



Your Journey to Creating Transportation Alternatives **BEGINS HERE**

Congratulations on your Transportation Alternatives Set-Aside grant! While this achievement is significant, translating it into a completed project can be challenging due to complex NJDOT and federal requirements.

Enter the Design Assistance Program—NJDOT's solution to guide grant recipients through the design process, offering substantial cost reimbursement. As an NJDOT prequalified Design Assistance firm since inception, GPI brings extensive experience to your project. Our team has successfully shepherded projects from concept to completion, working closely with NJDOT's Division of Local Aid and Economic Development.

GPI offers the expertise and guidance needed to navigate your design assistance journey.



GPI's Comprehensive Toolkit:

- Pedestrian and Bicyclist Safety Improvements
- Streetscape and Corridor Design
- Complete Streets Design
- Trail Design
- NJDOT Local Project Delivery Process
- ADA Accommodation
- Environmental Permitting
- NJDOT Stakeholder and Community Involvement Requirements (Virtual and In-person)
- Utility Coordination
- Signalized and Unsignalized Intersection Design
- Stormwater Management
- Green Infrastructure
- Historic Districts and Structures
- Waterfront Trails / Walkways
- Structural Design and Rehabilitation
- Railroad Coordination
- Compliance with All Applicable State and Federal Laws, Rules, and Regulations, as well as Federal, NJDOT, and Recognized Industry Design Standards



Transportation Alternatives Set-Aside Streetscape, Pedestrian and Bicyclist Accommodations Experience



Brigantine Beach Lighthouse District Streetscape

Client: City of Brigantine | We've transformed this quarter-mile gateway into a vibrant, pedestrian-friendly corridor. We extended bike lanes, calmed traffic, and created an inviting atmosphere, overcoming NJDEP Tidelands issues and coordinating with ongoing County construction. Key improvements include:

- Decorative lighting and landscaping
- Benches and shade trees
- Permeable pavers for stormwater management
- Integration with County signal upgrades
- High-visibility crosswalks with ADA ramps

Historic Main Street Revitalization Streetscape

Client: Town of Boonton | We're revitalizing Boonton's Main Street from Liberty to Division Street, focusing on streetscape and pedestrian safety improvements. Our design enhances the historic charm while prioritizing safety and accessibility. Key features include:

- Crosswalk restriping and pedestrian bump-outs
- Signal upgrades and bicycle-safe grates
- Sidewalk and curb replacement
- Street furniture and decorative lighting
- Rapid flashing beacons and ADA-compliant curb ramps



Anderson Avenue and Fairview Avenue Streetscapes

Client: Borough of Fairview | We're redesigning these avenues into a safer, more welcoming corridor for pedestrians, with improvements that address gaps in accessibility, lighting, and crossing safety throughout these project limits. Key features include:

- Sidewalk reconstruction and ADA compliance
- Rapid flashing beacons at pedestrian crossings
- Street lighting upgrades
- Street furniture and street tree installation
- High-visibility crosswalk improvements

Transportation Alternatives Design Assistance Project Experience



Shrewsbury Avenue Streetscape

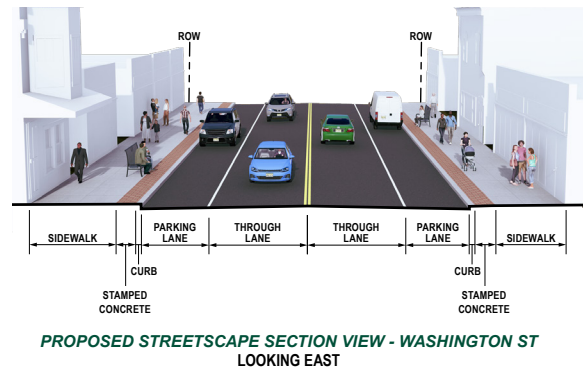
Client: Borough of Red Bank | We're redesigning Shrewsbury Avenue into a greener, safer pedestrian corridor, integrating stormwater management with streetscape improvements that improve accessibility over three-quarters of a mile. Key features include:

- New sidewalk construction and ADA-compliant curb ramps
- Pedestrian-scale lighting
- Rapid flashing beacons at pedestrian crossings
- Street trees and rain gardens

