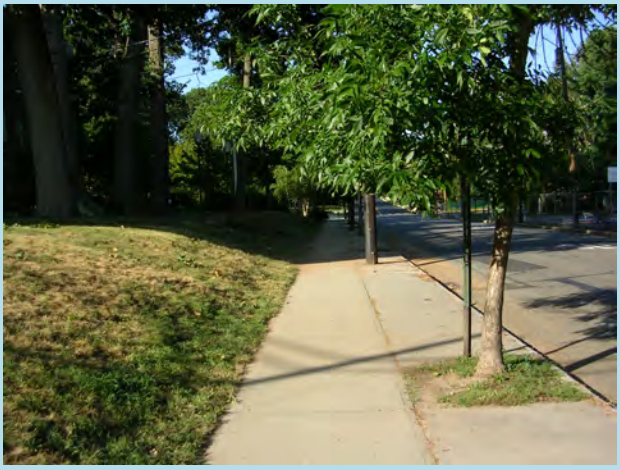
MONTCLAIR SAFE

COMPLETE STREETS IMPLEMENTATION PLAN



June 2017

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION
THE STATE OF NEW JERSEY

Montclair

NV5

SGB

Acknowledgements

The project team would like to recognize and express appreciation to the numerous individuals who contributed information, attended a meeting or workshop, sent in a comment, or otherwise participated in the development of the Montclair Township SAFE / Complete Streets Implementation Plan. Special thanks to the Steering Committee for their time and on-going commitment to making Montclair a safe and enjoyable place for walking and bicycling.

PROJECT TEAM

The Office of Bicycle and Pedestrian Programs,
New Jersey Department of Transportation
& The Township of Montclair

with

NV5 Company
7 Campus Drive, Suite 300
Parsippany, NJ 07054

and

Susan Blickstein, AICP/PP, Ph.D.

STEERING COMMITTEE

Alex Kent, *Pedestrian Safety Committee*

Alfred Davis, *South End Business District of Montclair*

Ann Lippel, *Senior Citizen Advisory Committee*

Ben Selby, *Board of Education Transportation Manager*

Brendan Gill, *Essex County Freeholders*

Carmel Loughman, *Planning Board*

Carole Willis, *Planning Board / Traffic & Parking Advisory Committee*

Cyndi Steiner, *New Jersey Bike / Walk Coalition*

Gerry Tobin, *Upper Montclair Business Association*

Israel Cronk, *Montclair Center BID*

Janice Talley, *Montclair Planning*

John Herrmann, *Montclair Fire Chief*

Katie York, *Montclair Senior Services*

Katya Wowk, *Montclair Communications*

Kimberli Craft, *Montclair Engineering*

Laura Torchio, *Montclair Traffic & Parking Advisory Committee/ Bike&Walk Montclair*

Rachel Crampsey, *Walnut Business (Invited)*

Renee Baskerville, *4th Ward Councilor / Traffic & Parking Advisory Committee / Pedestrian Safety*

Rich McMahon, *Councilor-At-Large / Traffic & Parking Advisory Committee / Planning Board*

Sanjeev Varghese, *Essex County Engineer (Invited)*

Scott Pollack, *Watchung Business*

Stephanie Egnezzo, *Montclair Police & Traffic*

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I. Introduction

Project Purpose & Background

This Montclair SAFE (Streets Are For Everyone) Complete Streets Implementation Plan provides a road map for improving the walking and bicycling environment in the Township of Montclair. The purpose of this plan is to provide guidance towards ensuring that Montclair's streets are designed to encourage safe driving, bicycling and walking and to advance the Township's SAFE / Complete Streets philosophy.

Montclair, a Bronze-Level Bicycle-Friendly community and a Silver Walk Friendly community, is ahead of most municipalities in improving multi-modal travel within the Township. This plan builds upon those efforts to further enhance bicycle and pedestrian safety and mobility for users of all ages, abilities and socio-economic backgrounds.

Project Background

The Township of Montclair is a six square mile vibrant community located along the Watchung Mountains in Essex County, New Jersey (Map 1). The Township's transportation network consists of six train stations and a system of bus routes and it has an active commercial district and smaller neighborhood commercial areas.

The Township is committed to investing in making bicycling and walking safer and more accessible to all users. Both the Township and Essex County have Complete Streets Policies and the 2015 Land Use and Circulation Element of the Montclair Master Plan recommended that the Township "establish a network for pedestrian and cyclists".

To further those efforts, the Township submitted an application to the NJDOT Local Bicycle/Pedestrian Planning Assistance Program (LBPPAP) to receive technical assistance in developing a SAFE / Complete Street Implementation Plan. NV5 was selected to provide assistance to the Township in developing this plan.

Map 1: Context Map

Project Objectives

The objectives of this plan are to:

- → Develop and **build consensus** for Community Priorities for travel in Montclair incorporating a SAFE / Complete Streets philosophy
- → **Review and Evaluate** the Township's previous planning efforts
- → Identify a SAFE CS Network for **enhanced bicycle and pedestrian mobility**
- → **Facilitate outreach** efforts to draw in stakeholders, elected officials, staff and the community at large to help build consensus for a set of street typologies and design guidelines consistent with providing safe access for all street users
- → Be adopted as an **element of the Montclair Master Plan** and actively used to assist design decision-making as streets are maintained, repaved, and/or otherwise improved.

What is the Montclair S.A.F.E. Streets Initiative?

"Montclair SAFE began in 2011 as an initiative of the Montclair Traffic/Parking Advisory Committee and the Engineering Bureau to raise awareness of the recently adopted Complete Streets policy and begin the process of engaging the community to envision its streets in a more inclusive way so people walking and rolling (on bikes or in wheelchairs or strollers) are comfortable and feel safe using them.

The group outlined five key goals of the initiative, which are:

- → Identify walking paths and routes and ways to encourage more walking by protecting/enhancing our pedestrian spaces
- → Identify bicycling paths and ways to encourage cycling by designating "preferred" routes and protecting/enhancing existing facilities
- → Identify ways to enhance and promote Montclair's many transit options (trains, buses, jitneys, etc.)
- → Implement SAFE plans at little additional cost to the taxpayers of Montclair

Since then we've been able to improve a few streets, the most notable being South Park Street. With its generously portioned sidewalks and traffic-calming, tree-lined median; South Park Street is a great model for how a complete street in the downtown should look and feel."

Source: Montclair Engineering Department

Photos: South Park Street, Credit: Montclair Township & Arterial, LLC

Need for SAFE / Complete Streets

SAFE / Complete Streets help make communities more vibrant and livable. As per Montclair Township – *"SAFE stands for "**S**treets **A**re **F**or **E**veryone" and it is the acronym that we believe captures the spirit behind the development of complete streets in Montclair".*

SAFE/Complete Streets are streets that are focused on people not just vehicles. They prioritize pedestrian movement with improved sidewalks, safe intersections and crosswalks, ADA accessibility and bicycle facilities that enhance the safety and comfort of those who cycle. SAFE/Complete Streets have many benefits and are needed in Montclair because:

- → SAFE Streets make **walking and bicycling safer** for all users
- → SAFE Streets create more **equitable communities**
- → SAFE Streets help the **environment**
- → SAFE Streets are good for the **economy**
- → SAFE Streets support a healthy and active lifestyle
- → SAFE Streets help reduce **traffic congestion**

Walking and Bicycling Safety

- → Streets become safer by focusing on improving walking and bicycling. Pedestrian improvements, such as bump-outs, high-visibility crosswalks and dedicated bicycle facilities have a traffic calming effect on roadways.
- → From 2006-2015, there were 479 pedestrian injuries, 9 fatalities and 22 incapacitating injuries in Montclair. During the same time, there were 149 bicyclist injuries, 2 incapacitating injuries and no fatalities.

Equitable Communities

- → SAFE Streets help create equitable communities by making it safer for populations (lower-income, minority, etc) who are more likely to walk or bike due to lack of access to cars.
- → The income of almost 7% of Montclair's population is below the poverty level.
- → More than 10% of Montclair households have no access to cars and more than 40% have only one car available. In addition, more than 25% of 3 & 4 person households have access to one or no car[1].
- → More than 25% of Montclair's populations identify as Black or African American which is higher than the state (14.8%), more than 5% identify as Asians, and almost 9% identify as Hispanic.
- → Multi-modal travel – such as walking and bicycling are the most affordable forms of transportation. According to AAA's *Your Driving Costs* (2015), a medium size sedan costs 79 cents per mile to own and operate based on driving 10,000 miles annually. By comparison, the League of American Bicyclists estimates that bicycling costs just 10 cents per mile. Walking costs (time and money) far outweigh the benefits.

Environment

- → Walking and bicycling help reduce the amount of gasoline consumed, as well as lower carbon emissions, directly improving air quality.

Economy

- → Active transportation can bring economic benefits to a community, including higher rates of spending in local businesses and an increase in property values.
- → Studies have shown a positive economic impact of walking and bicycling for communities in New Jersey[2].

[1] As per 2015 American Community Survey, Table B08201: HOUSEHOLD SIZE BY VEHICLES AVAILABLE
[2] The Economic Impacts of Active Transportation in New Jersey, Alan M. Voorhees Transportation Center

- → Walking and bicycling projects also create jobs and save health care costs.
- → Walkable and bikeable communities typically see an increase in property values. One study found that a 5 to 10 mph reduction in traffic speeds increased adjacent residential property values by roughly 20 percent.
- → When residents walk or bike to transit, they spend less money on driving and have extra disposable income to spend locally.

Health

- → Safe walking and bicycling options affects a community's level of physical activity.
- → Obesity, diabetes and other diseases have been linked to low levels of physical activity.
- → According to the Pedestrian and Bike Information center, "physical activity can help prevent:
  - Heart disease
  - Obesity
  - High blood pressure
  - Type 2 diabetes
  - Osteoporosis (thinning bones)
  - Mental health problems such as depression"

Traffic Congestion

- → Bicycling and walking for short trips help reduce traffic congestion.
- → Every person that makes a trip by walking or bicycling is one less car on the streets and one fewer car seeking parking.
- → Montclair already has 2.9% of workers walking to work, and 0.6% biking to work; however, these numbers do not include commuters that walk or bicycle to the train station or bus stops. More than 25% take public transit to work.
- → Bicycles (with some restrictions) are allowed on the NJ Transit trains and the Bay Street station has the State's first Bike Depot to provide safe parking options for bicyclists. All NJ Transit buses have bicycle racks, thus making it easier to make the first/last mile to transit biking-friendly.

How to Use this Plan?

This plan is a policy and planning guide and will help implement the Township's Complete Streets policy and build on the goals and objectives of the Townships' circulation plan.

It will serve as a resource for local boards/committees and advocates supporting and advancing CS efforts and seeking outside funding for such efforts.

It will serve as a decision-making guide with options (herein referred to as 'typologies') for integrating CS measures into street maintenance, paving and improvement projects based on roadway type, width and speed limits.

Plan Organization

This plan is organized into the following three parts:

Part 1: Introduction

Part 2: Planning Process & Outreach

Part 3: Street Typologies & Recommendations

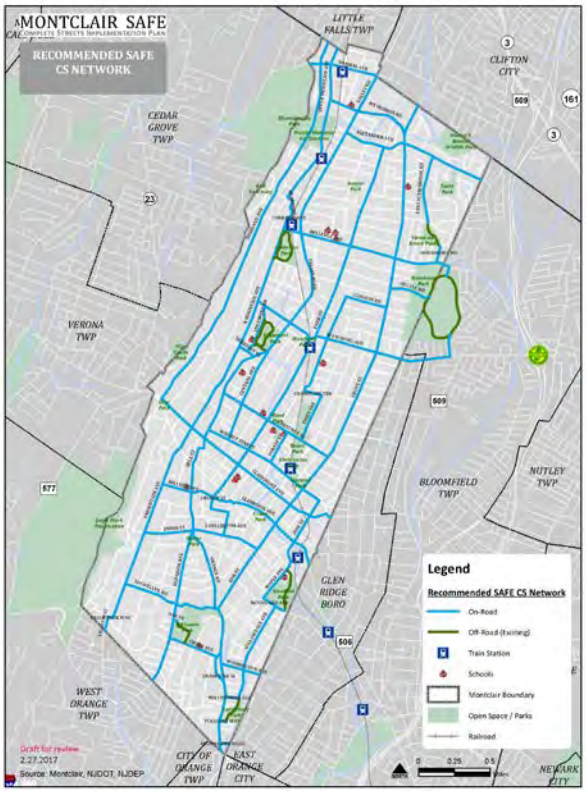
Part 4: Implementation & Funding

Part 5: Next Steps

II. Planning Process and Outreach

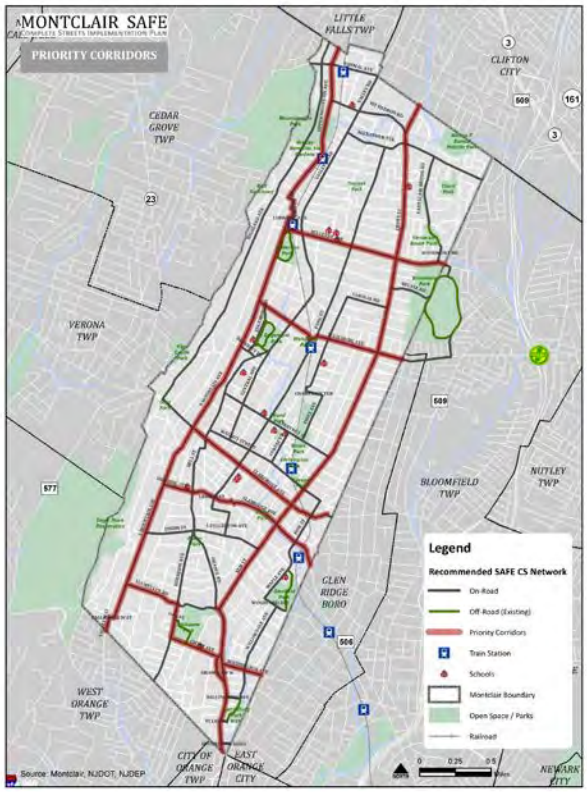
Planning Process

Montclair Township has had an evolving network of proposed bicycle and pedestrian facilities for several years. The project team reviewed the previous planning efforts and developed a recommended SAFE CS network. The desktop exercise of identifying a network was further refined based on outreach and field work. The intent was to develop a network that connects major destinations such as schools, parks; residential neighborhoods; commercial areas in and around Montclair Township.



Map 2: Recommended SAFE CS Network

The network was further developed into a priority SAFE CS network based on input provided by the Steering Committee, a community survey and public meetings. While it was agreed that all streets in Montclair must be safe and accessible for everyone, the priority network identifies those streets that should be given priority investments when opportunity and funds (if necessary) for improvements are allocated. The project team conducted additional field work focused on streets that were included in the priority network. The priority SAFE CS network was then advanced by defining street typologies that include recommendations for pedestrian and bicycle improvements. The street typologies are grouped by roadway functional classification and street width as recommended by the Steering Committee. Street typologies provide a menu of safety enhancements that can be implemented on all Montclair streets.



Map 3: Priority Corridors

Figure 1 on the following page summarizes the overall planning process.

METHODOLOGY

PUBLIC OUTREACH

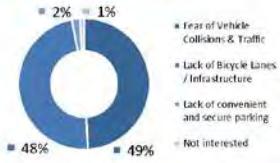
PRIORITY SETTING WORKSHOP (Sept '16)

MONTCLAIR OPEN STREETS FESTIVAL (Oct '16)

PUBLIC SURVEY
(Sept '16 - Oct '16')
Findings:

The survey respondents identified Top 3 Priority Corridors in Montclair which helped develop the Priority Corridors Map shown on the right.

Biggest Barriers to Bicycling



Primary Reasons for Bicycling in Montclair
- Recreation
- Health
- Errands
- Family Time
- Commute to Transit or Work

PUBLIC OPEN HOUSE
(Mar '17)

Data Collection / Analysis
(Field reviews, GIS mapping)

Recommended SAFE CS Network Map

to connect major destinations (schools, parks, etc) and residential neighborhoods in and around Montclair

Priority Corridors

to identify those streets that should be given priority when funds for improvements are allocated

Street Typologies

to provide a menu of safety enhancements by street type that can be implemented on all Montclair streets

Draft / Final Plan

STEERING COMMITTEE

MEETING #1
(Aug '16)

MEETING #2
(Nov '16)

MEETING #3
(Feb '17)

MEETING #4
(Jun '17)

COORDINATION / REVIEW WITH **MONTCLAIR TOWNSHIP** AND **NJDOT** OFFICE OF BICYCLE & PEDESTRIAN PROGRAMS

Data Collection / Field Visits

The project team reviewed various plans and recommended bicycle and pedestrian networks that have been developed previously. *Appendix A: Technical Memorandum 1* includes a bibliography of the reports, studies, plans, and maps evaluated as part of this task.

