

**Borough of Madison
Morris County, New Jersey**

**Complete Streets
Policy Manual**

7. Appendices

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Appendix 1
Madison Resolutions and Minutes

R 161-2012

**RESOLUTION OF THE BOROUGH OF MADISON RECOGNIZING THE
ADOPTION OF A COMPLETE STREETS POLICY**

WHEREAS, the Borough of Madison recognizes the need to accommodate many modes of travel on local streets, including pedestrian, cyclists, motorist and mass transit riders; and

WHEREAS, the Borough of Madison seeks to meet the transportation needs of all its citizens by providing road networks that are safer, healthier, more livable and welcoming to everyone, regardless of age and ability; and

WHEREAS, the Borough of Madison defines complete streets as roadways designed and operated to enable safe, attractive, comfortable access and travel for many users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are intended to safely and comfortably move along and across a complete street; and

WHEREAS, Complete Streets are typically designed to include sidewalks, pedestrian intersections treatments, bicycle facilities, traffic calming measures, landscaping and transit accommodations; and

WHEREAS, a Complete Streets policy is consistent with the NJDOT Policy 703 effective 12-3-09, the Borough of Madison Master Plan, certain sustainability goals; and

WHEREAS, the Borough of Madison has identified priority corridors that have been selected to provide the greatest benefit to the community via the Master Plan, Bicycle Route Plan, Traffic Calming Guidelines, Sidewalk Plan, and formal public input.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Borough of Madison, in the County of Morris and State of New Jersey, that Resolution 187-2010 that:

Section 1. Madison hereby establishes a Complete Streets Policy, which directs staff to accommodate all appropriate modes of travel, including pedestrians, cyclists and transit riders, to the highest degree possible when redesigning the public right-of-way on a formally identified priority route.

Section 2. Madison authorizes staff to utilize documented priorities for Complete Streets, which identify those streets with the highest priority for improvement as resources become available.

ADOPTED AND APPROVED

June 11, 2012



ROBERT H. CONLEY, Mayor

Attest:



ELIZABETH OSBORNE, Borough Clerk

***MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE
BOROUGH OF MADISON***

June 28, 2010 - 7 p.m.

R 175-2010 RESOLUTION OF THE MADISON BOROUGH COUNCIL SUPPORTING
SUSTAINABLE LAND USE PLEDGE

***MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE
BOROUGH OF MADISON***

October 10, 2012 - 7 p.m.

AGENDA DISCUSSIONS

10/10/2012-1 SAFE ROUTES TO SCHOOL

Mrs. Tsukamoto explained that the goal of the Complete Streets is to improve the quality of life by making it safe and easy to cross streets, walk and bicycle to and from school, work, shops and the train station. The committee supports, and is working with, the Sustainable Madison Committee on the Safe Routes to School project. Heather Sherpard of the Sustainable Madison Committee gave a presentation on the project. A non bidding resolution of support for this program will be presented at the next Board of Education meeting, on October 16th. Mayor Conley noted that this is a great program, one of changing life long habits, by starting in school.

***MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE
BOROUGH OF MADISON***

November 26, 2012 - 7 p.m.

REPORTS OF COMMITTEES

Public Safety

Mrs. Tsukamoto, Chair of the Committee, made the following comments:
Mrs. Tsukamoto thanked candidates John Hoover and Carmen Pico for their willingness to serve the community and congratulated Council members-elect Astri Baillie and Benjamin Wolkowitz. The Complete Streets committee continues to work on numerous safety improvements in the Borough. The Police Department will be proactive this holiday season in DWI patrol, thanks to additional grant funds for this purpose. The Fire Department reminds residents that a dry Christmas tree is a dangerous hazard and that fireplaces should be cleaned and inspected annually. The Police Department responded to 2279 calls for service this month, including 42 vehicle crashes, made 14 arrests and issued 133 summonses.

**MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE
BOROUGH OF MADISON**

December 10, 2012 - 7 p.m.

INVITATION FOR DISCUSSION (1 of 2)

Richard Zipper, Greenwood Avenue, asked if part of the roadway reconstruction place for Rosedale Avenue include improvement of site line at the intersection of Rosedale and Greenwood Avenues. Borough Engineer Robert Vogel noted that the Complete Streets committee has discussed improvements, including stripping, which is part of the improvements project.

**MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE
BOROUGH OF MADISON**

June 11, 2012 - 7 p.m.

Health & Public Assistance

Mrs. Vitale of the Committee made the following comments:

Mrs. Vitale announced that Florence Rice, Nursing Director and Christine Shesler, Health Educator have applied for a \$25,000.00 grant through the Robert Wood Johnson's "Road Maps to Health" program. Madison is eligible for this type of grant due to the services that the Health Department provides. Mrs. Vitale noted that the health department is moving toward partnerships with other communities to apply for additional grant opportunities. Mrs. Vitale noted that correlation between the discussion of Complete Streets and the need for our community to improve health through walking bicycling and other activities.

06/11/2012-6 COMPLETE STREETS POLICY

Borough Engineer Robert Vogel addressed the Mayor and Council explaining that in 2008 the Federal government began requiring that road plans include pedestrian and bicycle accessibility on all streets. The State of New Jersey adopted a similar policy in 2009 for all State funded roadways. This year municipalities are encouraged to adopt their own policies as well. The Borough of Madison has already adopted several policies including bike paths, sidewalks and a compatibility component in the Master plan, so adoption of a Complete Streets policy is an easy step. The State will also include a point in the rating system for municipal state aid if a municipality has adopted a policy. There was Council agreement to list a resolution for approval to adopt a Complete Streets policy.

Resolution R 161-2012 is listed on Consent Agenda.

R 161-2012 RESOLUTION OF THE BOROUGH OF MADISON RECOGNIZING THE
ADOPTION OF A COMPLETE STREETS POLICY

06/25/2012-5 COMPLETE STREETS ADVISORY COMMITTEE

***MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE
BOROUGH OF MADISON***

June 25, 2012 - 7 p.m.

AGENDA DISCUSSIONS

06/25/2012-5 COMPLETE STREETS ADVISORY COMMITTEE

Mayor Conley announced the repackaging of the Traffic Calming Committee as the Complete Streets Advisory Committee, with the goal to look at all proposed roadway reconstruction projects and review for pedestrian and bicycle compatibility. Mayor Conley recommended membership consisting of the Mayor and Council liaisons to Public Safety and Engineering and Public Works as well as a Board of Education representative and up to two residents. Mrs. Tsukamoto suggested one resident be a representative of the business district. Mrs. Tsukamoto moved formation of the Complete Streets committee. Dr. Esposito seconded the motion, which passed with the following roll call vote recorded:

Yeas: Mrs. Tsukamoto, Dr. Esposito, Mr. Links,
Mr. Catalanello, Mr. Landrigan. Mrs. Vitale
Nays: None

***MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE
BOROUGH OF MADISON***

August 13, 2012 - 7 p.m.

Public Safety

Mrs. Tsukamoto, Chair of the Committee, made the following comments:
Mrs. Tsukamoto invited resident to attend the Madison Board of Education meeting scheduled for August 28th at 7:30 p.m., to discuss improvements to traffic safety in the vicinity of Borough schools, including proposed one way traffic on Glenwild Road and reducing the speed limit along Main Street at the Junior School. A new Complete Streets Committee will be appointed later this evening, replacing the previous Traffic Calming Committee. National Night Out was held August 7th. This great annual program heightens public awareness and communication with the Police Department. Mrs. Tsukamoto addressed recent lawsuit noting the Borough's efforts to reduce legal exposure. Mrs. Tsukamoto explained that the proposed hiring of an additional Patrol Officer, discussed during the budget process will be deferred to a later date by Council after reviewing the 2012 financial estimates provided by the CFO. Mrs. Tsukamoto thanked Technology Director Jim Sanderson for improvements to the Borough website.

INVITATION FOR DISCUSSION (1 of 2)

Carmen Pico, North Street, asked if the Borough has an ordinance regarding parking in bicycle lanes and asked that parking regulations be enforced. Mr. Pico asked to be appointed to the Complete Streets Committee.

NEW BUSINESS

Mayor Conley recommended appointment of the following members to the Complete Streets Committee:

Council President Tsukamoto, as Public Safety Liaison
Councilman Links, as Engineering Liaison
Borough Engineer Robert Vogel
Public Works Superintendent David Maines
Traffic Safety Officer John Keymer, Patrolman Chad Rybka as backup
Mrs. Lisa Ellis – Board of Education Representative
Mark Chiarolanza, Greenwood Avenue - Resident
One additional resident and one Drew University representative to be named at a future meeting.

Mrs. Tsukamoto moved confirmation of each of the foregoing appointments. Dr. Esposito seconded the motion. There was no Council discussion and the motion passed with the following roll call vote recorded:

Yeas: Mrs. Tsukamoto, Dr. Esposito, Mr. Links,
Mr. Catalanello, Mr. Landrigan. Mrs. Vitale
Nays: None

MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE BOROUGH OF MADISON

September 10, 2012 - 7 p.m.

REPORTS OF COMMITTEES**Public Safety**

Mrs. Tsukamoto, Chair of the Committee, made the following comments:
..... The newly formed Complete Streets Committee met for the first time, discussing safety issues at Tory J. Sabatini School and the Madison Junior School. A resolution is listed for consideration this evening to reduce the speed limit along Main Street in front of the Junior School. The Museum of Early Trades and Crafts recently conducted a preservation study and plan and discovered that several area of moisture have created damage. Repair projects will be completed, as the Museum is able to raise funds.

NEW BUSINESS

Mayor Conley also made the following appointment to the Complete Streets Committee and asked for Council confirmation

Kirk Oakes of Glenwild Road

Mrs. Tsukamoto moved confirmation of the foregoing appointment. Dr. Esposito seconded the motion. There was no Council discussion and the motion passed with the following roll call vote recorded:

Yeas: Mrs. Tsukamoto, Dr. Esposito, Mr. Links,
Mr. Catalanello, Mr. Landrigan. Mrs. Vitale
Nays: None

***MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE
BOROUGH OF MADISON***

March 11, 2013 - 7 p.m.

Public Safety

Ms. Baillie, Chair of the Committee, made the following comments:

.... The Complete Street committee met to review several projects, including the reconstruction of Rosedale and Samson Avenues. ...

AGENDA DISCUSSIONS

***03/11/2013-2* COMPLETE STREETS ADVISORY COMMITTEE**

There was agreement to amend the membership of the Complete Streets Advisory Committee to include a representative of the Sustainable Madison Advisory Committee.

Resolution R 102-2013 is listed on Consent Agenda.

R 102-2013 RESOLUTION OF THE BOROUGH OF MADISON AMENDING THE
COMPLETE STREETS POLICY TO INCLUDE A MEMBER OF THE SUSTAINABLE
MADISON ADVISORY COMMITTEE

