

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.









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Transit Equity SHSP Emphasis Area Team Assistance

Bus Stop Audit Methodology & Pilot Audits Final Report

April 2022



Prepared by





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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%





Bus Stop Ranking Criteria					
Category	Criteria	Thresholds	Score		
		Less than 2.49	2		
	Creek Depeity (per 10.000	2.5 - 4.99	4		
2	crash Density (per 10,000	5.0 - 7.49	6		
to	population	7.5 - 9.99	8		
His		10.0 or more	10		
h h		20.0 - 29.9	3		
ras		30.0 - 39.9	6		
Ū	Crash Severity	40.0 - 49.9	9		
		50.0 - 59.9	12		
		60.0 or more	15		
		<mark>0</mark> - 9,999	1		
aus		10,000 - 14,999	2		
It B	AADT	15,000 - 19,999	3		
s a		20,000 - 24,999	4		
tic		25,000 or more	5		
eris		25 - 29	1		
cte		30 - 34	2		
ra	Speed Limit (mph)	35 - 39	3		
Stc		40 - 44	4		
× O		45 or more	5		
Ris		1	1		
N I		2	2		
Na	Number of Lanes	3	3		
ad		4	4		
Ro		5 or more	5		
_	Bus Stop Placement	Near Side	3		
s	Sidewalk	Present	3		
ors	Proximity to Schools	Within 1/4 mile	2		
act	Proximity to Health Facilities	Within 1/4 mile	2		
E	Proximity to Transit Stops	Within 1/4 mile	2		
pu	Percentage Elderly (Over 64)	Above Top-85 Average	2		
ma	Percentage Young (Under 21)	Above Top-85 Average	2		
Jei	Percentage Disabled	Above Top-85 Average	2		
1	Percentage Poverty	Above Top-85 Average	2		

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





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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.

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	

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

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: <u>https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf</u>

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

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.





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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. 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.



ategory	Criteria	Scoring Methodologies and Thresholds	S
λ		0	
or	Equivalent Property Damage Only Crashes	Max Points * (ePDO / 99 th Percentile Score)	V
list		99 th Percentile (110.1681) and Above	
44		0	
as	Equivalent Possible Injury Crashes	Max Points * (eC / 99 th Percentile Score)	V
5		99 th Percentile (10.3798) and Above	Γ
Ø		Max Points * (Ridership / 90 th Percentile Ridership)	V
an	Ridership Data	90 th Percentile (3 727 031) and Above	
nem	(Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop)	No Ridership Data Available (Ridership = 0)	t
9		0.0000	┝
		10 000 - 14 999	
1740		15,000 - 19,999	
sde	AADT	20,000 - 24,999	E
us Sto	10.07	25,000 - 29,999	
		30,000 or more	
B	[[No AADT Data Available	t
a		15 - 24	
tics		25 - 29	
rist		30 - 34	
ter	Speed Limit (mph)	35 - 39	
ac		40 - 44	
Iar		45 or more	
U		No Speed Limit Data or '99'	
isk		1	
V R		2	
Na		3	
1pt	Number of Lanes	4	
Soc		5	
-	-	b or more	⊢
	Pus Stan Placament	No Number of Lanes Data Available	-
	Bus stop Placement	0% - 19.9%	⊢
		20% - 30.9%	
	Limited English Proficiency	31% - 49.9%	
	(% of Block Groups within a Municipality with	50% - 60.9%	
ors	20%+ Households without an adult that	61% - 75.9%	
cte	speaks English "very well")	76% - 90.9%	
Fa		91% - 100%	
ity	Diversity Index (% of Block Groups within a	0% - 49.9%	
nb	Municipality with an average of at least 50%	50% - 60.9%	
μ.	for households qualifying as low-income	61% - 75.9%	1
	households (at or below twice the poverty	76% - 90.9%	
	threshold) and residents identifying as 91% - 100%		
		TOTAL	

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



150' Crash Buffer



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.

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

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.

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: Top 10 Municipalities by Number of Ranked Bus Stops

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.

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

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

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: <u>https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf</u>

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.

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 2 nd Street & Park Avenue
Willingboro	Central	Suburban	US 130 & Charleston Road
Willingboro	Central	Suburban	US 130 & Levitt Parkway

Table 6: 12 Pilot Bus Stop Audit Locations

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.





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- 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.









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- 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

^{iv} <u>https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf</u>, accessed August 4, 2021





ⁱ <u>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</u>

ⁱⁱ <u>https://safety.fhwa.dot.gov/local_rural/training/fhwasa14072/sec4.cfm</u>, accessed August 4, 2021

https://safety.fhwa.dot.gov/local_rural/training/fhwasa14072/sec4.cfm, 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

Sam





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

Sam





(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 Thresholds Category Criteria Score Less than 2.49 25 - 499Crash Density (per 10,000 50-749 **Crash History** population) 7.5-9.99 10.0 or more 20.0 - 29.930.0 - 39.9Crash Severity 40.0 - 49.9 50.0 - 59.9 60.0 or more 0 - 9,999Roadway Risk Characteristics at Bus 10,000 - 14,999 AADT 15,000 - 19,999 20.000 - 24.999 25,000 or more 25 - 2930 - 34Stops Speed Limit (mph) 35 - 39 40 - 4445 or more Number of Lanes 5 or more **Bus Stop Placement** Near Side Sidewalk Present Demand Factors Proximity to Schools Within 1/4 mile Proximity to Health Facilities Within 1/4 mile Proximity to Transit Stops Within 1/4 mile Percentage Elderly (Over 64) Above Top-85 Average Percentage Young (Under 21) Above Top-85 Average Percentage Disabled Above Top-85 Average Above Top-85 Average Percentage Poverty

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

50' Crash Buffer

- 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



Category	Criteria	Scoring Methodologies and Thresholds	Score
~		0	0
o	Equivalent Property Damage Only Crashes	Max Points * (ePDO / 99 th Percentile Score)	Varies
list		99 th Percentile (110.1681) and Above	15
44		0	0
as,	Equivalent Possible Injury Crashes	Max Points * (eC / 99 th Percentile Score)	Varies
Ū	, , , , , ,	99 th Percentile (10.3798) and Above	15
q		Max Points * (Ridership / 90 th Percentile Ridership)	Varies
an	Ridership Data	90 th Percentile (3 727 031) and Above	10
Dem	Bus Routes that Pass through a Stop)	No Ridership Data Available (Ridership = 0)	3
		0 - 9,999	1
		10,000 - 14,999	2
Ś		15,000 - 19,999	3
do	AADT	20,000 - 24,999	4
St		25,000 - 29,999	5
345		30,000 or more	6
at b		No AADT Data Available	2
S		15 - 24	1
stic		25 - 29	2
eri	Speed Limit (mph)	30-34	3
ict o		35 - 39	4
arc		40 - 44 45 or more	5
Ë		43 01 11018 No Speed Limit Data or '99'	2
sk		1	1
Ri	Number of Lanes	2	2
à		3	3
νp		4	4
goa		5	5
<u> </u>		6 or more	6
		No Number of Lanes Data Available	2
	Bus Stop Placement	Near Side	2
		0% - 19.9%	0
	Limited English Proficiency	20% - 30.9%	3
	(% of Block Groups within a Municipality	31% - 49.9%	6
	with 20%+ Households without an adult	50% - 60.9%	8
	that speaks English "very well")	76% - 90.9%	12
Ś		91% - 100%	14
tor	Poverty (% of Block Groups within a	0% - 49.9%	0
aci	Municipality with at least 50% of the	50% - 60.9%	4
ΥF	households qualifying as low-income	61% - 75.9%	9
uit	households (at or below twice the poverty	76% - 90.9%	14
Eq	threshold)	91% - 100%	18
		0% - 49.9%	0
	Minority (% of Block Groups within a	50% - 60.9%	2
	Municipality with at least 50% of the	61% - 75.9%	4
	residents identifying as minority)	76% - 90.9%	6
		91% - 100%	8
		TOTAL	40
Score Tot	al		100

Bus Ston Panking Critoria

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

Sam





Crash Data Summary

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

Sam

Schwartz

• 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

Sam

Schwart₇

• Impacts overall ranking of bus top locations, particularly in "Overburdened" Communities





Existing Guidance: Equity Assessment









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.

Sam

Schwartz

EJ Index =

(Environmental Indicator)

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







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

Sam







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

Sam





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 Indicato	rs				
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		

Sam





Summary of Top 200 Ranking by Region

- Using Recommended Enhanced Methodology
- Distribution of Top 200 by Region: North, Central, South

Sam

Schwart₇

- Some differences from MPO composition
- Top 200 significantly skewed to North Region

Summary of Bus Stops by Region – Scoring <u>with</u> 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: <u>https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf</u>





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 <u>without</u> Equity	Percentage of Top 200 <u>without</u> Equity	Top 200 Ranking <u>with</u> Equity	Percentage of Top 200 <u>with</u> 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				

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: <u>https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf</u>

Sam

Schwart₇





Summary of Top 200 Ranking by City

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

Sam

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		
	1		





Summary of Top 200 Ranking by County

• ~60% of ranked bus stops located in Essex County

Sam

Schwartz

• 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 <i>total</i> New Jersey population					







Map of Ranked Stops





INTERNATION

Sam

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

Sam




Appendix – Societal Crash Costs

		Societal Cra	ash Costs, ePDO, and eC Value	es by Cr	rash Severity		
Severity - New Terminology	Previous Terminology	Societal	Societal Crash Cost - 2016 Dollars		ietal 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

Sam

Schwartz

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 $ePDO_{Total} = (K * ePDO_K) + (A * ePDO_A) + (B * ePDO_B) + (C * ePDO_C) + (0 * ePDO_0)$ $eC_{Total} = (K * eC_K) + (A * eC_A) + (B * eC_B) + (C * eC_C) + (0 * eC_0)$





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

Sam







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

150' Crash Buffer

- Lower weighting factor
- Equity (40.0%)
 - Replaces Demand Category
 - Ensures consistency with NJDOT policy and SHSP recommendations





	Bus Stop Ra	inking Criteria	
Category	Criteria	Scoring Methodologies and Thresholds	Score
Y		0	0
or	Equivalent Property Damage Only Crashes	Max Points * (ePDO / 99 th Percentile Score)	Varies
list		99 th Percentile (110.1681) and Above	15
4 4		0	0
as	Equivalent Possible Injury Crashes	Max Points * (eC / 99 th Percentile Score)	Varies
S	, , , , , , , , , , , , , , , , , , , ,	99 th Percentile (10.3798) and Above	15
q		Max Points * (Ridership / 90 th Percentile Ridership)	Varies
an	Ridership Data	90 th Percentile (3,727,031) and Above	10
ma	(sum of Average Annual Ridership of all Bus		
De	Routes that Pass through a Stopy	No Ridership Data Available (Ridership = 0)	3
		0 - 9,999	1
		10,000 - 14,999	2
SC		15,000 - 19,999	3
to	AADT	20,000 - 24,999	4
SS		25,000 - 29,999	5
3u:		30,000 or more	6
nt l		No AADT Data Available	2
S C		15 - 24	1
stic		25 - 29	2
ris		30 - 34	3
cte	Speed Limit (mph)	35 - 39	4
ra		40 - 44	5
ha		45 or more	6
v v		No Speed Limit Data or '99'	2
lisi		1	1
Ϋ́́		2	2
Na		3	3
1pr	Number of Lanes	4	4
Soc		5	5
		No Number of Lanes Data Available	2
	Bus Ston Placement	Near Side	2
	bus stop Hatement	0% - 19.9%	0
		20% - 30.9%	3
	Limited English Proficiency	31% - 49.9%	6
	(% of Block Groups within a Municipality with	50% - 60.9%	8
ors	20%+ Households without an adult that	61% - 75.9%	10
ctc	speaks English "very well")	76% - 90.9%	12
Fa		91% - 100%	14
ty	Diversity Index (% of Block Groups within a	0% - 49.9%	0
int	Municipality with an average of at least 50%	50% - 60.9%	14
Ec	for households qualifying as low-income	61% - 75.9%	17.5
	households (at or below twice the poverty	76% - 90.9%	21
	threshold) and residents identifying as	91% - 100%	26
		TOTAL	40
Score Toto	al		100

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

Sam





Crash Data Summary

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

Sam

Schwartz

• 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 ...







Sam



All Indicators Considered

Criteria	Thresholds	Considerations	Comment
Title VI and Environmental Ju	stice 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 I	ndicators		
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

Sam





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

Sam

Schwartz

- Some differences from MPO composition
- Top 200 significantly skewed to North Region

	Summary of Bus Stops by Region - Scoring <u>with</u> 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, Camdon, Cloucostor, Salom, Cumberland, Atlantic, and Cano May C

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

Sam

- ~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

Sam

- 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

Sam







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 Ro	oute #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/	/Longitude:	Weather:		□ Fragmented	1
		DAPT							,	B6	Are there any ob of a wheelchair?	ost
A 1	Deed		I A. DOS			CONTR.				B7	Describe obstrue	cti
AI	M/bat	way type:	ont land i	Li Urban	L i l i l i l i l i l i l i l i l i l i	Suburban	22		10	B.		
A2		ricultural		nercial	Residential		creationa	I D Tra	nsportation	B8	Is there existing	si
772	DOt	her:			Residentia		creationa		risportation	RQ	Is the sidewalk o	0
4.2	Stree	t Name:							0	0.5	is the sidewark c	
A3										B10	What does the s	id
Δ4	Near	est Cross Stree	et or Land	mark/Addres	is:					B11	How wide is the	si
											Describe physica	al I
A5	Dista	nce (feet) to r	nearest int	ersection or	crossing (bu	s stop pole	e to cross	street curb):	B12		
	Who	ss than 50 ft	top locato		100-300 ft	oction2	υ-600 π		er 600 ft	-	Rank the sidewa	ιĿ
A6	D Fa	-side Ne	ear-side			hear an Int	ersection	High	way Bus Bay			
8	When	e is the bus st	top area lo	cated?			ersection		vay bus bay		□ 1. Poor – ver	y ı
A7	D Bu	s Lane or Bus	Bay	In Travel	Lane 🔲	Paved Sho	ulder	Unpave	ed Shoulder	B13	pedestrians, incl	luc
	🗆 In	Right Turn On	ly Lane	□ Other							2. Fair – mind	or
40	Dista	nce to neares	t driveway	(if closer th	an intersecti	on or cros	sing):				□ 3. Good – No	ot i
Að	Le	ss than 50 ft	50-10	00 ft 🛛	100-300 ft	30	0-600 ft	D Ov	er 600 ft		_ 51 50000 110	
A9	What	type of bus s	top is it?	V%		Curbside		Bus Bay	/		Does the neares	tr
A10	Is the	re a companie	on bus sto	p for the san	ne route, for	the oppos	site	□ Yes		B14	surrounding are	a
110	direc	tion across the	e street?					🗆 No				
	Othe	transportatio	on service	s that are co	nnected at th	nis bus sto	p (check a	Ill that app	y):	B15	Does the neares	tŗ
A11	DOt	her Local Bus	Routes	C Regional	Bus Route	Light	Rail	Commu	uter Rail	B16	Do the ramps ha	ave
-		ne		U Other (sp	ecity):	/:- D:	1	D A	1 Town site	B17	Are there nedes	tri
A17	Rail)	es of transpor	tation serv	vices that are	connected	(I.e. KiverL	ine, Acad	emy Bus, N	Jiransit	DI	Are there pedes	un
AIZ	Kall).									B18	Are the pedestri	ar
A13	Does	the cross stre	et have b	us stops at o	near the sta	ation? If so	, how ma	ny feet aw	ay is it?			
A14	What	is the width o	of the buff	er between	the road and	l pedestria	n facility?	15		C1	la thora a hur sh	olio
_	-										I IS IDELE A DUS SO	en

PART B: ACCESSIBILITY FEATURES

	What material	is the landing	area composed o	f?		
B1	Concrete	Asphalt	: 🛛 🗆 Di	Dirt Grass		
	Pavers	Other (specify):		10	
B2	What are the d surface provide	limensions of ed)?	the landing pad (il	[]	feet wide by	feet deep
D 2	Are the landing	🗆 Yes				
83	waiting, boardi	ing/alighting,	or otherwise at pe	eak hours?		D No
	Where is the la	nding pad po	sitioned?			A.
B4	Below Stree	t Level	□ Sidewalk		Shoulder	🛛 Bus Bulb
	Adjacent to	Curb/Street	G Off Roadway,	/No Sidewalk	0	600
DE	Issues with land	ding area surf	ace (check all that	apply):	6	
CO	No Issues	Drain In	let or Obstacles	Slopes Up	from Street	Uneven Surface

	□ Fragmented □ Slopes Do	own from Street	D Other	(specify):		
c	Are there any obstacles on the	e landing pad th	at would lin	nit the mobili	ty 🛛 🗆 Yes	
6	of a wheelchair?				D No	(skip to B8)
7	Describe obstructions to whee	elchair mobility	on the land	ing pad:		
8	Is there existing sidewalk adja	cent to the bus	stop?	□ Yes	D No	(skip to B14)
9	Is the sidewalk connected to t	he landing area	/pad?	□ Yes	🗆 No	
10	What does the sidewalk conne	ect to?	Pedestrian	Generator	D Nearest	Intersection
11	How wide is the sidewalk?					
12	Describe physical barriers that	t constrict the w	vidth of the	sidewalk:		
	Rank the sidewalk condition (2	1-3):				
13	1. Poor – very rough with s pedestrians, including those w	some cracks, po vith disabilities	tentially ha	zardous, not a	iccommodat	ting for
	2. Fair – minor unevenness	s, with few cracl	ks or breaks			
	□ 3 Good - Not perfect but	not in need of ir	nmediate r			
	- S. Sood Not perfect but		inneulate i	epair to servio	e pedestria	ns
	Does the nearest pedestrian c	crossing have fac	cilities conn	epair to servio ecting to the	e pedestria	ns
14	Does the nearest pedestrian c surrounding area and points c	rossing have fac of interest?	cilities conn	epair to servic	Pedestrian	ns
L4 L5	Does the nearest pedestrian of surrounding area and points of Does the nearest pedestrian of the surrounding area and points of the nearest pedestrian of the surrounding area and points of the nearest pedestrian of the surrounding area and points of the surrounding area area and points of the surrounding area area area area area area area are	rossing have factoring have factoring have factoring have AD	cilities conn	ecting to the ecting to the at ramps?	Pedestrial	ns
L4 L5 L6	Does the nearest pedestrian of surrounding area and points of Does the nearest pedestrian of Do the ramps have detectable	crossing have factoring have factoring have factoring for the second sec	cilities conn DA compliar res?	epair to servic ecting to the it ramps?	 Pedestrial Yes No Yes Yes Yes 	ns
L4 L5 L6	Does the nearest pedestrian of surrounding area and points of Does the nearest pedestrian of Do the ramps have detectable Are there pedestrian push but	crossing have fai of interest? crossing have AE a warning surfac ttons? (If No, sk	cilities conn DA compliar res? ip B18)	epair to servic ecting to the it ramps?	 Pedestrial Yes No Yes Yes Yes Yes Yes 	ns No No

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?			Yes	🗆 No (s	skip to C15)
62	What are the dimensions of	the interior stand	ing area of the s	shelter?		
C2	Width:	Height:		Depth:		
C3	Does the shelter have a fron	t center panel wit	h two openings	? 🗆 Yes	D No ((skip to C5)
C4	What are the dimensions of	the openings?	1_	feet wi	de by	feet tall
C5	Could a person in a wheelch	air maneuver easi	ily into the shelt	er?	☐ Yes	D No
C6	What are the dimensions of	the clear space?	Width:	Height:	De	epth:
C7	Distance from the nearest fa	ce of the shelter	to the curb (in f	eet):		
	Which direction is the bus sh	elter facing?				
C8	Towards Oncoming Traffic	Towards Oncoming Traffic D Towards the Street				Street
1	Away from Oncoming Tra	ffic		divit	-	
C9	Are there damages to the bu	is shelter?		Yes	🗆 No (s	skip to C11)
	c					

PART D: TRAFFIC SAFETY



PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible pay phones or police call boxes at the bus stop?							
E2	Describe any issues wit	h phones or call boxes:						
E3	Is there a sign indicatin	g the location of the bu	s stop? 🛛 🛛 Ye	S	🗆 No (sk	ip to E13)		
EA	Where is the bus stop	sign installed?						
E4	Own Pole Build	ing 🛛 Utility Pole	□ Shelter	Other	(specify):			
E5	Is the bus stop sign loc	ated where passengers v	would board?		□ Yes	D No		
E6	Is the bottom of the sig	n at least 7 feet above g	ground level?		🗆 Yes	🗆 No		
E7	Is the sign at least 2 fee	et away from the curb?			□ Yes	D 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?							
E11	Are the signs reflectorized or illuminated for night visibility?					D No		
E12	Describe problems with	n the bus stop signage:						
F40	What type of other info	ormation is posted (cheo	k all that apply)?				
E13	Route	Schedule	🗆 Мар		Other (specify):			
	Where is the informati	on posted (check all tha	t apply)?					
E14	Bus Stop Sign Pole	🛛 On its Own Pole	🗆 On a Build	ing	🗆 On a Ut	ility Pole		
	On a Shelter	Inside the Shelter	Other (spe	cify):				
E15	Is the information eye	level with potential whe	elchair users?		🗆 Yes	D No		
E16	Is there a real-time info	ormation display?			□ Yes	D No		
E17	Is the information and	signage text ADA compl	iant?		□ Yes	D No		
E10	Are there methods for	identifying the bus stop	location and a	cessing	□ Yes			
E19	information for people	with visual impairments	s?		D No			

PART F: PHOTOGRAPHS

Photograph the layout o following if they exist:	f the bus stop area and nearby traffic con	trols. Be sure to include the
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	Societa	Societal Crash Cost - 2016 Dollars Societal Crash Cost - 20		etal 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

Sam





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
- 50' Crash Buffer 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





Category	Criteria	Scoring Methodologies and Thresholds	Score	
2		0	0	
lo	Equivalent Property Damage Only Crashes	Criteria Scoring Methodologies and Thresholds ivalent Property Damage Only Crashes Max Points * (eC/99 th Percentile Score 99 th Percentile (110.1681) and Abov Equivalent Possible Injury Crashes Max Points * (eC/99 th Percentile Score 99 th Percentile (10.3798) and Abov Ridership Data of Average Annual Ridership of all Bus Routes that Pass through a Stop) Max Points * (Ridership J00 th Percentile Ridership 90 th Percentile (3,727,031) and Abov AADT 0 - 9,99 AADT 20,000 - 74,99 AADT 20,000 - 74,99 Speed Limit (mph) 35 - 3 Speed Limit (mph) 35 - 3 Number of Lanes 6 or mor No Number of Lanes Image Stop Placement Nor Speed Limit Data or '95 Limited English Proficiency Block Groups within a Municipality with %+ Households without an adult that speoks English "very well") 0% - 19.99 Image Stop Placement 0% - 19.99 Image Stop Placement 0% - 19.99 Speed Limit & Order Stop Stop Stop Stop Stop Stop Stop Stop	Varies	
list	Criteria Scoring Methodologies and Thresholds Equivalent Property Damage Only Crashes 0 Max Points * (ePD0 / 99 th Percentile Score) 99 th Percentile (110.1681) and Above Equivalent Possible Injury Crashes 0 Ridership Data Max Points * (Ridership / 90 th Percentile Score) 99 th Percentile (10.3798) and Above Routes that Pass through a Stop) Max Points * (Ridership / 90 th Percentile Ridership) AADT 20,000 - 14,999 AADT 20,000 - 24,999 30,000 or more 30,000 or more No Ridership Data Available (Ridership - 0) 25,000 - 29,999 Speed Limit (mph) 35 - 39 Speed Limit (mph) 35 - 39 Number of Lanes 1 Bus Stop Placement Near Speed Limit Data Available Bus Stop Placement Near Speed Limit Data Available Speek English Proficiency 20% - 30.98 Limited English Proficiency 20% - 30.98 Speek Stop Placement Near Speek Number of Lanes 6 or more No Number of Lanes 0 % - 19.99% Limited English Proficiency 20%	15		
Чч		0	0	
asl	Equivalent Possible Injury Crashes	Max Points * (eC / 99 th Percentile Score)	Varies	
5	, , , , ,	99 th Percentile (10.3798) and Above	15	
q		Max Points * (Ridership / 90 th Percentile Ridership)	Varies	
an	Kidership Data (Sum of Average Annual Ridership of all Bus	90 th Percentile (3,727,031) and Above		
Stopping Equivalent Property Damage Only Crashes Max Point 99 th Equivalent Possible Injury Crashes Max Point 99 th Ridership Data (Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop) Max Points * (Rid 90 th) No Riders 90 th Sopeed Limit (mph) 100 th Speed Limit (mph) 100 th Bus Stop Placement 100 th Limited English Proficiency (% of Block Groups within a Municipality with 20%+ Households without an adult that speaks English "very well") 100 th	No Ridership Data Available (Ridership = 0)	3		
k Characteristics at Bus Stops		0 - 9,999	1	
		10,000 - 14,999	2	
SC		15,000 - 19,999	3	
Store Equivalent Property Dama Image: Display biology of the second secon	AADT	20,000 - 24,999	4	
		25,000 - 29,999	5	
Bu	ory Criteria Joornig mechaadoogies and milling Equivalent Property Damage Only Crashes Max Points * (ePDO / 99 th) Equivalent Possible Injury Crashes Max Points * (eC / 99 th) Big the procentile (10:3) 90 th Percentile (10:3) Ridership Data Max Points * (Ridership / 90 th Percentile (10:3) (Sum of Average Annual Ridership of all Bus Routes that Pass through a Stop) Max Points * (Ridership / 90 th Percentile (3.727 AADT 90 th Percentile (3.727 AADT No Ridership Data Availabi Speed Limit (mph) No Ridership Data Availabi Number of Lanes No Speed Limit (mph) Limited English Proficiency No Number of Lanes Limited English Proficiency No Number of Lanes Limited English Proficiency (% of Block Groups within a Municipality with 20% + Households without an adult that speaks English "very well") Diversity Index (% of Block Groups within a Municipality as Importance in the subolds (at or below twice the poverty threshold) and residents identifying as Total Total	30,000 or more	6	
at		No AADT Data Available	2	
S	-	15-24	1	
dway Risk Characteristics at Speed Limit (mph) Number of Lanes	-	25-29	2	
	Canad Limit (mah)	30-34	3	
	Speed Limit (mpn)	35 - 39	4	
	-	40 - 44 45 or more	5	
	No Speed Limit Data or '99'	2		
		1	1	
Ris		2	2	
Equity Equity Eaver (Sum (Sum (Sum (Sum (Sum (Sum (Sum (Sum		3	3	
M	Equivalent Property Damage Only Crashes Max Points * (ePDO / 99 th Percentile Sco 99 th Percentile (10.1681) and Aba 99 th Percentile (10.1788) and Aba 99 th Percentile (10.3798) and Aba 99 th Percentile (10.3798) and Aba 90 th Percentile (10.3798) and 90 th Percentile (10.3798) 90 th Percentile (10.3	4		
Lequivalent Property Damage Only Crashes Max Points * (ePDO/99 th Percentile 99 th Percentile (110.1681) and 99 th Percentile (110.1681) and 99 th Percentile (110.1681) and 99 th Percentile (110.3788) and 99 th Percentile (10.3788) and 90 ^t	5	5		
		6 or more	6	
		No Number of Lanes Data Available	2	
	Bus Stop Placement	Near Side	2	
		0% - 19.9%	0	
	Limited English Proficiency	20% - 30.9%	3	
	(% of Block Groups within a Municipality with	31% - 49.9%	6	
S	20%+ Households without an adult that	50% - 60.9%	8	
toi	speaks English "very well")	61% - 75.9%	10	
ac		76% - 90.9%	12	
Ϋ́F	Discrite to de 10/ of Disch Communité	91% - 100%	14	
uit	Diversity index (% of Block Groups within a	0% - 49.9%	0	
Eq	for households qualifying as low income	50% - 60.9%	14	
100	households (at or below twice the poverty	01% - /3.9% 76% 00.0%	21	
	AADT 0 - 9,99 AADT 20,000 - 14,99 25,000 - 29,99 30,000 or mor 30,000 or mor No AADT Data Availabl No AADT Data Availabl 25 - 2 30 - 3 35 - 3 40 - 4 40 - 4 40 - 4 45 or mor Number of Lanes 6 or mor Number of Lanes 6 or mor Number of Lanes 9 Limited English Proficiency 20% - 30.99 Limited English Proficiency 20% - 30.99 Limited English Proficiency 20% - 30.99 Diversity Index (% of Block Groups within a Municipality with 50% - 60.99 9.99 Diversity Index (% of Block Groups within a Municipality of 50% - 60.99 9.99 Municipality with an average of at least 50% 50% - 60.99 for households qualifying as low-income 61% - 75.99 households (at or below twice the poverty threshold) and residents identifying as 9.1% - 100 Total Total 707A	21		
	thresholdy and residents identifying as	51% - 100% TOTAL	20	
Coore Tat	-1	TOTAL	40	
score rott	11		100	

Rus Ston Ranking Criteria

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%

Sam





Equity Assessment: Consistent with ...







Sam



All Indicators Considered

Criteria	Thresholds	Considerations	Comment
Title VI and Environmental Ju	stice 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 I	ndicators		
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

Sam





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 <u>with</u> 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

Schwartz

Sam





Summary of Top 200 Ranking by City

Sam

- 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

Sam

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	Тор 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

Sam





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:

Sam

Schwartz

• 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.