Photo: South Mountain Avenue, Montclair, NJ

The project team conducted a desktop review of on-road and off-road corridors, and targeted field investigations to determine the condition of bicycle and pedestrian accommodations along identified priority corridors throughout the Township. This focused on the refined bicycle and pedestrian network, based on the assessment of the various networks developed over the last ten years throughout Montclair, and used the 2015 Land Use & Circulation Element of the Master Plan – Proposed Conceptual Bicycle Route Network as a starting point, see Table 1. This was further refined as recommended by the project Steering Committee at a priority setting workshop in September 2016.

TABLE 1 – TOWNSHIP FACILITY NETWORK MAPS

Year	Name of Map
2005	Bicycle Compatible Roadways
2005	Bicycle Suitability Map
2007	Desired Conditions Sketch
2009	SRTS Bike Network Map
2013	Proposed Conceptual Bicycle Route Network from the 2015 Land Use & Circulation Element of the Master Plan

Using the information and data collected in previous tasks, we evaluated and analyzed the proposed network in terms of its capability to safely accommodate pedestrian and bicycle travel, and provide connections to major destinations throughout Montclair. With Steering Committee guidance, this evaluation focused on providing connectivity, and enhancing corridors that currently have the potential for enhancing walking or bicycling.

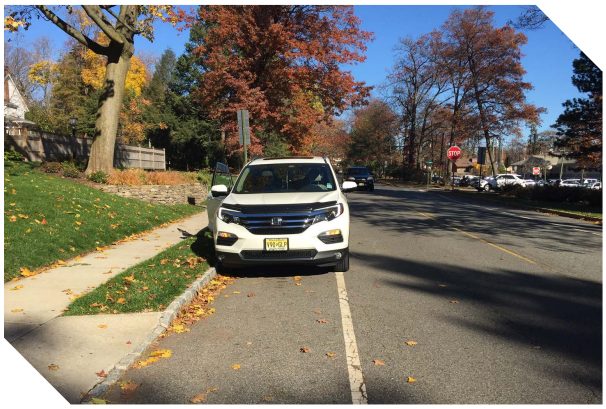


Photo: North Mountain Avenue, Montclair, NJ

Steering Committee Input

A Steering Committee comprising of local community groups, bicycle and pedestrian advocacy organizations and Montclair Township staff was created. A list of Steering Committee members is in *Appendix B*. The Steering Committee members provided their local expertise and knowledge by participating in the following:

→ A ***Project Kick-Off Meeting*** to learn more about the scope and timeline of the project, to provide feedback on the bicycle and pedestrian network developed by the project team based on previous efforts and help refine the network.

→ A ***network review meeting*** (Steering Committee Meeting #2) to review and refine the network and confirm recommendations for priority corridors based on the community survey results

and local knowledge.

→ A **concept review meeting** (Steering Committee Meeting #3) to review the draft street typologies and recommendations and provide guidance in planning for the Public Information Center / Public Open House.

→ A **draft/final plan review meeting** (Steering Committee Meeting #4) to provide feedback and comments to be incorporated in the final plan.

In addition, the project team also coordinated with the Montclair Engineering department throughout the project to get additional insight and local data.

Public Outreach

Public involvement is an important factor in bicycle and pedestrian planning. The outreach efforts included conducting public meetings, developing and administering a community survey, and participating in community events.

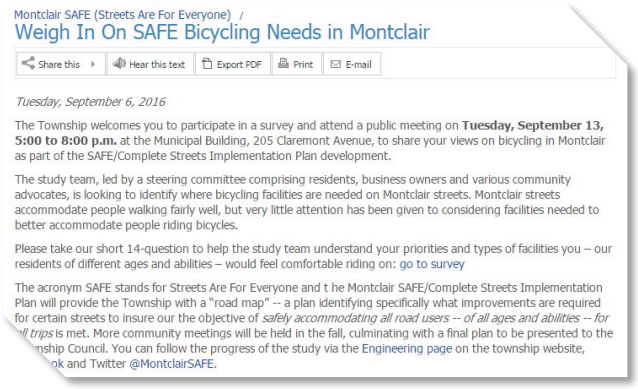
Priority Setting Workshop - A Priority Setting Workshop was conducted on September 13, 2016 at the Montclair Municipal building. The Project Team facilitated the open house format meeting that included stations with general background about the project, typical bicycle and pedestrian enhancement techniques, draft route network maps for review and a station for walking through an on-line survey to collect detailed insight on preferences and priorities for walking and bicycling.

Photo: Priority Setting Workshop, Montclair, NJ

The refined bicycle and pedestrian facility network maps (North, Central and South areas of Montclair) are included in *Appendix C: Technical Memorandum 2.*

Public Survey – The public survey was posted on the Montclair website and included detailed questions about top priority corridors in each the North, Central and South areas of Montclair. The survey provided opportunity for detailed input.

Survey respondents were asked to prioritize their top three priorities in southern, central, and northern Montclair by ranking their top segments as graphically represented on a map with a corresponding key that divided the choices into street segments. See *Appendix C: Technical Memorandum 2.*


Montclair SAFE (Streets Are For Everyone)

Weigh In On SAFE Bicycling Needs in Montclair

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Tuesday, September 6, 2016

The Township welcomes you to participate in a survey and attend a public meeting on **Tuesday, September 13, 5:00 to 8:00 p.m.** at the Municipal Building, 205 Claremont Avenue, to share your views on bicycling in Montclair as part of the SAFE/Complete Streets Implementation Plan development.

The study team, led by a steering committee comprising residents, business owners and various community advocates, is looking to identify where bicycling facilities are needed on Montclair streets. Montclair streets accommodate people walking fairly well, but very little attention has been given to considering facilities needed to better accommodate people riding bicycles.

Please take our short 14-question to help the study team understand your priorities and types of facilities you – our residents of different ages and abilities – would feel comfortable riding on: go to survey

The acronym SAFE stands for Streets Are For Everyone and t he Montclair SAFE/Complete Streets Implementation Plan will provide the Township with a "road map" -- a plan identifying specifically what improvements are required for certain streets to insure our the objective of *safely accommodating all road users -- of all ages and abilities -- for all trips* is met. More community meetings will be held in the fall, culminating with a final plan to be presented to the nship Council. You can follow the progress of the study via the Engineering page on the township website, ok and Twitter @MontclairSAFE.

Photo: Survey Announcement on Township's Website
Montclair, NJ

In the southern section of Montclair, the following Segments were most often prioritized:

→ Segment 23 (Claremont Avenue, Valley Road, Walnut Street/Park Drive, Forest Street, Label Street, Depot Square) was most frequently priority 1 or 2 (22.63% - Priority 1 and 22.96% – Priority 2);

→ Segment 19 (Elm Street) ranked next highest with 17.5% of respondents selecting Elm Street as their Priority 1; and,

→ Segment 20 (Park Street, The Crescent, South Fullerton Avenue, Union Street) with the next highest priority, with 16.8% selecting Segment 20 as Priority 1.

In Central Montclair, the following segments were most frequently prioritized:

→ Segment 11/Grove Street (35% Priority 1 and 25% Priority 2);

→ Segment 10/North Mountain Avenue (21.6% Priority 1 and 15.15% Priority 2);

→ Segment 13/Park Street (15% Priority 1 and 22.7% Priority 2); and,

→ Segment 15/Watchung Avenue (10.8% Priority 1, 13.6% Priority 2 and 26% Priority 3).

In Northern Montclair, the following roadways were most frequently prioritized:

→ Segment 4/Grove Street (22% Priority 1, 18% Priority 2, 18% Priority 3);

→ Segment 1/Upper Mountain Avenue (21% Priority 1, 12% Priority 2, 9% Priority 3);

→ Segment 2/Valley Road (19% Priority1, 15% Priority 2, 8% Priority 3);

→ Segment 3/Park Street) at (16% Priority 1, 24% Priority 2, 13% Priority 3); and,

→ Segment 8/Bellevue Avenue (10% Priority 1, 17% Priority 2, 30% Priority 3).

In addition to survey responses, additional factors such as connectivity, proximity to major generators, and geographic distribution were considered when refining the network.

Open Streets Event – The Project Team was able to take advantage of one of the largest pedestrian and bicycling events that occurs in Montclair, the Open Streets event held on Sunday October 2, 2016. This event is paired with the Tour de Montclair bicycle ride event. During the event, the NV5 team set up an outreach station with surveys to be filled out, and maps to be reviewed and marked up. Many attendees who might not have otherwise known about the project were able to share insights about priorities for walking and bicycling in Montclair and learn more about the survey and participation in the project.

Photo: Open Streets Festival, Montclair, NJ

Network maps were further refined for the event, enhancing display of local connections and other features, see Attachment C – Open Streets Event Maps.

Final Public Open House – A final public open house was held on Wednesday, March 8th, 2017 from 7:00 p.m. to 9:00 p.m. at the Montclair Municipal Building. The purpose of the meeting was to present the methodology, recommended SAFE CS network, and the pedestrian and bicycle recommendations including street typologies and gather feedback from the public.

Photo: Final Public Open House, Montclair, NJ

The format of the meeting was an open house format with presentation boards and comment forms. In addition, to Montclair and NJDOT staff, the meeting was attended by more than 50 people from the community. A sign-in sheet is attached in *Appendix D: Community Outreach* for reference; however please note that the sign-in sheets do not accurately reflect attendance as several attendees did not sign in.

The overall feedback received was positive and many members provided additional comments by filling in the comment forms provided at the open house and via email after the meeting. A copy of the comments is in *Appendix D: Community Outreach.*

Photo: Final Public Open House, Montclair, NJ

III. Street Typologies / Recommendations

Introduction

Based on an analysis of existing conditions and steering committee and public input, the project team developed recommendations for implementing the recommended SAFE CS network in Montclair. The recommendations include pedestrian and bicycle improvements identified in six street typologies.

Street Typologies

Typologies are categorized by functional class (minor arterial, collector, local, and one-way) and roadway width. The width allocated for motorists, buses, trucks, bicyclists, pedestrians, and parked cars is a crucial aspect of street design and effects the applicable treatment of each typology.

The typologies provide options to be considered to enhance pedestrian and bicycle facilities, and will be further advanced during maintenance operations and/or later design phases.

Sampling of the Best Practice Publications

All proposed design treatments are based on roadway data collected such as traffic volumes, speed limits, roadway widths and developed by utilizing state of the practice publications such as the AASHTO Bicycle Design Guidelines, NACTO Guides and NJDOT CS Design Guide.

Recommended treatments include sidewalk improvements, enhanced crossings, shared lane markings/ “sharrows”, bike lanes, traffic calming treatments, striping parking lanes etc. On narrower roadways where space is limited, some of the options will require a restriction of on-street parking. Any parking impacts will be determined during final design.

The six (6) street typologies are listed below:

- → TYPOLOGY I - Minor Arterial Street (up to 37.5’ wide)
- → TYPOLOGY II - Minor Arterial Street (38’ + wide)
- → TYPOLOGY III - Collector Street (up to 37.5’ wide)
- → TYPOLOGY IV - Collector Street (38’ + wide)
- → TYPOLOGY V - Local Street
- → TYPOLOGY VI - One-Way Street

Please note that Bloomfield Avenue was excluded from this study, due to other ongoing efforts along that road.

An example street from the priority corridors was selected for each street typology to demonstrate how a street typology could be applied.

Design Assumptions

The following design assumptions were used while developing the street typologies and can be used a reference while applying the street typologies to different streets within Montclair.

- → Sidewalks (4’ – 6’+)
- → Crosswalk – high visibility “continental” striping pattern near key destinations
- → Travel lane widths (10’ - 11’)
- → Bicycle lane widths (5’ - 6’)

- → Buffer between bicycle lanes and motor vehicle travel lanes (1' - 3')
- → Two-way protected bicycle lanes (8' - 12') with minimum 1.5' buffer
- → Motor vehicle parking lane widths (7.5' - 9')

Pedestrian Improvements

The pedestrian network throughout Montclair has had significant investment over the years, yielding a largely, but not 100% complete sidewalk network. However, a complete sidewalk network is one of the elements for creating a safe and accessible walking environment. There a number of additional enhancements that Montclair and other municipalities have utilized to further improve the pedestrian realm.

The pedestrian recommendations can be applied to any street type and vary based on context and land use. The recommendations are categorized improvements into treatments that can be applied to roadway segments, all intersections or signalized intersections. All of the recommended pedestrian improvements are described further with information on typical applications / design and photos showing local and regional examples.

The pedestrian improvements identified include:

- → Roadway Segments
  - Sidewalks and Curb Ramps
  - Pedestrian-Scale Lighting
  - Parklets
  - Mid-block crossings
  - Gateways
- → All Intersections
  - Crosswalks
  - Mini-traffic circles
  - Curb Extensions
  - Pedestrian refuge islands
  - RRFB (Flashing warning lights)
  - In-Street Crossing Sign
- → Signalized Intersections Only
  - Pedestrian Countdown Signals

Bicycle Facilities

The street typologies provide options for bicycle facilities for each of the street types. The various bicycle facilities recommended include:

- → Conventional Bicycle Lanes
- → Buffered Bicycle Lanes
- → Two-way protected bicycle lanes
- → Climbing Lanes
- → Contraflow Bicycle Lanes
- → Bicycle Boulevard
- → Advisory Bicycle Lanes
- → Sharrows or Shared Lane Markings
- → Shared Use Path

Each typology includes additional descriptions on the recommended facility highlighting the benefits and considerations for each option.