Appendix 2
Madison Street Inventory Table

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Length (in Feet) | Width (in Feet) | Plan (Year) | ADT Volume (0,1,2,3,4) | Speed (0,1,2,3) | Sidewalk (0,1,2) | School Zone (0,1) | Public Zone (0,1) | Bikeway (0,1,2) | Road Plan Priorities | TrafCalm Rank | Points Complete | Priority Complete |
|-------------------------------------|---------------------|--------------------|----------------|---------------------------|--------------------|---------------------|----------------------|----------------------|--------------------|-------------------------|------------------|--------------------|----------------------|
| Academy Road | 1270 | 30 | 2014 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | Dead-End | 10 |
| Albright Circle | 1627 | 30 | 2007 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Dead-End | 10 |
| Alexander Avenue | 503 | 30 | 2021 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 6 | 3 |
| Alexander Avenue (I) | 893 | 30 | 2021 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 6 | 3 |
| Alexander Avenue (Brittin to Grove) | 528 | 30 | 2021 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 6 | 3 |
| Alma Ave. (Baker to Douglas) | 465 | 25 | 2004 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| Alma Ave. (Baker to Peach Tree) | 472 | 26 | 2004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Anthony Drive | 1267 | 30 | 2004 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 6 |
| Ardsleigh Drive | 720 | 30 | 2022 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 5 | 4 |
| Arlena Court | 707 | 30 | 2008 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 7 |
| Ashland Road | 790 | 30 | 2018 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 6 |
| Avon Drive | 896 | 29 | 2009 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 6 |
| Baker Ave. (Roscoe to Rachael) | 550 | 29 | 2008 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Bardon Street | 660 | 23 | 2017 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 6 |
| Barnsdale Road | 1500 | 30 | 2018 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 6 |
| Baumgartner Drive | 393 | 29 | 2015 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | Dead-End | 10 |
| Beech Avenue | 941 | 30 | 2011 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 6 |
| Belleau Avenue | 789 | 19 | 2023 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 7 |
| Belmont Avenue | 854 | 30 | 2014 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | Dead-End | 10 |
| Beverly Road | 1240 | 30 | 2016 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 4 | 5 |
| Brannick Drive | 730 | 35 | 2016 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | Dead-End | 10 |
| Brittin St. (Greenwood to Central) | 670 | 41 | 2023 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 8 | 2 |
| Brittin St. (Greenwood to Rosedale) | 1917 | 41 | 2023 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 0 | 7 | 2 |
| Broadview Ave. | 1250 | 30 | 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| Brooklake Road | 1900 | 30 | 2006 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| Bruns Street | 486 | 29 | 2004 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| Buckingham Drive | 724 | 29 | 2008 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| Burnett Road | 1462 | 33 | 2008 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 6 | 3 |
| Buitenheim Terrace | 600 | 30 | 2012 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Candlewood Drive | 845 | 30 | 2012 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 |
| Canterbury Road | 1594 | 29 | 2011 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| Carteret Court | 722 | 29 | 2015 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 5 | 4 |
| Cedar Ave | 294 | 25 | 2011 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 6 |
| Cedar Ave. (Beech and Park) | 905 | 34 | 2011 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| Cedar Street | 260 | 30 | 2023 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | Dead-End | 10 |
| Central Ave. | 3200 | 30 | 2005 | 1 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 7 | 2 |
| Central Ave. (Main to Walnut) | 1150 | 40 | | 1 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 8 | 2 |
| Centre Street | 311 | 18 | 2022 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 4 | 5 |
| Chapel Street | 670 | 29 | 2010 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 | 5 |
| Chateau Thierry Avenue | 650 | 40 | 2007 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 6 | 3 |
| Colonial Way | 1670 | 30 | 2011 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Dead-End | 10 |
| Community Place | 250 | 30 | 2008 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 5 |
| Concurso Way | 900 | 30 | 2022 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 4 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Length (in Feet) | Width (in Feet) | Plan (Year) | ADT Volume (0,1,2,3,4) | Speed (0,1,2,3) | Sidewalk (0,1,2) | School Zone (0,1) | Public Zone (0,1) | Bikeway (0,1,2) | Road Plan Priorities | Traffic Rank | Points Complete | Priority Complete |
|---------------------------------------|---------------------|--------------------|----------------|---------------------------|--------------------|---------------------|----------------------|----------------------|--------------------|-------------------------|-----------------|--------------------|----------------------|
| Cook Avenue | 1343 | 30 | 2008 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 5 |
| Cottage Place | 220 | 28 | 2022 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 6 |
| Coursen Way | 1740 | 30 | 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | Dead-End | 10 |
| Court Place | 435 | 30 | 2019 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 6 |
| Crescent Road | 1359 | 20 | 2012 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 7 |
| Crestview Avenue | 1700 | 30 | 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| Crestwood Drive | 1125 | 29 | 2017 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 6 |
| Cross Gates Road | 1129 | 40 | 2016 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 5 |
| Cross Street | 635 | 35 | 2004 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 4 | 5 |
| Danforth Road | 2310 | 29 | 2015 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 8 | 2 |
| Danforth Road (Morris Place to Beech) | 1584 | 28 | 2015 | 1 | 0 | 1 | 1 | 1 | 2 | 3 | 1 | 10 | 1 |
| Dean St. (John to Dwyer) | 200 | 24 | 2014 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 6 | 3 |
| Dean St. (John to Station Rd) | 930 | 30 | 2014 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 6 | 3 |
| Dean St. (Station to Rosedale) | 800 | 30 | 2014 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 7 | 2 |
| DeHart Place | 546 | 25 | 2022 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | Dead-End | 10 |
| Delbarton Drive | 1050 | 30 | 2006 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 7 |
| Dellwood Drive | 1355 | 23 | 2010 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 |
| Dellwood PKY East | 430 | 17 | 2010 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Dellwood PKY South | 1181 | 17 | 2010 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Dellwood PKY West | 370 | 17 | 2010 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Division Avenue | 875 | 24 | 2008 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Dogwood Drive | 1032 | 30 | 2007 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 |
| Douglas Ave. | 700 | 20 | 2004 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 8 |
| Douglas Ave. (Drew to Rachael) | 552 | 24 | 2004 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 7 |
| Drew Place | 452 | 29 | 2004 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| Durwood Place | 585 | 29 | 2012 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 7 |
| Dwyer Street | 538 | 30 | 2014 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | Dead-End | 10 |
| East Lane | 924 | 28 | 2016 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 6 |
| East St. (South St. to Anthony) | 880 | 29 | 2014 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 5 | 4 |
| East Street | 1275 | 35 | 2014 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 4 | 5 |
| Edgewood Road | 940 | 30 | 2007 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 7 |
| Elm St. (Park Ave. to West St.) | 1703 | 30 | 2011 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 5 | 4 |
| Elm Street | 1000 | 30 | 2011 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 5 | 4 |
| Elmer Street | 668 | 28 | 2014 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | 0 | 7 | 2 |
| Essex Place | 683 | 30 | 2008 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| Fairview Ave. | 904 | 29 | 2005 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 6 | 3 |
| Fairview Ave. (Ridgedale to Central) | 1134 | 25 | 2005 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 6 | 3 |
| Fairwood Road | 2000 | 23.5 | 2016 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 5 | 4 |
| Fen Court | 491 | 30 | 2008 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| Fendale Road | 750 | 27 | 2016 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 5 | 4 |
| Fletcher Place | 593 | 30 | 2012 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 |
| Floyd Street | | 26 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 6 |
| Forest Road | 665 | 29 | 2016 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 5 | 4 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Length (in Feet) | Width (in Feet) | Plan (Year) | ADT Volume (0,1,2,3,4) | Speed (0,1,2,3) | Sidewalk (0,1,2) | School Zone (0,1) | Public Zone (0,1) | Bikeway (0,1,2) | Road Plan Priorities | TrafCalm Rank | Points Complete | Priority Complete |
|--|---------------------|--------------------|----------------|---------------------------|--------------------|---------------------|----------------------|----------------------|--------------------|-------------------------|------------------|--------------------|----------------------|
| Fox Chase Road | 465 | 30 | 2013 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | Dead-End | 10 |
| Garden Drive | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 |
| Garfield Ave. | 0 | 30 | 2005 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 | 5 |
| Garfield Ave. (Green Village to Green) | 655 | 26 | 2005 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 6 |
| Garfield Ave. (Park Lane to Old Greenhollow) | 1150 | 30 | 2005 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 | 5 |
| Garfield Ave. (Woodland to Park Lane) | 585 | 33 | 2005 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 | 5 |
| Gibbons Place | 1044 | 25 | 2014 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 5 |
| Glendale Road | 675 | 28 | 2016 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 5 |
| Glenwild Circle | 196 | 22 | 2020 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 4 | 5 |
| Glenwild Road | 2100 | 30 | 2020 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 5 |
| Green Ave. (Hillside to Kings Rd.) | 925 | 42 | 2013 | 1 | 0 | 2 | 1 | 1 | 2 | 3 | 0 | 3 | 6 |
| Green Ave. (Shunpike to Hillside) | 2730 | 45 | 2013 | 1 | 0 | 2 | 1 | 0 | 2 | 3 | 0 | 10 | 1 |
| Green Hill Road | 850 | 24 | 2012 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | 0 | 9 | 1 |
| Green Village Road | 6864 | 42 | | 3 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 4 | 5 |
| Greenwood Ave. (Main Street to Borough Line) | 1400 | 30 | 2020 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 9 | 1 |
| Greenwood Ave. (Fairview to Borough Line) | 6650 | 42 | 2020 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 0 | 8 | 2 |
| Grove Street | 1716 | 29 | 2014 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | 0 | 7 | 2 |
| Hamilton Street | 2315 | 29 | 2019 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 7 | 2 |
| Harwood Drive | 969 | 30 | 2013 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 6 | 3 |
| Highland Avenue | 825 | 29 | 2014 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 5 |
| Highview Terrace | 725 | 21 | 2014 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 2 | 8 | 2 |
| Hillcrest Road | 1320 | 24 | 2013 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 5 | 4 |
| Hillside Ave. (Green Village to Green) | 1180 | 36 | 2005 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 6 | 3 |
| Hillside Ave. (Green to Prospect) | 744 | 40 | 2005 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 7 |
| Hillview Ave. | 1230 | 29 | 2010 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 7 |
| Holden Lane | 658 | 37 | 2012 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| Howard Street | 462 | 29 | 2009 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | Dead-End | 10 |
| Howell Street | 480 | 30 | 2010 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 3 | 6 |
| Hoyt Street | 1070 | 20 | 2005 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 5 |
| Hunter Drive | 650 | 30 | 2015 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| Independence Court | 758 | 39 | 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | Dead-End | 10 |
| James Place | 375 | 21.5 | 2004 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | Dead-End | 10 |
| John Marshall Lane | 420 | 30 | 2015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| John Street | 755 | 30 | 2014 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | Dead-End | 10 |
| Keep Street | 1825 | 30 | 2012 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 5 | 4 |
| Kensington Road | 1320 | 30 | 2014 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 4 | 5 |
| Kings Rd. (Madison Ave. to Green) | 1300 | 45 | 2016 | 3 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 4 | 5 |
| Kings Rd. (Samson to Prospect) | 1850 | 35 | 2006 | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 8 | 2 |
| Kings Rd. (Samson to Seaman) | 1490 | 32 | 2023 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 6 | 3 |
| Kings Road (Seaman to Borough Line) | 2112 | 32 | 2004 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 1 | 7 | 2 |
| Kinney Street | 1100 | 29 | 2015 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 6 | 3 |
| Kitchell Road | | 26 | | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | Dead-End | 10 |
| Knollwood Ave. | 1850 | 42 | 2012 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 6 |
| | | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Length (in Feet) | Width (in Feet) | Plan (Year) | ADT Volume (0,1,2,3,4) | Speed (0,1,2,3) | Sidewalk (0,1,2) | School Zone (0,1) | Public Zone (0,1) | Bikeway (0,1,2) | Road Plan Priorities | TrafCalm Rank | Points Complete | Priority Complete |
|--|---------------------|--------------------|----------------|---------------------------|--------------------|---------------------|----------------------|----------------------|--------------------|-------------------------|------------------|--------------------|----------------------|
| Knollwood Ave. (Hillview to Greenwood) | 1446 | 30 | 2012 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 7 |
| Knollwood Ave. (Rosedale to Hillview) | 723 | 29 | 2012 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 |
| Lathrop Avenue | 1825 | 30 | 2013 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | 0 | 7 | 2 |
| Laurel Way | 1240 | 30 | 2014 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 5 |
| Lawrence Road | 1000 | 30 | 2021 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | Dead-End | 10 |
| Lee Avenue | 346 | 30 | 2019 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 6 | 3 |
| Leigh Drive | 855 | 30 | 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| Lewis Drive | 1040 | 29 | 2010 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| Lincoln Place | 700 | 47 | 2022 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 6 | 3 |
| Linden Drive | 183 | 14 | 2004 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | Dead-End | 10 |
| Loantaka Terrace | 424 | 26 | 2017 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | Dead-End | 10 |
| Loantaka Way | | 32 | | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 10 | 1 |
| Locust Street | 1658 | 29 | 2010 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| Longview Avenue | 1149 | 30 | 2012 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 |
| Lorraine Road | 1206 | 30 | 2019 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 4 | 5 |
| Loveland Street | 1060 | 29 | 2011 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 6 |
| Lynwood Place | 273 | 31 | 2017 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | Dead-End | 10 |
| Madison Avenue | | 42 | | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 3 | 9 | 1 |
| Magnolia Court | 312 | 36 | 2022 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | Dead-End | 10 |
| Main street | 7920 | 42 | | 4 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 11 | 1 |
| Maple Avenue | 1635 | 35 | 2012 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 5 |
| Midwood Ter. (Green to Prospect) | 742 | 30 | 2006 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 6 |
| Midwood Terrace | 1493 | 29 | 2006 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 6 |
| Morris Place | 2300 | 35 | 2012 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 6 | 3 |
| Myrtle Ave. (Ridgedale to Howard) | 1272 | 29 | 2011 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 5 | 4 |
| Myrtle Avenue | 718 | 29 | 2011 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 5 | 4 |
| Niles Avenue | 1426 | 30 | 2021 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 4 | 5 |
| Noe Avenue | 2435 | 27 | 2018 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 5 |
| Nordling Lane | 770 | 30 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 7 |
| Norman Circle | 1000 | 30 | 2010 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| North Oak Court | 810 | 28 | 2020 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 6 |
| North St. (East to Myrtle) | 522 | 29 | 2014 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 6 | 3 |
| North St. (Myrtle to Burnet) | 1677 | 30 | 2014 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 6 | 3 |
| North St. (Park to East) | 1540 | 30 | 2014 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 6 | 3 |
| Oak Court | 635 | 22 | 2020 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 6 |
| Olde Greenhouse Lane | 810 | 30 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | Dead-End | 10 |
| Orchard St. (Lathrop to Strickland) | 575 | 29 | 2004 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 7 |
| Orchard Street(Strickland to Douglas) | 415 | 30 | 2004 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| Orchard Street(Woodland to Lathrop) | 320 | 30 | 2004 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 7 |
| Overhill Drive | 615 | 30 | 2015 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | Dead-End | 10 |
| Oxford Lane | 650 | 29 | 2011 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| Page Street | 540 | 28 | 2022 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 5 | 4 |
| Park Avenue | 500 | 42 | | 4 | 3 | 2 | 1 | 1 | 2 | 0 | 2 | 15 | 1 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Length (in Feet) | Width (in Feet) | Plan (Year) | ADT Volume (0,1,2,3,4) | Speed (0,1,2,3) | Sidewalk (0,1,2) | School Zone (0,1) | Public Zone (0,1) | Bikeway (0,1,2) | Road Plan Priorities | TrafCalm Rank | Points Complete | Priority Complete |
|---------------------------------------|---------------------|--------------------|----------------|---------------------------|--------------------|---------------------|----------------------|----------------------|--------------------|-------------------------|------------------|--------------------|----------------------|
| Park Lane | 1300 | 30 | 2013 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | Dead-End | 10 |
| Parkside Avenue | 580 | 30 | 2019 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 4 | 5 |
| Peachtree Lane | 310 | 26 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Pine Avenue | 950 | 29 | 2011 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Pine Tree Terrace | 569 | 30 | 2012 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 7 |
| Plain Street | 355 | 29 | 2015 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| Pomeroy Road | 1630 | 30 | 2007 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 | 5 |
| Prospect Place | 635 | 35 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 7 |
| Prospect St. (Kings to Pomeroy) | 1423 | 35 | 2006 | 1 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 7 | 2 |
| Prospect St. (Woodland to Wyndehurst) | 495 | 36 | 2006 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 | 3 |
| Prospect St. (Pomeroy to Woodland) | 1180 | 35 | 2006 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 | 3 |
| Prospect St. (Woodland to Midwood) | 600 | 40 | 2006 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 7 |
| Rachael Avenue (Baker to Peach Tree) | 500 | 30 | 2004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Rachael Avenue (Baker to Douglas) | 544 | 23 | 2004 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| Redmond Drive | 741 | 24 | | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 5 |
| Ridgedale Avenue | 4744 | 34 | 2014 | 3 | 1 | 2 | 1 | 1 | 2 | 3 | 2 | 15 | 1 |
| Rolling Hill Court | Private | 24 | 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| Roscoe Avenue (Peach Tree to Baker) | 500 | 30 | 2004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Roscoe Avenue (Baker to Douglas) | 675 | 27 | 2004 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| Rose Avenue | 985 | 29 | 2011 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Rosedale Avenue | 5280 | 35 | 2013 | 1 | 0 | 2 | 1 | 1 | 2 | 3 | 0 | 10 | 1 |
| Rosemont Avenue | 1080 | 30 | 2009 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 5 |
| Rosewood Drive | 791 | 29 | 2017 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 6 |
| Ross Court | 380 | 30 | 2020 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | Dead-End | 10 |
| Samson Avenue | 2708 | 30 | 2012 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 4 | 5 |
| Samson Avenue (Kings to tracks) | 670 | 35 | 2016 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 4 | 5 |
| Sayre Court | 450 | 33 | 2014 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 6 | 3 |
| Seaman Street | 480 | 30 | 2004 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 4 | 5 |
| Serpico Way | 250 | 30 | 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Dead-End | 10 |
| Seven Oaks Circle | 2367 | 30 | 2014 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| Shadyawn Drive | 1900 | 30 | 2020 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 7 |
| Shepherd Lane | 442 | 30 | 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | Dead-End | 10 |
| Sherwood Ave. | 1015 | 30 | 2012 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Sherwood Ave. (Hamilton to Knollwood) | 682 | 30 | 2012 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| Sherwood Ave. (Knollwood to Longview) | 301 | 30 | 2012 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Shunpike Road | | 38 | | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 2 |
| Sinclair Terrace | 600 | 30 | 2018 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 6 |
| South Oak Court | 810 | 28 | 2020 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 6 |
| South Street | 1387 | 29 | 2011 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 6 |
| Spring Garden Drive | 2210 | 30 | 2018 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 5 | 4 |
| Stafford Drive | 1051 | 29 | 2020 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | Dead-End | 10 |
| Station Road | 800 | 30 | 2014 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 6 | 3 |
| Station Road (John Ave. to Main) | 622 | 30 | 2014 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 6 | 3 |

