Bicycle and/or Pedestrian Improvement Projects Submission Worksheet

(Please fill out both pages – completely - and upload as part of your action submission)

Project Identification:		Use the space below to provide the Information or provide comments to address the item:
Municipality: **County:** **Date Project Installed:**	Yes ✓	Woodbridge Middlesex 2020 & 2021
Project Name or Title: Provide name for project as used and referred to locally.	Yes ✓	Woodbridge Zero-emission Travel Network
Project Location: Provide name of roads or corridors involved in the project and identify if any roads are not under municipal jurisdiction	Yes ✓	Free bike sharing infrastructure (bikes and racks): Pearl St., Woodbridge; Cpt. Carlsen park Ferry St., Sewaren, E William St. Park / Greenway, East William St., Fords. Bike routes have been established as per the attached GIS Map.
Project Type: (check boxes) **Short–Term** (10 pts): ✓ Ciclovia ✓ Demonstration project ✓ Other (describe) **Long-Term** (20pts): ✓ Sidewalk changes - width or other ✓ Sidewalks and street crossings ✓ Stormwater management ✓ Street trees as part of road project ✓ Traffic calming ✓ Travel lane changes ✓ Road diet - allocation of roadway ✓ Bicycle lane ✓ Intersection improvements - curb extensions, roundabouts ✓ Installation of beacons ✓ Greenway trails ✓ Streetscape improvements ✓ Sidewalks with street crossings ✓ Other (describe in column to the right) **Priority Community Bonus (5 pts)** ✓ Addresses need of a Priority Community ✓ Found in a Priority Community	Yes ✓	Bike Sharing is increasingly popular for transport and recreation. Safe and convenient nonmotorized travel provides many benefits to the Township's revitalized Downtown district, including reduced traffic congestion, road and parking facility savings, economic development and a better environment. The ultimate goal is to provide access to goods, services and activities through a zero-emission transportation alternative network. Furthermore, said alternative transportation network is free of charge in effort to provide equal service with regard to non-motorized forms of travel within our downtown redevelopment areas. Said situational location of the bike sharing networks and bike routes seeks to enhance connectivity for the first mile and last of mass transit networks, which so often are overlooked with regard to social equity and accessibility.
Map: Upload a copy of a map of the project area.	Yes ✓	See attached maps
Problem Statement:		Provide your Response or Describe what document or information is submitted for each item below:
Describe **what problem** this project is designed to address?	Yes ✓	Nonmotorized modes are important transport choices, for trips made entirely by walking or cycling, and to support public transport. In urban / dense sub-urban areas, cycling is often the fastest and most efficient way to perform short trips. A built

		environment that is hostile to non-motorized transport reduces everyone's travel choices. The result of this "automobile dependency" is increased traffic congestion, tailpipe carbon emissions, negative impacts to access and equality, and overall environmental degradation.
Provide **data or information** that helps explains the problem - e.g. crash reports, traffic counts, speed surveys, crime reports, walkability audits, photos of sidewalk or road deficiencies – hazards or obstacles;	Yes ✓	The average bike share trip measured in time is highly variable; however, studies indicate that riders typically devote about 25 minutes per trip. These short rides equate to about an average of three miles per trip and typically occur through downtown thoroughfares where trips taken in an automobile may lead to longer commute times. These trips also add up when examining the potential reductions in greenhouse gas emissions as a result of instituting a bike share program. According to the US EPA carbon dioxide is the leading greenhouse gas emitted as a result of human behavior, and transportation has made up the bulk of carbon dioxide's main sources. Furthermore, the US EPA has noted that the average passenger vehicle tailpipe emits about 404 grams of CO2 per mile driven. Since 453 grams equals one pound, one can argue that the choice to take a short three mile bike sharing trek instead of driving the average passenger vehicle could off-set about 1.5 pounds of coal burned. Extrapolating this data into an annual basis, and assuming at the very least two bike share trips per day within a three mile radius per ride for nine months (accounting for poor weather conditions in the winter months) would equate to off-setting over 700 pounds of coal burned or 1.5 barrels of oil consumed. Tail-pipe emissions create adverse environmental conditions and disproportionately negatively affect dense urban and suburban environments leading an array of significant health issues. Thus, even small-scale bike share programs and interconnected bike routes have a direct effect on carbon emissions, equity, and overall public health while increasing travel options and reducing automobile traffic.
Project Alignment:		Use the space below to briefly answer each of the questions:
Best Practices: Describe which engineering guides or other guidance that was used in the project - eg. 2017 State of NJ Complete Streets Design Guide.	Yes ✓	Complete Street Design Guidance and the Township's Complete Street Policy for transport, recreation, safe and convenient non-motorized travel,