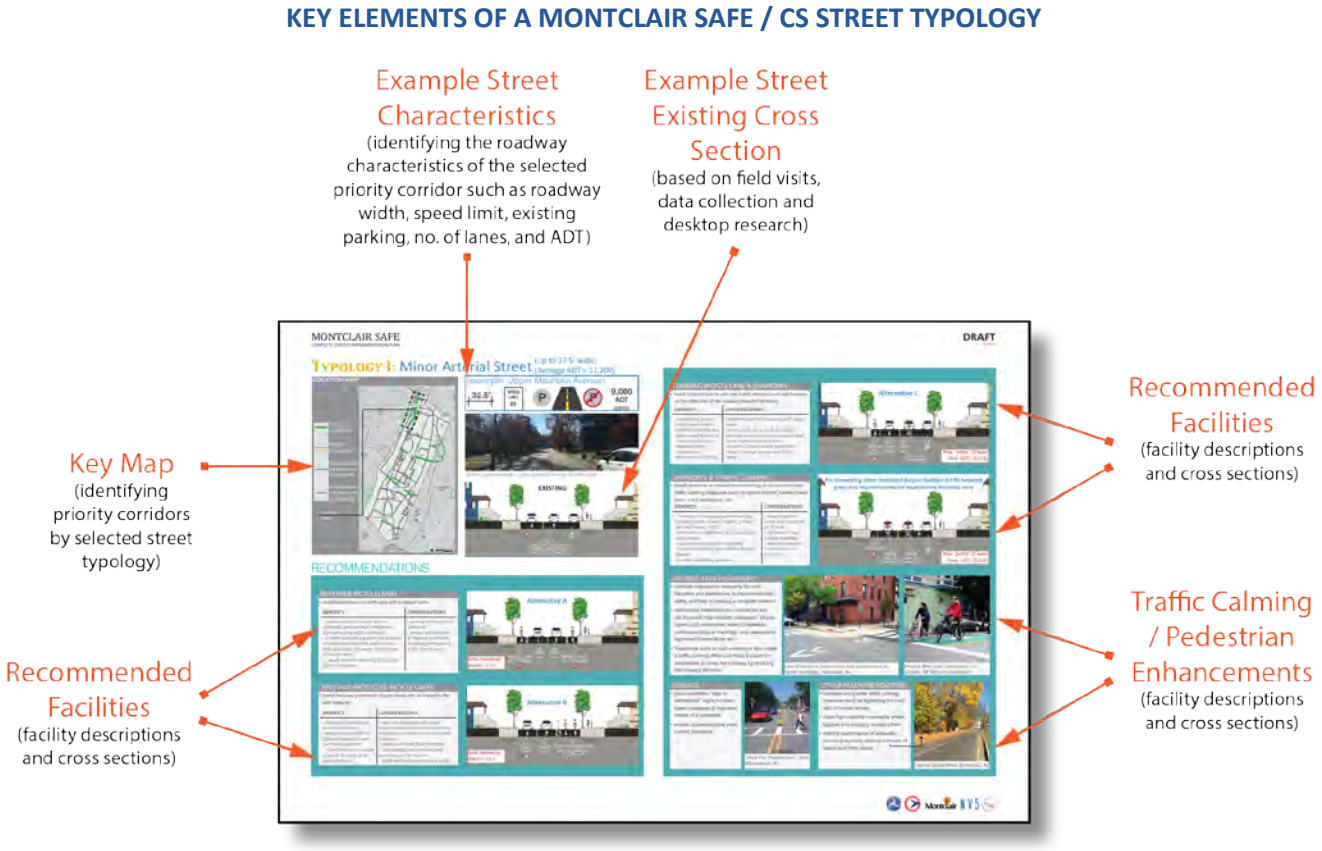
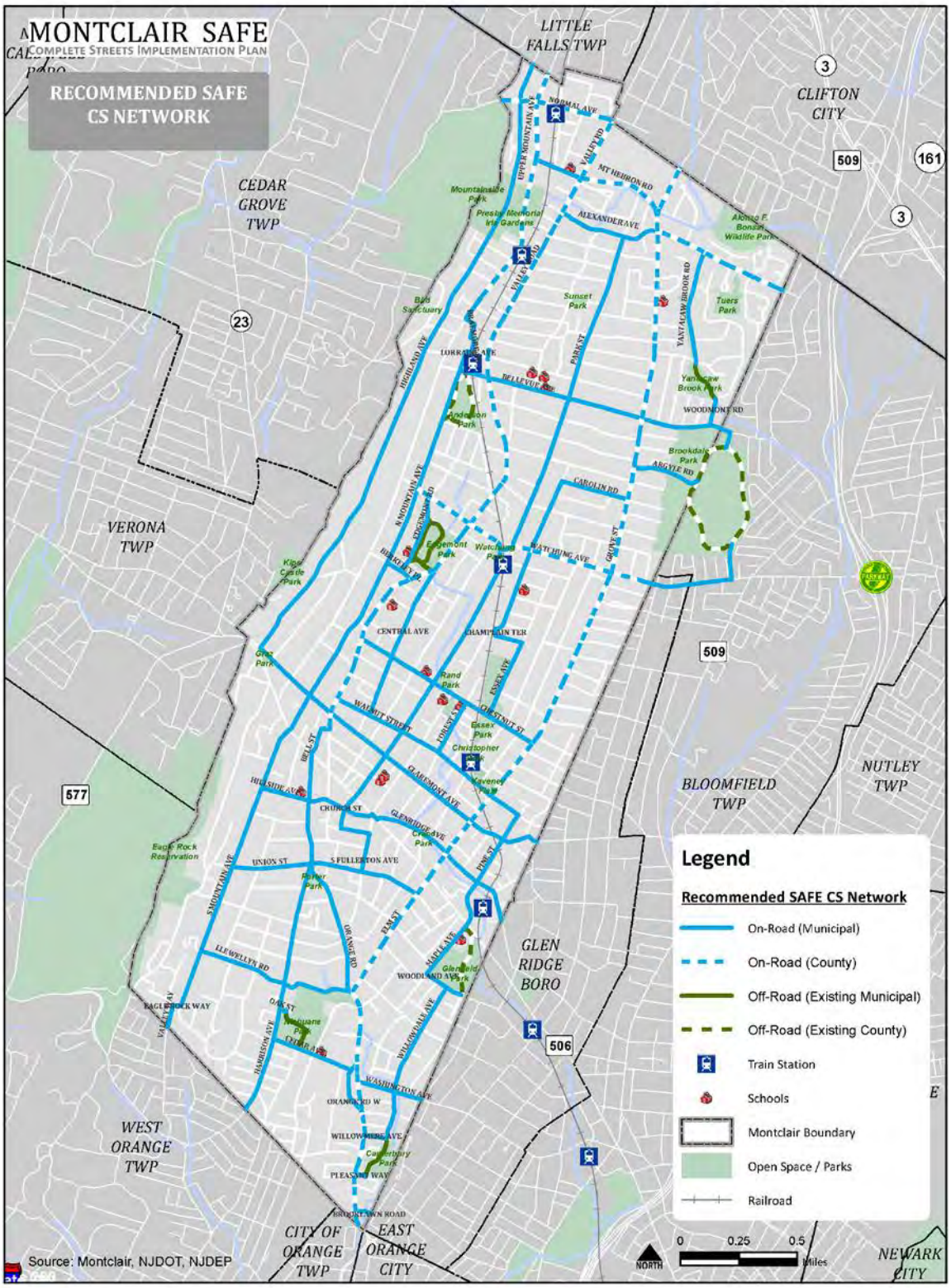
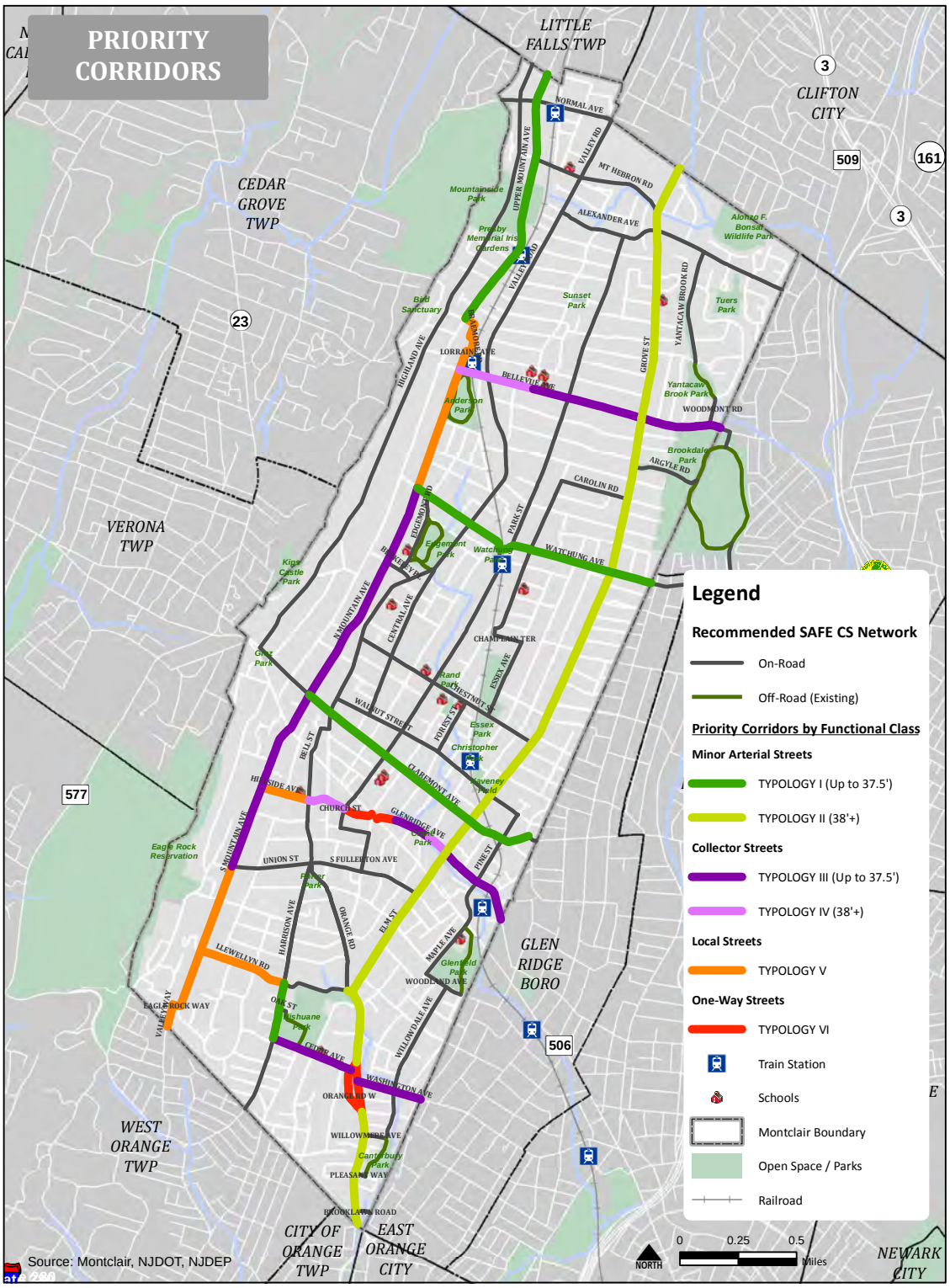


Figure 2: Key Elements of a Montclair SAFE / CS Street Typology



Map 3: Recommended SAFE CS Network



ASSUMPTIONS

- Travel lane widths (10' - 11')
- Bicycle lane widths (5' - 6')
- Buffer between bicycle lanes and motor vehicle travel lanes (1' - 3')
- Two-way protected bicycle lanes (8' - 12') with minimum 1.5' buffer
- Motor vehicle shoulder / parking lane widths (7.5' - 9')
- Sidewalks (4' – 6'+)
- Crosswalk – high visibility "continental" striping pattern near schools or "standard" two line pattern elsewhere

STREET TYPOLOGIES:

TYPOLOGY I - Minor Arterial Street (Up to 37.5')
TYPOLOGY II - Minor Arterial Street (38'+)
TYPOLOGY III - Collector Street (Up to 37.5')
TYPOLOGY IV - Collector Street (38'+)
TYPOLOGY V - Local Street
TYPOLOGY VI - One-Way Street

Legend for Typologies

Pavement Width | *Speed Limit* | *On-Street Parking Permitted* | *Two-lane Roadway* | *On-Street Parking Not Permitted* | *Average Daily Traffic (Count Year)*

PEDESTRIAN IMPROVEMENTS: Recommendations

PEDESTRIAN IMPROVEMENTS	RECOMMENDATIONS FOR ALL STREET TYPOLOGIES (I, II, III, IV, V & VI)				
	Commercial / Retail	Residential	<1/4 Mile of Parks, Schools, Transit	History of Frequent Speeding	History of Ped / Bike Crashes
					
ROADWAY SEGMENTS					
Sidewalks and Curb Ramps	☑	☑	☑		☑
Pedestrian-Scale Lighting	☑		☑	☑	☑
Parklets	☑			☑	
Mid-Block Crossings	☑		☑		☑
Gateways	☑		☑	☑	☑
ALL INTERSECTIONS					
Crosswalks	☑	☑	☑	☑	☑
Mini-Traffic Circles	☑	☑	☑	☑	☑
Curb Extensions*	☑	☑	☑	☑	☑
Pedestrian Refuge Islands*	☑			☑	☑
RRFB (Flashing warning lights)*	☑		☑	☑	☑
In-Street Crossing Sign*	☑		☑	☑	☑
AT SIGNALIZED INTERSECTIONS ONLY					
Pedestrian Countdown Signals	☑	☑	☑	☑	☑

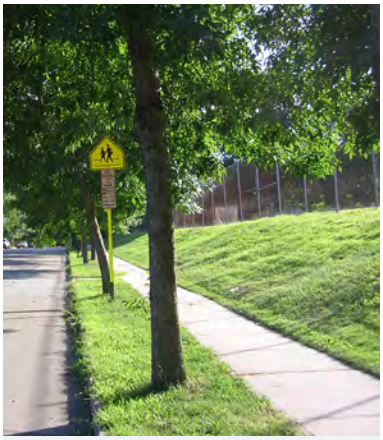
*Notes: This planning level table is developed primarily to recommend pedestrian improvements for Montclair and should not be followed without additional design and engineering analysis. Please refer to NACTO Guides, AASHTO and other state of the practice publications for addtional guidance. * Except on local roads (Typology V)*

SIDEWALKS

- "Backbone" of the pedestrian travel network
- Vary in their design / configuration in relationship to surrounding context (downtown, residential, commercial, etc.)
- Should be designed for universal access and ADA accessibility guidelines
- Require upkeep, maintenance, and snow or ice removal

TYPICAL APPLICATIONS / DESIGN

- Should be at least 5' wide (FHWA Recommended Guidelines/ Priorities for Sidewalks & Walkways)
- A sidewalk (8'-10'+) should be provided near parks, schools, and other major pedestrian generators sidewalks
- A minimum 2' buffer (4' is preferred) for street furniture, utilities, etc should be provided



Sidewalk near school / residential, Montclair, NJ

Sidewalk in downtown, Montclair, NJ

PEDESTRIAN IMPROVEMENTS: Recommendations (Continued)

PEDESTRIAN-SCALE LIGHTING

- Appropriate and adequate lighting activity is a vital measure for pedestrian safety
- Should work in concert with roadway lighting
- Should be implemented at intersections, important points of interest, and along sidewalk corridors

TYPICAL APPLICATIONS / DESIGN

- Should be carefully placed so as to illuminate crosswalks and reduce glare to motorists
- Should utilize uniform lighting levels

Pedestrian-scale lighting, Montclair, NJ Credit: Arterial, LLC

PARKLETS

- Re-purpose a portion of the street next to the sidewalk -- usually 1-2 parallel parking spaces-- as public space suitable for people to use and enjoy
- Provide amenities like seating, planting, bicycle parking, WiFi, and public art

TYPICAL APPLICATIONS / DESIGN

- Can be temporary or permanent in their design, materials and applications

Parklet in Montclair, NJ Credit: Bike&Walk Montclair

MID-BLOCK CROSSINGS

- Provide safe crossing opportunities to destinations or places that are not near controlled intersections
- May incorporate additional features such as actuated warning beacons (RRFBs), signage, curb extensions, medians, etc.

TYPICAL APPLICATIONS / DESIGN

- In areas where there is significant pedestrian activity
- Stop lines should be setback 20-50 feet to ensure that a pedestrian is visible to motorists
- Raised crossings can also increase visibility and encourage motorists to stop
- Can also include dedicated markings (such as crossbike) for bicycle crossings

Mid-Block Crossing with curb extensions and signal actuation in Bayhead, NJ

GATEWAYS

- A signing and/or landscaping treatment to alert motorists that they are entering a lower speed environment and to expect pedestrians and bicyclists.
- Can be as simple as signs and landscaping

TYPICAL APPLICATIONS / DESIGN

- Usually supplemented with other traffic calming measures such as curb extensions or bulb-outs, public art and crosswalks
- Recommended for entrances to school zones, commercial areas or busy places of activity

Gateway to Forest Hill School, Camden, NJ

PEDESTRIAN IMPROVEMENTS: Recommendations (Continued)

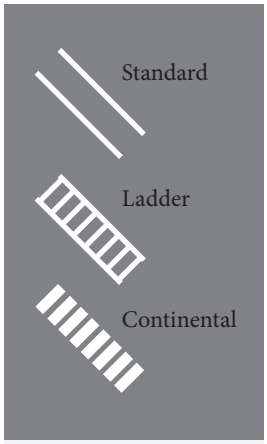
HIGH-VISIBILITY / RAISED CROSSWALKS

- Crosswalk striping that creates a high level of visual contrast with the surface of the roadway is most effective for pedestrians (including those with low vision) as well as drivers
- Raised crosswalks are elongated speed humps that feature a marked crosswalk at the same elevation as the adjacent sidewalks

TYPICAL APPLICATIONS / DESIGN

- At roadway intersections where sidewalks or other pathways are present on both sides of the roadway
- Should be designed to minimize crossing distances and should be straight, to make them easier for people with visual impairments to navigate
- Minimum width is 6' but can be up to 15' wide at crossings with a high number of pedestrians

High-Visibility Ladder Crosswalk, Montclair, NJ



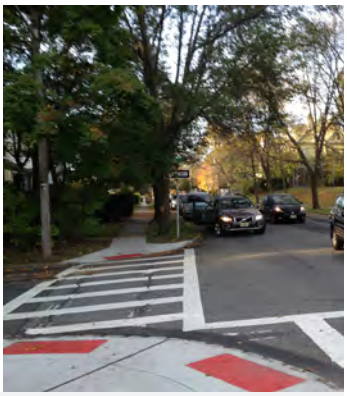
Typical Crosswalk Patterns

CURB RAMPS

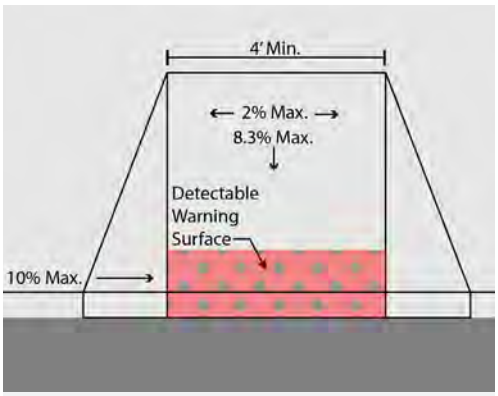
- Provide pedestrians with a means of negotiating a change of elevation between the sidewalk and roadway
- Are especially important for people using wheelchairs, strollers, walkers, crutches, handcarts, and pedestrians who have trouble stepping up and down high curbs