Appendix 3

Sorted Complete Streets Priorities

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Plan (Year) | Priority Complete |
|--|----------------|----------------------|
| Danforth Road (Morris Place to Beech) | 2015 | 1 |
| Green Ave. (Hillside to Kings Rd.) | 2013 | 1 |
| Green Ave. (Shunpike to Hillside) | 2013 | 1 |
| Green Village Road | | 1 |
| Loantaka Way | | 1 |
| Madison Avenue | | 1 |
| Main street | | 1 |
| Park Avenue | | 1 |
| Ridgedale Avenue | 2014 | 1 |
| Rosedale Avenue | 2013 | 1 |
| Woodland Rd. (Loantaka to town line) | 2012 | 1 |
| Brittin St. (Greenwood to Central) | 2023 | 2 |
| Brittin St. (Greenwood to Rosedale) | 2023 | 2 |
| Central Ave. | 2005 | 2 |
| Central Ave.(Main to Walnut) | | 2 |
| Danforth Road | 2015 | 2 |
| Dean St. (Station to Rosedale) | 2014 | 2 |
| Elmer Street | 2014 | 2 |
| Greenwood Ave. (Main Street to Borough line) | 2020 | 2 |
| Greenwood Ave.(Fairview to Borough Line) | 2020 | 2 |
| Grove Street | 2014 | 2 |
| Highland Avenue | 2014 | 2 |
| Kings Rd. (Madison Ave. to Green) | 2016 | 2 |
| Kings Rd. (Samson to Seaman) | 2023 | 2 |
| Lathrop Avenue | 2013 | 2 |
| Prospect St. (Kings to Pomeroy) | 2006 | 2 |
| Shunpike Road | | 2 |
| Union Hill Rd. (Woodland to Kings) | 2014 | 2 |
| Vinton Road | 2014 | 2 |
| Woodland Rd. (Green Village to Loantaka) | 2012 | 2 |
| Alexander Avenue | 2021 | 3 |
| Alexander Avenue (1) | 2021 | 3 |
| Alexander Avenue (Brittin to Grove) | 2021 | 3 |
| Burnett Road | 2008 | 3 |
| Chateau Thierry Avenue | 2007 | 3 |
| Dean St. (John to Dwyer) | 2014 | 3 |
| Dean St. (John to Station Rd) | 2014 | 3 |
| Fairview Ave. | 2005 | 3 |
| Fairview Ave. (Ridgedale to Central) | 2005 | 3 |
| Hamilton Street | 2019 | 3 |
| Hillcrest Road | 2013 | 3 |
| Kings Rd. (Samson to Prospect) | 2006 | 3 |
| Kings Road (Seaman to Borough Line) | 2004 | 3 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Plan (Year) | Priority Complete |
|---------------------------------------|----------------|----------------------|
| Lee Avenue | 2019 | 3 |
| Lincoln Place | 2022 | 3 |
| Morris Place | 2012 | 3 |
| North St. (East to Myrtle) | 2014 | 3 |
| North St. (Myrtle to Burnet) | 2014 | 3 |
| North St. (Park to East) | 2014 | 3 |
| Prospect St. (Woodland to Wyndehurst) | 2006 | 3 |
| Prospect St.(Pomeroy to Woodland) | 2006 | 3 |
| Sayre Court | 2014 | 3 |
| Station Road | 2014 | 3 |
| Station Road (John Ave. to Main) | 2014 | 3 |
| Union Ave. | 2014 | 3 |
| Walnut Street | 2008 | 3 |
| Woodland Rd. (Green Village to Green) | 2012 | 3 |
| Woodland Rd. (Noe to Borough Line) | 2012 | 3 |
| Woodland Rd. (Samson to Prospect) | 2012 | 3 |
| Woodside Road | 2016 | 3 |
| Ardsleigh Drive | 2022 | 4 |
| Carteret Court | 2015 | 4 |
| Concurso Way | 2022 | 4 |
| East St. (South St. to Anthony) | 2014 | 4 |
| Elm St. (Park Ave. to West St.) | 2011 | 4 |
| Elm Street | 2011 | 4 |
| Fairwood Road | 2016 | 4 |
| Ferndale Road | 2016 | 4 |
| Forest Road | 2016 | 4 |
| Highview Terrace | 2014 | 4 |
| John Street | 2014 | 4 |
| Myrtle Ave. (Ridgedale to Howard) | 2011 | 4 |
| Myrtle Avenue | 2011 | 4 |
| Page Street | 2022 | 4 |
| Spring Garden Drive | 2018 | 4 |
| Wayne Blvd. | 2019 | 4 |
| Wayne Blvd. (Anthony to Anthony) | 2019 | 4 |
| Wisteria Court | 2015 | 4 |
| Woodland Rd. (Samson to Union Hill) | 2012 | 4 |
| Beverly Road | 2016 | 5 |
| Brooklake Road | 2006 | 5 |
| Centre Street | 2022 | 5 |
| Chapel Street | 2010 | 5 |
| Community Place | 2008 | 5 |
| Cook Avenue | 2008 | 5 |
| Cross Gates Road | 2016 | 5 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Plan (Year) | Priority Complete |
|---|----------------|----------------------|
| Cross Street | 2004 | 5 |
| East Street | 2014 | 5 |
| Garfield Ave. | 2005 | 5 |
| Garfield Ave. (Park Lane to Old Greenho | 2005 | 5 |
| Garfield Ave. (Woodland to Park Lane) | 2005 | 5 |
| Gibbons Place | 2014 | 5 |
| Glendale Road | 2016 | 5 |
| Glenwild Circle | 2020 | 5 |
| Green Hill Road | 2012 | 5 |
| Harwood Drive | 2013 | 5 |
| Howell Street | 2010 | 5 |
| Keep Street | 2012 | 5 |
| Kensington Road | 2014 | 5 |
| Laurel Way | 2014 | 5 |
| Lorraine Road | 2019 | 5 |
| Maple Avenue | 2012 | 5 |
| Niles Avenue | 2021 | 5 |
| Noe Avenue | 2018 | 5 |
| Parkside Avenue | 2019 | 5 |
| Pomeroy Road | 2007 | 5 |
| Redmond Drive | | 5 |
| Rosemont Avenue | 2009 | 5 |
| Samson Avenue | 2012 | 5 |
| Samson Avenue (Kings to tracks) | 2016 | 5 |
| Seaman Street | 2004 | 5 |
| Trail Place | 2014 | 5 |
| Waverly Place | 2009 | 5 |
| West Street | 2015 | 5 |
| Wilmer Street | 2007 | 5 |
| Anthony Drive | 2004 | 6 |
| Ashland Road | 2018 | 6 |
| Avon Drive | 2009 | 6 |
| Bardon Street | 2017 | 6 |
| Barnsdale Road | 2018 | 6 |
| Beech Avenue | 2011 | 6 |
| Cedar Ave | 2011 | 6 |
| Cottage Place | 2022 | 6 |
| Court Place | 2019 | 6 |
| Crestwood Drive | 2017 | 6 |
| East Lane | 2016 | 6 |
| Floyd Street | | 6 |
| Garfield Ave. (Green Village to Green) | 2005 | 6 |
| Glenwild Road | 2020 | 6 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Plan (Year) | Priority Complete |
|--|----------------|----------------------|
| Howard Street | 2009 | 6 |
| Kitchell Road | | 6 |
| Loveland Street | 2011 | 6 |
| Midwood Ter. (Green to Prospect) | 2006 | 6 |
| Midwood Terrace | 2006 | 6 |
| North Oak Court | 2020 | 6 |
| Oak Court | 2020 | 6 |
| Plain Street | 2015 | 6 |
| Rosewood Drive | 2017 | 6 |
| Seven Oaks Circle | 2014 | 6 |
| Sinclair Terrace | 2018 | 6 |
| South Oak Court | 2020 | 6 |
| South Street | 2011 | 6 |
| Stonehedge Lane | 2013 | 6 |
| Tooth Place | 2018 | 6 |
| Union Ave. | 2008 | 6 |
| Valley Road | 2010 | 6 |
| Winding Way | 2018 | 6 |
| Arlena Court | 2008 | 7 |
| Belleau Avenue | 2023 | 7 |
| Broadview Ave. | 2018 | 7 |
| Bruns Street | 2004 | 7 |
| Buckingham Drive | 2008 | 7 |
| Canterbury Road | 2011 | 7 |
| Cedar Ave. (Beech and Park) | 2011 | 7 |
| Crescent Road | 2012 | 7 |
| Crestview Avenue | 2018 | 7 |
| Delbarton Drive | 2006 | 7 |
| Douglas Ave. | 2004 | 7 |
| Durwood Place | 2012 | 7 |
| Edgewood Road | 2007 | 7 |
| Fen Court | 2008 | 7 |
| Hillside Ave. (Green Village to Green) | 2005 | 7 |
| Hillside Ave.(Green to Prospect) | 2005 | 7 |
| Hoyt Street | 2005 | 7 |
| Knollwood Ave. (Hillview to Greenwood) | 2012 | 7 |
| Leigh Drive | 2019 | 7 |
| Locust Street | 2010 | 7 |
| Nordling Lane | | 7 |
| Orchard St. (Lathrop to Strickland) | 2004 | 7 |
| Orchard Street(Woodland to Lathrop) | 2004 | 7 |
| Oxford Lane | 2011 | 7 |
| Pine Tree Terrace | 2012 | 7 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Plan (Year) | Priority Complete |
|---------------------------------------|----------------|----------------------|
| Prospect Place | | 7 |
| Prospect St.(Woodland to Midwood) | 2006 | 7 |
| Rolling Hill Court | 2017 | 7 |
| Roscoe Avenue(Baker to Douglas) | 2004 | 7 |
| Shadylawn Drive | 2020 | 7 |
| Sherwood Ave. (Hamilton to Knollwood) | 2012 | 7 |
| Sunset Place | 2004 | 7 |
| Surrey Lane | 2019 | 7 |
| Westerly Avenue | 2005 | 7 |
| Alma Ave. (Baker to Douglas) | 2004 | 8 |
| Candlewood Drive | 2012 | 8 |
| Dellwood Drive | 2010 | 8 |
| Division Avenue | 2008 | 8 |
| Dogwood Drive | 2007 | 8 |
| Douglas Ave. (Drew to Rachael) | 2004 | 8 |
| Drew Place | 2004 | 8 |
| Essex Place | 2008 | 8 |
| Fletcher Place | 2012 | 8 |
| Garden Drive | | 8 |
| Hillview Ave. | 2010 | 8 |
| James Place | 2004 | 8 |
| Knollwood Ave. | 2012 | 8 |
| Knollwood Ave. (Rosedale to Hillview) | 2012 | 8 |
| Lewis Drive | 2010 | 8 |
| Longview Avenue | 2012 | 8 |
| Norman Circle | 2010 | 8 |
| Orchard Street(Strickland to Douglas) | 2004 | 8 |
| Rachael Avenue(Baker to Douglas) | 2004 | 8 |
| Stonegate Court | 2021 | 8 |
| Strickland Place | 2004 | 8 |
| Treadwell Avenue | 2006 | 8 |
| West End Avenue | 2012 | 8 |
| Alma Ave. (Baker to Peach Tree) | 2004 | 9 |
| Baker Ave. (Roscoe to Rachael) | 2008 | 9 |
| Buttenheim Terrace | 2012 | 9 |
| Dellwood PKY East | 2010 | 9 |
| Dellwood PKY South | 2010 | 9 |
| Dellwood PKY West | 2010 | 9 |
| Peachtree Lane | | 9 |
| Pine Avenue | 2011 | 9 |
| Rachael Avenue (Baker to Peach Tree) | 2004 | 9 |
| Roscoe Avenue (Peach Tree to Baker) | 2004 | 9 |
| Rose Avenue | 2011 | 9 |

MADISON COMPLETE STREETS PRIORITY PLAN

| Street Name | Plan (Year) | Priority Complete |
|---------------------------------------|----------------|----------------------|
| Sherwood Ave. | 2012 | 9 |
| Sherwood Ave. (Knollwood to Longview) | 2012 | 9 |
| Wyndehurst Drive | 2012 | 9 |
| Academy Road | 2014 | 10 |
| Albright Circle | 2007 | 10 |
| Baumgartner Drive | 2015 | 10 |
| Belmont Avenue | 2014 | 10 |
| Brannick Drive | 2016 | 10 |
| Cedar Street | 2023 | 10 |
| Colonial Way | 2011 | 10 |
| Coursen Way | 2017 | 10 |
| DeHart Place | 2022 | 10 |
| Dwyer Street | 2014 | 10 |
| Fox Chase Road | 2013 | 10 |
| Holden Lane | 2012 | 10 |
| Hunter Drive | 2015 | 10 |
| Independence Court | 2021 | 10 |
| John Marshall Lane | 2015 | 10 |
| Kinney Street | 2015 | 10 |
| Lawrence Road | 2021 | 10 |
| Linden Drive | 2004 | 10 |
| Loantaka Terrace | 2017 | 10 |
| Lynwood Place | 2017 | 10 |
| Magnolia Court | 2022 | 10 |
| Olde Greenhouse Lane | | 10 |
| Overhill Drive | 2015 | 10 |
| Park Lane | 2013 | 10 |
| Ross Court | 2020 | 10 |
| Serpico Way | 2022 | 10 |
| Shepherd Lane | 2017 | 10 |
| Stafford Drive | 2020 | 10 |
| Tracy Lane | 2012 | 10 |
| Troy Court | 2014 | 10 |
| Union Hill Road | 2011 | 10 |
| Valevue Road | 2012 | 10 |
| Vinal Place | 2020 | 10 |
| Washington Drive | 2007 | 10 |
| West Lane | 2016 | 10 |
| Wilson Lane | 2014 | 10 |
| Woodcliff Drive | 2009 | 10 |

Appendix 4
Master Plan Circulation Element Tables

Table 2
AVERAGE DAILY TRAFFIC (ADT) VOLUMES

| Road | ADT Volume (1991) |
|--|-------------------|
| Main Street (east of Rosedale) | 29,000 |
| Main Street (between Greenwood and Rosedale) | 22,400 |
| Main Street (between Park and Central) | 21,800 |
| Madison Avenue | 18,400* |
| Park Avenue | 17,500 |
| Shunpike Road (Green Village to Loantaka) | 16,700 |
| Woodland Avenue (west of Loantaka Way) | 11,700 |
| Shunpike Road (east of Green Village) | 11,500* |
| Ridgedale Avenue | 11,000* |
| Loantaka Way (south of Woodland Rd.) | 9,900* |
| Kings Road (west of Green Avenue) | 8,900 |
| Green Village Road | 8,900 |
| Woodland Road (between Loantaka and Green Village) | 7,300 |
| Brooklake Road | 7,100 |
| Loantaka Way (north of Woodland Rd.) | 6,700 |
| Greenwood Avenue | 6,600 |
| Kings Road (east of Prospect Street) | 6,600 |
| Prospect Street | 4,800 |
| Woodland Road (east of Prospect) | 4,500 |
| Central Avenue | 4,200 |
| Green Avenue | 3,800 |
| Noe Avenue | 3,600 |
| Rosedale Avenue | 3,200 |
| Danforth Road | 3,000 |
| Union Hill Road (between Woodland and Kings) | 2,200* |
| Niles Avenue | 1,500 |
| Garfield Avenue | 1,200 |
| Morris Place | 650* |

*1988 Data

Sources: New Jersey Department of Transportation, Morris County Department of Transportation Management, and Madison Borough Police Department.

Table 3
CHARACTERISTICS OF COLLECTOR ROADWAYS
February, 1992

| Roadway | Cartway Width (ft) | ROW Width (ft) | Speed Limit (mph) | Parking Restrictions | Sidewalks |
|-----------------------|-----------------------|-------------------|----------------------|-------------------------|-----------|
| Brittin Street | 29-40 | 60-66 | 25 | NO | Y |
| Brooklake Road | 25-26 | 40 | 25 | NO | Y |
| Burnet Road | 26-32 | 50-60 | 25 | NO | P |
| Central Avenue | 36-39 | 60 | 35 | YES (one) | P |
| Chateau Thierry Ave. | 39 | 60 | 25 | NO | Y |
| Cook Avenue | 29 | 50 | 25 | NO | Y |
| Cross Street | 32-33 | 50 | 25 | NO | P |
| Danforth Road | 25-30 | 50 | 25 | YES (both) | P |
| Division Avenue | N/A | N/A | 25 | NO | N |
| Elm Street | 27-34 | 44-66 | 25 | YES (one) | Y |
| Elmer Street | 29 | 50 | 25 | YES (one) | Y |
| Fairview Avenue | 25-36 | 44-50 | 25 | NO | Y |
| Garfield Avenue | 22-33 | 50 | 25 | NO | N |
| Green Avenue | 42-45 | 70 | 25 | NO | Y |
| Greenwood Avenue | 36-42 | 50-66 | 25 | NO | Y |
| Kings Road | 27-43 | 33-60 | 30/35 | YES (one/both) | Y |
| Noe Avenue | 25-27 | 60 | 25 | NO | N |
| Prospect Place | 32-41 | 60 | 25 | NO | Y |
| Ridgedale Avenue | 25-39 | 50-60 | 25 | YES (one) | Y |
| Rosedale Avenue | 36 | 50 | 25 | YES (one) | Y |
| Samson Avenue | 24-36 | 50-60 | 25 | YES (bridge) | P |
| Union Hill Road | 36-31 | 50 | 25 | YES (bridge) | P |
| Walnut Street | 29-31 | 50 | 25 | YES | Y |
| Woodland Rd. (Note 1) | 27-38 | 50-60 | 25 | NO | P |

NOTES: Parking: (one): restricted on one side of street
(both): restricted on both sides of street
(bridge): restricted on railroad bridge

Sidewalks: P = partial length of roadways

N/A: Not available

(1) east of Loantaka Way

Sources: Madison Police Department; Madison Department of Land Use Services

Table 4
STREET CLASSIFICATIONS

| Road Name | County Road | Classification (A) | | | Proposed 1992 Master Plan Classification (D) |
|------------------------|-------------|--------------------|-----------|-----------------|--|
| | | 1975 Plan | Police | Volume Class | |
| Brittin Street | No | Collector | Collector | -- | Collector |
| Brooklake Road | No | Minor | -- | Arterial | Collector |
| Burnet Road | No | Collector | Collector | -- | Collector |
| Central Avenue | Yes | Arterial | Arterial | Collector | Collector |
| Chateau Thierry Avenue | No | Arterial | Collector | -- | Collector |
| Cook Avenue | No | Coll/Arter | -- | -- | Collector |
| Cross Street | No | Collector | Collector | -- | Collector |
| Danforth Road | No | Arterial | -- | Collector | Collector |
| Division Avenue | No | Collector | Collector | -- | Collector |
| Elm Street | No | Collector | Collector | -- | Collector |
| Elmer Street | No | Arterial | -- | -- | Collector |
| Fairview Avenue | No | Collector | Collector | -- | Collector |
| Garfield Avenue | No | Collector | Collector | Local Access | Collector |
| Green Avenue | No | Arterial | Arterial | Collector | Collector |
| Green Village Road | Yes | Collector | Collector | Arterial | Secondary Arterial |
| Greenwood Avenue | No | Arterial | Arterial | Arterial | Collector |
| Kings Road | No | Collector | Collector | Arterial | Collector |
| Loantaka Way | Yes | Arterial | Arterial | Arterial | Secondary Arterial |
| Madison Avenue | No | Arterial | Arterial | Arterial | Secondary Arterial |
| Main Street | No | Arterial | Arterial | Arterial | Secondary Arterial |
| Morris Place | No | Collector | Collector | Minor | Local Access |
| Niles Avenue | No | Minor | -- | Minor | Local Access |
| Noe Avenue | No | Collector | Collector | Collector | Collector |
| North Street | No | Collector | Collector | -- | Local Access |
| Park Avenue | Yes | Arterial | -- | Arterial | Secondary Arterial |
| Prospect Street | No | Arterial | -- | Collector | Collector |
| Ridgedale Avenue | No | Collector | Collector | Arterial | Collector |
| Rosedale Avenue | No | Collector | Collector | Arterial | Collector |
| Samson Avenue | No | Collector | Collector | -- | Collector |
| Shunpike Road | Yes | Arterial | Arterial | Arterial | Secondary Arterial |

