



PERTH AMBOY MASTER PLAN CIRCULATION ELEMENT

CITY OF PERTH AMBOY, NJ

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BFJ Planning

Circulation Element For the Perth Amboy Master Plan

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Prepared for:
City of Perth Amboy
260 High Street
Perth Amboy, NJ 08861

Prepared by:
BFJ Planning
115 Fifth Avenue
New York, NY 10003



BFJ Planning

Acknowledgements

City of Perth Amboy Planning Board

Maria Garcia, Chairwoman
Christine Dispenziere, Vice Chairwoman
Steven Nascimento, Secretary
Mayor Wilda Diaz
Councilman William Petrick
Lissette Martinez
Karen Kibulak
Kurt Rebovich, Jr.
David A. Szilagyi
Maria C. Farber, Alternate #1
Sergio Diaz, Alternate #2

City of Perth Amboy Staff

Annie Hindenlang, AICP, PP, Principal Planner/Executive Director, OECD & Perth Amboy Redevelopment Agency
Preet Bhogal, Project Manager/Grants Analyst, OECD
Sgt. Andy Montalvo, Sr., Perth Amboy Police Department Special Services Bureau

BFJ Planning

Georges Jacquemart, PE, AICP
Susan Favate, AICP, PP,
Noah Levine, AICP
Lauren Rennée

Urban Engineers, Inc.

Dave Cox, PE, PP
John Federico, PE, PP, AICP

Planning Projects Steering Committee

Vivian Baker, NJ Transit
Frank Dann, Perth Amboy Director of Public Works
Anthony Gambilonghi, Middlesex County Transportation Supervisor
Karen Kubulak, Planning Board
Alan Miller, New Jersey Office of Planning Advocacy
Denise Nickel, Middlesex County Improvement Authority
Ken Ortiz, Director of Recreation and Human Services
Councilman Joel Pabon, Perth Amboy Redevelopment Agency
Jeff Rauch, Perth Amboy City Engineer
Jamie Rios, Perth Amboy Acting Director of Code Enforcement and Zoning Officer
Jeanette Rios, Perth Amboy Parking Utility Director
Kathaleen Shaw, Director Middlesex County Office of Economic & Business Development
Nicholas Tufaro, Principal Planner, Middlesex County Planning
Bruce McCracken, Principal Planner, Middlesex County Planning

Other Agencies

Keep Middlesex Moving (KMM)

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1. INTRODUCTION

Historically, transportation has played a central role in the development of Perth Amboy. The City is served by a circulation network consisting of roads and highways, mass transit, bicycle/pedestrian facilities and waterfront access with ferry service capability. The City's transportation system is a critical component of its economy and ongoing revitalization efforts. Further improvements to the City's transportation system, as recommended within this plan, will serve to improve safety; reduce congestion; improve conditions for walking and bicycling; and enhance the redevelopment efforts along the waterfront, downtown and throughout the City.

Similar to the Circulation Element of the City's 2003 Master Plan, the focus of this planning effort is to examine the existing transportation system in regard to circulation, safety and the overall condition of the network. Since the prior Master Plan, the City has made some progress in shifting from a traditional automobile-oriented approach to one that fully considers all modes of transportation; this includes biking, walking and public transit. Benefits from these alternative modes are associated with improvements in safety, health and environmental quality. In 2013, Perth Amboy adopted a Complete Streets Policy, to encourage the development of streets that provide safe, comfortable and convenient access for all modes, including pedestrians, bicyclists, motorists, and transit riders. The policy also promotes accessibility for users of all abilities, including children, seniors and persons with disabilities. Other key transportation-related projects undertaken by the City include construction of a "rails to trails" project connecting Hall and Pulaski Avenues; resurfacing of Buckingham Avenue and a portion of Fayette Street from High Street to Kirkland Place; street paving projects to incorporate ADA compliance and landscaping; replacement of the Route 35 Victory Bridge; renovations to the Jefferson Street Parking Garage; and construction of the Route 440-High Street Connector.

This Circulation Element includes a review of the existing transportation network along with goals, recommendations and other policies to guide the City's transportation programs and projects over the next 10 years. The development of this element is one component of a group of complementary City-led planning projects, including the Perth Amboy Bicycle and Pedestrian Plan developed by Urban Engineers, Inc.; a School Travel Plan by the regional Transportation Management Association (TMA), Keep Middlesex Moving; an update to the City's Redevelopment Plan by Maser Consulting, PA; and preparation of zoning revisions and design standards by Perkins Eastman and Clarke Caton Hintz. Preparation of this Circulation Element was undertaken in cooperation with these other efforts, in particular the Bicycle and Pedestrian Plan, which is attached in Appendix A, and the School Travel Plan. It is anticipated that the Circulation Element and Bicycle and Pedestrian Plan, upon completion, will be adopted in conjunction as amendments to the Master Plan.

2. ANALYSIS OF EXISTING CONDITIONS

This section provides an overview of the existing transportation conditions in Perth Amboy, which will set the context for understanding the issues and to create a foundation for recommendations on proposed improvements and strategies.

A. COMMUTATION PATTERNS

Worker Inflow and Outflow

According to 2015 census data, Perth Amboy has a population of 51,300 people. Approximately 15% of its 20,873 employed residents work within the City. Another third of employed residents work in other locations in Middlesex County, and about 7% work in New York City. Table 1 shows the top work destinations for residents and home origins for workers in Perth Amboy.

Of the 3,383 workers employed in Perth Amboy, approximately 26% live within the City, with the majority of commuters traveling from locations within Middlesex County. The Central Business District (CBD) is Perth Amboy’s largest employment center due to the concentration of commercial and office land uses. Jobs are in greatest concentration along New Brunswick Avenue, at the Raritan Bay Medical Center, City Hall, and in the downtown area near the “Five Corners” intersection. Smaller job centers include the industrial warehouses in the northern section of the City. Most of Perth Amboy’s public and parochial schools are located in the neighborhoods south of Route 440.

Table 1: Origin and Destination of Working Residents and Employees.

Work Destinations of Perth Amboy Residents				Workers Commuting to Perth Amboy			
Destination		Count	Share	Origin		Count	Share
1	Perth Amboy, NJ	3,181	14.5%	1	Perth Amboy, NJ	3,181	25.9%
2	New York, NY	1,425	6.5%	2	New York, NY	480	3.9%
3	Elizabeth, NJ	587	2.7%	3	Sayreville, NJ	383	3.1%
4	Newark, NJ	264	2.6%	4	Elizabeth, NJ	316	2.6%
5	New Brunswick, NJ	560	2.5%	5	Carteret, NJ	265	2.2%
6	Woodbridge, NJ	545	2.5%	6	Woodbridge, NJ	256	2.1%
7	Jersey City, NJ	361	1.6%	7	Fords, NJ	211	1.7%
8	South Plainfield	355	1.6%	8	Newark, NJ	138	1.1%
9	Sayreville, NJ	282	1.3%	9	Avenel, NJ	136	1.1%
10	Carteret	233	1.1%	10	Old Bridge, NJ	133	1.1%
	Other locations	13,876	63%		Other locations	6,794	55.3%

Source: Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES), 2013

Means of Transportation

Table 2 shows the travel mode share for employed Perth Amboy residents. Most (86%) of City residents drive to work. Of those commuters who drive, 76% drive alone and 11% carpool. Six percent (6%) of commuters take public transportation, 5% walk, and 0.2% commute by bicycle. An estimated 13% of Perth Amboy's working households do not have a motor vehicle. The data show little variation between male and female commuters.

Table 2: Means of Transportation

Mode of Transportation	Total
Car, truck, or van	86.0%
Drove alone	75.8%
Carpooled	10.2%
In 2-person carpool	5.6%
In 3-person carpool	1.2%
In 4-or-more person carpool	3.4%
Public transportation (excl. taxis)	6.4%
Walked	4.5%
Bicycle	0.2%
Taxicab, motorcycle, or other means	2.3%
Worked at home	0.5%

Source: American Community Survey, 2013

B. VEHICULAR CIRCULATION

Roadway Classification

Perth Amboy is located just east of the convergence of the Garden State Parkway, New Jersey Turnpike, Route 440 expressway and U.S. Route 9 in northern New Jersey (see Figure 1: Regional Location). Pfeiffer Boulevard (NJ Route 184), New Brunswick Avenue (County Route 616), and Smith Street (County Route 656) serve as the City's western gateways. Convery Boulevard (NJ 35) and State Street (County Route 611) serve as northern gateways from Woodbridge. The Outerbridge Crossing and Victory Bridge provide access to Staten Island and South Amboy, respectively.

Figures 2, 3 and 4 shows the functional classification, jurisdiction and other characteristics of Perth Amboy's roadways, according to the State of New Jersey Department of Transportation (NJDOT)¹. A roadway's functional classification assignment is based on the role it plays within the transportation network, on a scale of mobility versus accessibility. Arterials are roadways designed to prioritize mobility, and local roads are designed to maximize access. Functional classification is typically a reflection of roadway jurisdiction. Limited-access highways and principal arterials are usually under federal and state control due to their significance to the regional roadway network.

¹ NJDOT functional classification maps follow guidance from the U.S. Department of Transportation Federal Highway Administration (FHWA)



FIGURE 1: REGIONAL LOCATION



FIGURE 2: ROADWAY JURISDICTION

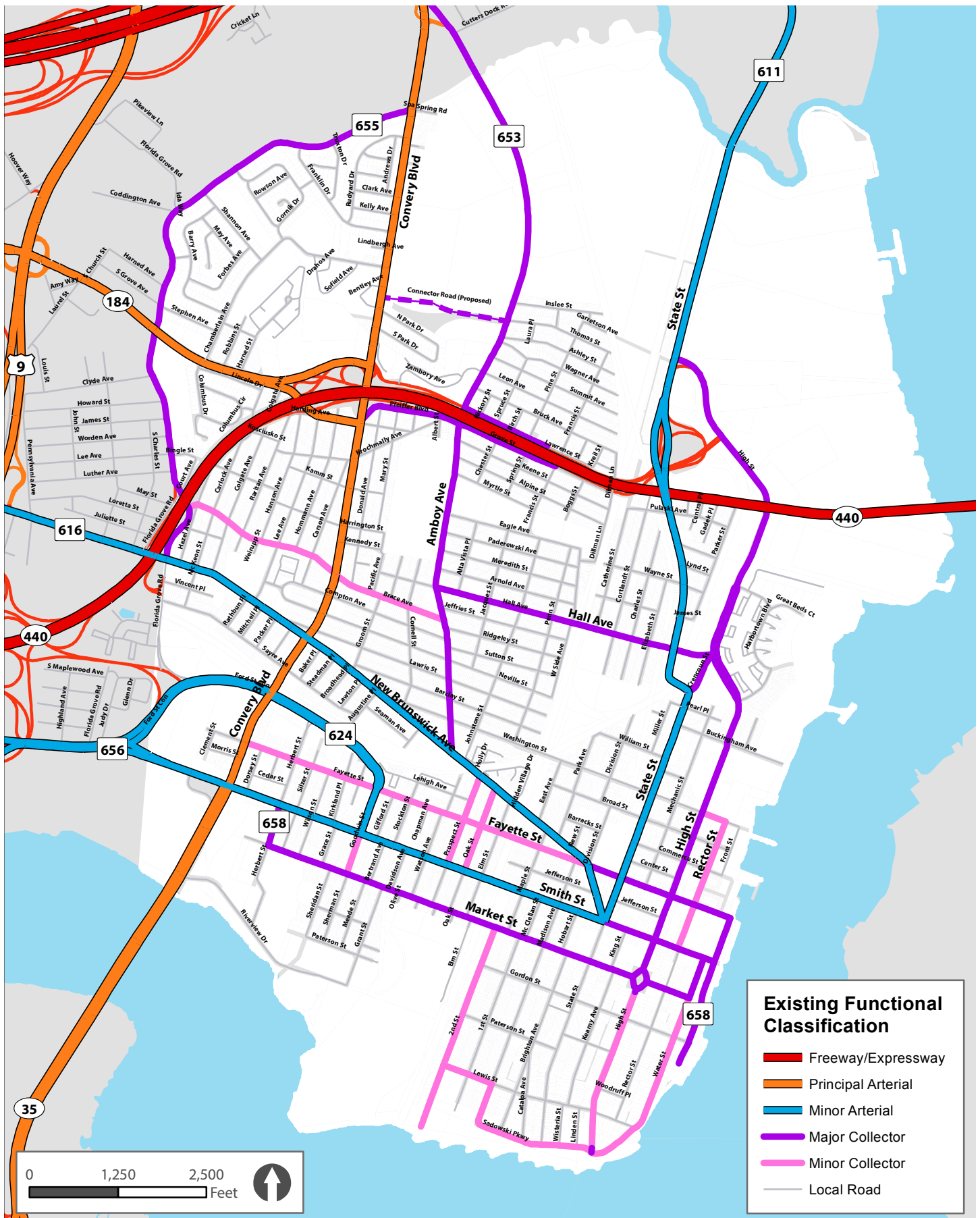


FIGURE 3: EXISTING FUNCTIONAL CLASSIFICATION

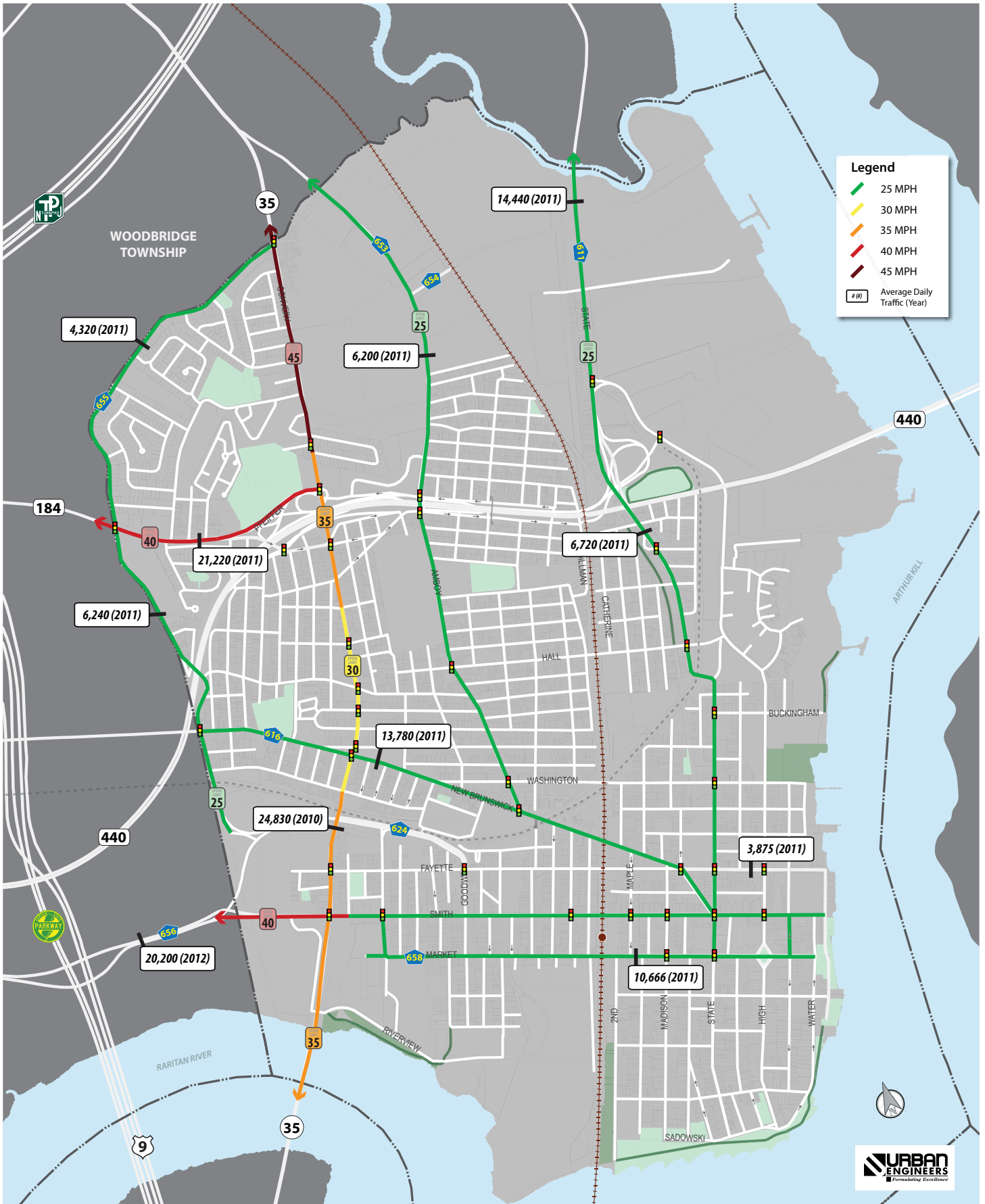


FIGURE 4: ROADWAY CHARACTERISTICS



Expressway

Route 440 serves as an important link among Staten Island, the New Jersey Turnpike and the Garden State Parkway. The expressway runs east-west with access points at Florida Grove Boulevard, Convery Boulevard and a large interchange at the intersections of State and High Streets. *Route 440* runs below grade through most of Perth Amboy until the approach to the Outerbridge Crossing. The expressway's service roads and ramps are vital to the City's east-west circulation. *Route 440* is maintained by NJDOT.

Principal Arterials

Perth Amboy's principal arterials link *Route 440* to neighboring communities. These roads handle the greatest amount of traffic within the City, averaging 20,000 – 25,000 vehicles per day. Both Convery Boulevard and Pfeiffer Boulevard, the two principal arterials, are maintained by NJDOT.

- *Convery Boulevard (NJ 35)* serves as an offshoot of U.S. *Route 9* in Perth Amboy and Woodbridge. This four-lane principal arterial is a significant north-south roadway in eastern Perth Amboy and crosses the Raritan River to South Amboy. The character of Convery Boulevard varies throughout the City. South of the *Route 440* Connector Road, Convery Boulevard serves as an approach to the Victory Bridge and is lined with large-scale, auto-oriented retail and industrial uses. North of the *440* Connector overpass, Convery Boulevard is lined with residential and smaller commercial and industrial uses. In this northern segment, Convery Boulevard also acts as the eastern border of the Spa Spring neighborhood; however, few homes face the road. Several NJ Transit bus routes have segments that run along Convery Boulevard. NJ DOT is currently planning to replace the Convery Boulevard bridge over the Perth Amboy Connector Road (*Route 624*).
- *Pfeiffer Boulevard (NJ 185)* is a four-lane principal arterial that connects *Route 440* with U.S. *Route 9* and the Garden State Parkway in neighboring Woodbridge. This arterial has few driveways and is insulated from surrounding land uses by open space and cemeteries.

Minor Arterials

Perth Amboy's minor arterial streets serve as gateways to the City and commercial corridors. All of the roads below are under the jurisdiction of Middlesex County.

- *New Brunswick Avenue (CR 616)* is a four-lane east-west roadway that acts as a major gateway to Perth Amboy from *Route 9*. The avenue transects the City at an angle, creating five-legged intersections at Fayette Street and Division Street and at Smith and State Streets, the latter known as "Five Corners."

- *Smith Street (CR 656)* is an east-west roadway that serves as the prominent retail corridor in the CBD and is therefore prone to congestion. The road is configured for two travel lanes with metered parking and bus stop zones on both sides. Smith Street is classified as a major collector east of Five Corners.
- *State Street (CR 611)* is a four-lane north-south roadway that provides continuous access throughout the eastern section of the City. South of Route 440, State Street is configured for two travel lanes with metered parking and bus stops on both sides. At the Route 440 and High Street interchange, State Street widens to four lanes. North of Route 440, State Street consists of two wide travel lanes. State Street is classified as a local road south of Five Corners.
- *440 Connector Road*, also referred to as the Smith Street Connector, is a four-lane bypass road that connects Florida Grove Boulevard and Route 440 off-ramp traffic to Smith Street (CR 656) via Goodwin Street. As a restricted/limited access roadway, frontage properties do not have driveway accesses along this road.

Major Collectors

Major collectors provide access to and between residential neighborhoods, which is vital to Perth Amboy's circulation due to interruptions in the street grid.

- *Market Street (CR 658)*² is an east-west roadway that runs parallel to Smith Street (CR 656). It is a predominately residential street, with pockets of commercial activity. Market Street serves as a vital border between the CBD and the historic district. The road has two travel lanes with parking and bus stops on both sides. There are no signalized intersections on Market Street, because the road consists primarily of offset T-intersections.
- *Florida Grove Road (CR 655)* is a north-south road that runs along most of Perth Amboy's western border. It is a key link between northbound Route 440 and the 440 Connector Road (CR624) in the southeast section of the City. The road begins as two lanes, later widening to four lanes north of the Route 440 on-ramp between Sayre Avenue and Vincent Place. North of the Route 440 overpass, Florida Grove Road resumes to two travel lanes, with space for on-street parking, as it travels around the Spa Springs neighborhood before ending at Convery Boulevard.
- *Amboy Avenue (CR 653)* is a two-lane north-south roadway that functions as the spine of the residential neighborhoods located in the center of the City. South of

² County Route 658 begins one block prior to Market Street at the intersection of Herbert and Smith Streets. After Market Street terminates at Water Street, the County Route continues north to Smith Street, where it joins CR 658 II.

Route 440, the corridor has a mix of commercial, residential and institutional uses, with parking available on both sides. North of Route 440, Amboy Avenue leads into the Maurer industrial area and eventually merges with Convery Boulevard at the northern edge of Perth Amboy.

- *High Street* is a north-south roadway that runs parallel to and then merges with Smith Street north of the Route 440 interchange. High Street has two travel lanes and on-street parking. In 2015, the City reconfigured the parking from angled to parallel parking.
- *Hall Avenue* is an east-west roadway that serves as an important link between several residential neighborhoods. It is one of few streets that crosses the NJ Transit tracks north of the CBD. Hall Avenue is a popular route for students and families accessing schools, which makes it prone to congestion at arrival and dismissal.
- *Lawrence Street* and *Grove Street* are one-way streets that function as both residential streets and service roads for Route 440. East of the Route 440 on-ramps, they continue into a neighborhood grid and function as local streets. West of Amboy Avenue, the streets are renamed and eventually merge into Convery Boulevard.