TYPICAL APPLICATIONS

- At all intersections with marked or unmarked crosswalks
- At all mid-block crossing locations
- At on-street accessible parking spaces



Curb Ramps, Montclair, NJ



Standard dimensions for curb ramps

MINI-TRAFFIC CIRCLES

- Typically help reduce speeds at minor intersections
- Can be installed using markings and raised islands and typically have plantings / landscaping
- Landscaping must be regularly maintained so it does not affect visibilty

TYPICAL APPLICATIONS / DESIGN

- Crosswalks should be marked clearly to specify where pedestrians can cross.
- Minimum 15 ft clearance should be provided from the corner to the widest point on the circle
- Adequate signage should be installed

Mini-Traffic Circle, Princeton, NJ, Credit: WalkBikeNJ.com

CURB EXTENSIONS (Bumpouts)

- Narrow the roadway by extending the curb at key intersections and midblock locations
- Can either be "constructed", with curbs and concrete surface, or "painted" over existing roadway pavement

TYPICAL APPLICATIONS / DESIGN

- Can be implemented at intersections, mid-block crossings, and transit stops on all types of streets
- Should focus on areas of high pedestrian demand where traffic calming is also a priority

Quick Build Curb Extensions, Princeton, NJ, Credit: WalkBikeNJ.com

PEDESTRIAN IMPROVEMENTS: Recommendations (Continued)

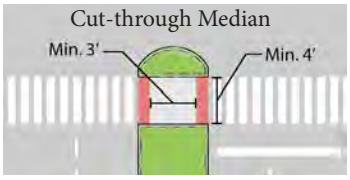
PEDESTRIAN REFUGE ISLANDS

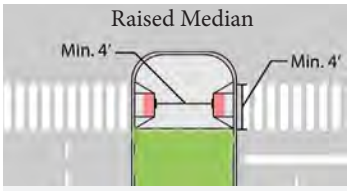
- Also known as crossing islands: Are protected spaces placed on a street at intersections or mid-block crossing locations to separate crossing pedestrians from motor vehicles
- Split the crossing distance into manageable portions

TYPICAL APPLICATIONS / DESIGN

- Can be used at wide intersections, irregularly shaped intersections or at intersections where two roads converge into one
- Provide a cut-through median level with roadway grade, offering a more efficient design in comparison to raised median islands

Planted median, Austin, TX Credit: NACTO





Minimum Dimensions for cut-through and raised medians

RRFB (FLASHING WARNING LIGHTS)

- Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings
- Remain dark until activated by pedestrians, at which point they emit a bright, rapidly flashing yellow light, which cautions drivers that pedestrians are attempting to cross the roadway

TYPICAL APPLICATIONS / DESIGN

- Should be installed on both the right and left sides of the crosswalk, or in a median if available, on the approach to important pedestrian crossings

RRFB in Glassboro, NJ

RRFB in Glassboro, NJ

IN-STREET CROSSING SIGNS

- Makes it easier for pedestrian to cross at an unsignalized crossing
- Alerts motorists of the laws regarding the pedestrian right-of-way at an unsignalized pedestrian crossing
- Can be used in conjunction with other measures such as pavement markings, etc

TYPICAL APPLICATIONS / DESIGN

- At unsignalized intersections and crossings
- Typically used near schools, parks and access to trails etc
- Roadway signs need to be selected and placed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD)

In-Street Pedestrian Crossing Sign, Montclair, NJ

PEDESTRIAN COUNTDOWN SIGNALS

- Displays the number of seconds remaining in the pedestrian crossing phase
- Help pedestrians accurately decide when it is safe to cross and when they should wait

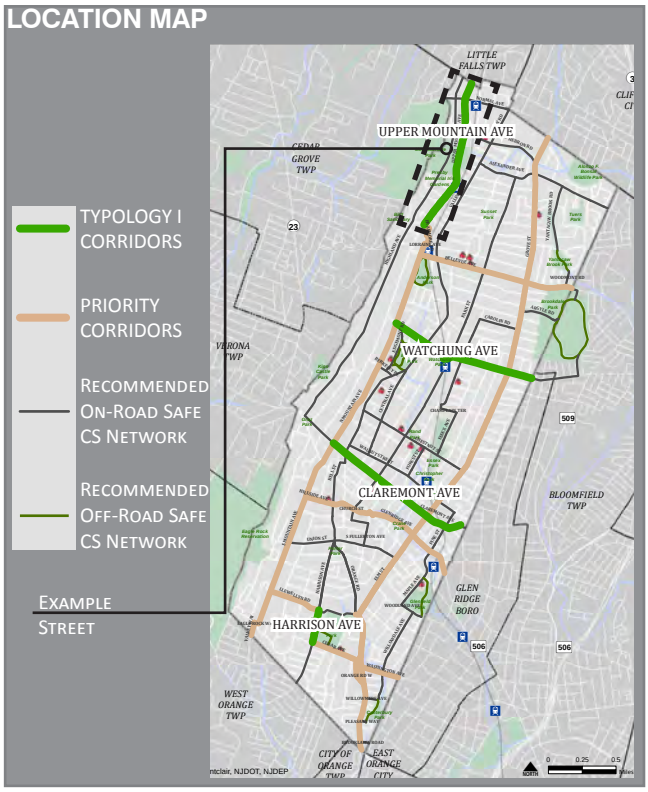
TYPICAL APPLICATIONS / DESIGN

- At intersections with complex signal phasing (e.g. there is a dedicated left turn phase for motorists)
- When an exclusive pedestrian signal phase is provided
- At school zone crossings
- At intersections with pedestrian refuge

Pedestrian Countdown Signal, Hoboken, NJ

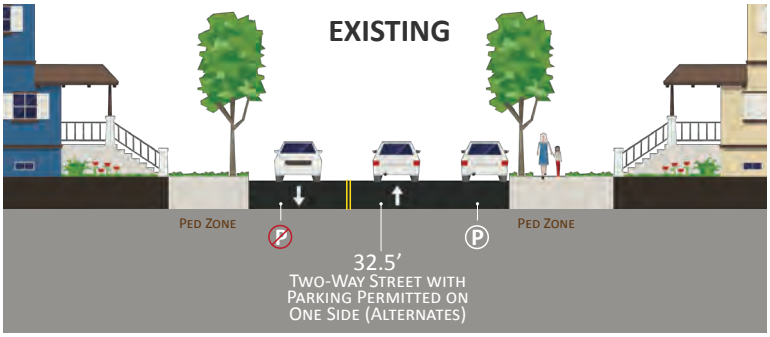
TYPOLOGY I: Minor Arterial Street (Up to 37'wide) (Average ADT = 12,200)

LOCATION MAP



(example: Upper Mountain Avenue)

Existing street example - Upper Mountain Avenue (Southbound)

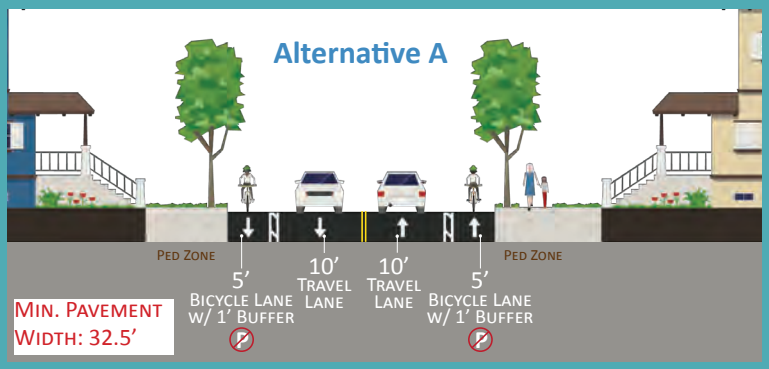


RECOMMENDATIONS

BUFFERED BICYCLE LANES

- install bicycle lanes on both sides with a striped buffer

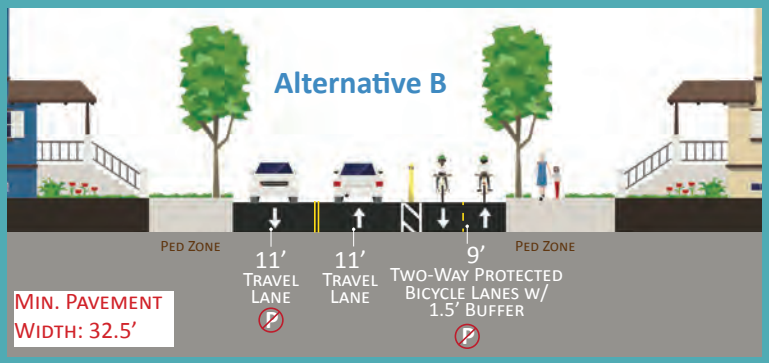
BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions *- a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users* *- visually reminds motorists of bicyclists' right to the street*	*- parking will need to be restricted* *- greater enforcement is required to prevent motorists from parking in the bicycle lane*



TWO-WAY PROTECTED BICYCLE LANES

- install two-way protected bicycle lanes with a striped buffer with bollards

BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists *- reduces risk and fear of collisions especially with over-taking vehicles* *- more attractive to a wide range of bicyclists at all levels and ages*	*- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings* *- parking will need to be restricted* *- coordinating snow removal and sweeping will be required* *- buffer will vary depending on width*

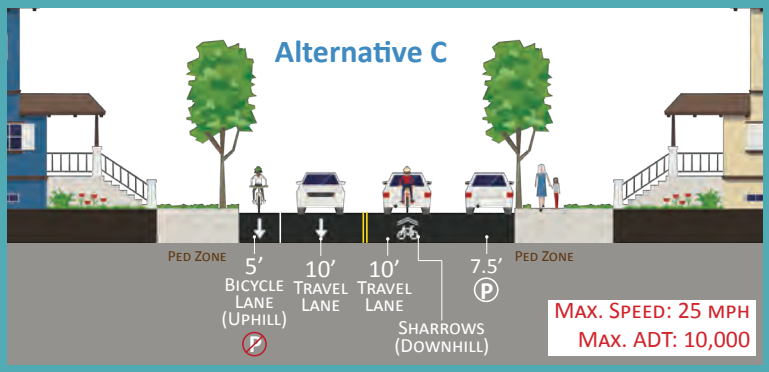


TYPOLOGY I: Recommendations (Continued)

CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

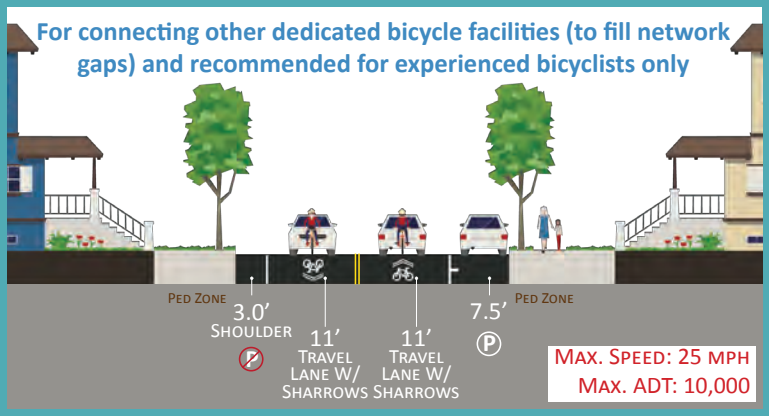
BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists *- maximizes existing roadway widths* *- requires no restrictions on parking*	*- recommended for roadways with steep slopes* *- sharrows do not provide dedicated space for bicyclists and are typically used only by experienced bicyclists* *- requires 25 mph posted speed limit* *- may encourage wrong-way bicycle riding*



SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as speed humps, narrow travel lanes, curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicate the most appropriate and safe locations to ride on with respect parked cars and moving traffic *- reinforces the legitimacy of bicycle traffic on the street* *- requires no restrictions on parking* *- can be used to fill a gap within a bicycle network* *- provide wayfinding guidance*	*- requires posted speed limit reduction to 25 mph* *- not ideal for high volume roadways* *- does not dedicate exclusive use for bicyclists*



INTERSECTION TREATMENTS

- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, raised crosswalks, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

Low-Cost Curb Extensions and continuous bi-cycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

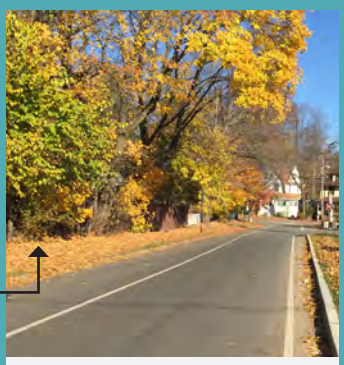
SIGNAGE

- place centerline "stop for pedestrians" signs on lower speed roadways to help alert drivers of a crosswalk
- ensure crosswalk signs meet current standards

"Stop For Pedestrians" Sign, Morristown, NJ

OTHER RECOMMENDATIONS

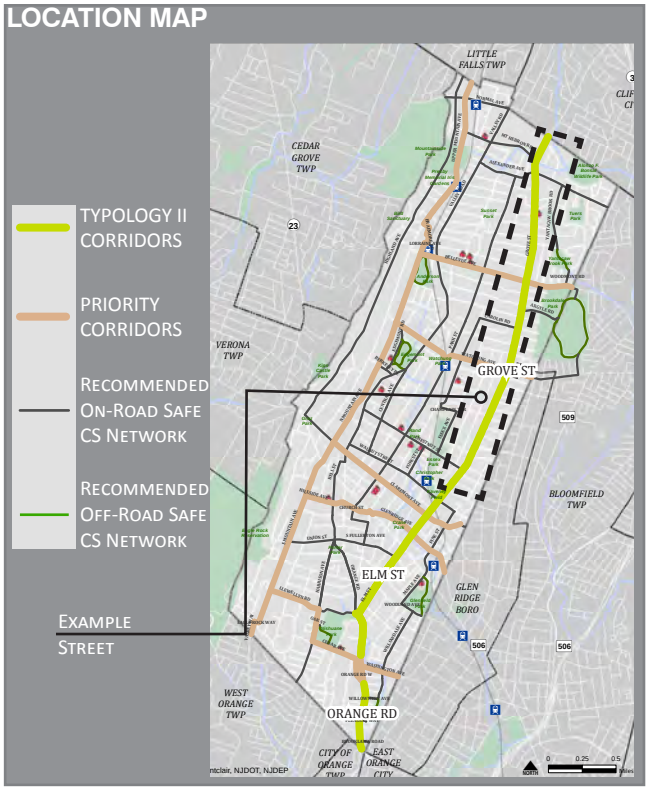
- consider using other traffic calming measures such as tightening the curb radii of certain streets
- install high-visibility crosswalks where feasible and regularly maintain them
- enforce maintenance of sidewalks, including regularly clearing sidewalk of leaves and other debris



Orange Road West, Montclair, NJ

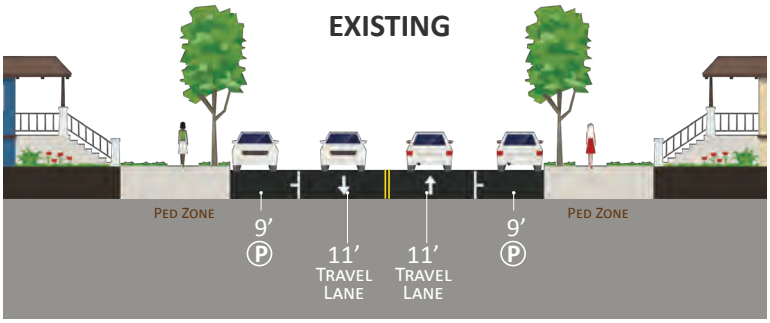
TYPOLOGY II: Minor Arterial Street (38'+ wide) (Average ADT = 12,200)

LOCATION MAP



(example: Grove Street)

Existing street example - Grove Street (Northbound)

