	Is the nearest pedestrian crossing unmarked or faded?	☐ Yes	☒ No		
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☒ No		
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No		
D11	What are the potential traffic hazards (check all that apply)?				
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve			
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing			
	☐ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus			
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk			
	☒ None				
D12	**Describe any other traffic hazards:** None				
D13	Is there lighting present?	☒ Yes	☐ No (skip to D16)		
D14	What type of lighting is present?				
	☒ Lighting Outside Adjacent Building	☐Shelter Lighting	☒ Street Lighting		
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):			
D15	How far is the lighting from the bus stop?	☒ Directly at the bus stop	☐ 1-10’	☐ 11-20’	☐ Over 20’ away
D16	Are there bicycle lanes?	☐ Yes	☒ No		
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):** None				

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?	☐ Yes	☒No (skip E2)
E2	**Describe any issues with call boxes:**		
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)

E4	Where is the bus stop sign installed?					
	☐Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☒ Other (specify): Light Pole	
E5	Is the bus stop sign located where passengers would board?				☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?				☐ Yes	☒ No
E7	Is the sign at least 2 feet away from the curb?				☒ Yes	☐ No
E8	**Provider names on the bus stop sign:** NJ Transit					
E9	**Provide the routes listed:** 26, 48, 52, 58, 59, 112, 24; Discharge only - 56, 57, 62					
E10	Is the signage double-sided for visibility form both directions?				☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?				☒ Yes	☐ No
E12	**Describe problems with the bus stop signage:** None					
E13	What type of other information is posted (check all that apply)?					
	☒ Route	☐ Schedule	☐ Map	☐ Other (specify):		
E14	Where is the information posted (check all that apply)?					
	☐ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole		
	☐ On a Shelter	☐ Inside the Shelter	☒ Other (specify): Light Pole			
E15	Is the information eye level with potential wheelchair users?				☐ Yes	☒ No
E16	Is there a real-time information display?				☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?				☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?				☐ Yes ☒ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad	Shelter (Inside and Out)	Bench
All Poles	Information	Hazards to Pedestrians
Signage	Sidewalks	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans	Newspaper Boxes	Any Other Amenities

Newark

Bus ID 18327

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
13, 27, 30, 39, 40, 62, GO28	Broad St		NB	Local	Essex	40.73539, -74.17210	Cloudy

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☒ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☒ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** Broad St				
A4	**Nearest Cross Street or Landmark/Address:** Market St				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☒ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☒ Near-side	☐ Mid-block	☐ Not near an Intersection	☐Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☒ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☒ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** One Bus				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** 117 ft				
A14	**What is the width of the buffer between the road and pedestrian facility?** N/A				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)? Surface is provided however, it is one with the sidewalk and there is no "separate" landing pad space.	_____ feet wide by _____ feet deep			

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☒ Yes ☐ No
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☒ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☒ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐Uneven Surface
	☐Fragmented	☐ Slopes Down from Street	☐ Other (specify):	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☐ Yes ☒ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:**			
B8	Is there existing sidewalk adjacent to the bus stop?		☒ Yes	☐ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☒ Yes	☐ No
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection	
B11	How wide is the sidewalk? 25 ft			
B12	**Describe physical barriers that constrict the width of the sidewalk:**			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☒ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?			☒ Yes ☐ No
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☒ Yes	☐ No
B16	Do the ramps have detectable warning surfaces?		☒ Yes	☐ No
B17	Are there pedestrian push buttons? (If no, skip B18)		☐ Yes	☒ No
B18	Are the pedestrian push buttons accessible?		☐ Yes	☐ No
B19	Do the pedestrian push buttons work?		☐ Yes	☒ No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☒ Yes	☐ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width: 11 ½ ft	Height: 6 ½ ft	Depth: 4 ft	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☒ No (skip to C5)
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?		☒ Yes	☐ No
C6	What are the dimensions of the clear space?	Width: 7 ½ ft	Height: 6 ½ ft	Depth: 4 ft

C7	**Distance from the nearest face of the shelter to the curb (in feet):** 6 ft			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☒ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☒ No (skip to C11)	
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☒ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☒ No	
C13	Is there advertising on the side panel?	☒ Yes	☐ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☒ No	
C15	Is there seating available?	☒ Yes	☐No (skip to C22)	
C16	Is the seating inside the shelter?	☒ Yes	☐ No	
C17	How far is the seating from the curb (in feet)? 8 ft			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C19	What type of seating is available?			
	☐ Freestanding Bench	☒ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:** None			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☒ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☒ Free Standing	☐ Garbage Bag	☒ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:** None			
C25	**Describe any other amenities exist at this bus stop:** Newspaper Distributor			
C26	**Describe any issues with the amenities at the bus stop:** None			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 25
D2	**Average Annual Daily Traffic of the roadway:**

D3	**Total lanes on both sides of the road:** 6			
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)	
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft		
D6	What are the traffic controls at the nearest intersection or crossing?			
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign	
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):		
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?			
	☒ Fixed Signal Timing with Walk Phase	☐ Push Buttons	☒ Pedestrian Signal Heads	
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval	
	☐ Other (specify):			
D8	Is the nearest pedestrian crossing unmarked or faded?	☐ Yes	☒ No	
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☒ Yes	☐ No	
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No	
D11	What are the potential traffic hazards (check all that apply)?			
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve		
	☒ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing		
	☐ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus		
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk		
	☐ None			
D12	**Describe any other traffic hazards:** None			
D13	Is there lighting present?	☒ Yes	☐ No (skip to D16)	
D14	What type of lighting is present?			
	☒ Lighting Outside Adjacent Building	☐Shelter Lighting	☒ Street Lighting	
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):		
D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☐ 1-10’	☒ 11-20’	☐ Over 20’ away
D16	Are there bicycle lanes?	☐ Yes	☒ No	
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):** None			

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?	☐ Yes	☒No (skip E2)		
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☐Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☒ Other (specify): Light Pole
E5	Is the bus stop sign located where passengers would board?	☒ Yes	☐ No		
E6	Is the bottom of the sign at least 7 feet above ground level?	☒ Yes	☐ No		
E7	Is the sign at least 2 feet away from the curb?	☒ Yes	☐ No		

E8	**Provider names on the bus stop sign:** NJ Transit			
E9	**Provide the routes listed:** 13, 27, 28, 39, 40, 62, 24, 30, 39			
E10	Is the signage double-sided for visibility form both directions?		☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?		☐ Yes	☒ No
E12	**Describe problems with the bus stop signage:** None			
E13	What type of other information is posted (check all that apply)?			
	☒ Route	☐ Schedule	☐ Map	☐ Other (specify):
E14	Where is the information posted (check all that apply)?			
	☐ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole
	☐ On a Shelter	☐ Inside the Shelter	☒ Other (specify): Light Pole	
E15	Is the information eye level with potential wheelchair users?		☐ Yes	☒ No
E16	Is there a real-time information display?		☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?		☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?		☐ Yes ☒ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad	Shelter (Inside and Out)	Bench
All Poles	Information	Hazards to Pedestrians
Signage	Sidewalks	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans	Newspaper Boxes	Any Other Amenities

Jersey City
Bus Stop ID 20644
BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
80, 81, 82, 86	Christopher Columbus Dr		NB	Local	Hudson	40.735377, -74.17083	Cloudy

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☒ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☒ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** Christopher Columbus Dr				
A4	**Nearest Cross Street or Landmark/Address:** Marin Blvd				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☒ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☒ Near-side	☐ Mid-block	☐ Not near an Intersection	☐Highway Bus Bay
A7	Where is the bus stop area located?				
	☒ Bus Lane or Bus Bay	☐ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☐ Curbside	☒ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☒ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** Path				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** 325 ft				
A14	**What is the width of the buffer between the road and pedestrian facility?** N/A				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)? Surface is provided however, it is one with the sidewalk and there is no "separate" landing pad space.	_____ feet wide by _____ feet deep			

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☒ Yes ☐ No
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☒ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☒ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐Uneven Surface
	☐Fragmented	☐ Slopes Down from Street	☐ Other (specify):	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☐ Yes ☒ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:**			
B8	Is there existing sidewalk adjacent to the bus stop?		☒ Yes	☐ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☒ Yes	☐ No
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection	
B11	How wide is the sidewalk? To bollards 7 ft			
B12	**Describe physical barriers that constrict the width of the sidewalk:** None			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☒ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?			☒ Yes ☐ No
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☒ Yes	☐ No
B16	Do the ramps have detectable warning surfaces?		☒ Yes	☐ No
B17	Are there pedestrian push buttons? (If no, skip B18)		☒ Yes	☐ No
B18	Are the pedestrian push buttons accessible?		☒ Yes	☐ No
B19	Do the pedestrian push buttons work?		☒ Yes	☐ No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☒ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No
C6	What are the dimensions of the clear space?	Width:	Height:	Depth:

C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)	
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No	
C13	Is there advertising on the side panel?	☐ Yes	☐ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No	
C15	Is there seating available?	☐ Yes	☒No (skip to C22)	
C16	Is the seating inside the shelter?	☐ Yes	☐ No	
C17	How far is the seating from the curb (in feet)?			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C19	What type of seating is available?			
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:**			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☒ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:**			
C25	**Describe any other amenities exist at this bus stop:** None			
C26	**Describe any issues with the amenities at the bus stop:** None			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 25
D2	**Average Annual Daily Traffic of the roadway:**