Market Street (CR 658), Florida Grove Road (CR 655), and Amboy Ave (CR 653), are maintained by Middlesex County. High Street, Hall Avenue, Lawrence Street and Grove Street are maintained by the City.

Minor Collectors

Minor collectors are designed to serve as intermediaries between local roads and major collectors. In the CBD, minor collectors serve as alternative routes for nearby minor arterial roadways. All minor collectors are maintained by the City of Perth Amboy.

- *Fayette Street* is a two-lane east-west roadway that runs parallel to Smith Street and Market Street. East of Arnesen Square, Fayette Street is classified as a major collector and is under jurisdiction of the County (CR 658 II).
- *Brace Avenue* is a two-lane roadway that serves as the only east-west through street east of Amboy Avenue between New Brunswick Avenue and Route 440.
- *Second Street* is a two-way road that allows parking on both sides. The road terminates at a dead end at the western edge of Sadowski Park. The road's northern terminus is the Perth Amboy Train Station.

- *Sadowski Parkway* is a two-way road that provides access to the waterfront park. It curves north to *Water Street*, which is one-way. Parallel parking is available on both sides of these streets.

Local Road and Private Roads

Local roads function primarily to provide access to residences. To benefit circulation, some continuous roads have been designated as “through streets” by the City. Stop signs are required on all streets intersecting “through streets.”

Local roads are owned by the City, and the Perth Amboy Department of Public Works (DPW) is responsible for their maintenance. The Harbortown residential community has a privately owned network of streets.

Bridges

Perth Amboy has a total of 19 bridges that cross major roadways and rail right-of-ways. These bridges are catalogued and structurally evaluated by the Federal Highway Administration’s (FHWA) National Bridge Inventory (NBI). Bridges are given one of the following ratings based on the condition of the deck, superstructure and substructure:

- **Not Deficient** – The bridge has passed the structural evaluation and deemed in good condition.
- **Structurally Obsolete** – The bridge is structurally sound, but does not meet the current design standards for its current use. These bridges may require replacement.
- **Structurally Deficient** – The condition of the deck, superstructure, and/or substructure scored below a passable grade during structural evaluation. The bridge may require limits on speed or weight to ensure safety.

The location and evaluation of each bridge is shown in Figure 5. The FHWA has categorized five of the 19 bridges as Structurally Deficient. Four of these bridges are located along truck routes. NJDOT has planned the replacement of the Convery Boulevard bridge over 440 Connector Road. A proposal to raise the NJ Transit North Jersey Coast Raritan River rail bridge, which was damaged during Hurricane Sandy, may affect planning for repair or replacement of the bridges over the NJ Transit North Jersey Coast right-of-way.

Freight and Goods Movement

Perth Amboy has a rich history as an industrial center due to its rail infrastructure, access to the waterfront and proximity to the interstate highway system. Light industry, which is concentrated in the northeast section of the City, will continue to be an important economic sector. Warehouses are being planned for development along High Street just north of Route 440. The location of truck routes is a sensitive issue for many residents due

to the conflicts of neighboring uses, as well as the impacts of truck traffic on the roadway network. Figure 5 shows the City's truck routes, which consist of State highways and roads designated through City ordinance. Recommendations for truck route modifications are provided in Section 5.

CSX owns a seldom-used rail right-of-way that curves through Perth Amboy and terminates at the Kinder Morgan and Morton Salt plants in the northeast industrial section. The City is interested in introducing a bicycle/pedestrian path within this alignment to access adjacent public schools, either by decommissioning and converting the right-of-way to a trails use only, or in a "rails and trails" dual use arrangement with CSX.

C. TRAFFIC SAFETY

Crash data were obtained from the State through Rutgers University's "Plan4Safety" database for the most recent available three-year period, 2012 to 2014. Figure 6 shows the location of all motor vehicle crashes aggregated into clusters. Figure 7 shows crashes that resulted in injury to any user (drivers, passengers, cyclists and pedestrians). The greatest number of crashes occurred along Convery Boulevard, Amboy Avenue and within the CBD. Table 3 lists the intersections with the highest number of crashes.

Table 3: High Crash Intersections

Intersection (Major & Minor)	Property Damage	Injuries	Fatalities	Total
Convery Blvd & New Brunswick Ave	58	17	0	75
Convery Blvd & Pfeiffer Blvd	46	17	0	63
Convery Blvd & Smith St	47	11	0	58
Convery Blvd & Fayette St	27	17	0	44
Amboy Ave & Lawrence St	32	10	0	42
Convery Blvd & Sayre Ave	25	16	0	41
Amboy Ave & Pfeiffer Blvd	28	10	0	38
Market St & Second St	30	7	0	37
Fayette St & Maple St	20	17	0	37
Convery Blvd & Neville St	30	5	0	35

Source: NJDOT, Rutgers University Center for Advanced Infrastructure and Transportation "Plan4Safety"

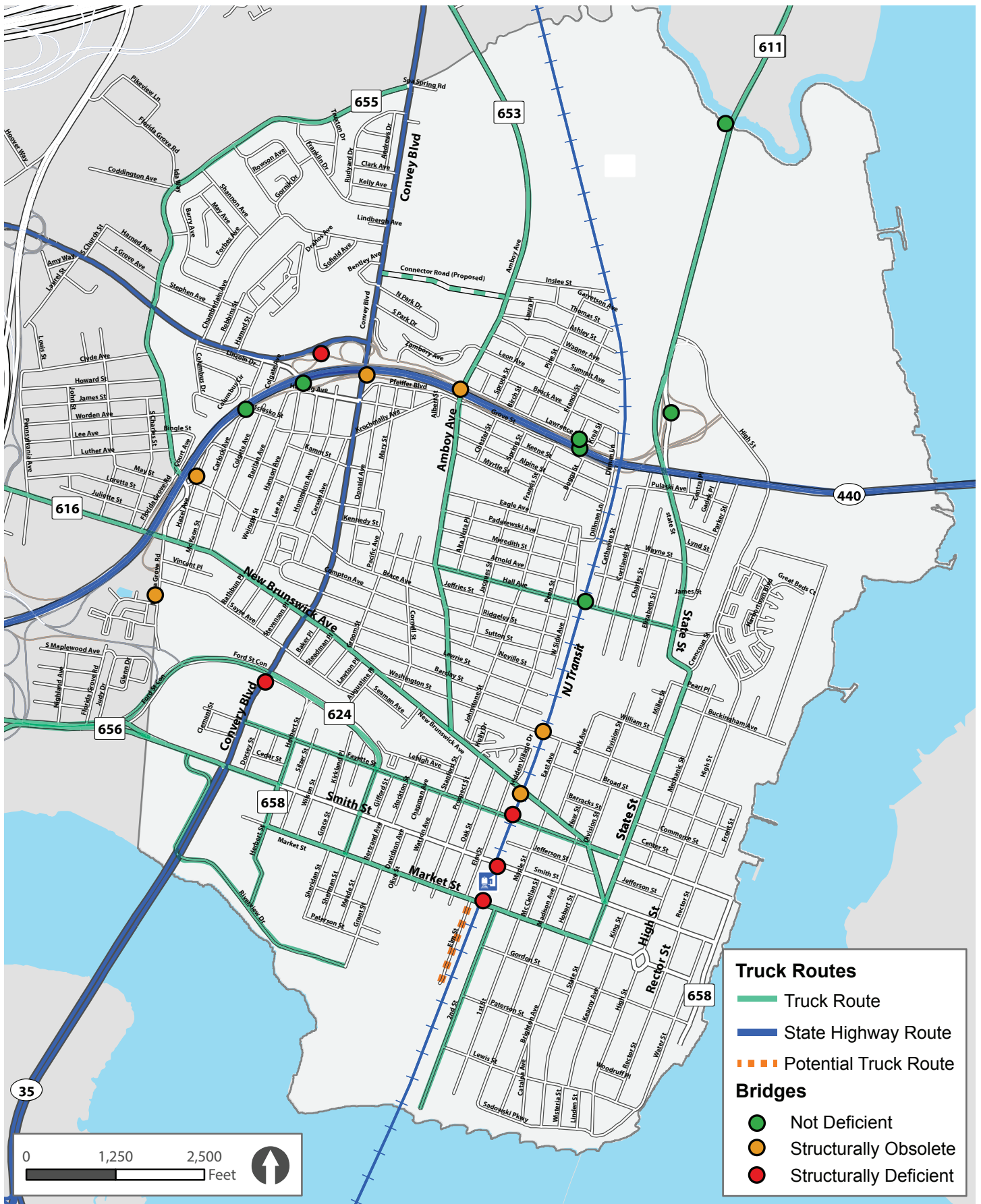


FIGURE 5: TRUCK ROUTES AND BRIDGES

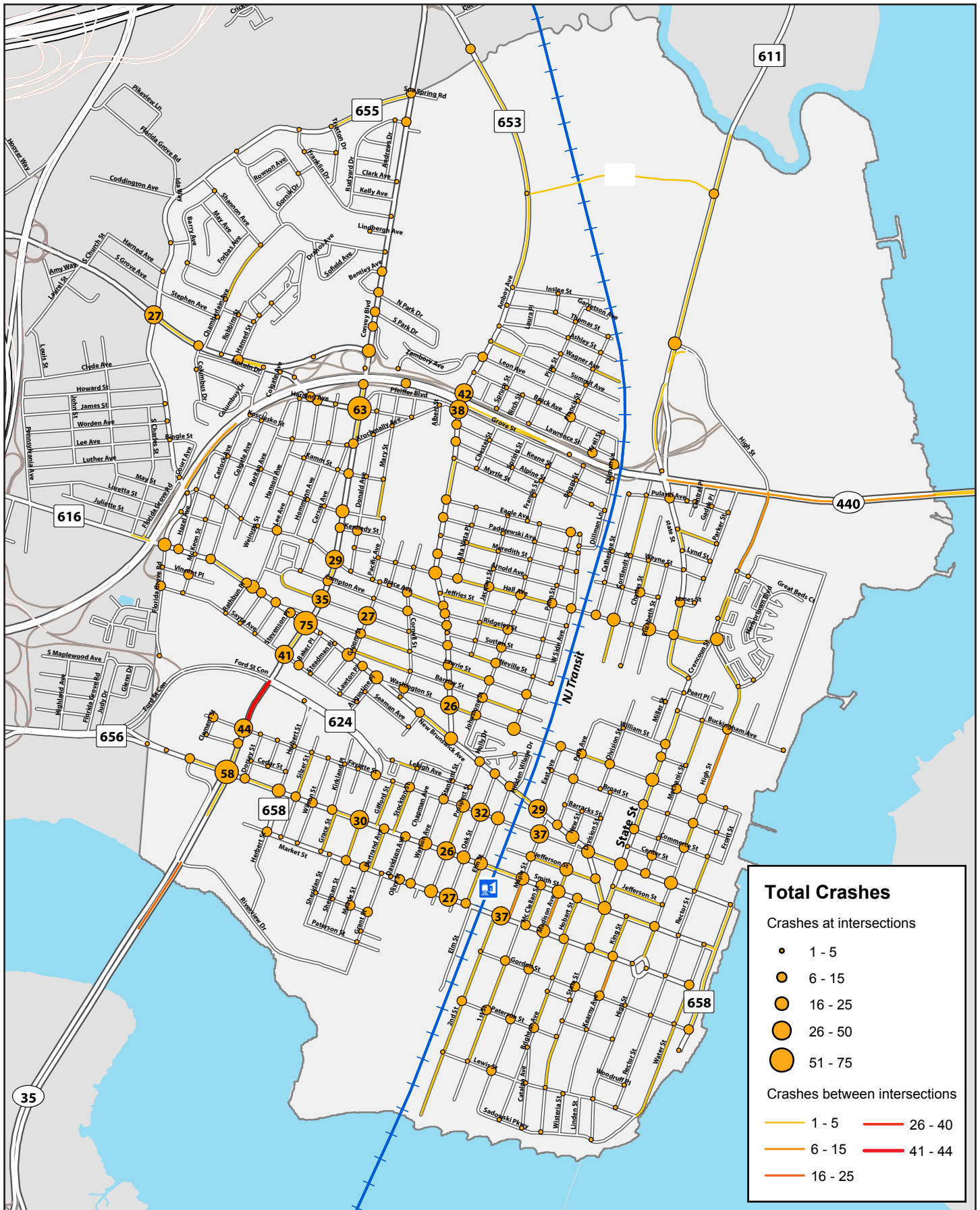


FIGURE 6: CRASH ANALYSIS - ALL CRASHES (2012-2014)

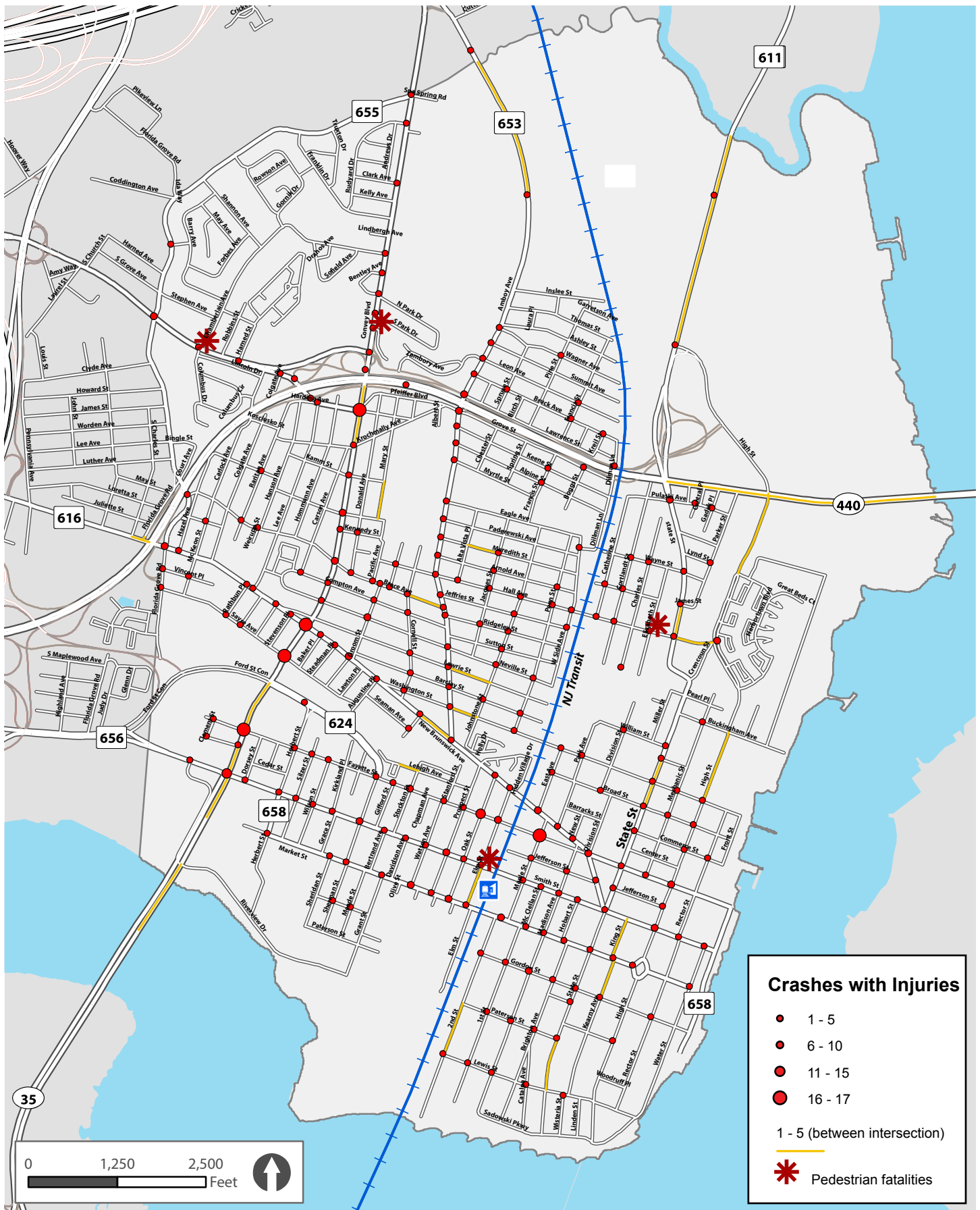


FIGURE 7: CRASH ANALYSIS - INJURIES AND FATALITIES (2012-2014)

Of the 4,058 crashes reported between 2012 and 2014, four resulted in fatalities, all of which were pedestrians. Of the 823 crashes resulting in injury, 14% involved pedestrians and less than 1% involved bicyclists.

Pedestrian and Bicycle Crash Analysis

Urban Engineers, Inc. performed a detailed crash analysis to determine where existing pedestrian and bicycle safety issues are present throughout the City. Crash statistics were obtained from Plan4Safety for an 11-year period between January 1, 2004, and December 31, 2014. There were 714 bicycle and pedestrian crashes during this period, of which 539 involved pedestrians and 175 involved bicyclists. These crashes resulted in minor or moderate injuries to 579 individuals along with eight pedestrian fatalities.

Perth Amboy averages 65 bicycle/pedestrian crashes per year. One measure of evaluating pedestrian safety is to compare crash rates between cities with similar characteristics. On average, Perth Amboy experiences 9.4 pedestrian crashes per year per 10,000 residents. This rate is high compared to similar-sized cities in New Jersey and underscores a strong need to improve pedestrian and bicycle safety in Perth Amboy.

The 714 pedestrian and bicycle crash locations are shown geographically in Figures 8 and 9, respectively. For the purposes of this study, intersections that experienced four (4) or more crashes were defined as “crash clusters” and are indicated on the figures. Corridors with numerous clusters were grouped as “crash corridors” for the purpose of visualizing areas with the greatest safety issues. These “crash corridors” include:

- Two sections of Route 35 – one centered on New Brunswick Avenue and another centered on Route 440
- The section of Amboy Avenue near New Brunswick Avenue
- The section of Hall Avenue east of the NJ TRANSIT rail line
- The Central Business District including portions of Fayette Street, Smith Street, Market Street, and State Street

Additionally, the New Jersey Transportation Planning Authority (NJTPA) has developed networking screening lists for pedestrian intersections and corridors. Numerous corridors and intersections within Perth Amboy – including those along State Street, Smith Street, Fayette Street, among others – rank high on these lists. NJTPA, in conjunction with NJDOT in 2005, established a Local Safety Program (LSP) that can provide funding to advance selected safety improvements on county and eligible local roadway facilities within its region.

Pedestrian and Bicycle Circulation

Perth Amboy’s historic foundation of compact streets make the residential neighborhoods and commercial areas surrounding the CBD very walkable. Sidewalks are present on nearly every street in the center of the City. However, streets become

increasingly auto-oriented and lack pedestrian facilities in the industrial areas in the northeast and southwest sections of Perth Amboy. Sidewalks are in poor condition around Route 440 and nonexistent along Route 624. Sidewalks are also nonexistent along segments of Convery Boulevard, State Street, Florida Grove Road and Pfeiffer Boulevard. Pedestrian connections are limited in areas surrounding the CSX and NJ Transit right-of-ways. As a result, pedestrians will often cross the tracks to avoid walking out of their way.

Figure 10 shows pedestrian and bicycle generators in Perth Amboy, which consists of the CBD, commercial corridors, recreation areas, the train station, schools, government offices, religious institutions and community centers.

Perth Amboy has several protected multi-use paths. The City is also in the process of providing a continuous path along the waterfront. Presently, there are paths along segments of Sadowski Park, the marina, the northern portion of Buckingham Avenue, and parallel to Riverview Drive with a short spur that connects to Sheridan Street. Further inland, the City has developed an off-road multi-use trail which was converted from an old railroad right-of-way between Pulaski and Hall Avenues. Walking and bicycle trails are also present in some City parks including a trail that runs the perimeter of Rudyk Park.

The Middlesex Greenway, a 3.5 mile multi-use trail that spans from Metuchen to Woodbridge, ends 1 mile west of the City limits. It is designated as part of the New Jersey segment of the East Coast Greenway, an initiative to create a continuous trail along the east coast of the United States. Middlesex County is actively working on viable options for both an interim and a permanent extension of the greenway to access Perth Amboy.

Perth Amboy does not have any designated on-street bicycle routes. Bicycle racks are available at the train station. The City Code (Section 158-8) stipulates that cyclists must obtain a bicycle license from the Police Department and attach the license to the bicycle before riding on the street.

NJ Transit has also made improvements to improve pedestrian and bicycle access in and around the City. The Local #48 bus line that serves the City is equipped with bike racks.