Summary of Work Completed

Summary of Pilot Audits

Next Steps








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

Sam Schwartz

• Equity (40.0%)

Michael Baker

I N T E R N A T I O N A L

Consistent with NJDOT policy and SHSP recommendations



	Bus Stop N	unking criteriu	
Categor	y Criteria	Scoring Methodologies and Thresholds	Score
>		0	0
or	Equivalent Property Damage Only Crashes	Max Points * (ePDO / 99 th Percentile Score)	Varie
list		99 th Percentile (110.1681) and Above	15
4		0	0
asl	Faulyalant Possible Injury Crashes	Max Points * (of / 00 th Percentile Score)	Varie
5	Equivalent Possible Injury crusiles	00 th Brannetile (10.2700) and Albana	45
		99 Percentile (10.3798) and Above	15
pu	Ridership Data	Max Points * (Ridership / 90 ^{°°} Percentile Ridership)	Varie
pu	(Sum of Average Annual Ridership of all	90 th Percentile (3,727,031) and Above	10
Der	Bus Routes that Pass through a Stop)	No Ridership Data Available (Ridership = 0)	3
		0 - 9,999	1
		10,000 - 14,999	2
5		15,000 - 19,999	3
do	AADT	20,000 - 24,999	4
St		25,000 - 29,999	5
ns		30,000 or more	6
B		No AADT Data Available	2
6		15 - 24	1
ics		25 - 29	2
ist		30 - 34	3
ter	Speed Limit (mph)	35 - 39	4
ac	(40 - 44	5
ar		45 or more	6
5		No Speed Limit Data or '99'	2
sk		1	1
R		2	2
(p)		3	3
μp	Number of Lanes	4	4
oa		5	5
R		6 or more	6
		No Number of Lanes Data Available	2
	Bus Stop Placement	Near Side	2
		0% - 19.9%	0
		20% - 30.9%	3
	Limited English Proficiency	31% - 49.9%	6
	(% of Block Groups within a Municipality	50% - 60.9%	8
	with 20%+ Households without an adult	61% - 75.9%	10
	that speaks English "very well")	76% - 90.9%	12
S		91% - 100%	14
to	Poverty (% of Block Groups within a	0% - 49.9%	0
ac	Municipality with at least 50% of the	50% - 60.9%	4
γF	households qualifying as low-income	61% - 75.9%	9
uit	households (at or below twice the poverty	76% - 90.9%	14
Eq	threshold)	91% - 100%	18
6 4 4 7 1		0% - 49.9%	0
	Minority (% of Block Groups within a	50% - 60.9%	2
	Municipality with at least 50% of the	61% - 75.9%	4
	residents identifying as minority)	76% - 90.9%	6
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	91% - 100%	8
		TOTAL	40
Score 7	otal	TOTAL	100
JUDIE	0107		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 <u>with</u> Equity						
Region	Top 200 Ranking	Percentage of Top 200	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: <u>https://www.state.nj.us/transportation/refdata/gis/maps/regionbound.pdf</u>





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



Virtual vs. In-Person Audits



More efficient, however, imagery may not be up to date



Allows for observation of human behavior and comfort or discomfort at the stop (in-person may not be needed for rural)







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















Using Site-Specific Data

- Site specific data can inform improvements as part of corridor or intersection projects
- Example

Michael Baker

INTERNATIONAL

 If Atlantic City were making improvements to Atlantic Avenue, provide any report for a stop on Atlantic Avenue to the project team

Sam Schwartz

Amenities		January
Damaged shelter Damaged shelter Missing bench Non-functioning shelter light	RecommendationRepair or replace the shelter.Add a bench into the shelter.The light inside the shelterwas non-functioning at thetime of the audit	
shelter does not have a non-functioning at the ti raffic Safety	hels of the shelter are broken. The bench and the light inside was ime of the audit.	JH
ssue aded crosswalk marki	Recommendation	the fift share
ssue aded crosswalk markin ong crossing distance aiting passengers hidde om view of the bus	Recommendation ags Restripe with high visibility crosswal Curb extensions could reduce the crossibility of pedestrians. en The shelter, signal controller box, an passengers waiting. A reorganization this.	ks. ossing distance and improv d trash bins can hide of the stop could below in



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





Next Steps for Future Audit Tasks

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

Michael Baker

INTERNATIONAL

• Comprehensive summary data and findings

Sam Schwartz

Driving

Toward ZE







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

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 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).





Тамс			1
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

Table 1: US Census Bureau Table Information





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.

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 Overburdene d 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. At least 20% of the households have	Included in EJ and Title VI	EJ/Title VI indicators	
Limited English Proficiency (LEP)	limited English proficiency within block groups.	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.

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

Table 3: Point System





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		NEWARK	North	18327	30.00	10.00	16.00	20.00	76.00
10			North	18348	30.00	10.00	16.00	20.00	76.00
18		ELIZABETH	North	28545	28.52	6.87	9.00	31.00	75.39
19			North	28726	27.17	5.98	11.00	31.00	75.15
20			South	1/800	28.02	10.00	8.00	26.00	75.02
21			North	17992	30.00	10.00	11.00	27.00	75.00
22			North	21859	30.00	1 79	7.00	36.00	74.88
23	CENTRAL AVE AT HAI STED ST	FAST ORANGE	North	17478	30.00	9.77	9.00	26.00	74.75
25	IFK BI VD AT 26TH ST		North	21728	30.00	0.73	8.00	36.00	74.77
26	IFK BLVD AT 8TH ST		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		NEWARK	North	18742	30.00	10.00	11.00	20.00	71.00
49		NEWARK	North	18730	30.00	10.00	11.00	20.00	/1.00
50		NEWARK	North	18731	30.00	10.00	11.00	20.00	71.00
51			North	18744	29.73	10.00	11.00	20.00	70.73
52			North	21805	16.55	10.00	8.00	36.00	70.55
55			North	20727	22.00	5.09	11.00	20.00	70.47
55			North	20727	10 / 2	10.00	5.00	36.00	70.40
56			South	10087	25.36	10.00	8.00	27.00	70.43
57		ATLANTIC CITY	South	10093	30.00	6.24	7.00	27.00	70.30
58		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		NEWARK	North	18381	29.29	10.00	10.00	20.00	69.29
74	NEW YORK AVE AT 29TH ST		North	21754	23.82	4.38	5.00	36.00	69.21
75			North	17902	26.57	9.57	7.00	26.00	69.14
76			North	12936	20.64	10.00	7.00	31.50	69.14
7/		PASSAIC	North	27109	30.00	10.00	7.00	22.00	69.00
78			NORTH	2/343	30.00	10.00	10.00	22.00	69.00
80			North	21262	22.02	4.10	10.00	24.00	68 50
80 Q1			North	21302	30.00	10.00	8.00 8.00	20.30	68 50
82	BROADWAY AT GRAFTON AVE	NFW/ARK	North	18371	28.38	10.00	10.00	20.30	68.38
83	MAIN AVE AT MONROF 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 Route #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:

Driving
Toward ZERO
Deaths
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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:		🗌 Urba	n	🗌 Sub	urban		Rural		
	What are the adjac	ent land	uses (sele	ect all that a	pply)?					
^2	Agricultural	🗆 Com	mercial	🗆 Resider	ntial	Recreation	al			
AZ								Transportation		
	🗆 Other:									
A3	Street Name:									
A4	Nearest Cross Street or Landmark/Address:									
۸E	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):									
AS	🗆 Less than 50 ft	□ 50-1	00 ft	□ 100-30	0 ft	□ 300-600 ft		🗆 Over 600 ft		
46	Where is the bus st	op locate	ed in relat	ion to the ir	ntersecti	on?				
70	🗌 Far-side 🗌 Ne	ear-side	🗌 Mid-	block 🗌	Not near	r an Intersectior	ו [🗌 Highway Bus Bay		
	Where is the bus st	op area l	ocated?		1					
A7	Bus Lane or Bus	Bay	🗌 In Travel Lane 🛛 🗌 Pave		ed Shoulder		Unpaved Shoulder			
	🗌 In Right Turn On	ly Lane	🗌 Othe	r						
48	Distance to nearest	: drivewa	y (if close	r than inters	section c	or crossing):		1		
/.0	Less than 50 ft	□ 50-1	00 ft	□ 100-30	0 ft	🗌 300-600 ft		🗌 Over 600 ft		
A9	What type of bus st	top is it?			🗌 Curl	bside		Bus Bay		
A10	Is there a companio	on bus sto	op for the	same route	e, for the	opposite		Yes		
/110	direction across the	e street?						No		
	Other transportation	on service	es that are	e connected	at this b	ous stop (check a	all tł	nat apply):		
A11 U Other Local Bus Routes U Regional Bus Route U Light Rail Commute							Commuter Rail			
	🗆 None		🗌 Othe	er (specify):						
	Names of transpor	tation se	rvices tha	at are conne	ected (i.e	e. RiverLine, Aca	Ider	ny Bus, NJ Transit		
A12	Rail):									
442	Doos the cross stre	ot have !	uc ctore	at or poss t	ho statia	n2 If co how m		, faat away is it?		
A13	Dues the cross stre		ins stops	at or near t	ne statio			y leet away is it?		
A14	What is the width o	of the bu	ffer betw	een the roa	d and pe	edestrian facilit	٧٢			

PART B: ACCESSIBILITY FEATURES

	What material is	the landing area compo	osed of?		
B1	Concrete	🗆 Asphalt	🗆 Dirt	Grass	Gravel
	Pavers	□ Other (specify):			
B.2	What are the din	nensions of the landing	pad (if		
DZ	surface provided)?		feet wide by	feet deep

	MI OTHE	
1		1
	1	1
	An or ne	1

B3	Are the landing pad dimensio	ons sufficient to ac	commodate	pedestrians] Yes
	waiting, boarding/alignting, o	or otherwise at pea	ak nours?			No
	Where is the landing pad pos	sitioned?				
B4	Below Street Level	🗆 Sidewalk		🗆 Shoulde	er 🗆	Bus Bulb
	□ Adjacent to Curb/Street	🗆 Off Roadway/	No Sidewalk			
	Issues with landing area surfa	ace (check all that	apply):			
B5	□ No Issues □ Drain In	let or Obstacles	🗆 Slopes U	p from Street	t 🗌 Une	ven Surface
	□ Fragmented □ Slopes D	own from Street	🗆 Other (s	pecify):	·	
РС	Are there any obstacles on the	ne landing pad that	t would limit	the mobility	🗆 Yes	
во	of a wheelchair?				🗆 No (s	kip to B8)
B7	Describe obstructions to wh	eelchair mobility o	on the landin	g pad:	•	
			_			
B8	Is there existing sidewalk adj	acent to the bus st	:op?		□ No (s	kip to B14)
B9	Is the sidewalk connected to	the landing area/p	bad?	∐ Yes	∐ No	
B10	What does the sidewalk con	nect to?	Pedestrian Ge	enerator 🗌	Nearest Ir	itersection
B11	How wide is the sidewalk?					
B12	Describe physical barriers that constrict the width of the sidewalk:					
	Rank the sidewalk condition	(1-3):				
	□ 1. Poor – very rough with	some cracks, pote	entially hazar	dous, not acc	ommodati	ng for
B13	pedestrians, including those	with disabilities				
	□ 2. Fair – minor unevenne	ss, with few cracks	or breaks			
	□ 3. Good – Not perfect bu	t not in need of im	mediate repa	iir to service p	pedestrian	S
B1/	Does the nearest pedestrian	crossing have facil	ities connect	ing to the	🗆 Yes	
014	4 surrounding area and points of interest? No					
B15	Does the nearest pedestrian	crossing have ADA	compliant ra	amps?	🗆 Yes	🗆 No
B16	Do the ramps have detectab	e warning surface	s?	[□ Yes	🗆 No
B17	Are there pedestrian push bu	ittons? (If no, skip	B18)	[🗆 Yes	🗆 No
B18	Are the pedestrian push butt	ons accessible?		[🗆 Yes	🗆 No
B19	Do the pedestrian push butto	ons work?		[🗆 Yes	🗆 No
						1

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?			es	🗆 No (s	kip to C15)
C	What are the dimensions of	the interior standing area of	the sh	nelter?		
02	Width:	Height:		Depth:		
C3	Does the shelter have a from openings?	t center panel with two		🗆 Yes	🗆 No (skip to C5)
C4	What are the dimensions of	the openings?		feet wide	e by	feet tall
C5	Could a person in a wheelcha	air maneuver easily into the	shelte	r?	🗆 Yes	🗆 No







C6	What are the dimensions space?	of the clear	Width:	Heig	ht:	Depth:
C7	Distance from the neare	st face of the shelte	r to the curb	(in feet):		
	Which direction is the bu	s shelter facing?				
C8	Towards Oncoming Tr	affic 🗌 To	wards the Str	eet 🗆	Away fron	n the Street
	Away from Oncoming	Traffic				
C9	Are there damages to the	e bus shelter?		🗆 Yes		No (skip to C11)
C10	Specify any damages to t	the shelter:				
	Rank the bus shelter con	dition (1-3):				
	1. Poor – In poor shap including those with disa	pe, potentially hazar bilities	dous, not acc	commodat	ing for peo	destrians,
C11	2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities					
	3. Good – Not perfect including those with disa	: but not in need of i bilities	immediate re	pair to acc	commodat	e pedestrians,
C12	Is adequate lighting prov	ided inside the shelt	er?	🗆 Yes		No
C13	Is there advertising on th	e side panel?		🗆 Yes		No
C14	Does shelter or advertisir	ng obstruct turning-v	vehicle views	? 🗌 \	/es	🗆 No
C15	Is there seating available	?		\Box Yes		No (skip to C22)
C16	Is the seating inside the s	helter?		🗆 Yes		No
C17	How far is the seating fro	om the curb (in feet)	?		_	
C18	Is the seating a barrier to	sidewalk use or bus	s boarding/ali	ghting?	🗆 Yes	🗆 No
	What type of seating is a	vailable?				
C19	Freestanding Bench	Bench Attached	l to Shelter		Fold Dow	n Bench
	Leaning Bench	Other (specify):				
C20	Describe any issues with	the seating:				
	Rank the condition of the	e seating (1-3):				
	🗌 1. Poor – very rough v	with heavy signs of v	vear, potentia	ally hazard	lous	
C21	2. Fair – Could use a c	cleaning and new pa	int			
	3. Good – Not perfect	but not in need of i	immediate re	pair to att	ract pedes	trians
	What type of receptacle	is available?				
C22	Attached to Shelter	☐ Free Standing		e Bag	_ Bolted t	to the Sidewalk
	□ None (skip to C25)	U Other (specify):				
C23	Is the trash receptacle a l	barrier to sidewalk u	ise or bus boa	arding/alig	nting?	⊔ Yes ⊔ No
C24	Describe any issues with	trash at the bus sto	op or the rece	eptacle:		
C25	Describe any other amer	nities exist at this bu	us stop:			
C26	Describe any issues with	the amenities at th	e bus stop:			





PART D: TRAFFIC SAFETY

D1	Posted speed limit (in MPH):							
D2	Average Annual Daily Traffic of	the road	lway:					
D3	Total lanes on both sides of the	road:						
D4	Is there on-street parking on the	same si	de of th	ne roadway?	🗆 Yes] No (sk	(ip to D6)
D5	What is the distance from the bu	us stop p	ole to t	he nearest par	rking spot	? _		_ft
	What are the traffic controls at t	he neare	est inte	rsection or cro	ssing?			
D6	□ Flashing Lights or Beacon			Traffic Signal		🗆 Stop	o/Yield	Sign
	\Box Midblock Crosswalk (No traff	ic contro	ols) 🗌	Other (specif	fy):			
	If there is a signal or beacon at t features exist (check all that app	he neare ly)?	est inter	rsection or cro	ssing, wha	t pede	strian-r	elated
D7	7 🛛 Fixed Signal Timing with Walk Phase 🔤 Push Buttons 🔅 🖾 Pedestrian Signal He						Heads	
	□ Audible Warning Signals		🗆 No	one	🗆 Lead	ling Pe	destria	n Interval
	□ Other (specify):							
D8	Is the nearest pedestrian crossin	ig unmar	ked or	faded?		□ Y	/es	🗆 No
D9	Does the nearest pedestrian cro	ssing hav	ve pede	estrian refuge i	slands?	□ Y	/es	🗆 No
D10	Does the nearest pedestrian cro	ssing hav	ve curb	extensions?		1 🗆 Y	/es	🗆 No
	What are the potential traffic ha	zards (cł	neck all	that apply)?				
	\Box Bus Stop at the Crest of a Hill		🗆 Bus	s Stop Hidden k	oy Horizor	ital Cur	rve	
D11	□ Bus Stop Just Before Crosswa	lk	🗆 Bus	Stop Near At-	grade Rai	road C	rossing	
DII	□ Speeding Traffic		🗆 Wa	iting Passenge	rs Hidden	from \	/iew of	Bus
	No Marked Crosswalk		🗆 Sto	pped Bus Strad	ddles Cros	swalk		
	□ None							
D12	Describe any other traffic hazar	ds:						
D13	Is there lighting present?				🗆 Yes		No (skip	to D16)
	What type of lighting is present?)		·				
D14	4 🗆 Lighting Outside Adjacent Building 🔤 Shelter Lighting 🖾 Street Lighting							
	Pedestrian Lighting (9-12 feet	t high)	🗌 Oth	ner (specify):				
D15	How far is the lighting from	□ Direc	ctly at	□ 1-10′	□ 11-	20'	0	ver 20'
010	the bus stop?	the bus	stop				away	'
D16	Are there bicycle lanes?				□ Yes			0
D17	Describe any traffic calming me etc.):	asures (r	narrow	lanes, buffers	, rumble s	trips, s	speed b	oumps,





PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible po	lice call boxes at the bus	stop?			□ Yes	□No (skip E2)	
E2	Describe any issues wit	th call boxes:			·			
E3	Is there a sign indicatin	g the location of the bus	stop?	🗆 Yes		🗆 No (s	skip to E13)	
F/I	Where is the bus stop s	ign installed?						
64	□Own Pole □ Build	ing 🗌 Utility Pole	🗆 She	lter	🗆 Oth	er (specif	y):	
E5	Is the bus stop sign loca	ated where passengers w	ould bo	ard?		🗆 Yes	🗆 No	
E6	Is the bottom of the sig	n at least 7 feet above g	round le	vel?		🗆 Yes	🗆 No	
E7	Is the sign at least 2 fee	et away from the curb?				🗆 Yes	🗆 No	
E8	Provider names on the	bus stop sign:						
E9	Provide the routes liste	ed:						
E10	Is the signage double-s	ided for visibility form bo	oth direc	tions?		🗆 Yes	🗆 No	
E11	Are the signs reflectorize	zed or illuminated for nig	ght visibi	lity?		🗆 Yes	🗆 No	
E12	Describe problems wit	h the bus stop signage:						
F13	What type of other info	ormation is posted (checl	k all that	t apply)?				
	🗆 Route	□ Schedule	🗆 Ma	р		🗆 Otł	ner (specify):	
	Where is the information	on posted (check all that	apply)?					
E14	Bus Stop Sign Pole	🗆 On its Own Pole	□ On	a Buildir	ng	🗆 On	a Utility Pole	
	\Box On a Shelter	\Box Inside the Shelter	🗆 Oth	er (spec	ify):			
E15	5Is the information eye level with potential wheelchair users? \Box Yes \Box No					🗆 No		
E16	Is there a real-time info	ormation display?				🗆 Yes	🗆 No	
E17	Is the information and	signage text ADA complia	ant?			🗆 Yes	No	
F18	Are there methods for	identifying the bus stop l	ocation	and		🗆 Yes		
110	accessing information f	or people with visual im	pairmen	ts?		□ No		

PART F: PHOTOGRAPHS

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

6

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

Death

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 typ	e:	🛛 Urbar	า	🗆 Sub	urban	🗆 Rural		
	What are the	adjacent land	uses (sele	ct all that	apply)?				
A2	🗆 Agricultur	al 🛛 🖾 Com	mercial	□ Resid	ential	Recreationa	al Transportation		
	🛛 Other: Me	edical							
A3	Street Name	: Atlantic Ave							
A4	Nearest Cros	s Street or Land	lmark/Add	lress: Ohi	o Avenue				
AE	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):								
AJ	🗆 Less than	50 ft 🛛 50-1	00 ft	⊠ 100-3	00 ft	🗆 300-600 ft	🗆 Over 600 ft		
	Where is the	bus stop locate	ed in relati	on to the	intersecti	on?			
A6	⊠ Far-side □ Near-side		🗆 Mid-b	olock [] Not nea	r an Intersection	Highway Bus Bay		
	Where is the bus stop area located?								
A7	🗆 Bus Lane	or Bus Bay	🛛 In Tra	n Travel Lane		ed Shoulder	Unpaved Shoulder		
	🗆 In Right T	urn Only Lane	🗆 Other	-8					
4.0	Distance to nearest driveway (if closer than intersection or crossing): N/A (Crossing Close								
Að	8 🗌 Less than 50 ft 🔄 50-100 ft 🛛 100-300 ft 🔄 300-600 ft						🗆 Over 600 ft		
A9	What type of	f bus stop is it?			🖾 Cur	bside	Bus Bay		
440	Is there a cor	npanion bus sto	op for the	same rou	te, for the	opposite	🛛 Yes		
AIU	direction acr	oss the street?					🗆 No		
1	Other transp	ortation servic	es that are	e connect	ed at this	bus stop (check	all that apply):		
A11	Other Loc	al Bus Routes	🛛 Regio	nal Bus R	oute 🛛	Light Rail	Commuter Rail		
	🗆 None		🗆 Other	(specify)	:		LID inin walk		
A12	Names of tra Rail): NJ Trar	Insportation se Isit Bus (502, 50	rvices tha 04, 505, 50	t are conr 7, 508, 50	nected (i.e 09, 554); (e. RiverLine, Aca Greyhound	demy Bus, NJ Transit		
Δ13	Does the cro	ss street have l	ous stops	at or near	the station	on? If so, how m	any feet away is it?		
HT2	No bus route	on Ohio Ave							
A14	What is the	width of the bu	ffer betwe	en the ro	bad and p	edestrian facility	/? 0' 🔪		

\bigcirc



PART B: ACCESSIBILITY FEATURES

		What material is	the landing	area compo	sed of?						
	B1	🖾 Concrete	Asphalt		🗆 Dirt		Gras	S		Gravel	
		Pavers	🗆 Other (s	specify):		1.9					
	B2	What are the dir surface provided	nensions of t)?	he landing p	pad (if	40	F feet wide	by 7	.5' _{fe}	et deep	
	D 2	Are the landing	ad dimensio	ons sufficien	t to acc	ommodate	pedestrian	s		Yes	
	53	waiting, boardin	g/alighting, o	or otherwise	e at pea	k hours?				No	
		Where is the lan	ding pad pos	itioned?							
	B4	Below Street	Level	🖾 Sidewa	lk		Shou	lder		Bus Bulb	
		Adjacent to C	urb/Street	🗆 Off Roa	dway/N	lo Sidewalk		-15			
Ì		Issues with landing area surface (check all that apply):									
	B5	🕱 No Issues	🗆 Drain In	let or Obsta	cles	Slopes U	p from Str	eet	Uneven Surface		
		FragmentedSlopes Down from StreetOther (specify):									
	DC	Are there any ob	stacles on th	ne landing pa	ad that	would limit	the mobili	ty 🛛 Yes			
	86	of a wheelchair?							🔀 No (skip to B8)		
	B7	Describe obstructions to wheelchair mobility on the landing pad:									
İ	B8	Is there existing sidewalk adjacent to the bus stop?									
Ì	B9	Is the sidewalk c	idewalk connected to the landing area/pad?						□ No		
İ	B10	What does the s	idewalk conr	nect to?		edestrian Ge	enerator	🛛 Nea	arest In	tersection	
	B11	How wide is the	sidewalk?	16.5'							
	B12	Describe physica controller cabine	l barriers tha t, street furi	at constrict t niture	the wid	th of the sid	ewalk: Sigr	ns, bus	shelter	, signal	
Ī		Rank the sidewa	lk condition	(1-3):							
	R13	1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities									
	015	2. Fair – minor unevenness, with few cracks or breaks									
		🛛 3. Good – No	t perfect but	t not in need	d of imn	nediate repa	air to servio	ce pede	estrians	5	
Ī	D14	Does the neares	t pedestrian	crossing hav	ve facili	ties connect	ing to the	X	es		
	Б14	surrounding area	a and points	of interest?					lo		
-	B15	Does the neares	t pedestrian	crossing hav	ve ADA	compliant ra	amps?	Y	es	No No	
-	B16	Do the ramps ha	ve detectabl	e warning s	urfaces	?		Y	es	🕅 No	
	B17	Are there pedes	rian push bu	ittons? (If N	o, skip I	B18)		Y	es	🖾 No	
1	B18	Are the pedestri	an push butt	ons accessit	ole?			Y	es	🗆 No	
	B18	Do the pedestria	n push butto	ons work?				Y	es	🗆 No	

PART C: BUS STOP AMENITIES

Driving Toward 2 Deaths

	Is there a bus shelter?	X Ye	S	□ No (skip to C ₁					
	What are the dimensions of the interior standing area	of the s	helter?						
C2	Width: 91 Height: 7	0	Depth: 3	i					
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 wid	e by	feet tall				
C5	Could a person in a wheelchair maneuver easily into t	he shelte	er?	🛛 Yes	🗆 No				
C6	What are the dimensions of the clear Width: space?	1	Height: 7'	De	epth;				
C7	Distance from the nearest face of the shelter to the co	urb (in fe	eet):	+1					
	Which direction is the bus shelter facing?								
C8	□ Towards Oncoming Traffic	Street	🗆 Away	from the	Street				
	Away from Oncoming Traffic								
C9	Are there damages to the bus shelter?								
C10	Specify any damages to the shelter: Missing panels bent motal missing bench								
	Rank the bus shelter condition (1-3):	1	.,,)					
	1. Poor – In poor shape, potentially hazardous, no including those with disabilities	t accomi	modating	for pedes	strians,				
C11									
C11	2. Fair – Could be better maintained, but can acco with disabilities	mmodat	e pedestr	ians, incl	uding those				
C11	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities 	mmodat te repair	to accom	ians, incl	uding those pedestrians,				
C11 C12	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? 	mmodat te repair	to accom	ians, inclu modate (uding those pedestrians,				
C11 C12 C13	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) 	mmodat te repair	to accom	ians, inclu modate (D No No	uding those pedestrians,				
C11 C12 C13 C14	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v 	te repair	to accom es es y Yes	ians, inclu modate (No No	uding those pedestrians,				
C11 C12 C13 C14 C15	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? 	mmodat te repair Ye iews?	to accom	ians, incluing in a state of the state of th	uding those pedestrians,				
C11 C12 C13 C14 C15 C16	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? May be used to be used Is the seating inside the shelter? 	mmodat te repair Ve iews? Ve	to accom	ians, incluing in the second s	uding those bedestrians, ₹ No (skip to				
C11 C12 C13 C14 C15 C16 C17	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? May be used Is the seating inside the shelter? How far is the seating from the curb (in feet)? 	mmodat te repair 2 Ye iews? 2 Ye 2 Ye	to accom	ians, incluent incluent in inc	uding those pedestrians, No (skip to				
C11 C12 C13 C14 C15 C16 C17 C18	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? May be used Is the seating inside the shelter? Is the seating inside the shelter? Is the seating from the curb (in feet)? Is the seating a barrier to sidewalk use or bus boarding 	te repair Prepair Ye iews? Ye g/alighti	to accom	ians, incluent incluent in inc	vedestrians,				
C11 C12 C13 C14 C15 C16 C17 C18	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? May be used Is the seating inside the shelter? Is the seating a barrier to sidewalk use or bus boardin What type of seating is available? 	mmodat te repair PYe iews? Ye ye/alighti	to accom	ians, incluent incluent in inc	Vo Vo Vo Vo Vo Vo Vo Vo Vo Vo				
C11 C12 C13 C14 C15 C16 C17 C18	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? May be used Is the seating inside the shelter? How far is the seating from the curb (in feet)? Is the seating a barrier to sidewalk use or bus boardin What type of seating is available? Freestanding Bench 	mmodat te repair PYe iews? PYe g/alighti	to accom	ians, incluent incluent in inc	uding those bedestrians, Ŷ No ⟨skip to □ No nch				
C11 C12 C13 C14 C15 C16 C17 C18 C19	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? May be be Is the seating inside the shelter? Is the seating inside the shelter? Is the seating inside the shelter? Is the seating a barrier to sidewalk use or bus boardin What type of seating is available? Freestanding Bench Dother (specify): 	mmodat te repair Q Ye iews? Q Ye g/alighti melter	to accom	ians, incluent incluent in inc	vedestrians,				
C11 C12 C13 C14 C15 C16 C17 C18 C19 C20	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? May be used Is the seating inside the shelter? Is the seating inside the shelter? Is the seating inside the shelter? Is the seating a barrier to sidewalk use or bus boardin What type of seating is available? Freestanding Bench Describe any issues with the seating: 	mmodat te repair Pre iews? Pre pg/alighti eelter	to accom	ians, incluent incluent in inc	vedestrians,				
C11 C12 C13 C14 C15 C16 C17 C18 C19 C20	 2. Fair – Could be better maintained, but can accowith disabilities 3. Good – Not perfect but not in need of immedia including those with disabilities Is adequate lighting provided inside the shelter? Is there advertising on the side panel? (If no, skip to C15) Does shelter or advertising obstruct turning-vehicle v Is there seating available? May be used Is the seating inside the shelter? Is the seating inside the shelter? How far is the seating from the curb (in feet)? Is the seating a barrier to sidewalk use or bus boardin What type of seating is available? Freestanding Bench Bench Attached to Sh Leaning Bench Other (specify): Describe any issues with the seating: Rank the condition of the seating (1-3): 	mmodat te repair Pre iews? Pre g/alighti nelter	to accom	ians, incluent incluent in inc	uding those bedestrians, Ŷ No ⟨skip to □ No nch				