Appendix 5
Madison School and Public Area Maps



SCALE: 1" = 500 FEET
0 1/4 1/2 3/4 1 MILE
0 100 200 300 400 FEET
SCALE: 1" = 500 FEET

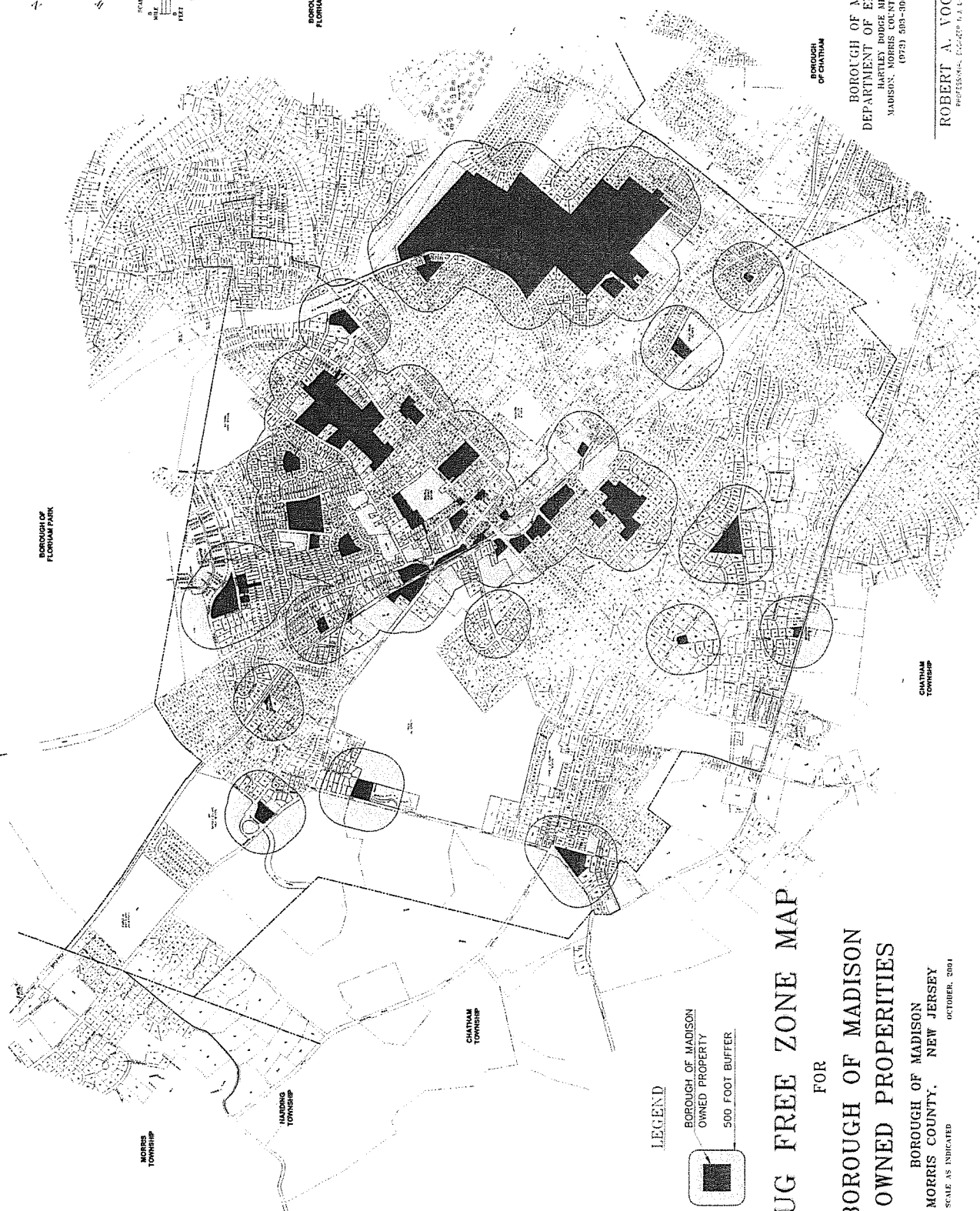
BOROUGH OF
FLORHAM PARK

BOROUGH
OF CHATHAM

BOROUGH OF MADISON
DEPARTMENT OF ENGINEERING
HARTLEY BRIDGE MEMORIAL
MADISON, NEW JERSEY 07940
(973) 593-3000

ROBERT A. VOGEL, P.E.
PROFESSIONAL ENGINEER
STATE OF NEW JERSEY
NO. 3442

| | |
|----------|----------------|
| DATE | 02-24-04 |
| PROJECT | DRUG FREE ZONE |
| REV. NO. | 1 |



LEGEND

BOROUGH OF MADISON
OWNED PROPERTY
500 FOOT BUFFER



DRUG FREE ZONE MAP

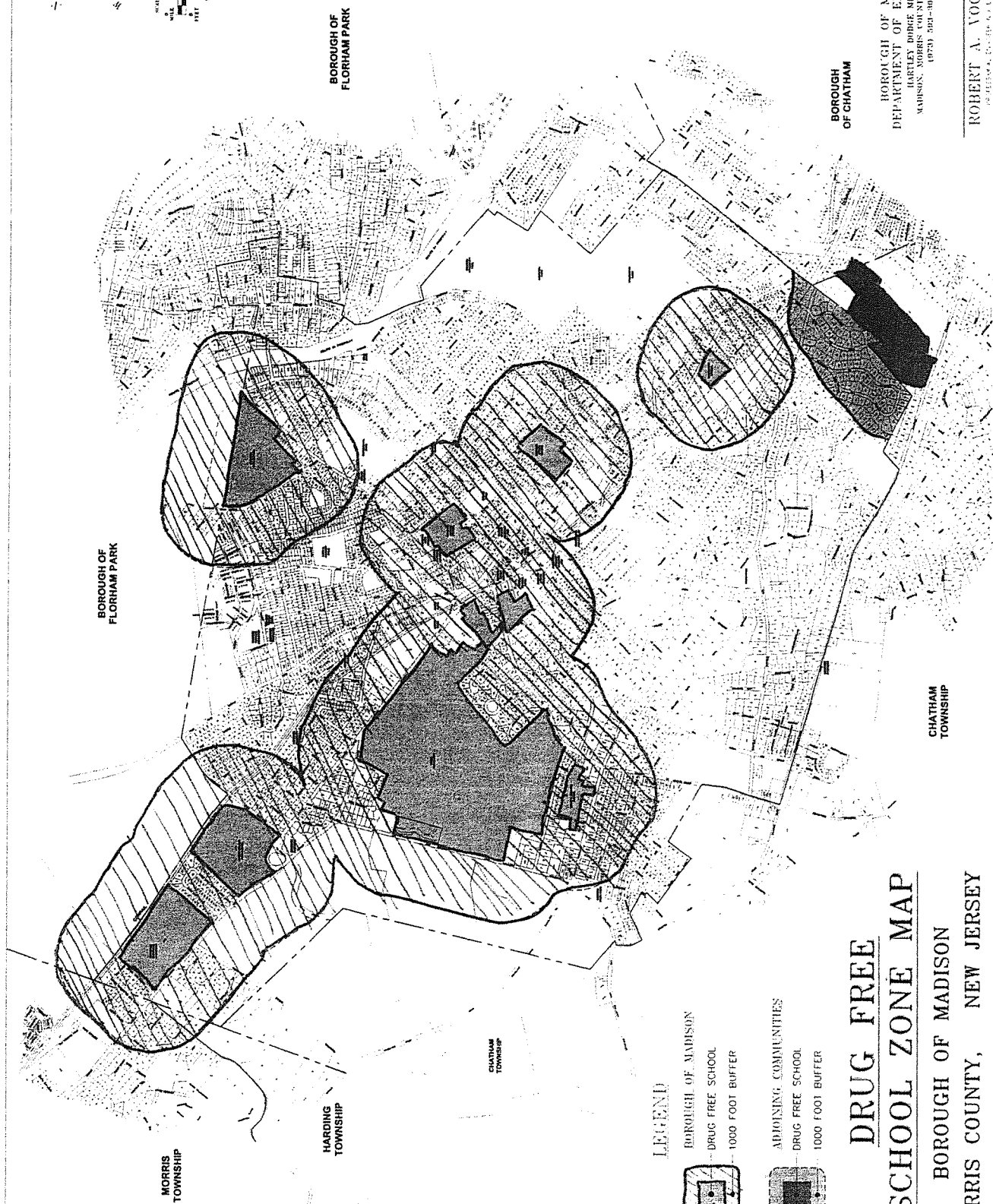
FOR

BOROUGH OF MADISON
OWNED PROPERTIES



BOROUGH OF MADISON
MORRIS COUNTY, NEW JERSEY
OCTOBER, 2001
SCALE AS INDICATED



SCALE 1" = 1/4 MILE
0 1/4 1/2 3/4 1 MILE
0 100 200 300 400 FEET
SCALE 1" = 1000



LEGEND

-  BOROUGH OF MADISON
DRUG FREE SCHOOL
1000 FOOT BUFFER
-  ADJOINING COMMUNITIES
DRUG FREE SCHOOL
1000 FOOT BUFFER

**DRUG FREE
SCHOOL ZONE MAP**

BOROUGH OF MADISON
MORRIS COUNTY, NEW JERSEY

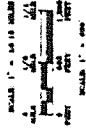
BOROUGH
OF CHATHAM

BOROUGH OF MADISON
DEPARTMENT OF ENGINEERING
GARRETT BORKE MEMORIAL
MADISON, MORRIS COUNTY, N.J. 07910
(973) 523-3860

CHATHAM
TOWNSHIP

ROBERT A. VOGEL, P.E.
REGISTERED PROFESSIONAL ENGINEER
STATE OF NEW JERSEY

Appendix 6
Madison Sidewalk Maps



BOROUGH OF
FLORHAM PARK

BOROUGH OF
FLORHAM PARK

MORRIS
TOWNSHIP

HARDING
TOWNSHIP

CHATHAM
TOWNSHIP

POINTS OF INTEREST

- (1) U.S. POST OFFICE, 100 N. 10TH ST.
- (2) U.S. POST OFFICE, 100 N. 10TH ST.
- (3) U.S. POST OFFICE, 100 N. 10TH ST.
- (4) U.S. POST OFFICE, 100 N. 10TH ST.
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- (99) U.S. POST OFFICE, 100 N. 10TH ST.
- (100) U.S. POST OFFICE, 100 N. 10TH ST.

LEGEND

- SIDEWALK/WALK ROUTE
- CROSSING GUARD POST
- SCHOOL
- PARKS/RECREATION
- OTHER FACILITIES
- BOROUGH OF CHATHAM

2006

EXISTING SIDEWALK PLAN

BOROUGH OF MADISON

MORRIS COUNTY, NEW JERSEY

BOROUGH OF MADISON
DEPARTMENT OF ENGINEERING

HARTLEY DODGE MEMORIAL

MADISON, MORRIS COUNTY, N.J. 07840

(973) 593-3080

REV. 11.12.06

Any person who shall violate any of the provisions of §166-10 of this Article shall, upon conviction, be liable for a fine of not more than Ten Dollars (\$10.00).
 For purposes of this section, each and every violation which continues for a period of more than twenty-four (24) hours shall constitute a separate violation for each and every such additional twenty-four (24) hour period, without limitation.
SECTION 3. Ordinance No. 35 entitled "An Ordinance relating to the sidewalks and gutters of Madison, and the paving, curbing, grading, relaying and repair of the same" adopted on February 14, 1906, is hereby repealed in its entirety and in its place a new Article IV of Chapter 166 is hereby adopted to read as follows:

ARTICLE IV

Sidewalks and Curbs: Construction and repair

§166-32. Definitions.
 As used in this Article, the following terms shall have the meaning indicated:
SIDEWALK — A paved walkway for pedestrian traffic located along the side of a public street.

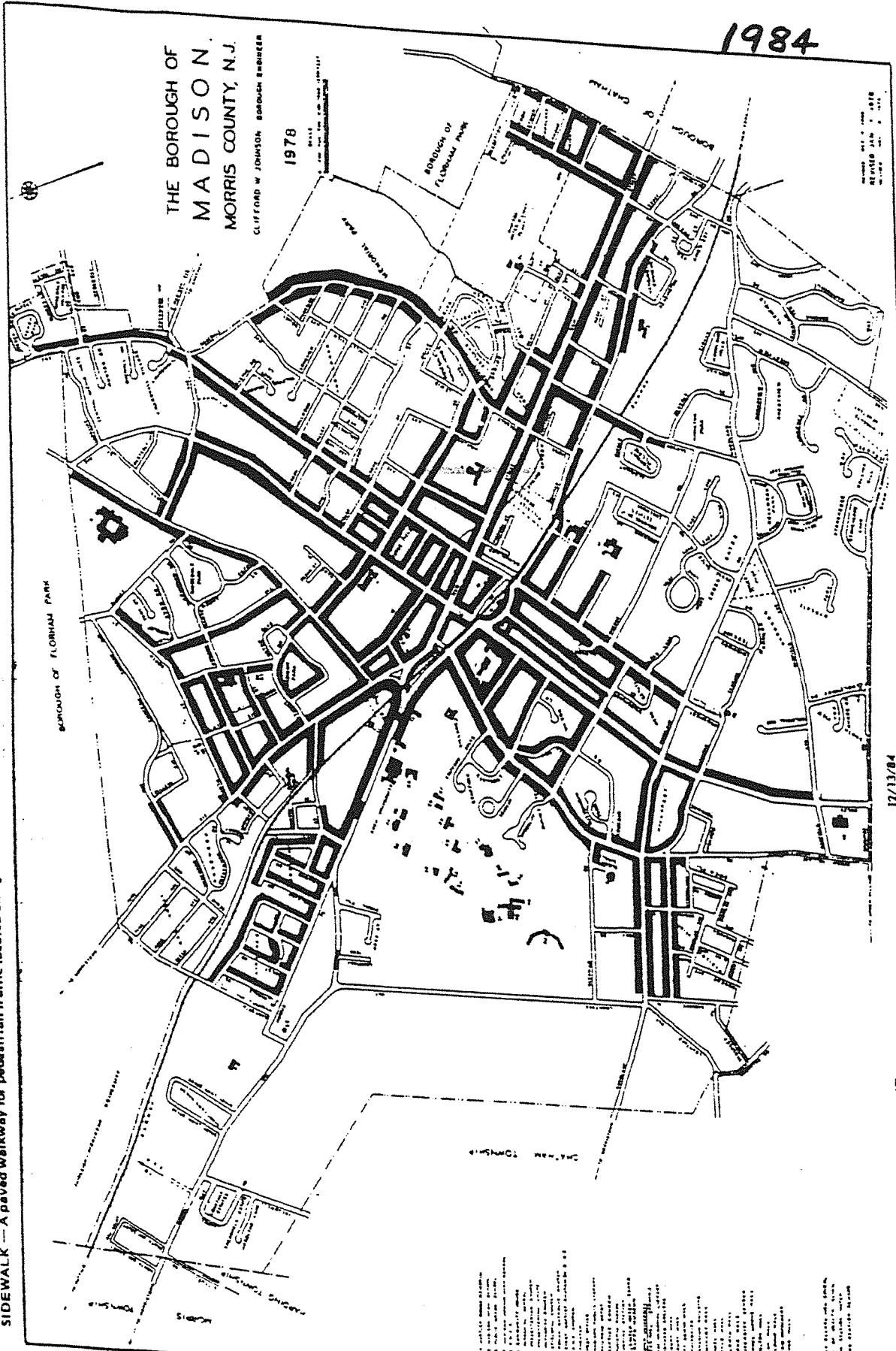
newspaper once a week for four weeks.

