

# STV – Your Best Choice for Transportation Alternatives Design Assistance Program (TAP)

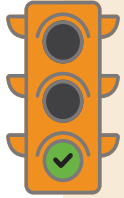
STV has served public and private sector transportation, infrastructure, building, and facility needs with distinction for more than 100 years. Through perseverance and strategic alliances, STV has grown from a one-person shop in 1912 to a firm of more than 40 offices throughout North America. While we are large enough to offer a full range of engineering, architectural, planning, environmental and construction management services, we deliver personal attention with tailored solutions for each project designed by our large, talented pool of technical and support resources. We have built a national reputation for successful delivery of transportation/infrastructure services including roadway, bridge/structure, water resource systems design, traffic and ITS solutions, municipal engineering, planning, and associated environmental and public outreach support.

With offices in Lawrenceville, Newark, Philadelphia, and New York City, STV has the necessary depth of specialized personnel and resources to serve local public agencies throughout New Jersey who have been granted Federal Aid Highway Program Funds through NJDOT's Transportation Alternatives Design Assistance Program (TAP).

STV's transportation planning and engineering experience encompasses all facets and modes of transportation. We have a tremendous understanding of the planning, engineering, and design of both urban and rural transportation and infrastructure, as well as multimodal transportation. We have extensive experience addressing and mitigating corridor management issues including pedestrians, bicyclists, transit, and motorized vehicle traffic concerns, and we evaluate all modes of transportation when assessing improvements.

## SERVICES WE OFFER:





### Value Added

- ✓ Full-service A/E firm incorporated in 1912
- ✓ Extensive experience with design and management of projects for public agencies
- ✓ Strong local presence and portfolio
- ✓ Knowledge of NJDOT standards and processes and federal aid laws and regulations
- ✓ Established relationships with local public agencies (LPAs) and stakeholders
- ✓ Extensive experience with NJDOT local aid programs and federal grant process

STV has a track record of providing unique and innovative multimodal solutions. We are well-versed in mobilizing multidisciplinary teams to design small- and large-scale transportation infrastructure projects. Our engineers, planners and environmental specialists have extensive experience in identifying and designing innovative solutions for projects in constrained environments.

Our portfolio includes everything from bicycle/pedestrian improvement projects and safe routes to school projects to revitalization and safety improvement projects that support Vision Zero goals. Our notable assignments have

*Along with enhancing safety and mobility for people of all ages and abilities, sound planning, and traffic engineering provide opportunities for active transportation and implementation of solutions to ease congestion.*

## Key Challenges

<b>Parking/ Competing Curbside Demands</b>	<ul style="list-style-type: none"> <li>&gt; Bus bulb-outs or sidewalk curb extensions could replace on-street parking or freight delivery spaces, but could protect pedestrians and transit-users, which could in turn create a modal shift away from single-occupancy car usage</li> <li>&gt; On the other hand, retaining curbside parking/deliveries provides community access and creates a traffic calming effect</li> <li>&gt; A balance needs to be achieved between competing curbside demands</li> </ul>
<b>Integrating Transit Facilities</b>	<ul style="list-style-type: none"> <li>&gt; Prioritizing pedestrian circulation and wide sidewalks adjacent to transit stops/stations may mean removing or relocating third-party kiosks, encroachments, or obstructions; however, these are the important transition points where travelers transfer between modes of transportation and are key features of Complete Streets</li> </ul>
<b>Stakeholder Coordination</b>	<ul style="list-style-type: none"> <li>&gt; Complete Streets can increase the economic viability of a neighborhood by improving access for more transportation modes, but requires buy-in, participation, and understanding from all stakeholders to best fit the design to the neighborhood</li> <li>&gt; Various public outreach strategies may be needed to create an effective engagement program, ranging from virtual, to digital, to standard face-to-face open houses</li> </ul>
<b>Maintaining Traffic</b>	<ul style="list-style-type: none"> <li>&gt; Stakeholder traffic concerns arise in “car-centric” neighborhoods because a Complete Streets project could change the landscape of a roadway, but benefits could be reaped two-fold:             <ul style="list-style-type: none"> <li>– Increased transit reliability could decrease associated automobile use within mixed-use neighborhoods and</li> <li>– Enhanced neighborhood pedestrian amenities may increase/attract foot-traffic and improve economic vitality</li> </ul> </li> </ul>
<b>Bicycle and Pedestrian Accommodations</b>	<ul style="list-style-type: none"> <li>&gt; Protected bike lanes provide the greatest opportunity to attract new riders and encourage mode shifts to biking; however, right-of-way width is often limited</li> <li>&gt; Complete Streets alternatives that can incorporate bike lane buffers into the design, such as bike lanes located between the sidewalk and a parking lane or adjacent to physical protection (i.e., planters) can enhance safety and serve as a traffic calming device</li> <li>&gt; ADA compliant sidewalks, curb ramps, and signal equipment including push buttons and audible pedestrian signals will improve conditions for all users.</li> </ul>