D3	**Total lanes on both sides of the road:** 5			
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)	
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft		
D6	What are the traffic controls at the nearest intersection or crossing?			
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign	
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):		
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?			
	☒ Fixed Signal Timing with Walk Phase	☒ Push Buttons	☒ Pedestrian Signal Heads	
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval	
	☐ Other (specify):			
D8	Is the nearest pedestrian crossing unmarked or faded?	☒ Yes	☐ No	
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☒ Yes	☐ No	
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No	
D11	What are the potential traffic hazards (check all that apply)?			
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve		
	☒ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing		
	☐ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus		
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk		
	☐ None			
D12	**Describe any other traffic hazards:** None			
D13	Is there lighting present?	☒ Yes	☐ No (skip to D16)	
D14	What type of lighting is present?			
	☒ Lighting Outside Adjacent Building	☐Shelter Lighting	☒ Street Lighting	
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):		
D15	How far is the lighting from the bus stop?	☒ Directly at the bus stop	☐ 1-10’	☐ 11-20’	☐ Over 20’ away
D16	Are there bicycle lanes?	☐ Yes	☒ No	
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):** None			

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?	☐ Yes	☒No (skip E2)		
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☐Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☒ Other (specify): Light Pole
E5	Is the bus stop sign located where passengers would board?	☒ Yes	☐ No		
E6	Is the bottom of the sign at least 7 feet above ground level?	☐ Yes	☒ No		
E7	Is the sign at least 2 feet away from the curb?	☒ Yes	☐ No		

E8	**Provider names on the bus stop sign:** NJ Transit			
E9	**Provide the routes listed:** 80, 81, 82, 86			
E10	Is the signage double-sided for visibility form both directions?		☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?		☐ Yes	☒ No
E12	**Describe problems with the bus stop signage:** None			
E13	What type of other information is posted (check all that apply)?			
	☒ Route	☐ Schedule	☐ Map	☐ Other (specify):
E14	Where is the information posted (check all that apply)?			
	☐ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole
	☐ On a Shelter	☐ Inside the Shelter	☒ Other (specify): Light Pole	
E15	Is the information eye level with potential wheelchair users?		☐ Yes	☒ No
E16	Is there a real-time information display?		☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?		☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?		☐ Yes ☒ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad	Shelter (Inside and Out)	Bench
All Poles	Information	Hazards to Pedestrians
Signage	Sidewalks	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans	Newspaper Boxes	Any Other Amenities

Montgomery

Bus Stop ID 28291

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
605	Rt 206		NB	Local	Somerset	40.39667, -74.65199	Cloudy

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☐ Urban	☐ Suburban	☒ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☐ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** Rt 206				
A4	**Nearest Cross Street or Landmark/Address:** Wall St				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☐ Less than 50 ft	☒ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☒ Near-side	☐ Mid-block	☐ Not near an Intersection	☐Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☒ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☒ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** N/A				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** N/A				
A14	**What is the width of the buffer between the road and pedestrian facility?** N/A				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	12 ft wide by 10 ft deep			
B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☒ Yes	
				☐ No	

B4	Where is the landing pad positioned?			
	☐ Below Street Level	☐ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☒ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☒ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐Uneven Surface
	☐Fragmented	☐ Slopes Down from Street	☐ Other (specify):	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair? Trashcan			☒ Yes ☐ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:** No Sidewalk, surrounded by grass			
B8	Is there existing sidewalk adjacent to the bus stop?		☐ Yes	☒ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☐ Yes	☐ No
B10	What does the sidewalk connect to?	☐ Pedestrian Generator	☐ Nearest Intersection	
B11	How wide is the sidewalk?			
B12	**Describe physical barriers that constrict the width of the sidewalk:**			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☐ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?		☐ Yes ☒ No	
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☒ Yes	☐ No
B16	Do the ramps have detectable warning surfaces?		☒ Yes	☐ No
B17	Are there pedestrian push buttons? (If no, skip B18)		☒ Yes	☐ No
B18	Are the pedestrian push buttons accessible?		☒ Yes	☐ No
B19	Do the pedestrian push buttons work?		☒ Yes	☐ No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☒ Yes	☐ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width: 10 ft	Height: 7 ft	Depth: 4 ft	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☒ No (skip to C5)
C4	What are the dimensions of the openings?		_____ feet wide by _____ feet tall	
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☒ No
C6	What are the dimensions of the clear space?	Width: 9 ft	Height: 7 ft	Depth: 2 ft
C7	**Distance from the nearest face of the shelter to the curb (in feet):** 6 ft			

C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☒ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?		☐ Yes	☒ No (skip to C11)
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☒ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?		☐ Yes	☒ No
C13	Is there advertising on the side panel?		☐ Yes	☒ No
C14	Does shelter or advertising obstruct turning-vehicle views?		☐ Yes	☒ No
C15	Is there seating available?		☒ Yes	☐No (skip to C22)
C16	Is the seating inside the shelter?		☒ Yes	☐ No
C17	How far is the seating from the curb (in feet)? 7 ft			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?		☐ Yes	☒ No
C19	What type of seating is available?			
	☐ Freestanding Bench	☒ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:** None			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☒ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☒ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?		☒ Yes	☐ No
C24	**Describe any issues with trash at the bus stop or the receptacle:** None			
C25	**Describe any other amenities exist at this bus stop:** None			
C26	**Describe any issues with the amenities at the bus stop:** None			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 40
D2	**Average Annual Daily Traffic of the roadway:**
D3	**Total lanes on both sides of the road:** 2-3

D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)
D5	What is the distance from the bus stop pole to the nearest parking spot?		
D6	What are the traffic controls at the nearest intersection or crossing?		
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):	
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?		
	☒ Fixed Signal Timing with Walk Phase	☒ Push Buttons	☒ Pedestrian Signal Heads
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval
	☐ Other (specify):		
D8	Is the nearest pedestrian crossing unmarked or faded?	☐ Yes	☒ No
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☒ No
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No
D11	What are the potential traffic hazards (check all that apply)?		
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve	
	☒ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing	
	☐ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus	
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk	
	☐ None		
D12	**Describe any other traffic hazards:** None		
D13	Is there lighting present?	☐ Yes	☒ No (skip to D16)
D14	What type of lighting is present?		
	☐ Lighting Outside Adjacent Building	☐Shelter Lighting	☐ Street Lighting
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):	

D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☐ 1-10’	☐ 11-20’	☐ Over 20’ away
D16	Are there bicycle lanes?			☐ Yes	☒ No
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):** None				

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?	☐ Yes	☒No (skip E2)
E2	**Describe any issues with call boxes:**		
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)
E4	Where is the bus stop sign installed?		

☒Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):

E5	Is the bus stop sign located where passengers would board?	☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?	☒ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb?	☒ Yes	☐ No

E8	**Provider names on the bus stop sign:** NJ Transit			
E9	**Provide the routes listed:** 605			
E10	Is the signage double-sided for visibility form both directions?		☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?		☐ Yes	☒ No
E12	**Describe problems with the bus stop signage:** None			
E13	What type of other information is posted (check all that apply)?			
	☒ Route	☐ Schedule	☐ Map	☐ Other (specify):
E14	Where is the information posted (check all that apply)?			
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):	
E15	Is the information eye level with potential wheelchair users?		☐ Yes	☒ No
E16	Is there a real-time information display?		☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?		☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?		☐ Yes ☒ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad	Shelter (Inside and Out)	Bench
All Poles	Information	Hazards to Pedestrians
Signage	Sidewalks	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans	Newspaper Boxes	Any Other Amenities

BUS STOP CHECKLIST

Bus Route #: 468	Street Name: S Broadway (NJ 49)	Milepost: 3.05	Direction: Southbound	Jurisdiction: NJDOT	County: Salem	Latitude/Longitude:	Weather: clear 40°

Legend	
	Confident in virtual audit response
	Need to field verify audit response; possible that field conditions vary from Street View
	Not possible to determine virtually; likely to change between Street View date and In-Field Audit

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☐ Urban	☐ Suburban	☒ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☐ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** S Broadway (NJ 49)				
A4	**Nearest Cross Street or Landmark/Address:** Dunn Lane				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☒ Less than 50 ft	☒ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☒ Far-side	☐ Near-side	☐ Mid-block	☐ Not near an Intersection	☐ Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☐ In Travel Lane	☒ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☒ Less than 50 ft	☒ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes ☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☒ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** Community Shuttle of Salem County				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** NO				
A14	**What is the width of the buffer between the road and pedestrian facility?** 45"				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☐ Concrete	☐ Asphalt	☐ Dirt	☒ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	40 feet wide by 4' feet deep			

Peds would wait in s... or grass

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☐ Yes ☒ No
B4	Where is the landing pad positioned? – No landing pad			
	☐ Below Street Level	☐ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☐ No Issues	☐ Drain Inlet or Obstacles	☒ Slopes Up from Street	☒ Uneven Surface
	☐ Fragmented	☐ Slopes Down from Street	☐ Other (specify):	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☒ Yes ☐ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:** Grass – uneven, not sidd			
B8	Is there existing sidewalk adjacent to the bus stop?		☒ Yes	☐ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☐ Yes	☒ No landing pad
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection	
B11	How wide is the sidewalk? 5'			
B12	**Describe physical barriers that constrict the width of the sidewalk:** None Utility poles prevent from being widened			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☒ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?			☒ Yes ☐ No
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☐ Yes	☒ No
B16	Do the ramps have detectable warning surfaces?		☒ Yes	☐ No
B17	Are there pedestrian push buttons? (If no, skip to Part C)		☐ Yes	☒ No
B18	Are the pedestrian push buttons accessible?		☐ Yes	☐ No
B19	Do the pedestrian push buttons work?		☐ Yes	☐ No

Ramps, no crosswalk

Does not install detectable warning at ramp

No room maneuver past ramp

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☒ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No
C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	**Distance from the nearest face of the shelter to the curb (in feet):**			