	□ 2. Fair – Could use a cle	aning and new paint						
	□ 3. Good – Not perfect b	out not in need of im	nediate repair to a	ttract pe	destrians			
	What type of receptacle is available?							
C22	Attached to Shelter	Free Standing	Garbage Bag	Bolted to the Sidewalk				
	None (skip to C25) Other (specify):							
C23	Is the trash receptacle a bab boarding/alighting?	arrier to sidewalk use or bus \Box Yes \boxtimes No						
C24	Describe any issues with the	ash at the bus stop o	r the receptacle: N	one		.81		
C25	Describe any other amenit Recycling,	es exist at this bus s	nal Secu	wity	. Lan	nera		
cac	Describe any issues with the	ne amenities at the b	us stop: N/A	/				

Driving

PART D: TRAFFIC SAFETY

D1	Posted speed limit (in MPH): 25							
D2	Average Annual Daily Traffic of the roadv	way:	4384					
D3	Total lanes on both sides of the road: 5			10				
D4	Is there on-street parking on the same signal	de o	f the roadway?	🗆 Yes	🛛 No (skip to D6)		
D5	What is the distance from the bus stop p	ole t	to the nearest par	king spot?		ft		
	What are the traffic controls at the neare	est ir	ntersection or cros	ssing?				
D6	Flashing Lights or Beacon		🛛 Traffic Signal		Stop/Yiel	d Sign		
	□ Midblock Crosswalk (No traffic controls) □ Other (specify):							
	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?							
D7	□ Fixed Signal Timing with Walk Phase		Push Buttons	Pede:	strian Signa	al Heads		
-	Audible Warning Signals		None	🗆 Leadi	ng Pedestr	ian Interval		
	Other (specify):							
D8	Is the nearest pedestrian crossing unmar	ked	or faded?		🛛 Yes	□ No		
D9	Does the nearest pedestrian crossing have	ve pe	edestrian refuge is	slands?	🗆 Yes	🖾 No		
D10	Does the nearest pedestrian crossing have	ve cu	urb extensions?		🗆 Yes	🖾 No		
	What are the potential traffic hazards (ch	heck	all that apply)?					
	□ Bus Stop at the Crest of a Hill		Bus Stop Hidden b	y Horizont	al Curve			
011	Bus Stop Just Before Crosswalk		Bus Stop Near At-	grade Railr	oad Crossii	ng		
DII	Speeding Traffic	X	Waiting Passenge	rs Hidden f	rom View o	of Bus		
	No Marked Crosswalk		Stopped Bus Strac	Idles Cross	walk			
	🗆 None	-15			14			
D12	Describe any other traffic hazards: Wide roads, high spee	eds						

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

Driving Toward

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible po	are there accessible police call boxes at the bus stop? (if no, skip E2)							
E2	Describe any issues wit	h call boxes:							
E3	Is there a sign indicatin	g the location of the bus	s stop? 🛛 Yes	🗆 No (sk	(ip to E13)				
E A	Where is the bus stop s	sign installed?							
E4	🛛 Own Pole 🛛 Build	ling 🛛 Utility Pole	□ Shelter □ Othe	r (specify):					
E5	Is the bus stop sign loca	ated where passengers v	would board?	🛛 Yes	□ No				
E6	Is the bottom of the sig	n at least 7 feet above g	ground level?	□ Yes	🖾 No				
E7	Is the sign at least 2 fee	Is the sign at least 2 feet away from the curb?							
E8	Provider names on the bus stop sign: MT Transit								
E9	Provide the routes liste	ed: 501, 502, 50	14 505 507	508,509	, 554				
E10	Is the signage double-sided for visibility form both directions?								
E11	Are the signs reflectori	e the signs reflectorized or illuminated for night visibility?							
E12	Describe problems with Faced on	the bus stop signage: $M_{\star}Bus \#$	ittle bent						
E12	What type of other information is posted (check all that apply)?								
EID	Route	Schedule	🛛 Мар	📓 Other (specify): M				
	Where is the information	on posted (check all that	t apply)?	8	/				
E14	Bus Stop Sign Pole	🗆 On its Own Pole	🛛 On a Building	🗆 On a Ut	ility Pole				
	On a Shelter	Inside the Shelter	Other (specify):						
E15	Is the information eye	level with potential whe	elchair users?	🗆 Yes	🕅 No				
E16	Is there a real-time info	ormation display?		□ Yes	No				
E17	Is the information and	signage text ADA compl	iant?	□ Yes	No No				
F10	Are there methods for	identifying the bus stop	location and accessing	□ Yes					
E19	information for people	with visual impairments	s?	No No					



PART F: PHOTOGRAPHS

Photograph the layout of t following if they exist:	he bus stop area and nearby traffic contro	Is. Be sure to include the
Landing Pad	Shelter (Inside and Out)	Bench NA
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 MA
Trash Cans 🧹	Newspaper Boxes	Any Other Amenities

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

BUS STOP CHECKLIST

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

Driving

 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:	🛛 Urba	in	3	🗆 Sub	ourban		Rural
	What are the adjacent land	uses (sele	ect all th	nat a	pply)?			
A2	□ Agricultural ⊠ Com	mercial	🖾 Re	sider	ntial	Recreation	al	□Transportation
1	Other: Hospital, sch	100						
A3	Street Name: Mt. Ephraim A	ve	4					
A4	Nearest Cross Street or Land	dmark/A	ddress:	Atla	ntic Ave			
A 5	Distance (feet) to nearest in	tersection	n or cro	ssing	g (bus ste	op pole to cross	stre	eet curb):
AS	Less than 50 ft 50-1	00 ft	⊠ 10	0-30	0 ft	🗆 300-600 ft		🗆 Over 600 ft
16	Where is the bus stop locate	d in relat	ion to t	the in	ntersecti	ion?		
AU	🛛 Far-side 🗌 Near-side	🗆 Mid-	block		Not nea	r an Intersectior	1	□Highway Bus Bay
A7	Where is the bus stop area le	ocated?				711		
	Bus Lane or Bus Bay	🗌 In Tr	avel La	ne	🛛 Pav	ed Shoulder		Unpaved Shoulder
	In Right Turn Only Lane	Othe	er					
A8	Distance to nearest driveway (if closer than intersection or crossing):							
/10	Less than 50 ft 🛛 🐺 50-1	00 ft	💢 10	0-30	0 ft	□ 300-600 ft		🗆 Over 600 ft
A9	What type of bus stop is it?				🛛 🖾 Cur	bside		Bus Bay
A10	Is there a companion bus sto	op for the	same	route	e, for the	e opposite	\boxtimes	Yes
AIO	direction across the street?							No
	Other transportation service	s that are	e conne	ected	at this k	ous stop (check a	all ti	hat apply):
A11	Other Local Bus Routes	🗆 Regio	onal Bu	s Rou	ute 🛛 🖾	Light Rail		Commuter Rail
	□ None	Othe	er (spec	ify):	Terreturn			
	Names of transportation se	rvices that	at are c	onne	ected (i.e	e. RiverLine, Aca	Ider	my Bus, NJ Transit
A12	Rail): WJTKansit							
A13	Does the cross street have to No	ous stops	at or n	ear t	he stati	on? If so, how n	nan	y feet away is it?
A14	What is the width of the bu	ffer betw	een th	e roa	nd and p	edestrian facilit	y? ()'

PART B: ACCESSIBILITY FEATURES

B1	🛛 Concrete	□ Asphalt	🗆 Dirt		Grass	Gravel
	Pavers	□ Other (specify)	:		10	
B2	What are the d surface provide	imensions of the land	feet wide by 100 feet deep			

B 3	Are the landing	oad dimensio	ons sufficient to ac	commodate p	oedestrians		🖾 Yes		
05	waiting, boardin	g/alighting, o	or otherwise at pe	ak hours?			🗆 No		
	Where is the lan	ding pad pos	sitioned?			12	neere		
B4	Below Street	Level	Sidewalk	ΕČ	Should	er	🗆 Bus Bulb		
	Adjacent to C	urb/Street	Off Roadway/	No Sidewalk	Q				
	Issues with landi	ng area surf	ace (check all that	apply):					
B5	No Issues	🗆 Drain In	let or Obstacles	Slopes U	p from Stree	et Uneven Surface			
	Fragmented	Slopes [own from Street	🗆 Other (sp	ecify): Ma	interar	tenance of snow		
DC	Are there any ob	stacles on t	ne landing pad tha	t would limit t	the mobility	Y SYes			
DO	of a wheelchair?					K N	lo (skip to B8)		
B7	Describe obstrue	ctions to wh	eelchair mobility	on the landing	g pad:				
B8	Is there existing sidewalk adjacent to the bus stop?						lo (skip to B14)		
B9	Is the sidewalk connected to the landing area/pad?						lo		
B10	What does the sidewalk connect to?						st Intersection		
B11	How wide is the	sidewalk?	12'						
B12	Describe physica 3 hallot box	al barriers th	by hospital	idth of the sid	dewalk: plan	ntings 1 M t Xf-	vall construction		
-	Rank the sidewa	Rank the sidewalk condition (1-3):							
B13	□ 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								
D14	Does the neares	t pedestrian	crossing have faci	lities connecti	ng to the	🛛 Yes			
B14	surrounding area	a and points	of interest?			🗆 No			
B15	Does the neares	t pedestrian	crossing have ADA	A compliant ra	mps?	🕅 Yes	🗆 No		
B16	Do the ramps ha	ve detectab	le warning surface	s?		🔀 Yes	🗆 No		
B17	Are there pedes	trian push bu	uttons? (If no, skip	to Part C)		🛛 Yes	🗆 No		
B18	Are the pedestri	an push butt	ons accessible?			🛛 Yes	🗆 No		
B19	Do the pedestria	n push butt	ons work?			🗆 Yes	.⊠.No		
12. 1. 1.									

Driving

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter	?		es	🛛 No (skip to C15)		
0	What are the dimens	ions of the interior standing area	of the sh	nelter?			
CZ	Width:		Depth:				
C3	Does the shelter have 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 w	e shelte	r?	□ Yes	🗆 No		

	What are the dimensions space?	of the clear	Width:	He	eight:	De	epth:				
C7	Distance from the nearest face of the shelter to the curb (in feet):										
	Which direction is the bu	s shelter faci	ng?	s =		1.0	1				
C8	Towards Oncoming Tr	reet [Away from the Street								
	Away from Oncoming Traffic										
C9	Are there damages to the	lamages to the bus shelter?									
C10	Specify any damages to t	he shelter:									
1	Rank the bus shelter cond	dition (1-3):									
	□ 1. Poor – In poor shap including those with disa	oe, potentiall bilities	y hazardous, not ac	commod	ating for	rpedesti	ians,				
C11	□ 2. Fair – Could be bet with disabilities	ter maintaine	ed, but can accomm	odate pe	edestriar	ns, incluc	ling t	hose			
	□ 3. Good – Not perfect including those with disa	but not in n bilities	eed of immediate re	epair to a	iccommo	odate pe	dest	rians,			
C12	Is adequate lighting prov	ided inside th	ne shelter?	🗆 Yes		□ No					
C13	Is there advertising on th	e side panel?	,	🗆 Yes		🗆 No					
C14	Does shelter or advertisin	ng obstruct to	urning-vehicle views	s? [[] Yes] No				
C15	Is there seating available	?		🗆 Yes		No (skip to C22					
C16	Is the seating inside the s	the shelter?			🗆 Yes		□ No				
C17	How far is the seating fro	seating from the curb (in feet)?									
C18	Is the seating a barrier to	sidewalk use	e or bus boarding/al	lighting?	□ Y	'es		No			
	What type of seating is available?										
C10		50 ST	🗆 Fold 🛛	Down Be	nch						
C19	Freestanding Bench			Leaning Bench Other (specify):							
C19	Freestanding Bench Leaning Bench	Other (s	pecify):								
C19 C20	Freestanding Bench Leaning Bench Describe any issues with	Other (s	pecify):			_					
C19 C20	Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the	Other (s the seating: seating (1-3	pecify):):								
C19 C20	Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v	Other (s) The seating: e seating (1-3 with heavy si	pecify):): gns of wear, potent	ially haza	irdous						
C19 C20 C21	Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a c	Dentrick Dother (s the seating: e seating (1-3 with heavy si cleaning and	pecify):): gns of wear, potent new paint	ially haza	ardous						
C19 C20 C21	Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a c 3. Good – Not perfect	Dentri A Dother (s the seating: e seating (1-3 with heavy si leaning and but not in n	pecify):): gns of wear, potent new paint eed of immediate re	ially haza epair to a	ardous attract po	edestria	าร				
C19 C20 C21	Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a c 3. Good – Not perfect What type of receptacle	Dentri A	pecify):): gns of wear, potent new paint eed of immediate re	ially haza epair to a	ardous attract po	edestria	าร				
C19 C20 C21 C22	 Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a c 3. Good – Not perfect What type of receptacle Attached to Shelter 	Dentri A	pecify):): gns of wear, potent new paint eed of immediate re nding	ially haza epair to a ge Bag	ardous attract po	edestria ted to th	ns ne Sid	ewalk			
C19 C20 C21 C22	 Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a c 3. Good – Not perfect What type of receptacle Attached to Shelter None (skip to C25) 	Dentri A	pecify):): gns of wear, potent new paint eed of immediate ro nding Garbag pecify):	ially haza epair to a ge Bag	ordous ottract po Bol	edestria ted to th	ns le Sid	ewalk			
C19 C20 C21 C22 C22 C23	 Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a c 3. Good – Not perfect What type of receptacle Attached to Shelter None (skip to C25) Is the trash receptacle a 	Dentri A	pecify):): gns of wear, potent new paint eed of immediate re nding Garbag pecify): ewalk use or bus bo	ially haza epair to a ge Bag arding/a	ardous attract po Boli lighting?	edestriai	ns e Sid	ewalk			
C19 C20 C21 C22 C23 C24	 Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a cou	□ Other (s the seating: e seating (1-3 with heavy si eleaning and but not in n is available? □ Other (s oarrier to sid trash at the	pecify):): gns of wear, potent new paint eed of immediate ro nding Garbag pecify): ewalk use or bus bo bus stop or the rec	ially haza epair to a ge Bag harding/a eptacle:	ardous attract po Boli lighting?	edestrian	ns e Sid	ewalk			
C19 C20 C21 C22 C23 C23 C24 C25	Leaning Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a c 3. Good – Not perfect What type of receptacle Attached to Shelter None (skip to C25) Is the trash receptacle a Describe any issues with NO (MMM, M6 Describe any other amen	□ Other (s) the seating: e seating (1-3 with heavy si eleaning and but not in n is available? □ Other (s) oarrier to sid trash at the off hities exist at	pecify):): gns of wear, potent new paint eed of immediate ro nding Garbag pecify): ewalk use or bus bo bus stop or the rec t this bus stop:	ially haza epair to a ge Bag arding/a eptacle:	ardous attract po Boli lighting?	edestrian	ns e Sid	ewalk			
C19 C20 C21 C22 C23 C24 C25	 Freestanding Bench Leaning Bench Describe any issues with Rank the condition of the 1. Poor – very rough v 2. Fair – Could use a c 3. Good – Not perfect What type of receptacle Attached to Shelter None (skip to C25) Is the trash receptacle at Describe any issues with NO (M. No Describe any other amer Mathing S pace Describe any issues with 	□ Other (s) the seating: e seating (1-3 with heavy si eleaning and but not in n is available? □ Other (s) oarrier to sid trash at the off 1 × 20 the ameniti	pecify):): gns of wear, potent new paint eed of immediate ro nding Garbag pecify): ewalk use or bus bo bus stop or the rec t this bus stop: Stop at the bus stop:	ially haza epair to a ge Bag arding/a eptacle:	ardous attract po Bol lighting?	edestrian	e Sid	ewalk			

Driving Toward Death



PART D: TRAFFIC SAFETY

	D1	Posted speed limit (in MPH): 25	5 MPH	1		, ÷.	(() 			
	D2	Average Annual Daily Traffic of the roadway: 11,515								
	D3	Total lanes on both sides of the road: 2 thru lanes							×	
N 1)	D4	Is there on-street parking on the same side of the roadway?					×.	🖾 No (skip to D6)		
ENION	D5	What is the distance from the b	us stop p	ole to t	he nearest pa	irking spot	? .		ft	
		What are the traffic controls at the nearest intersection or crossing?								
jal	D6 Flashing Lights or Beacon			D	Traffic Signa	al	□ Stop/Yield Sign			
M		Midblock Crosswalk (No traffic controls) Other (specify):								
sole prek		If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-related features exist (check all that apply)?								
- sp or	D7	Fixed Signal Timing with Walk Phase		🛛 Pu	sh Buttons	🛛 Pedestrian		n Signal Heads		
NOW		Audible Warning Signals			one	🗆 Lead	ding Pede	ing Pedestrian Interva		
		Other (specify):								
	D8	Is the nearest pedestrian crossing unmarked or faded?					🗆 Ye	s	🛛 No	
	D9	Does the nearest pedestrian crossing have pedestrian refuge is					🗆 Ye	s	🛛 No	
	D10	Does the nearest pedestrian crossing have curb extensions?						s	🛛 No	
		What are the potential traffic hazards (check all that apply)?								
		□ Bus Stop at the Crest of a Hill □ Bus Sto				Stop Hidden by Horizontal Curve				
	D11	Bus Stop Just Before Crosswalk Bus Stop Near At-grade Railroad Crossing								
	DII	□ Speeding Traffic □ Waiting Passenger					ers Hidden from View of Bus			
		□ No Marked Crosswalk □ Stopped Bus Straddles Cr					swalk			
		🔀 None								
	D12	Describe any other traffic hazards:								
	D13	Is there lighting present?				🛛 Yes		o (skip	to D16)	
		What type of lighting is present?								
	D14	K Lighting Outside Adjacent Building		□Shelter Lighting		Street Lighting - Cure		UR6+1		
An .		K Pedestrian Lighting (9-12 fee	et high)	🗆 Otł	ner (specify):		154			
non	D15	How far is the lighting from Directly a the bus stop?			□ 1-10′	11	-20'	□ Ov away	er 20'	
QX,	D16	Are there bicycle lanes?				□ Ye:	S	🔀 No)	
Stol	D17	Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.): None								

1	P	-		A	
	Ô.,				
	1000		-	9	
	-	h an		3	

PART E: INFORMATION AND COMMUNICATION

Driving Toward Z Deaths

	E1	Are there accessible po	lice call boxes at the bu	s stop?			🗆 Yes	⊠No (skip E2)		
,	E2	Describe any issues with call boxes:								
loer not	E3	Is there a sign indicating the location of the bus stop? 🛛 Yes 🔅 🗆 No (skip to E13)								
In		Where is the bus stop sign installed?				1 . I				
(IN IN-	C4	🖾 Own Pole 🛛 Build	ling 🛛 Utility Pole	She	elter	Othe	er (specif	fγ):		
	E5	Is the bus stop sign loca		□ Yes	🗆 No					
	E6	Is the bottom of the sign at least 7 feet above ground level?						🔁 No		
	E7	Is the sign at least 2 fee	et away from the curb?	/ay from the curb?			🗆 Yes	🗵 No		
	E8	Provider names on the	bus stop sign: NJTR	ansit						
	E9	Provide the routes listed: 400								
	E10	Is the signage double-sided for visibility form both directions?						🕅 No		
	E11	Are the signs reflectorized or illuminated for night visibility?						🗆 No		
		0.0								
	E12	Describe problems wit	h the bus stop signage:	ska f	siti,	A1174	t peci	ied iff pap		
	E12	Describe problems wit	h the bus stop signage: prmation is posted (cheo	SKG F	kiti , t apply)	97777 ?	t peel	icd ill pap.		
	E12 E13	Describe problems wit What type of other info	h the bus stop signage: prmation is posted (cheo Schedule	SRG &	kiti , t apply) p	97177 ?	t peel	NG OF PAR My b US her (specify):		
	E12 E13	Describe problems wit What type of other info Route Where is the informati	h the bus stop signage: ormation is posted (cheo Schedule on posted (check all tha	SKG f ck all tha D Ma t apply)?	fiti , t apply) p	ryrte ?	₹ peel	hed off pape My b h S her (specify):		
	E12 E13 E14	Describe problems with What type of other information Route Where is the information Bus Stop Sign Pole	h the bus stop signage: ormation is posted (cheo Schedule on posted (check all tha On its Own Pole	SKG & ck all tha D Ma t apply)?	前日 : t apply) p a Buildi	Style 7	t peel M Oti	a Utility Pole		
	E12 E13 E14	Describe problems with What type of other information Route Where is the information Bus Stop Sign Pole	h the bus stop signage: ormation is posted (chec Schedule on posted (check all that On its Own Pole Inside the Shelter	SKG F k all tha D Ma t apply)?	t apply) p a Buildi ner (spe	۶ ? ng cify):	t peel M Otil	And off pare My b h S her (specify): a Utility Pole		
	E12 E13 E14 E15	Describe problems with What type of other information Route Where is the information Bus Stop Sign Pole On a Shelter Is the information eye	h the bus stop signage: ormation is posted (chec Schedule on posted (check all tha On its Own Pole Inside the Shelter level with potential whe	SKG f k all tha D Ma t apply)? On Otl elchair u	t apply) p a Buildi ner (spe isers?	۹۳/۲۰ ? ng cify):	t peel M Oth □ On □ Yes	And off pare My blas her (specify): a Utility Pole		
	E12 E13 E14 E15 E16	Describe problems with What type of other information Route Where is the information Bus Stop Sign Pole On a Shelter Is the information eye Is there a real-time information	h the bus stop signage: ormation is posted (check Schedule on posted (check all that On its Own Pole Inside the Shelter level with potential whe ormation display?	SKG F k all tha DMa t apply)? On Oth elchair u	t apply) p a Buildi ner (spe isers?	SFT/77 ? ng cify):	T pell	And off page My b h S her (specify): a Utility Pole No No		
	E12 E13 E14 E14 E15 E16 E17	Describe problems with What type of other information Route Where is the information Bus Stop Sign Pole On a Shelter Is the information eye Is there a real-time information and	h the bus stop signage: ormation is posted (check Schedule on posted (check all that On its Own Pole Inside the Shelter level with potential whe ormation display? signage text ADA compl	SKG f k all tha DMa t apply)? On Oth elchair u	kiti i t apply) p a Buildi ner (spe isers?	Style ? ng cify):	↓ peel ↓ Otl ↓ Otl	And off page My bus her (specify): a Utility Pole No No No		
	E12 E13 E14 E15 E16 E17	Describe problems with What type of other information Route Where is the information Bus Stop Sign Pole On a Shelter Is the information eye Is there a real-time information and Are there methods for	h the bus stop signage: ormation is posted (check Schedule on posted (check all that On its Own Pole Inside the Shelter level with potential whe ormation display? signage text ADA compl identifying the bus stop	SKG k all tha ma t apply)? On Othelchair u iant? location	t apply) p a Buildi ner (spe isers?	۹۳/۲۰ ? ng cify):	<pre> peel peel peel peel peel peel peel Pees Yes Yes Yes Yes Yes </pre>	And off page My b h S her (specify): a Utility Pole No No No No		

PART F: PHOTOGRAPHS

Photograph the layout of following if they exist:	f the bus stop area and nearby traffic contro	ols. Be sure to include the
Landing Pad 🗸	Shelter (Inside and Out) 🗙	Bench X
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 Route #:	Street Name:	Milepost:	Dire
317, 409,	Admiral	2.49	-Eas
413, 414,	Wilson Blvd		XX
418	(US 30)		12.



Weather:

Driving Toward Z Deaths

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 🗌 Subr			urban 🛛 🗆 Rural					
	What are the adjacent land	uses (select all that a	pply)?						
A2	🗆 Agricultural 🛛 Com	mercial 🛛 Reside	ntial	Recreation	al I Transportation				
	Other:								
A3	Street Name: Admiral Wilson Blvd (US#30)								
A4	Nearest Cross Street or Landmark/Address: Baird Blvd								
15	Distance (feet) to nearest in	tersection or crossin	g (bus sto	op pole to cross	street curb):				
AJ	Less than 50 ft 50-1	00 ft 🛛 🖾 100-30	0 ft	🗆 300-600 ft	🗆 Over 600 ft				
16	Where is the bus stop locate	d in relation to the i	ntersecti	on?					
AU	🗆 Far-side 🛛 Near-side	Mid-block	Not near	r an Intersectior	n 🛛 🗆 Highway Bus Bay				
	Where is the bus stop area l	ocated?							
A7	Bus Lane or Bus Bay	🛛 In Travel Lane	D Pave	ed Shoulder	Unpaved Shoulder				
	🗆 In Right Turn Only Lane	In Right Turn Only Lane Other							
48	Distance to nearest driveway (if closer than intersection or crossing): N/A								
AO	□ Less than 50 ft □ 50-1	00 ft 🛛 🗆 100-30	0 ft	🗆 300-600 ft	🗆 Over 600 ft				
A9	What type of bus stop is it?		🛛 Curl	oside	🗆 Bus Bay				
A10	Is there a companion bus sto	op for the same rout	e, for the	opposite	🖾 Yes				
AIU	direction across the street?				🗆 No				
	Other transportation service	s that are connected	l at this b	ous stop (check a	all that apply):				
A11	Other Local Bus Routes	Regional Bus Ro	ute 🗌] Light Rail	Commuter Rail				
	None	□ Other (specify):			A				
	Names of transportation se	rvices that are conn	ected (i.e	e. RiverLine, Aca	ademy Bus, NJ Transit				
A12	Rail): NJ Transit (317, 409, 4	13, 414, 418)							
Sec. 1									
A13	Does the cross street have a 1000'	ous stops at or near	the statio	on? If so, how n	nany feet away is it?				
A14	What is the width of the bu	ffer between the roa	ad and po	edestrian facilit	y? 3'				

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PART B: ACCESSIBILITY FEATURES

Driving Toward Death

	What material is the landing area composed of?									
B1	Concrete	Asphalt		🗆 Dir	t	Grass	5		Gravel	
	⊠ Pavers	🗆 Other (s	pecify):							
B2	What are the din surface provided	nensions of t l)?	isions of the landing pad (if 8^{1} feet wide by 100^{1} feet de							
B3	Are the landing p waiting, boarding	oad dimensio g/alighting, o	d dimensions sufficient to accommodate pedestrians alighting, or otherwise at peak hours?							
	Where is the lan	ding pad pos	itioned?				-			
B4	Below Street	Level	□ Sidewa	alk		🗆 Shou	lder		Bus Bulb	
	Adjacent to C	urb/Street	□ Off Roa	adway/	No Sidewalk					
	Issues with landi	ng area surfa	ice (check a	all that a	apply):		244			
B5	□ No Issues	Drain Inlet or Obstacles Slopes Up from Stree			eet l	⊠Uneve	en Surface			
	□Fragmented	Slopes D	own from S	Street	🗆 Other (s	pecify):				
BG	Are there any ob	stacles on th	e landing p	bad that	would limit	the mobilit	iy 🗵	Yes		
00	of a wheelchair?							□ No (skip to B8)		
B7	Describe obstructions to wheelchair mobility on the landing pad: Pavers uneven at landing pad									
B8	Is there existing	sting sidewalk adjacent to the bus stop?						ip to B14)		
B9	Is the sidewalk c	onnected to	nnected to the landing area/pad?					🗆 No		
B10	What does the s	idewalk conn	ect to?	⊠ P	edestrian G	enerator	🛛 Nea	arest Int	ersection	
B11	How wide is the	sidewalk?	51							
B12	Describe physica	al barriers th	at constric	t the wi	dth of the si	dewalk: br	idge al	outment		
	Rank the sidewa	lk condition ((1-3):							
B13	□ 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)		
B1/	Does the neares	t pedestrian	crossing ha	ve facil	ities connect	ing to the	X	es	6	
014	surrounding area	a and points	of interest:	?				lo		
B15	Does the neares	t pedestrian	crossing ha	ive ADA	compliant r	amps?		es	🖾 No	
B16	Do the ramps ha	ve detectabl	e warning s	surfaces	5?	NA		es	🗆 No	
B17	Are there pedes	trian push bu	ittons? (If n	no, skip	B18)	NIA	Y	es	□ No	
B18	Are the pedestri	an push butt	ons accessi	ible?		NA	□ Y	es	🗆 No	
B19	Do the pedestria	in push butto	ons work?			NA	Y	es	□ No	





C1	Is there a bus shelter?						(skip to C15)		
C2	What are the dimensions	of the interior standi	ng area of	the sh	nelter?	1.			
12	Width:	Height:			Depth:		8		
C3	Does the shelter have a f openings?	🗆 No	(skip to C5)						
C4	What are the dimensions	of the openings?			feet wid	le by	feet tall		
C5	Could a person in a whee	Could a person in a wheelchair maneuver easily into the shelter?							
C6	What are the dimensions of the clearWidth:Height:Depth:space?						epth:		
C7	Distance from the neare	st face of the shelter	to the cur	b (in fe	eet):				
	Which direction is the bu	s shelter facing?							
C8	Towards Oncoming Tr	affic 🛛 🗆 Tow	ards the S	treet	Away	from th	e Street		
	Away from Oncoming Traffic								
C9	Are there damages to the	e bus shelter?		□ Y	es	🗆 No	(skip to C11)		
C10	Specify any damages to the shelter:								
	Rank the bus shelter con	dition (1-3):							
	1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians, including those with disabilities								
C11	2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities								
	□ 3. Good – Not perfect including those with disa	: but not in need of in bilities	imediate i	repair	to accomm	odate pe	edestrians,		
C12	Is adequate lighting prov	ided inside the shelte	r?	1 T Y	'es	🗆 No			
C13	Is there advertising on th	e side panel?		Y	'es	🗆 No			
C14	Does shelter or advertisin	ng obstruct turning-ve	hicle view	ıs?	🗆 Yes		No		
C15	Is there seating available	?		Y	'es	No	(skip to C22)		
C16	Is the seating inside the s	helter?		ΠY	'es	🗆 No			
C17	How far is the seating fro	m the curb (in feet)?							
C18	Is the seating a barrier to	sidewalk use or bus b	ooarding/a	alightir	ng? 🗆	Yes	🗆 No		
	What type of seating is a	vailable?							
C19	Freestanding Bench	Bench Attached t	o Shelter		🗆 Fold	Down Be	ench		
CIS	Leaning Bench	□ Other (specify):							
C20	Describe any issues with	the seating:							
	Rank the condition of the	e seating (1-3):							
	1. Poor – very rough	with heavy signs of we	ear, poten	tially h	azardous				
C21	□ 2. Fair – Could use a c	leaning and new pain	t			_			
	3. Good – Not perfect	but not in need of im	nmediate i	repair	to attract p	oedestria	ns		
C22	What type of receptacle	is available?							