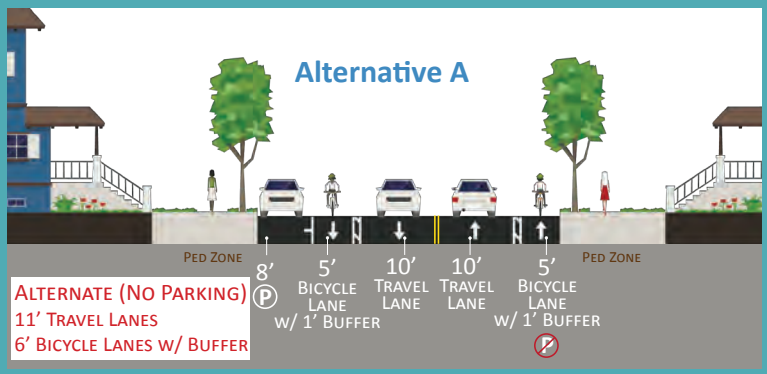


RECOMMENDATIONS

BUFFERED BICYCLE LANES

- install bicycle lanes on both sides with a striped buffer

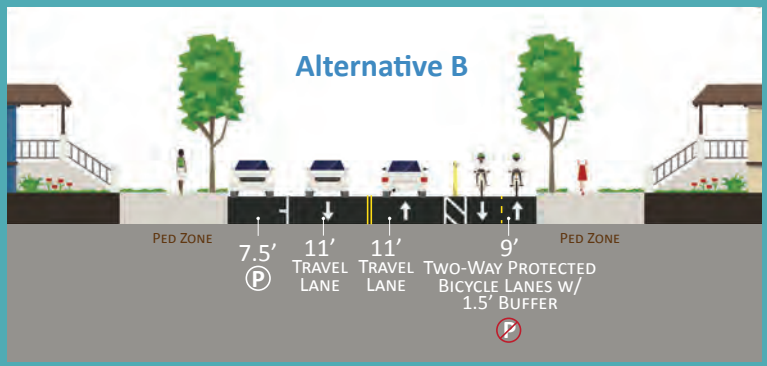
BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions *- a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users* *- visually reminds motorists of bicyclists' right to the street*	*- parking will need to be restricted on one side* *- greater enforcement is required to prevent motorists from parking in the bicycle lane* *- buffers can also be placed between the bicycle lane and the parking lane*



TWO-WAY PROTECTED BICYCLE LANES

- install two-way protected bicycle lanes with a striped buffer with bollards

BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists *- reduces risk and fear of collisions especially with over-taking vehicles* *- more attractive to a wide range of bicyclists at all levels and ages*	*- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings* *- parking will need to be restricted on one side or both sides for narrow roads*

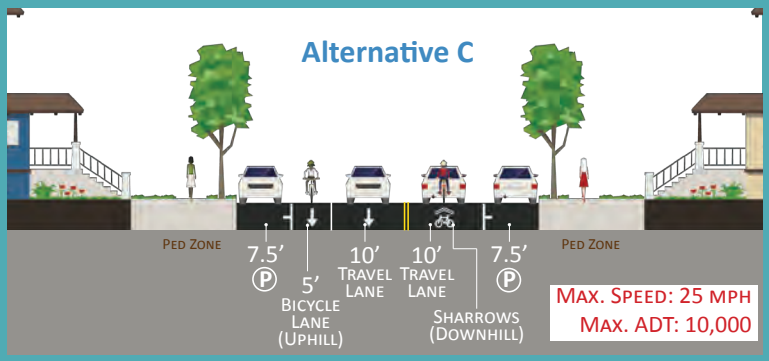


TYPOLOGY II: Recommendations (Continued)

CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

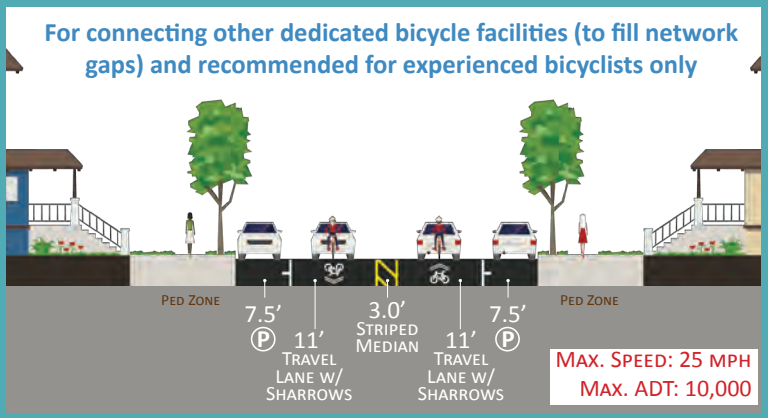
BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists *- maximizes existing roadway widths*	*- sharrows do not provide dedicated space for bicyclists and are typically used only by experienced bicyclists* *- parking may need to be restricted on one side on narrow roadways* *- may encourage wrong-way bicycle riding* *- recommended for roadways with steep slopes*



SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as speed humps, narrow travel lanes, striped medians, curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicates the most appropriate and safe locations to ride on with respect to parked cars and moving traffic *- reinforces the legitimacy of bicycle traffic on the street* *- requires no restrictions on parking* *- can be used to fill a gap within a bicycle network* *- provide wayfinding guidance*	*- does not dedicate exclusive use for bicyclists* *- not ideal for high volume roadways*



INTERSECTION TREATMENTS

- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, raised crosswalks, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

Low-Cost Curb Extensions and continuous bi-cycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

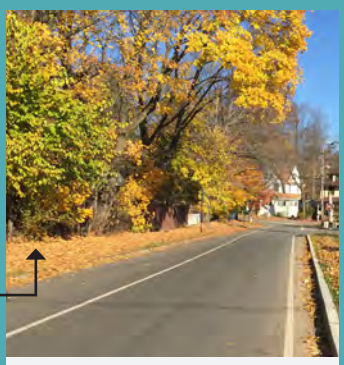
SIGNAGE

- place centerline "stop for pedestrians" signs on lower speed roadways to help alert drivers of a crosswalk
- ensure crosswalk signs meet current standards

"Stop For Pedestrians" Sign, Morristown, NJ

OTHER RECOMMENDATIONS

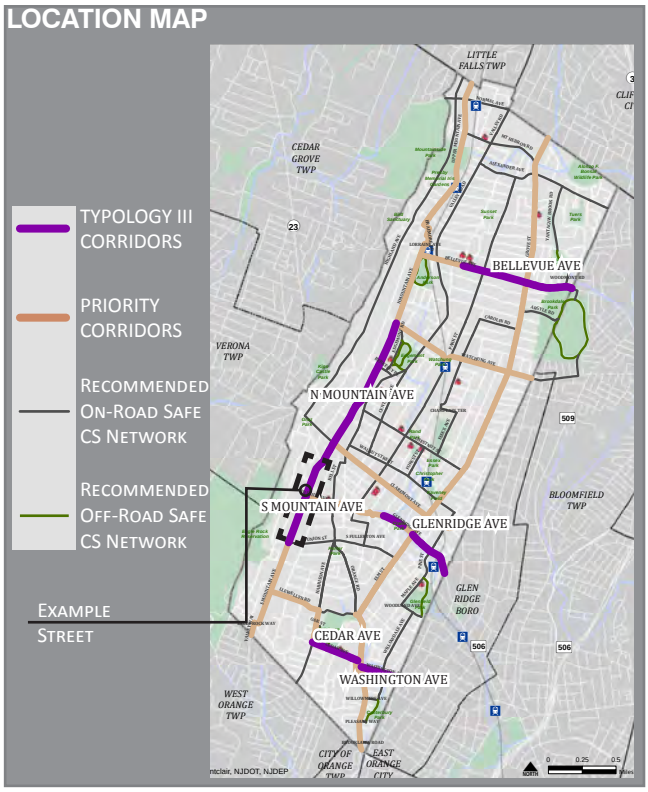
- consider using other traffic calming measures such as tightening the curb radii of certain streets
- install high-visibility crosswalks where feasible and regularly maintain them
- enforce maintenance of sidewalks, including regularly clearing sidewalk of leaves and other debris



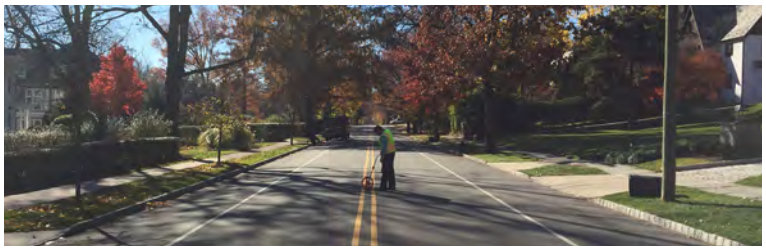
Orange Road West, Montclair, NJ

TYPOLOGY III: Collector Street (Up to 37' wide) (Average ADT = 5,600)

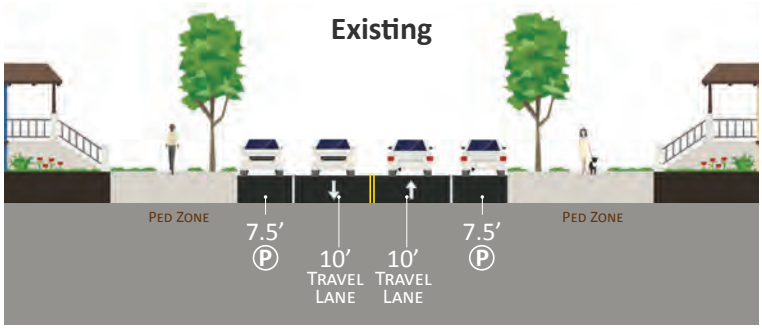
LOCATION MAP



(example: S. Mountain Avenue)



Existing street example - South Mountain Ave (Southbound)

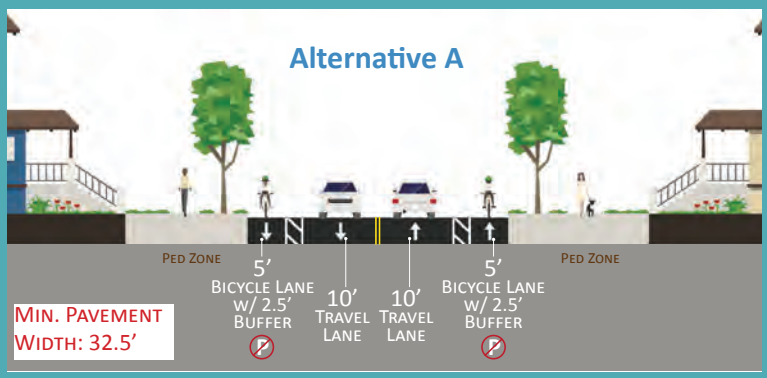


RECOMMENDATIONS

BUFFERED BICYCLE LANES

- install bicycle lanes on both sides with a striped buffer

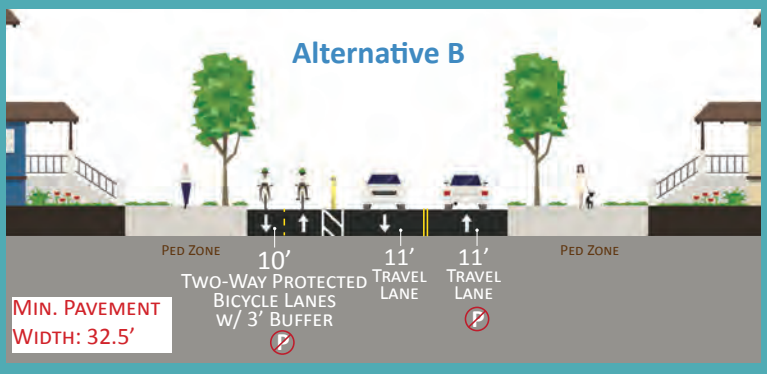
BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions *- a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users* *- visually reminds motorists of bicyclists' right to the street*	*- parking will need to be restricted on both sides* *- greater enforcement is required to prevent motorists from parking in the bicycle lane*



TWO-WAY PROTECTED BICYCLE LANES

- install two-way protected bicycle lanes with a striped buffer with bollards

BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists *- reduces risk and fear of collisions especially with over-taking vehicles* *- more attractive to a wide range of bicyclists at all levels and ages*	*- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings* *- parking will need to be restricted on both sides*

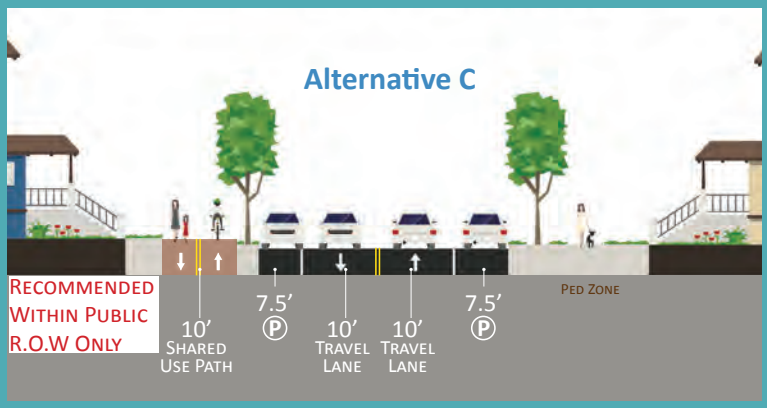


TYPOLOGY III: Recommendations (Continued)

SHARED USE PATH

- add a two-way shared use path especially in locations with large landscape buffers, longer blocks and where public right-of-way is available

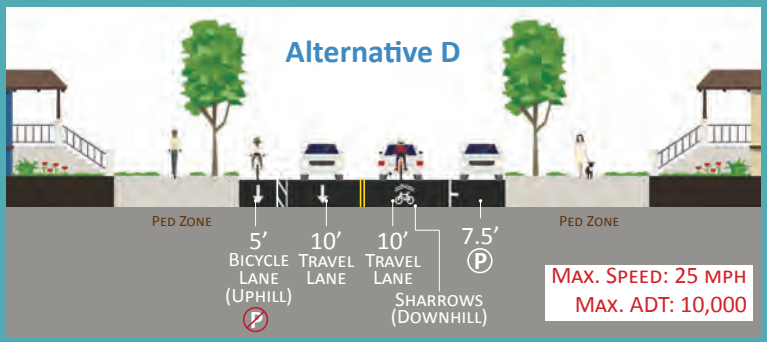
BENEFITS	CONSIDERATIONS
- completely separated from motor vehicle traffic and potentially with fewer intersections and as a result are safer than other facilities *- can provide an enjoyable recreational opportunity* *- appeals to users of all ages and abilities* *- parking does not need to be restricted*	*- ideal for roadways with longer blocks as additional considerations is required at driveways* *- attract a variety of user groups who often have conflicting needs*



CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists *- maximizes existing roadway widths*	*- sharrows do not provide dedicated space for bicyclists and are typically used only by experienced bicyclists* *- parking needs to be restricted on one side* *- may encourage wrong-way bicycle riding* *- recommended for roadways with steep slopes*



SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as speed humps, narrow travel lanes, adding curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicates the most appropriate and safe locations to ride on with respect to parked cars and moving traffic *- reinforces the legitimacy of bicycle traffic on the street* *- requires no restrictions on parking* *- can be used to fill a gap within a bicycle network* *- provide wayfinding guidance*	*- does not dedicate exclusive use for bicyclists*

INTERSECTION TREATMENTS

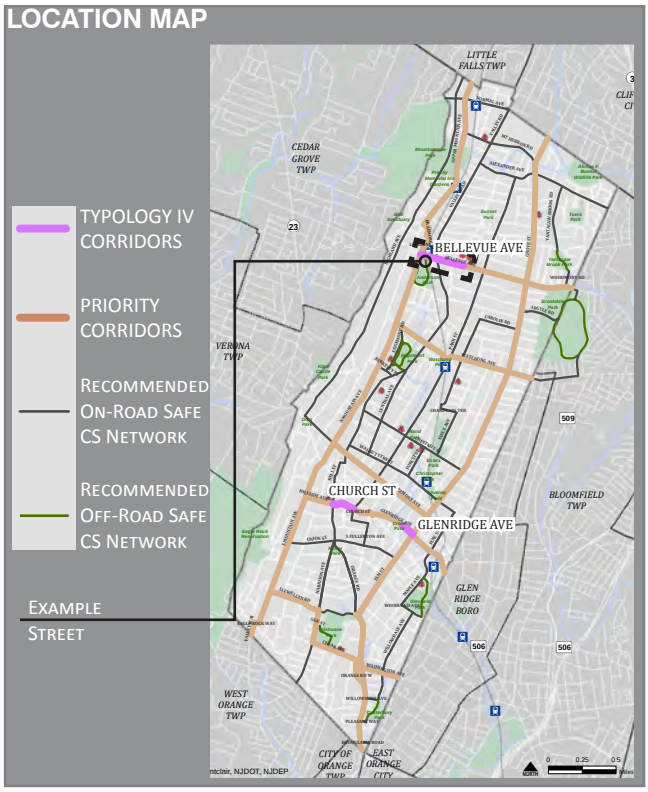
- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, raised crosswalks, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