C8	Which direction is the bus shelter facing?		
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street
	☐ Away from Oncoming Traffic		
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)
C10	**Specify any damages to the shelter:**		
C11	Rank the bus shelter condition (1-3):		
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities		
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities		
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities		
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No
C13	Is there advertising on the side panel?	☐ Yes	☐ No
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No
C15	Is there seating available?	☐ Yes	☒ No (skip to C22)
C16	Is the seating inside the shelter?	☐ Yes	☐ No
C17	How far is the seating from the curb (in feet)?		
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No
C19	What type of seating is available?		
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench
	☐ Leaning Bench	☐ Other (specify):	
C20	**Describe any issues with the seating:**		
C21	Rank the condition of the seating (1-3):		
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous		
	☐ 2. Fair – Could use a cleaning and new paint		
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians		
C22	What type of receptacle is available?		
	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☒ None (skip to C25)	☐ Other (specify):	
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No
C24	**Describe any issues with trash at the bus stop or the receptacle:**		
C25	**Describe any other amenities exist at this bus stop:** None		
C26	**Describe any issues with the amenities at the bus stop:**		

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 35

D2	**Average Annual Daily Traffic of the roadway:** 10,925			
D3	**Total lanes on both sides of the road:** 1			
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)	
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft		
D6	What are the traffic controls at the nearest intersection or crossing?			
	☐ Flashing Lights or Beacon Cranbury Rd	☒ Traffic Signal	☒ Stop/Yield Sign Dunn Ln	
	☐ Midblock Crosswalk (No traffic controls)	☒ ~~Other (specify): None~~		
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)? Cranbury Rd			
	☐ Fixed Signal Timing with Walk Phase	☒ Push Buttons	☒ Pedestrian Signal Heads	
	☒ Audible Warning Signals	☒ None - Dunn Ln	☐ Leading Pedestrian Interval	
	☐ Other (specify):			
D8	Is the nearest pedestrian crossing unmarked or faded? Dunn Ln Cranbury Rd	☒ Yes	☒ No	
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☒ No	
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No	
D11	What are the potential traffic hazards (check all that apply)?			
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve		
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing		
	☒ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus		
	☒ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk		
	☐ None			
D12	**Describe any other traffic hazards:** Long dist to closest crossing of 249			
D13	Is there lighting present?	☒ Yes	☐ No (skip to D16)	
D14	What type of lighting is present?			
	☐ Lighting Outside Adjacent Building	☐ Shelter Lighting	☒ Street Lighting	
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):	Across street near companion bus stop	
D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☐ 1-10'	☐ 11-20' ☒ Over 20' away
D16	Are there bicycle lanes?	☐ Yes	☒ No	
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):** Lane edgelines w/ shoulder			

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☒ No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☒ Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☒ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb?			☒ Yes	☐ No
E8	**Provider names on the bus stop sign:** Community Shuttle of Salem City NJTransit			Exactly 2'	
E9	**Provide the routes listed:** 468				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☐ Yes	☒ No
E12	**Describe problems with the bus stop signage:** Bent at angle and leaning back				
E13	What type of other information is posted (check all that apply)? my bus call/text line				
	☒ Route	☐ Schedule	☐ Map	☒ Other (specify):	
E14	Where is the information posted (check all that apply)?				
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes	☒ No

phone + web SC Shuttle

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad ✓	Shelter (Inside and Out) X	Bench X
All Poles ✓	Information ✓	Hazards to Pedestrians ✓
Signage ✓	Sidewalks ✓	Sidewalk Barriers X
Curb Cuts X	Bus Stops Across the Street ✓	View North/South/East/West ✓
Traffic Signals ✓	Crosswalks ✓	Railroad Tracks X
Trash Cans X	Newspaper Boxes X	Any Other Amenities X

Perth Amboy
Bus Stop ID 23713
BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
116	Convery Blvd		NB	Local	Middlesex	40.52782, -74.28008	Sunny

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☐ Urban	☒ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☐ Commercial	☒ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** Convery Blvd				
A4	**Nearest Cross Street or Landmark/Address:** Harding Ave				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☒ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☒ Near-side	☐ Mid-block	☐ Not near an Intersection	☐Highway Bus Bay
A7	Where is the bus stop area located?				
	☒ Bus Lane or Bus Bay	☐ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☐ Curbside	☒ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☒ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** N/A				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** N/A				
A14	**What is the width of the buffer between the road and pedestrian facility?** N/A				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)? Surface is provided however, it is one with the sidewalk and there is no "separate" landing pad space.	_____ feet wide by _____ feet deep			

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☒ Yes ☐ No
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☒ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☐ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐Uneven Surface
	☒Fragmented	☐ Slopes Down from Street	☐ Other (specify):	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☒ Yes ☐ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:** Uneven sidewalk			
B8	Is there existing sidewalk adjacent to the bus stop?		☒ Yes	☐ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☒ Yes	☐ No
B10	What does the sidewalk connect to?	☐ Pedestrian Generator	☒ Nearest Intersection	
B11	How wide is the sidewalk? 6 ½ ft			
B12	**Describe physical barriers that constrict the width of the sidewalk:**			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☒ 2. Fair – minor unevenness, with few cracks or breaks			
	☐ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?			☒ Yes ☐ No
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☒ Yes	☐ No
B16	Do the ramps have detectable warning surfaces?		☐ Yes	☒ No
B17	Are there pedestrian push buttons? (If no, skip B18)		☒ Yes	☐ No
B18	Are the pedestrian push buttons accessible?		☒ Yes	☐ No
B19	Do the pedestrian push buttons work?		☒ Yes	☐ No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☒ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?		_____ feet wide by _____ feet tall	
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No
C6	What are the dimensions of the clear space?	Width:	Height:	Depth:

C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)	
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No	
C13	Is there advertising on the side panel?	☐ Yes	☐ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No	
C15	Is there seating available?	☐ Yes	☒No (skip to C22)	
C16	Is the seating inside the shelter?	☐ Yes	☐ No	
C17	How far is the seating from the curb (in feet)?			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C19	What type of seating is available?			
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:**			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☒ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:**			
C25	**Describe any other amenities exist at this bus stop:** None			
C26	**Describe any issues with the amenities at the bus stop:** None			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 35
D2	**Average Annual Daily Traffic of the roadway:**

D3	**Total lanes on both sides of the road:** 4				
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)		
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft			
D6	What are the traffic controls at the nearest intersection or crossing?				
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign		
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):			
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?				
	☒ Fixed Signal Timing with Walk Phase	☒ Push Buttons Only on the bus stop side	☒ Pedestrian Signal Heads		
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval		
	☐ Other (specify):				
D8	Is the nearest pedestrian crossing unmarked or faded?	☐ Yes	☒ No		
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☒ No		
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No		
D11	What are the potential traffic hazards (check all that apply)?				
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve			
	☒ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing			
	☒ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus			
	☐ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk			
	☐ None				
D12	**Describe any other traffic hazards:** None				
D13	Is there lighting present?	☒ Yes	☐ No (skip to D16)		
D14	What type of lighting is present?				
	☒ Lighting Outside Adjacent Building	☐Shelter Lighting	☒ Street Lighting		
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):			
D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☐ 1-10’	☐ 11-20’	☒ Over 20’ away
D16	Are there bicycle lanes?	☐ Yes	☒ No		
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):** None				

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☒No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☐Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☒ Other (specify): Traffic Light Pole
E5	Is the bus stop sign located where passengers would board?			☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☒ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb?			☒ Yes	☐ No
E8	**Provider names on the bus stop sign:** NJ Transit				
E9	**Provide the routes listed:** 116				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☒ Yes	☐ No
E12	**Describe problems with the bus stop signage:**				
E13	What type of other information is posted (check all that apply)?				
	☒ Route	☐ Schedule	☐ Map	☐ Other (specify):	
E14	Where is the information posted (check all that apply)?				
	☐ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☒ Other (specify): Traffic Light Pole		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes ☒ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad	Shelter (Inside and Out)	Bench
All Poles	Information	Hazards to Pedestrians
Signage	Sidewalks	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans	Newspaper Boxes	Any Other Amenities

Plainfield

Bus Stop ID 29294

BUS STOP CHECKLIST

Bus Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
59, 113	W 2nd St		WB	Local	Union	40.61797, -74.42277	Sunny

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☒ Urban	☐ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☐ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** W 2nd St				
A4	**Nearest Cross Street or Landmark/Address:** Park Ave				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☒ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☒ Near-side	☐ Mid-block	☐ Not near an Intersection	☐Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☒ In Travel Lane	☐ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing):				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☐ Yes	
				☒ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☒ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** NJ Transit Rail				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** 65 ft				
A14	**What is the width of the buffer between the road and pedestrian facility?** N/A				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)? Surface is provided however, it is one with the sidewalk and there is no "separate" landing pad space.	_____ feet wide by _____ feet deep			

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☒ Yes ☐ No
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☒ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☒ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐Uneven Surface
	☐Fragmented	☐ Slopes Down from Street	☐ Other (specify):	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☐ Yes ☒ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:**			
B8	Is there existing sidewalk adjacent to the bus stop?		☒ Yes	☐ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☒ Yes	☐ No
B10	What does the sidewalk connect to?	☒ Pedestrian Generator	☒ Nearest Intersection	
B11	How wide is the sidewalk? 13 ft			
B12	**Describe physical barriers that constrict the width of the sidewalk:** None			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☒ 2. Fair – minor unevenness, with few cracks or breaks			
	☐ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?			☒ Yes ☐ No
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☒ Yes	☐ No
B16	Do the ramps have detectable warning surfaces?		☒ Yes	☐ No
B17	Are there pedestrian push buttons? (If no, skip B18)		☐ Yes	☒ No
B18	Are the pedestrian push buttons accessible?		☐ Yes	☐ No
B19	Do the pedestrian push buttons work?		☐ Yes	☒ No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☒ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?		_____ feet wide by _____ feet tall	
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No
C6	What are the dimensions of the clear space?	Width:	Height:	Depth:

C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)	
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No	
C13	Is there advertising on the side panel?	☐ Yes	☐ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No	
C15	Is there seating available?	☒ Yes	☐No (skip to C22)	
C16	Is the seating inside the shelter?	☐ Yes	☒ No	
C17	How far is the seating from the curb (in feet)? 12 ft			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C19	What type of seating is available?			
	☐ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☒ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:** None			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☒ 2. Fair – Could use a cleaning and new paint			
	☐ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☐ Free Standing	☐ Garbage Bag	☒ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:** Minor graffiti			
C25	**Describe any other amenities exist at this bus stop:** None			
C26	**Describe any issues with the amenities at the bus stop:** N/A			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 25				
D2	**Average Annual Daily Traffic of the roadway:**				
D3	**Total lanes on both sides of the road:** 2-3				
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)		
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft			
D6	What are the traffic controls at the nearest intersection or crossing?				
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign		
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):			
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?				
	☒ Fixed Signal Timing with Walk Phase	☐ Push Buttons	☒ Pedestrian Signal Heads Several different styles of pedestrian signal heads exist here.		
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval		
	☐ Other (specify):				
D8	Is the nearest pedestrian crossing unmarked or faded?	☒ Yes	☐ No		
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☒ No		
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No		
D11	What are the potential traffic hazards (check all that apply)?				
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve			
	☒ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing			
	☐ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus			
	☒ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk			
	☐ None				
D12	**Describe any other traffic hazards:** None				
D13	Is there lighting present?	☒ Yes	☐ No (skip to D16)		
D14	What type of lighting is present?				
	☐ Lighting Outside Adjacent Building	☐Shelter Lighting	☒ Street Lighting		
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):			
D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☐ 1-10’	☐ 11-20’	☒ Over 20’ away
D16	Are there bicycle lanes?	☐ Yes	☒ No		
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):** None				

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☒No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☒Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☒ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb?			☒ Yes	☐ No
E8	**Provider names on the bus stop sign:** NJ Transit				
E9	**Provide the routes listed:** 59, 113				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☒ Yes	☐ No
E12	**Describe problems with the bus stop signage:** None				
E13	What type of other information is posted (check all that apply)?				
	☒ Route	☐ Schedule	☐ Map	☐ Other (specify):	
E14	Where is the information posted (check all that apply)?				
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes ☒ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad	Shelter (Inside and Out)	Bench
All Poles	Information	Hazards to Pedestrians
Signage	Sidewalks	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street	View North/South/East/West
Traffic Signals	Crosswalks	Railroad Tracks
Trash Cans	Newspaper Boxes	Any Other Amenities

BUS STOP CHECKLIST

Bus Route #: 409	Street Name: US 130	Milepost: 43.01	Direction: Northbound	Jurisdiction: NJDOT	County: Burlington	Latitude/Longitude:	Weather: 48° Sunny

Legend	
	Confident in virtual audit response
	Need to field verify audit response; possible that field conditions vary from Street View
	Not possible to determine virtually; likely to change between Street View date and In-Field Audit

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☐ Urban	☒ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☐ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** US 130 (Burlington Pike)				
A4	**Nearest Cross Street or Landmark/Address:** Charleston Rd/Cooper St				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☒ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☒ Near-side	☐ Mid-block	☐ Not near an Intersection	☐Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☐ In Travel Lane	☒ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing): N/A				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☐ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** NJTransit (409)				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?**				
A14	**What is the width of the buffer between the road and pedestrian facility?** None				

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	11'8" feet wide by 10'9" feet deep			

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☒ Yes ☐ No
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☐ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☒ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☐ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐ Uneven Surface
	☐ Fragmented	☐ Slopes Down from Street	☒ Other (specify): Debris	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☒ Yes ☐ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:** No connection to sidewalk Not Accessible at all, not enough space btw sign + shelter for wheelchair			
B8	Is there existing sidewalk adjacent to the bus stop?		☐ Yes	☒ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☐ Yes	☒ No
B10	What does the sidewalk connect to?	☐ Pedestrian Generator	☐ Nearest Intersection	
B11	How wide is the sidewalk? NO sidewalk			
B12	**Describe physical barriers that constrict the width of the sidewalk:** Shelter + utility poles + roadway signage			
B13	Rank the sidewalk condition (1-3): N/A			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☐ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?			☐ Yes ☒ No
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☐ Yes	☒ No
B16	Do the ramps have detectable warning surfaces?		☐ Yes	☒ No
B17	Are there pedestrian push buttons? (If no, skip B18)		☒ Yes	☐ No
B18	Are the pedestrian push buttons accessible?		☐ Yes	☒ No
B19	Do the pedestrian push buttons work?		☐ Yes	☐ No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☒ Yes	☐ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter? 5' (w/ bench)			
	Width: 9'6"	Height: 7'4"	Depth: 3'2" (excluding bench)	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☒ No (skip to C5)
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☒ No

Yes from landing pad. No b/c no way to get there, no sidewalk

C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	**Distance from the nearest face of the shelter to the curb (in feet):** 4' 8"			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☒ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☒ No (skip to C11)	
C10	**Specify any damages to the shelter:** Dirty windows, tape on windows			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☒ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☒ No	
C13	Is there advertising on the side panel?	☐ Yes	☒ No (skip C14)	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No	
C15	Is there seating available?	☒ Yes	☐ No (skip to C22)	
C16	Is the seating inside the shelter?	☒ Yes	☐ No	
C17	How far is the seating from the curb (in feet)? 7' 10"			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☐ No N/A no sidewalk	
C19	What type of seating is available?			
	☒ Freestanding Bench	☒ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:** No back (except shelter wall), partitions			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☒ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☒ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:** Debris from Road (rocks), cigarettes + bottles behind			
C25	**Describe any other amenities exist at this bus stop:** None			
C26	**Describe any issues with the amenities at the bus stop:**			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 50			
D2	**Average Annual Daily Traffic of the roadway:** 37599			
D3	**Total lanes on both sides of the road:** 3			
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)	
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft		
D6	What are the traffic controls at the nearest intersection or crossing?			
	☐ Flashing Lights or Beacon	☒ Traffic Signal	☐ Stop/Yield Sign	
	☐ Midblock Crosswalk (No traffic controls)	☐ Other (specify):		
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)? being replaced being replaced			
	☐ Fixed Signal Timing with Walk Phase	☒ Push Buttons	☒ Pedestrian Signal Heads	
	☐ Audible Warning Signals	☐ None	☐ Leading Pedestrian Interval	
	☐ Other (specify):			
D8	Is the nearest pedestrian crossing unmarked or faded?	☒ Yes	☐ No	
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?	☐ Yes	☒ No	
D10	Does the nearest pedestrian crossing have curb extensions?	☐ Yes	☒ No	
D11	What are the potential traffic hazards (check all that apply)?			
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve		
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing		
	☒ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus		
	☒ No Marked Crosswalk	☐ Stopped Bus Straddles Crosswalk		
	☐ None			
D12	**Describe any other traffic hazards:** Long crossing distance. Road noise + vehicle exhaust speeding high traffic + AADT			
D13	Is there lighting present?	☒ Yes	☒ No (skip to D16)	
D14	What type of lighting is present?			
	☐ Lighting Outside Adjacent Building	☐ Shelter Lighting	☒ Street Lighting	
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):		
D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☐ 1-10'	☐ 11-20' ☐ Over 20' away
D16	Are there bicycle lanes?	☐ Yes	☒ No	
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):**			

Better for shelter to face away. Its so loud.

Kind of scary to be around the shelter. the trucks are so close and massive. Its so loud

Q: Can form address comfort?
Why doing just SB/NB/EB/WB when go for audit?

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☒ No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☒ Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☒ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb? 2'5"			☒ Yes	☐ No
E8	**Provider names on the bus stop sign:** NJTransit				
E9	**Provide the routes listed:** 409				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☒ Yes	☐ No
E12	**Describe problems with the bus stop signage:**				
E13	What type of other information is posted (check all that apply)? my bus text/phone line				
	☒ Route	☐ Schedule	☐ Map	☒ Other (specify):	
E14	Where is the information posted (check all that apply)?				
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes	☒ No

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:		
Landing Pad ✓	Shelter (Inside and Out) ✓	Bench ✓
All Poles ✓	Information ✓	Hazards to Pedestrians ✓
Signage ✓	Sidewalks ✓	Sidewalk Barriers ✓
Curb Cuts X	Bus Stops Across the Street	View North/South/East/West ✓
Traffic Signals ✓	Crosswalks	Railroad Tracks X
Trash Cans ✓	Newspaper Boxes X	Any Other Amenities X

BUS STOP CHECKLIST

Bus Route #: 409	Street Name: US 130	Milepost: 43.61	Direction: Northbound	Jurisdiction: NJDOT	County: Burlington	Latitude/Longitude:	Weather: 48 sunny

Legend	
	Confident in virtual audit response
	Need to field verify audit response; possible that field conditions vary from Street View
	Not possible to determine virtually; likely to change between Street View date and In-Field Audit

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	☐ Urban	☒ Suburban	☐ Rural	
A2	What are the adjacent land uses (select all that apply)?				
	☐ Agricultural	☒ Commercial	☐ Residential	☐ Recreational	☐ Transportation
	☐ Other:				
A3	**Street Name:** US 130 (Burlington Pike)				
A4	**Nearest Cross Street or Landmark/Address:** Woodlane Rd/Levitt Pkwy				
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):				
	☒ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A6	Where is the bus stop located in relation to the intersection?				
	☐ Far-side	☒ Near-side	☐ Mid-block	☐ Not near an Intersection	☐ Highway Bus Bay
A7	Where is the bus stop area located?				
	☐ Bus Lane or Bus Bay	☐ In Travel Lane	☒ Paved Shoulder	☐ Unpaved Shoulder	
	☐ In Right Turn Only Lane	☐ Other			
A8	Distance to nearest driveway (if closer than intersection or crossing): N/A				
	☐ Less than 50 ft	☐ 50-100 ft	☐ 100-300 ft	☐ 300-600 ft	☐ Over 600 ft
A9	What type of bus stop is it?		☒ Curbside	☐ Bus Bay	
A10	Is there a companion bus stop for the same route, for the opposite direction across the street?			☒ Yes	
				☐ No	
A11	Other transportation services that are connected at this bus stop (check all that apply):				
	☐ Other Local Bus Routes	☐ Regional Bus Route	☐ Light Rail	☐ Commuter Rail	
	☒ None	☐ Other (specify):			
A12	**Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit Rail):** None				
A13	**Does the cross street have bus stops at or near the station? If so, how many feet away is it?** No				
A14	**What is the width of the buffer between the road and pedestrian facility?** 4' 3"				