§166-37. Schedule of Primary Sidewalks.
 The primary sidewalks of the Borough of Madison shall be those sidewalks, whether existing or proposed, located along the side or sides of the streets shown on the map annexed hereto, as said map may be revised from time to time by resolution of the Council.

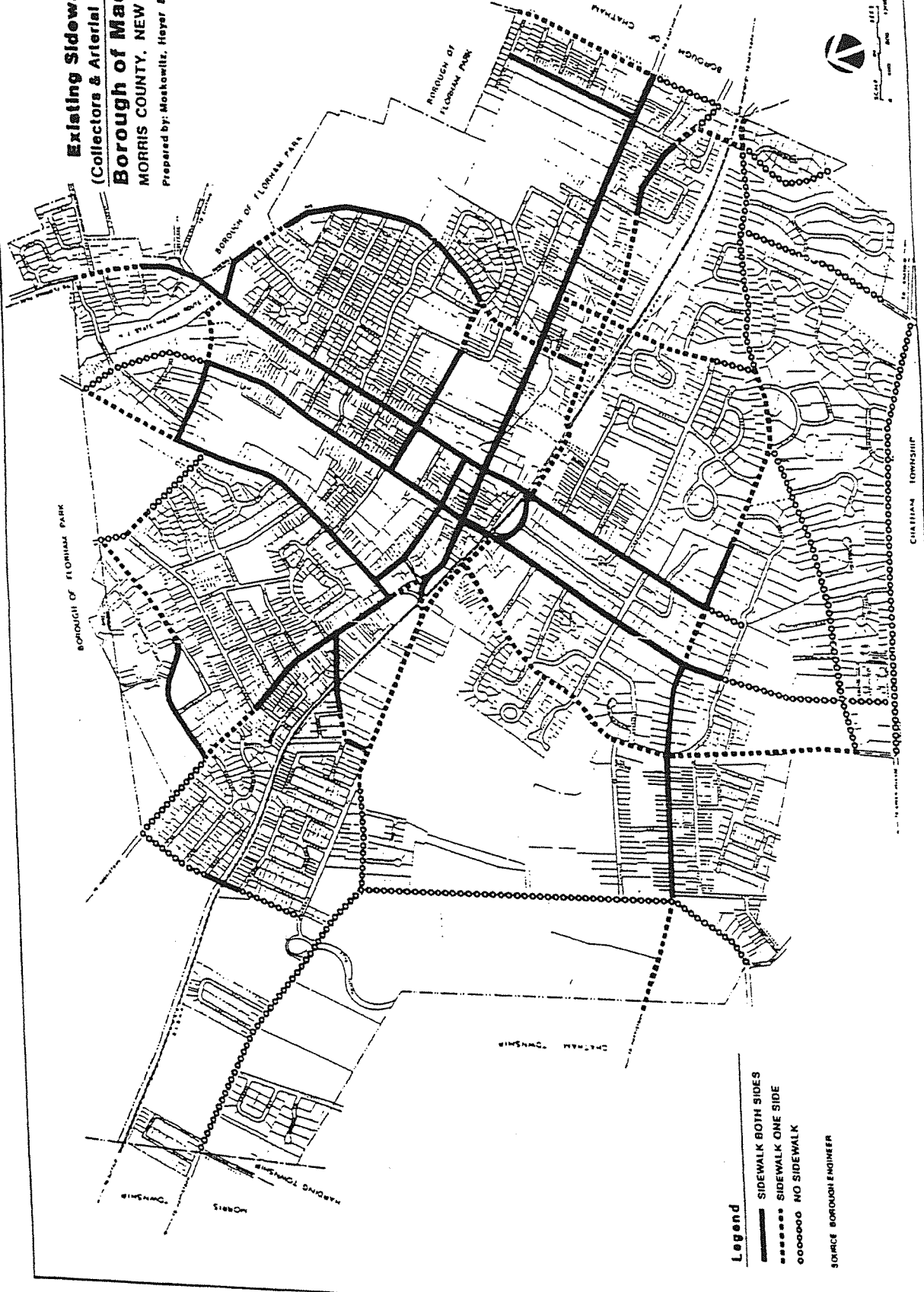
SECTION 3. This Ordinance shall take effect as provided by law.

ADOPTED AND APPROVED,
 December 10, 1984
 Elizabeth G. Baumgartner
 Mayor

Attest:
 Fannie Slinson,
 Deputy Borough Clerk



Existing Sidewalks
(Collectors & Arterial Streets)
Borough of Madison
 MORRIS COUNTY, NEW JERSEY
 Prepared by: Moskowitz, Hoyer & Gural, PA



Legend

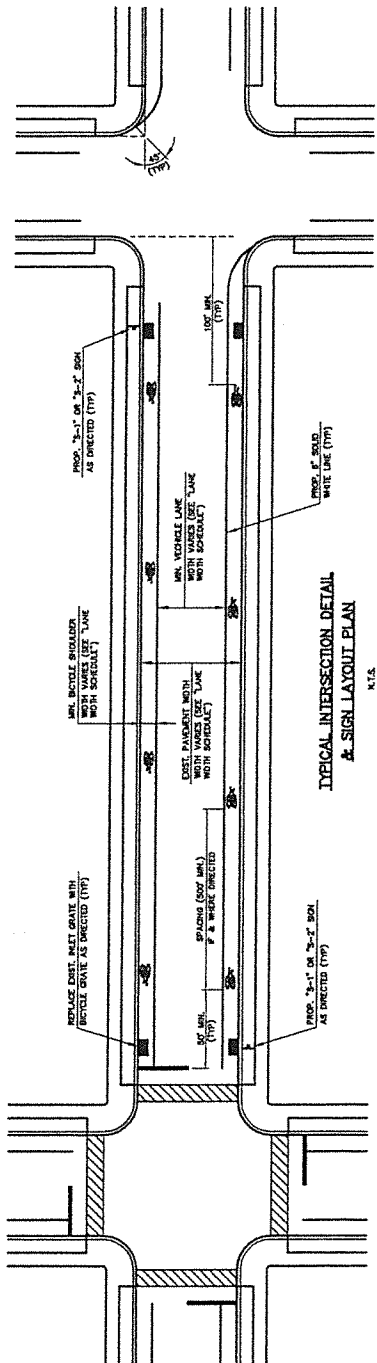
- SIDEWALK BOTH SIDES
- - - - - SIDEWALK ONE SIDE
- NO SIDEWALK

SOURCE: BOROUGH ENGINEER

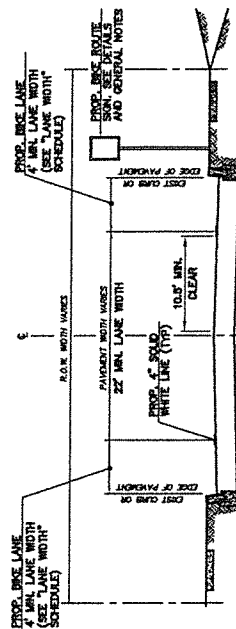


CLARKSON TOWNSHIP

Appendix 7
Madison Bike Route Plans



TYPICAL INTERSECTION DETAIL
 & SIGN LAYOUT PLAN
 N.T.S.



TYPICAL ROAD SECTION
 N.T.S.

| EXIST. PAVEMENT WIDTH | MINIMUM VERGE LANE WIDTH | MINIMUM SHOULDER WIDTH |
|-----------------------|--------------------------|------------------------|
| 28 | 22' | 5' |
| 30 | 23' | 3.5' |
| 32 | 24' | 4' |
| 34 | 25' | 4.5' |
| 36 | 26' | 5' |

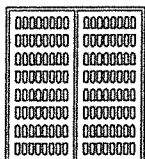
LANE WIDTH SCHEDULE
 N.T.S.

FOR ROADS THAT HAVE A TRAFFIC VOLUME LESS THAN 1,200 ADT A "SHARED LANE" IS ACCEPTABLE.
 FOR ROADS THAT HAVE A TRAFFIC VOLUME GREATER THAN 1,200 ADT THE MINIMUM SHOULDER WIDTH IS 12 FEET.



TYPE 1B INLET DETAIL
 BICYCLE GRATE
 N.T.S.

NOTE:
 TYPE 1B GRATE TO BE CAMPBELL FOUNDRY PATTERN NUMBER 2118 OR APPROVED EQUAL.

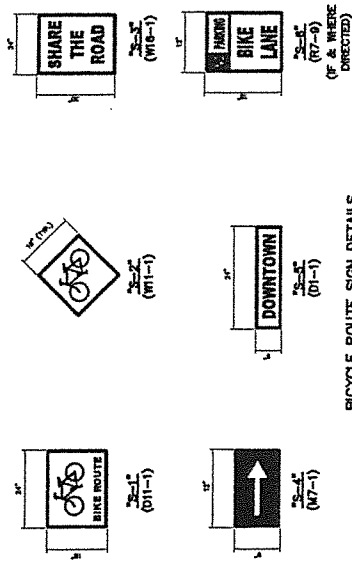


TYPE 1C INLET DETAIL
 BICYCLE GRATE
 N.T.S.

NOTE:
 TYPE 1C GRATE TO BE CAMPBELL FOUNDRY PATTERN NUMBER 2118 OR APPROVED EQUAL.

GENERAL NOTES

1. THE CONTRACTOR SHALL READ AND BE FULLY FAMILIAR WITH PART 9 BICYCLE FACILITIES SECTION OF THE M.U.C.D.
2. ALL PROPOSED BICYCLE FACILITIES SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE MINIMUM REQUIREMENTS OF PROPOSED SCHEDULING AND SIGNAGE AND SHALL BE REVIEWED BY THE BOROUGH ENGINEER PRIOR TO PERMANENT INSTALLATION.
3. IN NO CASE SHALL PROPOSED PAVEMENT MARKINGS IN THIS CONTRACT BE CONSIDERED AS A SUBSTITUTE FOR ANY EXISTING PAVEMENT MARKINGS (INCLUDING STOPPING CROSS WALKS, SIGNS AND SIGNALS) WITHOUT SPECIFIC WRITTEN PERMISSION OF THE BOROUGH ENGINEER.
4. IN NO CASE SHALL ANY ESTABLISHED AUTOMOBILE TRAVEL LANE BE REDUCED TO A BICYCLE LANE OR BICYCLE LANE BE REDUCED TO A BICYCLE LANE WITHOUT THE NEAREST CROSSING OF ANY PROPOSED LINE STOPPING.
5. ALL PROPOSED SPOKELINES AT INTERSECTIONS WILL BE TRANSLATED TO 40- RADIUS (45 ANGLE CLOSURE) UNLESS PROPOSED SPOKELINES MEET A STOP BAR OR CROSS WALK.
6. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 100 TRAFFIC CORNS AT THE INTERSECTION AND SHALL MAINTAIN A MINIMUM OF 100 TRAFFIC CORNS AT THE ALTERNATE SIDE OF THE ROAD.



BICYCLE ROUTE SIGN DETAILS
 N.T.S.

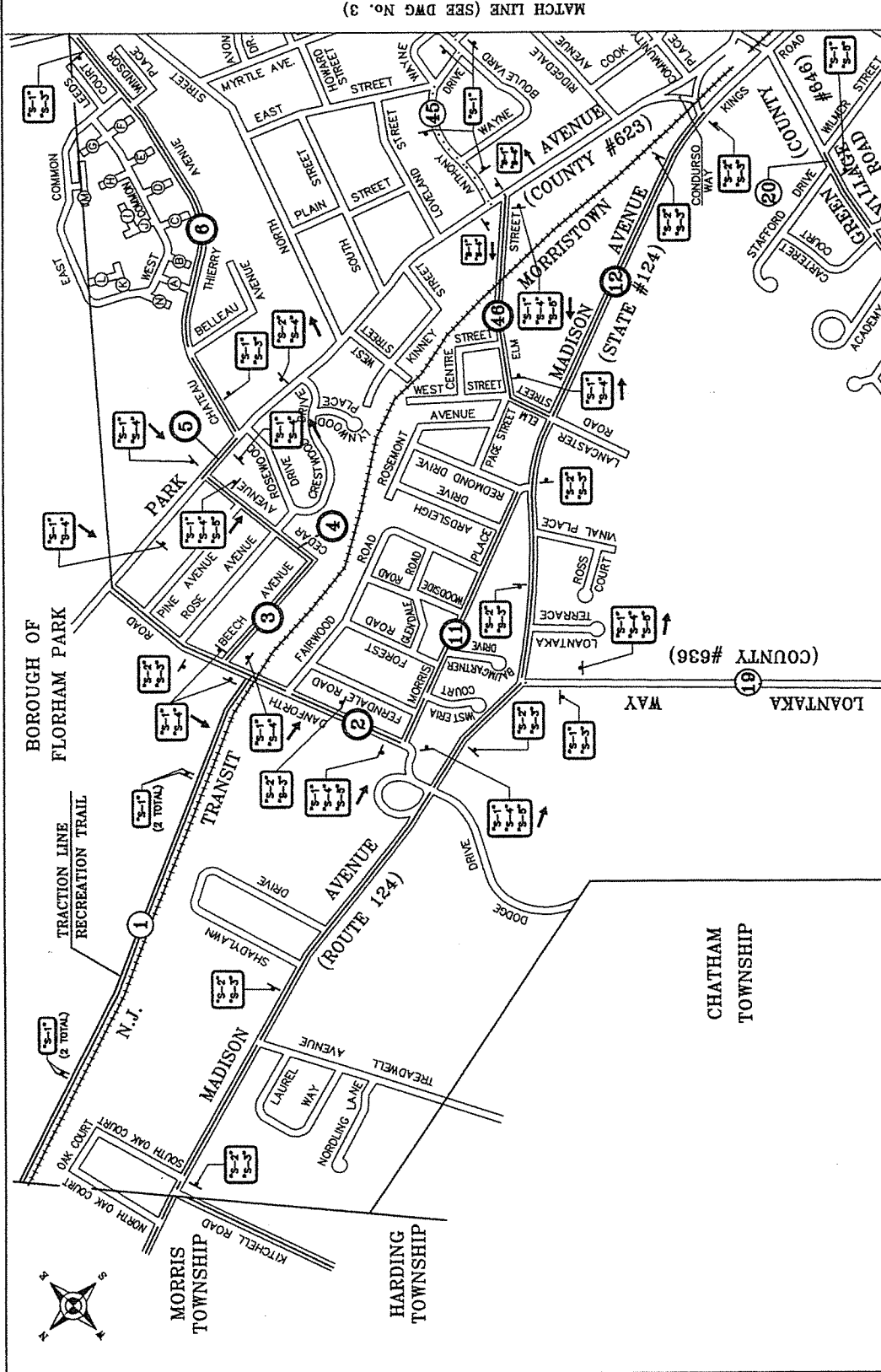
SIGN TO BE PLACED AT THE BEGINNING OF THE BIKE ROUTE AND AT THE END OF THE BIKE ROUTE.