		revitalized Downtown districts, reduced traffic congestion, road and parking facility savings, economic development and a better environment.
Solution alignment - Provide a description of how the solution addresses the problem - e.g. if speeding is identified as the problem, how is the project addressing speed reduction?	Yes ✓	The bicycle is one of the most environmentally efficient modes of transportation. In contrast to the automobile, bicycles are non-polluting and contribute to the Township's over goal of creating an option for commuting throughout all ten towns within Woodbridge via a zero-emission travel network in order to ensure equitable travel, enhanced air quality, efficient worksite commuting, and outdoor options for physical fitness. The bicycle also uses much less space than the automobile, and is considerably quieter than other modes of transportation. These benefits are especially attractive in Woodbridge Township, as we seek to enhance overall quality of life.
Study alignment: Describe how the project is implementing any existing plan or study document – e.g. Master Plan; Bike/Ped Plan, School Travel Plan, Trail Plan, Greenway Study; Redevelopment Plan, Walk and/or Bike Audit. Please provide a link to this document.	Yes ✓	Woodbridge - Main Street Rehabilitation and Transit Village Plan (PDF) Downtown Woodbridge, Area 1 Plan, Amended Jan. 2018 (PDF) Downtown Woodbridge, Area 2 Redevelopment Plan (PDF) Downtown Woodbridge, Area 3 Redevelopment Plan (PDF) Downtown Woodbridge, Area 4 Redevelopment Plan (PDF) Downtown Woodbridge, Area 5 Redevelopment Plan (PDF) Downtown Woodbridge, Area 6 Redevelopment Plan (PDF)
Policy alignment: Describe how the project supports any municipal and/or school policies – e.g. Vision Zero Action Plan, School Wellness Policy, Local Ordinances.	Yes ✓	Serves as a method of implementing the Township's Complete Street Policy
Project Benefits:		Use the space below to briefly answer each of the questions.

Priority Communities: If you are applying for **Bonus Points related to projects in or addressing the needs of Priority Communities**, please describe process used to identify your Priority Communities and how your improvement project benefited the Priority Communities.	Yes ✓	Adverse environmental conditions associated with increased tail pipe emissions disproportionately negatively affect dense urban and suburban environments leading an array of significant health issues.
Describe **who benefits** from the project – e.g. children, seniors, people disabilities, ethnic or minority groups, families in poverty.	Yes ✓	Woodbridge Township overall quality of life, residents, commuters, and visitors. Woodbridge Township's >99k residents will benefit from newly installed bike routes and bike sharing networks. Each section of the Township (all ten unincorporated towns within the Township) will have installed routes. Said routes have been fully engineered, and will reduce greenhouse gas emissions in dense areas, capitalize on the Township's goals of connecting people to places of interest through equitable access, ensuring the first mile and last mile of transit corridors is serviced, and directing cyclists to recreational areas and shopping districts alike.
Describe **what areas of the community benefit** from the project – e.g. one neighborhood, or entire community.	Yes ✓	Entire community, dense downtown corridors, mass transit commuting networks.
Describe the **connectivity** benefits if applicable – e.g. connection to regional bicycle or pedestrian network(s); neighborhoods, parks, libraries, schools, business districts and/or other locations.	Yes ✓	Community members of Woodbridge Township are provided with a unique opportunity to discover the Township while maintaining a regional connection to major transportation corridors such as the Woodbridge Train Station and NJ Transit Bus routes located nearby. This project works in conjunction with the Township Complete Street Policy to expand travel choice, connect to regional corridors, reduce traffic congestion, strengthen our local economy, and protect our environment.
Describe **any additional** project benefits (in the column on the right.	Yes ✓	Cycling to work, school or shopping as part of one's regular daily routine can be both a sustainable and time-efficient exercise regimen for maintaining fitness.
Project Completion: (project installation must be completed in order to be awarded points)		Describe the information that is being submitted:
Before and after images of the project - drawings, photographs, online google earth historical imagery, etc. Please label the images to orient a viewer who may not be familiar with your municipality. (We recommend if you	Yes ✓	Bike rendering (install June 2021), bike share sites on map, routes GIS Map.

need multi-images to upload them in one document due to submission limitations)		