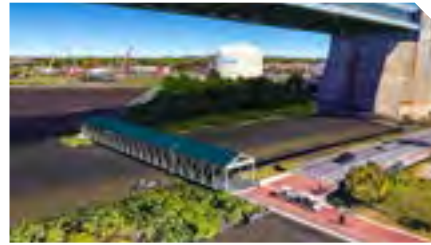
included developing complex traffic models for innovative and alternative intersections, corridor revitalization including road diets to include all modes of transportation, evaluating transportation operations for retrofitting transit services along challenging corridors with heavy traffic volumes, and solving capacity issues for mixed-use development projects.

STV takes a Complete Streets approach to projects. Our staff includes experts in the full planning, design, and final engineering for the development and construction of including pedestrian facilities, safety improvements and traffic calming measures, intersections, traffic signals, roads, bumpouts, medians, school zone safety improvements, street re-paving packages, street lighting, ADA ramps, bicycle facilities, and data analysis.

## Key Projects



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



**Cooper's Poynt Waterfront Walk Extension Concept Development Study** | STV completed the concept development study and is providing design services for the pedestrian/bicycle shared-use pathway connecting Cooper's Poynt Waterfront Park with the promenade that terminates on the south side of the Ben Franklin Bridge in Camden (NJ).



**Greenwood Avenue Streetscape** | STV is providing design services to the City of Trenton (NJ) by enhancing safety along Greenwood Avenue, connecting pedestrians to multiple modes of transportation. The proposed improvements involve new sidewalks, traffic striping, ADA compliance, and pedestrian flashing beacons.



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



**Route 27 and Witherspoon Street Safety Improvement** | STV identified key pedestrian safety issues, evaluated the intersection, and developed conceptual solutions with a pedestrian focus for this urban intersection adjacent to the Princeton University campus. Signal, intersection, and pedestrian safety issues were addressed.



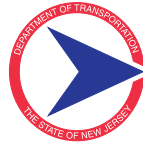
**County Route 561, Evesham Road to US 130** | STV is providing engineering services for Haddonfield-Berlin Road/Haddon Avenue (CR 561) roadway and safety improvements in Camden County. This includes rehabilitation of the existing pavement, drainage system improvements, roadway upgrades to meet current accessibility standards, ADA compliant curb ramps, restriping including crosswalks, and traffic signal upgrades with pedestrian push buttons.



**Interchange 5 Pedestrian Bridge Feasibility Study** | STV provided concept design services for repurposing and relocating the SJTA existing toll bridge to a pedestrian bridge over the Atlantic City Expressway in Pleasantville, NJ, connecting communities to the local school. The scope included structural design and analysis, civil engineering services including ADA compliant facility improvements, ROW impacts, and utility relocations.