Washington Street Corridor Streetscape

Client: Township of West Orange | We're designing multi-phase streetscape improvements along Washington Street, improving pedestrian connectivity and pedestrian safety across two distinct corridor segments. Key features include:

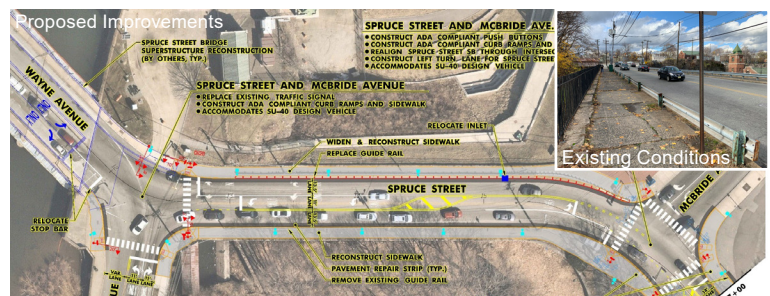
- New sidewalks and pedestrian improvements
- Crosswalk and intersection safety upgrades
- Flashing pedestrian signs
- Enhanced lighting
- Signage and landscaping



Spruce Street Gateway Project

Client: City of Paterson | We're designing streetscape and pedestrian safety improvements on Spruce Street near the Great Falls National Historical Park, creating a safer, more inviting pedestrian gateway. Key features include:

- Pedestrian-scale lighting and streetscape enhancements
- Curb extensions with green stormwater infrastructure
- Bicycle lanes or sharrows
- High-visibility crosswalks and pedestrian countdown timers
- ADA-compliant curb ramps



Trail Design Experience as part of Transportation Alternatives and other Federally Funded Programs



Existing Conditions



Proposed Improvements

East Orange Trail

Client: City of East Orange | We're designing a new paved, lighted multi-use trail that transforms an existing unpaved path into a safe connection for students, cyclists, and pedestrians alike. The project enhances both the trail experience and the safety infrastructure serving the surrounding neighborhood. Key features include:

- Multi-use trail design and surface improvements
- Safety lighting and emergency infrastructure
- ADA-compliant pedestrian accommodations
- Bicycle amenities and site furnishings
- Drainage and culvert improvements

Cherry Hill Township - Camden County Parks Trail

Client: Camden County | We've completed Preliminary Engineering for the Grove Street Trail Connector Project. The project will reconstruct and widen an existing trail that runs through the county park adjacent to the Cooper River and provide for a safer crossing of Grove Street by directing users to the existing traffic signal at the Park Drive intersection. Key Features include:

- Multi-use trail improvements
- ADA-compliant pedestrian accommodations
- Upgrade railing system under NJ Transit Railroad Overpass