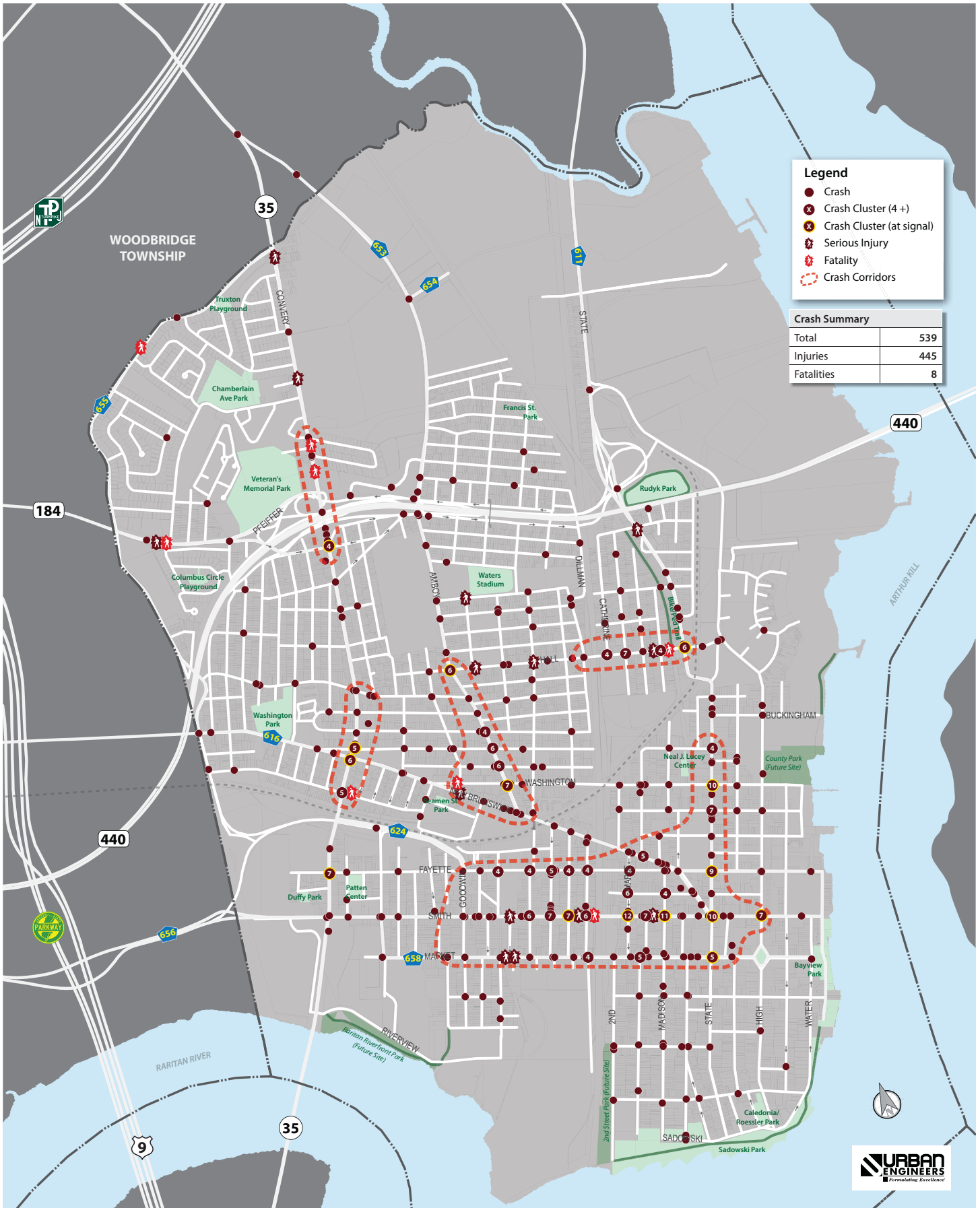
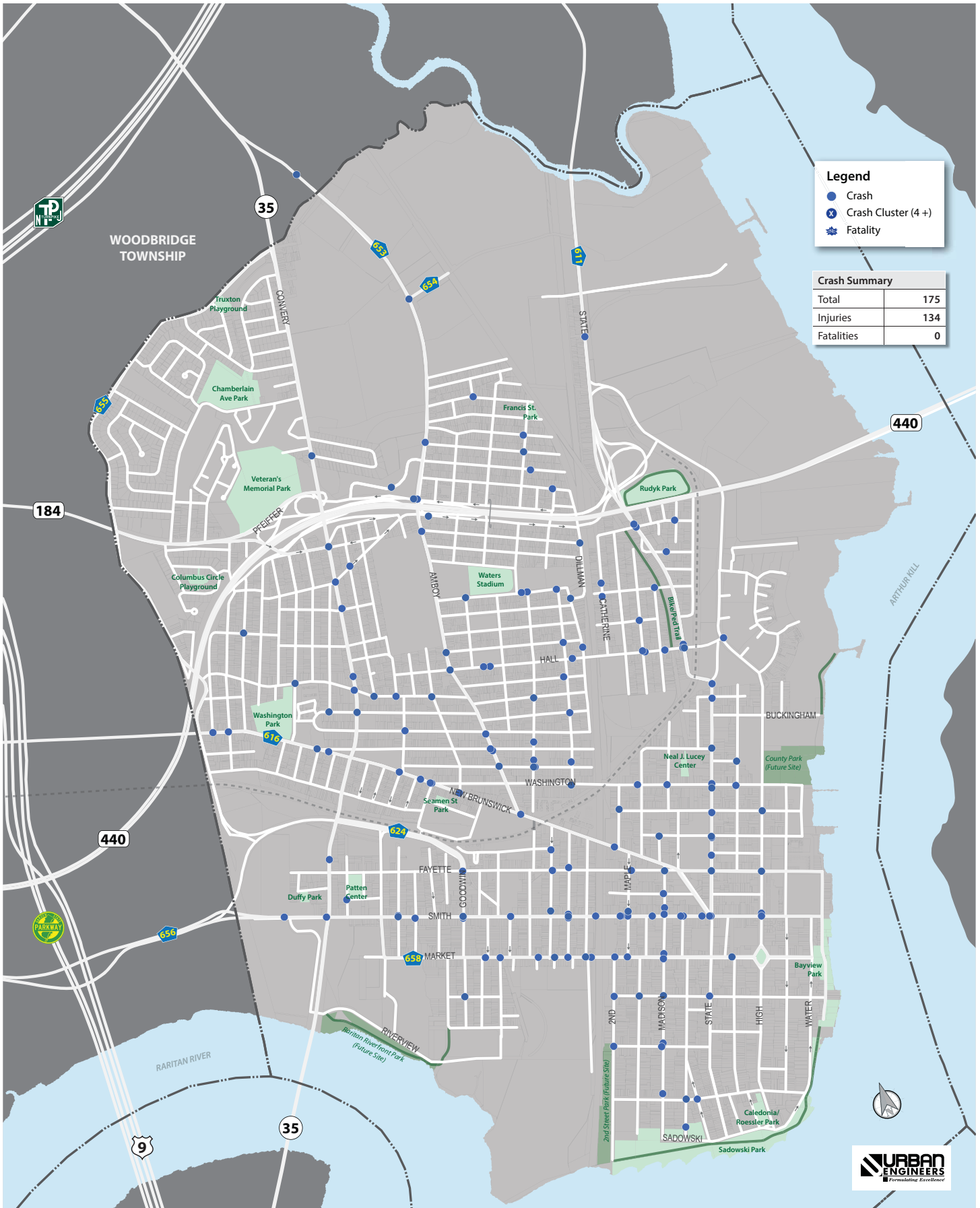


FIGURE 8: PEDESTRIAN CRASHES (2004-2014)



Legend

- Crash
- ⊗ Crash Cluster (4+)
- ★ Fatality

Crash Summary

Total	175
Injuries	134
Fatalities	0

FIGURE 9: BICYCLE CRASHES (2004-2014)



FIGURE 10: BICYCLE/PEDESTRIAN GENERATORS

Public Transportation

Public transportation is a particularly important resource for Perth Amboy because 22% of its households do not own a motor vehicle. Census data show that the densely populated residential neighborhoods surrounding the CBD are in greatest need of transit services because they have lower-than-average vehicle ownership rates. Figure 11 shows the City's transit network, which includes train, bus, taxi and paratransit services.

Bus Services

NJ Transit serves as the local public bus provider in Perth Amboy. Table 4 lists the five bus routes that operate within the City with their service hours, average rush-hour headways and scheduled trips per day.

Table 4: NJ Transit Bus Routes Operating in Perth Amboy

Route	Type	Route Description	Service Hours	Rush Hour Headways	Trips Per Day	Perth Amboy Ridership
48	Local	Perth Amboy to Elizabeth via Woodbridge and Carteret	6am to 11pm	60 Minutes	17	381
116	Express	Perth Amboy to New York -Port Authority Bus Terminal	5am to 12am	10 Minutes	37	956
813	Local	Perth Amboy to Middlesex County College	6am to 9pm	15-60 Minutes	20	687
815	Local	Woodbridge to New Brunswick via Perth Amboy	6am to 9pm	30 Minutes	25	896
817	Local	Perth Amboy to Campbell's Junction via South Amboy and Old Bridge Twp	6am to 8pm	60 Minutes	14	249

Source: NJ Transit

Routes 48 and 116 are operated by NJ Transit. Services for Routes 813, 815, and 817 are contracted out to Academy Bus, which has a bus depot located at 440 Florida Grove Road.

NJ Transit ridership data from April 2015 estimate that 3,169 people board and depart buses in Perth Amboy on an average weekday. Routes 116 and 815 account for 30% and 28% of these trips, respectively. Bus stops located near Five Corners, the train station, Raritan Bay Medical Center and Convery Boulevard are among the most frequently used stops. In 2013, the City transferred control of 13 bus stops to a private company which will install and maintain bus shelters equipped with benches, solar lighting and advertising space. In addition, security cameras will be installed for use by the Perth Amboy Police Department.

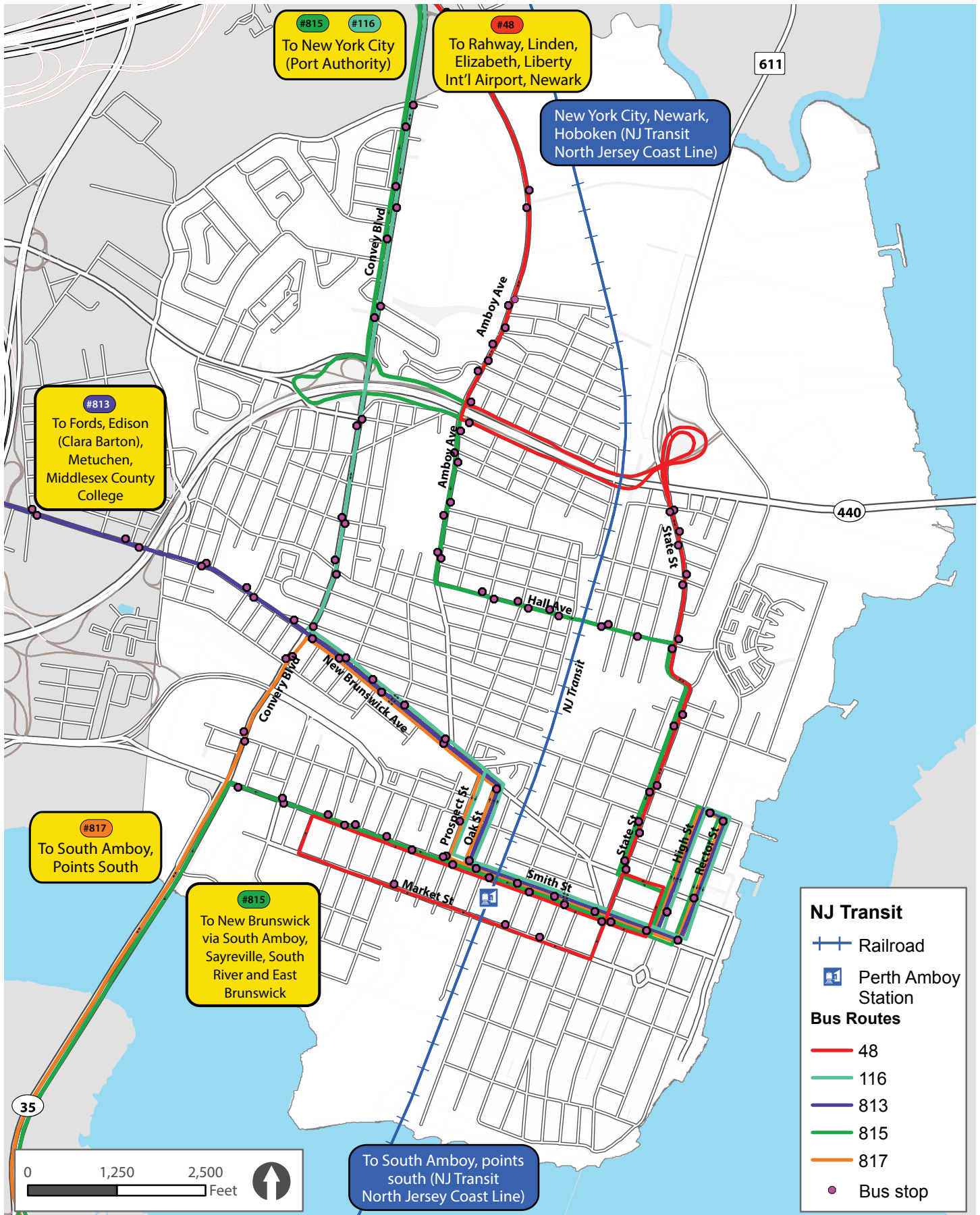


FIGURE 11: PUBLIC TRANSPORTATION

Train Services

Perth Amboy is located along NJ Transit's North Jersey Coast Line, which provides direct service to Newark and New York City. Connections to New Brunswick and other destinations along the Northeast Corridor Line are available at the Rahway and Newark Stations. Connection to Hoboken is available at Newark Penn Station.

NJ Transit operates continuous weekday service from 5 a.m. to 1 a.m., with northbound headways averaging 15 minutes during the morning rush³. Trains run once an hour on weekends from 7a.m. to 1a.m.⁴

In 2014, Perth Amboy station had an average of 886 weekday boardings, accounting for 4% of ridership on the North Jersey Coast Line. Ridership from the Perth Amboy station trends similarly to ridership along the North Jersey Coast Line, which dropped 28% between 2008 and 2013. Ridership has since rebounded in 2014 by 9%.

The Perth Amboy station was constructed below-grade and is one of the last remaining stations along the North Jersey Coast Line with a low-floor platform. As a result, the station is inaccessible to customers requiring an elevator. NJ Transit plans to raise the platform and make the station ADA-compliant within the next five years. Woodbridge station is currently a preferred alternative for many Perth Amboy residents because it has more frequent service, is ADA-compliant and is in a different fare zone.

Taxi and Paratransit Services

The City regulates the number of taxis that can operate within Perth Amboy and regulates fares for trips that originate and end within the city limits. The City is divided into four zones, each with a flat rate that applies to trips with up to two passengers (see Figure 12). Travel within Zone 1, which includes the CBD and the Waterfront District, is the least expensive. Travel to, from and within the other zones increases the higher the zone number. The zone with the highest rates includes the Spa Springs neighborhood and Maurer industrial area. The established rates are reviewed by the City every three years.

Paratransit services are available to senior citizens and persons with disabilities from the Middlesex County Area Transit (MCAT) program. Passengers are required to make a reservation and pre-pay before their scheduled trip. Pick-ups are scheduled on weekdays between 8 a.m. and 3:30 p.m., with limited pick-up scheduled during the evenings and Saturdays. Service is not available on Sundays.

³ First New York-bound train at 4:37 a.m. and last Long Branch-bound train at 1:49 a.m., as of October 2015

⁴ First New York-bound train at 5:41 a.m. and last Long Branch-bound train at 1:49 a.m., as of October 2015

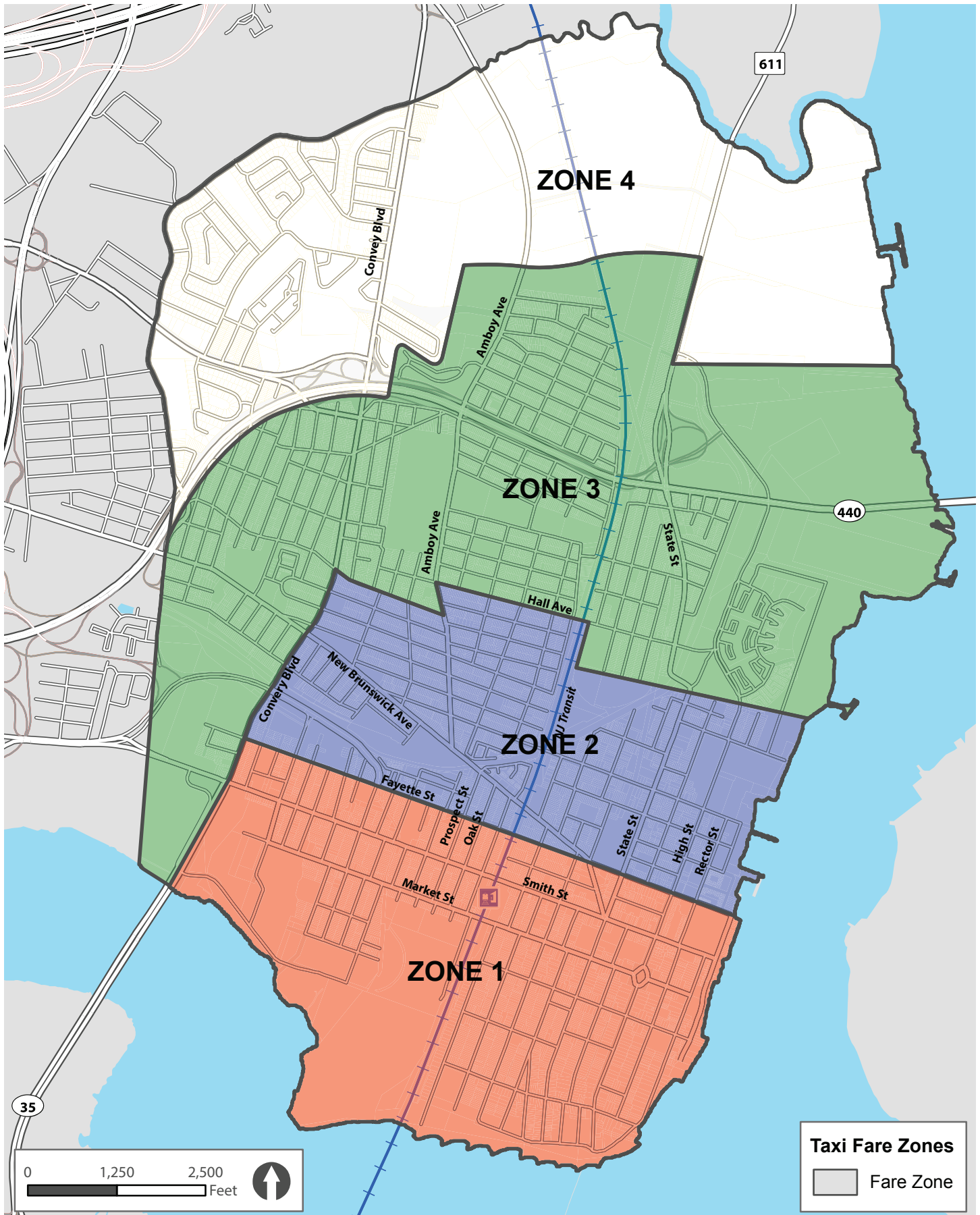


FIGURE 12: TAXI FARE ZONES

Regional Connections

Perth Amboy is located 20 miles from Newark Liberty International Airport; the North Jersey Coast Line provides direct service to the airport. The line also connects to Secaucus Junction, which provides connections to all NJ Transit lines except the Princeton Branch and Atlantic City Line, and it also serves the Metro-North Railroad Port Jervis Line. Regional bus service is available at Newark Penn Station.

Parking

Perth Amboy Parking Utility regulates a supply of on- and off-street public parking facilities. The majority of municipal parking is located in the CBD, with some metered parking located in the hospital area. Metered parking is available in all lots and along most commercial streets. Table 5 provides an inventory of the nearly 1,900 spaces in the CBD. The Parking Utility is responsible for collection from and repair of payment machines, maintenance of surface lots and structures, and issuing parking citations.

Table 5: Parking Inventory

Parking Facility	Type	Total Spaces	Permit Spaces	Metered Spaces
Train Station	Surface	191	91	100
Hobart Street Lot	Surface	36	17	19
King Plaza Deck	Structure	200	200	0
NBST Lot	Surface	41	0	41
Jefferson Deck (Lot C)	Structure	311	247	64
Library Lot (Lot B)	Surface	55	0	55
RDH Lot	Surface	83	24	59
Post Office Lot (Lot A)	Surface	51	0	51
On-Street CBD	Parallel	861	0	861
On-Street Hospital Area	Parallel	47	0	47

Source: City of Perth Amboy Parking Utility; Tim Haahs, 2011

The City has allocated a share of its parking spaces to permit holders. Permits fall into four general categories for automobile drivers: residential permits, commuter permits for parking at the train station and monthly permits for employees. In addition, the City offers loading zone permits for commercial deliveries. Residential and commuter parking

permits are issued for free only to Perth Amboy residents. As of 2015, monthly employee permits are sold for \$55 per month. The Parking Utility issues an average of 1,300 residential permits, 2,400 monthly employee permits and 85 commuter permits. There is no limit to the number of residential permits issued to each household.

Parking conditions in the CBD and hospital area were reviewed in a 2011 study titled *Preliminary Parking System Assessment of Parking Operations*. As a result, the City increased metered parking fee in the CBD. Occupancy data from this study suggests that some of the City's parking supply is underutilized due to current parking regulations. Short-term metered parking spaces at surface lots and along Smith Street had high occupancy rates, while permit areas in Jefferson Deck and the privately held Kings Plaza Deck were underutilized. At the train station, short-term parking areas were more occupied than the long-term and commuter permit areas.

3. SUMMARY OF PUBLIC OUTREACH

This planning effort was led by City of Perth Amboy's Office of Economic and Community Development (OECD), with the assistance of a Steering Committee that included representatives from the City, Middlesex County, NJ State, NJ Transit, elected officials, civic representatives and other key stakeholders. BFJ Planning met with the City and the Steering Committee regularly to gather feedback and ensure that the developed recommendations are supported to the maximum extent possible by residents, the City and major institutions such as NJ Transit.

This effort was also coordinated with the following agencies and groups to solicit feedback and gather information on existing conditions and planned projects and to solicit feedback on recommendations for the Circulation Element:

- NJ Transit,
- Middlesex County Office of Planning,
- Perth Amboy City Engineer and Department of Public Works,
- Perth Amboy Fire Department,
- Perth Amboy Police Department,
- Perth Amboy Parking Utility, and
- Perth Amboy Business Improvement District.