SW push button 42" reachable
41"
NW push button 38" 24" to reach
NE PB 43" 10" away from flat surface

PART B: ACCESSIBILITY FEATURES

B1	What material is the landing area composed of?				
	☒ Concrete	☐ Asphalt	☐ Dirt	☐ Grass	☐ Gravel
	☐ Pavers	☐ Other (specify):			
B2	What are the dimensions of the landing pad (if surface provided)?	12' feet wide by 10'4" feet deep			

B3	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours?			☒ Yes ☐ No
B4	Where is the landing pad positioned?			
	☐ Below Street Level	☒ Sidewalk	☐ Shoulder	☐ Bus Bulb
	☐ Adjacent to Curb/Street	☐ Off Roadway/No Sidewalk		
B5	Issues with landing area surface (check all that apply):			
	☐ No Issues	☐ Drain Inlet or Obstacles	☐ Slopes Up from Street	☐ Uneven Surface
	☐ Fragmented	☐ Slopes Down from Street	☒ Other (specify): Debris	
B6	Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?			☒ Yes ☐ No (skip to B8)
B7	**Describe obstructions to wheelchair mobility on the landing pad:** Many ROCKS			
B8	Is there existing sidewalk adjacent to the bus stop?		☒ Yes	☐ No (skip to B14)
B9	Is the sidewalk connected to the landing area/pad?		☒ Yes	☐ No
B10	What does the sidewalk connect to?	☐ Pedestrian Generator	☒ Nearest Intersection	
B11	How wide is the sidewalk? 4' 3"			
B12	**Describe physical barriers that constrict the width of the sidewalk:** Pedhead poles + Roadway signs			
B13	Rank the sidewalk condition (1-3):			
	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – minor unevenness, with few cracks or breaks			
	☒ 3. Good – Not perfect but not in need of immediate repair to service pedestrians			
B14	Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest?		☐ Yes ☒ No	
B15	Does the nearest pedestrian crossing have ADA compliant ramps?		☒ Yes	☐ No
B16	Do the ramps have detectable warning surfaces?		☒ Yes	☐ No
B17	Are there pedestrian push buttons? (If no, skip B18)		☒ Yes	☐ No
B18	Are the pedestrian push buttons accessible?		☒ Yes	☒ No
B19	Do the pedestrian push buttons work?		☒ Yes	☐ No

Crosswalk striping almost across 136 214" from sidewalk 42" tall

To cross Levitt 32" from level surface 43" tall

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?		☐ Yes	☒ No (skip to C15)
C2	What are the dimensions of the interior standing area of the shelter?			
	Width:	Height:	Depth:	
C3	Does the shelter have a front center panel with two openings?		☐ Yes	☐ No (skip to C5)
C4	What are the dimensions of the openings?	_____ feet wide by _____ feet tall		
C5	Could a person in a wheelchair maneuver easily into the shelter?		☐ Yes	☐ No

C6	What are the dimensions of the clear space?	Width:	Height:	Depth:
C7	**Distance from the nearest face of the shelter to the curb (in feet):**			
C8	Which direction is the bus shelter facing?			
	☐ Towards Oncoming Traffic	☐ Towards the Street	☐ Away from the Street	
	☐ Away from Oncoming Traffic			
C9	Are there damages to the bus shelter?	☐ Yes	☐ No (skip to C11)	
C10	**Specify any damages to the shelter:**			
C11	Rank the bus shelter condition (1-3):			
	☐ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities			
	☐ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities			
	☐ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities			
C12	Is adequate lighting provided inside the shelter?	☐ Yes	☐ No	
C13	Is there advertising on the side panel?	☐ Yes	☐ No	
C14	Does shelter or advertising obstruct turning-vehicle views?	☐ Yes	☐ No	
C15	Is there seating available?	☒ Yes	☐ No (skip to C22)	
C16	Is the seating inside the shelter?	☐ Yes	☒ No	
C17	How far is the seating from the curb (in feet)? 9'			
C18	Is the seating a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C19	What type of seating is available?			
	☒ Freestanding Bench	☐ Bench Attached to Shelter	☐ Fold Down Bench	
	☐ Leaning Bench	☐ Other (specify):		
C20	**Describe any issues with the seating:** No back on the bench can be inaccessible to older people or people with disabilities, partitions btw seats			
C21	Rank the condition of the seating (1-3):			
	☐ 1. Poor – very rough with heavy signs of wear, potentially hazardous			
	☐ 2. Fair – Could use a cleaning and new paint			
	☒ 3. Good – Not perfect but not in need of immediate repair to attract pedestrians			
C22	What type of receptacle is available?			
	☐ Attached to Shelter	☒ Free Standing	☐ Garbage Bag	☐ Bolted to the Sidewalk
	☐ None (skip to C25)	☐ Other (specify):		
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?	☐ Yes	☒ No	
C24	**Describe any issues with trash at the bus stop or the receptacle:** None			
C25	**Describe any other amenities exist at this bus stop:** None			
C26	**Describe any issues with the amenities at the bus stop:**			

PART D: TRAFFIC SAFETY

D1	**Posted speed limit (in MPH):** 50				
D2	**Average Annual Daily Traffic of the roadway:** 37599				
D3	**Total lanes on both sides of the road:** 3				
D4	Is there on-street parking on the same side of the roadway?	☐ Yes	☒ No (skip to D6)		
D5	What is the distance from the bus stop pole to the nearest parking spot?	_____ ft			
D6	What are the traffic controls at the nearest intersection or crossing?				
	☐ Flashing Lights or Beacon	☒ Traffic Signal – Lenth	☐ Stop/Yield Sign		
	☐ Midblock Crosswalk (No traffic controls)	☒ Other (specify): None at Lenth slip lane			
D7	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?				
	☐ Fixed Signal Timing with Walk Phase	☒ Push Buttons	☒ Pedestrian Signal Heads		
	☒ Audible Warning Signals – beep	☐ None	☐ Leading Pedestrian Interval		
	☐ Other (specify):		Lenth slip lane		
D8	Is the nearest pedestrian crossing unmarked or faded?		☒ Yes	☒ No	
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?		☐ Yes	☒ No	
D10	Does the nearest pedestrian crossing have curb extensions?		☐ Yes	☒ No	
D11	What are the potential traffic hazards (check all that apply)?				
	☐ Bus Stop at the Crest of a Hill	☐ Bus Stop Hidden by Horizontal Curve			
	☐ Bus Stop Just Before Crosswalk	☐ Bus Stop Near At-grade Railroad Crossing			
	☒ Speeding Traffic	☐ Waiting Passengers Hidden from View of Bus			
	☒ No Marked Crosswalk – currently	☐ Stopped Bus Straddles Crosswalk			
	☐ None				
D12	**Describe any other traffic hazards:** Long crossing, high speed + AADT				
D13	Is there lighting present?	☒ Yes	☐ No (skip to D16)		
D14	What type of lighting is present?				
	☐ Lighting Outside Adjacent Building	☐ Shelter Lighting	☒ Street Lighting – Highway		
	☐ Pedestrian Lighting (9-12 feet high)	☐ Other (specify):			
D15	How far is the lighting from the bus stop?	☐ Directly at the bus stop	☐ 1-10'	☐ 11-20'	☒ Over 20' away
D16	Are there bicycle lanes?			☐ Yes	☒ No
D17	**Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.):**				

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?			☐ Yes	☒ No (skip E2)
E2	**Describe any issues with call boxes:**				
E3	Is there a sign indicating the location of the bus stop?	☒ Yes	☐ No (skip to E13)		
E4	Where is the bus stop sign installed?				
	☒ Own Pole	☐ Building	☐ Utility Pole	☐ Shelter	☐ Other (specify):
E5	Is the bus stop sign located where passengers would board?			☒ Yes	☐ No
E6	Is the bottom of the sign at least 7 feet above ground level?			☒ Yes	☐ No
E7	Is the sign at least 2 feet away from the curb? 2'5"			☒ Yes	☐ No
E8	**Provider names on the bus stop sign:** NJTransit				
E9	**Provide the routes listed:** 409 – Trenton				
E10	Is the signage double-sided for visibility form both directions?			☐ Yes	☒ No
E11	Are the signs reflectorized or illuminated for night visibility?			☒ Yes	☐ No
E12	**Describe problems with the bus stop signage:**				
E13	What type of other information is posted (check all that apply)? My bus phone/text				
	☒ Route	☐ Schedule	☐ Map	☒ Other (specify):	
E14	Where is the information posted (check all that apply)?				
	☒ Bus Stop Sign Pole	☐ On its Own Pole	☐ On a Building	☐ On a Utility Pole	
	☐ On a Shelter	☐ Inside the Shelter	☐ Other (specify):		
E15	Is the information eye level with potential wheelchair users?			☐ Yes	☒ No
E16	Is there a real-time information display?			☐ Yes	☒ No
E17	Is the information and signage text ADA compliant?			☐ Yes	☒ No
E18	Are there methods for identifying the bus stop location and accessing information for people with visual impairments?			☐ Yes	
				☒ No	

PART F: PHOTOGRAPHS

Photograph the layout of the bus stop area and nearby traffic controls. Be sure to include the following if they exist:

Landing Pad ✓	Shelter (Inside and Out) ✗	Bench ✓
All Poles ✓	Information ✓	Hazards to Pedestrians
Signage ✓	Sidewalks ✓	Sidewalk Barriers
Curb Cuts ✗	Bus Stops Across the Street	View North/South/East/West ✓
Traffic Signals	Crosswalks ✓	Railroad Tracks ✗
Trash Cans ✓	Newspaper Boxes ✗	Any Other Amenities ✓

Appendix F – Audit Summaries

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 10090	Roadway Characteristics: Urban
Bus Routes: 502, 504, 505, 507, 508, 509, 554	Jurisdiction: Atlantic City
Direction: Westbound	Speed Limit: 25 mph
Street Name: Atlantic Avenue	AADT: 4,384
Cross Street: Ohio Avenue	Total Lanes: 5
Town & County: Atlantic City, Atlantic County	Latitude/Longitude: 39.35948, -74.43489

Figure 1: Passengers boarding the bus

Figure 2: Bus stop signage

Placement and Configuration

Issue	Potential Recommendations
Shelter placed about 75’ from the bus stop	Reconfigure the bus stop to place the shelter near the bus stop location

Very few people were observed using the transit shelter despite the large number of people observed waiting for buses. Placement of the shelter likely contributes to this. If someone was waiting in the shelter when the bus came, they would need to walk about 75 feet to get to where the bus stops.