Low-Cost Curb Extensions and continuous bi-cycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

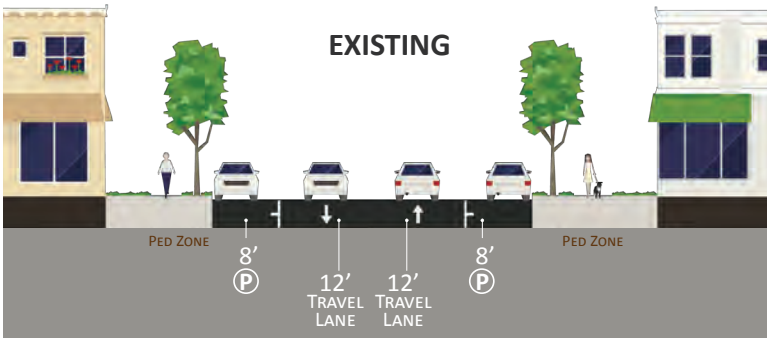
TYPOLOGY IV: Collector Street (38'+ wide) (Average ADT = 5,600)

LOCATION MAP



(example: Bellevue Avenue)

Existing street example - Bellevue Avenue (Eastbound)

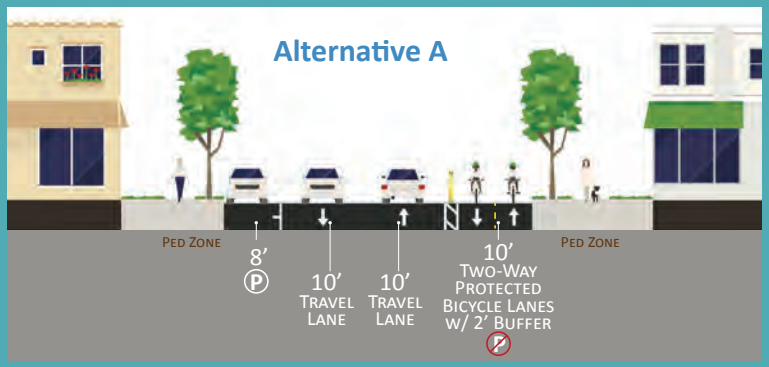


RECOMMENDATIONS

TWO-WAY PROTECTED BICYCLE LANES

- install two-way protected bicycle lanes with a striped buffer with bollards

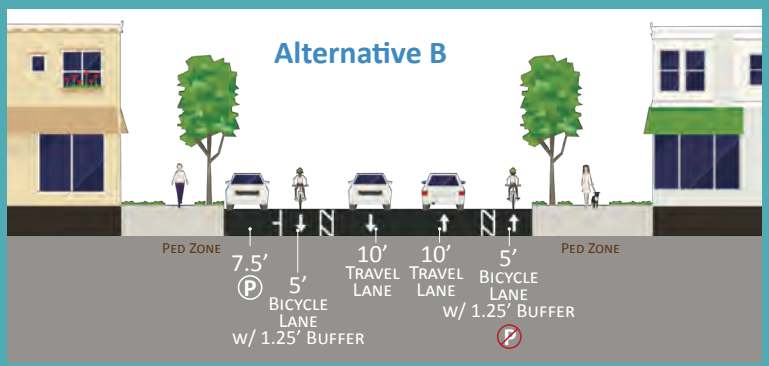
BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists *- reduces risk and fear of collisions especially with over-taking vehicles* *- more attractive to a wide range of bicyclists at all levels and ages*	*- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings* *- parking will need to be restricted on one side*



BUFFERED BICYCLE LANES

- install bicycle lanes on both sides with a striped buffer

BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions *- a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users* *- visually reminds motorists of bicyclists' right to the street*	*- parking will need to be restricted* *- greater enforcement is required to prevent motorists from parking in the bicycle lane*

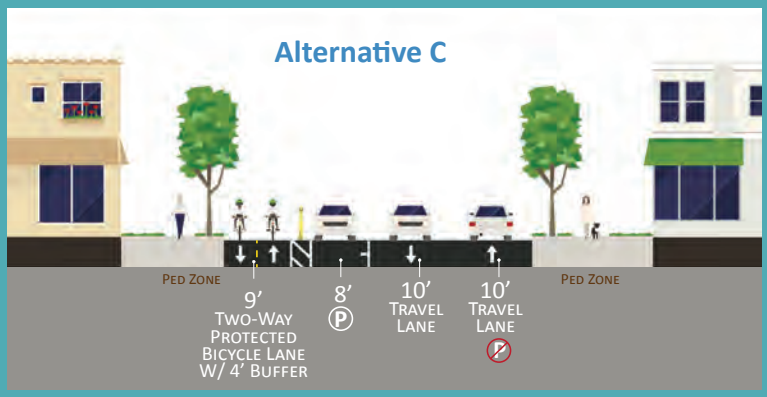


TYPOLOGY IV: Recommendations (Continued)

TWO-WAY PROTECTED BICYCLE LANES ADJACENT TO PARKING

- install two-way protected bicycle lanes with a striped buffer in between the sidewalk and on-street parking

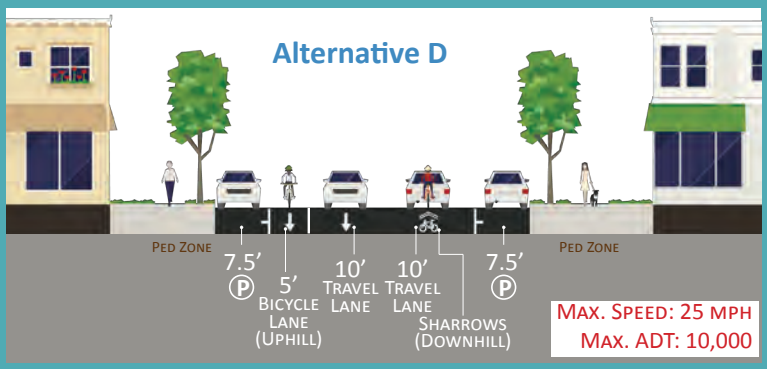
BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists *- eliminates risk and fear of collisions especially with over-taking vehicles* *- more attractive to a wide range of bicyclists at all levels and ages*	*- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings* *- parking will need to be restricted on one side*



CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

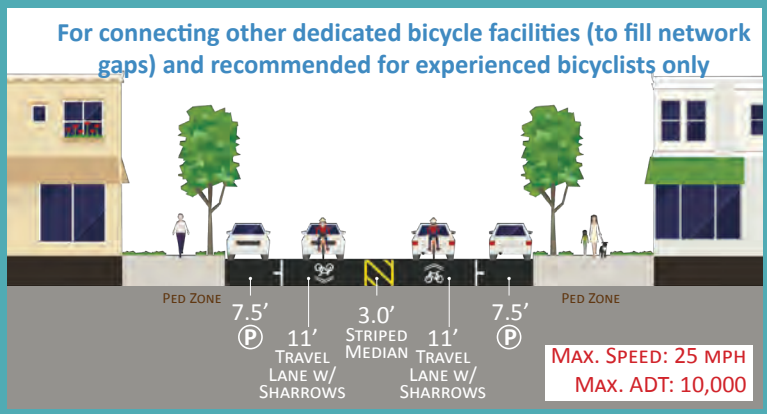
BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists *- maximizes existing roadway widths* *- does not need restrictions on parking*	*- sharrows do not provide dedicated space for bicyclists and are typically used only by experienced bicyclists* *- may encourage wrong-way bicycle riding* *- recommended for roadways with steep slopes*



SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as speed humps, narrow travel lanes, striped medians, curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicates the most appropriate and safe locations to ride on with respect to parked cars and moving traffic *- reinforces the legitimacy of bicycle traffic on the street* *- requires no restrictions on parking* *- can be used to fill a gap within a bicycle network* *- provide wayfinding guidance*	*- does not dedicate exclusive use for bicyclists*



INTERSECTION TREATMENTS

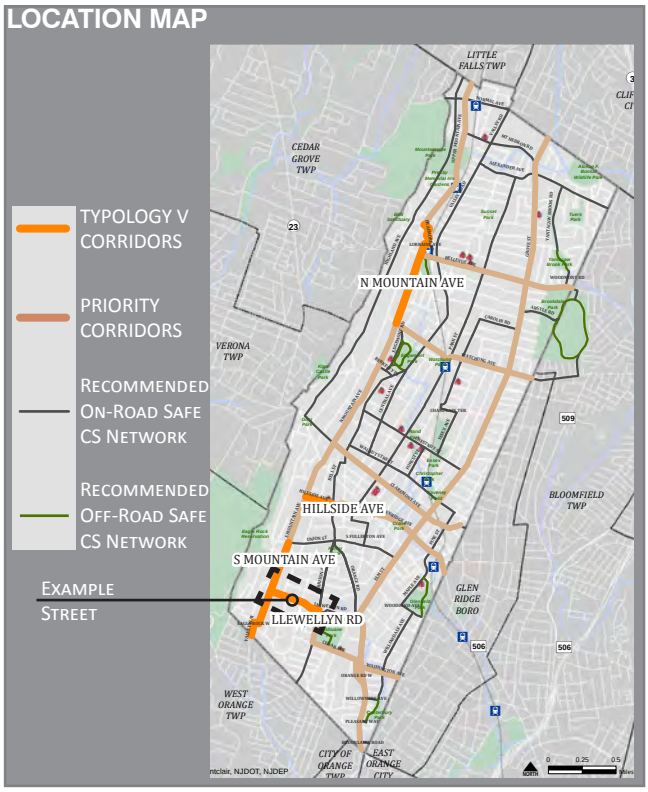
- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, raised crosswalks, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

Low-Cost Curb Extensions and continuous bicycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

TYPOLOGY V: Local Street (Average ADT = 1,600)

LOCATION MAP



(example: Llewellyn Road)

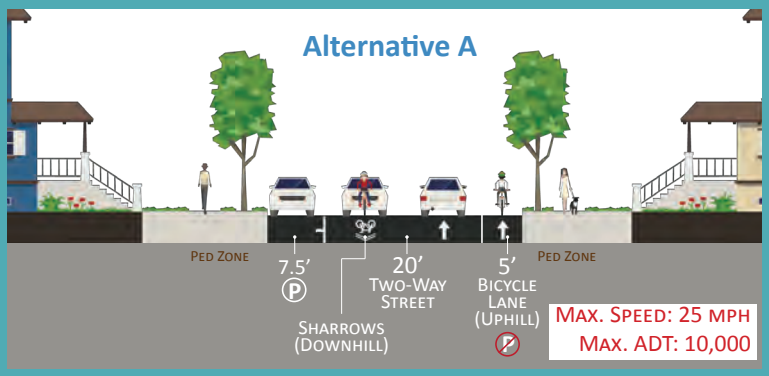
Existing street example - Llewellyn Rd (Eastbound)

RECOMMENDATIONS

CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

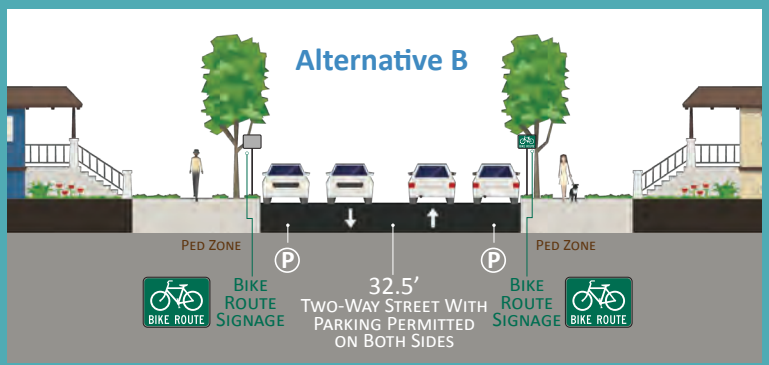
BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists *- maximizes existing roadway widths*	*- sharrows do not provide dedicated space for bicyclists and are typically used only by experienced bicyclists* *- parking may need to be restricted on one side* *- may encourage wrong-way bicycle riding* *- recommended for roadways with steep slopes*



BICYCLE ROUTE

- install signage on low-volume /low-speed streets where exclusive bicycle facilities are not necessary

BENEFITS	CONSIDERATIONS
- reinforces the legitimacy of bicycle traffic on the street *- requires no additional space or restrictions on parking* *- can provide wayfinding guidance* *- can discourage sidewalk riding*	*- does not dedicate exclusive use for bicyclists*

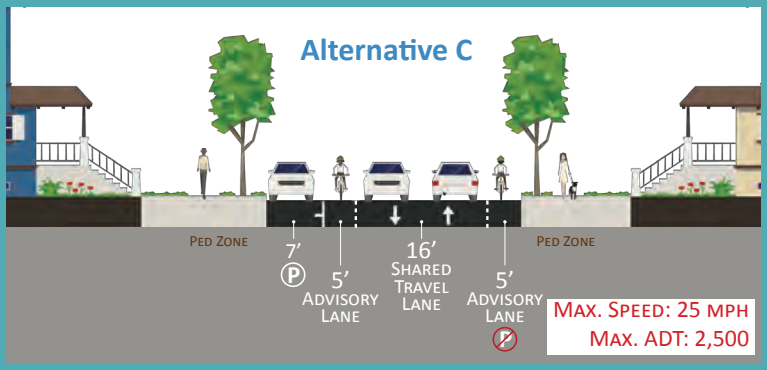


TYPOLOGY V: Recommendations (Continued)

ADVISORY BICYCLE LANES

- install dashed white lines on both sides of a low traffic volume roadway (no centerline) to delineate bicycle areas

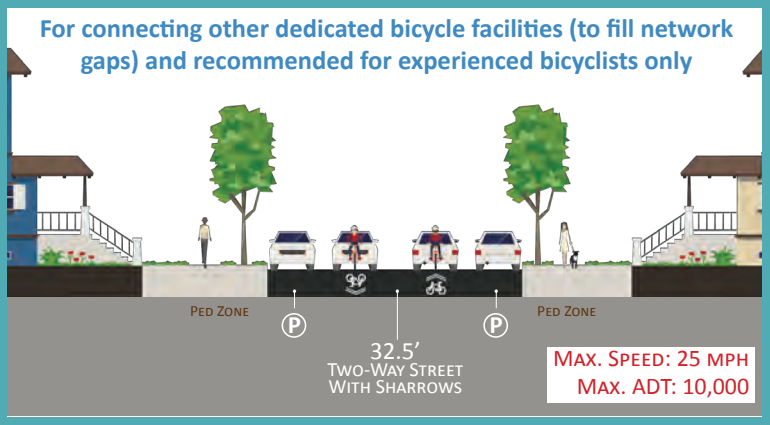
BENEFITS	CONSIDERATIONS
- striping offers visual separation and reminds people that the road is a shared space *- have a traffic calming effect as motorists tend to travel slower* *- provides a viable option for bicycle facilities on narrow roadways*	*- less protection for cyclists than a conventional bicycle lane* *- unfamiliarity with the treatment can lead to confusion* *- may require restrictions on parking*



SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as installing speed humps, adding curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicate the most appropriate and safe locations to ride on with respect parked cars and moving traffic *- reinforces the legitimacy of bicycle traffic on the street* *- requires no restrictions on parking* *- can be used to fill a gap within a bicycle network* *- provide wayfinding guidance*	*- does not dedicate exclusive use for bicyclists*



BICYCLE BOULEVARD / GREENWAY

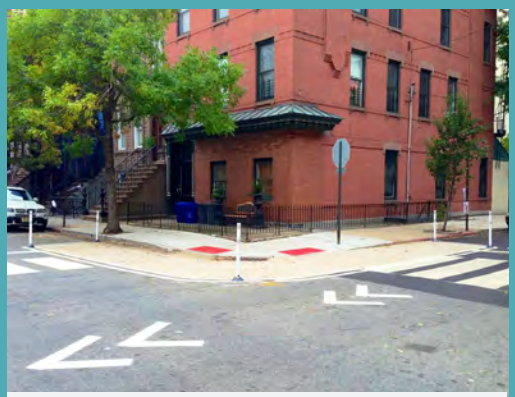
- consider a bicycle boulevard / greenway treatment by optimizing bicycle travel along low-volume and low-speed streets using treatments such as traffic calming, signage, and pavement markings, and intersection crossings
- can be achieved with minor changes to the street configuration and no additional width is required
- typical deisgn elements along a bicycle boulevard include forced-turn islands, centerline medians with bicycle/pedestrian pass throughs, raised crossings / intersections, mini-traffic circles, pedestrian refuges etc.