Citizen participation was an important part of this Circulation Element. In order to solicit feedback from the public, a public workshop was held for the community to introduce the project and gain input on issues and opportunities related to transportation. Project flyers were distributed throughout the city to raise awareness of the event. A project page was published on the City's website which had updates on the plan's progress along with relevant documents. A public survey was also administered as a supplemental participation opportunity to engage more participants in the planning effort. In total, 54 surveys were completed with 37 responses from residents and 37 from employees or merchants (71 people initiated the survey, but did not answer all questions).

A project website was developed for the Bicycle and Pedestrian component of the Circulation Element and was available to the public through the duration of the project. The website provided an overview of the combined effort, along with an interactive community map that allowed members of the public to "mark the map" with location-specific comments related to walking, biking, and driving in Perth Amboy. A total of 148 markers were placed, of which 73 had corresponding comments attached. The website also contained a link to the public survey described above.

A flyer containing a description of the project and a link to the website was developed in both English and Spanish. The flyer was distributed electronically through email and social media. In addition, printed copies with tear-away tags were posted at key locations throughout the city.

Samples of the survey, website, flyers and other outreach materials can be found in Appendix B. The list below highlights some of the themes that came out of the public engagement process and helped guide the development of recommendations included in this Circulation Element.

Themes from Public Outreach

Safety, Connectivity and Congestion

- Increase enforcement to prevent drivers from behaving badly (i.e. speeding, cell phone use, failure to yield to pedestrians, running through stop signs).
- Pedestrians also need to obey traffic laws and not jaywalk.
- Congestion is heavy in downtown areas and near schools during morning and afternoon periods.
- Specific problem areas that need attention:
 - Smith Street
 - Market Street
 - Washington Street
 - Smith Street and Convery Boulevard
 - Near schools at Amboy, Hall and State Streets
 - Near schools at Market Street
- Wayfinding
 - Make billboard signs posted at entrances to Perth Amboy more “official” and complete

Pedestrian and Bicycles

- Improve north/south and east/west pedestrian connections that are cut off due to railroad rights-of-way.
- Crosswalks are not well marked throughout the city.
- There is a need for crossing improvements along major commercial corridors and school access routes.
- Conditions are generally not accommodating to bicyclists; City should add bike lanes and improve bicycle infrastructure. The lack of on-road routes may lead to sidewalk riding.
- There is strong interest in expanding the local trail system and extending the Middlesex Greenway into Perth Amboy.
- New “Connector Road” between Convery Boulevard and Amboy Avenue should have sidewalks and a bike lane.

- Improve pedestrian conditions at Five Corners intersection and the intersection of Washington Street with New Brunswick Avenue (at Flat Iron Tavern).
 - Lack of intersection control in neighborhoods near Perth Amboy High School leads to confusion and speeding
- Beautify the entire waterfront, improve walking conditions.

Transit

- Improve regularity of train service.
- Improve real-time bus arrival information.
- Improve appearance of train station parking lot.
- Upgrade bus shelters and improve maintenance.
- Consider adding intercity bus routes or shuttles to provide better access to New Brunswick and Jersey City.

Parking

- Parking for shopping downtown is a big problem
- Improve signage for on-street parking regulations
- Improve wayfinding to municipal lots
- Concern regarding truck parking on residential streets

Other

- Improve taxi service in Perth Amboy.

4. GOALS AND OBJECTIVES

The following description of goals and objectives is based on an initial list that was proposed to the Planning Projects Steering Committee in July 2015. It also incorporates comments received through the public workshop; the online survey; and stakeholder input from City, County and State organizations. Section 5 has a series of recommendations that correspond to the goals and objectives outlined below.

Goal 1: Improve Safety for Pedestrians, Bicycles and Vehicles

The City's first priority is to provide and maintain a safe transportation network. Safety improvements should be prioritized at locations with high crash rates and those near pedestrian generators such as schools, parks and commercial areas. Traffic calming measures can also help to reduce the negative impacts of traffic in residential neighborhoods.

As part of this goal, the City should support improvements that promote non-vehicular mobility in key areas for pedestrians and bicyclists. Providing safe bicycling and pedestrian access between neighborhoods and within commercial areas will help minimize automotive impacts. Implementing "Complete Street" designs is one way to improve safety and mobility. Complete Streets are those which are comfortable, liveable and safe for pedestrians, bicyclists, transit riders, people with disabilities and motorists.

Objectives:

- 1) Improve safety along priority intersections (i.e. near schools, high crash locations) with measures such as turning lanes, roundabouts, traffic signals and crosswalks. All improvements should be consistent in style, emphasizing driver awareness of pedestrians and reflecting highly visible and durable treatments.*
- 2) Implement traffic calming measures to restrict and/or slow traffic (particularly truck traffic) on select local roadways.*
- 3) Implement Complete Street treatments along key corridors.*
- 4) Improve roadway maintenance and refurbish pavement markings (e.g. centerlines and crosswalks) where needed. All crosswalk treatments should be consistent in style, reflecting the "state of the art" in high-visibility, durable crosswalk markings.*

Goal 2: Reduce Congestion and Improve Accessibility

Perth Amboy's circulation system, including its proximity to the regional highway network, is a significant asset that gives the City a competitive advantage over other

municipalities. However, as Perth Amboy continues to grow, the network of arterial and collector roads will experience increases in traffic volumes that are likely to create new points of congestion. There is a need to improve mobility, circulation and connectivity, while allowing for the network to effectively carry local, regional and interstate traffic.

The roadway network in the northern part of Perth Amboy has limited east-west connections. To minimize excessive loads on individual roads and reduce overall vehicle miles of travel, the City should develop new east-west connections. Maintaining multiple connections between roads will help improve the flexibility and redundancy of the roadway network.

Objectives:

- 1) *Consider improvements to reduce congestion at hot such as the Five Corners intersection and schools.*
- 2) *Improve east-west circulation in northerly part of Perth Amboy.*
- 3) *Manage truck traffic and reduce truck intrusions into residential neighborhoods.*
- 4) *Improve access to the waterfront with new paths and attractive wayfinding signage for drivers and pedestrians.*
- 5) *Reinforce gateway locations to enhance the image and identity of the City and facilitate circulation.*

Goal 3: Improve Pedestrian-Friendliness

Improving the walkability of Perth Amboy has many benefits, including enhanced accessibility, reduced transportation costs and greenhouse gas emissions and improved public health and sense of community. It can also help create the kind of environment that will attract people and new investment in the CBD. The success of walkable streets can be seen in cities around the world.

Objectives:

- 1) *Implement speed reduction strategies for key intersections and corridors.*
- 2) *Improve pedestrian infrastructure.*
- 3) *Implement Complete Street designs.*
- 4) *Upgrade traffic signals to make them more pedestrian-friendly.*

Goal 4: Improve Bicycle-Friendliness

The City should develop a network of safe and convenient bikeways and facilities that link residential neighborhoods with areas of employment, commercial districts, schools and parks. Cycling should be encouraged as part of a multi-modal commute by improving connections between the home/workplace and the train station/bus stops. Improvements should complement the other transportation modes (e.g. bus, car and train) and should be targeted to recreational, student and commuter bicyclists.

Objectives:

- 1) Implement the recommended routes in the Bicycle and Pedestrian Plan.*
- 2) Consider Complete Street treatments on roadways identified in Section 5.*
- 3) Develop designated bicycle lanes and shared bicycle/automobile lanes (sharrows) where feasible.*
- 4) Improve bicycle parking and storage at the train station and bus stops.*
- 5) Adopt bicycle parking requirements into the City's zoning code.*
- 6) Consider a city-wide bicycle sharing program.*

Goal 5: Improve public transportation options throughout the City and look for opportunities to increase ridership.

Perth Amboy has a number of public transit options, including the NJ Transit North Jersey Coast Line and NJ Transit bus lines. However, there are still service gaps that limit the ability of all City residents to access economical and sustainable transportation services. Additionally, there are opportunities to increase ridership through development patterns and site designs that are integrated and coordinated with the City's transit system.

Objectives:

- 1) Improve Perth Amboy's public transportation network (all modes) and encourage the use of these services.*
- 2) Promote infill and redevelopment around the Perth Amboy train station.*
- 3) Improve the pedestrian connection between the train station and nearby bus stop.*
- 4) Consider/support the addition of new bus service (private or public) between Perth Amboy and New Brunswick.*
- 5) Revise and expand New Jersey Transit bus routes as appropriate to address transit needs resulting from redevelopment.*

- 6) *Improve amenities such as bus shelters, transit information and pedestrian and bicycle facilities to attract “choice” riders.*
- 7) *Coordinate with nearby ferry initiatives and explore the option of a ferry terminal along the City’s waterfront.*
- 8) *Explore option of creating a water taxi to connect Perth Amboy to Staten Island and/or the redevelopment along the southern shore of the Raritan River.*

Goal 6: Improve Parking Conditions

Parking is an issue affecting circulation patterns in Perth Amboy. While the City should continue efforts to make parking available, it should also consider the potential negative effects of parking, such as land consumption; congestion; and visual, financial and fiscal impacts. The objectives listed below consider these factors when addressing current parking needs and future parking demand associated with new development.

Objectives:

- 1) *Improve parking efficiency through higher turnover and optimum occupancies (i.e. shared parking, care sharing and payments in lieu of parking to better manage parking).*
- 2) *Enhance parking user-friendliness.*

5. TRANSPORTATION PLAN

The priority objective of this Transportation Plan is to identify projects and policies that will help maintain an efficient transportation system that meets the needs of the community, while respecting existing patterns of land-use development in Perth Amboy. The recommendations show how the existing roadway network can be improved to enhance safety, eliminate or mitigate existing areas of congestion and provide for future growth and development in accordance with the established goals.

The recommendations that address the aforementioned goals are grouped into the following categories:

- **Safety, Connectivity and Congestion** improvements to strengthen the safety, mobility and efficiency of the roadway network for all users.
- **“Complete Streets”** improvements to make streets safer, more comfortable and liveable for all users, including motorists, pedestrians, bicyclists, transit riders and people of all ages and abilities.
- **Pedestrian and Bicycle Accessibility** recommendations that specifically promote and facilitate the increased use of non-motorized transportation, including developing facilities for use by pedestrians and bicyclists and public educational, promotional, and safety programs for using such facilities.
- **Public and Private Transit** improvements to encourage the use of local and regional mass transit services.
- **Parking** strategies to address current parking needs as well as future parking demand, in the CBD and the proposed redevelopment areas.

A. SAFETY, CONNECTIVITY AND CONGESTION

According to feedback from the public, many local roadways, particularly those connected to arterial roadways, are being used to handle unexpected levels and types of traffic. In these instances, commercial trucks and other vehicles use local roads that provide a more direct or quicker means to arrive at a specific destination. This can affect the quality-of-life in neighborhoods, with increases in noise and pollution levels, higher crash rates and reduced mobility of residents. Many of the improvements described below address safety, connectivity and congestion, as these issues are interrelated to some degree.

Traffic Calming

Traffic calming measures can address these impacts and respond to public concerns about speeding and cut-through traffic. Generally, traffic calming is a combination of mainly physical measures that reduce the negative impacts of traffic intrusion into residential neighborhoods or other areas with dense pedestrian activity. Traffic calming strategies involve reducing traffic speeds or limiting the degree of vehicular freedom in a neighborhood, without prohibiting traffic altogether. Traffic calming measures should be considered for those areas identified in the Bicycle and Pedestrian Plan where there are a high degree of pedestrian injuries (see Appendix A).

Signalized intersections on Smith Street

Another way to improve safety is to provide intersection improvements at high-traffic locations. Comments received from the public indicate that Smith Street is difficult for pedestrians to cross due to the high vehicle speeds and wide crossing distances along the corridor. While a number of intersections on Smith Street have crosswalks, there are no signalized intersections along the 0.7-mile stretch between Herbert Street and Maple Street. Traffic signals provide safe crossing locations for pedestrians and will also help to prevent speeding.

The crash analysis shows that the intersections at Goodwin Street and Prospect Street both have elevated crash rates compared with surrounding roads. Goodwin Street is classified a minor arterial and Prospect Street is a minor collector; both roads carry larger traffic loads than the surrounding local roads. It is recommended that the City consider requesting the County to signalize both of these intersections if traffic signal warrants can be satisfied (minimum threshold levels for a set of objective traffic and pedestrian operational conditions). An engineering study may be required to signalization. As an alternative, the City may consider another option which has all-way stop controls.

Five Corners Intersection

The “Five Corners” intersection where New Brunswick Avenue (CR 616) terminates at Smith Street (CR 611) and State Street (CR 656) has historically been considered the

center of the downtown area. The area is highly trafficked by pedestrians and cars and several bus routes (#s 813, 815, 817, 48,116) serve the area. The awkward layout of the five-legged intersection requires irregular signal timings which are a source of congestion and confusion for motorists, pedestrians and bicyclists alike. Middlesex County's Transportation Plan (2013) highlighted Five Corners as a priority intersection for safety improvements.

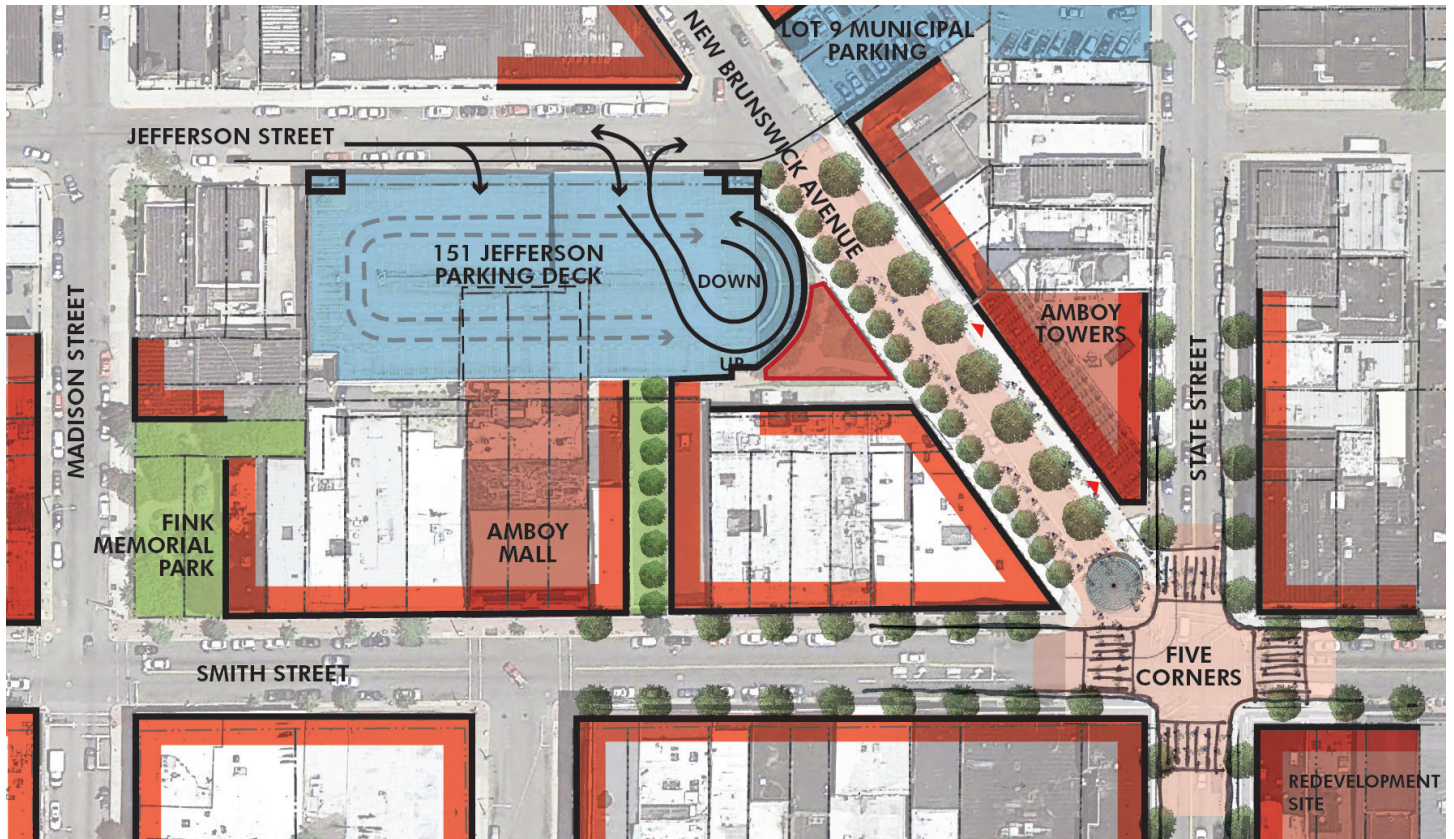
The 2013 *Perth Amboy Bay City Transit District Strategy* addresses these safety and congestion issues by proposing the closure of New Brunswick Avenue between Jefferson Street and Smith Street to automobile traffic. This intervention (see Figure 13) would alleviate traffic congestion on Smith Street by eliminating a turning movement and reconfiguring the street light timing to operate as a typical four-way intersection. The intersection could then be re-established as a major civic space in the CBD that is safer, more aesthetically pleasing and pedestrian-friendly. Any closure would have to allow for the accommodation of loading and access to adjacent properties.

Connectivity

Perth Amboy's local street grid is bisected by the NJ Transit's North Jersey Coast Line right-of-way, which creates limited access between the east and west portions of the City. East-west connectivity should be fostered where feasible, especially in the northerly parts of the City. The Connector Road project to be constructed by the County (see Complete Streets section) will help provide east-west connectivity, especially for new uses such as the Perth Amboy Early Learning Center, the proposed Perth Amboy High School and the Amboy Corporate Center.

Improve connectivity near public schools

The Perth Amboy Police Department identified two areas of congestion adjacent to public schools that should be prioritized by the City (see Figure 14). The first is at the Wilentz School located on First Street. There is a cul-de-sac at the end of First Street that is a source of congestion during drop-off and pick-up hours because there are no alternate routes in or out of the area. Connecting First Street to Sadowski Parkway would allow traffic to move more easily. The land where the connection would be is currently vacant and does not abut any homeowners. Reconnecting the streets should take into consideration the residents who use this area for recreation. This should be done flexibly to accommodate both park users and vehicular traffic.



New Brunswick Avenue between Jefferson Street and Smith Street redesign concept

FIGURE 13: FIVE CORNERS INTERSECTION CONCEPT

There are also congestion and connectivity issues in the area of Hall Avenue intersecting with Cortlandt, Charles and Elizabeth Streets. There are two large Public Schools (Edward J. Patten School and Ignacio Cruz Center) and an industrial facility (Individualized Shirt) in that area. Congestion is high during school pick-up and drop-off hours, because Hall Avenue is the only road that provides access to the area. At the Patten School, it may be feasible to move the drop-off area or some of the parking to the southern portion of the facility. Another solution would be to connect this area to the neighborhood to the south via Division, William or Washington Streets. This would require the creation of an at-grade crossing with the CSX-owned railroad spur at that location.

Route 440 and State Street Interchange

In 2009, NJDOT completed the High Street Connector Road project, which reconfigured the Route 440 exit ramps to provide direct access to a new extension of High Street. This project was intended to improve connectivity among Route 440, State Street, the northeast redevelopment area and the waterfront. While the project has improved connectivity, the extensive roadway network is complicated to navigate for vehicles and pedestrian access to Rudyk Park remains problematic.

A long-term opportunity to improve accessibility and safety would be to replace a portion of the elevated interchange with a modern roundabout (see Figure 14). A roundabout eliminates some of the conflicting traffic patterns, such as left turns, which significantly reduces the occurrence of severe crashes. Secondary benefits of the roundabout concept include the removal of a portion of elevated roadway, which may help to reduce long-term maintenance costs. The roundabout configuration would require less land than the existing roadway network, potentially freeing up space for new development or open space. A roundabout with improved landscaping would help to positively transform this key gateway into the City.

The roundabout concept shown in Figure 15 assumes a slightly steeper slope for the on- and off-ramps to Route 440. In addition, the roundabout may need to be elevated 5 feet to 8 feet above the existing grade. This concept would require further study by the City, in coordination with NJDOT, to determine the feasibility of this long-term project.

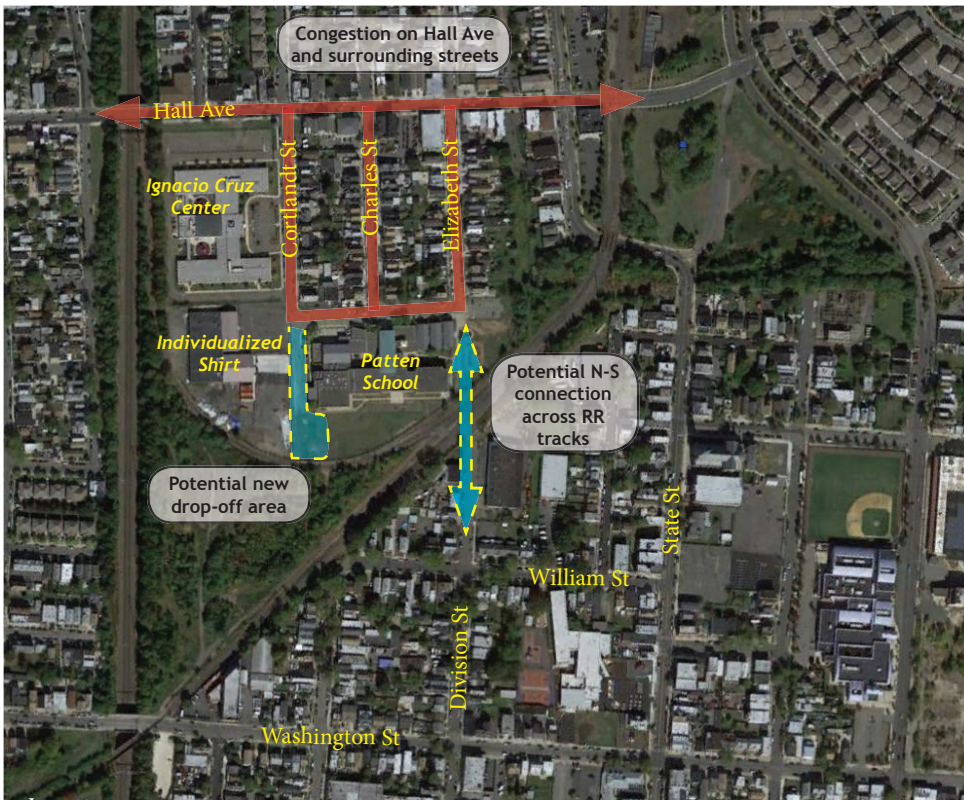
Bridges

As discussed earlier, five of the 19 bridges in the City have been evaluated as structurally deficient by the National Bridge Inventory (NBI). There are plans to replace one of these bridges, the Convery Boulevard (CR 35) overpass over the 440 Connector Road (CR 624). While these bridges are not in danger of collapse or unsafe for the traveling public, the City should closely monitor their condition and coordinate with the appropriate jurisdictions to ensure the structures do not further deteriorate. The Fayette Street Bridge is the only structurally deficient bridge that is owned by the City.