MADISON BIKE ROUTE
 CONSTRUCTION DETAILS & GENERAL NOTES

BOROUGH OF MADISON
 DEPARTMENT OF ENGINEERING
 100 N. MARKET STREET, 3RD FLOOR
 MADISON, NJ 07901

DATE: 08-28-08
 BY: [Signature]
 CHECKED: [Signature]
 APPROVED: [Signature]

PROJECT: [Blank]
 SHEET: 1 OF 1



MATCH LINE (SEE DWG No. 3)

MATCH LINE (SEE DWG No. 4)

BICYCLE ROUTE PLAN

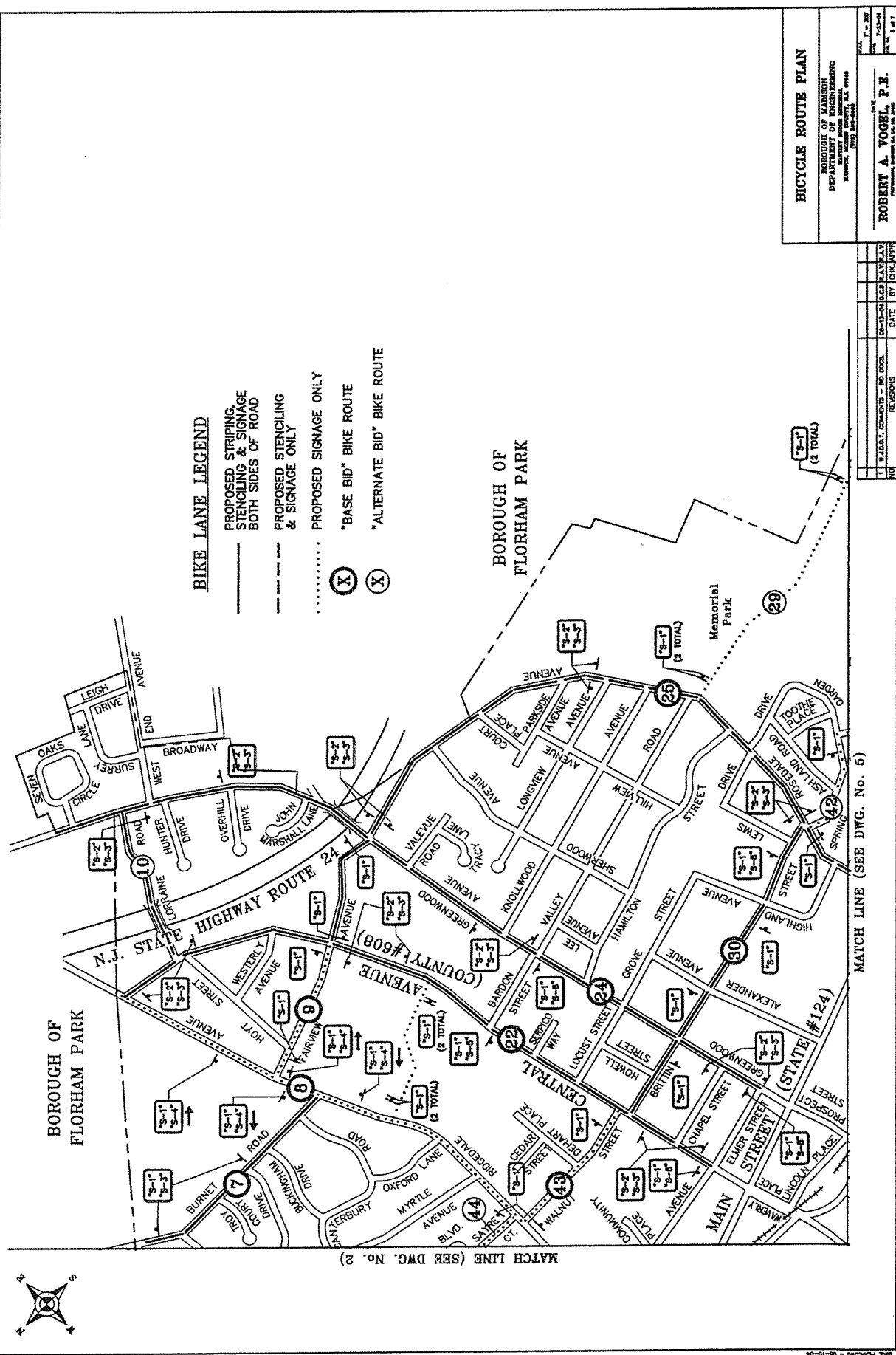
BOROUGH OF MORRIS
DEPARTMENT OF ENGINEERING
Bicycle Route Plan
Morris Township, New Jersey

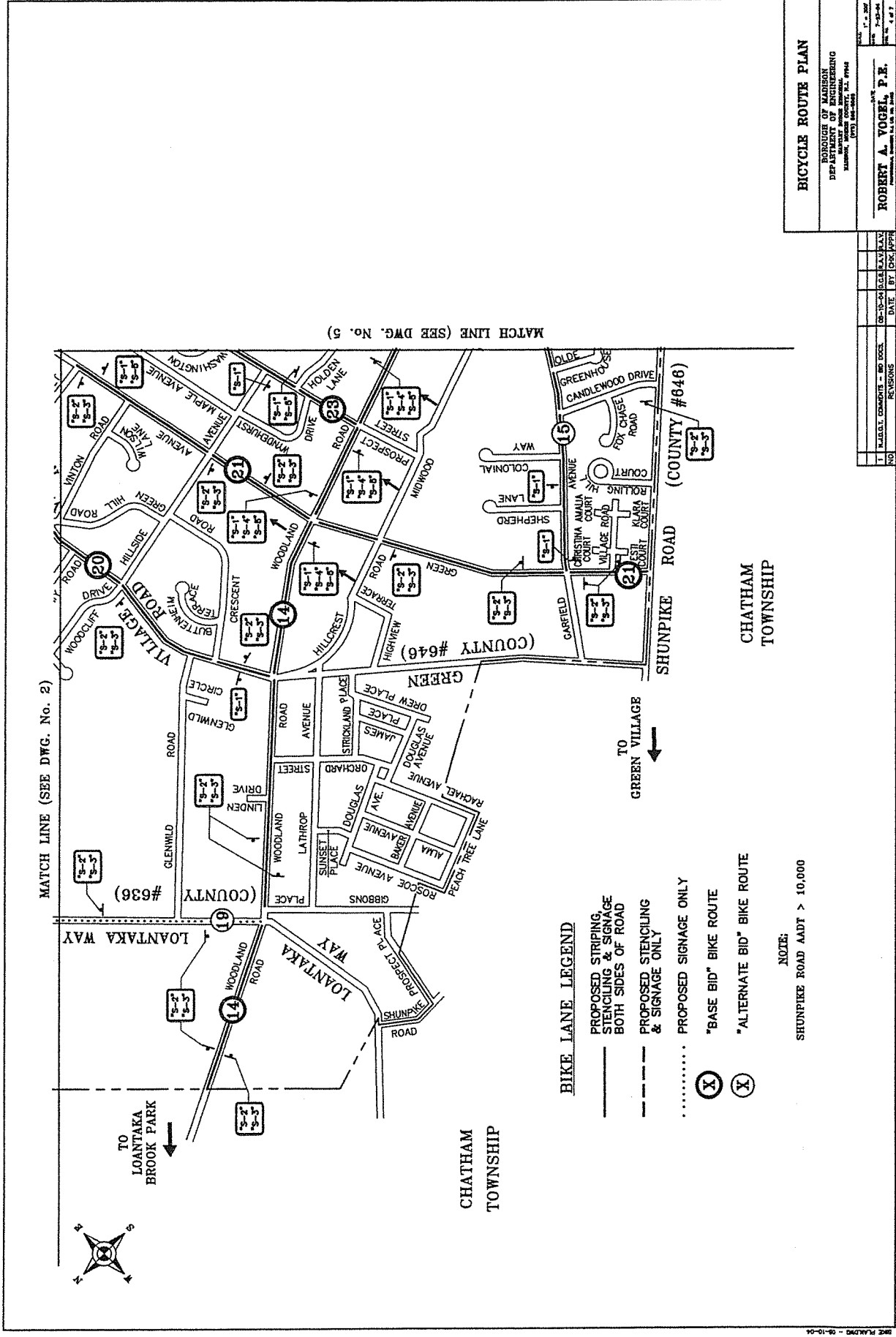
DATE: 10-10-04
BY: R.A.V.
CHECKED: R.A.V.
APPROVED: R.A.V.

ROBERT A. VOGLER, P.E.

NOTE:

- ROUTE 124 >10,000
- PARK AVENUE >10,000
- SHUNPIKE ROAD >10,000
- RIDGEDALE AVENUE >10,000
- WOODLAND ROAD >10,000





BIKE LANE LEGEND

- PROPOSED STRIPING, STENCILING & SIGNAGE BOTH SIDES OF ROAD
- PROPOSED STENCILING & SIGNAGE ONLY
- PROPOSED SIGNAGE ONLY
- "BASE BID" BIKE ROUTE
- "ALTERNATE BID" BIKE ROUTE

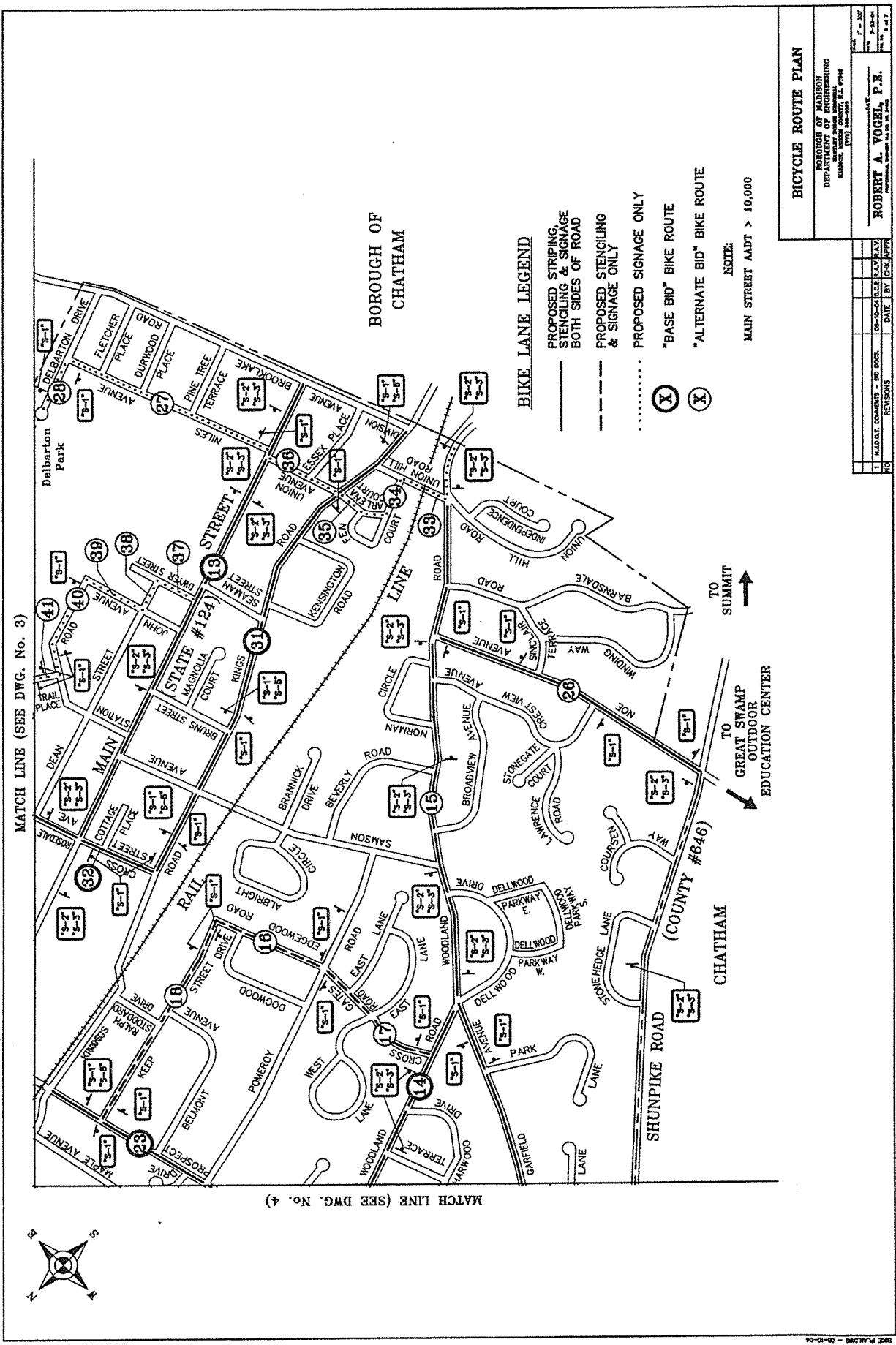
NOTE:
SHUNPIKE ROAD AADT > 10,000

BICYCLE ROUTE PLAN

DESIGNED BY: MARSHALL
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
 DIVISION OF HIGHWAY DESIGN
 DATE: 11-10-04

ROBERT A. VOGLER, P.E.
 PROJECT NO. 11-10-04

| NO. | REVISIONS | DATE | BY |
|-----|------------------------|----------|-----|
| 1 | ADDED CHANGES - MD 002 | 08-10-04 | RAV |



[illegible]

| | | | | | | | | | | | | | | | | | | |
|----------|----|--------------------------|--|------|---------|-----|------|---|--------|----|---|---|----|----|---|---|----|----|
| BASE END | 13 | MAIN STREET | TO: INNS ROAD | 8' | 68' | XX | 9.5' | 0 | 0 | 0 | 4 | 0 | 5 | 5 | 0 | 0 | 8 | 0 |
| | | FROM: GREENWOOD AVENUE | | | | | | | | | | | | | | | | |
| | | TO: BROOKDALE ROAD | | | | | | | | | | | | | | | | |
| BASE END | 14 | WOODLAND ROAD | FROM: BROOKDALE ROAD | 3.5' | 30'-34' | 30' | N.A. | 2 | 23,720 | 14 | 0 | 4 | 12 | 12 | 4 | 4 | 38 | 8 |
| | | FROM: BROOKDALE ROAD | | | | | | | | | | | | | | | | |
| ALT. END | 15 | GARFIELD AVENUE | TO: BROOKDALE LINE AT CHATHAM TOWNSHIP | N.A. | 50'-60' | 30' | N.A. | 2 | 7,784 | 16 | 1 | 4 | 0 | 0 | 0 | 0 | 8 | 3 |
| | | FROM: GREEN VILLAGE ROAD | | | | | | | | | | | | | | | | |
| ALT. END | 16 | EDGEWOOD ROAD | TO: WOODLAND ROAD | N.A. | 60' | 32' | N.A. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 |
| | | FROM: POMEROY ROAD | | | | | | | | | | | | | | | | |
| ALT. END | 17 | CROSS GATES ROAD | TO: KEEP STREET | N.A. | 50' | 30' | N.A. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 |
| | | FROM: WOODLAND ROAD | | | | | | | | | | | | | | | | |
| ALT. END | 18 | KEEP STREET | TO: POMEROY ROAD | N.A. | 50' | 30' | N.A. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 |
| | | FROM: PROSPECT STREET | | | | | | | | | | | | | | | | |
| ALT. END | 19 | LOANTAKA WAY | TO: EDGEWOOD ROAD | 1' | 50' | 28' | 1' | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 1 | 12 | 0 |
| | | FROM: WOODLAND ROAD | | | | | | | | | | | | | | | | |
| ALT. END | 20 | GREEN VILLAGE ROAD | TO: MADISON AVENUE | N.A. | 68' | 38' | N.A. | 2 | 7,080 | 7 | 0 | 2 | 2 | 2 | 0 | 1 | 10 | 0 |
| | | FROM: WOODLAND ROAD | | | | | | | | | | | | | | | | |
| BASE END | 21 | GREEN AVENUE | TO: INNS ROAD | N.A. | 70' | 44' | N.A. | 2 | 9,400 | 17 | 0 | 1 | 7 | 7 | 0 | 1 | 14 | 8 |
| | | FROM: SHURPINE ROAD | | | | | | | | | | | | | | | | |
| ALT. END | 22 | CENTRAL AVENUE | TO: WALKER STREET | N.A. | 60' | 38' | N.A. | 2 | 10,900 | 1 | 2 | 0 | 6 | 6 | 0 | 0 | 14 | 3 |
| | | FROM: ELMER STREET | | | | | | | | | | | | | | | | |
| BASE END | 23 | PROSPECT STREET | TO: WOODDALE AVENUE | 3' | 60' | 32' | 3' | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 10 | 0 |
| | | FROM: WOODLAND ROAD | | | | | | | | | | | | | | | | |
| BASE END | 24 | GREENWOOD AVENUE | TO: INNS ROAD | N.A. | 66' | 41' | N.A. | 2 | 11,900 | 11 | 1 | 0 | 6 | 6 | 0 | 0 | 18 | 0 |
| | | FROM: ELMER STREET | | | | | | | | | | | | | | | | |
| BASE END | 25 | ROSEDALE AVENUE | TO: BROOKDALE LINE @ FLORHAM PARK | N.A. | 50' | 36' | N.A. | 2 | 10,634 | 34 | 0 | 0 | 7 | 7 | 0 | 0 | 14 | 18 |
| | | FROM: MAIN STREET | | | | | | | | | | | | | | | | |
| ALT. END | 26 | NOE AVENUE | TO: GREENWOOD AVENUE | N.A. | 60' | 28' | N.A. | 2 | 4,700 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | 3 |
| | | FROM: SHURPINE ROAD | | | | | | | | | | | | | | | | |
| | | TO: WOODLAND ROAD | | | | | | | | | | | | | | | | |
| | | FROM: SHURPINE ROAD | | | | | | | | | | | | | | | | |
| | | TO: WOODLAND ROAD | | | | | | | | | | | | | | | | |
| | | FROM: SHURPINE ROAD | | | | | | | | | | | | | | | | |
| | | TO: WOODLAND ROAD | | | | | | | | | | | | | | | | |
| | | FROM: SHURPINE ROAD | | | | | | | | | | | | | | | | |
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| | | TO: WOODLAND ROAD | | | | | | | | | | | | | | | | |
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Frequently Asked Questions for Bike Routes and Lanes.