	Attached to Shelter	□ Free Standing	🗆 Garbage Bag	Bolte	d to the Si	dewalk	
	□ None (skip to C25)	□ Other (specify):					
C23	Is the trash receptacle a	barrier to sidewalk u	se or bus boarding/a	lighting?	🗆 Yes	🗆 No	
C24	Describe any issues with	n trash at the bus sto	p or the receptacle:				
C25	Describe any other ame	nities exist at this bu	s stop: NORL	e.			
	Describe any issues with	n the amenities at the	e bus stop:			and a	

Driving Toward Z Deaths

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 si	de of	f the roadway?	🗆 Ye	S	🛛 No (skip to D6)		
D5	What is the distance from the bus stop p	ole t	o the nearest pa	rking spo	ot?		ft		
	What are the traffic controls at the nearest intersection or crossing?								
D6	□ Flashing Lights or Beacon		🗆 Traffic Signa	I		Stop/Yiel	d Sign		
	Midblock Crosswalk (No traffic contro	ls)	🛛 Other (speci	fy): Grad	le sep	perated			
	If there is a signal or beacon at the neare features exist (check all that apply)?	st in	tersection or cro	ssing, wl	nat pe	edestrian	-related		
D7	□ Fixed Signal Timing with Walk Phase	Push Buttons	🗆 Pe	destr	ian Signa	l Heads			
	Audible Warning Signals	🗆 Lea	ading	Pedestri	an 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?								
D10	Does the nearest pedestrian crossing have	irb extensions?	🗆 Yes 🛛 No						
	What are the potential traffic hazards (cl	neck	all that apply)?						
	□ Bus Stop at the Crest of a Hill	□ E	Bus Stop Hidden	by Horizo	ontal	Curve			
D11	□ Bus Stop Just Before Crosswalk		Bus Stop Near At-	grade Ra	ailroa	d Crossir	ng		
DII	Speeding Traffic		Waiting Passenge	ers Hidde	n fro	m View o	of Bus		
	No Marked Crosswalk		Stopped Bus Stra	ddles Cro	osswa	alk			
	🗆 None								
D12	Describe any other traffic hazards: On fr	eew	ay		11				
D13	Is there lighting present?			🛛 Yes		🗆 No (sk	ip to D16)		
	What type of lighting is present?								
D14	□ Lighting Outside Adjacent Building	□s	helter Lighting	Stree	et Lig	hting			
	Pedestrian Lighting (9-12 feet high)		Other (specify):			1			
D15	How far is the lighting from the bus stop?	tly a stop	nt 🗆 1-10'		1-20'	aw	Over 20' ay		

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

Driving

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?									
E2	Describe any issues with call boxes:									
E3	Is there a sign indicating the location of the bus stop? 🛛 Yes 🔅 No (skip to E13)									
FA	Where is the bus stop s	sign installed?								
L4	⊠Own Pole □ Build	ling 🗌 Utility Pole	She	elter 🗆 O	ther (speci	fy):				
E5	Is the bus stop sign loca	ated where passengers v	would bo	oard?	🛛 Yes	🗆 No				
E6	Is the bottom of the sig	n at least 7 feet above و	ground le	evel?	🖾 Yes	🗆 No				
E7	Is the sign at least 2 fee	et away from the curb?			🛛 Yes	🗆 No				
E8	E8 Provider names on the bus stop sign: NTRansit									
E9	9 Provide the routes listed: 317, 409, 413, 4117, 418									
E10	Is the signage double-sided for visibility form both directions?									
E11	Are the signs reflectorized or illuminated for night visibility?									
E12	Describe problems wit	h the bus stop signage:								
F13	What type of other info	ormation is posted (cheo	k all that	t apply)?	m	ybus				
LIJ	🖄 Route	□ Schedule	🗆 Ma	р	X Otl	her (specify):				
	Where is the information	on posted (check all that	t apply)?							
E14	🖾 Bus Stop Sign Pole	🗆 On its Own Pole	🗆 On	a Building	🗆 On	a Utility Pole				
	🗆 On a Shelter	□ Inside the Shelter	Oth Oth	ner (specify):						
E15	Is the information eye	level with potential whe	elchair u	sers?	🗆 Yes	🕅 No				
E16	Is there a real-time info	ormation display?			🗆 Yes	😡 No				
E17	Is the information and	signage text ADA compl	iant?		🗆 Yes	😡 No				
F18	Are there methods for	identifying the bus stop	location	and	🗆 Yes					
accessing information for people with visual impairments?										

PART F: PHOTOGRAPHS

Photograph the layout o following if they exist:	f the bus stop area and nearby traffic contro	ols. Be sure to include the
Landing Pad 🗸	Shelter (Inside and Out) 🔀	Bench 🔀
All Poles 🧹	Information	Hazards to Pedestrians 🗙
Signage V	Sidewalks 🗸	Sidewalk Barriers
Curb Cuts	Bus Stops Across the Street 📈	View North/South/East/West 🗸



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

Driving Deaths

Lever um

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:	🖾 Urba	in		uburban		Rural		
	What are the adjacent land	uses (sele	ect all that	apply)?	6				
A2	🗆 Agricultural 🛛 Com	mercial	🗆 Reside	ential	Recreation	nal	⊠Transportation		
	Other:								
A3	Street Name: Admiral Wilson Blvd (US 130)								
A4	Nearest Cross Street or Landmark/Address: Baird Blvd								
15	Distance (feet) to nearest int	tersectio	n or crossi	ng (bus	stop pole to cross	stre	eet curb):		
AJ	🗌 Less than 50 ft 🛛 50-1	00 ft	⊠ 100-3	00 ft	□ 300-600 ft	ji i	🗆 Over 600 ft		
16	Where is the bus stop locate	d in relat	tion to the	interse	ction?				
AU	🗆 Far-side 🛛 Near-side	🗆 Mid-	block 🛛 🗵	Not n	ear an Intersectio	n	□Highway Bus Bay		
	Where is the bus stop area l	ocated?							
A7	🔀 Bus Lane or Bus Bay	🖉 In Tr	avel Lane	D P	aved Shoulder		Unpaved Shoulder		
	In Right Turn Only Lane	In Right Turn Only Lane Other							
10	Distance to nearest driveway (if closer than intersection or crossing): N/A								
AO	🗌 Less than 50 ft 🛛 50-1	00 ft	🛛 🔀 100-3	00 ft	□ 300-600 ft		🗆 Over 600 ft		
A9	What type of bus stop is it?		-254	🛛 🖾 C	urbside	×	Bus Bay		
A10	Is there a companion bus stop for the same route, for the opposite 🛛 🖂 Yes						Yes		
AIU	direction across the street?						No		
	Other transportation services that are connected at this bus stop (check all that apply):								
A11	Other Local Bus Routes	🗆 Regi	onal Bus R	oute	🗆 Light Rail		Commuter Rail		
	🔀 None	🗌 🗆 Othe	er (specify)						
	Names of transportation se	Names of transportation services that are connected (i.e. RiverLine, Academy Bus, NJ Transit							
A12	Rail): NJ Transit (317, 409, 4	Rail): NJ Transit (317, 409, 413, 414, 418)							
A13	Does the cross street have b	ous stops	at or near	the sta	ation? If so, how i	man	y feet away is it?		
	1000	ffen heter			Inadactulan facili	+	, ·		
A14	A14 What is the width of the buffer between the road and pedestrian facility? 3'								



PART B: ACCESSIBILITY FEATURES

Driving Toward 2 Deaths

	What material is	What material is the landing area composed of?								
B1	Concrete	🗆 Asphalt		Dir	3	🗆 Gra	SS		Gravel	
	Pavers	🗆 Other (sp	ecify):					Al a		
B2	What are the dir surface provided	nensions of th I)?	e landing	pad (if	81	feet wid	le by	801	feet deep	
83	Are the landing	oad dimension	s sufficien	t to acc	ommoda	te pedestria	ns		🗆 Yes	
55	waiting, boardin	g/alighting, or	otherwise	e at pea	k hours?				🛛 No	
	Where is the lan	ding pad posit	ioned?							
B4	Below Street	Level	□ Sidewa	lk		🗆 Sho	ulder		Bus Bulb	
	Adjacent to C	urb/Street	□ Off Roa	ndway/I	No Sidewa	alk				
	Issues with landing area surface (check all that apply):									
B5	No Issues Drain Inlet or Obstacles Slopes Up from Str						reet	⊠Ur	even Surface	
	Fragmented	Slopes Do	own from S	Street	□ Other	(specify):		-		
B6	B6 Are there any obstacles on the landing pad that would limit the mobility of a wheelchair?							ty 🛛 Yes		
								□ No] No (skip to B8)	
B7	pad, fruggleant + mileugesign									
B8	Is there existing	Is there existing sidewalk adjacent to the bus stop?						(skip to B14)		
B9	Is the sidewalk c	onnected to tl	nnected to the landing area/pad?					🗆 No		
B10	What does the s	idewalk conne	ect to?	🕅 P	edestrian	Generator		learest	Intersection	
B11	How wide is the	sidewalk?	51							
B12	Describe physica	al barriers that	t constrict	the wi	dth of the	e sidewalk: b	oridge	abutm	ient	
	Rank the sidewa	Ik condition (1	L-3): `	Y						
	🗆 1. Poor – ver	y rough with s	ome crack	ks, pote	ntially haz	zardous, not	accor	mmoda	iting for	
B13	pedestrians, incl	uding those w		ities				_		
	Z. Fair - min	☑ 2. Fair – minor unevenness, with few cracks or breaks								
	3. Good – No	ot perfect but i	not in need	a or imi	neulate n	epair to serv	ice pe	uestria	115	
B14	Does the neares	t pedestrian c	rossing ha	ve facili	ties conne	ecting to the		Yes		
DIT	surrounding are	a and points o	f interest?					No		
B15	Does the neares	t pedestrian c	rossing ha	ve ADA	complian	t ramps?		Yes	🖾 No	
B16	Do the ramps ha	ve detectable	warning s	urfaces	?	1	F	Yes	No No	
B17	Are there pedes	trian push but	tons? (If n	o, skip	B18)	IN		Yes	NO.	
B18	Are the pedestri	an push butto	ns accessi	ble?		11,	Ľ	Yes	No No	
B19	Do the pedestria	an push buttor	ns work?		1	L		Yes	🔀 No	

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C1	Is there a bus shelter?			🗆 Y	es	🛛 No (skip to C15)		
C2	What are the dimensions	s of the interior stand	ding area of	the sl	nelter?			
02	Width:	Height:			Depth:			
C3	Does the shelter have a f openings?	ront center panel wi	th two		□ Yes		lo (skip to C5)	
C4	What are the dimensions	s of the openings?		2	feet wid	e by _	feet tall	
C5	Could a person in a whee	lchair maneuver eas	ily into the	shelte	r?	1 T Ye	es 🗆 No	
C6	What are the dimensions space?	s of the clear	of the clear Width:				Depth:	
C7	Distance from the nearest face of the shelter to the curb (in feet):							
	Which direction is the bus shelter facing?							
C8	□ Towards Oncoming Traffic □ Towards the Street □ Away from the Street						the Street	
	Away from Oncoming	Traffic						
C9	Are there damages to the	e bus shelter?		□ Y	es		o (skip to C11)	
C10	Specify any damages to the shelter:							
	Rank the bus shelter condition (1-3):							
	□ 1. Poor – In poor shape, potentially hazardous, not accommodating for pedestrians.							
	including those with disabilities							
C11	2. Fair – Could be bet	ter maintained, but	can accomn	nodate	e pedestria	ns, inc	luding those	
	with disabilities							
C. Martin	□ 3. Good – Not perfec	t but not in need of i bilities	mmediate i	repair	to accomm	odate	pedestrians,	
C12	Is adequate lighting prov	ided inside the shelt	er?		/ec		In	
C13	Is there advertising on th	e side panel?						
C14	Does shelter or advertisi	ng obstruct turning-v	ehicle view	/s?				
C15	Is there seating available	2	cincle view					
C15	Is the seating inside the	helter?			/05		lo	
C10	How far is the seating fro	om the curb (in feet)?	>		0	A I		
C18	Is the seating a barrier to	sidewalk use or bus	boarding/a	alightir	ng? □	Yes	NO.	
	What type of seating is a	vailable?				105		
	Ereestanding Bench	Bench Attached	to Shelter		Eold	Down	Bench	
C19		Other (specify):	to onener			bown	benen	
620	Describe any issues with	the seating: ACCV	randit	m	destre	oud	-	
C20	a but the training to but the	B. Julie				Visi		
	Rank the condition of the	e seating (1-3):	States and states					
000	1. Poor – very rough	with heavy signs of w	vear, poten	tially h	hazardous			
021	□ 2. Fair – Could use a	cleaning and new pai	int		5 N/M	50 Parts		
	3. Good – Not perfec	t but not in need of i	mmediate	repair	to attract p	edesti	rians	
C22	What type of receptacle	is available?						

	Attached to Shelter	□ Free Standing	🗆 Garbage Bag	Bolte	d to the Si	dewalk
	□ None (skip to C25)	Other (specify):				
C23	Is the trash receptacle a barrier to sidewalk use or bus boarding/alighting?					🗆 No
C24	Describe any issues with			Lur		
C25	Describe any other ame	nities exist at this bu	is stop:		e si si Si si si Si si si si	
C26	Describe any issues with	h the amenities at th	e bus stop:			

Driving Toward Z Deaths

PART D: TRAFFIC SAFETY

D1	Posted speed limit (in MPH): 45	5						
D2	Average Annual Daily Traffic of	the road	way:	47,255				
D3	Total lanes on both sides of the	road: 8						
D4	Is there on-street parking on the	e same si	de of t	the roadway?	□ Ye	S	⊠ No	o (skip to D6)
D5	What is the distance from the b	us stop p	ole to	the nearest pa	rking spo	ot?		ft
	What are the traffic controls at	the neare	est inte	ersection or cro	ossing?			
D6	□ Flashing Lights or Beacon		Traffic Signal				Stop/Yi	eld Sign
	Midblock Crosswalk (No traffic controls) Other (speci			fy): Grad	e sep	erated		
	If there is a signal or beacon at t features exist (check all that app	the neare oly)?	est inte	ersection or cro	ssing, wł	nat pe	edestri	an-related
D7	Fixed Signal Timing with Wall	k Phase	□ P	ush Buttons	D Pe	destr	ian Sig	nal Heads
	Audible Warning Signals		⊠ N	lone	🗆 Lea	ading	Pedes	trian Interval
	Other (specify):							
D8	3 Is the nearest pedestrian crossing unmarked or faded? Ped use bridge □ Yes ☑ No						🖾 No	
D9	Does the nearest pedestrian crossing have pedestrian refuge island					[] Yes	🖾 No
D10	Does the nearest pedestrian crossing have curb extensions?					[🗆 Yes	🖾 No
	What are the potential traffic ha	azards (cł	neck a	ll that apply)?				
	Bus Stop at the Crest of a Hill	I	Bus Stop Hidden by Horizontal Curve					
D11	Bus Stop Just Before Crosswa	alk	□ Bus Stop Near At-grade Railroad Crossing					
DII	Speeding Traffic		□ Waiting Passengers Hidden from View of Bus					
	No Marked Crosswalk		Stopped Bus Straddles Crosswalk					
	🗆 None							
D12	Describe any other traffic hazar	r ds: On fr	eeway	У				r)
D13	Is there lighting present?				🛛 Yes] [🗆 No (skip to D16)
	What type of lighting is present	?						9
D14	Lighting Outside Adjacent Bu	ilding	□Sh	elter Lighting	Stree	⊠ Street Lighting		
	Pedestrian Lighting (9-12 fee	t high)	🗆 Ot	ther (specify):				
D15	How far is the lighting from the bus stop?	E Direct	ctly at stop	1-10'	□ 11-20′		a	☐ Over 20' way

D16	Are there bicycle lanes?	🗆 Yes	🖾 No
D17	Describe any traffic calming measures (narrow lanes, betc.):	ouffers, rumble strips	s, speed bumps,

-

Driving

aths

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible po	lice call boxes at the bus	s stop?		<u>ال</u>	🗆 Yes	⊠No (skip E2)	
E2	Describe any issues wi	th call boxes:					÷	
E3	Is there a sign indicatin	g the location of the bus	s stop?	🛛 Ye	S	🗆 No (s	skip to E13)	
EA	Where is the bus stop s	sign installed?						
C4	🖾 Own Pole 🛛 Build	ing 🛛 Utility Pole	She	lter	🗆 Oth	er (specif	y):	
E5	Is the bus stop sign loca	ated where passengers v	would bo	ard?		🛛 Yes	🗆 No	
E6	Is the bottom of the sig	n at least 7 feet above g	ground le	evel?		🕱 Yes	🗆 No	
E7	Is the sign at least 2 fee	et away from the curb?		1000	4	🔍 Yes	🗆 No	
E8	E8 Provider names on the bus stop sign: NT							
E9	Provide the routes listed: 317, 409, 414, 418							
E10	Is the signage double-sided for visibility form both directions?							
E11	Are the signs reflectorized or illuminated for night visibility?						🗆 No	
E12	Describe problems wit	h the bus stop signage:						
E12	What type of other info	ormation is posted (cheo	k all tha	t apply)?	W	14 174 S	
LIJ	🗵 Route	Schedule	🗆 Ma	р		🕅 Otl	ner (specify):	
	Where is the information	on posted (check all that	t apply)?			va		
E14	🔉 Bus Stop Sign Pole	🗆 On its Own Pole	🗆 On	a Build	ling	🗆 On	a Utility Pole	
	On a Shelter	Inside the Shelter	□ Otł	ner (spe	ecify):	104		
E15	Is the information eye	level with potential whe	elchair u	isers?		🗆 Yes	🖾 No	
E16	Is there a real-time info	ormation display?				🗆 Yes	📡 No	
E17	Is the information and	signage text ADA compli	iant?			🗆 Yes	🕅 No	
E10	Are there methods for	identifying the bus stop	location	and		🗆 Yes		
ETQ	³ accessing information for people with visual impairments?					😡 No		

PART F: PHOTOGRAPHS

Photograph the layout of the bu following if they exist:	s stop area and nearby traffi	c contro	ols. Be sure to include the	2
Landing Pad 🗸 🗸	Shelter (Inside and Out)	×	Bench	~
All Poles 🧹	Information	V	Hazards to Pedestrians	×
Signage	Sidewalks	~	Sidewalk Barriers	¥
Curb Cuts 🔀	Bus Stops Across the Stree	et 🗸	View North/South/East/	West 🗸





BUS STOP CHECKLIST

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

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:		🛛 Urba	n	🗆 Sub	urban		Rural	
	What are the adjac	ent land	uses (sele	ct all that a	pply)?				
12	🗆 Agricultural	🛛 Com	mercial	🛛 Resider	ntial	Recreation	al		
AZ								Transportation	
	🗆 Other:								
Δ3	Street Name:								
	Broad St								
A4	Nearest Cross Stree	et or Lan	dmark/A	ddress:					
	Jersey St								
A5	Distance (feet) to n	earest in	tersection	n or crossing	g (bus sto	op pole to cross	stre	et curb):	
	Less than 50 ft	🗌 50-1	00 ft	⊠ 100-30	0 ft	🗌 300-600 ft		🗌 Over 600 ft	
A6	Where is the bus st	Where is the bus stop located in relation to the intersection?							
	□ Far-side □ Near-side								
	Where is the bus st	op area l	ocated?						
A7	Bus Lane or Bus	Вау	🛛 In Tra	avel Lane	🗌 🗆 Pave	ed Shoulder		Unpaved Shoulder	
	🗌 In Right Turn On	ly Lane	🗌 🗆 Othe	r					
48	Distance to nearest driveway (if closer than intersection or crossing):								
//0	□ Less than 50 ft	🗌 50-1	00 ft	🗌 100-30) ft 🔰 🗌 300-600 ft		🗌 🗌 Over 600 ft		
A9	What type of bus st	top is it?			🛛 🖾 Curl	bside		Bus Bay	
A10	Is there a companio	on bus sto	op for the	same route	e, for the	opposite	\square	Yes	
AIU	direction across the	e street?						No	
	Other transportation	on service	es that are	e connected	at this b	ous stop (check a	all th	nat apply):	
A11	□ Other Local Bus	Routes	🖾 Regio	onal Bus Ro	ute 🛛 🗆	🛛 Light Rail	\boxtimes	Commuter Rail	
	🗆 None		🗌 🗆 Othe	r (specify):					
	Names of transpor	tation se	rvices tha	at are conne	ected (i.e	e. RiverLine, Aca	iden	ny Bus, NJ Transit	
A12	Rail):								
	One Bus, NJ Transit	Rail							
Δ13	Does the cross stre	et have b	ous stops	at or near t	he statio	on? If so, how n	nany	y feet away is it?	
	282 ft								
A14	What is the width	of the bu	ffer betw	een the roa	d and p	edestrian facilit	y? Ν	J/A	

PART B: ACCESSIBILITY FEATURES

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





B2	What are the dimensions surface provided)? Surface however, it is one with the is no "separate" landing p	What are the dimensions of the landing pad (if surface provided)? Surface is provided nowever, it is one with the sidewalk and there s no "separate" landing pad space.			/	_ feet deep		
В3	Are the landing pad dime	nsions sufficient to ac	commodate p	pedestrians		🖾 Yes		
	waiting, boarding/alightir	ig, or otherwise at pe	ak nours?			🗆 No		
	Where is the landing pad	positioned?		1				
B4	Below Street Level	Sidewalk		□ Shoulde	er	🗆 Bus Bulb		
	Adjacent to Curb/Stree	et 🛛 🗆 Off Roadway/	No Sidewalk					
	Issues with landing area s	urface (check all that	apply):					
B5	☐ No Issues ☐ Drain Inlet or Obstacles ☐ Slopes Up from Str			p from Street	: 🗆 U	Ineven Surface		
	□ Fragmented □ Slopes Down from Street □ Other (specify):							
B6	Are there any obstacles o	n the landing pad tha	t would limit	the mobility	□ Ye	es		
	of a wheelchair?					🛛 No (skip to B8)		
B7	Describe obstructions to	wheelchair mobility	on the landing	g pad:				
B8	Is there existing sidewalk adjacent to the bus stop?					o (skip to B14)		
B9	Is the sidewalk connected to the landing area/pad?					0		
B10) What does the sidewalk connect to?							
B11	How wide is the sidewalk	? 18 ft		·				
B12	Describe physical barrier	s that constrict the w	idth of the sid	dewalk:				
	Rank the sidewalk condit	on (1-3):						
	🗌 1. Poor – very rough v	vith some cracks, pote	entially hazaro	dous, not acco	ommoc	lating for		
B13	pedestrians, including the	se with disabilities						
	2. Fair – minor unever	ness, with few cracks	s or breaks					
	🛛 🖾 3. Good – Not perfect	but not in need of im	imediate repa	ir to service p	pedestr	ians		
544	Does the nearest pedestr	ian crossing have faci	lities connecti	ng to the	🛛 Yes			
В14	surrounding area and poi	nts of interest?			□ No			
B15	Does the nearest pedestr	ian crossing have ADA	A compliant ra	imps?	🛛 Yes	🗆 No		
B16	Do the ramps have detec	able warning surface	s?	[⊠ Yes	🗆 No		
B17	Are there pedestrian pus	n buttons? (If no, skip	B18)		🛛 Yes	🗆 No		
B18	Are the pedestrian push l	outtons accessible?			🛛 Yes	🗆 No		
B19	Do the pedestrian push b		⊠ Yes	🗆 No				

C1	Is there a bus shelter?		🗆 Ye	es	🛛 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			🗆 Yes	🗆 No (skip to C5)
	openings?				
C4	What are the dimensions of the openings?			feet wide	e by feet tall





C5	Could a person in a whee	lchair maneu	iver easi	ly into the s	helter	?	□ Y	′es 🛛	🗆 No
C6	What are the dimensions space?	of the clear		Width:	ł	Height:		Depth	1:
C7	Distance from the neare	st face of the	shelter	to the curb	(in fee	et):			
	Which direction is the bu	s shelter faci	ng?						
C8	Towards Oncoming Tr	affic	🗆 Tow	vards the Sti	reet	Away	from	the Str	reet
	Away from Oncoming	Traffic							
C9	Are there damages to the	e bus shelter	?		🗆 Yes	5		lo (skip	to C11)
C10	Specify any damages to	the shelter:		I					
	Rank the bus shelter con	dition (1-3):							
	□ 1. Poor – In poor shap including those with disa	pe, potentiall bilities	y hazard	ous, not acc	commo	odating for	ped	estrian	S,
C11	2. Fair – Could be bet with disabilities	ter maintaine	ed, but c	an accomm	odate	pedestrian	ns, ind	cluding	those
	3. Good – Not perfect including those with disa	: but not in no bilities	eed of in	nmediate re	epair to	accommo	odate	pedes	trians,
C12	Is adequate lighting provided inside the shelter?								
C13	Is there advertising on th	e side panel?)		🗆 Ye	s		No	
C14	Does shelter or advertising	ng obstruct ti	urning-ve	ehicle views	?	🗆 Yes		🗆 No	כ
C15	Is there seating available	?			□ Ye	s	N⊠	lo (skip	to C22)
C16	Is the seating inside the s	helter?			🗆 Ye	s		No	
C17	How far is the seating fro	om the curb (i	in feet)?						
C18	Is the seating a barrier to	sidewalk use	e or bus l	boarding/al	ighting	? 🗆 Y	es		No
	What type of seating is a	vailable?							
C19	□ Freestanding Bench	Bench At	ttached t	to Shelter			Down	Bench	
	Leaning Bench	🗆 Other (s	pecify):						
C20	Describe any issues with	the seating:							
	Rank the condition of the	e seating (1-3):						
	🗌 1. Poor – very rough v	with heavy si	gns of w	ear, potenti	ally ha	zardous			
C21	□ 2. Fair – Could use a c	leaning and i	new pair	nt					
	3. Good – Not perfect	: but not in n	eed of in	nmediate re	epair to	attract pe	edest	rians	
	What type of receptacle	is available?							
C22	Attached to Shelter		nding	🗌 🗆 Garbag	e Bag	🛛 Bolt	ted to	h the Si	dewalk
		L Free Star	ung						
	□ None (skip to C25)	Free Star Other (sp	pecify):						1
C23	 Attached to sherter None (skip to C25) Is the trash receptacle a l 	☐ Free Star Other (sp Darrier to side	pecify): ewalk us	e or bus bo	arding/	alighting?		☐ Yes	⊠ No
C23 C24	 Attached to sherter None (skip to C25) Is the trash receptacle a l Describe any issues with 	Other (sp Other (sp parrier to side trash at the	pecify): ewalk us bus stop	e or bus boo	arding/	alighting?	· [□ Yes	⊠ No
C23 C24 C25	 Attached to sherter None (skip to C25) Is the trash receptacle a l Describe any issues with Describe any other amer 	Other (sp Other (sp parrier to side trash at the nities exist at	becify): ewalk us bus stop	e or bus boo o or the rece s stop: None	arding/ eptacle	alighting?	2	☐ Yes	No No





PART D: TRAFFIC SAFETY

D1	Posted speed limit (in MPH): 25	5							
D2	Average Annual Daily Traffic of	the road	lway:	14,338					
D3	Total lanes on both sides of the	e road: 2							
D4	Is there on-street parking on the	e same si	de of t	he roadway?	🗌 🗆 Ye	S	🛛 No (s	kip to D6)	
D5	What is the distance from the b	us stop p	ole to	the nearest pa	rking spo	ot?		_ ft	
	What are the traffic controls at	the near	est inte	ersection or cro	ossing?				
D6	□ Flashing Lights or Beacon		🛛 Traffic Signal				Stop/Yield	Sign	
	Midblock Crosswalk (No traff	fic contro	ls)	🗆 Other (speci	fy):				
	If there is a signal or beacon at t features exist (check all that app	the neare oly)?	est inte	ersection or cro	ssing, wl	nat pe	edestrian-	related	
D7	oxtimes Fixed Signal Timing with Wal	k Phase	⊠ P	ush Buttons	🛛 🖾 Pe	destr	ian Signal	Heads	
	Audible Warning Signals			one	Le	ading	Pedestria	n Interval	
	Other (specify):								
D8	Is the nearest pedestrian crossing unmarked or faded?						🖾 No		
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?						🖾 No		
D10	Does the nearest pedestrian cro	ossing hav	ve curl	o extensions?		[🗌 Yes	🖾 No	
-	What are the potential traffic ha	azards (cl	neck a	ll that apply)?					
	\Box Bus Stop at the Crest of a Hill			ıs Stop Hidden	by Horizo	ontal	Curve		
D11	🗆 Bus Stop Just Before Crosswa	alk	□ 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 haza	r ds: None	9						
D13	Is there lighting present?				\boxtimes Yes	[🗆 No (skip	o to D16)	
	What type of lighting is present	?							
D14	🛛 Lighting Outside Adjacent Bu	ilding	□She	elter Lighting	⊠ Stree	et Lig	hting		
	Pedestrian Lighting (9-12 fee	t high)	🗆 Ot	her (specify):					
D15	How far is the lighting from	🛛 Direo	ctly at	□ 1-10′	1	1-20'		ver 20'	
	the bus stop?	the bus	stop					away	
D16	Are there bicycle lanes?				🗆 Y	es	⊠ N	0	
D17	Describe any traffic calming me etc.): None	easures (I	narrov	v lanes, buffers	s, rumble	e strip	os, speed l	oumps,	