First Street Extension Concept

Connect First Street to Sadowski Parkway to relieve congestion and improve connectivity



Hall Avenue Area Concept

Concept 1:
Improve circulation at Patten School with parking/drop off-area in rear of building.

Concept 2:
Connect Elizabeth Street to Division Street to create a new north-south connection to relieve congestion on Hall Avenue.

FIGURE 14: CIRCULATION CONCEPTS FOR PUBLIC SCHOOLS



Route 440/State Street Interchange (From State Street, looking south)



FIGURE 15: ROUTE 440 INTERCHANGE/STATE STREET CONCEPT

The following actions are recommended for the bridges within Perth Amboy:

- Restrict heavy truck traffic on Fayette Street Bridge by removing Fayette Street east of Elm Street as a truck route. This would likely require the one-block stretch of Elm Street between Fayette Street and New Brunswick Avenue to be designated as a truck route until the Fayette Street Bridge situation is resolved. Although there are some residential uses on this block that would be affected, there are already truck-oriented businesses at either end of the block that affect those uses.
- Coordinate with Middlesex County to address the condition of the Smith Street and Market Street bridges crossing the NJ Transit right-of-way.
- Coordinate with NJDOT to address the structurally deficient ramp at the Route 440 and Convery Boulevard (NJ 35) interchange.
- Coordinate with NJ Transit to determine the impact of a the NJ Transit North Jersey Coast Raritan River rail bridge replacement on right-of-way clearance.

Truck Route Recommendations

Perth Amboy's access to the regional highway network provides a significant economic asset, which has made it an attractive location for commercial, warehouse, distribution and light industrial uses. However, these uses create potential negatives impacts on residential neighborhoods from truck traffic. The City should support policies that lessen the impacts of trucks in residential areas and streamline truck access to major highways. This may entail stricter enforcement by the Police Department. Development of any truck-dependent use (i.e. warehousing and distribution) should be limited to areas with direct access to approved truck routes and that do not require pass-through of residential areas lining truck routes including Fayette Street around the bridge as described above.

Removing Fayette Street around the bridge as a truck route will require coordination with the Police Department to discuss the traffic measures in place and whether additional traffic measures should be implemented, with priority given to ensuring no spillover truck traffic into residential areas. Improved wayfinding signage may help to mark and inform truck drivers of alternate routes.

Roadway Maintenance

Pavement markings

Pavement markings such as lane markings, centerlines and crosswalks are in various states of repair in the City. This is the case for roads controlled by the City, County and State. While some roads, notably in the downtown area, have newly striped centerlines and crosswalks, there are many areas where pavement markings are in disrepair and in some places, the centerlines and crosswalks are completely faded. These deficient markings create an array of community safety issues by not providing clear guidance

and information to drivers, pedestrians and bicyclists. For example, faded crosswalks, poorly designated crosswalks and narrow stop bars at intersections create poor visibility and confusion as to where drivers should stop.

Currently, pavement markings on City-owned roads are replaced on the basis of deterioration and available funding by the Perth Amboy Police Department. While the Police Department has the capacity to do crosswalks and small road markings, it does not have the equipment to do larger thermoplastic markings like double center lines or other directional markings (i.e. arrows, and “stop”). Because this is a roadway and engineering issue, striping should be handled by the City’s DPW. The City should upgrade its capabilities so that it can properly stripe all City-owned arterial and collector roads (see Figure 2 and Figure 3). With these capabilities, the City could negotiate with the County to stripe County-owned roads as needed.

A way to track new pavement markings and remove old markings needs to be identified and developed. The City should consider developing a comprehensive maintenance and rehabilitation plan for its pavement markings system. While County and State roadways are not in its jurisdiction, the City should consider including those roadways in the plan in order to document and advocate for continued maintenance and repairs when needed. The plan would help the City maintain the roads it controls, developing a schedule for the maintenance, replacement and development of new marking programs and to have a plan for the addition of new markings. This plan would also itemize the timeframe and costs, for both contractual and in-house work, associated with maintaining the pavement marking program. The maintenance plan should use the standards prescribed by the Manual of Uniform Traffic Control Devices (MUTCD).



Faded crosswalks and center lines on High Street (top) and Fayette Street (bottom)

Roadway Condition for Bicyclists

In every context, roadway surfaces deteriorate and debris accumulates over time. With regard to the roadway maintenance and bicycle facilities, the City should consider the fact that bicycles have a higher level of sensitivity to roadway conditions than cars and pedestrians. Surface conditions that are satisfactory for motorists may be hazards for

bicyclists. Defects such as longitudinal cracks or joints, potholes and root heaves, among others can degrade riding conditions considerably and can deter riders.

These issues can be easily managed by considering bicycle facilities in the City's roadway maintenance program. The following recommendations apply to maintaining the surfaces of roads with bicycle facilities:

- Ensure adequate lane markings for bicycle routes;
- Prioritize roadway maintenance improvements on routes with bicycle facilities;
- Replace parallel-slatted drain grates with bicycle-safe grates and install these grates on new projects;
- Ensure bicycle routes are swept regularly to remove gravel, sand and other debris;
- Ensure surface repairs do not result in seams running longitudinally through bicycle facilities or areas which are anticipated to have high ridership; and
- Carry out preventative maintenance to extend the lifecycle of bicycle facilities.

Gateways

Perth Amboy has a number of transportation connections to adjacent municipalities and the region, which function as its "front door." The City should maximize use of these gateways, identified in Figure 16, to create a stronger sense of arrival and improve Perth Amboy's sense of place. Signage and landscaping along gateways can help to support employment centers and generally improve the aesthetics of the City's streets. Opportunities to reinforce gateway locations may include:

- Gateway signage to denote arrival in and departure from City and to call attention to special civic events;
- Design elements that evoke an important aspect of the area's history or identity;
- Landscaping and lighting to improve aesthetics and call attention to visitors; and
- Redevelopment of underutilized and unattractive uses, combined with code enforcement where appropriate.

Gateways include entrances to the City from surrounding areas as well as those in central areas where Route 440 exits into the City's CBD. Priority should be given to roads with the highest levels of traffic and visibility, such as along Convery Boulevard at the Victory Bridge in the south and the border of Woodbridge in the north.

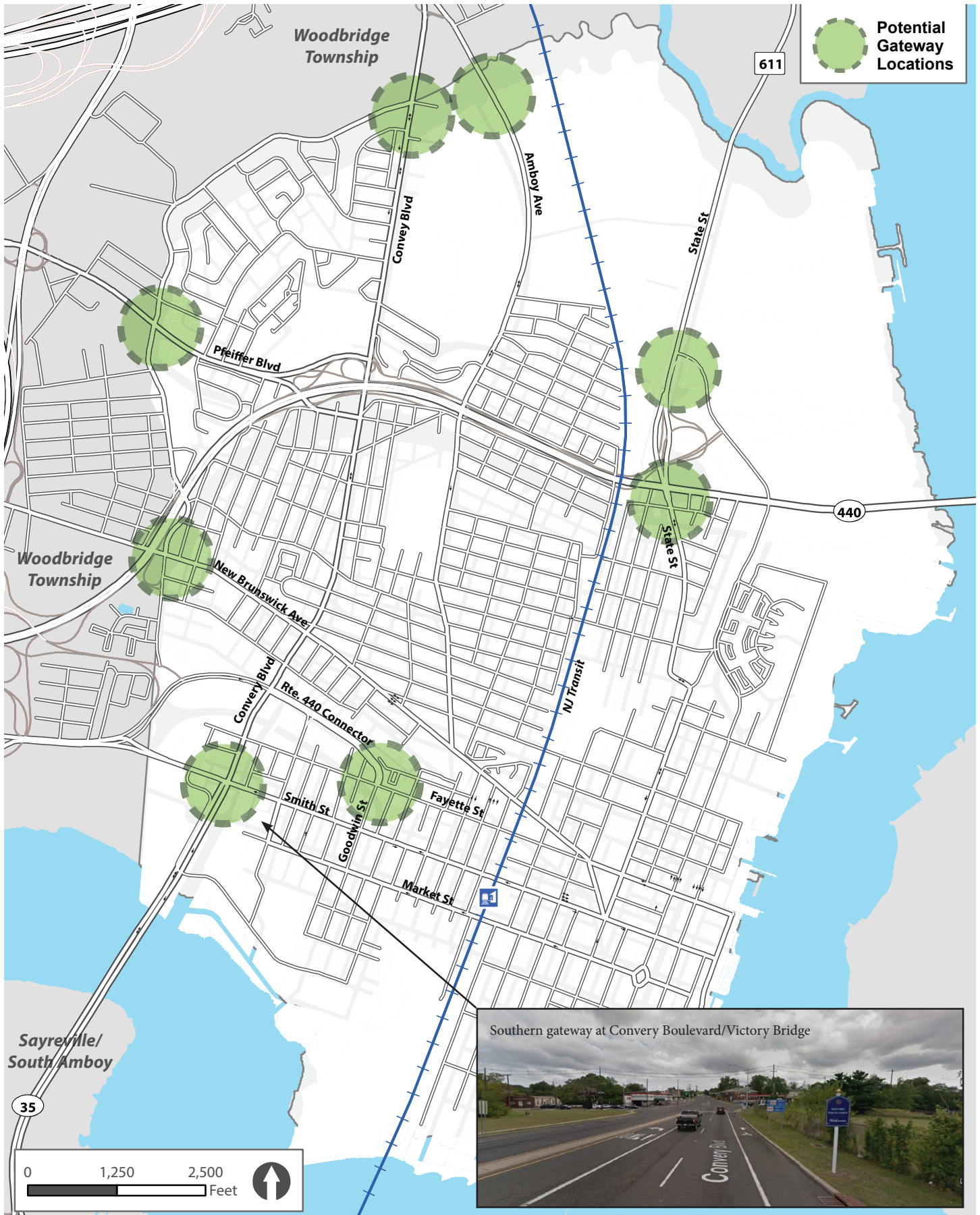


FIGURE 16: POTENTIAL GATEWAY AREAS

One-Way Streets

One way to implement bicycle lanes in a downtown area with relatively narrow streets is to convert two-way streets to one-way operation. This was discussed as part of the outreach process, especially in regards to Smith Street and Market Street. If the purpose of this conversion is to add a bicycle lane to these one-way streets, the resulting one-way street system would end up having only one traffic lane in each direction, say one lane westbound on Smith Street and one lane eastbound on Market Street. The respective widths are insufficient to have two lanes in each direction plus the bicycle lane without losing parking on one side. One lane in each direction would not have sufficient capacity to carry the traffic that exists today on both of these streets.

If the purpose of the one-way system is to have two lanes on each one-way street, say two lanes westbound on Smith Street, and two lanes eastbound on Market Street, we could not add bicycle lanes without losing parking. This traffic pattern would also increase speeds and vehicle miles of travel downtown which is not desirable.

Some residents have raised safety concerns on narrow residential streets such as Lewis and Rector Streets, where driver and pedestrian visibility may be limited, and raised the possibility of making such streets one-way. In these situations, the City should look at the location of on-street parking spaces at the intersections to ensure that they do not encroach on sight distances. Staggering the parking spaces back from intersections will help to improve visibility. The start of on-street parking can be designated with pavement markings.

B. COMPLETE STREETS

Perth Amboy has recognized the need to upgrade its roadway network to be a more balanced system that provides mobility choices for all users. In December 2013, the City adopted a Complete Streets Policy that encourages the incorporation of “complete streets” design practices, to the extent feasible, as part of routine infrastructure planning, design reconstruction, re-paving and maintenance for public and private projects. While traditional roadway engineering policies have tended to center on how best to accommodate the automobile, the Complete Streets Policy takes into consideration how a right-of-way serves all potential users, including pedestrians, bicyclists, transit riders, motorists and people of all ages and abilities.

Complete Streets elements may include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, ADA-compatible curb cuts, raised crosswalks, ramps and traffic calming measures. There is no “one-size-fits-all” design standard. The design and function of a

Complete Street varies depending primarily on the surrounding land-use activities and context, and street width. General Complete Streets guidelines are shown in Figure 17.

Complete Streets Examples

Complete Street treatments are illustrated for several key roads in Perth Amboy. These improvements will improve the safety of the street compared with existing conditions, mainly because the designs help slow vehicles to appropriate speeds and provide protected areas for cars, pedestrians and bicyclists. The examples show that Complete Streets designs can often be accomplished through restriping and painting, without requiring property acquisition.

Convery Boulevard/Route 35

Convery Boulevard is a high priority area for safety improvements, as identified by crash data and comments from the public, and the City should advocate strongly with NJDOT for improvements to address safety concerns. The State road is approximately 42 feet wide, with two travel lanes in each direction. North of Sayre Avenue, the character along Convery Boulevard transitions from an industrial area to a residential neighborhood. Conditions are difficult for pedestrians, because crossing distances are wide and there is no shoulder or parking lane to buffer traffic from the sidewalk. Lighting should also be improved along the route to make pedestrians more visible, especially at intersections. Improving conditions for pedestrians is an issue of safety, mobility and quality-of-life for the surrounding neighborhood.

Figure 18 shows how Convery Boulevard could be made safer by reallocating a traffic lane in each direction to create bicycle lanes in each direction as well as a median/left turn lane. This “road diet” design improves safety by reducing speeds, minimizing turning movement conflicts and improving visibility conditions for all modes. The key factor in designing the street is to maintain the required capacity at the signalized intersection through the provision of left-turn and/or right-turn lanes. While preliminary analysis indicates that this design will maintain efficient vehicular movement and capacity, the City and NJDOT would need to conduct a traffic analysis of turning movements at each intersection to confirm whether there would be significant capacity during peak hours.

The complete street concept for Convery Boulevard should be considered by NJDOT for the roadway from Sayre Avenue to the boundary with Woodbridge Township to the north. Complete street designs for Convery Boulevard south of Sayre Avenue may be considered in the long-term; however, any planning should take into consideration design changes that will occur as part of NJDOT’s reconstruction of the Convery Boulevard bridge over Route 624. Although complete streets in this location are envisioned as a long-term action, the City should coordinate with NJDOT to ensure that the agency’s plans for the bridge can accommodate future complete street designs.

COMPLETE STREET DESIGN PRINCIPLES

DESIGN TO ACCOMMODATE ALL USERS

Street design should accommodate pedestrians, bicyclists, transit users, passenger cars and commercial vehicles.

DESIGN FOR SAFETY

The safety of streets can be dramatically improved through appropriate geometric design and operation.

PRIORITIZE PEDESTRIAN MOVEMENT

Complete streets are built to pedestrian scale and prioritize walking.

COMPLEMENT SURROUNDING USES, ENVIRONMENT, AND COMMUNITY

Well-designed streets promote travel speeds, modes, and sidewalk activities that are appropriate for the surrounding context.

INCORPORATE GREEN DESIGN

Complete streets should incorporate green infrastructure such as street trees and stormwater curb extensions wherever practicable to simultaneously improve the pedestrian environment and mitigate the environmental impact of runoff.

CREATE PUBLIC SPACES

Complete streets promote streets as public spaces and incorporate designs to maximize social and economic activity.



Image Source: *Urban Street Design Guide, National Association of City Transportation Officials (NACTO)*

FIGURE 17: COMPLETE STREET DESIGN PRINCIPLES



Convery Boulevard Existing Conditions

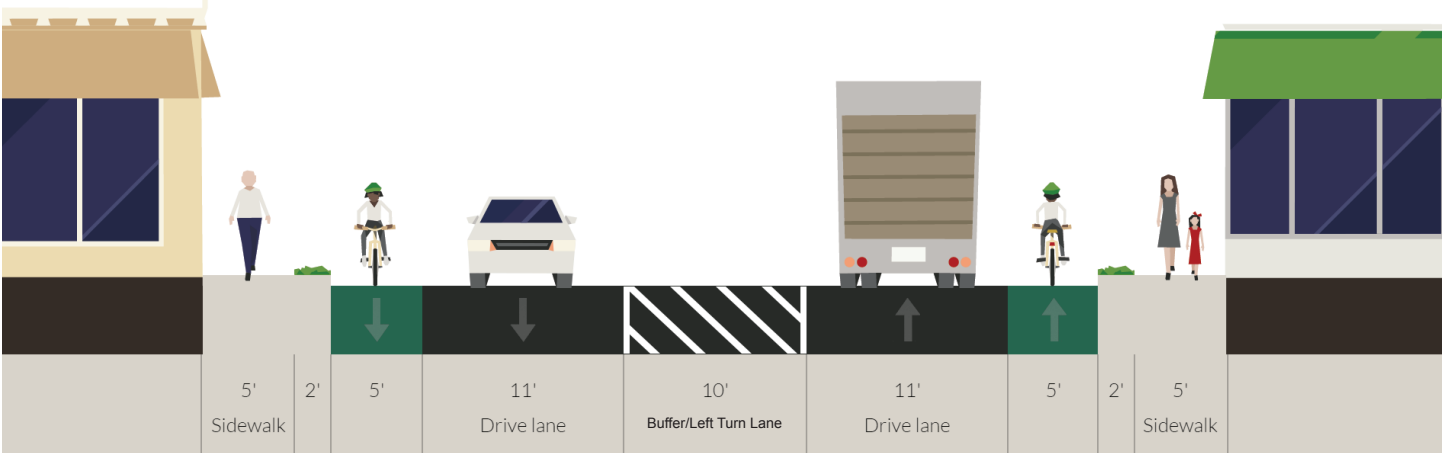


FIGURE 18: CONVERY BOULEVARD COMPLETE STREET CONCEPT

High Street

High Street is another road where bicycle infrastructure can be incorporated into the right-of-way without removing a lane of traffic or a parking lane. South of Washington Street, the street is very wide (generally wider than 60 feet curb-to-curb) and there is ample space to accommodate bicycle lanes on each side without removing a lane of traffic or parking.

Figure 19 shows the preferred option for High Street, which includes bike lanes and a median. The buffered bike line provides a bicyclist with extra space to reduce conflicts with moving traffic and from parked car “dooring.” Curb bump outs at the intersection narrow the roadway to define pedestrian crossing areas, reduce crossing distances, and reduce vehicular speeds. The High Street complete street concept is described in greater detail in the Bicycle and Pedestrian Plan (see Appendix A).

Connector Road between Convery Boulevard and Amboy Avenue

While Middlesex County has developed construction plans to build a new road (“Connector Road”) between Convery Boulevard and Amboy Avenue, the proposal is not being actively advanced by the County at this time. Initial plans for the 80-foot right-of-way have two lanes of traffic in each direction and a sidewalk on the south side. The roadway design does not include a dedicated bicycle lane. This would be an important road for a bicycle route, as it provides east-west connectivity in the northern portion of the City. The Connector Road is also located adjacent to the Perth Amboy Early Learning Center, the Amboy Corporate Center and the site on Convery Boulevard where Perth Amboy High School is proposed.

The Complete Street concept for the Connector Road shown in Figure 20 has two travel lanes, a median/left turn lane, a sidewalk and a separate bicycle path. Physically separating the bike lane from traffic is the preferred option, as truck traffic is heavier on this road. The bicycle path would carry bicycle traffic in both directions. An added benefit of the configuration is the inclusion of a buffer area for trees and landscaping, which can serve to slow traffic and give a boulevard feel to the street. The City should consider this road proposal as their concept and reopen discussions with Middlesex County on issues of design, construction funding, and ownership of the roadway.

Amboy Avenue

Amboy Avenue is a corridor with a high number of crashes. In many segments, the roadway is wide enough to accommodate bicycle lanes or “sharrows” without removing a lane of traffic or a parking lane. “Sharrows” are road markings used to indicate a shared lane environment for bicycles and automobiles. The designs in Figure 20 show how this can be accomplished.