Accessibility

Issue	Potential Recommendations
Missing ADA curb ramps	Install ADA curb ramps on all corners of the nearest intersection

The nearest intersection does not have ADA curb ramps with detectable warning surfaces.

Amenities

Issue	Potential Recommendations
Damaged shelter	Repair or replace the shelter
Missing bench	Add a bench into the shelter
Non-functioning shelter light	The light inside the shelter was non-functioning at the time of the audit

Several of the glass panels of the shelter are broken. The shelter does not have a bench and the light inside was non-functioning at the time of the audit.

Traffic Safety

Issue	Potential Recommendations
Faded crosswalk markings	Restripe with high visibility crosswalks
Long crossing distance	Curb extensions could reduce the crossing distance and improve visibility of pedestrians
Waiting passengers hidden from view of the bus	Reorganize the stop by moving the shelter and trash receptables closer to the bus stop
Lights are not present	Add pedestrian scale lighting at the stop

The main safety concern for this stop is the nearby intersection. The crosswalks are largely faded. The roadway has five lanes with an approximately 65-foot crossing distance for pedestrians. There is space in the existing condition to add curb extensions that would shorten the crossing distance for pedestrians. There is a parking lane on the east side of the intersection and shoulder on the west side to allow for curb extensions.

The shelter in its current location, along with the signal controller box and trash bins, may hide passengers waiting to board the bus from the view of drivers.

Information

Issue	Potential Recommendations
Bus stop number on the mybus sign faded	Replace the bus stop number on the sign
Information not available at eye level for wheelchair users	Add information at eye level inside the shelter

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 15205	Roadway Characteristics: Urban
Bus Routes: 400	Jurisdiction: Camden County
Direction: Southbound	Speed Limit: 25 mph
Street Name: Mt. Ephraim Avenue	AADT: 11,515
Cross Street: Atlantic Avenue	Total Lanes: 2
Town & County: Camden, Camden County	Latitude/Longitude: 39.92923, -75.10761

Figure 1: Passengers boarding the bus

Figure 2: Bus stop signage

Placement and Configuration

Issue	Potential Recommendations

Accessibility

Issue	Potential Recommendations
Pedestrian push buttons were non-functional	Connect the existing pedestrian push buttons to the signal
Lack of ADA curb ramps	Add ADA curb ramps at the intersection

The pedestrian push buttons were present at the nearest corner but were non-functional at the time of the audit. Other corners lack pedestrian push buttons.

The nearest curb ramp has been redone with ADA curb ramps at part of the new sidewalk construction completed since 2019. The other three curbs lack ADA curb ramps.

Amenities

Issue	Potential Recommendations
No shelter	Add a shelter
No seating	Add seating in the waiting area

There is a 7-foot by 20-foot waiting area by the hospital on the other side of the sidewalk from the bus stop. Adding seating and a covered area would make this stop more comfortable for pedestrians.

Traffic Safety

Issue	Potential Recommendations
Two crosswalks are unmarked	Stripe with high visibility crosswalks
Parked vehicles in the no parking zone	Reinforce no parking area

Two crosswalks are unmarked at the crosswalk with poor pavement conditions. The other two crosswalks are marked with high visibility crosswalks.

Information

Issue	Potential Recommendations
Graffiti on the sign	Remove graffiti
Stop number peeling off mybus sign	Replace stop number on mybus sign
Information not available at eye level for wheelchair users	Add information at eye level inside the shelter

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 14993	Roadway Characteristics: Urban
Bus Routes: 317, 409, 413, 414, 418	Jurisdiction: NJDOT
Direction: Eastbound	Speed Limit: 45 mph
Street Name: Admiral Wilson Boulevard (US 30)	AADT: 47,255
Cross Street: Baird Boulevard Overpass	Total Lanes: 8
Town & County: Camden, Camden County	Latitude/Longitude: 39.93889, -75.09331

Figure 1: Passengers boarding the bus

Figure 2: Bus stop signage

Placement and Configuration

Issue	Potential Recommendations
Bus stop location	Add a landing pad and shelter that allows pedestrians to be further from the roadway
Lack of highway bus bay	Add a pull off to remove the bus from high-speed traffic

Though the speed limit is 45 mph, vehicles regularly travel at significantly higher speeds. The bus stop is located directly along an eight-lane roadway. Adding a landing pad and shelter that allows pedestrians to be further from the roadway could make this more comfortable and safer. The bus stop is a curbside bus stop rather than a highway bus bay. Adding a pull off to remove the bus from high-speed traffic could improve safety.

Accessibility

Issue	Potential Recommendations
Uneven landing pad	Install a level landing pad
Lack of ADA access	Add a wheelchair ramp to access US 30 from Baird Boulevard Overpass

The landing pad is made of pavers, which are uneven. Baird Boulevard Overpass is the only reasonable access point from the surrounding residential areas. The only access are stairs down from the overpass, making this stop inaccessible for individuals with mobility impairments.

Amenities

Issue	Potential Recommendations
No shelter or seating	Add a shelter with seating

Though the speed limit is 45 mph, vehicles regularly travel at significantly higher speeds creating uncomfortable and loud conditions. Adding a shelter with seating facing away from the roadway could help to make the stop more comfortable. The shelter should not block the sidewalk like other shelters along the roadway.

Traffic Safety

Issue	Potential Recommendations
Speeding traffic	Set the sidewalk back from the roadway as conditions allow
Lighting not present at the stop	Add pedestrian scale lighting at the stop

Though the speed limit is 45 mph, vehicles regularly travel at significantly higher speeds on the eight-lane roadway creating uncomfortable and loud conditions. The sidewalk is directly along the roadway. Where possible, set the sidewalk back from the roadway to create safer walking conditions.

Information

Issue	Potential Recommendations
Information not available at eye level for wheelchair users	Add information at eye level inside the shelter

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 14994	Roadway Characteristics: Urban
Bus Routes: 317, 409, 413, 414, 418	Jurisdiction: NJDOT
Direction: Westbound	Speed Limit: 45 mph
Street Name: Admiral Wilson Boulevard (US 30)	AADT: 47,255
Cross Street: Baird Boulevard Overpass	Total Lanes: 8
Town & County: Camden, Camden County	Latitude/Longitude: 39.93889, -75.09331

Figure 1: Bus stop

Figure 2: Bus stop signage

Placement and Configuration

Issue	Potential Recommendations
Bus stop location	Add a landing pad and shelter that allows pedestrians to be further from the roadway

Though the speed limit is 45 mph, vehicles regularly travel at significantly higher speeds. The bus stop is located directly along an eight-lane roadway. Adding a landing pad and shelter that allows pedestrians to be further from the roadway could make this more comfortable and safer.

Accessibility

Issue	Potential Recommendations
Uneven landing pad	Install a level landing pad
Lack of ADA access	Add a wheelchair ramp to access US 30 from Baird Boulevard Overpass

The landing pad is made of pavers, which are uneven. Baird Boulevard Overpass is the only reasonable access point from the surrounding residential areas. The only access are stairs down from the overpass, making this stop inaccessible for individuals with mobility impairments.

Amenities

Issue	Potential Recommendations
No shelter or seating	Add a shelter with seating

Though the speed limit is 45 mph, vehicles regularly travel at significantly higher speeds creating uncomfortable and loud conditions. Adding a shelter with seating facing away from the roadway could help to make the stop more comfortable. The shelter should not block the sidewalk like other shelters along the roadway.

Traffic Safety

Issue	Potential Recommendations
Speeding traffic	Set the sidewalk back from the roadway as conditions allow
Lighting not present at the stop	Add pedestrian scale lighting at the stop

Though the speed limit is 45 mph, vehicles regularly travel at significantly higher speeds on the eight-lane roadway creating uncomfortable and loud conditions. The sidewalk is directly along the roadway. Where possible, set the sidewalk back from the roadway to create safer walking conditions.