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 (s	skip to E13)





E1	Where is the bus stop sign installed?						
C4	Own Pole Duild	ing 🛛 Utility Pole	□ Shelter	🛛 Othe	er (specif	y): Light Pole	
E5	Is the bus stop sign loca	ated where passengers v	vould board?		\boxtimes Yes	🗆 No	
E6	Is the bottom of the sig	n at least 7 feet above g	round level?		🗆 Yes	🖾 No	
E7	Is the sign at least 2 fee	et away from the curb?			🛛 Yes	🗆 No	
E8	Provider names on the NJ Transit	bus stop sign:					
E9	Provide the routes liste	ed: 26, 48, 52, 58, 59, 11	2, 24; Discharg	e only - 5	6, 57, 62		
E10	Is the signage double-sided for visibility form both directions?						
E11	Are the signs reflectorized or illuminated for night visibility?						
E12	Describe problems with the bus stop signage: None						
F12	What type of other info	ormation is posted (chec	k all that apply)?			
	🛛 Route	🗆 Schedule	🗆 Мар		🗌 🗆 Otł	ner (specify):	
	Where is the information	on posted (check all that	: apply)?				
E14	Bus Stop Sign Pole	🗆 On its Own Pole	🗆 On a Build	ing	🗆 On	a Utility Pole	
	🗆 On a Shelter	Inside the Shelter	🛛 Other (spe	ecify): Ligl	ht Pole		
E15	Is the information eye l	evel with potential whe	elchair users?		\Box Yes	🖾 No	
E16	Is there a real-time info	ormation display?			\Box Yes	🖾 No	
E17	Is the information and	signage text ADA compli	ant?		\Box Yes	🖾 No	
E19	Are there methods for	identifying the bus stop	location and		☐ Yes		
E10	accessing information for people with visual impairments?				🖾 No		

PART F: PHOTOGRAPHS

Photograph the layout of the bus following if they exist:	stop area and nearby traffic contro	ls. Be sure to include the
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 ID 18327 BUS STOP CHECKLIST

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

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:		🛛 Urba	n	🗆 Sub	urban		🗌 Rural		
	What are the adjac	ent land	uses (sele	ect all that a	pply)?					
^2	□ Agricultural	🛛 Com	mercial	🛛 Resider	ntial	Recreation	al			
AZ							Transportation			
	\Box Other:									
٨3	Street Name:									
~	Broad St									
Δ4	Nearest Cross Stree	et or Lan	dmark/A	ddress:						
	Market St									
A5	Distance (feet) to nearest intersection or crossing (bus stop pole to cross street curb):									
	☐ Less than 50 ft	0 50-1	00 ft	0 100-30	0 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									
	Where is the bus stop area located?									
A7	Bus Lane or Bus	Вау	🛛 In Tra	avel Lane	🗌 🗆 Pav	ed Shoulder		Unpaved Shoulder		
	🗌 In Right Turn On	ly Lane	🗌 🗆 Othe	r						
A8	Distance to nearest	drivewa	y (if close	r than inter	section c	or crossing):		1		
	Less than 50 ft	🗌 50-1	00 ft	🗌 100-30	0 ft	🗌 🗌 300-600 ft		🗌 🗆 Over 600 ft		
A9	What type of bus st	top is it?			🛛 🖾 Curl	bside		Bus Bay		
Δ10	Is there a companio	on bus sto	op for the	same route	e, for the	opposite	\boxtimes	Yes		
	direction across the	e street?						No		
	Other transportation	on service	es that are	e connected	at this b	ous stop (check a	all th	nat apply):		
A11	□ Other Local Bus	Routes	🛛 Regio	onal Bus Ro	ute 🗌 🗆	🛛 Light Rail		Commuter Rail		
	🗆 None		🗌 🗆 Othe	r (specify):						
	Names of transpor	tation se	rvices tha	at are conne	ected (i.e	e. RiverLine, Aca	der	ny Bus, NJ Transit		
A12	Rail):									
	One Bus									
A13	Does the cross stre	et have l	ous stops	at or near t	he statio	on? If so, how n	nany	y feet away is it?		
	11/tt	<u> </u>	<u> </u>				•	. / .		
A14	What is the width o	of the bu	ffer betw	een the roa	d and p	edestrian facilit	y ? N	I/A		

PART B: ACCESSIBILITY FEATURES

	What material is the landing area composed of?								
B1	🛛 Concrete	🗆 Asphalt	🗆 Dirt	Grass	🗆 Gravel				
	Pavers Other (specify):								
B2	What are the din surface provided however, it is on is no "separate"	nensions of the landing)? Surface is provided e with the sidewalk and landing pad space.	pad (if	_feet wide by	_ feet deep				



B3 Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours? Image: Stress of the s										
Waiting, boarding/alighting, or otherwise at peak hours? No Where is the landing pad positioned? Where is the landing pad positioned? B4 Below Street Level Sidewalk Shoulder Bus B Adjacent to Curb/Street Off Roadway/No Sidewalk Issues with landing area surface (check all that apply): B5 No Issues Drain Inlet or Obstacles Slopes Up from Street Uneven Su Fragmented Slopes Down from Street Other (specify): Are there any obstacles on the landing pad that would limit the mobility of a wheelchair? Yes B6 Are there any obstacles on the landing area/pad? Yes No (skip to B7 Describe obstructions to wheelchair mobility on the landing pad: No (skip to B8 Is there existing sidewalk adjacent to the bus stop? Yes No (skip to B9 Is the sidewalk connect to? Pedestrian Generator Nearest Intersec B11 How wide is the sidewalk? 25 ft Isoper – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities I. Poor – very rough with some 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 s	B3	Are the landing pad dimensions sufficient to accommodate pedestrians								
Where is the landing pad positioned? B4 Below Street Level Sidewalk Shoulder Bus B Adjacent to Curb/Street Off Roadway/No Sidewalk Issues with landing area surface (check all that apply): B5 No Issues Drain Inlet or Obstacles Slopes Up from Street Uneven Surface (check all that apply): B6 Are there any obstacles on the landing pad that would limit the mobility of a wheelchair? Yes No (skip to B7 Describe obstructions to wheelchair mobility on the landing pad: No (skip to No B8 Is there existing sidewalk adjacent to the bus stop? Yes No (skip to B9 Is the sidewalk connect to? Pedestrian Generator No (skip to B10 What does the sidewalk? 25 ft Isoper-very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities Isoper-very rough with some cracks or breaks B13 Describe physical barriers that constrict the width of the sidewalk. Yes B14 Does the nearest pedestrian crossing have facilities connecting to the survice pedestrians No B14 Does the nearest pedestrian crossing have ADA compliant ramps? Yes No B15 Does the nearest pedestrian crossing		waiting, boarding/alighting, o	or otherwise a	at pea	ak hours?					No
B4 Below Street Level Sidewalk Shoulder Bus B Adjacent to Curb/Street Off Roadway/No Sidewalk Issues with landing area surface (check all that apply): B5 No Issues Drain Inlet or Obstacles Slopes Up from Street Uneven Sur Fragmented Slopes Down from Street Other (specify): No (skip to B6 Are there any obstacles on the landing pad that would limit the mobility of a wheelchair? Yes No (skip to B7 Describe obstructions to wheelchair mobility on the landing pad: Yes No (skip to B8 Is there existing sidewalk adjacent to the bus stop? Yes No (skip to B9 Is the sidewalk connect to? Pedestrian Generator No earest Intersect B10 What does the sidewalk? 25 ft Isonor - very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities Isonor - very rough with some cracks or breaks B13 Describe physical barriers that constrict the width of the sidewalk: No B14 Does the nearest pedestrian crossing have facilities connecting to the survice pedestrians No B14 Does the nearest pedestrian crossing have ADA compliant ramps? Yes No		Where is the landing pad pos	sitioned?							
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Issues with landing area surface (check all that apply): B5 Image: Solution of the solutis of the solution of the solution of the solution of the solution		□ Adjacent to Curb/Street	🗆 Off Road	way/	'No Sidewalk					
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B10 What does the sidewalk connect to? Image: Pedestrian Generator Image: Nearest Intersect B11 How wide is the sidewalk? 25 ft Image: Pedestrian Generator Image: Nearest Intersect B12 Describe physical barriers that constrict the width of the sidewalk: Image: Pedestrian Generator Image: Nearest Intersect B13 Image: Pedestrian Generator Image: Nearest Intersect Image: Pedestrian Generator Image: Nearest Intersect B13 Describe physical barriers that constrict the width of the sidewalk: Image: Pedestrian Generator Image: Pedestrian Figure Fig	В9	Is the sidewalk connected to the landing area/pad?						🗆 No	C	
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□ 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 B15 Does the nearest pedestrian crossing have ADA compliant ramps? □ No B16 Do the ramps have detectable warning surfaces? □ Yes □ B17 Are there pedestrian push buttons? (If no, skip B18) □ Yes □ B18 Are the pedestrian push buttons accessible? □ Yes □ B19 Do the pedestrian push buttons work? □ Yes □	B13	pedestrians, including those	with disabiliti	es						
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B14 surrounding area and points of interest? Invo B15 Does the nearest pedestrian crossing have ADA compliant ramps? Invo B16 Do the ramps have detectable warning surfaces? Invo B17 Are there pedestrian push buttons? (If no, skip B18) Investor B18 Are the pedestrian push buttons accessible? Investor B19 Do the pedestrian push buttons work? Investor	D14	Does the nearest pedestrian	crossing have	e facil	ities connec	ting to the		Yes		
B15 Does the nearest pedestrian crossing have ADA compliant ramps? ☑ Yes ☑ B16 Do the ramps have detectable warning surfaces? ☑ Yes ☑ B17 Are there pedestrian push buttons? (If no, skip B18) ☑ Yes ☑ B18 Are the pedestrian push buttons accessible? ☑ Yes ☑ B19 Do the pedestrian push buttons work? ☑ Yes ☑	D14	surrounding area and points	of interest?] No		
B16Do the ramps have detectable warning surfaces?⊠ YesNB17Are there pedestrian push buttons? (If no, skip B18)□ Yes⊠ NB18Are the pedestrian push buttons accessible?□ YesNB19Do the pedestrian push buttons work?□ YesN	B15	Does the nearest pedestrian	crossing have	ADA	compliant r	amps?] Yes		🗆 No
B17Are there pedestrian push buttons? (If no, skip B18)Image: YesImage: NoB18Are the pedestrian push buttons accessible?Image: YesImage: NoB19Do the pedestrian push buttons work?Image: YesImage: No	B16	Do the ramps have detectab	le warning su	face	s?			Yes		🗆 No
B18Are the pedestrian push buttons accessible?Image: YesImage: Non-NegativeB19Do the pedestrian push buttons work?Image: YesImage: Non-Negative	B17	Are there pedestrian push bu	uttons? (If no,	skip	B18)] Yes		🛛 No
B19 Do the pedestrian push buttons work?	B18	Are the pedestrian push but	ons accessibl	e?] Yes		🗆 No
	B19	Do the pedestrian push butte	ons work?] Yes		⊠ No

C1	Is there a bus shelter?		X Y	′es	□ No (skip to C15)				
<u></u>	What are the dimensions of the interior standing area of the shelter?								
02	Width: 11 ½ ftHeight: 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	e by _		feet tall	
C5	Could a person in a wheelchair maneuver easily into the shelter?					🗆 No			
C6	What are the dimensions of space?	Width: 7	1/2 ft Height: 6 1/		∕₂ ft	Dej	oth: 4 ft		







C7	Distance from the nearest face of the shelter to the curb (in feet): 6 ft							
	Which direction is the bus	shelter faci	ng?					
C8	Towards Oncoming Tra	ffic	⊠ Towards the St	reet	🗆 Away	from the Street		
	Away from Oncoming 1	raffic						
C9	Are there damages to the	bus shelter	2	□ Ye	s	🛛 No (skip to C11)		
C10	Specify any damages to the	e shelter:						
	Rank the bus shelter cond	ition (1-3):						
	□ 1. Poor – In poor shape including those with disab	e, potentiall ilities	y hazardous, not ac	comm	odating for	r pedestrians,		
C11	2. Fair – Could be bette with disabilities	er maintaine	ed, but can accomm	odate	pedestriar	ns, including those		
	☑ 3. Good – Not perfect including those with disab	out not in ne ilities	eed of immediate re	epair to	o accommo	odate pedestrians,		
C12	Is adequate lighting provided inside the shelter?			es	🖾 No			
C13	Is there advertising on the	ere advertising on the side panel?				🗆 No		
C14	Does shelter or advertising obstruct turning-vehicle views? Yes No							
C15	Is there seating available?				\Box No (skip to C22)			
C16	Is the seating inside the sh	e the shelter?				🗆 No		
C17	How far is the seating fror	n the curb (i	n feet)? <mark>8 ft</mark>					
C18	Is the seating a barrier to s	idewalk use	e or bus boarding/al	lighting	g? 🗌 Y	es 🛛 🖾 No		
	What type of seating is av	ailable?			1			
C19	Freestanding Bench	Bench At	ttached to Shelter		🗌 🗆 Fold 🛛	Down Bench		
	Leaning Bench	🗆 Other (s	pecify):					
C20	Describe any issues with t	he seating:	None					
	Rank the condition of the	seating (1-3):					
	🛛 1. Poor – very rough w	ith heavy si	gns of wear, potent	ially ha	azardous			
C21	🛛 2. Fair – Could use a cl	eaning and i	new paint					
	🛛 3. Good – Not perfect	out not in n	eed of immediate re	epair to	o attract pe	edestrians		
	What type of receptacle is	available?						
C22	□ Attached to Shelter	🛛 Free Stai	nding 🛛 🗆 Garbag	ge Bag	⊠ Bol	ted to the Sidewalk		
	□ None (skip to C25)	🗆 Other (s	pecify):					
C23	Is the trash receptacle a ba	arrier to side	ewalk use or bus bo	arding	/alighting?	Yes 🛛 Yes		
C24	Describe any issues with t	rash at the	bus stop or the rec	eptacl	e: None			
C25	Describe any other ameni	ties exist at	this bus stop: New	spape	r Distributo	or		
C26	Describe any issues with t	he amenitie	es at the bus stop: I	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							
	What are the traffic controls at t	he near	est inte	ersection or cro	ossing?			
D6	□ Flashing Lights or Beacon		[⊠ Traffic Signa	I	🗆 St	op/Yield	Sign
	🛛 Midblock Crosswalk (No traffi	ic contro	ols)	🗌 Other (speci	fy):			
	If there is a signal or beacon at the nearest intersection or crossing, what pedestrian-rela features exist (check all that apply)?				related			
D7	☐ Fixed Signal Timing with Walk	k Phase	D P	ush Buttons	🛛 🖾 Peo	destria	an Signal	Heads
	□ Audible Warning Signals		□ N	one	🗆 Lea	ading F	Pedestria	n Interval
	Other (specify):		•					
D8	Is the nearest pedestrian crossin	g unmai	rked or	faded?] Yes	🖾 No
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?					🗆 No		
D10	Does the nearest pedestrian crossing have curb extensions?] Yes	🛛 No	
	What are the potential traffic hazards (check all that apply)?							
	□ Bus Stop at the Crest of a Hill		🗆 Bu	s Stop Hidden	by Horizc	ontal C	Curve	
D11	🛛 Bus Stop Just Before Crosswa	lk	□ 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 hazar	ds: None	е					
D13	Is there lighting present?				🛛 Yes] No (skip	o to D16)
	What type of lighting is present?)						
D14	🛛 Lighting Outside Adjacent Bui	ilding	□She	elter Lighting	🛛 Stree	t Light	ting	
	Pedestrian Lighting (9-12 feet	: high)	🗆 Ot	her (specify):				
D15	How far is the lighting from the bus stop?	Direct Direct	ctly at stop	□ 1-10′	⊠ 11	L-20'	🗆 O away	ver 20' ⁄
D16	Are there bicycle lanes?				□ Ye	es	⊠ N	0
D17	Describe any traffic calming means etc.): None	asures (narrow	/ lanes, buffers	, rumble	strips	s, speed k	oumps,

PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible police call boxes at the bus stop?						🗆 Yes	⊠No (skip E2)
E2	2 Describe any issues with call boxes:							
E3	Is there a sign indicating the location of the bus stop? 🛛 Yes 🔅 No (skip to E13)							
БЛ	Where is the bus stop sign installed?							
L4	□Own Pole	Building	🗆 Utility Pole	🗆 She	elter	🛛 Oth	er (specif	y): Light Pole
E5	Is the bus sto	p sign located wl	here passengers w	vould bo	oard?		🛛 Yes	🗆 No
E6	Is the bottom of the sign at least 7 feet above ground level?							
E7	Is the sign at I	east 2 feet away	from the curb?				🛛 Yes	🗆 No





E8	Provider names on the bus stop sign: NJ Transit						
E9	9 Provide the routes listed: 13, 27, 28, 39, 40, 62, 24, 30, 39						
E10	Is the signage double-s	ided for visibility form bo	oth directions?	🗆 Yes	🖾 No		
E11	Are the signs reflectori	zed or illuminated for ni	ght visibility?	🗆 Yes	🖾 No		
E12	Describe problems wit	h the bus stop signage:	None				
E12	What type of other information is posted (check all that apply)?						
E12	🛛 Route	□ Schedule	🗆 Мар	🗆 Otł	ner (specify):		
	Where is the informati	on posted (check all that	apply)?	·			
E14	🗆 Bus Stop Sign Pole	🗆 On its Own Pole	🗆 On a Building	🗆 On a Utility Pole			
	🗆 On a Shelter	□ Inside the Shelter	🛛 Other (specify): Lig	Light Pole			
E15	Is the information eye	level with potential whe	elchair users?	🗆 Yes	🖾 No		
E16	Is there a real-time info	ormation display?		🗆 Yes	🖾 No		
E17	✓ Is the information and signage text ADA compliant? □ Yes ☑ No						
E10	Are there methods for identifying the bus stop location and				□ Yes		
	accessing information for people with visual impairments?			🛛 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 #:	Street Name:	Milepost:	Direction:	Jurisdiction:	County:	Latitude/Longitude:	Weather:
80, 81, 82,	Christopher		NB	Local	Hudson	40.735377, -	Cloudy
86	Columbus Dr					74.17083	

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:		🛛 Urba	n	🗆 Sub	Suburban		🗆 Rural	
	What are the adjac	ent land	uses (sele	ct all that a	pply)?				
^2	□ Agricultural	🛛 Com	mercial	🛛 Resider	ntial	Recreation	al		
AZ								Transportation	
	□ Other:								
Δ3	Street Name:								
	Christopher Colum	bus Dr							
A4	Nearest Cross Stree	et or Land	dmark/A	ddress:					
	Marin Blvd								
A5	Distance (feet) to n	earest in	tersection	n or crossing	g (bus sto	pp pole to cross	stre	et curb):	
	☐ Less than 50 ft	0 50-1	00 ft	0 100-30	0 ft	🗌 🗌 300-600 ft		🗌 🗆 Over 600 ft	
A6	Where is the bus st	op locate	ed in relat	ion to the ir	ntersecti	on?			
	🗌 Far-side 🛛 🖾 Ne	ear-side	🗌 🗆 Mid-	block 🛛 🗆	Not near	r an Intersectior	<u>ו</u> ו	☐ Highway Bus Bay	
	Where is the bus stop area located?								
A7	🛛 Bus Lane or Bus	Вау	🗌 🗆 In Tra	avel Lane	🗌 🗆 Pave	ed Shoulder		Unpaved Shoulder	
	🗌 In Right Turn On	ly Lane	🗌 🗆 Othe	r					
<u>۸</u> 8	Distance to nearest	drivewa	y (if close	r than inter	section c	or crossing):		1	
70	Less than 50 ft	0 50-1	00 ft	0100-30	0 ft	🗆 300-600 ft		🗆 Over 600 ft	
A9	What type of bus st	top is it?			🗌 🗆 Curl	oside	\boxtimes	Bus Bay	
110	Is there a companio	on bus sto	op for the	same route	e, for the	opposite	\boxtimes	Yes	
AIU	direction across the	e street?						No	
	Other transportation	on service	es that are	e connected	at this b	ous stop (check a	all th	nat apply):	
A11	Other Local Bus	Routes	🗌 🗆 Regio	onal Bus Rou	ute 🗌 🗆	🛛 Light Rail	\boxtimes	Commuter Rail	
	🗆 None		🗌 Othe	r (specify):					
	Names of transpor	tation se	rvices that	at are conne	cted (i.e	. RiverLine, Aca	der	ny Bus, NJ Transit	
A12	Rail):								
	Path								
Δ12	Does the cross stre	et have k	ous stops	at or near t	he statio	on? If so, how m	nany	/ feet away is it?	
	325 ft								
A14	What is the width	of the bu	ffer betw	een the roa	d and pe	edestrian facilit	y? N	I/A	

PART B: ACCESSIBILITY FEATURES

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



B3	Are the landing pad	l dimensic	ons sufficient t	o ac	commodate	pedestriar	าร		X	′es
	waiting, boarding/alignting, or otherwise at peak nours?									
	Where is the landin	ig pad pos	itioned?							
B4	🗆 Below Street Lev	/el	\boxtimes Sidewalk			Sho	ulder			Bus Bulb
	Adjacent to Curk	o/Street	🗆 Off Roady	way/	No Sidewalk					
	Issues with landing	area surfa	ace (check all t	that a	apply):					
B5	No Issues] Drain Inl	et or Obstacle	es	🗆 Slopes l	Jp from St	reet	Ur	neve	n Surface
	□ Fragmented □] Slopes D	own from Str	eet	🗆 Other (s	pecify):				
	Are there any obsta	cles on th	e landing pad	that	t would limit	the mobil	ity	□ Yes	s	
B6	of a wheelchair?							🛛 No) (ski	p to B8)
B7	Describe obstruction	ons to who	eelchair mobi	lity c	on the landii	ng pad:				
B8	Is there existing sidewalk adjacent to the bus stop?						🗌 No (skip to B14)			
B9	Is the sidewalk connected to the landing area/pad?						□ No			
B10	What does the sidewalk connect to?									
B11	How wide is the sidewalk? To bollards 7 ft									
B12	12 Describe physical barriers that constrict the width of the sidewalk: None									
	Rank the sidewalk o	condition	(1-3):							
	🗌 1. Poor – very ro	ough with	some cracks,	pote	entially hazai	dous, not	ассо	mmoda	ating	for
B13	pedestrians, includi	ing those v	with disabilitie	es						
	🔲 2. Fair – minor u	unevennes	ss, with few cr	acks	or breaks					
	🛛 3. Good – Not p	erfect but	not in need c	of im	mediate rep	air to servi	ce pe	edestria	ans	
D14	Does the nearest pe	edestrian	crossing have	facil	ities connec	ing to the		Yes		
D14	surrounding area a	nd points	of interest?					No		
B15	Does the nearest pe	edestrian	crossing have	ADA	compliant r	amps?		Yes		🗆 No
B16	Do the ramps have	detectabl	e warning sur	faces	5?			Yes		🗆 No
B17	Are there pedestria	n push bu	ttons? (If no,	skip	B18)			Yes		□ No
B18	Are the pedestrian	push butt	ons accessible	?				Yes		□ No
B19	Do the pedestrian p	oush butto	ons work?					Yes		□ No
1	i la la la la la la la la la la la la la									

C1	Is there a bus shelter?		□ Yes 2		⊠ N	lo (s	kip to C15)	
<u> </u>	What are the dimensions of the interior standing area o			the s	helter?			
CZ	Width:	Height:			Depth:			
C3	Does the shelter have a front center panel with two openings?				□ Yes	1 🗆	No (s	skip to C5)
C4	What are the dimensions of	the openings?			feet wide	e by _		feet tall
C5	Could a person in a wheelchair maneuver easily into the shelter?					🗆 No		
C6	What are the dimensions of the clearWidth:space?				Height:		Dep	oth:







C7	Distance from the nearest face of the shelter to the curb (in feet):					
	Which direction is the bu	s shelter faci	ng?			
C8	Towards Oncoming Tr	affic	🗆 Towards the St	reet	🗆 Away	from the Street
	Away from Oncoming	Traffic				
C9	Are there damages to the	e bus shelter	?	🗆 Ye	es	🗌 No (skip to C11)
C10	Specify any damages to	he shelter:				
	Rank the bus shelter con	dition (1-3):				
	□ 1. Poor – In poor shap including those with disa	oe, potentiall bilities	y hazardous, not ac	comm	odating for	r pedestrians,
C11	2. Fair – Could be bet with disabilities	ter maintaine	ed, but can accomm	odate	pedestriar	ns, including those
	□ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities					
C12	Is adequate lighting prov	ded inside th	ne shelter?	🗆 Ye	es	🗆 No
C13	Is there advertising on th	e side panel?)		es	🗆 No
C14	Does shelter or advertising obstruct turning-vehicle views?					
C15	Is there seating available?			🗆 Yes		⊠No (skip to C22)
C16	Is the seating inside the s	Is the seating inside the shelter?			es	🗆 No
C17	How far is the seating fro	m the curb (i	in feet)?			
C18	Is the seating a barrier to	sidewalk use	e or bus boarding/a	lightin	g? 🛛 🗆 Y	′es 🛛 🗆 No
	What type of seating is a	vailable?				
C19	Freestanding Bench	Bench A	ttached to Shelter		🗌 🗆 Fold 🛛	Down Bench
	Leaning Bench	□ Other (s	pecify):			
C20	Describe any issues with	the seating:				
	Rank the condition of the	seating (1-3):			
	🛛 1. Poor – very rough v	vith heavy si	gns of wear, potent	ially ha	azardous	
C21	🛛 2. Fair – Could use a c	leaning and	new paint			
	🛛 3. Good – Not perfect	but not in n	eed of immediate re	epair t	o attract pe	edestrians
	What type of receptacle	s available?				
C22	□ Attached to Shelter	Free Sta	nding 🛛 🗆 Garbag	ge Bag	🗆 Bol [:]	ted to the Sidewalk
	🛛 None (skip to C25)	🗆 Other (s	pecify):			
C23	Is the trash receptacle a l	parrier to sid	ewalk use or bus bo	arding	g/alighting?	Yes 🗆 No
C24	Describe any issues with	trash at the	bus stop or the rec	eptacl	e:	
C25	Describe any other amer	nities exist at	this bus stop: Non	е		
C26	Describe any issues with	the ameniti	es at the bus stop: I	None		

PART D: TRAFFIC SAFETY

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



	Driving
t	Toward ZERO Deaths
lo (skip to D6)	

D3	Total lanes on both sides of the road: 5									
D4	Is there on-street parking on the	e same si	de of	the	e roadway?		🗆 Yes		No (sl	kip to D6)
D5	What is the distance from the b	us stop p	ole to	o th	ie nearest pa	rki	ng spot?	_		_ ft
	What are the traffic controls at t	the near	est in	est intersection or crossing?						
D6	□ Flashing Lights or Beacon			☐ Traffic Signal ☐ Stop/Yield Sign					Sign	
	Midblock Crosswalk (No traff	ic contro	ols)		Other (speci	fy)	:			
	If there is a signal or beacon at t features exist (check all that app	he neare bly)?	est int	ters	ection or cro	ssi	ng, what	pedes	strian-i	related
D7	☐ Fixed Signal Timing with Wall	k Phase	🛛 Push Buttons				⊠ Pede	strian	Signal	Heads
	□ Audible Warning Signals □ None						🗆 Leadi	ng Peo	destria	n Interval
	Other (specify):									
D8	Is the nearest pedestrian crossing unmarked or faded?									
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?								🗆 No	
D10	Does the nearest pedestrian crossing have curb extensions?								🖾 No	
-	What are the potential traffic hazards (check all that apply)?									
	□ Bus Stop at the Crest of a Hill □			sus s	Stop Hidden	by	Horizont	al Cur	ve	
D11	🛛 Bus Stop Just Before Crosswalk			sus s	Stop Near At	-gr	ade Railr	oad Ci	ossing	5
	□ Speeding Traffic		□ Waiting Passengers Hidden from View of Bus						Bus	
	No Marked Crosswalk		□ Stopped Bus Straddles Crosswalk							
	□ None									
D12	Describe any other traffic hazar	ds: None	9							
D13	Is there lighting present?					\geq	Yes	🗆 N	o (skip	o to D16)
	What type of lighting is present?	?								
D14	🛛 Lighting Outside Adjacent Bu	ilding	□Sh	helt	er Lighting	\geq	Street l	ightin	g	
	Pedestrian Lighting (9-12 feet	t high)	□ 0	Dthe	er (specify):					
D15	How far is the lighting from the bus stop?	⊠ Direo the bus	Directly at 1-10' 11-20' av			🗆 O away	ver 20' /			
D16	Are there bicycle lanes?						🗆 Yes		🛛 N	0
D17	Describe any traffic calming me etc.): None	asures (I	narro	w l	anes, buffers	5, r	umble st	rips, s	peed k	oumps,

PART E: INFORMATION AND COMMUNICATION

E1	Are there acc	Are there accessible police call boxes at the bus stop?						⊠No (skip E2)	
E2	Describe any	issues with call	boxes:						
E3	Is there a sign indicating the location of the bus stop? \boxtimes Yes \square No (skip to E13)							skip to E13)	
E4	Where is the bus stop sign installed?								
	□Own Pole	Building	🗆 Utility Pole	🗆 She	□ Shelter 🛛 Oth			er (specify): Light Pole	
E5	Is the bus sto	o sign located wl	here passengers w	vould bo	oard?		🛛 Yes	🗆 No	
E6	Is the bottom of the sign at least 7 feet above ground level?						🗆 Yes	🖾 No	
E7	Is the sign at I	east 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-s	ided for visibility form bo	oth directions?	🗆 Yes	🖾 No				
E11	Are the signs reflectorized or illuminated for night visibility?								
E12	Describe problems with the bus stop signage: None								
E12	What type of other information is posted (check all that apply)?								
E12	🛛 Route	□ Schedule	🗆 Мар	🗆 Otl	ner (specify):				
	Where is the information posted (check all that apply)?								
E14	🗆 Bus Stop Sign Pole	🗆 On its Own Pole	🗆 On a Building	n a Building 🛛 🗆 On a					
	🗆 On a Shelter	□ Inside the Shelter	🛛 Other (specify): Lig	ght Pole					
E15	Is the information eye	level with potential whee	elchair users?	🗆 Yes	🖾 No				
E16	Is there a real-time info	ormation display?		🗆 Yes	🖾 No				
E17	Is the information and	ant?	🗆 Yes	🖾 No					
E19	Are there methods for identifying the bus stop location and				☐ Yes				
10	accessing information f	accessing information for people with visual impairments?							