Q. Should I ride with or against traffic?

A. You must ride in the same direction as cars. A bicyclist has the same rights and duties as motorists, for example, stopping at red lights and stop signs.

Q. Where are good places to ride?

A. New Jersey's dense network of secondary roads offer many opportunities to ride. The New Jersey Department of Transportation (NJDOT) offers two long distance guides and a series of eighteen geographically diverse bike tour map guides. These tour guides are available in Portable Document Format (PDF).

Q. Where do I ride if there is no shoulder or bike lane and the travel lane is too narrow to share?

A. The best approach is to position yourself several feet out into the lane where motorists will see you and not be invited to squeeze by in the same lane. On narrower lanes, ten feet or less, a bicyclist might actually "take the lane", i.e., position themselves at or near the center of the lane. This enables them to be seen by overtaking vehicles and gives the message that the overtaking vehicle must move left to pass when it is safe to do so.

Q. May I ride on major roadways?

A. In New Jersey, relatively few roads are closed to bicycle traffic. However, toll roads and some freeways, including interstates are closed to bicyclists. Some of these roads are accessible if you obtain a permit from the NJDOT.

Q. Who has the right of way, a bicyclist or a pedestrian?

A. Bicyclists, like motorists, must yield the right of way to pedestrians.

Q. How do I make a left turn at a busy intersection?

A. With the proper skills and experience, a bicyclist may move to the left (after checking other traffic) to the left side of the lane or into a left turn lane and execute a left turn, as would other vehicular traffic. If conditions seem too difficult to do this, a bicyclist can always ride to the far corner, reposition themselves on the crossing street and proceed when they have the right of way; or, they can dismount and walk across the road, then remount and proceed.

Q. Do I have to wear a helmet?

A. Currently, children under the age of 17 are required to wear a bicycle helmet when riding a bicycle. Helmets have been shown to reduce the incidence of head injuries. A recent review of 5 well-conducted, case-controlled studies identified a 63 percent to 85 percent reduction in the risk of head and brain injuries for all ages of bicyclists. It makes sense for all bicyclists to wear one.

Q. Can I ride a bike on the sidewalk?

A. While riding a bicycle on a sidewalk is not prohibited by New Jersey statutes, some municipalities have passed ordinances prohibiting bicycle traffic on certain sidewalks. This prohibition is usually posted. It should be noted, that sidewalks are for pedestrians. Riding on sidewalks can cause conflicts with pedestrians and, like wrong way riding, can lead to crashes since it places bicyclists in situations where others do not expect them. Except for very young cyclists under parental supervision, sidewalks are not for bicycling.

Q. Isn't riding on the road unsafe?

A. It depends on a rider's confidence and competence and the road. Statistics indicate bicycling is about as safe as driving or riding in a car. Local streets and bicycle compatible streets are generally easier than busy arterials.

You should practice your bike riding skills and make sure you know the rules of the road so you can ride with confidence. If you encounter difficult situations beyond your skills, such as at a busy intersection, you can always stop, dismount and walk your bike.

Q. What are Shared Roadway Bicycle Markings (Sharrows)?

A. Sharrows are used to remind motorists that bicyclists are allowed to lawfully use this portion of a lane. Sharrows are used to assist bicyclists with positioning on a shared roadway. They also alert motorists of the location a bicyclist may occupy within the traveled roadway.

Q. What are Bicycle Lanes?

A. A bicycle lane is a designated traffic lane for bicyclists, marked by a solid white line. Different from a simple white line showing the edge of the road, a bicycle lane follows specific width requirements and is clearly marked as a bike lane.

Q. What is the simple guidance for use the bike route or lanes?

A. Treat a bicycle lane the same as other traffic lanes. Bicyclists have the same rights and responsibilities as vehicle and motorcycle drivers. Respect the right-of-way of bicyclists because they are entitled to share the road with other drivers.

You may park in a bicycle lane if your vehicle does not block a bicyclist and/or there is not a "No Parking" sign posted. Drivers of motorized bicycles should use bicycle lanes carefully to avoid collisions with bicyclists. Do not squeeze a bicyclist off the road.

Bicyclists may occupy the center of the lane when conditions such as a narrow lane or road hazard make it unsafe to ride in a position that may provide room for a vehicle to pass.

With any slow-moving vehicle or bicycle, drivers should follow at a safe distance. When it is safe the bicyclists should move to a position that allows vehicles to pass. Remember, bicyclists are entitled to share the road with other drivers.

When you are making a right turn and are within 200 feet of the corner or other driveway entrance, you must enter the bicycle lane only after ensuring there is no bicycle traffic, and then make the turn.

Here are some critical points for drivers and bicyclists to remember. Motor vehicle drivers must:

Pass a bicyclist as you would a slow-moving vehicle. Allow sufficient clearance, and ample room for movement and unexpected road conditions. Change lanes and pass with caution only when it is safe.

Always look carefully for bicyclists before opening doors next to moving traffic or before turning.

Allow bicyclists enough room to avoid colliding with vehicle doors that are opened into traffic.

Merge toward the curb or into the bike lane only when it is safe.

Not try to pass a bicyclist just before making a turn. Merge safely where it is allowed, then turn.

Not drive in a bike lane unless initiating a turn at an intersection or driveway, and not more than 200 feet in advance.

Make a visual check for bicyclists when changing lanes or entering traffic. Bicycles are small and may be hidden in a vehicles blind spot.

Be careful when approaching or passing a bicyclist on a two-lane highway or freeway.

Madison Walkability/Bikeability Survey

Name:

Street:

Date:

Time:

Weather Conditions:

Madison Walkability/Bikeability Survey

Based on New Jersey Community Walkability Audit, a tool to assist New Jersey communities improve their pedestrian realms.

This is intended for use in the field by community members, and is designed to help:

- Familiarize community members with the walkability of the community
- Identify impediments to pedestrian movements
- Prioritize desired improvements in the environment

How to use the Walkability/Bikeability Survey

Performing a Walkability/bikeability survey is an excellent first step for communities interested in addressing pedestrian, handicapped access issues and general issues of community sustainability related to good pedestrian facilities.

Three columns labeled “G” (General Population), “A” (Accessibility), and “B” (Bicyclists) allow for criteria ratings with different populations in mind.

The rating scale is as follows:

1 = **Not Applicable/No.** Lack of criteria is found to be so widespread as to seriously compromise the security, integrity, or aesthetic of the environment.

2 = **Quite a few problems.** Criteria are not consistent. The weaknesses identified, taken together or individually, significantly impair the overall environment.

3 = **Some problems/Somewhat.** Although the majority of criteria are in existence, they lack consistency or effectiveness.

4 = **Good.** Although some problems are identified, the weaknesses are not sufficiently critical to compromise the security, integrity or aesthetic of the environment.

5 = **Very good.** Criteria exist consistently, effectively, and in good repair.

6 = **Excellent/Yes.** Your neighborhood is a model of Walkability/bikeability. Go take a walk!

Record a value for each category, and then find the average for each criterion.
Skip those criteria not applicable to your community.

The New Jersey Community Walkability Survey should aid in articulating pedestrian-related concerns to planning and transportation authorities, in developing a circulation plan that can be incorporated into the transportation element of a Master Plan, and in guiding future land use plans and capital investment decisions.

Thank you for your participation in the Madison Walkability/Bikeability Survey!

Madison Walkability/Bikeability Survey

Name:

Street:

Date:

Time:

Weather Conditions:

| Infrastructure | G | A | B | Comments |
|---|---|---|---|----------|
| There are sidewalks on both sides of the street | | | | |
| Sidewalks are in adequate repair | | | | |
| There are curbs | | | | |
| Curb ramps are provided at all corners | | | | |
| Curbs are in adequate repair | | | | |
| The pavement is well-maintained | | | | |
| There is a marked bike lane | | | | |
| Storm drains are bicycle safe | | | | |
| Road surface is smooth to the edge of roadway or shoulder | | | | |
| Overall Rating (divide total by 9) | | | | |

| Continuity | G | A | B | Comments |
|--|---|---|---|----------|
| Signals are conveniently timed | | | | |
| Pedestrian crossings are marked at each crosswalk | | | | |
| The sidewalks are free from poles, shrubbery, signs or other impediments | | | | |
| Overall Rating (divide total by 3) | | | | |

| Streetscape/Amenities | G | A | B | Comments |
|---|---|---|---|----------|
| Trees or awnings provide sun protection | | | | |
| There are benches available | | | | |
| Vicinity maps are displayed along the route | | | | |
| Signage is clear for transit station | | | | |
| Overall Rating (divide total by 4) | | | | |

| Traffic and Street Crossing | G | A | B | Comments |
|---|---|---|---|----------|
| Streets are easy to cross | | | | |
| Traffic speeds are compatible with pedestrians/cyclists | | | | |
| Traffic volumes do not make walking/biking unpleasant | | | | |
| Parked cars do not block pedestrian's/cyclist's views | | | | |
| Trees or plants do not obstruct route | | | | |
| Pedestrian crossing signals are adequate | | | | |
| Where pushbuttons are present they are accessible (3.5-4' high) | | | | |
| Overall Rating (divide total by 7) | | | | |

Madison Walkability/Bikeability Survey

Name:

Street:

Date:

Time:

Weather Conditions:

| Safety Rules | G | A | B | Comments |
|---|---|---|---|----------|
| At crosswalks pedestrians can see and be seen by drivers | | | | |
| Where there are no sidewalks pedestrians can walk on shoulders facing traffic | | | | |
| There are signs warning drivers of the presence of pedestrians | | | | |
| Overall Rating (divide total by 3) | | | | |

| Security/Lighting | G | A | B | Comments |
|--|---|---|---|----------|
| Lighting is adequate on thoroughfares | | | | |
| Lighting is adequate on street corners | | | | |
| Neighborhood appears secure | | | | |
| Overall Rating (divide total by 3) | | | | |

| Topography | G | A | B | Comments |
|---|---|---|---|----------|
| Topography lends itself to comfortable walking/biking | | | | |
| There is adequate drainage along the route | | | | |
| Overall Rating (divide total by 2) | | | | |

| Land Use | G | A | B | Comments |
|--|---|---|---|----------|
| There are pedestrian-oriented land uses | | | | |
| Retail and service uses are located on lower levels of buildings | | | | |
| Commercial development is concentrated | | | | |
| Pedestrian areas are buffered from auto-oriented land uses | | | | |
| Overall Rating (divide total by 4) | | | | |
| Are their features not previously addressed that should be improved? | | | | |

Column labels: "G" (General Population), "A" (Accessibility), and "B" (Bicyclists)

Prepared by the Madison Mayors Wellness Campaign 2006

Created by Laurie N. Reynolds

Based on the New Jersey Community Walkability Audit which was prepared by the Voorhees Transportation Center
Alan M. Voorhees Transportation Center, Edward J. Bloustein School of Planning and Public Policy,

Appendix 8
Board of Education Report

DRAFT

This report is based on interviews with the school principals and my experience as a 22 year resident with 17 years of active involvement in the schools. This report includes a summary of the existing traffic difficulties followed by some suggestions for correction. I would like to thank Barbara Lippiett, principal of Kings Road School, Philip Kennedy, principal of Central Avenue School, Michael Post, principal of Torey J. Sabatini School, Ann Marie Hodges, principal and John Leister, assistant principal of Madison Junior School, and Greg Robertson, principal, Madison High School, for their cooperation.

EXISTING TRAFFIC DIFFICULTIES

Location: All five of our active schools are located on busy streets, including in several instances major county and state roadways. Speed and traffic volume threaten safety at all locations. The roadways noted include Woodland Road, Kings Road, Main Street, Central Avenue, and Ridgedale Avenue. In most instances where the schools are bordered by more than one road, the secondary road is less than desirable due to width and accessibility, as is the case with Glenwild Road, Burnet Road, and Walnut Street.

Design: All school sites are further limited, with the exception perhaps of the Madison High School, by the inadequate design of the on-site drives and parking. In the case of the Madison Junior School, the existing drive has been improved, in an effort to improve safety and traffic flow. The three elementary schools have limited on-site access for drop-off or pick-up, which further complicates the traffic situation on the surrounding roadways during the opening and closing hours, due to parent drop-offs and pickups (no buses). The internal traffic flow at the high school has undergone realignment, and as a result has been improved.

Education: In spite of the ongoing cooperation and participation of the Parent Teacher Organizations in each school, parent understanding and associated adherence to the existing regulations is still of concern. Improper drop-off/pick-up zone behavior, illegal parking (bus zones, staff parking lots, blocking private driveways, etc.), and double parking, all work to further jeopardize student safety, during events and drop-offs.

Signage: While all three of our elementary schools have flashing school zone signals, the junior and high schools do not. Signage of the junior school on Main Street has been improved in part with traffic calming measures. The existing signs that delineate drop-off/pick-up zones in many cases are dated, hard to read, and confusing.

Crossing Guards/Crosswalks: There have been more than a few instances where questionable performance by the crossing guards has created a safety hazard. Conversely, public patience at crosswalk locations is worse than ever and guards are often threatened by careless drivers. Crossing guards doing double shifts have also left stations unattended

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while children are still at risk. The actual crosswalks are not in all cases clearly marked or noticed and this must be our highest priority as an ultimate short term goal.

I believe in all instances, with the exception of existing school locations, active cooperation between the school board/administration, parent teacher organizations, and the borough government and police department, can go a long way to correct school associated traffic problems.

The police department should work more closely with the parent teacher organizations to develop a more comprehensive safety program. More stringent enforcement would also go a long way toward correcting some reprehensible parent behavior. The safety of children needs to come first. I would like to see more tickets and fewer warnings given.

Complete Streets provides opportunities for sharing services and resources. Together we can affect positive change.

Respectfully submitted,

Lisa Ellis
Madison Board of Education

Appendix 9

Educational Materials

A-9 Educational Materials/Resources

There are numerous resources available to assist in developing complete streets educational events and programs. A comprehensive list of resources and examples of materials can be found in the appendix of this report. The following are great places to begin:

National Complete Streets Coalition:

<http://www.completestreets.org/>

Information on Complete Streets:

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-nj-dotpolicy.pdf>

<http://www.smartgrowthamerica.org/documents/cs-2012-policy-analysis.pdf>

<http://www.state.nj.us/health/fhs/shapingnj/work/publications/Complete%20Streets%20Tool%20Kit%20from%20Sustainable%20Jersey.pdf>

Information on Safe Routes to School:

<http://www.saferoutespartnership.org/state/bestpractices/curriculum>

New Jersey's SRTS Resource Center:

<http://policy.rutgers.edu/VTC/srts/>

New Jersey Department of Transportation Safe Routes to School:

<http://www.state.nj.us/transportation/community/srts/>

Information on Bicycle and Pedestrian Safety Educational Programs:

http://www.bicyclinginfo.org/ee/ed_child_main.cfm

National Center for Safe Routes to School, strategies for children:

<http://www.saferoutesinfo.org/guide/education/>

<http://www.saferoutesinfo.org/guide/education/resources.cfm>

Washington Area Bicyclist Association (WABA) bike rodeo webpage:

<http://www.waba.org/bikingforkids/leaders.php>

Bike Safe Bike Smart, NHTSA bicycle safety video for teens:

<http://www.nhtsa.dot.gov/Bicycles>

Planning Walk to School Day in New Jersey

<http://policy.rutgers.edu/vtc/bikeped/reports/Walk%20to%20School%20events.pdf>

Information on walking programs for adults/senior citizens:

<http://www.mywalkingclub.org/>

Appendix 10

Federal Information

A-10 Key Federal and State Policies and Standards

S. 1056: Safe and Complete Streets Act of 2011 - 112th Congress: 2011-2012:

A bill to ensure that all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, are able to travel safely and conveniently on and across federally funded streets and highways.

H.R. 1780: Safe and Complete Streets Act of 2011 - 112th Congress: 2011-2012:

A Bill to ensure the safety of all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, as they travel on and across federally funded streets and highways. United States Department of Transportation – “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations”. Signed on March 11, 2010 and announced March 15, 2010.