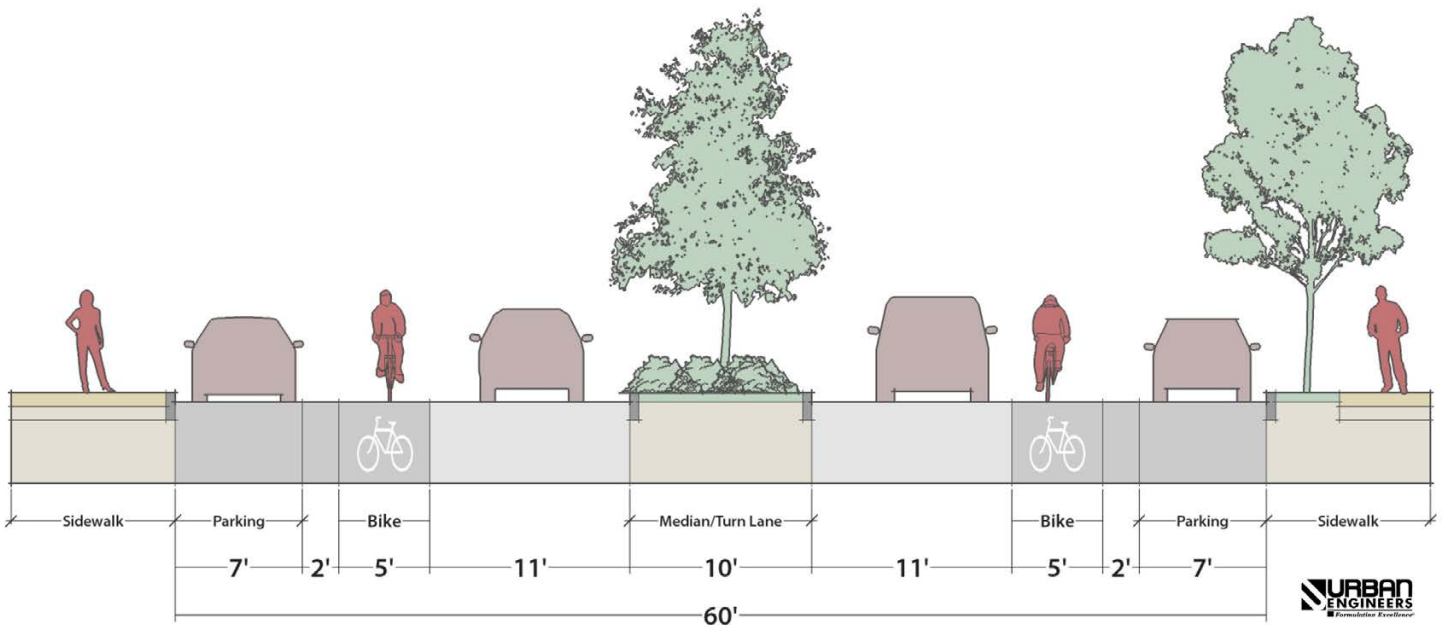
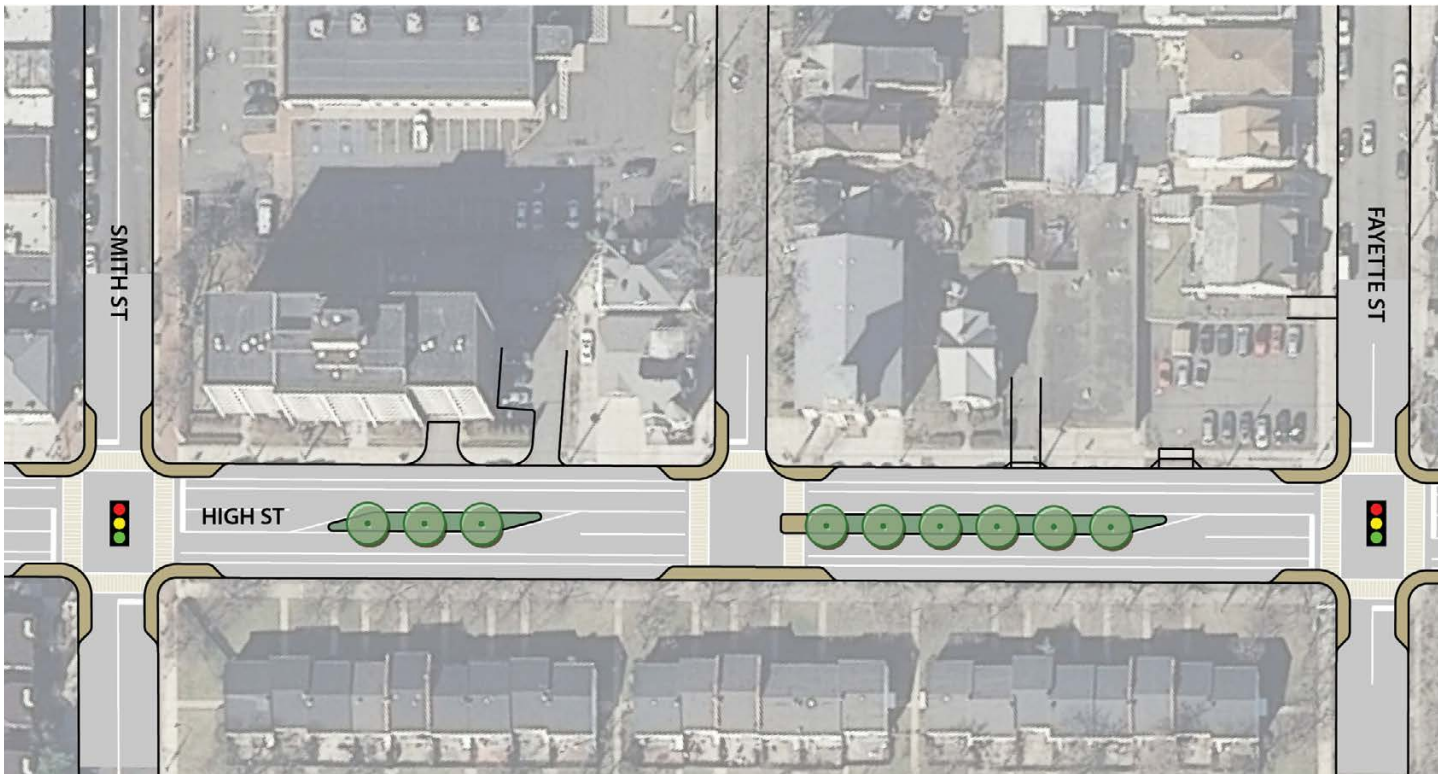
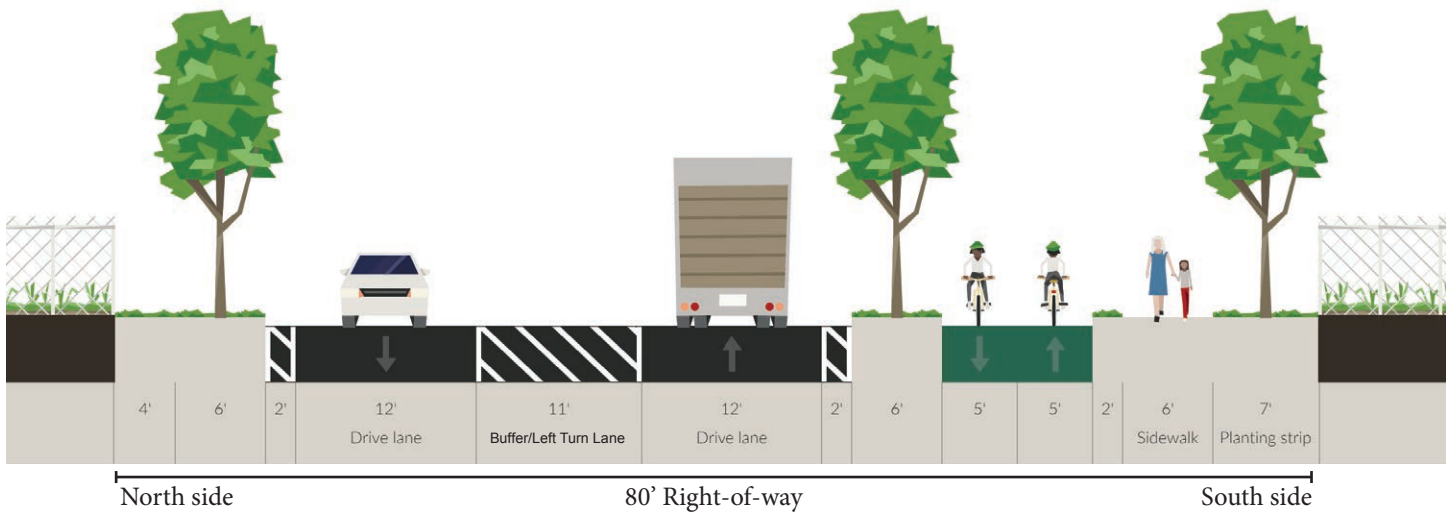
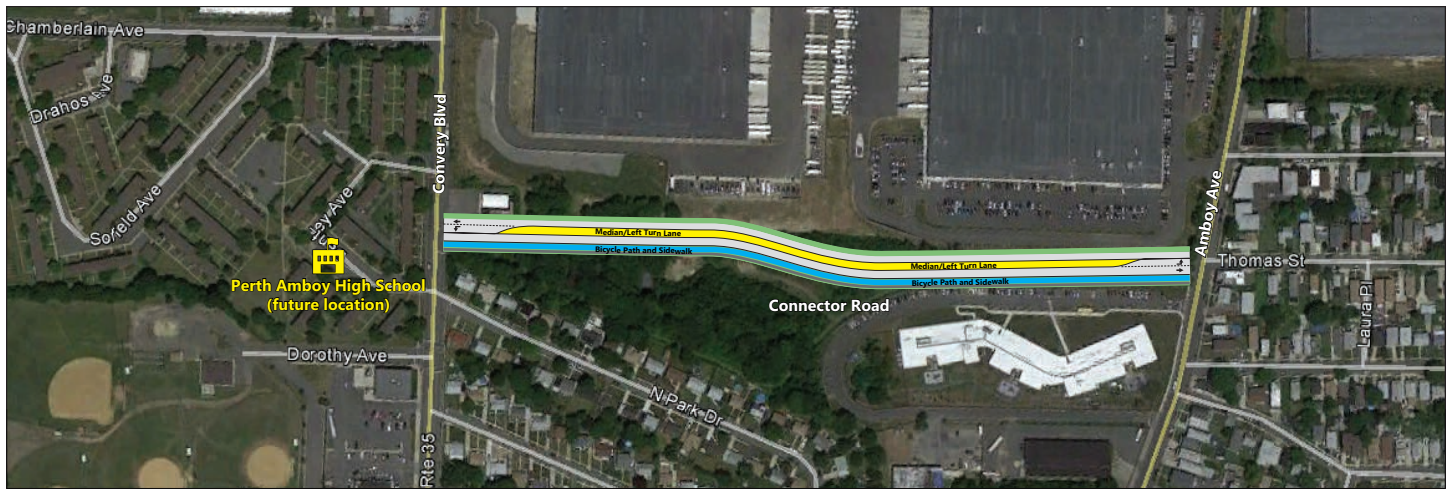
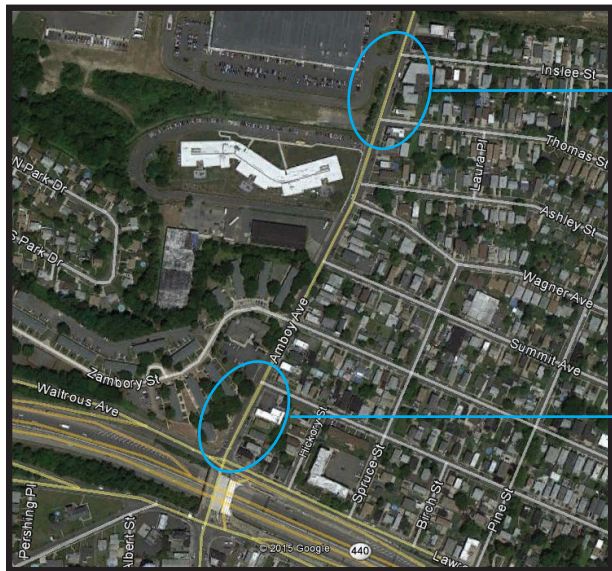


FIGURE 19: HIGH STREET COMPLETE STREET CONCEPT

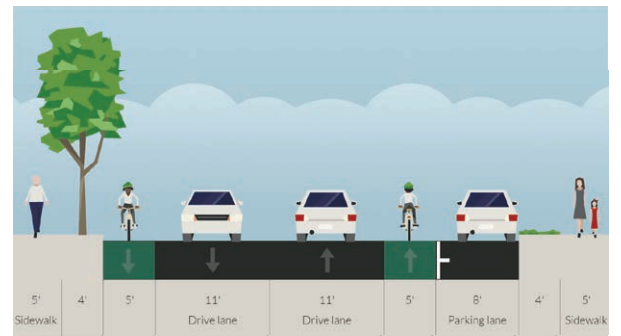
CONNECTOR ROAD FROM CONVERY BLVD TO AMBOY AVE



AMBOY AVE



Amboy Avenue
Between Inslee St.
and Thomas St.



Amboy Avenue
between Bruck Ave
and Lawrence St.

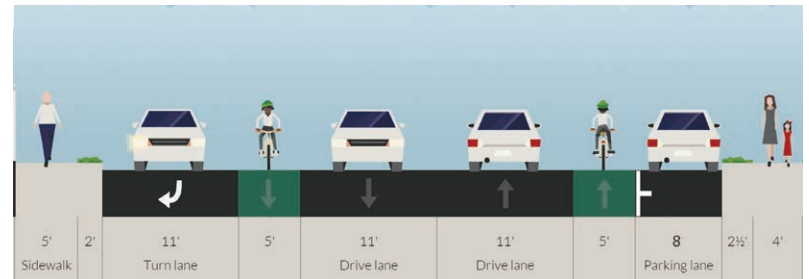


FIGURE 20: COMPLETE STREET CONCEPTS

C. PEDESTRIAN AND BICYCLE ACCESSIBILITY

This section addresses the goal of making the City of Perth Amboy a bicycle and pedestrian-friendly community, in which bicycling and walking are accepted as safe, convenient, and comfortable alternatives to other modes of transportation and recreation. In a concurrent effort to the Circulation Element, the City led the development of a city-wide Bicycle and Pedestrian Plan. The *Perth Amboy Bicycle and Pedestrian Plan* sets out a framework to improve pedestrian and bicycle conditions in Perth Amboy, and is included as a component of the Circulation Element. The Bicycle and Pedestrian Plan was funded through the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs (NJDOT/OBPP) with Urban Engineers, Inc. (Urban) serving as the project consultant. This section summarizes recommendations from that report, which is included in Appendix A.

Pedestrian-Related Recommendations

There is a strong need to improve walking conditions throughout the City, as evidenced by the crash history as well as comments from the public. Residents expressed concern about areas within neighborhoods where safety and accessibility are significant concerns, as well as sidewalks and crosswalks that are in disrepair and gaps in the sidewalk network.

Figure 21 shows a Pedestrian Improvement Plan summarizing pedestrian-related recommendations from the Bicycle and Pedestrian Plan. The main objective of the pedestrian plan is to develop a continuous network of safe and convenient facilities that allow residents and visitors to walk to and from activity generators. The plan organizes the recommendations into three categories:

Connectivity Improvements

Connectivity improvements identified in the plan include five (5) priority “missing links” in the sidewalk network, three (3) new midblock crossing locations, ten (10) locations where additional traffic control is recommended, and the upgrade and re-opening of the underpass between Catherine Street and Dillman Lane. The plan also recommends updating the minimum sidewalk width in the zoning code to 5 feet.

Intersection Improvements

Traffic signal upgrades are proposed at 13 existing intersections. Criteria for choosing these locations included those with high crash rates and proximity to pedestrian generators (e.g. school, train station or park). The plan recommends replacing pedestrian-activated push buttons with automatic WALK signals at intersections where pedestrian activity is routine, such as the Five Corners intersection.

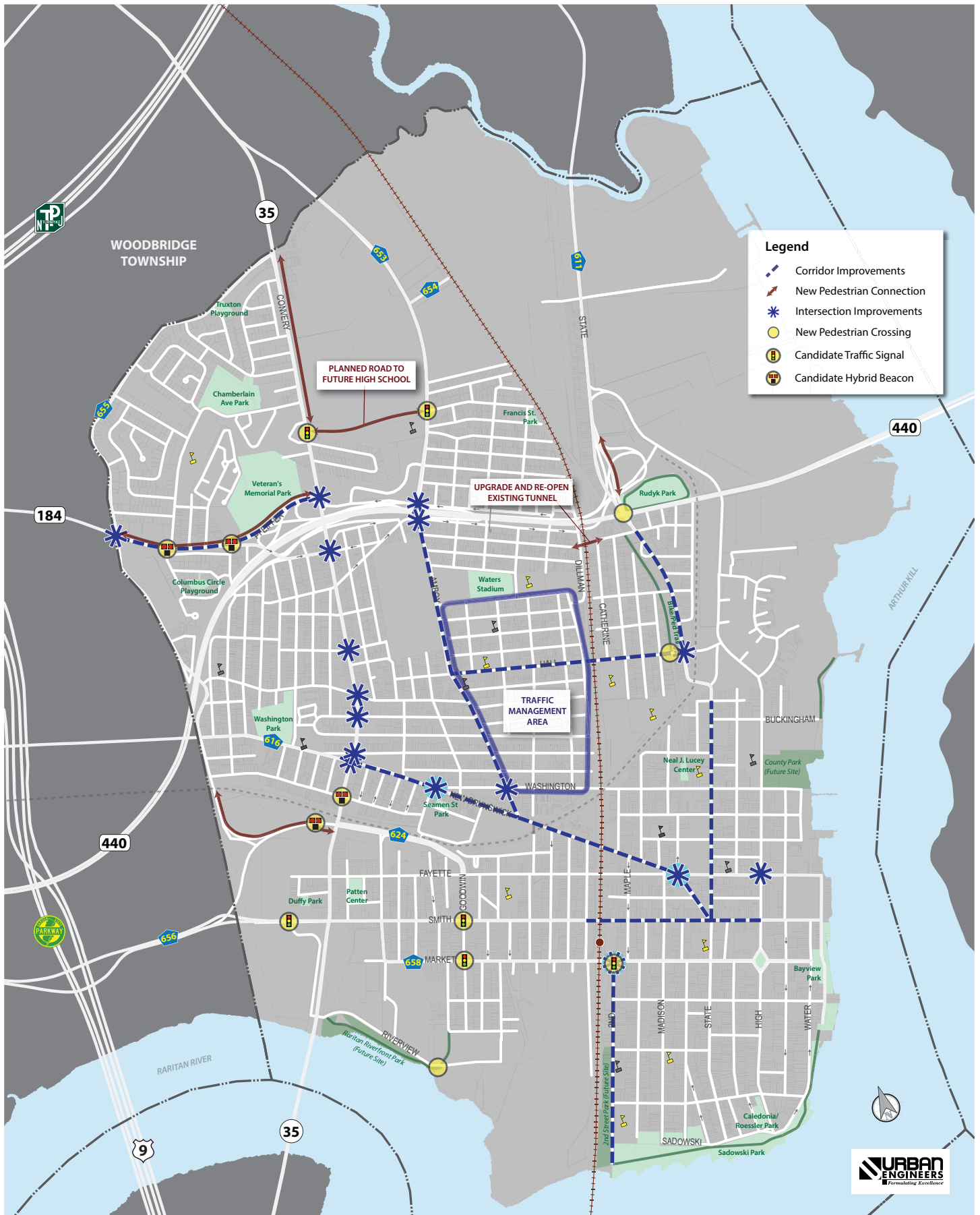


FIGURE 21: PEDESTRIAN IMPROVEMENT PLAN

Concept plans were developed for three (3) focus intersections to address existing deficiencies and redesign pedestrian and bicycle elements. These locations were identified by stakeholders as particular areas of need, as well as opportunities to improve bicycle/pedestrian travel. In addition to bicycle and pedestrian improvements, the concept plans for these intersections provide other benefits including traffic calming, parking management, opportunities for green infrastructure and stormwater management, and enhancements to the urban environment. Recommendations for additional traffic management were developed in the area near Perth Amboy High School.

Corridor Improvements

In addition to connectivity and intersection improvements, corridor-wide recommendations were developed for key streets in Perth Amboy to improve the walking/biking environment, enhance the business environment, and/or improve access to schools. The following corridors were identified for improvements: Commercial Corridors - including portions of Amboy Avenue (CR 653), Smith Street (CR 656), Market Street (CR 658), and State Street (CR 611); the Second Street corridor, the Hall Avenue corridor, and the Pfeiffer Boulevard corridor.

Bicycle-Related Recommendations

Figure 22 shows the recommended future bicycle network for Perth Amboy. Each link within the future bicycle network is color-coded according to the recommended facility type. The bicycle plan was developed to connect major destinations within the city and make bicycling a viable alternative for citywide travel. Desired bicycle routes were identified based on the location of activity generators, input from the public and other stakeholders, and physical characteristics of the street network. Specific facility types for each identified route were determined based on street characteristics – curb-to-curb widths, posted speed limits, and traffic volumes – and guidance from the Steering Committee. The Complete Streets section of the Circulation Element discusses options for bicycle lanes along Amboy Avenue, High Street, the Connector Road, and Convery Boulevard (Route 35).



FIGURE 22: BICYCLE NETWORK PLAN



The bicycle network also includes potential bicycle and pedestrian connections to and along the waterfront, as well as a proposed extension of the Middlesex County Greenway. The extension would connect to the 3.5-mile Middlesex County Greenway to the west, which crosses through the towns of Edison, Metuchen and Woodbridge. This off-road paved pathway was established in 2012 and follows the route of the former Lehigh Valley Railroad freight line, now owned by CSX. The 2010 Middlesex Greenway Extension Plan recommended the expansion of the greenway along the railroad spur that continues east in Perth Amboy. An extension would offer a number of benefits, including enhanced public transportation connections in the City; access to Perth Amboy schools; and recreational assets such as the Raritan waterfront, parks such as Rudyk Park; and other assets to the west including the Raritan Center business park and the Dismal Swamp Conservation Area, both in Edison.

Figure 23 shows conceptual alignments for extending the Middlesex County Greenway into Perth Amboy. Two options were considered for the extension's main alignment through Perth Amboy – one along New Brunswick Avenue (CR 616) and another along the CSX freight rail corridor. These alignments are not mutually exclusive, and could be developed as short- and long-term options. Additional alignment options were developed to connect the main greenway alignment with both the waterfront trail system and Rudyk Park.

Many who live in Perth Amboy or live elsewhere but work in the City use buses or trains as part of their commute. Cycling should be encouraged as a connection between the home/workplace and public transit. This involves convenient routes among residential areas, work places and transit stops, along with secure bicycle parking facilities. One impediment to commuters' use of bicycles to reach train stations is the perception that their bicycles will not be safe from possible theft or damaging weather effects. In cooperation with NJ Transit, the City should expand covered bike storage facilities at the train station with lockers that are both secure and protected from outdoor elements. This recommendation is supported by Middlesex County's Transportation Plan (2013). These facilities can help to increase the number of commuters who reach the train station by bicycle. The City's zoning code should also be modified with requirements that will foster development of short- and long-term bicycle parking at locations where it is needed.