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 PadShelter (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:
605	Rt 206		NB	Local	Somerset	40.39667, -74.65199	Cloudy

PART A: BUS STOP PLACEMENT/CONFIGURATION

A1	Roadway type:		🗌 Urban			🗆 Subu	ırban	\boxtimes	Rural
	What are the adjacent	land uses	(select all	that appl	ly)?				
A2	□ Agricultural	🛛 Comm	nercial	🗆 Resi	identia	al	Recreational		□ Transportation
	\Box Other:								
٨2	Street Name:								
A3	Rt 206								
Δ4	Nearest Cross Street o	or Landma	rk/Address	5:					
	Wall St								
A5	Distance (feet) to near	est interse	ection or cr	ossing (b	ous sto	op pole t	o cross street curb):	1
	Less than 50 ft	⊠ 50-10	O ft	🗌 100-	-300 f	t	🗌 🗆 300-600 ft		🗌 Over 600 ft
46	Where is the bus stop located in relation to the intersection?								
	Ao 🗌 🗆 Far-side 🛛 🖾 Near-side			🗆 Mid-block 🛛 🗆 Not r		ot near a	t near an Intersection		∃Highway Bus Bay
I T	Where is the bus stop	area locat	ed?						
A7	Bus Lane or Bus Bay		🛛 In Trav	vel Lane		🗆 Pave	d Shoulder		Unpaved Shoulder
	🗌 In Right Turn Only I	🗆 Other							
٨٥	Distance to nearest driveway (if closer than intersection or crossing):								
Ao	Less than 50 ft	50-10	O ft	🗌 100-	-300 f	t	🗆 300-600 ft		🗆 Over 600 ft
A9	What type of bus stop	is it?				oxtimes Curb	side		Bus Bay
A10	Is there a companion I	ous stop fo	r the same	e route, fo	or the	opposit	e direction	\boxtimes	Yes
AIU	across the street?								No
	Other transportation s	services that	at are conr	ected at	this b	ous stop	(check all that app	ly):	
A11	Other Local Bus Ro	utes	□ Regior	nal Bus R	oute		🛛 Light Rail		Commuter Rail
	🖾 None		🗌 Other	(specify)	:				
A12	Names of transportat	ion service	s that are	connecte	ed (i.e	e. RiverLi	ine, Academy Bus,	NJ T	ransit Rail): N/A
A13	Does the cross street	have bus s	tops at or	near the	statio	on? If so	, how many feet a	way	is it? N/A
A14	What is the width of t	he buffer	between t	he road a	and p	edestria	n facility? N/A		

PART B: ACCESSIBILITY FEATURES

	What material is the landing area composed of?									
B1	🛛 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									
В3	Are the landing pac	s waiting,	🖾 Yes							
	boarding/alighting,	🗆 No								





	Where is the landir	ng pad positior	ned?								
B4	Below Street Le	vel	□ Sidewalk			🗌 Shou	ulder		Bus Bulb		
	Adjacent to Cur	b/Street	🗆 Off Roadw	/ay/No	o Sidewalk						
	Issues with landing	g area surface (check all that a	pply):		•		·			
B5	🛛 No Issues	🗆 Drain Inle	t or Obstacles		🗆 Slopes Up	from Stree	et	□Unev	en Surface		
	□Fragmented	🗆 Slopes Do	wn from Street	t	🗆 Other (sp	ecify):		Ĩ			
DC	Are there any obst	acles on the la	nding pad that	would	limit the mob	ility of a		🛛 Yes			
БО	wheelchair? Trasho	can						🗆 No (sł	kip to B8)		
B7	Describe obstructions to wheelchair mobility on the landing pad:										
	No Sidewalk, surro	unded by gras	S								
B8	Is there existing sidewalk adjacent to the bus stop?					🛛 No (sł	kip to B14)				
B9	Is the sidewalk con	inected to the	landing area/pa	ad?		🗆 Yes		🗆 No			
B10	What does the sidewalk connect to?Dedestrian GeneratorD						🗆 N	earest Inte	ersection		
B11	How wide is the sid	dewalk?									
B12	Describe physical I	barriers that co	onstrict the wid	dth of	the sidewalk:						
	Rank the sidewalk	condition (1-3)):								
	□ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians,										
B13	including those with disabilities										
	2. Fair – minor	2. Fair – minor unevenness, with few cracks or breaks									
	🗌 3. Good – Not p	perfect but not	in need of imm	nediat	e repair to ser	vice pedest	rians				
D14	Does the nearest p	edestrian cros	sing have facilit	ties co	onnecting to th	e		Yes			
В14	surrounding area a	ind points of in	iterest?					No			
B15	Does the nearest p	edestrian cros	sing have ADA	comp	liant ramps?			Yes	🗆 No		
B16	Do the ramps have detectable warning surfaces?						Yes	🗆 No			
B17	Are there pedestria	an push buttor	ns? (If no, skip B	318)				Yes	🗆 No		
B18	Are the pedestrian	push buttons	accessible?					Yes	🗆 No		
B19	Do the pedestrian	push buttons v	work?					Yes	🗆 No		
1	1										

C1	Is there a bus shelter?			X 🛛	es	\Box No (skip to C15)			
0	What are the dimensions of the interior standing area of the shelter?								
02	Width: 10 ft	Height: 7 ft			Depth: 4 ft				
C3	Does the shelter have a front center panel with two openings?				🗆 Yes	\boxtimes I	No (sl	kip to C5)	
C4	What are the dimensions of the openings?				feet wide by feet tall				
C5	Could a person in a wheelchair m	naneuver easily into	the shelter?			□ Y	es	🛛 No	
C6	What are the dimensions of the clear space? Width: 9 f				Height: 7 ft	Dept		oth: 2 ft	
C7	Distance from the nearest face of the shelter to the curb (in feet): 6 ft								





	Which direction is the bus sh	elter facing?							
C8	Towards Oncoming Traffic	2	igtimes Towards the Stre	et	🗆 Away fr	om th	e Street		
	Away from Oncoming Trat	ffic							
C9	Are there damages to the bu	s shelter?		☐ Yes	5	⊠N	o (skip t	o C11)	
C10	Specify any damages to the s	shelter:							
	Rank the bus shelter condition	on (1-3):							
C11	 1. Poor – In poor shape, p disabilities 	ootentially haza	ardous, not accommo	dating fo	or pedestrian	ıs, incl	luding th	ose with	
	2. Fair – Could be better r	maintained, bu	ut can accommodate p	edestria	ans, including	g those	e with di	sabilities	
	☑ 3. Good – Not perfect but not in need of immediate repair to accommodate pedestrians, including those with disabilities								
C12	Is adequate lighting provided	l inside the she	elter?	🗆 Ye	S	×Ν	lo		
C13	Is there advertising on the sig	de panel?		🗆 Ye	S	×Ν	lo		
C14	Does shelter or advertising of	bstruct turninន្	g-vehicle views?		□ Yes		🛛 No		
C15	Is there seating available?			🛛 Ye	S	□N	o (skip to	o C22)	
C16	Is the seating inside the shelt	er?		🛛 Ye	S		lo		
C17	How far is the seating from the	ar is the seating from the curb (in feet)? 7 ft							
C18	Is the seating a barrier to side	ewalk use or b	us boarding/alighting?)	□ Y€	es		No	
	What type of seating is availa	able?							
C19	□ Freestanding Bench	🛛 Bench Att	ached to Shelter		🗆 Fold Do	own B	ench		
	Leaning Bench	\Box Other (spe	ecify):						
C20	Describe any issues with the	seating: None	2						
	Rank the condition of the sea	ating (1-3):							
	□ 1. Poor – very rough with	heavy signs of	f wear, potentially haz	ardous					
C21	2. Fair – Could use a clear	ning and new p	paint						
	\boxtimes 3. Good – Not perfect but	t not in need o	of immediate repair to	attract p	pedestrians				
	What type of receptacle is av	vailable?							
C22	□ Attached to Shelter	⊠ Free Stand	ding 🛛 🗆 Garbag	e Bag	🗆 Bolte	ed to t	he Side	walk	
	\Box None (skip to C25)	\Box Other (spe	ecify):						
C23	Is the trash receptacle a barri	ier to sidewalk	use or bus boarding/	alighting	<u></u> ;	Σ	🛾 Yes	🗆 No	
C24	Describe any issues with tras	sh at the bus s	stop or the receptacles	None					
C25	Describe any other amenitie	s 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	🗆 Yes	\boxtimes	🖾 No (skip to D6)						
D5	What is the distance from the bus stop pole to	the nearest par	king spot?	,						
	What are the traffic controls at the nearest int	ersection or cro	ssing?		•					
D6	□ Flashing Lights or Beacon	☐ Traffic Signal ☐ S				Stop/Yield Sign				
	□ Midblock Crosswalk (No traffic controls)	□ Other (specify):								
	If there is a signal or beacon at the nearest interest (check all that apply)?	ersection or cros	ssing, wha	t pedestria	n-related	d featur	es exist			
D7	☐ Fixed Signal Timing with Walk Phase	🛛 Push Butto	ons	🛛 Pedes	strian Sig	nal Hea	ds			
	□ Audible Warning Signals	□ None		ng Pedes	strian In	terval				
	□ Other (specify):	·								
D8	Is the nearest pedestrian crossing unmarked or faded?									
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?									
D10	Does the nearest pedestrian crossing have cur	b extensions?			🗌 🗆 Ye	S	⊠ No			
-	What are the potential traffic hazards (check all that apply)?									
	□ Bus Stop at the Crest of a Hill	🗆 Bus Stop Hi	dden by H	orizontal C	urve					
D11	Bus Stop Just Before Crosswalk	🗆 Bus Stop Ne	ear At-grad	le Railroad	Crossing	5				
	□ 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	o (skip to	o D16)			
	What type of lighting is present?									
D14	□ Lighting Outside Adjacent Building	□Shelter Light	ting	🗆 Street Li	ighting					
	Pedestrian Lighting (9-12 feet high)	□ Other (spec	:ify):							
D15	How far is the lighting from the bus stop?Direct the bus stop	tly at 🛛 🗆 1-3 stop	10'	□ 11-2	0'	□ Ov away	er 20'			
D16	Are there bicycle lanes?									
D17	Describe any traffic calming measures (narrow	w lanes, buffers	Describe any traffic calming measures (narrow lanes, buffers, rumble strips, speed bumps, etc.): None							

PART E: INFORMATION AND COMMUNICATION

E1	Are there acces	sible police call bo	xes at the bus stop?				🗆 Yes	⊠No (skip E2)		
E2	Describe any issues with call boxes:									
E3	Is there a sign i	s there a sign indicating the location of the bus stop?						kip to E13)		
EA	Where is the bus stop sign installed?									
C4	⊠Own Pole	Building	🗆 Utility Pole	□ Shelter □		🗆 Other (specify)		:		
E5	Is the bus stop	sign located where	passengers would b	oard?			🛛 Yes	🗆 No		
E6	Is the bottom o	f the sign at least 7	' feet above ground I	evel?			🛛 Yes	🗆 No		
E7	Is the sign at lea	ast 2 feet away fror	n the curb?				🛛 Yes	🗆 No		





E8	Provider names on the bu NJ Transit	s stop sign:							
E9	Provide the routes listed:	605							
E10	Is the signage double-side	d for visibility form both dire	ections?	🗆 Yes	🖾 No				
E11	Are the signs reflectorized	or illuminated for night visi	bility?	🗆 Yes	🖾 No				
E12	Describe problems with th	ne bus stop signage: None		1					
E12	What type of other information is posted (check all that apply)?								
E13	🛛 Route	□ Schedule	🗆 Мар	🗌 🗆 Oth	er (specify):				
	Where is the information posted (check all that apply)?								
E14	🛛 Bus Stop Sign Pole	🗆 On its Own Pole	□ On a Building	🗆 On	a Utility Pole				
	🗆 On a Shelter	□ Inside the Shelter	□ Other (specify):	L.					
E15	Is the information eye leve	el with potential wheelchair	users?	🗆 Yes	🖾 No				
E16	Is there a real-time inform	ation display?		🗆 Yes	🖾 No				
E17	Is the information and sigr	nage text ADA compliant?		🗆 Yes	🖾 No				
E10	Are there methods for ide	ntifying the bus stop locatio	n and accessing	☐ Yes					
C10	information for people wit	h visual impairments?		🖾 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	Street Name:	Milepost:	Direction:	Jurisdiction	County:	Latitude/Longitude:	Weather:
#: 468	S Broadway (NJ 49)	3.05	Southboun d	: NJDOT	Salem		cleare.

Driving Toward Death

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:		🗌 Urba	in	🗆 Sul	ourban		Rural		
	What are the adjace	ent land	uses (sele	ect all that a	pply)?	Sur-Janual La				
A2	🗆 Agricultural	🛛 Com	mercial	🗆 Reside	ntial	Recreation	al	Transportation		
	Other:									
AЗ	Street Name: S Bro	adway (N	VJ 49)							
A4	Nearest Cross Stree	et or Lan	dmark/A	ddress: Dur	n Lane					
AF	Distance (feet) to n	earest in	tersection	n or crossing	g (bus st	op pole to cross	stre	et curb):		
AS	Less than 50 ft	\$ 50-1	00 ft	100-30		🗌 Over 600 ft				
AC	Where is the bus st	op locate	ed in relat	ion to the i	ntersect	ion?				
Ab	🛛 Far-side 🗌 Ne	ear-side	🗆 Mid-	block 🛛	Not nea	ar an Intersection	n 🛛 🗌 Highway Bus Bay			
	Where is the bus st	op area l	ocated?							
A7	Bus Lane or Bus	Bay	🗌 In Tr	avel Lane	Pav Pav	ved Shoulder		Unpaved Shoulder		
	🗌 In Right Turn On	ly Lane	🗌 Othe	er						
18	Distance to nearest driveway (if closer than intersection or crossing):									
AO	🔊 Less than 50 ft	50-1	00 ft 🛛 100-300 ft			🗌 🗌 300-600 ft		🗌 Over 600 ft		
A9	What type of bus st	op is it?			🛛 Cui	rbside		Bus Bay		
A1	Is there a companio	on bus sto	op for the	same route	e, for the	e opposite	\boxtimes	Yes		
0	direction across the	street?						No		
۸1	Other transportatio	n service	es that are	e connected	at this	bus stop (check	all th	nat apply):		
1	Dither Local Bus	Routes	🗌 Regio	onal Bus Ro	ute [🗌 Light Rail		Commuter Rail		
4	□ None		🗌 Othe	r (specify):						
A1 2	Names of transport Rail): CommUl	tation se hith S	huttle	at are conne of Sale	ected (i. M CM	e. RiverLine, Aca unty	den	ny Bus, NJ Transit		
A1 3	Does the cross stre NO	et have l	ous stops	at or near t	he stati	ion? If so, how n	nany	rfeet away is it?		
A1 4	What is the width o	of the bu	ffer betw	een the roa	d and p	edestrian facilit	y? [-15"		

PART B: ACCESSIBILITY FEATURES

	What material	What material is the landing area composed of?									
B1	Concrete	🗆 Asphalt	🗌 Dirt		Grass	🗌 Gravel					
1 2 3 4	Pavers	🗌 Other (specify	/):								
B2	What are the d surface provide	limensions of the lar ed)?	nding pad (if	LIC	_ feet wide by	feet deep					

The man with the

200 mil

B3	Are the landing	pad dimensio	ons sufficient to ac	commodate	pedestrians		Yes	
	waiting, boardin	g/alignting, d	or otherwise at pe	ak nours?			No	
	Where is the lan	iding pad pos	sitioned? – No land	ling pad	_			
B4	Below Street	Level	□ Sidewalk		Should	der	🗆 Bus Bulb	
	Adjacent to C	Curb/Street	Off Roadway	No Sidewalk				
	Issues with land	ing area surfa	ace (check all that	apply):				
B5	No Issues	🗌 Drain In	let or Obstacles	Slopes L	Ip from Stre	et Ru	Jneven Surface	
	Fragmented	ented Slopes Down from Street Other (specify):						
B6	Are there any of	ostacles on th	ne landing pad tha	t would limit	the mobility	Y	'es	
	of a wheelchair:					🗌 No (skip to B8)		
B7	Describe obstru GRASS-Whe	Pass-wheven, notsaid						
B8	Is there existing	s there existing sidewalk adjacent to the bus stop?					lo (skip to B14)	
B9	Is the sidewalk o	s the sidewalk connected to the landing area/pad?					lo landing pad	
B10	What does the s	idewalk conr	nect to?	Pedestrian G	enerator 🛛	Neare	st Intersection	
B11	How wide is the	sidewalk? <	うい					
B12	Describe physics	al barriers th prevent f	at constrict the w	idth of the si Unul	dewalk: N	ine		
	Rank the sidewa	lk condition	(1-3):					
B13	1. Poor – ver pedestrians, incl	y rough with uding those	some cracks, pote with disabilities	entially hazar	dous, not ac	commo	dating for	
	🗌 2. Fair – min	or unevenne:	ss, with few cracks	or breaks				
	🛛 3. Good – No	ot perfect but	not in need of im	mediate repa	air to service	pedest	rians	
	Does the neares	t pedestrian	crossing have facil	ities connect	ing to the	X Yes		
B14	surrounding are	a and points	of interest?		-	🗆 No		
B15	Does the neares	t pedestrian	crossing have ADA	compliant ra	amps?	□ Yes	🛛 No	
B16	Do the ramps ha	e ramps have detectable warning surfaces?			🛛 Yes	🗆 No		
B17	Are there pedes	trian push bu	ttons? (If no, skip	to Part C)		🗌 Yes	🛛 No	
B18	Are the pedestri	an push butt	ons accessible?			🗌 Yes	🗆 No	
B19	Do the pedestria	n push butto	ons work?			□ Yes	□ No	

C1	Is there a bus shelter?			Y	'es		Vo (s	kip to C15)	
62	What are the dimensions of	the interior star	nding area of	the s	helter?				
22	Width:		Depth:						
C3	Does the shelter have a from 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 wheelch	nair maneuver ea	sily into the	shelte	er?		'es	🗆 No	
C6	What are the dimensions of the clear space?		Width:		Height:		Depth:		
C7	Distance from the nearest f	face of the shelt	er to the cur	b (in f	eet):				

	Which direction is the bu	is shelter faci	ing?						
C8	Towards Oncoming T	raffic	Towards the	e Street	Aw	ay fron	n the Str	eet	
	Away from Oncoming	Traffic							
C9	Are there damages to the	e bus shelter	?	□ Ye	es		No (skip	to C11	
C10	Specify any damages to	the shelter:							
	Rank the bus shelter con	dition (1-3):							
	1. Poor – In poor sha including those with disa	pe, potentiall bilities	y hazardous, not	accomm	odating	for peo	destrians	i,	
C11	□ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities								
	3. Good – Not perfection including those with disa	t but not in n bilities	eed of immediat	e repair t	o accom	imodat	e pedest	rians,	
C12	Is adequate lighting prov	ided inside th	ne shelter?		es		No		
C13	Is there advertising on th	e side panel	2		es		No		
C14	Does shelter or advertisi	ng obstruct to	urning-vehicle vi	ews?	☐ Yes		□ No	١.	
C15	Is there seating available	?			es		No (skip	to C22)	
C16	Is the seating inside the s	ating inside the shelter?							
C17	How far is the seating fro	om the curb (in feet)?						
C18	Is the seating a barrier to	sidewalk use	e or bus boarding	g/alighting	g? [] Yes		No	
	What type of seating is a	vailable?							
C19	Freestanding Bench	Bench A	ttached to Shelte	er	🗆 Fol	d Dow	n Bench		
010	Leaning Bench	🗆 Other (s	pecify):						
C20	Describe any issues with	the seating:				×			
	Rank the condition of the	e seating (1-3):						
1. Sugar	🗌 1. Poor – very rough	with heavy si	gns of wear, pote	entially ha	azardous	5	1.55		
C21	2. Fair – Could use a could	leaning and	new paint						
	🗌 3. Good – Not perfect	t but not in n	eed of immediat	e repair to	o attract	t pedes	trians		
Giset	What type of receptacle	is available?							
C22	Attached to Shelter	Free Sta	nding 🛛 🗌 Gar	bage Bag		Bolted t	to the Sid	dewalk	
GL7	None (skip to C25)	🗆 Other (s	pecify):						
C23	Is the trash receptacle a	barrier to side	ewalk use or bus	boarding	/alightir	ng?	🗌 Yes	🗌 No	
C24	Describe any issues with	trash at the	bus stop or the	receptacl	e:				
C25	Describe any other amen None	nities exist at	this bus stop:						
Report	Describe any issues with	the amenitie	es at the bus sto	p:					

Driving Toward 2 Deaths

PART D: TRAFFIC SAFETY

D1 Posted speed limit (in MPH): 35

D2	Average Annual Daily Traffic o	f the roa	dway:	10,925								
D3	Total lanes on both sides of th	e road: 1										
D4	Is there on-street parking on th	e same s	ide of t	he roadway?	☐ Ye	s 🗵] No (s	kip to D6)				
D5	What is the distance from the b	ous stop	pole to	the nearest pa	arking spc	ot?		ft				
	What are the traffic controls at	the near	est inte	ersection or cro	ossing?		Junh	h				
D6	☐ Flashing Lights or Beacon	c contar u	1 Rd	Traffic Signa	al	X Stop	/Yield	Sign				
	Midblock Crosswalk (No traf	fic contr	ols)	Sther (spec	ify): Nond	2		10.0 A. 07 A.A.				
	If there is a signal or beacon at features exist (check all that ap	the near ply)?	est inte	ersection or cro	ossing, wh	at pede	strian-	related				
D7	Fixed Signal Timing with Wa	lk Phase	P	ush Buttons	₩ Pe	destrian	Signal	Heads				
	Audible Warning Signals	a sun a h	N	one-Amin	Lea	ading Pe	Pedestrian Interval					
tink	Other (specify):					Dav	malin (RGh					
D8	Is the nearest pedestrian crossi	ng unma	rked or	faded?		X	Yes No					
D9	Does the nearest pedestrian cro	ossing ha	ve ped	estrian refuge	islands?	□ Y	es	🛛 No				
010	Does the nearest pedestrian cro	ossing ha	ve curb	extensions?		□ Y	Yes 🛛 No					
34-1	What are the potential traffic hazards (check all that apply)?											
D.	Bus Stop at the Crest of a Hi	s Stop Hidden	by Horizo	ontal Cur	ve							
111	Bus Stop Just Before Crossw	alk	🗆 Bu	s Stop Near At	-grade Ra	ilroad C	rossin	Heads n Interval CR GH No No No Bus				
/11	Speeding Traffic		□ Waiting Passengers Hidden from View of Bus									
	No Marked Crosswalk		🗆 Sto	opped Bus Stra	ddles Cro	sswalk						
ALL DATE	1 None							Bus				
D12	Describe any other traffic haza	rds: CROT	sma	of 249								
D13	Is there lighting present?		M.		🛛 Yes		lo (skij	o to D16)				
110-11	What type of lighting is present	?										
D14	Lighting Outside Adjacent Bu	uilding	□She	elter Lighting	🛛 Stree	t Lightin	g	1101010				
199 ·	Pedestrian Lighting (9-12 fee	et high)	🗌 Ot	her (specify):	ACCOSS	street	thear compa					
D15	How far is the lighting from the bus stop?	Dire Dire the bus	ctly at stop	□ 1-10'		-20'	awa	over 20' y				
D16	Are there bicycle lanes?			-	□ Ye	S	N	ю				

Ø





E1	Are there accessible po	olice call boxes at the bu	s stop?			□ Yes	⊠No (skip E2)				
E2	Describe any issues wi	th call boxes:									
E3	Is there a sign indicatin	g the location of the bus	s stop?	X Ye	S	🗌 No (skip to E13)					
E4	Where is the bus stop :	sign installed?									
LT	🛛 Own Pole 🗌 Build	ling 🗌 Utility Pole	She	elter	🗌 Oth	er (specit	fy):				
E5	Is the bus stop sign loc	ated where passengers v	would be	bard?		🛛 Yes	🗆 No				
E6	Is the bottom of the sig	Is the bottom of the sign at least 7 feet above ground level?									
E7	Is the sign at least 2 fee	~	X Yes	🗆 No							
E8	Provider names on the bus stop sign: Cannunity Shuttle of Blemby NSTRAPSIT										
E9	Provide the routes listed: 2468										
E10	Is the signage double-sided for visibility form both directions?										
E11	Are the signs reflectorized or illuminated for night visibility?										
E12	Describe problems wit	h the bus stop signage:	Bent	at a	nguca	ndua	ning back				
512	What type of other info	ormation is posted (chec	k all tha	t apply)?	ny bus	call/text line				
E13	Route	Schedule	🗆 Ma	р		Oth Oth	ner (specify):				
44	Where is the informati	on posted (check all that	apply)?			1.					
E14	Bus Stop Sign Pole	🗌 On its Own Pole	🗆 On	a Build	ling	🗌 On	a Utility Pole				
4215	🗌 On a Shelter	🗆 Inside the Shelter	🗆 Otł	ner (spe	ecify):						
E15	Is the information eye	evel with potential whe	elchair u	sers?		🗌 Yes	No				
E16	Is there a real-time info	ormation display?		nemi er ce		🗌 Yes	No				
E17	Is the information and	signage text ADA compli	ant?			🗌 Yes	No				
E10	Are there methods for	identifying the bus stop	location	and		□ Yes					
E19	accessing information f	or people with visual im	pairmer	its?		🐹 No					

PART F: PHOTOGRAPHS

Photograph the lay following if they ex	yout of the bu xist:	s stop area and nearby traffic	contro	ols. Be sure to include the	
Landing Pad	~	Shelter (Inside and Out)	X	Bench	×
All Poles	1	Information	~	Hazards to Pedestrians	V
Signage	V	Sidewalks	~	Sidewalk Barriers	X
Curb Cuts	Х	Bus Stops Across the Stree	t 🗸	View North/South/East/W	/est 🗸
Traffic Signals	1	Crosswalks	V	Railroad Tracks	X
Trash Cans	X	Newspaper Boxes	×	Any Other Amenities	~

phone + Ceb SC Shattle

Driving Toward Z Deaths





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 🛛 🛛		🛛 Sub	🛛 Suburban		🗆 Rural	
	What are the adjacent land uses (select all that apply)?								
A2	🗆 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	🗌 50-1	00 ft	🗌 100-30	0 ft	🗌 🗌 300-600 ft		🗌 🗆 Over 600 ft	
A6 -	Where is the bus stop located in relation to the intersection?								
	🗌 🗆 Far-side 🛛 🖾 Ne	ear-side	🗌 🗆 Mid-	block 🛛 🗆	Not near	r an Intersectior	ן ו	☐ Highway Bus Bay	
A7	Where is the bus stop area located?								
	🛛 Bus Lane or Bus Bay		🗌 In Travel Lane		🗌 🗆 Pave	☐ Paved Shoulder		Unpaved Shoulder	
	In Right Turn Only Lane Other								
<u> </u>	Distance to nearest driveway (if closer than intersection or crossing):								
70	□ Less than 50 ft	0 50-1	00 ft	🗌 100-30	0 ft	🗆 300-600 ft		🗆 Over 600 ft	
A9	What type of bus stop is it?						Bus Bay		
A10	Is there a companion bus stop for the same route, for the opposite 🛛 🛛 Yes								
	direction across the street?								
A11	Other transportation services that are connected at this bus stop (check all that apply):								
	🗆 Other Local Bus Routes 🛛 🗆 Re			gional 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								
Δ13	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