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

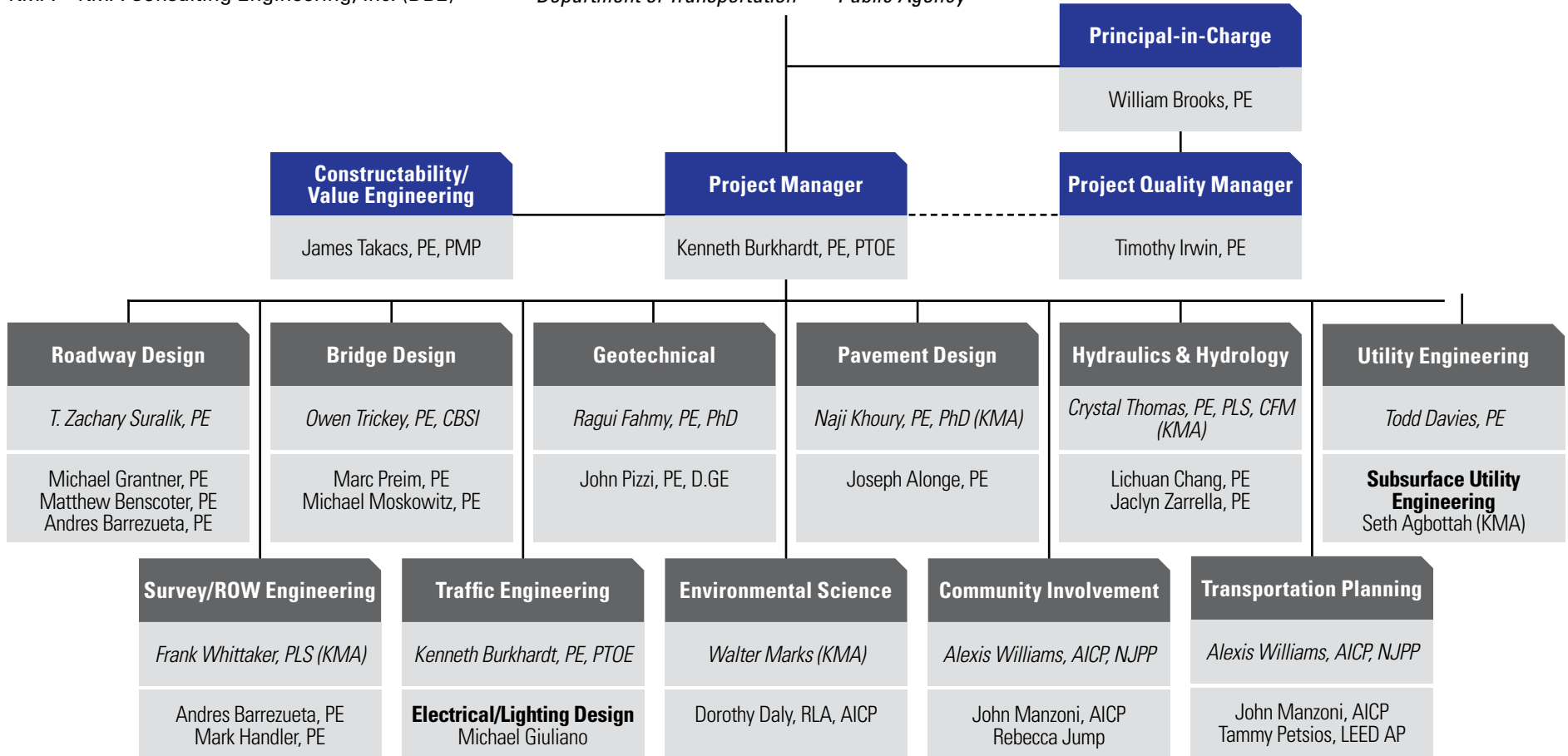


**Subconsultants**

KMA = KMA Consulting Engineering, Inc. (DBE)

New Jersey  
Department of Transportation

Local  
Public Agency



**Contact Information**

**Kenneth Burkhardt, PE, PTOE**, STV's project manager for the TAP Program, has 31 years of experience in the planning, design, and management of transportation improvement projects in New Jersey. His project history includes managing numerous highway, bridge, traffic, and Complete Streets projects through all phases of

the NJDOT project delivery process. He also has served as project manager on NJDOT local aid TAP and Safe Routes to School contracts for the past six years and has completed the Rutgers's CAIT Federal-Aid Responsible Charge Training.

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