Additional bicycle-related recommendations include developing a bicycle destination and route signage system, developing educational materials such as bicycle maps or brochures, eliminating the code requirement for bicycle licensing, and investigating the feasibility of a bike share system for Perth Amboy.



FIGURE 23: MIDDLESEX GREENWAY EXTENSION - OPTIONS

D. PUBLIC TRANSIT

Despite the various opportunities for public transit in the City, approximately 86% of Perth Amboy's workers commute via automobile to work. There are a number of strategies the City can employ to increase the use of public transit and decrease the reliance on the personal automobile.

Perth Amboy Train Station

Perth Amboy's train station, which is in the heart of the CBD, is an essential area for improvement by the City. NJ Transit is in the design stage of a project to upgrade the historic station originally built in 1928. This major overhaul will emphasize on modernizing it and making it ADA-compliant. This upgrade will make the station experience more seamless for travelers and will help to increase ridership on the North Jersey Coast Line.

As noted in the 2013 *Bay City Transit District Strategy* report, it is important that the City encourage land-use development patterns and site designs that maximize the safety and efficiency of the transportation system. In the area around the train station, this may include expanding employment and housing opportunities; improving vehicular, pedestrian and bicyclist safety and accessibility; and supporting multi-modal connections between the train and bus stops, bicycle and pedestrian facilities and parking facilities.

Bus Service

Bus service should be evaluated on an ongoing basis to identify any need to increase or decrease service to particular areas. The City should advocate for NJ Transit, Middlesex County or a private operator to increase bus service between Perth Amboy and New Brunswick. This intra-county connection was seen by stakeholders as a gap in existing NJ Transit services. Additional study may be needed to determine whether this new service is justified and economically viable.

As development within the various redevelopment areas progresses, it is recommended that the City work with the developers and NJ Transit to establish additional bus stops, as needed, to serve the new development in various sections of the City. The 115, 813, 815 and 817 bus routes all terminate at at the loop around High Street, Washington Street and Rector Street. NJ Transit should consider extending the terminus of these lines a half-mile to the north along High Street to reach the residents at the Harbortown residential complex. There is no bus stop that directly serves this community, which is home to approximately 1,600 people in 600 households.⁵ Currently, Harbortown residents seeking

⁵ <http://www.city-data.com/neighborhood/Harbortown-Perth-Amboy-NJ.html>

to take the bus must walk four blocks to the nearest stop along a segment of High Street where sidewalks are not present on both sides of the street.

The City should also continue to expand its bus shelter program.

Circulator Route

The City may wish to consider developing a downtown connector route that provides access from intracity pedestrian generators such as the downtown area and the Raritan Bay Medical Center to the Waterfront. A downtown route previously existed in the form of a trackless trolley service provided by a non-profit operator. The City's previous Master Plan recommended the expansion of this service, along with increased marketing efforts in order to increase usage of the trolley, reduce traffic congestion and ease parking demands in the CBD. The trolley service was reportedly infrequent and ridership was very low. The trolley service has been discontinued since the prior plan.

Although the prior trolley was not successful, the City may wish to reconsider the potential for a downtown circulator, especially in conjunction with planned development in the downtown area. The Bay City Transit District Strategy recommends the city conduct a survey to assess residents and employees desired destinations. It is important that the connector route not duplicate routes already provided by NJ Transit and that the loop be focused enough to provide regular service to selected stops. Any resumption of the downtown circulator service would need to reflect careful routing to ensure that the service is viable. If the loop is too large, it could lengthen wait times and make the service less competitive than walking. For this reason, it is not recommended that the downtown circulator be reinstated at the expanded level that was called for in the prior Circulation Element.

Ferry Service

While the City does not currently have ferry service, this mode has increased in interest as an alternative means of transit to New York City. A ferry to Manhattan, which would take under an hour, would be an alternate mode of transportation and could bring more people and business into the City. Perth Amboy is a good candidate for ferry service because of its waterfront access, proximity to Lower Manhattan employment destinations and the amount of commuters in and near Perth Amboy who work in New York City. Nearby Raritan Bay communities, such as Carteret and South Amboy, have considered ferry services and may be better positioned to build a terminal including associated parking. Perth Amboy should evaluate the progress of these nearby efforts

and consider entering into a shared-service agreement to bring connecting ferry service to the City and Sayreville (water taxi) as demand grows.

E. PARKING IMPROVEMENTS

General Parking Management Recommendations

Given the importance of parking for the City's economic well-being, but also realizing that parking can absorb large areas of valuable space, it is essential to manage the parking resources to guarantee efficient use and encourage user-friendly conditions. Paying a reasonable fee for the privilege of parking on-street or in a municipal lot is generally good policy, because it encourages more efficient use of that resource. It also helps in creating parking turnover, which is important in ensuring available customer parking for businesses. The City should determine and require payment of a reasonable fee for the residential and commuter parking permits at the train station. Perth Amboy is one of few municipalities in the region that provides free train station parking for residents. In Central New Jersey, residential train station parking permits typically range from \$30-\$160 per month. A payment for parking also represents a fair treatment vis-a-vis those residents who do not own a car, or who walk to the station or use public transportation.

The *2011 Parking System Assessment* study undertaken by Tim Haahs Engineers showed that there is an adequate supply of parking in downtown and that there is no need to increase parking capacity at this stage. In fact the assessment showed that there were parking facilities that are significantly underutilized and may be candidates for mixed-use developments. The parking occupancy condition should be monitored and adjustments should be made in the future as demand changes and new developments are added to downtown. However, prior to adding expensive parking supply, the City should adopt parking management measures first as suggested above.

The City should implement the policies and parking management strategies recommended in the *2011 Parking System Assessment*. This assessment pointed out that Perth Amboy diverges from other comparable communities and charges parking fees that are significantly lower. This can have negative consequences by making it easier for long-term parkers to feed the meters and take valuable parking away from shoppers. The City should authorize the Parking Utility to raise the meter fees in those areas that are fully occupied on a regular basis. The Parking Utility should follow the principle whereby the meter fees should be set such that occupancies during peak hours are in the range of 85%. This means that, on a typical block, there should always be one vacant parking

space.⁶ This policy generates higher turnover and reduces the amount of cruising and idling of vehicles searching for that last inexpensive parking space.

The City should update its zoning regulations to allow and encourage more efficient parking throughout Perth Amboy. Specifically, the code should be amended to allow shared parking, whereby two or more uses on the same parcel or on nearby parcels can use the same parking facility and the number of parking spaces supplied does not need to be the sum of each use requirement. The City's Planning Board should require a shared parking analysis estimating the parking demand for each use that would be sharing the parking facility by peak period (typically weekday a.m. period, lunchtime period, afternoon, evening, overnight and Saturday midday). Off-site parking should also be allowed by conditional use permit. This will encourage more shared parking and better use of the City's land, with benefits including less stormwater runoff, greater opportunities for aesthetic improvements and less heat production in the summer.

Parking Recommendations for Downtown Perth Amboy

The arguments mentioned above are even more acute in Downtown Perth Amboy, given the greater value of land and the detrimental effect that large parking areas have on pedestrian-friendliness. Applying the principle of setting the meter fees to create turnover rather than meter feeding is most important in the CBD. This policy is also in line with the recommendations that were made by the 2011 Tim Haahs *Preliminary Parking System Assessment*.

The City is relying largely on the municipal parking supply (on-street and off-street) to satisfy the parking demand generated by the businesses and other uses in the downtown. This is a good policy and should be strengthened, because it leads to an efficient parking system. It encourages park-and-walk behavior, generating the desirable sidewalk activity that is beneficial to the downtown businesses.

The parking regulations for the Downtown district (the C-2 Zone plus the immediately adjacent C-1 district along New Brunswick Avenue) should be clarified and amended as discussed below, to support the above principles and reflect the actual parking demand in the CBD. Parking demand for downtown uses is different from typical suburban demands, not only because some of the trips are made by transit but also because a significant amount of trips are made by people that are already downtown for other purposes (work or living). These trips may be linked trips (e.g. a person driving to a downtown parking location, stops at a diner to get breakfast or stops at coffee place to get a coffee and then goes to work) or they may be trips made at lunch by people that are parked for other primary purposes. Parking demand for retail and restaurant uses are

⁶ *The High Cost of Free Parking*. Donald C. Shoup. Department of Urban Planning. University of California, Los Angeles.

therefore significantly lower in a downtown area. The following are ratios recommended for downtown Perth Amboy:

- Apartments: 1 space/apartment
- Retail: 2.5 spaces/1000 GSF
- Restaurant: 5 spaces/1000 GSF
- General office: 3 spaces/1000 GSF
- Medical office: 5 spaces/1000 GSF

It is recommended that the City establish an in-lieu payment mechanism for new developments or changes to existing developments in the downtown area. The purpose of this mechanism is to allow downtown revitalization without requiring that each lot supply its own parking, and also to provide a funding source for the Parking Utility to satisfy the downtown parking demand. The in-lieu parking fee should be set at a reasonable level (maybe \$1,000 to \$4,000 per required parking space) so that parking does not become an obstacle to redevelopment. The fee could also be structured so that the first five spaces are free of charge, thus encouraging the establishment of small businesses. The Planning Board would have to approve each application for an in-lieu fee as part of site plan approval.

The increased revenues from the in-lieu fees and the increased meter fees will allow the Parking Utility to invest in new parking facilities as needed, and to invest in other measures that make it easier to shop, work or live downtown without a car. These other measures could include improving wayfinding signage, providing shared cars and improving infrastructure for bicycles with covered bicycle racks and bike lanes.

Based on the occupancy counts conducted by Tim Haahs in 2011 and recent observations, there is excess parking supply in certain facilities downtown (at the Jefferson and Kings Plaza parking facilities and for the long-term spaces in the Train Station lot). These represent opportunities for new developments or to shift parking demands into the facilities that have excess supply. The Kings Plaza deck should be allowed to accommodate daytime parkers, and the station lot should be considered as a site for a mixed-use development with structured parking.

The City should continue to upgrade the individual parking meters to multi-space meters. The multi-space meters provide greater flexibility in terms of fee adjustments and payment method, and they increase revenues since parkers cannot take advantage of paid parking periods from previous parkers. The City should also consider adopting a parking application that works in conjunction with the multi-space meters (e.g. PARKMOBILE) and allows users to pay for parking using their smart phones.

6. Implementation Plan

The purpose of the Implementation Plan is to outline a series of steps and identify partners to assist in moving the plan into action and locate funding sources. The recommendations outlined in the Circulation Element will be phased in over time based on available funding. The implementation max below shows actionable items to move the recommendations towards realization. Some of the recommendations are categorized as short-term, mid-term, and long-term actions based on their anticipated year of completion. Short term goals are recommended to be completed within 1-3 years, mid-term goals between 4-7 years and long-term goals within 8-10 years. A recommendation listed as a long-term goal does not preclude it from being started in the short or mid-term.

Order of magnitude costs are rough estimates that will require detailed analysis to produce more precise estimates, as improvement projects proceed from a conceptual stage through implementation. Low costs are estimated to be less than \$100,000, medium costs are between \$100,000 and \$500,000 and high costs are greater than \$500,000. Estimates and actual costs of implementation may vary somewhat depending on the entity undertaking the project and the funding source used.

The table below lists opportunities identified to improve transportation and circulation in Perth Amboy. Some of the projects related to pedestrian and bicycle improvements relate to specific recommendations that were made in the Perth Amboy Bicycle and Pedestrian Plan (see Appendix A). Those recommendations are identified with an asterisk.

Table 4: Implementation Matrix

Project	Term	Cost	Responsible Entities
A. Safety, Connectivity, and Congestion			
Analyse signalization at 2 intersections on Smith Street and 2 on Market Street*	Short	Medium	Middlesex County
Safety improvements at 5-Corners Intersection	Short	Medium	Middlesex County
Connectivity improvement at 1 st Street	Short	Low	City of PA
Connectivity improvement near Hall Ave	Mid	High	City of PA
Route 440 and State Street Interchange Roundabout	Long	High	NJDOT

Project	Term	Cost	Responsible Entities
Remove Fayette Street east of Elm as a truck route	Short	Low	Middlesex County, City of PA
Address condition of Smith Street and Market Street bridges	Long	High	Middlesex County, City of PA
Address condition of ramp at Route 440 and Route 35 interchange	Mid	High	NJDOT, Middlesex County
Upgrade pavement marking equipment	Short	Low	City of PA
Develop Pavement Marking Maintenance and Rehabilitation Plan	Mid	Low	City of PA
Upgrade signage and landscaping at gateway areas	Mid	Medium	City of PA, County or NJ State
B. Complete Streets			
Convery Boulevard Complete Street	Short	Medium	Middlesex County, City of PA
High Street Complete Street	Short	Medium	City of PA
Connector Road Complete Street	Short	High	Middlesex County
Amboy Avenue Complete Street	Short	Low	City of PA
C. Pedestrian and Bicycle Accessibility ***			
Fill priority "missing links" in sidewalk network (5 locations)	Varies	Varies	NJDOT, County
Establish new pedestrian crossings (13 locations)	Varies	Varies	NJDOT, City, County
Pedestrian improvements at existing intersections (13 locations)	Varies	Varies	NJDOT, City, County
Corridor improvements (Commercial Corridors, Second St, Hall Ave, Pfeiffer Blvd)	Varies	Varies	NJDOT, City, County
*** These items represent a summary of the recommendations presented in the Perth Amboy Bicycle and Pedestrian Plan. Please reference the plan (Appendix A) to view the full set of recommendations, including a detailed implementation matrix.			

Project	Term	Cost	Responsible Entities
Upgrade and re-open the existing underpass between Catherine Street/Dillman Lane	Mid	High	NJTransit
Middlesex County Greenway Extension – Main Alignment	Long	High	County
Middlesex County Greenway Extension – Waterfront Spur	Mid	High	City
Implement future bicycle network	Varies	Varies	County, City
Add bicycle parking at key destinations	Short	Low	City, NJTransit
D. Public Transit			
Upgrade train station to make it ADA-compliant	Mid	High	NJTransit
Implement bus service between Perth Amboy and New Brunswick	Mid	Medium	NJTransit, Middlesex County
Extend bus routes that terminate at High Street to Harbortown residential community	Short	Low	NJTransit
Evaluate potential for ferry in conjunction with nearby efforts	Long	High	City of PA
E. Parking Improvements			
Revise pricing for parking permits at the train station to reflect demand	Short	Low	Parking Authority
Revise pricing for parking in the downtown area to reflect demand	Short	Low	Parking Authority
Consider zoning changes to allow shared parking	Short	Low	PA City Council
Establish in-lieu payment mechanism to facilitate development of parking facilities	Short	Low	PA City Council
Upgrade parking meters to multi-space meters	Mid	Medium	Parking Authority

APPENDIX A:

PERTH AMBOY

BICYCLE AND PEDESTRIAN PLAN

*THIS PLAN WILL BE PROVIDED TO THE CITY AS A SEPARATE DOCUMENT
AND WILL BE INCLUDED IN THIS PLAN AS PART OF THE FINAL CIRCULATION ELEMENT*

APPENDIX B:

PUBLIC OUTREACH

Summary of Comments from June 1, 2015 Public Workshop

Comments from presentation boards and comment section of survey. Arranged by category

Traffic Safety

- Driver behavior. Enforcement is an issue.
 - Distracted drivers: cell phone use
 - Failure to yield to pedestrians
 - Running through stop signs
- Problem corridors and intersections:
 - Smith Street
 - Market Street
 - Market Street and Washington Street
 - Smith Street and Convery Blvd
- Road diet on Route 35
- **School related Traffic Safety**
 - Stop signs at and around high schools
 - Major congestion on roads because of schools
 - North: Amboy, Hall and State Streets
 - South: Market Street

Connectivity

- North/south pedestrian connections cut off due to Conrail ROW.

Transit

- Real time bus arrival information
- Upgrade bus shelters
 - Bus shelter maintenance
 - Explore bus shelter contracts

Parking

- Aggressive towing
- Concern regarding commercial parking on residential streets, especially with kids playing in the streets
- Commercial parking for trucks near Herbert Street
- Parking too close to crosswalks
- Double parking

Bicycles

- New street between Convery Blvd and Amboy Ave should have bike lane.

Pedestrian

- Safety
 - Crosswalks not marked

- Jaywalking
- Enhancements
 - 5-Corners: opportunity to re-route traffic and have pedestrian plaza
 - Close Smith Street in downtown area to thru traffic after 6pm and/or weekends
 - Beautify the waterfront

Wayfinding

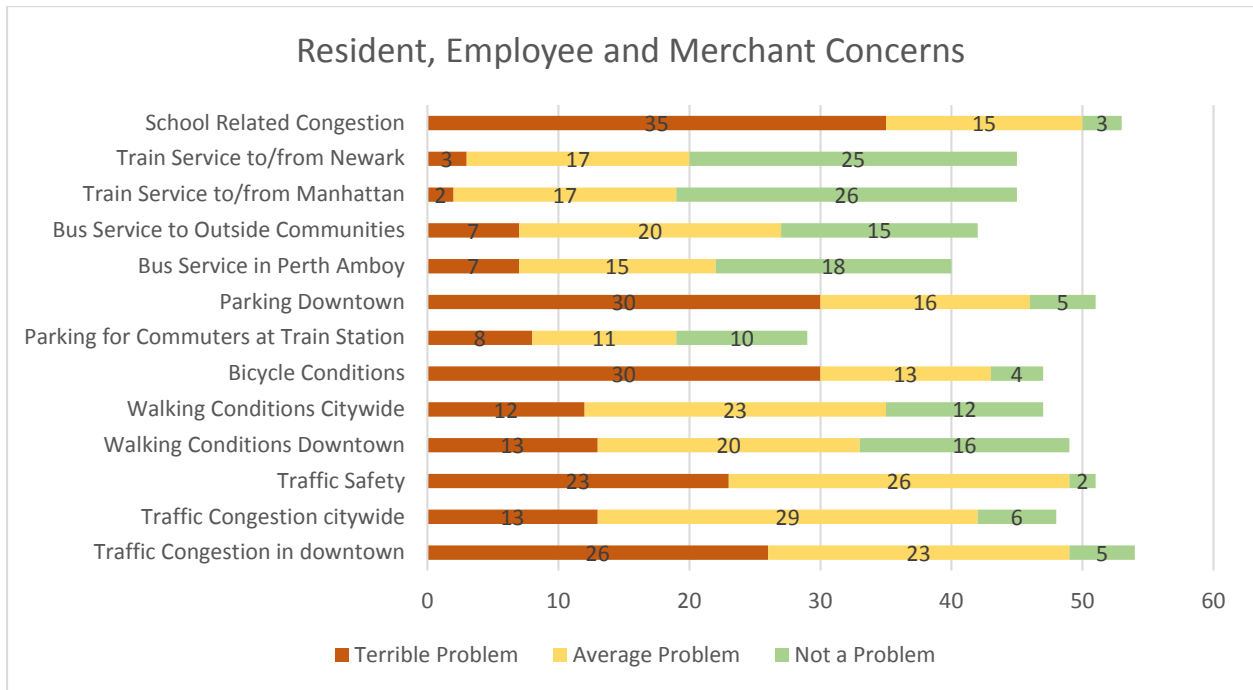
- Make billboard signs posted at entrances to Perth Amboy more official and complete
- More signage needed
 - Visitor parking