Bicycle Boulevard, Portland, OR (Credit: NACTO)

Mini-Traffic Circle, Westfield, NJ

INTERSECTION TREATMENTS

- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, raised crosswalks, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

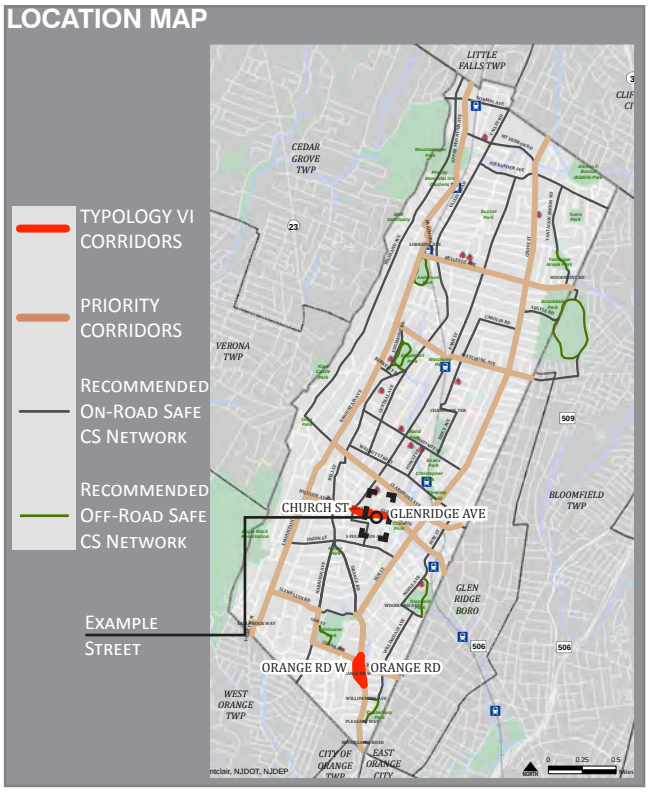


Low-Cost Curb Extensions and continuous bi-cycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

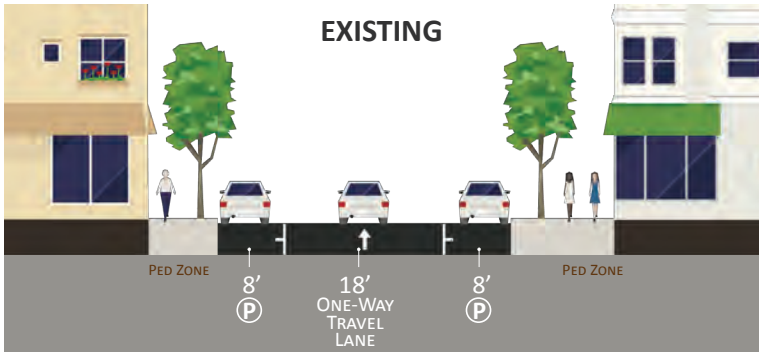
TYPOLOGY VI: One-Way Streets

LOCATION MAP



(example: Glenridge Avenue)

Existing street example - Glenridge Ave (Eastbound)

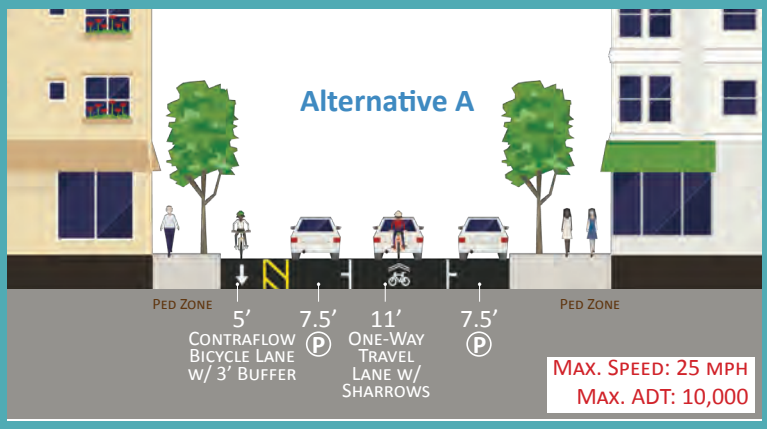


RECOMMENDATIONS

CONTRAFLOW BICYCLE LANE & SHARROWS

- install a contraflow bicycle lane in the opposite direction of motor vehicle traffic with a striped buffer and sharrows on the other side

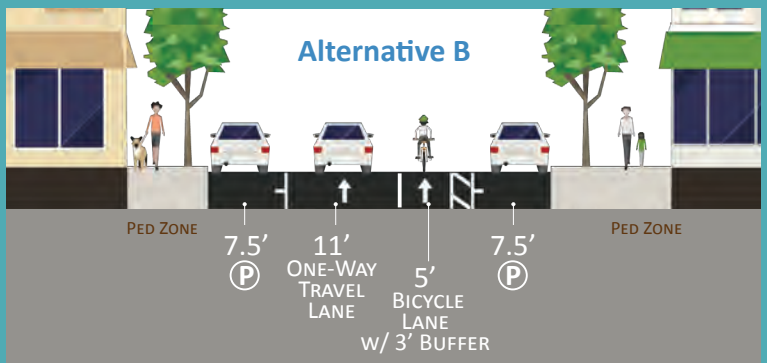
BENEFITS	CONSIDERATIONS
- provides direct access and connectivity for bicycles traveling in both directions *- Bicyclists do not have to make a detour as a result of one-way traffic* *- limits dangerous wrong-way riding by allowing cyclists to safely ride in the opposite direction of cars*	*- use only where bicyclists can effectively and conveniently make transitions at the terminus of the bicycle lane* *- ideal for a few blocks to complete a proposed or existing bicycle network* *- relevant signage is important* *- buffers are needed for safe movement of the bicyclists*



BUFFERED BICYCLE LANE (ONE-WAY TRAVEL)

- install bicycle lane with a buffer

BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions *- a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users* *- visually reminds motorists of bicyclists' right to the street*	*- only accommodates one-way travel for bicyclists* *- to discourage wrong-way riding a bicycle facility should be provided for the opposite direction on a neighboring street*



TYPOLOGY VI: Recommendations (Continued)

BICYCLE BOULEVARD / GREENWAY

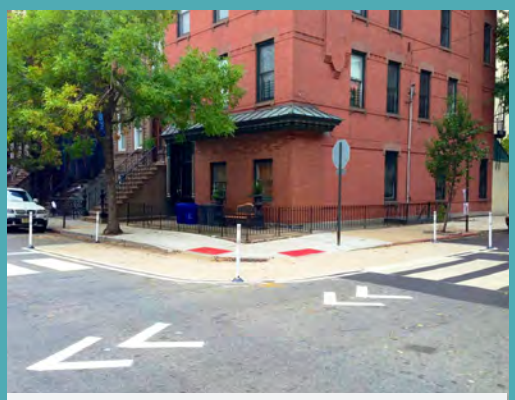
- consider a bicycle boulevard / greenway treatment by optimizing bicycle travel along low-volume and low-speed streets using treatments such as traffic calming, signage, and pavement markings, and intersection crossings
- can be achieved with minor changes to the street configuration and no additional width is required
- typical deisgn elements along a bicycle boulevard include forced-turn islands, centerline medians with bicycle/pedestrian pass throughs, raised crossings / intersections, mini-traffic circles, pedestrian refuges etc.

Bicycle Boulevard, Portland, OR (Credit: NACTO)

Mini-Traffic Circle, Westfield, NJ

INTERSECTION TREATMENTS

- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, raised crosswalks, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.



Low-Cost Curb Extensions and continuous bicycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

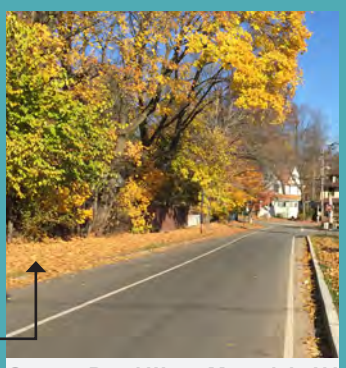
SIGNAGE

- consider placing centerline "stop for pedestrians" signs on lower speed roadways to help alert drivers of a crosswalk

"Stop For Pedestrians" Sign, Morristown, NJ

OTHER RECOMMENDATIONS

- consider using other traffic calming measures such as installing speed humps, tightening the curb radii of certain streets
- install high-visibility crosswalks where feasible and regularly maintain them
- enforce maintenance of sidewalks, including regularly clearing sidewalk of leaves and other debris



Orange Road West, Montclair, NJ

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IV. Implementation Guide

Introduction

The Township of Montclair's Complete Streets policy (see *Appendix F)* specifies actions to be taken to support its implementation that recognize, integrate, accommodate, and balance the needs of all road users in all projects and make Complete Streets a routine part of everyday operations.

Policy Implementation Priorities

The power of a Complete Streets policy to change the roadway environment and positively impact mobility for all users depends upon the quality of its implementation strategy and execution. Implementation of a Complete Streets policy varies widely by organization (municipality, county, state) and context (roadway conditions, traffic volumes, jurisdiction, transit, socioeconomics, etc.), yet successful implementation is known to include certain common components: (1) a thorough understanding and acceptance by staff, elected officials, and local stakeholders; (2) consistency with other policies, procedures, guidelines, and ordinances; and (3), a comprehensive and systematic relationship to administrative operations.

To achieve full acceptance by staff, elected officials, and local stakeholders, it would be desirable to initiate a program of education and engagement that explains the Complete Streets policy, along with associated planning techniques, design elements, and approaches. In addition, implementation of the Complete Streets policy should be consistent with and supported by other existing policies, procedures, guidelines, and ordinances. These may need to be revised to achieve this consistency.

To integrate the Complete Streets policy into the administrative operations of Montclair, the policy should be deployed strategically in a way that is comprehensive and systematic, operating consistently within the normal course of business and affecting all aspects of transportation planning, design, maintenance, and operations.

One way to approach this is by making use of a series of Complete Streets checklists similar to those within the Essex County Complete Streets Implementation Plan that supports a comprehensive, cooperative and systematic Complete Streets implementation among the various departments operating within the Township. Consistent and systematic utilization of the checklists will empower the Township's planners, engineers, maintenance staff, and contracted agents (including consultants and construction companies) to identify, design, construct, maintain, or operate a transportation network with that provides mobility for all users, consistent with the Complete Streets policy.

Project Development and Delivery

A key to Complete Streets implementation is the timely and effective translation of good policy intentions into real world improvements, including capital projects, maintenance and operational procedures, resurfacing, and access considerations during construction or repair work.

An effective project development and delivery process must be explicit, directional, and critical. It is explicit in that it is clearly and purposefully developed, communicated, and implemented throughout the Township. It is directional in that it encompasses a flow of communication from conception to completion. It is critical in that it subjects improvement concepts to scrutiny, review, revision, and/ or approval by an appropriate body. The approving body may be a department within the Township, or a review committee, such as the Traffic and Transportation Committee, with informed members from a cross

section of departments (such as planning, engineering, public works, or code enforcement) and elected officials (such as planning board or council members).

It is anticipated that the Township would receive project ideas from a variety of sources. These sources may include public input, staff input, formal planning efforts, and others. Project ideas can be screened by appropriate Township staff to offer an initial assessment of validity.

Once approved, the project would be assigned to the appropriate Township department. Once assigned to appropriate department, the Complete Streets implementation checklists are completed, to determine whether the proposed work complies with the Complete Streets policy, are completed by the project manager and submitted for evaluation by a review Committee.

Implementation of Complete Streets elements on roadways under the jurisdiction of other transportation agencies requires coordination with these agencies. This includes the preparation and transmittal of project needs statements to the relevant agencies requesting the implementation of Complete Streets improvements on the subject roadways. It is fortuitous that Essex County and NJDOT have already adopted their own Complete Streets policies.

Implementation Matrix

Table 2: Implementation Matrix Identifies the limits, jurisdictional responsibility, time-frame for completion and preliminary cost estimate for each link in the Recommended SAFE / CS Network and each proposed pedestrian network enhancement.

Funding Sources

There are a variety of funding sources available for the development of bicycle and pedestrian facilities including: federal, state and local government, capital funding from the municipality, private and non-profit grants.

The following is a compilation of funding sources that have been, or could be used to fund pedestrian and bicycle improvements. It is important to note that funding available for bicycle and pedestrian related projects does change and the Township of Montclair should work closely with NJTPA, Essex County and NJDOT to monitor and take advantage of the new funding opportunities.

→ FEDERAL FUNDING OPPORTUNITIES

- Transportation Alternatives Program (TAP)
- Safe Routes to School Program (SRTS)
- Local Safety Program
- Recreational Trails Program (RTP)
- STATE FUNDING OPPORTUNITIES
- NJDOT Municipal Aid
- NJDOT Bikeway Grant Program
- NJDOT Safe Streets to Transit (SSTT)
- NJ Division of Highway Traffic Safety Grants
- New Jersey Healthy Communities Network Grants

→ PRIVATE AND NON-PROFIT FUNDING SOURCES

- Sustainable Jersey
- People for Bikes Community Grants
- The Robert Wood Johnson Foundation

→ OTHER POTENTIAL FUNDING SOURCES

- Municipal Allocations
- Impact Fees
- Local Private-Sector Funding
- Adopt-A-Trail Programs
- Membership campaigns

See *Appendix G: Funding Programs and Sources* for descriptions of the funding sources.

Table 2: Implementation Matrix

FACILITY TYPE		COSTS	RESPONSIBILITY	TIME-FRAME **Short Term: 1 year** **Medium Term: 1-2 years** **Long Term: 2 years +**
Sidewalks		$50/ LF	Explore shared responsibility for sidewalk maintenance between Township and property owners	Short
Curb Ramps		$500 - $1,500	DPW	Long
Pedestrian-Scale Lighting		$1,000 - $2,000/unit Spaced 50’ on center	DPW	Long
Parklets		$500 – $5,000	Private sponsor/ public partnership	Short
Mid-block crossings		$500	DPW	Short
Gateways		$500 - $5,000	DPW	Mid
Crosswalks	A. Striped	$1,000 - $2,000	DPW	Short
	B. Paver Style	$2,000 - $10,000	DPW	Short
Mini-traffic circles		$2,000 - $10,000	DPW	Mid
Curb Extensions	A. No Drainage	$2,000 - $5,000	DPW	Mid
	B. Drainage Required	$5,000 - $10,000	DPW	Mid
Pedestrian refuge islands		$5,000 - $10,000	DPW	Mid
RRFB (Flashing warning lights)		$5,000	DPW	Short

Table 2: Implementation Matrix (continued)			
FACILITY TYPE	**COSTS**	**RESPONSIBILITY**	**TIME-FRAME** **Short Term: 1 year** **Medium Term: 1-2 years** **Long Term: 2 years +**
In-Street Crossing Sign	$200	DPW	Short
Pedestrian Countdown Signals	$10,000 - $20,000* (May require new traffic signal- $200,000)	DPW/ County	Mid
Conventional Bicycle Lanes	$~10,000 - $15,000/mile	DPW	Short
Buffered Bicycle Lanes	$15,000 - $20,000/mile	DPW	Short
Two-way protected bicycle lanes	$15,000 - $20,000/mile	DPW	Short
Bicycle Lanes/ Shared Lane Combo	$5,000/mile	DPW	Short
Contraflow Bicycle Lanes	$15,000 - $20,000/mile	DPW	
Bicycle Boulevard (Speed humps/tables, Shared Lanes)	$5,000 - $20,000/mile	DPW	Mid
Advisory Bicycle Lanes	$10,000 - $15,000/mile	DPW	Short
Sharrows or Shared Lane Markings	$2,000 - $5,000/mile	DPW	Short
Shared Use Path	$1-2,000,000/mile	DPW	Long

V. Next Steps

We recommend this plan be adopted as an amendment to the Circulation Element of the Master Plan of the Township. It will serve as a guide for future improvements as funds are available and specific roads are evaluated / repaved.

As specific roads are evaluated for improvements, focused public outreach efforts will guide the decision-making on specific typologies and final options selected. This plan is a technical and policy resource for that process.