Information

Issue	Potential Recommendations
Information not available at eye level for wheelchair users	Add information at eye level inside the shelter

Bus Stop #28544
Broad St & Jersey St
Elizabeth

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 28544	Roadway Characteristics
Bus Routes: 26, 48, 52, 58, 59, 112, 24; Discharge only- 56, 57, 62	Jurisdiction: Local
Direction: Northbound	Speed Limit: 25
Street Name: Broad St	AADT: 14,338
Cross Street: Jersey St	Total Lanes: 2
Municipality & County: Elizabeth; Union County	Latitude/Longitude: 40.66593, -74.21479

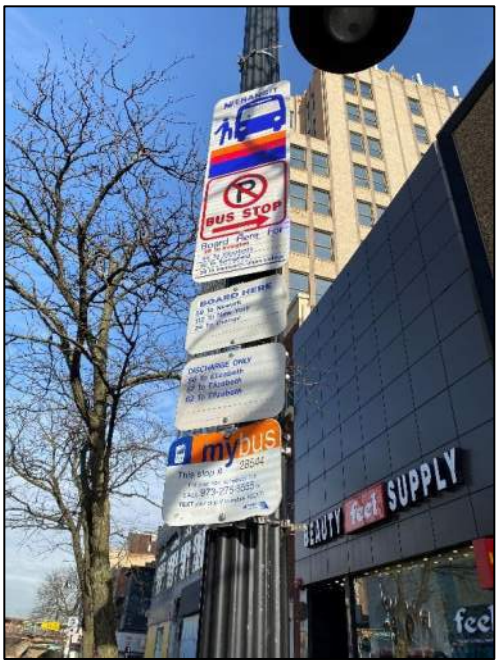

Figure 1: Existing Signage at the Bus Stop

Figure 2: View of the Bus stop, facing South

Placement and Configuration

Deficiencies	Potential Recommendations
Midblock location	Move stop closer to the intersection of Broad Street and Jersey Avenue (within 100' of the existing crosswalk)
Bus stop in a busy travel lane	Install dedicated Bus Lane / Bus Stop Pavement Markings
270 ft between bus stops	Recommend potentially consolidating this stop with the Broad Street & Grand Street stop so the distance between the bus stops can be 600 ft

Accessibility

There are no accessibility deficiencies at this bus stop.

Amenities

Deficiencies	Potential Recommendations
No Seating	Add a bench for seating
No Shelter	Add a shelter with seating inside
No Bike Racks	Add bicycle racks

Traffic Safety

Deficiencies	Potential Recommendations
No LPI at Intersection	Implementation of a Leading Pedestrian Interval (LPI) at the intersection of Broad Street and Jersey Street

Information

Deficiencies	Potential Recommendations
No maps and schedules	Maps and schedule signs should be added / Real-Time Display should be added
Signs not visible from both directions	Add double-backed signage
Signs not eye level to wheelchair users	Place signs at an appropriate height

Riders may obtain real-time information via the NJ Transit Mybus mobile application, which is advertised at the stop.

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 20644	Roadway Characteristics:
Bus Routes: 80, 81, 82, 86	Jurisdiction: Local
Direction: Northbound	Speed Limit: 25
Street Name: Christopher Columbus Dr	AADT: ------
Cross Street: Marin Blvd	Total Lanes: 5
Municipality & County: Jersey City: Hudson County	Latitude/Longitude: 40.735377, -74.17083

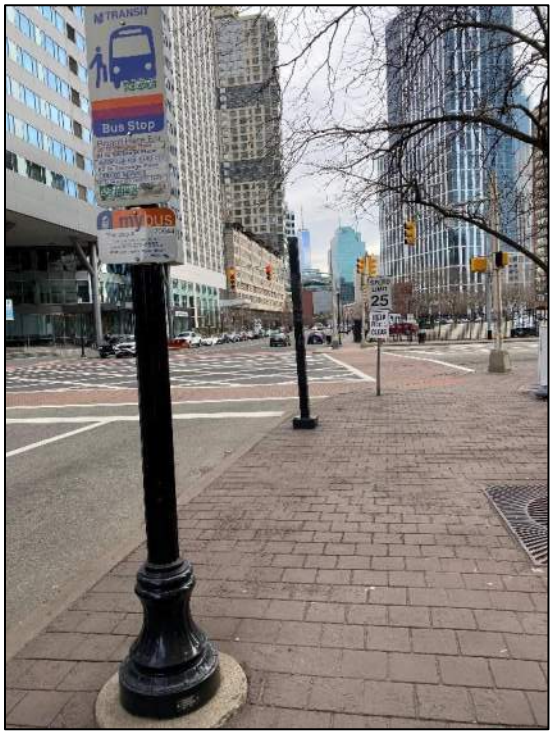

Figure 1: Existing Bus Stop signage.

Figure 2: Local Residential Shuttle utilizing bus stop

Placement and Configuration

Deficiencies	Potential Recommendations
Nearside location	Recommend adjustment to bus stop to far side location
470 ft between stops	Recommend consolidation of a bus stops in the area.

Accessibility

There are no accessibility deficiencies at this bus stop.

Amenities

Deficiencies	Potential Recommendations
No trash receptacle	Add a free-standing or bolted trash receptacle near bus stop
No seating	Add a bench for seating
No shelter	Add a shelter with seating inside

A shelter is not present at this bus stop, exposing pedestrians to adverse weather conditions. The lack of seating at the bus stop forces elderly and disabled pedestrians to stand while they wait for a bus. Additionally, it would be beneficial to add a trash receptacle to keep the bus stop area free of litter.

Traffic Safety

Deficiencies	Potential Recommendations
Bus Stop Lane Markings	Addition of bus stop lane markings are recommended.

Bus stop area is frequently confused for a right-turn lane for vehicles.

Information

Deficiencies	Potential Recommendations
No maps and schedules	Add maps and schedules signs
Signs not visible from both directions	Install double-sided sign
Signs not eye level to wheelchair users	Adjust sign to an appropriate height
Signs not reflectorized or illuminated for night visibility	Install a reflectorized sign

At the bus stop, the signs are not reflectorized or illuminated which could be difficult to see during the later hours. The signs are currently only visible from one side. Additionally, there is no information at eye level for those in wheelchairs. There are no maps or schedules posted at the bus stop. Riders may obtain with real time information via the NJ Transit Mybus mobile application, which is advertised at the stop.

Bus Stop # 28291
Rt 206 & Wall St
Montgomery

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 28291	Roadway Characteristics:
Bus Routes: 605	Jurisdiction: Local
Direction: Northbound	Speed Limit: 40
Street Name: Rt 206	AADT: -----
Cross Street: Wall St	Total Lanes: 2-3
Municipality & County: Montgomery; Somerset County	Latitude/Longitude: 40.39667, -74.65199

Figure 1:

Figure 2:

Placement and Configuration

Deficiencies	Potential Recommendations
Bus stop along state route travel lane	Install a bus bay

The bus stop is within a travel lane on Route 206 right before the Wall St signalized intersection.

Accessibility

Deficiencies	Potential Recommendations
No sidewalk connected to landing pad	Add sidewalk
Trash receptacle blocking half of landing pad	Move trash receptacle out of the way

The landing area is 10x7x4 and the trash receptacle is taking up half of the area which is limiting waiting space for riders. There is no sidewalk connected to the landing pad. The rest of the bus stop is surrounded by grass which can inhibit wheelchair users to access the stop.

Amenities

This bus stop is not lacking any amenities.

Traffic Safety

Deficiencies	Potential Recommendations
No pedestrian lighting present	Add pedestrian or shelter lighting at bus stop

Pedestrian visibility is limited at the bus stop due to a lack of pedestrian-scale lighting.

Information

Deficiencies	Potential Recommendations
No maps and schedules	Add maps and schedules inside/outside of shelter
Signs not visible from both directions	Add double-sided signs
Signs not eye level to wheelchair users	Place signs at an appropriate height
Signs not reflectorized or illuminated for night visibility	Install a reflectorized sign

At the bus stop, the signs are not reflectorized or illuminated which could be difficult to see during the later hours. The signs are currently only visible from one side. Additionally, there is no information at eye level for those in wheelchairs. There are no maps or schedules posted at the bus stop, but the shelter has space to do so. Riders may obtain with real time information via the NJ Transit Mybus mobile application, which is advertised at the stop.

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 18327	Roadway Characteristics
Bus Routes: 13, 27, 28, 39, 40, 62, 24, 30, 39	Jurisdiction: Local
Direction: Northbound	Speed Limit: 25
Street Name: Broad St	AADT: -------
Cross Street: Market St	Total Lanes: 6
Municipality & County: Newark; Essex County	Latitude/Longitude: 40.73539, -74.17210

Figure 1: Bus Stop Amenities

Figure 2: Wheelchair Accessibility

Placement and Configuration

Deficiencies	Potential Recommendations
Bus stop in a busy travel lane	Install a bus bay or dedicated bus lane
Nearside location	Far side placement is recommended.
400 ft between stops	Consolidation of nearby stops to increase spacing

Accessibility

There are no accessibility deficiencies at this bus stop.

Amenities

Deficiencies	Potential Recommendations
Bicycle racks	Install bicycle/scooter racks near bus stop
Additional seating	Add seating inside or outside bus shelter

This bus stop is very busy and even though its shelter provides a few seats, it would be beneficial to add more seating for the elderly and disabled pedestrians. The city of Newark has e-scooters implemented around this area. A handful of scooters were parked near the bus stop in no specific order. It could be beneficial to have a designated area/racks for the e-scooters and bicycles.

Traffic Safety

Deficiencies	Potential Recommendations
Nearest crosswalk does not have pedestrian signal push buttons	Install pedestrian signal push buttons at nearest crosswalk
No shelter lighting	Install shelter lighting

The nearest crosswalk at Market Street has a refuge island and is a busy crosswalk without pedestrian signal push buttons. The bus stop shelter has seating inside but lacks shelter lighting. The closest lighting to the bus stop is between 11 and 20 feet away.

Information

Deficiencies	Potential Recommendations
No maps and schedules	Add maps and schedules inside/outside of shelter
Signs not visible from both directions	Install double-sided sign
Signs not eye level to wheelchair users	Adjust sign to an appropriate height
Signs not reflectorized or illuminated for night visibility	Install a reflectorized sign

At the bus stop, the signs are not reflectorized or illuminated which could be difficult to see during the later hours. The signs are currently only visible from one side. Additionally, there is no information at eye level for those in wheelchairs. There are no maps or schedules posted at the bus stop, but the shelter has space to do so. Riders may obtain with real time information via the NJ Transit Mybus mobile application, which is advertised at the stop.