	What material is the landing area composed of?								
B1	🛛 Concrete	🗆 Asphalt	🗆 Dirt	Grass	Gravel				
	Pavers	□ Other (specify):							
B2	What are the din surface provided however, it is on is no "separate"	nensions of the landing)? Surface is provided e with the sidewalk and landing pad space.	pad (if	_feet wide by	_ feet deep				


Are the landing poording	pad dimensic	ons sufficient to ac	commodate	pedestrians		🛛 Yes	
waiting, boardin	g/alignting, t	or otherwise at pe	ak nours?			🗆 No	
Where is the lan	ding pad pos	itioned?					
□ Below Street	Level	🛛 Sidewalk		🗆 Should	er	🗆 Bus Bulb	
□ Adjacent to C	Curb/Street	🗆 Off Roadway/	'No Sidewalk				
Issues with landing area surface (check all that apply):							
□ No Issues	🗌 Drain In	let or Obstacles	🗆 Slopes L	p from Stree	et 🗆 U	Ineven Surface	
⊠Fragmented	🗆 Slopes D	own from Street	🗆 Other (s	pecify):	I		
Are there any ob	stacles on th	ne landing pad tha	t would limit	the mobility	X Ye	es	
of a wheelchair?						o (skip to B8)	
Describe obstrue	ctions to wh	eelchair mobility o	on the landin	g pad:			
Uneven sidewalk							
Is there existing sidewalk adjacent to the bus stop?					□ No (skip to B14)		
Is the sidewalk connected to the landing area/pad?					□ No		
What does the s	idewalk conr	nect to?	Pedestrian G	enerator 🛛 🗵	☑ Nearest Intersection		
How wide is the	sidewalk? 6	½ ft					
Describe physica	al barriers th	at constrict the w	idth of the si	dewalk:			
Rank the sidewa	lk condition	(1-3):					
🗌 1. Poor – ver	y rough with	some cracks, pote	entially hazar	dous, not ac	commoc	lating for	
pedestrians, incl	uding those	with disabilities					
🛛 2. Fair – mino	or unevenne	ss, with few cracks	or breaks				
□ 3. Good – No	ot perfect but	t not in need of im	mediate repa	air to service	pedestr	ians	
Does the neares	t pedestrian	crossing have facil	ities connect	ing to the	🛛 Yes		
surrounding area	a and points	of interest?		-	🗆 No		
Does the neares	t pedestrian	crossing have ADA	compliant r	amps?	🛛 Yes	🗆 No	
Do the ramps ha	ve detectabl	e warning surface	s?		□ Yes	🖾 No	
Are there pedes	trian push bu	ittons? (If no, skip	B18)		🛛 Yes	🗆 No	
Are the pedestri	an push butt	ons accessible?			🛛 Yes	🗆 No	
Do the pedestria	an push butto	ons work?			🛛 Yes	□ No	
	Are the landing waiting, boardin Where is the lan Below Street Adjacent to O Issues with land No Issues Fragmented Are there any ob of a wheelchair? Describe obstru Uneven sidewall Is there existing Is the sidewalk of What does the sidewal Describe physic? Rank the sidewal Describe physic? Rank the sidewal 1. Poor – ver pedestrians, incl 2. Fair – min 2. Fair – min 3. Good – No Does the neares surrounding are Does the neares Are there pedestria	Are the landing pad dimension waiting, boarding/alighting, or waiting, boarding/alighting, or waiting, boarding/alighting, or waiting, boarding/alighting, or waiting, boarding/alighting, or waiting, boarding/alighting, or waiting pad possion of a struct to Curb/Street □ Adjacent to Curb/Street □ Sues with landing area surfation of a wheelchair? □ Describe obstructions to wheelchair? □ Describe obstructions to wheelchair? □ Street Level □ States on the of a wheelchair? □ Describe obstructions to wheelchair? □ States sidewalk connected to What does the sidewalk connected to What does the sidewalk connected to What does the sidewalk condition □ 1. Poor – very rough with pedestrians, including those of a surrounding area and points □ 2. Fair – minor unevennes □ 3. Good – Not perfect but □ Does the nearest pedestrian surrounding area and points □ Does the nearest pedestrian push but □ Are there pedestrian push but	Are the landing pad dimensions sufficient to activating, boarding/alighting, or otherwise at parality in the parality of the p	Are the landing pad dimensions sufficient to accommodate waiting, boarding/alighting, or otherwise at peak hours? Where is the landing pad positioned? □ Below Street Level Sidewalk □ Adjacent to Curb/Street □ Off Roadway/No Sidewalk Issues with landing area surface (check all that apply): □ □ No Issues □ Drain Inlet or Obstacles □ Slopes U ☑ Fragmented □ Slopes Down from Street □ Other (s Are there any obstacles on the landing pad that would limit of a wheelchair? □ Describe obstructions to wheelchair mobility on the landing uneven sidewalk □ Is there existing sidewalk adjacent to the bus stop? □ Is the sidewalk connected to the landing area/pad? What does the sidewalk? 6 ½ ft Describe physical barriers that constrict the width of the si Rank the sidewalk condition (1-3): □ 1. Poor – very rough with some cracks, potentially hazar pedestrians, including those with disabilities □ ☑ 2. Fair – minor unevenness, with few cracks or breaks □ □ 3. Good – Not perfect but not in need of immediate repare Does the nearest pedestrian crossing have ADA compliant random compliant random compliant random compliant random compliant random compliant random compliant random compliant random compliant random compliant random compliant random compliant random compliant random compliant random compliant random com	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours? Where is the landing pad positioned? Below Street Level Sidewalk Adjacent to Curb/Street Off Roadway/No Sidewalk Issues with landing area surface (check all that apply): No Issues Drain Inlet or Obstacles Fragmented Slopes Down from Street Other (specify): Are there any obstacles on the landing pad that would limit the mobility of a wheelchair? Describe obstructions to wheelchair mobility on the landing pad: Uneven sidewalk Is there existing sidewalk adjacent to the bus stop? Yes What does the sidewalk connect to? Pedestrian Generator How wide is the sidewalk? 6 ½ ft Describe physical barriers that constrict the width of the sidewalk: Rank the sidewalk condition (1-3): 1. Poor – very rough with some cracks, potentially hazardous, not accepted strians, 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 Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest? Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest? Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest? Does the nearest pedestrian crossing have facilities connecting to the surrounding area and points of interest? Do the ramps have detectab	Are the landing pad dimensions sufficient to accommodate pedestrians waiting, boarding/alighting, or otherwise at peak hours? Where is the landing pad positioned? Below Street Level Sidewalk Shoulder Adjacent to Curb/Street Off Roadway/No Sidewalk Issues with landing area surface (check all that apply): No Issues Drain Inlet or Obstacles Slopes Up from Street U % Fragmented Slopes Down from Street Other (specify): Yret there any obstacles on the landing pad that would limit the mobility of a wheelchair? Yret N Describe obstructions to wheelchair mobility on the landing pad: N Yres N Uneven sidewalk Is the sidewalk connect to? Yes N N What does the sidewalk condition (1-3): Is the sidewalk condition (1-3): Socon - very rough with some cracks, potentially hazardous, not accommod pedestrians, including those with disabilities Yes 2. Fair – minor unevenness, with few cracks or breaks Is dood – Not perfect but not in need of immediate repair to service pedestrian crossing have facilities connecting to the surrounding area and points of interest? Yes Does the nearest pedestrian crossing have ADA compliant ramps? Yes Do the ramps have detectable warning surfaces? Yes And on the ramps have detectable warn	

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?			🗆 Y	□ Yes 2			kip to C15)
(2	What are the dimensions of	the interior stand	ling area of	f the s	helter?			
02	Width:	Height:			Depth:			
C3	Does the shelter have a from openings?	er have a front center panel with two					o (:	skip to C5)
C4	What are the dimensions of	the openings?			feet wide	e by		feet tall
C5	Could a person in a wheelchair maneuver easily into the shelter?					🗆 Ye	s	🗆 No
C6	What are the dimensions of space?	the clear	Width:		Height:		Dej	oth:







C7	7 Distance from the nearest face of the shelter to the curb (in feet):					
	Which direction is the bu	s shelter faci	ng?			
C8	Towards Oncoming Tra	affic	□ Towards the St	reet	Away	from the Street
	Away from Oncoming	Traffic				
C9	Are there damages to the	bus shelter	?	🗆 Ye	s	🗆 No (skip to C11)
C10	Specify any damages to t	he shelter:				
	Rank the bus shelter conc	lition (1-3):				
	□ 1. Poor – In poor shap including those with disated and the second states and the second states and the second states are second states and the second states are second states and the second states are secon	e, potentiall pilities	y hazardous, not ac	comm	odating for	pedestrians,
C11	2. Fair – Could be bett with disabilities	er maintaine	ed, but can accomm	odate	pedestriar	ns, including those
	3. Good – Not perfect including those with disal	but not in n pilities	eed of immediate re	epair t	o accommo	odate pedestrians,
C12	Is adequate lighting provided inside the shelter?			🗆 Ye	es	🗆 No
C13	Is there advertising on the	on the side panel?			es	🗆 No
C14	Does shelter or advertising obstruct turning-vehicle views?TesNo					
C15	Is there seating available?				es	oxtimesNo (skip to C22)
C16	Is the seating inside the s	helter?			es	🗆 No
C17	How far is the seating fro	m the curb (i	in feet)?			
C18	Is the seating a barrier to	sidewalk use	e or bus boarding/a	lightin	g? 🛛 🏳 Y	es 🗆 No
	What type of seating is av	vailable?				
C19	Freestanding Bench	Bench At	ttached to Shelter		🗌 🗆 Fold 🛛	Down Bench
	Leaning Bench	Other (split)	oecify):			
C20	Describe any issues with	the seating:				
	Rank the condition of the	seating (1-3):			
	1. Poor – very rough v	vith heavy si	gns of wear, potent	ially ha	azardous	
C21	2. Fair – Could use a c	leaning and	new paint			
	□ 3. Good – Not perfect	but not in n	eed of immediate re	epair t	o attract pe	edestrians
	What type of receptacle i	s available?				
C22	Attached to Shelter	Free Star	nding 🛛 🗆 Garbag	ge Bag		ted to the Sidewalk
	None (skip to C25)	Other (s	pecify):			
C23	Is the trash receptacle a b	arrier to sid	ewalk use or bus bo	arding	/alighting?	Yes No
C24	Describe any issues with	trash at the	bus stop or the rec	eptacl	e:	
C25	Describe any other amen	ities exist at	this bus stop: Non	е		
C26	Describe any issues with	the amenition	es 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					Total lanes on both sides of the road: 4						
D4	Is there on-street parking on the same s	ide o	f the roadway?	🗌 🗆 Ye	S	🖾 No (s	kip to D6)					
D5	What is the distance from the bus stop	oole t	o the nearest pa	rking spo	ot?		_ft					
	What are the traffic controls at the near	est ir	itersection or cro	ossing?								
D6	Flashing Lights or Beacon		🛛 Traffic Signa	I 🛛 Stop/Yield Sign								
	Midblock Crosswalk (No traffic contro	ols)	🗆 Other (speci	fy):								
	If there is a signal or beacon at the near features exist (check all that apply)?	est in	tersection or cro	ssing, wl	nat pe	edestrian-	related					
	☐ Fixed Signal Timing with Walk Phase		Push Buttons	🛛 🖾 Pe	destr	ian Signal	Heads					
D7		On	ly on the bus									
				Dedeatrie								
			None		ading	Pedestria	n interval					
	Other (specify):	rliad	or fodod2									
08												
D9	Does the nearest pedestrian crossing have pedestrian refuge islands?						⊠ NO					
D10	0 Does the nearest pedestrian crossing have curb extensions? \Box Yes \boxtimes No						⊠ No					
	What are the potential traffic hazards (c	heck	all that apply)?									
	□ Bus Stop at the Crest of a Hill	Li Bus Stop Hidden by Horizontal Curve										
D11	Bus Stop Just Before Crosswalk	□ Bus Stop Near At-grade Railroad Crossing										
	Speeding Traffic		U Waiting Passengers Hidden from View of Bus									
	No Marked Crosswalk	Stopped Bus Straddles Crosswalk										
	□ None											
D12	Describe any other traffic hazards: Non	е										
D13	Is there lighting present?			\boxtimes Yes		🗆 No (skij	o to D16)					
	What type of lighting is present?											
D14	☐ Lighting Outside Adjacent Building		helter Lighting	⊠ Stree	et Ligi	nting						
	Pedestrian Lighting (9-12 feet high)		Other (specify):									
D15	How far is the lighting fromDirethe bus stop?the bus	ctly a s stop	t 🗌 1-10'		1-20'	⊠ C awa	ver 20' y					
D16	Are there bicycle lanes?			□ Y	es	⊠ N	0					
D17	Describe any traffic calming measures (etc.): None	narro	ow lanes, buffers	s, rumble	e strip	s, speed l	oumps,					





PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible po	lice call boxes at the bus	stop?			🗆 Yes	⊠No (skip E2)	
E2	Describe any issues wi	th call boxes:						
E3	Is there a sign indicatin	g the location of the bus	stop?	🛛 Ye	5	🗆 No (s	skip to E13)	
	Where is the bus stop s	sign installed?						
E4	Own Pole Build	ling 🗌 Utility Pole	🗆 She	elter	⊠ Oth Pole	er (specif	y): Traffic Light	
E5	Is the bus stop sign loca	ated where passengers w	vould bo	oard?		🛛 Yes	□ No	
E6	Is the bottom of the sig	n at least 7 feet above g	round le	evel?		🛛 Yes	□ No	
E7	Is the sign at least 2 fee	et away from the curb?				🛛 Yes	□ No	
E8	8 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?							
E11	Are the signs reflectorize	zed or illuminated for nig	ght visib	ility?		oxtimes Yes	🗆 No	
E12	Describe problems wit	h the bus stop signage:						
E12	What type of other info	ormation is posted (chec	k all tha	t apply)	?			
E12	🖾 Route	□ Schedule	🗆 Ma	р		🗌 🗆 Otł	ner (specify):	
	Where is the information	on posted (check all that	apply)?			·		
E14	□ Bus Stop Sign Pole	🗆 On its Own Pole	🗆 On	a Build	ing	🗆 On	a Utility Pole	
	\Box On a Shelter	\Box Inside the Shelter	🛛 Oth	ner (spe	cify): Tra	affic Light	: Pole	
E15	Is the information eye l	evel with potential whee	elchair u	isers?		🗆 Yes	🖾 No	
E16	Is there a real-time info	ormation display?				🗆 Yes	🖾 No	
E17	Is the information and	signage text ADA compli	ant?			🗆 Yes	🖾 No	
E10	Are there methods for	identifying the bus stop	location	and		🗆 Yes		
	accessing information f	or people with visual im	pairmer	nts?		🛛 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	CHECKL	IST
-----	------	--------	-----

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:		🛛 Urba	n	🗆 Sub	urban	🗆 Rural		
	What are the adjac	ent land	uses (sele	ct all that a	oply)?				
^2	Agricultural	🛛 Com	mercial	🗆 Resider	ntial	Recreation	al		
AZ								Transportation	
	🗆 Other:								
Δ3	Street Name:								
	W 2 nd St								
A4	A Nearest Cross Street or Landmark/Address:								
	Park Ave								
A5	Distance (feet) to n	earest in	tersection	n or crossing	g (bus sto	op pole to cross	stre	et curb):	
	Less than 50 ft	🗌 50-1	00 ft	🗌 100-30	0 ft	│		│	
A6	Where is the bus stop located in relation to the intersection?								
	🗌 🗆 Far-side 🛛 🖾 Ne	ear-side	│	block 🗆	Not neai	r an Intersectior	1 L	☐Highway Bus Bay	
	Where is the bus st	op area l	ocated?				_		
A7	Bus Lane or Bus	Вау	🛛 🖾 In Tra	avel Lane	🗌 🗆 Pave	Paved Shoulder		Unpaved Shoulder	
	🛛 In Right Turn On	ly Lane	🗌 🗆 Othe	r			_		
A8	Distance to nearest	drivewa	y (if close	r than inter	section c	or crossing):			
	Less than 50 ft	🗌 50-1	00 ft	🗌 100-30	0 ft	🗌 300-600 ft		🗌 Over 600 ft	
A9	What type of bus st	top is it?			🛛 Curl	oside		Bus Bay	
A10	Is there a companio	on bus sto	op for the	same route	e, for the	opposite		Yes	
	direction across the	e street?					\boxtimes	No	
	Other transportation	on service	es that are	e connected	at this b	us stop (check a	all th	nat apply):	
A11	Other Local Bus	Routes	🗌 🗆 Regio	onal Bus Rou	ute 🗌 🗆] Light Rail	\boxtimes	Commuter Rail	
	🗆 None		🗌 🗆 Othe	r (specify):					
	Names of transpor	tation se	rvices tha	at are conne	cted (i.e	. RiverLine, Aca	den	ny Bus, NJ Transit	
A12	Rail):								
	NJ Transit Rail					<i>a</i>			
A13	Does the cross stre	et have b	ous stops	at or near t	ne statio	on? If so, how m	nany	/ feet away is it?	
	Ji CO		ffan hatur		al a mal ::: :	adaatulan fa -!!!t		1/0	
A14	vvnat is the width o	στ της bu	tter betw	een the roa	a and pe	edestrian facilit	y≮ I∖	I/A	

PART B: ACCESSIBILITY FEATURES

	What material is the landing area composed of?								
B1	🛛 Concrete	🗆 Asphalt	AsphaltDirtGrassGravel						
	Pavers	□ Other (specify):	·	-					
	What are the dimensions of the landing pad (if								
B2	surface provided)? Surface is provided		_ feet wide by	feet deep				
02	however, it is on	e with the sidewalk and	l there						
	is no separate	landing pad space.							



B3	Are the landing	bad dimensio	ons sufficient to ac	commodate	pedestrians	5		Yes
	waiting, boardin	g/alignting, c	or otherwise at pe	ak nours?				No
	Where is the lan	ding pad pos	itioned?					
B4	🗆 Below Street	Level	oxtimes Sidewalk		🗆 Shou	lder		Bus Bulb
	🗆 Adjacent to C	urb/Street	🗆 Off Roadway/	'No Sidewalk				
	Issues with landi	ng area surfa	ace (check all that	apply):				
B5	🛛 No Issues	🗆 Drain Inl	let or Obstacles	et or Obstacles 🛛 🗆 Slopes Up from Stre			Uneve	en Surface
	□Fragmented	🗆 Slopes D	own from Street	🗆 Other (s	pecify):			
	Are there any ob	stacles on th	ne landing pad tha	t would limit	the mobilit	:у 🗆	Yes	
86	of a wheelchair?					\boxtimes	No (sk	ip to B8)
B7	B7 Describe obstructions to wheelchair mobility on the landing pad:							
B8	Is there existing sidewalk adjacent to the bus stop? ⊠ Yes □ No H						No (sk	ip to B14)
B9	Is the sidewalk connected to the landing area/pad?						🗆 No	
B10	What does the sidewalk connect to?				🛛 Near	est Int	ersection	
B11	How wide is the	sidewalk? 13	3 ft					
B12	Describe physica	al barriers th	at constrict the w	idth of the si	dewalk: No	one		
	Rank the sidewa	lk condition	(1-3):					
	🗌 1. Poor – ver	y rough with	some cracks, pote	entially hazar	dous, not a	ccommo	odatin	g for
B13	pedestrians, incl	uding those	with disabilities					
	🛛 2. Fair – mine	or unevennes	ss, with few cracks	s or breaks				
	🗌 3. Good – No	ot perfect but	not in need of im	mediate repa	air to servic	e pedes	trians	
D14	Does the neares	t pedestrian	crossing have facil	lities connect	ing to the	🛛 🖾 Yes	5	
D14	surrounding area	a and points	of interest?			🗆 No		
B15	Does the neares	t pedestrian	crossing have ADA	compliant r	amps?	🛛 Yes	S	🗆 No
B16	Do the ramps ha	ve detectabl	e warning surface	s?		🛛 Yes	5	🗆 No
B17	Are there pedes	trian push bu	ittons? (If no, skip	B18)		🗌 🗆 Yes	5	🛛 No
B18	Are the pedestri	an push butt	ons accessible?			☐ Yes	5	🗆 No
	Are the pedestrian push buttons accessible?							

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?			Υ 🗆	'es	🛛 No	(s	kip to C15)
<u></u>	What are the dimensions of	the interior stand	ling area of	the s	helter?			
02	Width:	Height:			Depth:			
C3	Does the shelter have a from openings?	t center panel wit	th two		□ Yes		o (s	skip to C5)
C4	What are the dimensions of	the openings?			feet wide	e by		feet tall
C5	Could a person in a wheelcha	air maneuver eas	ily into the	shelte	er?	□ Ye	s	🗆 No
C6	What are the dimensions of space?	the clear	Width:		Height:	[Dep	oth:







C7	Distance from the neares	st face of the	shelter to the curl	o (in fe	et):		
	Which direction is the bu	s shelter faci	ng?				
C8	Towards Oncoming Tr	affic	Towards the St	treet	🗆 Away	from the Str	eet
	Away from Oncoming	Traffic					
C9	Are there damages to the	e bus shelter	?	🗆 Ye	s	🗆 No (skip	to C11)
C10	Specify any damages to t	he shelter:					
	Rank the bus shelter cond	dition (1-3):					
	1. Poor – In poor shap including those with disa	e, potentiall pilities	y hazardous, not ac	comm	odating for	r pedestrians	ŝ,
C11	 2. Fair – Could be bet with disabilities 	ter maintaine	ed, but can accomm	nodate	pedestriar	ns, including	those
	□ 3. Good – Not perfect including those with disa	but not in n pilities	eed of immediate r	epair to	o accommo	odate pedes	trians,
C12	Is adequate lighting provi	ded inside tł	ne shelter?	🗆 Ye	es	🗆 No	
C13	Is there advertising on th	e side panel?)	□ Ye	es	🗆 No	
C14	Does shelter or advertisir	ng obstruct ti	urning-vehicle view	s?	🗆 Yes	🗆 No	>
C15	Is there seating available	?		X Ye	es	🗆 No (skip	to C22)
C16	Is the seating inside the s	helter?		□ Ye	es	🖾 No	
C17	How far is the seating fro	m the curb (in feet)? <mark>12 ft</mark>				
C18	Is the seating a barrier to	sidewalk use	e or bus boarding/a	lighting	g? 🗌 Y	'es 🛛 🖾	No
	What type of seating is a	vailable?					
C19	Freestanding Bench	Bench A	ttached to Shelter		🗌 🗆 Fold 🛛	Down Bench	
	🛛 Leaning Bench	🗌 Other (s	pecify):				
C20	Describe any issues with	the seating:	None				
	Rank the condition of the	seating (1-3):				
	🛛 1. Poor – very rough v	vith heavy si	gns of wear, potent	ially ha	azardous		
C21	🛛 2. Fair – Could use a c	leaning and	new paint				
	🛛 3. Good – Not perfect	but not in n	eed of immediate r	epair to	o attract pe	edestrians	
	What type of receptacle	s available?					
C22	□ Attached to Shelter	Free Sta	nding 🛛 🗆 Garba	ge Bag	⊠ Bol	ted to the Si	dewalk
	□ None (skip to C25)	🗆 Other (s	pecify):				
C23	Is the trash receptacle a l	parrier to sid	ewalk use or bus bo	parding	/alighting?	Yes	🛛 No
C24	Describe any issues with Minor graffiti	trash at the	bus stop or the rec	eptacl	e:		
C25	Describe any other amer	nities exist at	this bus stop: Non	е			
C26	Describe any issues with	the ameniti	es at the bus stop:	N/A			





PART D: TRAFFIC SAFETY

D1	Posted speed limit (in MPH): 25								
D2	Average Annual Daily Traffic of the roa	Idway	' :						
D3	Total lanes on both sides of the road: 2	2-3							
D4	Is there on-street parking on the same	side o	f the roadway?		\Box Yes	. [oxtimes No (sł	kip to D6)	
D5	What is the distance from the bus stop	pole t	to the nearest p	arki	ng spo	t?		_ft	
	What are the traffic controls at the nea	rest ir	ntersection or c	ross	ing?				
D6	□ Flashing Lights or Beacon		🛛 Traffic Sigr	nal		Stop/Yield Sign			
	Midblock Crosswalk (No traffic contr	ols)	🗆 Other (spe	cify)):				
	If there is a signal or beacon at the nea features exist (check all that apply)?	rest in	tersection or cr	ossi	ing, wh	at ped	estrian-r	elated	
D7	⊠ 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 unma	arked	or faded?				Yes	□ No	
D9	Does the nearest pedestrian crossing h	ave pe	edestrian refuge	e isla	ands?		Yes	⊠ No	
D10	Does the nearest pedestrian crossing h	ave cu	irb extensions?				Yes	🖾 No	
	What are the potential traffic hazards (check	all that apply)?			1			
	\Box Bus Stop at the Crest of a Hill		Bus Stop Hidder	dden by Horizontal Curve					
D11	⊠ 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: Nor	ne							
D13	Is there lighting present?				🛛 Yes		No (skip	o to D16)	
	What type of lighting is present?								
D14	□ Lighting Outside Adjacent Building	□S	helter Lighting	\triangleright	Stree	t Light	ing		
	\Box Pedestrian Lighting (9-12 feet high)		Other (specify):						
D15	How far is the lighting from	ectly a	nt 🗌 1-10'		🗆 11	-20'	⊠ 0	ver 20'	
	the bus stop? the bu	s stop					away	/	
D16	Are there bicycle lanes?				∐ Ye	es .		0	
D17	Describe any traffic calming measures etc.): None	(narro	ow lanes, buffe	rs, r	umble	strips,	speed b	oumps,	





PART E: INFORMATION AND COMMUNICATION

E1	Are there accessible po	lice call boxes at the bus	stop?			□ Yes	⊠No (skip E2)
E2	Describe any issues wi	th call boxes:					
E3	Is there a sign indicatin	g the location of the bus	stop?	🛛 Ye	5	🗆 No (s	skip to E13)
EA	Where is the bus stop s	sign installed?					
C4	🛛 Own Pole 🛛 🗆 Build	ling 🛛 Utility Pole	🗆 She	lter	🗆 Oth	er (specif	y):
E5	Is the bus stop sign loca	ated where passengers v	vould bo	ard?		🛛 Yes	🗆 No
E6	Is the bottom of the sig	gn at least 7 feet above g	round le	evel?		🛛 Yes	🗆 No
E7	Is the sign at least 2 fee	et away from the curb?				🛛 Yes	🗆 No
E8	Provider names on the NJ Transit	bus stop sign:					
E9	Provide the routes liste	ed: 59, 113					
E10	Is the signage double-sided for visibility form both directions?				🖾 No		
E11	Are the signs reflectorize	zed or illuminated for nig	ght visib	ility?		🛛 Yes	🗆 No
E12	Describe problems wit	h the bus stop signage:	None				
E12	What type of other info	ormation is posted (chec	k all tha	t apply)	?		
E12	🛛 Route	□ Schedule	🗆 Ma	р		🗌 🗆 Otł	ner (specify):
	Where is the information	on posted (check all that	apply)?			·	
E14	🛛 Bus Stop Sign Pole	🗆 On its Own Pole	🗆 On	a Build	ing	🗌 🗆 On	a Utility Pole
	🗆 On a Shelter	□ Inside the Shelter	🗆 Otł	ner (spe	cify):		
E15	Is the information eye l	evel with potential whee	elchair u	sers?		🗆 Yes	🖾 No
E16	Is there a real-time info	ormation display?				🗆 Yes	🖾 No
E17	Is the information and	signage text ADA compli	ant?			🗆 Yes	🖾 No
E10	Are there methods for	identifying the bus stop	location	and		🗆 Yes	
C19	accessing information f	or people with visual im	pairmer	its?		🛛 No	

PART F: PHOTOGRAPHS

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

10	~ .	2 20	2
	2 8	-	
	'n		

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:		🗆 Urba	in	🛛 Su	iburban		Rural
1633	What are the adjac	ent land	uses (sele	ect all that a	pply)?			
A2	□ Agricultural	🛛 Com	mercial	🗆 Reside	ntial	Recreation	al	□ Transportation
	Other:							
A3	Street Name: US 1	30 (Burlir	igton Pike	e)				
A4	Nearest Cross Stre	et or Lan	dmark/A	ddress: Cha	rleston	Rd/Cooper St		
AE	Distance (feet) to n	learest in	tersectio	n or crossin	g (bus s	stop pole to cross	stre	eet curb):
AS	🛛 Less than 50 ft	50-1	00 ft	100-30	00 ft	🗌 🗆 300-600 ft		🗆 Over 600 ft
A6	Where is the bus st	top locate	ed in relat	tion to the i	ntersec	ction?		and the second second
10	🗌 Far-side 🛛 🕅 N	ear-side	🗌 🗆 Mid-	block	Not ne	ar an Intersection	n	🗆 Highway Bus Bay
	Where is the bus st	top area l	ocated?				-	
A7	Bus Lane or Bus	Bay	🗌 In Tr	avel Lane	🖾 Pa	wed Shoulder		Unpaved Shoulder
	🗌 In Right Turn Or	nly Lane	🗌 Othe	er				
A8	Distance to neares	t drivewa	y (if close	er than inter	section	or crossing): N/A	7	
	Less than 50 ft	<u> ∐ 50-1</u>	00 ft	100-30	0 ft	∐ 300-600 ft		Over 600 ft
A9	what type of bus s	top is it?	6 11			irbside		Bus Bay
A10	is there a companie	on bus st	op for the	e same rout	e, for th	ne opposite		Yes
	Other transmostati	estreetr				hus stop (shash		NO
411	Other transportation	Doutoo	s that an	e connected	at this	bus stop (check		Commuter Pail
AII		Routes		onal bus Ro	ute			Commuter Kan
		tation co	rvices th	at are conn	acted (i e Riverline Ac	ador	my Bus NI Transit
Δ12	Rail): NITransit (40	(alloi) se	I VICES CITA		ecteu (i.e. Aver Line, Ac	auci	ny bus, ny mansie
MIL		51	.*				1	
A13	Does the cross stre	et have	ous stops	at or near	the sta	tion? If so, how r	nany	y feet away is it?
A14	What is the width	of the bu	ffer betw	veen the roa	ad and	pedestrian facilit	y?	None