<http://www.dot.gov/affairs/2010/bicycle-ped.html>

Design Standards

Manual on Uniform Traffic Control Devices (MUTCD) –

Defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

AASHTO – American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities, 3rd Edition:

Supersedes the 1981 Guide for Development of New Bicycle Facilities. Provides information on the development of new facilities to enhance and encourage safe bicycle travel. Planning considerations, design and construction guidelines, and operation and maintenance recommendations are included.

A Policy on Geometric Design of Highways and Streets, 6th Edition a Policy on Geometric Design of Highways and Streets, 6th Edition, 2011, (commonly referred to as the “Green Book”):

This policy contains the current design research and engineering practices for highway and street geometric design. The document provides guidance to highway engineers and designers who strive to make unique design solutions that meet the needs of highway users while maintaining the integrity of the environment.

Appendix 11

National References

A-11 National Resources

- American Association of Retired Persons (AARP) - AARP is nonprofit, nonpartisan organizations with memberships that helps people age 50 and over have independence, choice and control in ways that are beneficial and affordable to them and society as a whole, ways that help people 50 and over improve their lives. Since 1958, AARP has been leading a revolution in the way people view and live life.
- American Association of Highway and Transportation Officials (AASHTO) - A nonprofit, nonpartisan association that represents all five transportation modes: air, highways, public transportation, rail, and water. An accepted reference for all practicing transportation engineers; its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.
- National Complete Streets Coalition: The National Complete Streets Coalition seeks to fundamentally transform the look, feel, and function of the roads and streets in our community, by changing the way most roads are planned, designed, and constructed.
<http://www.fhwa.dot.gov/livability/related/>
- The Institute of Transportation Engineers (ITE) - ITE is an international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs.
- National Recreation Trails - National Recreation Trails recognize exemplary trails of local and regional significance.
- The Pedestrian and Bicycle Information Center (PBIC) - A national clearinghouse for information about health and safety, engineering, advocacy, education, enforcement, access, and mobility for pedestrians (including transit users) and bicyclists.
- Pedestrian and Bicycle Image Library - The PBIC Image Library is a searchable collection of images relating to walking and bicycling.
- Smart Growth America - A nationwide coalition promoting a better way to grow: one that protects farmland and open space, revitalizes neighborhoods, keeps housing affordable, and provides more transportation choices.
- Transportation Enhancement (TE) Project - Images NTEC's image library is a web accessible media archive with images of TE projects.
- Transportation Research Board (TRB) - The mission of TRB is to provide leadership in transportation innovation and progress through research and information exchange.
- Urban Land Institute - The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.
The Safe Routes Partnership: Youth Bicycle and Pedestrian Safety

Education Curriculum Local Models and State Recommendations
<http://www.saferoutespartnership.org/state/bestpractices/curriculum>

Bicycle Transportation Alliance
(Portland, Oregon; <http://www.bta4bikes.org>);

To be taught by expert cyclists, this ten-hour curriculum includes four hours of in class and six hours of on-the-bike instruction. This curriculum is in use in many communities around the US. The BTA also offers a pedestrian safety curriculum.

Appendix 12
NJ Policy and Checklist

**DEPARTMENT OF TRANSPORTATION
POLICY**

Policy No. 703

Page 3 of 3

SUBJECT: NJDOT Complete Streets Policy

Effective Date:

9. Research, develop and support new technologies in improving safety and mobility.
10. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.
11. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
12. Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.
13. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
14. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.
15. Establish Performance Measures to gauge success.

V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing by the appropriate Assistant Commissioner and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
- 5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

VI. AUTHORITY

N.J.S.A. Title 27

NJDOT Complete Streets Checklist

Background

The New Jersey Department of Transportation's Complete Streets Policy promotes a "comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers." The policy calls for the establishment of a checklist to address pedestrian, bicyclist and transit accommodations "with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable."

Complete Streets Checklist

The following checklist is an accompaniment to NJDOT's Complete Streets Policy and has been developed to assist Project Managers and designers develop proposed alternatives in adherence to the policy. Being in compliance with the policy means that Project Managers and designers plan for, design, and construct all transportation projects to provide appropriate accommodation for bicyclists, pedestrians, and transit users on New Jersey's roadways, in addition to those provided for motorists. It includes people of all ages and abilities. The checklist applies to all NJDOT projects that undergo the Capital Project Delivery (CPD) Process and is intended for use on projects during the earliest stages of the Concept Development or Preliminary Engineering Phase so that any pedestrian or bicycle considerations are included in the project budget. The Project Manager is responsible for completing the checklist and must work with the Designer to ensure that the checklist has been completed prior to advancement of a project to Final Design.

Using the Complete Streets Checklist

The Complete Streets Checklist is a tool to be used by Project Managers and designers throughout Concept Development and Preliminary Engineering to ensure that all developed alternatives reflect compliance with the Policy. When completing the checklist, a brief description is required for each "**Item to be Addressed**" as a means to document that the item has been considered and can include supporting documentation.

NJDOT Complete Streets Checklist

CONCEPT DEVELOPMENT CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

| Item to be Addressed | Checklist Consideration | YES | NO | N/A | Required Description |
|--|---|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Existing Bicycle, Pedestrian and Transit Accommodations</i> | Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility? Examples include (but are not limited to): Sidewalks, public seating, bike racks, and transit shelters | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Existing Bicycle and Pedestrian Operations</i> | Has the existing bicycle and pedestrian suitability or level of service on the current transportation facility been identified? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Is there a higher than normal incidence of bicyclist/pedestrian crashes within the study area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

NJDOT Complete Streets Checklist

| Item to be Addressed | Checklist Consideration | YES | NO | N/A | Required Description |
|--|--|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Existing Transit Operations</i> | Are there existing transit facilities within the study area, including bus and train stops/stations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Is the transportation facility on a transit route? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Is the transportation facility within two miles of "park and ride" or "kiss and go" lots? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Are there existing or proposed bicycle racks, shelters, or parking available at these lots or transit stations? Are there bike racks on buses that travel along the facility? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Existing Motor Vehicle Operations</i> | Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/congestion or access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Existing Truck/Freight Operations</i> | Are there existing concerns within the study area, regarding truck/freight safety, volumes, or access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Existing Access and Mobility</i> | Are there any existing access or mobility considerations, including ADA compliance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Land Usage</i> | Have you identified the predominant land uses and densities within the study area, including any historic districts or special zoning districts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

NJDOT Complete Streets Checklist

| Item to be Addressed | Checklist Consideration | YES | NO | N/A | Required Description |
|-----------------------------|--|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Major Sites</i> | Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, and public spaces? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Existing Streetscape</i> | Are there existing street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Existing Plans</i> | <p>Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area?</p> <p>Examples include (but are not limited to):</p> <ul style="list-style-type: none"> • SRTS Travel Plans • Municipal or County Master or Redevelopment Plan • Local, County and Statewide Bicycle and Pedestrian Plans • Sidewalk Inventories • MPO Transportation Plan • NJDOT Designated Transit Village | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

PROJECT MANAGER SIGN-OFF

| Statement of Compliance | YES | NO | If NO, Please Describe Why (refer to Exemptions Clause) |
|--|--------------------------|--------------------------|---|
| The Preliminary Preferred Alternative (PPA) accommodates bicyclists and pedestrians as set forth in the New Jersey Department of Transportation's Complete Streets Policy. | <input type="checkbox"/> | <input type="checkbox"/> | |

NJDOT Complete Streets Checklist

PRELIMINARY ENGINEERING CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

| Item to be Addressed | Checklist Consideration | YES | NO | N/A | Required Description |
|--|---|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Bicyclist, Pedestrian, and Transit Accommodations</i> | <p>Does the proposed project design include accommodations for bicyclists?</p> <p>Examples include (but are not limited to):</p> <p>Bicycle facilities: bicycle path; bicycle lane; bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities; bicycle safe inlet grates</p> <p>Bicycle amenities: Call boxes (for trail or bridge projects); drinking fountains (also for trail projects); secure long term bicycle parking (e.g., for commuters and residents); and secure short term bicycle parking.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <p>Does the proposed project design address accommodations for pedestrians?</p> <p>Examples include (but are not limited to):</p> <p>Pedestrian facilities: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

NJDOT Complete Streets Checklist

| Item to be Addressed | Checklist Consideration | YES | NO | N/A | Required Description |
|--|--|--------------------------|--------------------------|--------------------------|----------------------|
| | <p>signal heads and pushbuttons; pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more traffic lanes in each direction).</p> <p>Pedestrian amenities: Shade trees; public seating; drinking fountains</p> | | | | |
| | <p>Have you coordinated with the corresponding transit authority to accommodate transit users in the project design?</p> <p>Transit facilities: Transit shelters, bus turnouts</p> <p>Transit amenities: public seating, signage, maps, schedules, trash and recycling receptacles</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Bicyclist and Pedestrian Operations</i> | <p>Does the proposed design consider the desired future bicyclist and walking conditions within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Transit Operations</i> | <p>Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit station access support transit usage and users?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

NJDOT Complete Streets Checklist

| Item to be Addressed | Checklist Consideration | YES | NO | N/A | Required Description |
|---------------------------------|---|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Motor Vehicle Operations</i> | Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Truck/Freight Operations</i> | Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Access and Mobility</i> | Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? Examples include (but are not limited to): Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Land Usage</i> | Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts or special zoning districts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Major Sites</i> | Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, <i>commercial</i> , cultural and civic institutions, and public spaces? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

NJDOT Complete Streets Checklist

| Item to be Addressed | Checklist Consideration | YES | NO | N/A | Required Description |
|---------------------------------------|--|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Streetscape</i> | Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Design Standards or Guidelines</i> | <p>Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities?</p> <p>Examples include (but are not limited to):</p> <p>American Association of State Highway and Transportation Officials (AASHTO) - <i>A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) - Urban Bikeway Design Guide; New Jersey Department of Transportation (NJDOT) - Bicycle Compatible Roadways & Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

PROJECT MANAGER SIGN-OFF

| Statement of Compliance | YES | NO | If NO, Please Describe Why (refer to Exemptions Clause) |
|--|--------------------------|--------------------------|---|
| The Approved Project Plan (APP) accommodates bicyclists and pedestrians as set forth in the New Jersey Department of Transportation's Complete Streets Policy. | <input type="checkbox"/> | <input type="checkbox"/> | |

Appendix 13
School Age Children's Resources

A-13 School Children Specific Sources

Alliance for Active Transportations (Chicago, IL; <http://www.activetrans.org>)

Have educational materials for children and adults to encourage smart, active transportation: Early Childhood: Transportation Safety Lesson Book for Young Children: Teach children ages 3-5 how to safely walk, cycle and use the bus or train.

<http://www.activetrans.org/education/teachers/earlychildhood>

1. Elementary School: Afterschool Challenge Program:

Encourage students to achieve their goals by using this flexible and fun literacy and physical activity program. Educators may use some or all of the 40 lesson pairs flexibly structured into seven character trait-theme units.

- In “Brain Challenges,” students read and learn about inspirational athletes.
- In “Body Challenges,” students participate in physical activities related to the athletes featured in the lessons.

<http://www.activetrans.org/education/teachers/elementary>

2. Middle School: Schools Changing Transportation: Student Guide

Create change by advocating for better active transportation options in your school community. This easy-to-follow guide directs students through the process of selecting and researching an issue, collecting data and lobbying for a cause. Active Transportation Alliance staff may be available to provide speakers, data and general guidance to support your project. Hours spent on this project may qualify as service learning credits for some students.

https://www.activetrans.org/sites/default/files/SCT%20Student%20Guide_1.pdf

3. High School: Driver’s Education Lessons:

Enhance driver’s education class with lessons focused on driving safely while sharing the road with pedestrians and bicyclists. These interactive lessons complement traditional curricula and provide in-depth discussions to help students be fully aware of proper protocol when encountering all road users.

<https://www.activetrans.org/sites/default/files/Share%20the%20Road%20Pedestrians1.pdf>

4. Walk Boston (<http://www.walkboston.org>)

The 15 Safe Routes to Schools lesson plans teach students how walking is good for their bodies and the environment, and to connect walking, health and the environment.

5. Texas Bicycle Coalition (Austin, Texas; <http://www.biketexas.org>)

Super-cyclist Curriculum - this fifteen-lesson Teacher’s Guide contains over 200 pages. Each lesson lasts approximately one hour, with 30 minutes devoted to bicycle-focused academic/classroom activities and 30 minutes devoted to physical activities that improve strength, balance, and flexibility.

6. Marin County Safe Routes to Schools

(Marin County, California; <http://www.saferoutestoschools.org>)

This website features lesson plans for safety, fitness and the environment, and covers curriculum for grades 2 through 10, including many lessons for middle school.

7. League of American Bicyclists (Washington D.C.; <http://www.bikeleague.org>)

- Kids I – Designed for parents, instructors explain how to teach a child to ride a bike. Topics include how to perform a bicycle safety check, helmet fitting and bike sizing. Includes 10-minute 'Kids Eye View' video and parent brochure.
- Kids II - 7- hour class for 5th & 6th graders includes on-bike skills and safe riding routes.

Appendix 14
Other Guidance Material

A-14: Other Technical Guidance

Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities (ADAAG) –

This document contains scoping and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990. These scoping and technical requirements are to be applied during the design, construction, and alteration of buildings and facilities covered by titles II and III of the ADA to the extent required by regulations issued by Federal agencies, including the Department of Justice and the Department of Transportation, under the ADA.

(<http://www.accessboard.gov/adaag/html/adaag.htm>)

Designing Walk-able Urban Thoroughfares:

A Context Sensitive Approach: An ITE Recommended Practice - This new Institute of Transportation Engineers Recommended Practice advances the successful integration of land use consideration and multi-modal streets to create walk-able communities.

Revised Draft Guidelines for Accessible Public Rights-of-Way –

The latest draft of the new guidelines being developed by the US Access Board for public right-of-way, which addresses various access issues.

Urban Bikeway Design Guide –

The Urban Bikeway Design Guide, issued by the National Association of City Transportation Officials, is based on national and international best practices in bikeway design and will be updated regularly. It can be adopted by individual cities, counties, or states as either a stand-alone document or as a supplement to other guidance documents.

Design Issues for Sidewalks –

US Access Board videos that address design sidewalk accessibility issues.

Relationship of Lane Width to Safety for Urban and Suburban Arterials (.pdf) –

A road design research policy that argues that encouraging narrow lanes will not increase safety risk in most cases.

Rethinking the Suburban Bus Stop (.pdf) –

This report from the Airport Corridor Transportation Association suggests designs to improve different types of suburban bus stops and is a great guide for all suburban communities and transit agencies.

Road Diet Handbook: Setting Trends for Livable Streets –

This resource from Jennifer Rosales at Parsons Brinckerhoff, and is available through the Institute of Transportation Engineers, takes a practitioner through planning, analysis, design, and implementation of road diet projects.

Bicycle Facilities and the Manual on Uniform Traffic Control Devices –

This table from the Federal Highway Administration lists information regarding approval status (e.g., can be implemented, currently experimental) of various bicycle related treatments not directly covered in the Manual of Uniform Traffic Control Devices (MUTCD).

Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (.pdf) –

This guide from the California Department of Transportation discusses how to balance the needs of all users – including pedestrians, bicyclists, transit riders and vehicles - at intersections.

MassDOT Project Development & Design Guide –

The Massachusetts road design manual integrates all modes and gives cities and towns more control over design decisions.

Smart Transportation Guidebook –

Developed by the New Jersey and Pennsylvania Departments of Transportation, the Guidebook details design guidelines for both roadway and roadside elements and a template of flexible design values for various road and community environments.

City of New Haven Complete Streets Design Manual (.pdf) –

The Complete Streets Design Manual provides technical guidance on the building, rebuilding, repair, and rehabilitation of New Haven streets and equips citizens with the tools and information needed to engage in the transportation planning and design process.

New York City Street Design Manual –

The Street Design Manual is a thoughtful, comprehensive document covering the many street types found in all five boroughs and is recognized as one of the best in the nation.

Borough of Chatham, N.J. –

A Complete Streets Policy Plan: Final Report (.pdf)

An Amendment to the Chatham Borough Circulation Element/Master Plan

Adopted March 21, 2012 Prepared by: Susan G. Blickstein AICP/PP, PhD

City of Trenton, N.J. – Policies and plans garner national ranking.

<http://www.trentoncycling.org/wp-content/uploads/2013/04/Trenton-CS-Top-10-April-2013-Press-Release.pdf>