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 31216	Roadway Characteristics: Urban
Bus Routes: 468	Jurisdiction: NJDOT
Direction: Southbound	Speed Limit: 35 mph
Street Name: South Broadway	AADT: 10,925
Cross Street: Dunn Lane	Total Lanes: 2
Town & County: Pennsville, Salem County	Latitude/Longitude: 39.64442, -75.51805

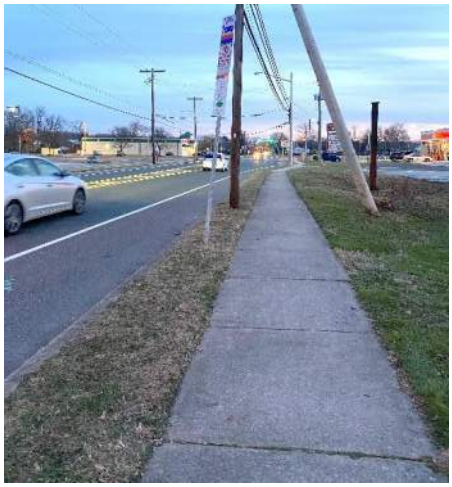

Figure 1: Bus stop

Figure 2: Bus stop signage

Placement and Configuration

Issue	Potential Recommendations

Accessibility

Issue	Potential Recommendations
Missing landing pad	Install a landing pad
Lack of ADA curb ramps	Add ADA compliant curb ramps

The stop is not accessible. There is no landing pad, and the planting strip is between the sidewalk and the roadway. The nearest intersection lacks ADA curb ramps.

Amenities

Issue	Potential Recommendations

Traffic Safety

Issue	Potential Recommendations
No lighting present	Add pedestrian scale lighting at the bus stop

Information

Issue	Potential Recommendations

Bus Stop #23713
Convery Blvd & Harding Ave
Perth Amboy

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 23713	Roadway Characteristics:
Bus Routes: 116	Jurisdiction: Local
Direction: Northbound	Speed Limit: 35
Street Name: Convery Blvd	AADT: ------
Cross Street: Harding Ave	Total Lanes: 4
Municipality & County: Perth Amboy; Middlesex County	Latitude/Longitude: 40.52782, -74.28008

Figure 1: Existing Bus Stop Signage

Figure 2: Existing Bus Stop Bulb

Placement and Configuration

Deficiencies	Potential Recommendations
Nearside location	Change stop to a far side location

Accessibility

Deficiencies	Potential Recommendations
No detectable warning surface at nearest crosswalk	Install detectable warning surfaces at crosswalk
Landing area has an uneven surface	Repave landing area

The existing sidewalk and landing area have uneven pavement that can inhibit riders with disabilities from accessing the stop. The closest crosswalk does not have detectable warning surfaces; therefore it does not meet ADA requirements.

Amenities

Deficiencies	Potential Recommendations
No seating	Add a bench for seating
No trash receptacle	Add a free-standing or bolted trash receptacle near bus stop
No shelter	Add a shelter with seating inside

A shelter is not present at this bus stop, exposing pedestrians to adverse weather conditions. The lack of seating at the bus stop forces elderly and disabled pedestrians to stand while they wait for a bus. Additionally, it would be beneficial to add a trash receptacle to keep the bus stop area free of litter.

Traffic Safety

Deficiencies	Potential Recommendations
Lighting over 20 ft away	Add pedestrian lighting near bus stop

While traveling to and from the bus stop, auditors witnessed vehicles frequently traveling above the speed limit along Convery Blvd (Rt 35). Pedestrian visibility is limited at the bus stop due to a lack of pedestrian-scale lighting. The closest lighting is the lighting outside an adjacent building which is over 20 ft away.

Information

Deficiencies	Potential Recommendations
No maps and schedules	Add map and schedule signs
Signs not visible from both directions	Install double-sided sign
Signs not eye level to wheelchair users	Adjust sign to an appropriate height

The signs are currently only visible from one side. Additionally, there is no information at eye level for those in wheelchairs. There are no maps or schedules posted at the bus stop. Riders may obtain with real time information via the NJ Transit Mybus mobile application, which is advertised at the stop.

Bus Stop #29294
W 2nd St & Park Ave
Plainfield

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 29294	Roadway Characteristics:
Bus Routes: 59, 113	Jurisdiction: Local
Direction: Westbound	Speed Limit: 25
Street Name: W 2nd St	AADT: -----
Cross Street: Park Ave	Total Lanes: 2-3
Municipality & County: Plainfield; Union County	Latitude/Longitude: 40.61797, -74.42277

Figure 1: Existing Bus Stop Signage

Figure 2: Existing Bus Stop Amenities

Placement and Configuration

Deficiencies	Potential Recommendations
Near side location	Change stop to a far side location
Bus stop in a travel lane	Install dedicated Bus Lane

Accessibility

There are no accessibility deficiencies at this bus stop.

Amenities

Deficiencies	Potential Recommendations
No shelter	Add a shelter
Seating (bench) could use cleaning	Could use cleaning and new paint
Trash receptacle has graffiti	Could use cleaning

A shelter is not present at this bus stop, exposing pedestrians to adverse weather conditions. The bench and trash receptacle near the bus stop need cleaning,

Traffic Safety

Deficiencies	Potential Recommendations
No pedestrian push buttons at nearest crosswalk	Install pedestrian push buttons at nearest crosswalk
Lighting over 20 ft away	Add pedestrian scale lighting closer to bus stop

The nearest crosswalk does not have pedestrian signal push buttons and they are unmarked. Street light is over 20 ft away from bus stop.

Information

Deficiencies	Potential Recommendations
No maps and schedules	Maps and schedule signs can be added
Signs not eye level to wheelchair users	Place signs at an appropriate height
Signs not visible from both directions	Add double-sided signs

At the bus stop, the signs are currently only visible from one side. Additionally, there is no information at eye level for those in wheelchairs. There are no maps or schedules posted at the bus stop. Riders may obtain with real time information via the NJ Transit Mybus mobile application, which is advertised at the stop.

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 14828	Roadway Characteristics: Suburban
Bus Routes: 409	Jurisdiction: NJDOT
Direction: Westbound	Speed Limit: 50 mph
Street Name: US 130	AADT: 37,599
Cross Street: Charleston Road	Total Lanes: 6
Town & County: Willingboro, Burlington County	Latitude/Longitude: 40.04652, -74.90347

Figure 1: Bus stop

Figure 2: Bus stop signage

Placement and Configuration

Issue	Potential Recommendations
Shelter located close to the roadway	Move the shelter back from the roadway

The shelter is located close to the roadway with heavy, fast-moving traffic. Moving the shelter back from the roadway would make it feel more comfortable and keep pedestrians from being as close to the roadway.

Accessibility

Issue	Potential Recommendations
No sidewalk connected to the bus stop	Add a sidewalk to connect to the bus stop
Debris on the landing pad	Increased maintenance of the landing pad

The stop has a landing pad, but it is not connected to a sidewalk. There is an existing sidewalk along Charleston Road. The curb ramps are being redone as part of an NJDOT repaving project that was ongoing at the time of the audit.

Amenities

Issue	Potential Recommendations
No shelter present	Add a shelter

The shelter is located close to the roadway with heavy, fast-moving traffic. It felt uncomfortable to be that close to the roadway and was very loud. Turning the shelter to face away from the street could help the stop feel more comfortable and reduce noise from the roadway.

Traffic Safety

Issue	Potential Recommendations
Long crossing distance	Curb extensions and/or a pedestrian safety island could reduce the crossing distance and improve visibility of pedestrians
Lighting not present at the stop	Add pedestrian scale lighting at the stop

The main safety concern for this stop is the busy roadway with a crossing distance of about 90 feet. The crosswalks at the nearest intersection are unmarked, however they will be marked as part of an ongoing NJDOT repaving project. There is space in the existing condition to add both curb extensions and pedestrian safety island to reduce the crossing distance for pedestrians. The center median has a space of about 5 feet for a pedestrian safety island. The shoulders provide a space for curb extensions.

Information

Issue	Potential Recommendations
Information not available at eye level for wheelchair users	Add information at eye level inside the shelter

Bus Stop Audit and Recommendations Summary	
Bus Stop #: 14829	Roadway Characteristics: Suburban
Bus Routes: 409	Jurisdiction: NJDOT
Direction: Westbound	Speed Limit: 50 mph
Street Name: US 130	AADT: 37,599
Cross Street: Levitt Parkway	Total Lanes: 6
Town & County: Willingboro, Burlington County	Latitude/Longitude: 40.05219, -74.89471

Figure 1: Bus stop

Figure 2: Bus stop signage

Placement and Configuration

Issue	Potential Recommendations

Accessibility

Issue	Potential Recommendations
Debris on the landing pad	Increased maintenance

Amenities

Issue	Potential Recommendations
No shelter present	Add a shelter

A shelter facing away from the street could help the stop feel more comfortable and reduce noise from the roadway.

Traffic Safety

Issue	Potential Recommendations
Long crossing distance	Curb extensions and/or a pedestrian safety island could reduce the crossing distance and improve visibility of pedestrians
Lighting not present at the stop	Add pedestrian scale lighting at the stop

The main safety concern for this stop is the busy roadway with a crossing distance of about 100 feet. The crosswalks at the nearest intersection are unmarked, however there will be marked as part of an ongoing NJDOT repaving project. There is space in the existing condition to add both curb extensions and pedestrian safety island to reduce the crossing distance for pedestrians. The center median has a space of about 6 feet that could be a pedestrian safety island and the shoulders provide space for curb extensions.

Information

Issue	Potential Recommendations
Information not available at eye level for wheelchair users	Add information at eye level inside the shelter