Perth Amboy Transportation Survey Result Summary

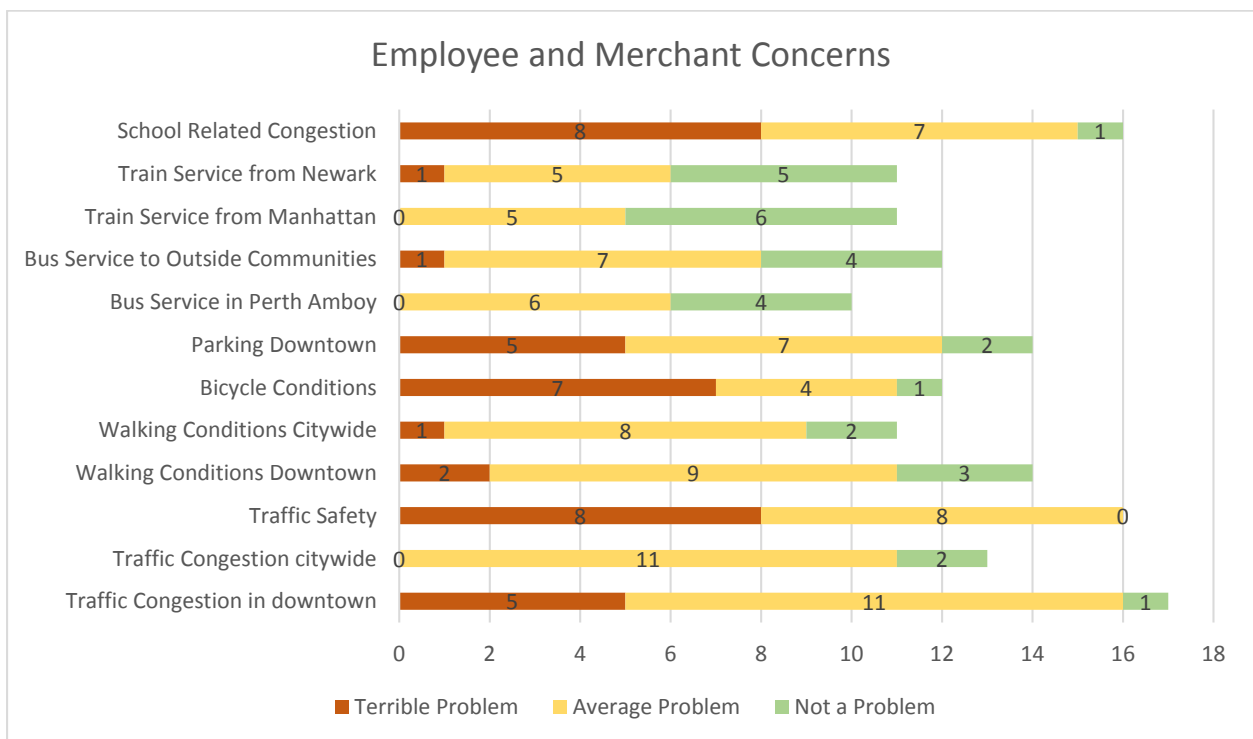
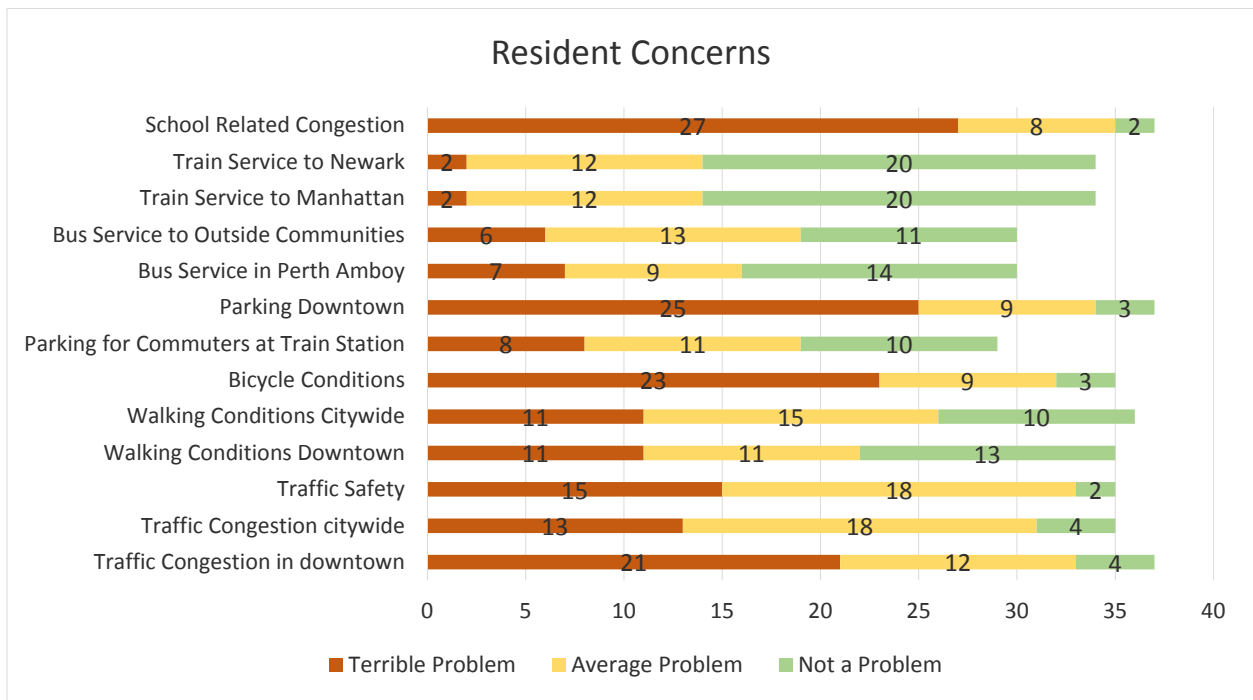
Question: What are the biggest transportation problems in Perth Amboy?

Ranked by severity:

1. School Related Congestion
2. Parking Downtown
3. Bicycle Conditions
4. Traffic Congestion Downtown
5. Traffic Safety
6. Traffic Congestion Citywide
7. Walking Conditions Downtown
8. Walking Conditions Citywide
9. Parking for Commuters at Train Station
10. Bus Service to Outside Communities



Survey responses by association to Perth Amboy:



Transportation Survey - For Perth Amboy Residents

We would like to know your opinions regarding transportation in Perth Amboy and how we should plan for future investments. Your input on the transportation plan is important and appreciated. Please take a few minutes to answer the following questions.

1. How many people live in your household? _____

2. How many cars does your household own? _____

For each employed person in your household, please fill out the following questions:

(Skip this question if no one in your household is employed)

3. Where is your place of employment? (city, town, borough or zip code)

Resident #1 _____	Resident #2 _____	Resident #3 _____	Resident #4 _____
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4. Which mode do you use to travel to and from work?

	Resident #1		Resident #2		Resident #3		Resident #4	
	Usually	Occasionally	Usually	Occasionally	Usually	Occasionally	Usually	Occasionally
Driving my car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
As a passenger in another car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
By bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
By train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking (only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycling (only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I work from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

For each child under 18-years-old, please answer the following question:

(Skip this question if there are no school-aged children in your household)

5. How do your children travel to/from school?

	Child #1		Child #2		Child #3		Child #4	
	Usually	Occasionally	Usually	Occasionally	Usually	Occasionally	Usually	Occasionally
As a passenger in another car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive themselves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
By school bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
By public bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
By train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking (only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycling (only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Home schooled	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. What are the biggest transportation problems in Perth Amboy?

	Not a Problem	Average Problem	Terrible Problem
Traffic congestion downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic congestion citywide	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking conditions downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking conditions citywide	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking for commuters at train station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus service in Perth Amboy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus service to outside communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train service to Manhattan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train service to Newark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School related congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Please provide any comments related to transportation in Perth Amboy:

Encuesta sobre transportación en Perth Amboy - Residentes

Nos gustaría saber qué opina sobre el transporte en Perth Amboy y como deberíamos planear para inversiones en el futuro. Su opinión en el plan de transportación es importante para nosotros. Por favor tome unos minutos para responder a las preguntas en esta encuesta.

1. ¿Cuántas personas viven con usted? _____

2. ¿Cuántos autos tiene su familia? _____

Por cada persona empleada en su familia, por favor responder las siguientes preguntas:

(No responder si nadie de su familia trabaja.)

3. ¿En dónde trabaja usted? (Ciudad, colonia, vecindario o código postal)

Residente #1	Residente #2	Residente #3	Residente #4

4. ¿Qué modo de transporte utiliza usted para ir y volver del trabajo?

	Residente #1		Residente #2		Residente #3		Residente #4	
	Usualmente	Ocasionalmente	Usualmente	Ocasionalmente	Usualmente	Ocasionalmente	Usualmente	Ocasionalmente
Conduzco mi propio auto	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Voy como pasajero en algún otro auto	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Por bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Por tren	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camino (solamente)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Voy en bicicleta (solamente)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trabajo desde casa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Para cada niño menor de 18 años por favor responder las siguientes preguntas:

(No responder si no tiene niños que van a la escuela)

5. ¿Qué modo de transporte utiliza su hijo(a) para ir y volver de la escuela?

	Nino #1		Nino #2		Nino #3		Nino #4	
	Usualmente	Ocasionalmente	Usualmente	Ocasionalmente	Usualmente	Ocasionalmente	Usualmente	Ocasionalmente
Va como pasajero en algún auto	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conduce él/ella mismo(a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Por bus de la escuela	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Por bus publico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Por tren	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camino (solamente)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Voy en bicicleta (solamente)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recibe su educación en casa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. ¿Cuáles son los mayores problemas de tránsito en Perth Amboy?

	No es problema	Problema	Un problema grave
El tráfico en downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
El tráfico en todas partes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La inseguridad de transito	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Las condiciones para el peatón en downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Las condiciones para el peatón en todas partes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Las condiciones para el ciclista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Estacionamiento cerca de la estación de tren	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Estacionamiento cerca de la zona comercial en downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de buses en Perth Amboy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de buses hacia otras ciudades fuera de Perth Amboy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de trenes hacia Manhattan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de trenes hacia Newark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion fuera de las escuelas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Por favor, comparta con nosotros cualquier comentario adicional relacionado con el tránsito en Perth Amboy:

Transportation Survey - For Employees and Merchants

We would like to know your opinions regarding transportation in Perth Amboy and how we should plan for future investments. Your input on the transportation plan is important and appreciated. Please take a few minutes to answer the following questions.

1. Where are you commuting from? (city, town, borough or zip code)

2. Which mode do you use to travel to and from work?

	Usually	Occasionally
Driving my car	<input type="checkbox"/>	<input type="checkbox"/>
As a passenger in another car	<input type="checkbox"/>	<input type="checkbox"/>
By bus	<input type="checkbox"/>	<input type="checkbox"/>
By train	<input type="checkbox"/>	<input type="checkbox"/>
Walking (only)	<input type="checkbox"/>	<input type="checkbox"/>
Bicycling (only)	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>

3. What are the biggest transportation problems in Perth Amboy?

	Not a Problem	Average Problem	Terrible Problem
Traffic congestion downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic congestion citywide	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking conditions downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking conditions citywide	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus service in Perth Amboy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus service from outside communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train service from Manhattan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train service from Newark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School related congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Please provide any comments related to transportation in Perth Amboy:

Encuesta sobre transportación en Perth Amboy - Empleado o Mercante

Nos gustaría saber qué opina sobre el transporte en Perth Amboy y como deberíamos planear para inversiones en el futuro. Su opinión en el plan de transportación es importante para nosotros. Por favor tome unos minutos para responder a las preguntas en esta encuesta.

1. ¿Cuál es su lugar de residencia? (Ciudad, colonia, vecindario o código postal)

2. ¿Qué modo de transporte utiliza usted venir a Perth Amboy a trabajar?

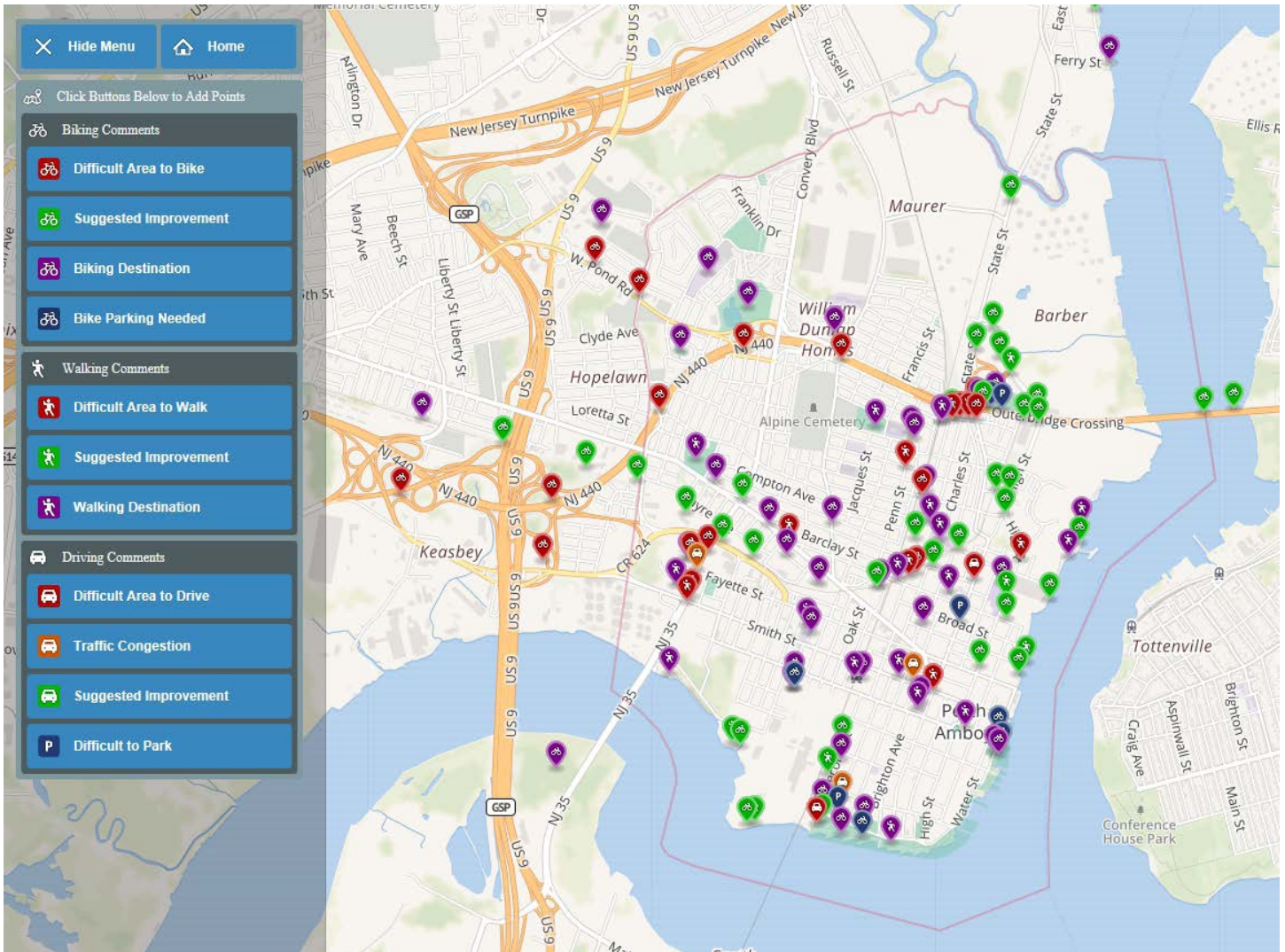
	Usualmente	Ocasionalmente
Conduzco mi propio auto	<input type="checkbox"/>	<input type="checkbox"/>
Voy como pasajero en algún otro auto	<input type="checkbox"/>	<input type="checkbox"/>
Por bus	<input type="checkbox"/>	<input type="checkbox"/>
Por tren	<input type="checkbox"/>	<input type="checkbox"/>
Camino (solamente)	<input type="checkbox"/>	<input type="checkbox"/>
Voy en bicicleta (solamente)	<input type="checkbox"/>	<input type="checkbox"/>
Otro _____	<input type="checkbox"/>	<input type="checkbox"/>

3. ¿Cuáles son los mayores problemas de tránsito en Perth Amboy?

	No es problema	Problema	Un problema grave
El tráfico en downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
El tráfico en todas partes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La inseguridad de tránsito	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Las condiciones para el peatón en downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Las condiciones para el peatón en todas partes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Las condiciones para el ciclista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Estacionamiento en downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de buses en Perth Amboy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de buses desde otras ciudades fuera de Perth Amboy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de trenes desde Manhattan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio de trenes desde Newark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion fuera de las escuelas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

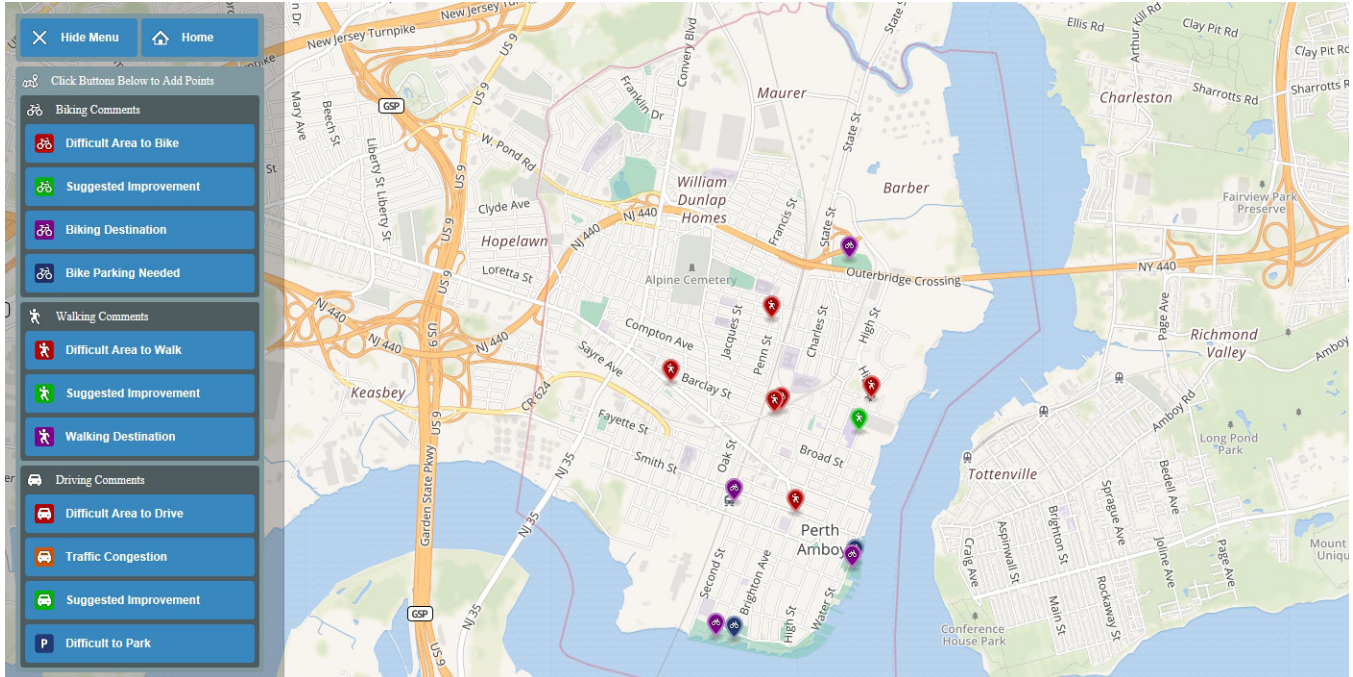
4. Por favor, comparta con nosotros cualquier comentario adicional relacionado con el tránsito en Perth Amboy:

INTERACTIVE MAP FOR BICYCLE AND PEDESTRIAN PLAN





CITY OF PERTH AMBOY BICYCLE & PEDESTRIAN PLAN



THE CITY OF PERTH AMBOY is developing a plan to improve bicycling and walking conditions throughout the community. The plan will show a future bicycle and pedestrian network that links parks, schools, neighborhoods, and businesses. Recommendations will focus on improving safety and mobility, and serve as the basis for implementing future bicycle and pedestrian projects in Perth Amboy.

The study is just getting started, and the team wants to hear from you! To learn more, and to submit comments to the project team, please VISIT THE PROJECT WEBSITE...

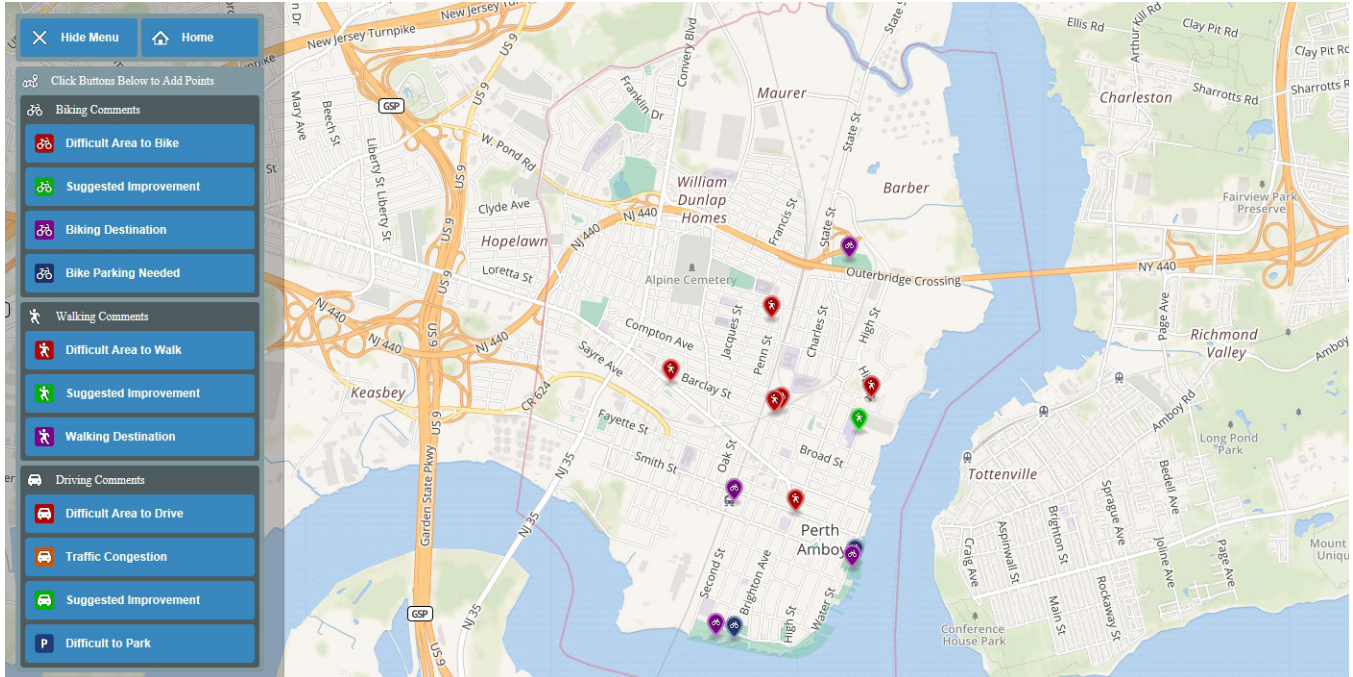
www.perthamboystudy.com



The Bicycle & Pedestrian Study is funded by the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs (NJDOT-OBPP) and staffed by Urban Engineers, Inc.



CIUDAD DE PERTH AMBOY PLAN PARA PEATONES Y CICLISTAS



LA CIUDAD DE PERTH AMBOY está desarrollando un plan de mejora para los ciclistas y peatones de nuestra comunidad. El plan incluye una futura vía para ciclistas y peatones que conecta parques, escuelas, vecindarios y negocios. Las recomendaciones se enfocaran en mejorar la seguridad y movilidad así como sentar las bases de futuros proyectos para peatones y ciclistas en Perth Amboy.

¡El estudio está comenzando, y el equipo quisiera escuchar tu opinión!

Para saber más y para enviar tus comentarios a nuestro equipo de trabajo por favor VISITA EL SITIO DE INTERNET:

www.perthamboystudy.com



The Bicycle & Pedestrian Study is funded by the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs (NJDOT-OBPP) and staffed by Urban Engineers, Inc.