PART B: ACCESSIBILITY FEATURES

	What material is the landing area composed of?									
B1	S Concrete	Asphalt	🗆 Dirt		Grass	Gravel				
1	Pavers	Other (specify	<i>ı</i>):							
B2	What are the d surface provide	imensions of the lar ed)?	nding pad (if	11.811	_feet wide by <u>[</u>	1 feet deep				

								- I	
-	Are the landing	oad dimensio	ons sufficient to a	ccommodate	pedestrian	S	X Ye	es	
B3	waiting, boardin	g/alighting, o	or otherwise at pe	eak hours?				0	
	Where is the lan	ding pad pos	itioned?						
B4	Below Street	Level	□ Sidewalk		🗆 Šhou	lder	Bu	us Bulb	
	Adjacent to C	urb/Street	□ Off Roadway	/No Sidewalk					
	Issues with landi	ng area surfa	ce (check all that	t apply):	1.1				
B5	□ No Issues	Drain In	et or Obstacles	🗆 Slopes l	s Up from Street Uneven Surfa				
	Fragmented Slopes Down from Street Other (specify):								
DC	Are there any ob	stacles on th	e landing pad that	at would limit	the mobili	ty [X Yes		
DO	of a wheelchair?			Γ	🗌 No (skip	to B8)			
B7	Describe obstrue Not Accessib	ctions to who	eelchair mobility	on the landin	ng pad: No tw <i>sl gn</i>	conne 1+54	ction to sid	dewalk Forces	
B8	Is there existing	Is there existing sidewalk adjacent to the bus stop?						to B14)	
B9	Is the sidewalk c	onnected to	the landing area/	/pad?	🗆 Yes		🛛 No		
B10	What does the s	idewalk conr	nect to?	Pedestrian G	enerator	□ Ne	arest Inter	section	
B11	How wide is the	sidewalk?	NO SIder	Jall					
B12	Describe physica Shelter	al barriers th	at constrict the v	vidth of the s	idewalk:	ne			
	Rank the sidewa	lk condition	(1-3): N/A	1		r			
B13	□ 1. Poor – ver pedestrians, incl	y rough with uding those	some cracks, pot with disabilities	entially hazaı	rdous, not a	accom	modating f	for	
015	🗌 2. Fair – mind	or unevenne	ss, with few crack	s or breaks					
	□ 3. Good – No	ot perfect but	not in need of in	nmediate rep	air to servio	ce ped	estrians		
B14	Does the neares	t pedestrian	crossing have fac	ilities connec	ting to the		/es		
D14	surrounding area	a and points	of interest?			X	No		
B15	Does the neares	t pedestrian	crossing have AD	A compliant r	amps?	□ Y	es l	🛛 No	
B16	Do the ramps ha	ve detectabl	e warning surface	es?			es [🛛 No	
B17	Are there pedes	trian push bu	ittons? (If no, skip	o B18)		X	es [🗆 No	
B18	Are the pedestri	an push butt	ons accessible?				les [🛛 No	
B19	Do the pedestria	n push butto	ons work?				les [🗆 No	

PART C: BUS STOP AMENITIES

C1	Is there a bus shelter?	40		Yes	🗆 No (s	kip to C15)	
C 2	What are the dimensions o	f the interior standing area	of the s	the shelter? 5' [w] beach			
12	Width: 9'6"	Height: 714"		Depth: 31	2" (e	exclude	
C3	Does the shelter have a fro openings?	nt center panel with two		☐ Yes	🖾 No (skip to C5)	
C4	What are the dimensions o	f the openings?		feet wid	e by	feet tall	
C5	Could a person in a wheeld	nair maneuver easily into t	he shelt	er?	🗆 Yes	🖾 No	

C6	What are the dimensions space?	of the clear	Width:		Heigh	nt:	De	pth:	
C7	Distance from the neare	st face of the shelte	r to the curk) (in f	eet):	41	811		
	Which direction is the bu	s shelter facing?		-	-				_
C8	Towards Oncoming Tr	affic 🛛 🖾 To	wards the St	reet		way fro	m the	Stree	t
	Away from Oncoming	Traffic		1			2 Constant		
C9	Are there damages to the	e bus shelter?			'es		No (skip to	C11)
210	Specify any damages to Direty windows, to	the shelter: pe on windo	ins						
	Rank the bus shelter con	dition (1-3):							
	□ 1. Poor – In poor shap including those with disa	oe, potentially hazar bilities	dous, not ac	comr	nodatii	ng for pe	destr	ians,	
C11	2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities								
	☑ 3. Good – Not perfect including those with disa	t but not in need of i bilities	mmediate r	epair	to acco	ommoda	te pe	destria	ans,
212	Is adequate lighting provided inside the shelter?				🗆 Yes			No	
13	Is there advertising on th	e side panel?		☐ Yes			🛛 No (skip C14)		14)
.4	Does shelter or advertisi	ng obstruct turning-v	vehicle view:	s?		es		No	
5	Is there seating available	?			Yes		No (s	skip to	C22)
6	Is the seating inside the s	helter?		Ø	Yes] No		
7	How far is the seating fro	om the curb (in feet)	? 71	10	11				-4
18	Is the seating a barrier to	sidewalk use or bus	boarding/a	lighti	ng?	🗆 Yes			NHA
	What type of seating is a	vailable?							
19	Freestanding Bench	🖗 Bench Attached	l to Shelter			old Dov	vn Bei	nch	
	Leaning Bench	Other (specify):							
20	Describe any issues with NG back kxc Bank the condition of the	the seating: 475 Juliu Wal	i), part	Tro	15				
	1 Poor - very rough	with heavy signs of v	vear, potent	ially I	hazardo	ous			
21	□ 2. Fair – Could use a d	cleaning and new pa	int						
	3. Good – Not perfect	t but not in need of i	immediate r	epair	to attr	act pede	striar	15	
2	What type of receptacle	is available?			CO. Y BANK				
22	Attached to Shelter	⊠ Free Standing	Garba	ge Ba	g	Bolted	to th	e Side	walk
	□ None (skip to C25)	Other (specify):							
3	Is the trash receptacle a	barrier to sidewalk u	ise or bus bo	ardin	ng/aligh	nting?		es [🛛 No
24	Describe any issues with	trash at the bus sto	op or the rec	epta	cle:	the	20 h	nl	
225	Describe any other ame	nities exist at this bu	us stop:	1.4.4	2	ins l			
25	None		14						
26	Describe any issues with	the amenities at th	e bus stop:						
		and the second second							



Driving Toward

D1	Posted speed limit (in MPH): 50				-	-				
D2	Average Annual Daily Traffic of th	ne road	way: 3	7599			8. 10	1		
D3	Total lanes on both sides of the re	oad: 3								
D4	Is there on-street parking on the s	ame si	de of th	ne roadway?	☐ Yes		🛛 No	(skip to D6)		
D5	What is the distance from the bus	stop p	ole to t	he nearest pa	rking spo	t?	2	ft		
	What are the traffic controls at the	e neare	est inte	rsection or cro	ossing?					
D6	□ Flashing Lights or Beacon		D	Traffic Signa	1	S	top/Yie	ld Sign		
	☐ Midblock Crosswalk (No traffic	contro	ls) [Other (speci	ify):					
	If there is a signal or beacon at the features exist (check all that apply	e neare /)?	st inter	rsection or cro	ossing, wh	at pe	destria	n-related		
D7	□ Fixed Signal Timing with Walk F	Phase	🛛 Pu	sh Buttons	🕅 Pec	lestri	an Signa	al Heads		
	□ Audible Warning Signals □ None □ Leading Pedestrian Int							ian Interval		
	□ Other (specify):		0							
D8	Is the nearest pedestrian crossing	unmar	ked or	faded?		D	🛛 Yes	🗆 No		
D9	Does the nearest pedestrian cross	ing hav	ve pede	estrian refuge	islands?] Yes	🖾 No		
D10	Does the nearest pedestrian cross	sing hav	/e curb	extensions?] Yes	🖾 No		
	What are the potential traffic haza	ards (ch	neck all	that apply)?						
	□ Bus Stop at the Crest of a Hill		🗆 Bus	Stop Hidden	by Horizo	ntal (Curve			
D11	Bus Stop Just Before Crosswalk	🗆 Bus	Stop Near At	-grade Ra	ilroad	d Crossi	ng			
DII	Speeding Traffic		🗆 Wa	iting Passenge	ers Hiddei	n fron	n View	of Bus		
	No Marked Crosswalk		Sto	pped Bus Stra	ddles Cro	dles Crosswalk				
	□ None									
D12	Describe any other traffic hazards	s: na.	Ra	d noise +	t vehr h tkat	ter	exhau MAC	14th		
D13	Is there lighting present?		1	. 0 .	🖉 Yes	×	🗐 No (sl	kip to D16)		
	What type of lighting is present?	14						and the state of		
D14	Lighting Outside Adjacent Build	ling	Street Lighting							
	Pedestrian Lighting (9-12 feet h	nigh)	Oth	ner (specify):						
D15	How far is the lighting from the bus stop?[Direc	tly at stop	□ 1-10′		-20'	aw	Over 20' ay		
D16	Are there bicycle lanes?				□ Ye	s		No		
D17	Describe any traffic calming meas etc.):	sures (r	narrow	lanes, buffers	s, rumble	strip	s, speed	d bumps,		

Kind of scarry to be around the shelter. the trucks are so close and messive. Its so long

Q: Can form addrum comfort? Why doing just 53/NB/EB/WB when go for avel??

Bether Ar Switter h Face away Ho Bland.

PART E: INFORMATION AND COMMUNICATION

Driving Toward 2 Deaths

E1	Are there accessible po	lice call boxes at the bu	s stop?			🗆 Yes	⊠No (skip E2)		
E2	Describe any issues wi	th call boxes:			-	^			
E3	Is there a sign indicatin	g the location of the bus	s stop?	🛛 Ye	S	🗆 No (:	skip to E13)		
EA	Where is the bus stop s	sign installed?					3		
L4	🖾 Own Pole 🛛 🗆 Build	ing 🛛 Utility Pole	She	elter	🗆 Oth	ther (specify):			
E5	Is the bus stop sign loca	ated where passengers v	would be	oard?		🛛 Yes	🗆 No		
E6	Is the bottom of the sig		🖾 Yes	🗆 No					
E7	Is the sign at least 2 fee	215"	🕅 Yes	🗆 No					
E8	Provider names on the	bus stop sign: Nor	eans.	1+					
E9	Provide the routes listed: 400								
E10	Is the signage double-s	ided for visibility form b	oth dire	ctions?		🗆 Yes	🗹 No		
E11	Are the signs reflectori	zed or illuminated for ni	ght visib	ility?		🖄 Yes	🗆 No		
E12	Describe problems wit	h the bus stop signage:							
F12	What type of other info	ormation is posted (chec	k all tha	t apply)? 👔	ny bus	tex+/ohne li		
E13	🖄 Route	🗆 Schedule	🗆 Ma	ар		💆 Ot	her (specify):		
-	Where is the information	on posted (check all that	t apply)	?					
E14	🕺 Bus Stop Sign Pole	🗆 On its Own Pole	🗆 On	a Build	ling	🗆 On	a Utility Pole		
	🗆 On a Shelter	Inside the Shelter	🗆 Ot	her (sp	ecify):				
E15	Is the information eye	level with potential whe	elchair u	users?		🗆 Yes	No No		
E16	Is there a real-time info		🗆 Yes	🖾 No					
E17	Is the information and	signage text ADA compl	iant?			🗆 Yes	No No		
F40	Are there methods for	identifying the bus stop	location	and		🗆 Yes			
E18	accessing information f	accessing information for people with visual impairments?							

PART F: PHOTOGRAPHS

Photograph the layout of following if they exist:	the bus stop area and nearby traffic con	trols. Be sure to include the
Landing Pad 🗸	Shelter (Inside and Out)	Bench 🖌
All Poles 🧹	Information 🦯	Hazards to Pedestrians
Signage V	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: 43.61	Direction: Northbound	Jurisdiction: NJDOT	County: Burlington	Latitude/Longitude:	Weather:
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Driving Toward Z Deaths

1	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:		🗌 Urbar	n	🖾 Subu	ırban	🗆 Ru	ral	
		What are the adjacer	nt land	uses (sele	ct all that a	pply)?				
	A2	□ Agricultural [🛛 Com	mercial	🗆 Resider	ntial	Recreation	al 🗌 🗆	Transportation	
		Other:								
	A3	Street Name: US 130	(Burlir	ngton Pike)					
	A4	Nearest Cross Street	or Lan	dmark/Ad	ldress: Woo	odlane Ro	l/Levitt Pkwy			
		Distance (feet) to nea	arest in	tersection	or crossing	g (bus sto	p pole to cross	street	curb):	
	A5	Less than 50 ft	50-1	.00 ft	□ 100-30	0 ft	🗆 300-600 ft		Over 600 ft	
		Where is the bus stop	here is the bus stop located in relation to the intersection?							
	A6	🗆 Far-side 🛛 Nea	r-side	🗆 Mid-k	olock 🛛	Not near	an Intersection	H	ighway Bus Bay	
		Where is the bus stop	o area l	ocated?			and the second second			
	A7	Bus Lane or Bus Ba	ау	🗆 In Tra	vel Lane	🛛 🖾 Pave	ed Shoulder	🗆 Un	paved Shoulder	
	a al	🗆 In Right Turn Only	Lane	🗆 Other	r					
	10	Distance to nearest d	rivewa	y (if closer	r than inter	section o	r crossing): N/A			
	Að	□ Less than 50 ft	50-1	.00 ft	□ 100-30	0 ft	🗆 300-600 ft		Over 600 ft	
all with son	A9	What type of bus sto	p is it?			🛛 Curb	oside	🗆 Bu	s Bay	
SNO MAN	410	Is there a companion	bus st	op for the	same route	e, for the	opposite	X Yes	S	
1 12 malle	VAID	direction across the s	treet?					🗆 No		
no pro	188	Other transportation	service	es that are	connected	l at this b	us stop (check a	all that	apply):	
U" 11	A11	Other Local Bus Re	outes	🗆 Regio	onal Bus Ro	ute 🗌	Light Rail	Co	mmuter Rail	
white an	• /	🖾 None		Other	r (specify):					
NW PM	A12	Names of transporta Rail): North	tion se	ervices tha	t are conne	ected (i.e	. RiverLine, Aca	demy	Bus, NJ Transit	
N24" "	A13	Does the cross street No	t have	bus stops	at or near	the static	on? If so, how n	nany fe	et away is it?	
1913	A14	What is the width of	the bu	Iffer betw	een the roa	ad and pe	edestrian facilit	y? 4	1'3"	
NE BUNN bur	You		PAR	T B: AC	CESSIBIL	ITY FEA	TURES			
N/ Nox or		What material is the	landin	ig area cor	nposed of?	1				
a.	B1	⊠ Concrete □	Aspha	alt	Dirt	E.	Grass		Gravel	
		Pavers	Other	(specify):					2	
	B2	What are the dimen surface provided)?	sions o	of the landi	ing pad (if	17	2 feet wide k	y 10'L	1" feet deep	

	83	Are the landing pa	d dimensio	ons sufficient to a	ccommodate	pedestriar	าร	X	Yes		
	53	waiting, boarding/	alighting, o	or otherwise at p	eak hours?] No		
		Where is the landi	ng pad pos	sitioned?					8		
	B4	Below Street Le	evel	Sidewalk		Shou	ulder		Bus Bulb		
	444	□ Adjacent to Cur	b/Street	Off Roadway	/No Sidewalk						
		Issues with landing	g area surf	ace (check all tha	t apply):						
	B5	□ No Issues [Drain In	let or Obstacles	🗆 Slopes L	Jp from Sti	reet	Une	ven Surface		
		Fragmented	□Fragmented □ Slopes Down from Street ☑ Other (specify): つんし Rij								
	DC	Are there any obst	acles on th	he landing pad th	at would limit	the mobil	ity	X Yes	4		
	86	of a wheelchair?						□ No (skip to B8)			
	B7	Describe obstruction	escribe obstructions to wheelchair mobility on the landing pad:								
	B8	Is there existing sid	dewalk adj	acent to the bus	stop?	🛛 Yes	🗆 No (skip to		skip to B14)		
	B9	Is the sidewalk cor	nnected to	the landing area	/pad?	🛛 Yes		🗆 No			
	B10	What does the side	ewalk con	nect to?	Pedestrian G	enerator		learest li	ntersection		
	B11	low wide is the sidewalk? Let 3"									
	B12	Describe physical fedhead	Describe physical barriers that constrict the width of the sidewalk: Pedhead pistes + Roudway 517.05								
	1	Rank the sidewalk	condition	(1-3):	(1					
	B13	1. Poor – very pedestrians, include	☐ 1. Poor – very rough with some cracks, potentially hazardous, not accommodating for pedestrians, including those with disabilities								
	510	2. Fair – minor unevenness, with few cracks or breaks									
		3. Good – Not perfect but not in need of immediate repair to service pedestrians									
		Does the nearest p	pedestrian	crossing have fac	ilities connec	ting to the		Yes			
	B14	surrounding area a	and points	of interest?			X	No			
	B15	Does the nearest p	pedestrian	crossing have AD	A compliant r	amps?		Yes	🗆 No		
	B16	Do the ramps have	e detectab	le warning surfac	es?			Yes	□ No		
	B17	Are there pedestri	an push bi	uttons? (If no, ski	p B18)			Yes	□ No		
	040	Are the pedestriar	n push butt	tons accessible?	-		X	Yes	🖾 No		
-	B18	Are the pedestrian push buttons accessible?							and the second second		

Driving Death

C1	Is there a bus shelt	er?	🗆 Yes	🖾 No (s	skip to C15)	
62	What are the dime	nsions of the interior standing area	of the shelter?	-0		
12	Width: Height: Depth:					
C3	Does the shelter ha openings?	ve a front center panel with two	☐ Yes	□ No (skip to C5)	
C4	What are the dime	nsions of the openings?	feet wi	de by	feet tall	
C5	Could a person in a	wheelchair maneuver easily into the	ne shelter?	🗆 Yes	🗆 No	

C6	What are the dimensions space?	of the clear	Width	:	Height:		Depth		
C7	Distance from the neare	st face of the	shelter to the	curb (in f	eet):			1	
	Which direction is the bu	s shelter facin	g?						
C8	Towards Oncoming Tr	affic	□ Towards th	e Street	Away	y from	the Stre	eet	
	Away from Oncoming	Traffic		1					
C9	Are there damages to the	bus shelter?			es	□ No (skip to C11)			
C10	Specify any damages to	the shelter:							
	Rank the bus shelter con	dition (1-3):					2		
	1. Poor – In poor shap including those with disa	oe, potentially bilities	hazardous, no	ot accomr	nodating fo	or pec	lestrians	,	
C11	□ 2. Fair – Could be better maintained, but can accommodate pedestrians, including those with disabilities								
	3. Good – Not perfect including those with disa	: but not in ne bilities	ed of immedia	te repair	to accomn	nodat	e pedest	rians,	
C12	Is adequate lighting prov	ided inside the	ide the shelter?				🗆 No		
C13	Is there advertising on th	e side panel?	side panel?					🗆 No	
C14	Does shelter or advertisin	dvertising obstruct turning-vehicle views?							
C15	Is there seating available	?	Yes [to C22	
C16	Is the seating inside the s	helter? 🗌 Yes 🖾 No							
C17	How far is the seating fro	om the curb (ir	n feet)? 有 🕯	(
C18	Is the seating a barrier to	sidewalk use	or bus boardir	ng/alighti	ng? 🛛 🗆	Yes		No	
	What type of seating is a	vailable?			- 20				
C19	Service Freestanding Bench	Bench Att	tached to Shell	ter	🗆 Fold	Dow	n Bench		
	Leaning Bench	🗆 Other (sp	ecify):						
C20	Describe any issues with people or people with dis	the seating: I sabilities	No back on the	e bench ca	n be inacc	cessibl	le to olde	er	
	Rank the condition of the	e seating (1-3):	:						
	□ 1. Poor – very rough	with heavy sig	ns of wear, po	tentially l	nazardous				
C21	□ 2. Fair – Could use a d	leaning and n	ew paint						
	⊠ 3. Good – Not perfect	t but not in ne	ed of immedia	ite repair	to attract	pedes	strians		
	What type of receptacle	is available?							
C22	□ Attached to Shelter					olted t	to the Sid	lewalk	
	□ None (skip to C25)	🗆 Other (sp	ecify):						
C23	Is the trash receptacle a	barrier to side	walk use or bu	ıs boardir	g/alighting	g?	□ Yes	× No	
C24	Describe any issues with	trash at the b	ous stop or the	e recepta	cle:				
C25	Describe any other ame	nities exist at	this bus stop:	None					
C26	Describe any issues with	the amenitie	s at the bus st	op:					

Driving Toward

PART D: TRAFFIC SAFETY

Driving Toward 2 Deaths

D1	Posted speed limit (in MPH): 50	D					1 B. 1 B.			
D2	Average Annual Daily Traffic of	the road	dway: 3	7599	2 -					
D3	Total lanes on both sides of the	e road: 3	- -				3			
D4	Is there on-street parking on the	e same s	ide of th	e roadway?	🗆 Yes	🖾 No	(skip to D6)			
D5	What is the distance from the b	us stop p	oole to t	he nearest pa	irking spot?	- <u>-</u>	•ft			
	What are the traffic controls at	the near	est inte	rsection or cro	ossing?	*	1			
D6	Flashing Lights or Beacon		I	Traffic Signa	I-Leutt [Stop/Yie	ld Sign			
	Didblock Crosswalk (No traffic controls)									
	If there is a signal or beacon at features exist (check all that ap	the near ply)?	est inter	section or cro	ossing, what	pedestria	n-related			
D7	□ Fixed Signal Timing with Wal	k Phase	🖾 Pu	sh Buttons	Pedes	trian Sign	al Heads			
	Audible Warning Signals	🗆 Leadir	ng Pedest	rian Interval						
-	□ Other (specify):				1	HNO	Sliplan			
D8	Is the nearest pedestrian crossi		🛛 Yes	No No						
D9	Does the nearest pedestrian cro	ossing ha	ve pede	strian refuge	islands?	🗆 Yes	🛛 No			
D10	Does the nearest pedestrian cro	ossing ha	ve curb	extensions?		🗆 Yes	🖾 No			
	What are the potential traffic hazards (check all that apply)?									
	Bus Stop at the Crest of a Hil	Stop Hidden	by Horizonta	al Curve						
D11	Bus Stop Just Before Crosswa	🗆 Bus	Stop Near At	-grade Railro	ad Cross	ing				
UII	Speeding Traffic	🗆 Wa	iting Passenge	ers Hidden fi	om View	of Bus				
	🕺 No Marked Crosswalk – 🕬	genty	🗆 Sto	pped Bus Stra	ddles Cross	ddles Crosswalk				
	🗆 None	1	- ALL	Same Sta		341 1 34				
D12	Describe any other traffic haza	rds: 7h S P	end +	AAPI	4					
D13	Is there lighting present?	1			🛛 Yes	🗆 No (s	kip to D16)			
	What type of lighting is present	?								
D14	Lighting Outside Adjacent Budget	uilding	□She	lter Lighting	Street L	ighting	this how			
	Pedestrian Lighting (9-12 fee	et high)	🗆 Otł	ner (specify):						
D15	How far is the lighting from the bus stop?	Dire Dire the bus	ctly at s stop	□ 1-10′	11-2	D' 🕅	Over 20' vay			
D16	Are there bicycle lanes?				🗆 Yes		No			
D17	Describe any traffic calming mo etc.):	easures (narrow	lanes, buffer	s, rumble st	rips, spee	d bumps,			

	6	AT OF THE	and a second	4
ĺ				5
1	6	-		9
	-	10.001		

PART E: INFORMATION AND COMMUNICATION

Driving Toward 2 Deaths

E1	Are there accessib	le police ca	all boxes at the bus	s stop?			🗆 Yes	⊠No (skip E2)		
E2	Describe any issue	es with call	boxes:	2	i.	÷.÷.	*	280.		
E3	Is there a sign indi	cating the	location of the bus	stop?	🛛 Ye	s ·	🗆 No (s	skip to E13)		
EA	Where is the bus s	top sign in	stalled?	a 1				1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 -		
L4	Own Pole	Building	Utility Pole	She	elter	Ot Ot	her (specif	fy):		
E5	Is the bus stop sigr	n located w	where passengers w		🛛 Yes	🗆 No				
E6	Is the bottom of th		🔀 Yes	🗆 No						
E7	Is the sign at least		🔀 Yes	🗆 No						
E8	Provider names or	n the bus s	top sign: NJT	Ran	si+					
E9	Provide the routes listed: 409 - Trenton									
E10	Is the signage doul	ble-sided f	or visibility form b	oth dire	ctions?		🗆 Yes	🖾 No		
E11	Are the signs refle	ctorized or	illuminated for ni	ght visib	ility?		Yes	🗆 No		
E12	Describe problems	s with the	bus stop signage:				/			
E12	What type of othe	r informat	ion is posted (chec	k all tha	t apply)?	Myh	my his phone/to		
E12	X Route	□ S	chedule	🗆 Ma	р		🛛 Otl	her (specify):		
	Where is the infor	mation po	sted (check all that	apply)?						
E14	Bus Stop Sign P	ole 🗆 C	n its Own Pole	🗆 On	a Build	ling	🗆 On	a Utility Pole		
	🗆 On a Shelter	ıl 🗆 I	nside the Shelter	🗆 Otl	ner (spe	ecify):				
E15	Is the information	eye level v	with potential whe	elchair u	isers?		□ Yes	X No		
E16	Is there a real-time	e informati	ion display?				🗆 Yes	No No		
E17	Is the information	and signag	ge text ADA compli	ant?			🗆 Yes	No No		
F10	Are there methods	s for identi	fying the bus stop	location	and		🗆 Yes			
C19	accessing information for people with visual impairments?						No No			

PART F: PHOTOGRAPHS

Photograph the layout of following if they exist:	the bus stop area and nearby traffic cont	rols. Be sure to include the
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	Reconfigure the bus stop to place the shelter near the bus stop
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

lssue	Potential Recommendations
Damaged shelter	Repair or replace the shelter
Missing bench	Add a bench into the shelter
Non-functioning	The light inside the shelter
shelter light	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

lssue	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	Reorganize the stop by moving the shelter and trash receptables
from view of the bus	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

lssue	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

Placement and Configuration



Figure 2: Bus stop signage

lssue	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

lssue	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

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

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





Information

lssue	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

lssue	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

lssue	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	Add pedestrian scale lighting at the stop
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	Add information at eye level inside the shelter
eye level for wheelchair users	





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

lssue	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	Add pedestrian scale lighting at the stop
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

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





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	Jurisdiction: Local	
only- 56, 57, 62		
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

Placement and Configuration



Figure 2: View of the Bus stop, facing South

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	Install dedicated Bus Lane / Bus Stop Pavement Markings
lane	
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





Bus Stop #28544 Broad St & Jersey St Elizabeth

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	Add double-backed signage
directions	
Signs not eye level to	Place signs at an appropriate height
wheelchair users	

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	Latitude/Longitude: 40.735377, -74.17083	
County		



Figure 1: Existing Bus Stop signage.

Placement and Configuration



Figure 2: Local Residential Shuttle utilizing bus stop

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	Install double-sided sign
directions	
Signs not eye level to	Adjust sign to an appropriate height
wheelchair users	
Signs not reflectorized or	Install a reflectorized sign
illuminated for night	
visibility	

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	Latitude/Longitude: 40.39667, -74.65199	
County		



Figure 1:



Figure 2:

Placement and Configuration

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

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





Bus Stop # 28291 Rt 206 & Wall St Montgomery

Accessibility

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

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	Add pedestrian or shelter lighting at bus stop
present	

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	Add double-sided signs
directions	
Signs not eye level to	Place signs at an appropriate height
wheelchair users	
Signs not reflectorized or	Install a reflectorized sign
illuminated for night	
visibility	

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 #18327 Broad St & Market St Newark

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	Install a bus bay or dedicated bus lane
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	Install pedestrian signal push buttons at nearest crosswalk
have pedestrian signal push	
buttons	
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	Install double-sided sign
directions	
Signs not eye level to	Adjust sign to an appropriate height
wheelchair users	
Signs not reflectorized or	Install a reflectorized sign
illuminated for night	
visibility	

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

lssue	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	Latitude/Longitude: 40.52782, -74.28008	
County		



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	Install detectable warning surfaces at crosswalk
surface at nearest crosswalk	
Landing area has an uneven	Repave landing area
surface	





Bus Stop #23713 Convery Blvd & Harding Ave Perth Amboy

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 2 nd 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	Could use cleaning and new paint
cleaning	
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	Install pedestrian push buttons at nearest crosswalk
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	Move the shelter back from the roadway
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	Add a sidewalk to connect to the bus stop
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

lssue	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.

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Information

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





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

lssue	Potential Recommendations

Accessibility

lssue	Potential Recommendations
Debris on the landing pad	Increased maintenance

Amenities

lssue	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

lssue	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	Add information at eye level inside the shelter
eye level for wheelchair users	