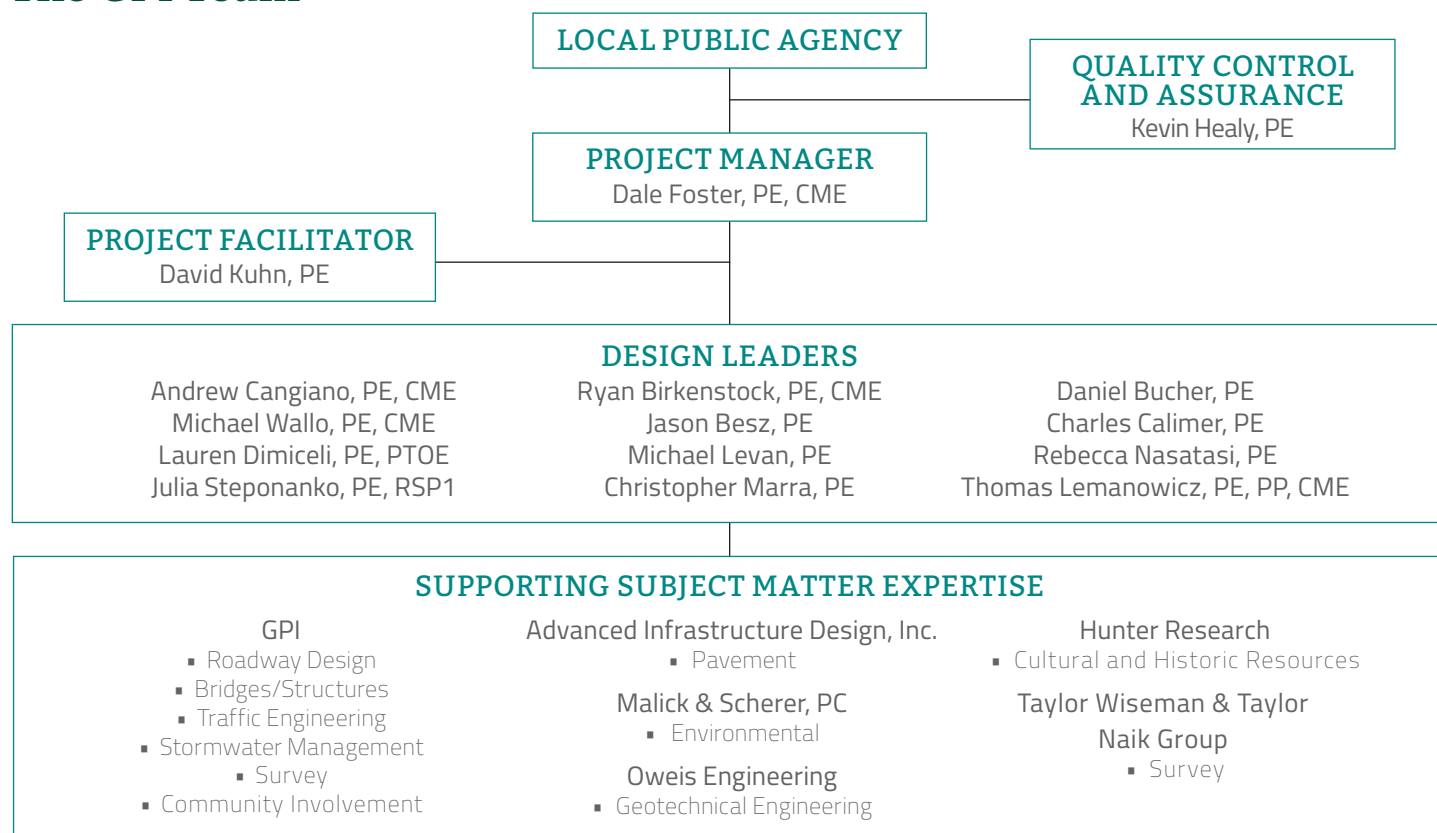


Intersection Study for Rancocas Creek Greenway Trail — Route 130/Rancocas Creek Crossing

Client: Burlington County | In partnership with DVRPC, we're conducting a Local Concept Development study to address a critical barrier along the Rancocas Creek Greenway Trail — a high-volume arterial and creek crossing that currently cuts off county parks, neighborhoods, and the regional Circuit Trails network from one another. Key features include:

- Safe crossing alternatives analysis
- Multi-use trail alignment and regional connectivity planning
- ADA-compliant pedestrian accommodations
- Environmental and technical feasibility evaluation
- Public and agency involvement coordination

The GPI Team



GPI's Project Manager



Dale Foster, PE, CME | Mr. Foster has over 40 years experience delivering a wide array of local transportation projects utilizing NJDOT federal and state grant funding and

is currently managing Transportation Alternatives projects for numerous clients. Since joining GPI in 2018, Mr. Foster has successfully served as a Project Manager for dozens of Safe Routes to School and Transportation Alternatives program design assistance projects. Mr. Foster served as County Engineer for Cape May County for 25 years. His work has included preliminary engineering and final design of roadway, bridges, streetscapes, and bikeways. Mr. Foster has significant experience in implementing ADA upgrades and managing projects that included complex right-of-way acquisition, utility coordination, and environmental permitting.



GPI's **Dave Kuhn, PE** will facilitate delivery of your project. Mr. Kuhn's 30 years of experience at NJDOT included serving as Director of Local Aid and Assistant Commissioner for Planning

and Grant Administration. His knowledge of the federal-aid delivery process is invaluable. He is well versed in the review and coordination of planning, design, and construction and is readily available to assist grant recipients in navigating the NJDOT contracting and delivery process. He has served in a program coordination role for the Safe Routes to School and Transportation Alternatives Design Assistance programs since joining GPI in 2017.

For more information, contact:
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