Appendix

A. Technical Memorandum 1: Data Review and Bibliography
B. Steering Committee Members
C. Technical Memorandum 2: Network Maps
D. Community Outreach
E. Recommended SAFE CS Street Inventory w/ Street Typologies
F. Implementation Matrix
G. Funding Sources

Appendix A:

TECHNICAL MEMORANDUM 1: DATA REVIEW AND BIBLIOGRAPHY

DRAFT
Technical Memorandum 1:
Data Review and Bibliography

Project #J4666.20

Prepared for:

The New Jersey Department of Transportation

Prepared by:

The RBA Group

An NV5 Company

Submitted:

November 3 2016

Montclair SAFE / Complete Streets Technical Assistance
Technical Memorandum #1

Contents

Introduction 1

Data Reviewed 1

Elements of Prior Plans 2

Bicycle and Pedestrian Network with Recommendations Overlay 2

Next Steps 3

Attachment A – Montclair Bicycle and Pedestrian Recommendation Inventory (2005-2016)

Attachment B - Potential Facilities List

Attachment C – Montclair Recommendations Overlay Map

Montclair SAFE / Complete Streets Technical Assistance
Technical Memorandum #1

Introduction

This data collection effort review included the review of plans, studies, reports, resources, and mapping provided by Montclair Township. The purpose was to review and build upon bicycle and pedestrian recommendations from prior planning efforts to assist in the refinement of a priority bicycle and pedestrian network. This desktop exercise will further be refined based on outreach and field work.

Data Reviewed / Bibliography

The RBA Team reviewed plans and bicycle and pedestrian networks that have been developed previously. The following tables highlight reports, studies, plans, and maps evaluated as part of this task, each of these documents were provided by Montclair Township.

TABLE 1 - TOWNSHIP REPORTS, STUDIES, AND PLANS

Year	Name of Report, Study, Plan
2005	Montclair Bicycle & Pedestrian Local Assistance Study (NJDOT, Baker)
2009	Safe Routes to School District Wide Engineering, Enforcement & Encouragement Grant including 10 SRTS Workshops and Travel Plans (NJDOT, RBA)
2009	Montclair Complete Streets Policy (Montclair Township)
2012	Bronze Bicycle Friendly Community Recommendations (League of American Bicyclists) [Bicycle Friend Community Feedback Report, 2-13]
2012	Eat. Play. Live… Better Community Survey (MSU CREEHS, Partners for Health)
2012	Essex County Complete Streets Policy (Essex County)
2013	Safe Routes to School Action Plans for Montclair's 10 Middle and Elementary Schools
2014	Pedestrian Safety Report (Montclair, VTC)
2014	Montclair Senior Walkability Report
2014	Lifelong Montclair Guide to Public Transportation
2015	Unified Land Use and Circulation Element of the Master Plan (Montclair, TCNJ)
2015	Bloomfield Ave. Complete Corridor Plan (Together North Jersey)
2015	Bloomfield Ave. Corridor Health Impact Assessment (HIA) (NJ Health Impact Collaborative)
2015	Montclair Redevelopment Plans (Montclair)

TABLE 2 – TOWNSHIP MAPS

Year	Name of Map
2005	Bicycle Compatible Roadways
2005	Bicycle Suitability Map
2007	Desired Conditions Sketch
2009	SRTS Bike Network Map
2013	Proposed Conceptual Bicycle Route Network from the 2015 Land Use & Circulation Element of the Master Plan
2015	Bloomfield Avenue Complete Corridor Bike Network Map
2015	Montclair Redevelopment Map

Elements of Prior Plans

The Project Team developed an inventory of bicycle and pedestrian recommendations from prior plans based on 24 locations. The recommendations are color coded by type. See *Attachment A – Montclair Bicycle and Pedestrian Recommendation Inventory (2005-2016)*.

The Township's application to the NJDOT Local Bicycle and Pedestrian Planning Assistance Program included a summary of many years' discussion and planning for bicycle and pedestrian design considerations for municipal and County roads in Montclair. As part of the summary, the Township listed recommendations for treatments based on previous studies, including:

- Location
- Study Recommendation
- Study/ Source
- Author
- Year
- Type
- Status

. See *Attachment B - Potential Facilities List*.

Bicycle and Pedestrian Network with Recommendations Overlay

This project is using the *2013 Proposed Conceptual Bicycle Route Network* included as part of *the 2015 Land Use & Circulation Element of the Master Plan* as a starting point for the priority bicycle and pedestrian network. This map was developed by the Township as a modification to the *2007 Desired Conditions Sketch Map*, and represents the 2007 approach on where bicycle routes may be appropriate, but does not specify the type of bicycle facility.

The *Proposed Conceptual Bicycle Route Network* was compared to the inventory of recommendations reviewed as part of this task. The result is an overlay map of previous bicycle and pedestrian facility recommendations on the *2013 Proposed Conceptual Bicycle Route Network Map*. See *Attachment C – Montclair Recommendations Overlay Map*. Per discussion at the April 20, 2016 Scoping Meeting, Bloomfield Avenue will be excluded from this project's network.

Next Steps

This assessment, along with the information from the outreach tasks, will result in the development of a Proposed Bicycle and Pedestrian Network Map.

Attachment A - Montclair Bicycle and Pedestrian Recommendation Inventory (2005 - 2016)

Legend (color coded by shaded cells)

- Parking Restriction Changes
- One-way Changes
- Sidewalk/Path (Add/Widen)
- Signage, Striping, & Signals
- Curbing & Roadway Changes

	Location	Study Recommendation	Study/ Source	Author	Concept Year	Type	Status	Notes	Available PDF/Link
1	Rail Line - Normal Ave - Mt. Hebron Ave.	**1.)** Rail Trail, rail with trail shared use path	MONTCLAIR BICYCLE & PEDESTRIAN LOCAL ASSISTANCE STUDY	NJDOT, Baker	2005	Engineering	Planning		https://files.acrobat.com/a/preview/752b02df-c618-4dae-88e7-5f7abdfecdc7
	Rail Line - 3.5 mile town wide	**2.)** Rail Trail, rail with trail shared use path						Ice & Iron Greenway	
2	Elm St - b/w Elmwood & Fulton St (Short Term)	**1.)** Provide a longitudinal (ladder striped) crosswalk across Elm St at Elmwood Ave	MONTCLAIR BICYCLE & PEDESTRIAN LOCAL ASSISTANCE STUDY	NJDOT, Baker	2005	Engineering			https://files.acrobat.com/a/preview/752b02df-c618-4dae-88e7-5f7abdfecdc7
		2.) Install W11-2, pedestrian warning signs, at the northbound and southbound approaches to the proposed crosswalks							
	Elm St - b/w Elmwood & Fulton St (Alternative 1)	**1.)** Provide a longitudinal (ladder striped) crosswalk across Elm St at Elmwood Ave	MONTCLAIR BICYCLE & PEDESTRIAN LOCAL ASSISTANCE STUDY	NJDOT, Baker	2005	Engineering			
		2.) Install W11-2, pedestrian warning signs, at the northbound and southbound approaches to the proposed crosswalks							
		3.) Install raised crosswalks at Union St, Fulton St, Elmwood Ave, & Lexington Ave							
		4.) Install W11-2, Pedestrian Warning Sign							
	Elm St - b/w Elmwood & Fulton St (Alternative 2)	**1.)** Install 1 Speed Table with 2 Concrete Chokers between Elmwood Ave and Fulton St	MONTCLAIR BICYCLE & PEDESTRIAN LOCAL ASSISTANCE STUDY	NJDOT, Baker	2005	Engineering			
		2.) Install 2 W11-2 Pedestrian Warning Sign							
		3.) Install 2 painted bicycle lane symbols with Text "BIKE LANE"							
		4.) Install 2 R5-6 "Bicyclists Yield to Pedestrians							
		5.) Install 1 Raised crosswalk							
3	Intersection of Grove St & Glenridge Ave Short Term:	**1.)** Install 4 countdown signal heads	MONTCLAIR BICYCLE & PEDESTRIAN LOCAL ASSISTANCE STUDY	NJDOT, Baker	2005	Engineering			https://files.acrobat.com/a/preview/752b02df-c618-4dae-88e7-5f7abdfecdc7
		2.) Install 4 high visability crosswalks							
	Intersection of Grove St & Glenridge Ave Long Term:	**1.)** Relocate stop bar back 50' on Grove St							
		2.) Install 2 R10-11a "No Turn on Red" signs							
		3.) Install 4 R7-1 "No Parking Any Time" signs							
4	Grove St - Short Term:	**1.)** Install 8 (eght) W16-1 "Share the Road" signs	MONTCLAIR BICYCLE & PEDESTRIAN LOCAL ASSISTANCE STUDY	NJDOT, Baker	2005	Engineering			https://files.acrobat.com/a/preview/752b02df-c618-4dae-88e7-5f7abdfecdc7
		2.) Stripe 8' shoulders northbound & Southbound							
		3.) Install 3,100' of 5' wide concrete sidewalk between Cooper and Watching Aves							

Attachment A - Montclair Bicycle and Pedestrian Recommendation Inventory (2005 - 2016)

Legend (color coded by shaded cells)

- Parking Restriction Changes
- One-way Changes
- Sidewalk/Path (Add/Widen)
- Signage, Striping, & Signals
- Curbing & Roadway Changes

	Location	Study Recommendation	Study/ Source	Author	Concept Year	Type	Status	Notes	Available PDF/Link
		4.) Upgrade pedestrian signals to countdown signal heads							
		5.) Restripe standard crosswalks to longitudinal (ladder striped) crosswalks						Continental striping pattern?	
	Grove St - Long Term:	**1.)** Resurface Grove St							
		2.) Install a landscaped median barrier							
		3.) Install a crosswalk with In-pavement lighting at Bellevue Ave							
5	Intersection of Watchung Ave & Park St (@Watchung Plaza) - Short Term:	**1.)** Upgrade 3 crosswalks to longitudinal (ladder striped)	MONTCLAIR BICYCLE & PEDESTRIAN LOCAL ASSISTANCE STUDY	NJDOT, Baker	2005	Engineering			https://files.acrobat.com/a/preview/752b02df-c618-4dae-88e7-5f7abdfecdc7
		2.) Install 3 (three) W11-2, Pedestrian warning signs, at all approaches to intersection							
	Intersection of Watchung Ave & Park St (@Watchung Plaza) - Long Term:	**1.)** Relocate Bus Stop to Watchung Plaza West							
		2.) a. Install Refuge island for pedestrians							
		b. With supporting (4) stamped crosswalks and (3) warning signs							
6	Valley Rd - Short Term:	**1.)** Eliminate on-street parking in sections with limited sight distance	MONTCLAIR BICYCLE & PEDESTRIAN LOCAL ASSISTANCE STUDY	NJDOT, Baker	2005	Engineering			https://files.acrobat.com/a/preview/752b02df-c618-4dae-88e7-5f7abdfecdc7
		2.) Restripe to provide bicycle lanes or 6' shoulders with "Share the Road" signs							
		3.) Install a longitudinal crosswalk between Alvin Place & Cooper Ave, supplemented w a Pedestrian Channelizer (SPCCD)							
		4. Install W11-2 Pedestrian Warning Signs & Actuated Flashing Warring Beacons							
	Valley Rd - Long Term:	1.) Install an infared detection crosswalk w signal & push buttons between Alvin Place & Cooper Ave							
7	Bradford Elementary School (College Avenue, Mt. Hebron)	**1.)**Create a school pavement "quilt" to define the drop-off zone along College Avenue	SRTS TRAVEL PLAN- BRADFORD ELEMENTARY SCHOOL	RBA	2013	Engineering			
		2.) Construct sidewalk across railroad tracks on Mt. Hebron along the southern (eastbound) side							
		3.) Install "Pull Up" signage in the red zone to reinforce use of the entire curb length							
		4.) Conduct a parking utilization and circulation study and investigate options for school staff and student drop-off and pick-up procedures							

Attachment A - Montclair Bicycle and Pedestrian Recommendation Inventory (2005 - 2016)

Legend (color coded by shaded cells)

- Parking Restriction Changes
- One-way Changes
- Sidewalk/Path (Add/Widen)
- Signage, Striping, & Signals
- Curbing & Roadway Changes

	Location	Study Recommendation	Study/ Source	Author	Concept Year	Type	Status	Notes	Available PDF/Link
8	Charles H. Bullock Elementary School (Washington St)	**1.)**Install roadway striping to define the drop-off area along the driveway and Washington Street including: Restripe stop line, crosswalk, align the stop sign with the stop line	SRTS TRAVEL PLAN- CHARLES H. BULLOCK ELEMENTARY SCHOOL	RBA	2013	Engineering			
		2.) Update current drop off/pick up procedures with: Map, rules, & procedures along local streets within school campus & any school driveway acces; signs on street; signs for cell phone free zones							
		3.) Order and install "No Idling Zone" signs around the school							
9	Edgemont Elementary Schoo (Edgemont Rd, N. Mountain Ave)	**1.)** Investigate driveway circulation and potential for widening or changes to Edgemont Road in front of the school	SRTS TRAVEL PLAN- EDGEMONT ELEMENTARY SCHOOL	RBA	2013	Engineering			
		2.) Install additional state-of-the-art bike racks							
		3.) Plan alternative drop-off/ pick-up area, potentially along North Mountain Avenue behind the school							
10	Hillside Elementary School (Orange Rd, Hillside Ave, St. Luke's Pl)	**1.)** Install permanent roadway centerline "Stop for Pedestrian" signs along Orange Road and Hillside Avenue and install push button actuated Rectangular Rapid Flash Beacon pedestrian crossing signs (RRFB) at the mid-block crossing on Orange Road	SRTS TRAVEL PLAN- HILLSIDE ELEMENTARY SCHOOL	RBA	2013	Engineering			
		2.) Define and sign an area along St. Luke's Place for drop-off or pick-up							
		3.) Paint "School Zone" pavement legends on the roadways approaching the school							
		4.) Create a school pavement "quilt" along Orange Road between Hillside School and Montclair Community Pre-K							
		5.) Evaluate restricting Right Turn on Rec at the Orange Road & Hillside Ave/ Church Street signalized intersection (during school hours)							
11	Glenfield Middle School (Maple Ave)	**1.)**Investigate driveway circulation and student drop-off and pick up procedures around the school campus	SRTS TRAVEL PLAN- GLENFIELD MIDDLE SCHOOL	RBA	2013	Engineering			
		2.) Install additional state-of-the-art bike racks							
		3.) Install "No U-Turn" signs along Maple Avenue around the school property							
12	Nishuane Elementary School	**1.)** Change parking restrictions on the southside of Cedar Avenue to "No Stopping, Standing or Parking" during school days (8am-4pm)	SRTS TRAVEL PLAN- NISHUANE ELEMENTARY SCHOOL	RBA	2013	Engineering			

Attachment A - Montclair Bicycle and Pedestrian Recommendation Inventory (2005 - 2016)

Legend (color coded by shaded cells)

- Parking Restriction Changes
- One-way Changes
- Sidewalk/Path (Add/Widen)
- Signage, Striping, & Signals
- Curbing & Roadway Changes

	Location	Study Recommendation	Study/ Source	Author	Concept Year	Type	Status	Notes	Available PDF/Link
	(Cedar Ave)	**2.)**Create and sign "Park and Walk" locations at the South End Municipal Parking Lot and the Nishuane Park Parking Lot							
		3.) Use paint and signs to better define drop-off areas. Create a school pavement "quilt" to define the drop-off zone on the school-side of Cedar Avenue							
13	Renaissance at Rand Middle School	**1.)** Revise drop-off procedures to separate cars and buses. Have buses only in front of school along N. Fullerton Ave, and two options for cars: --Chestnut Street on the side of the school and with students using the side door --Rand Place across from the school	SRTS TRAVEL PLAN- RENAISSANCE AT RAND MIDDLE SCHOOL	RBA	2013	Engineering			
	(N. Fullerton Ave, Chestnut St, Rand Pl)	**2.)**Reverse the direction of traffic along Rand Place to flow westbound from Forrest Street to N. Fullerton Ave and prohibit right turns onto N. Fullerton Avenue by adding a "No Right Turn" sign							
		3.) Widen the sidewalk along Rand Place							
		4.) Install "Pull Up Here" signage along Chestnut Street to reinforce the proper location for curbside drop-off							
14	Wathcung Elementary Schoo	**1.)** Change the parking restriction along N. Fullerton Avenue between Fairfield Street and Garden Street along the southbound (west) side to "No Stopping or Standing." Possibly 7:00 am –9:30 am School Days	SRTS TRAVEL PLAN- WATCHUNG ELEMENTARY SCHOOL	RBA	2013	Engineering			
	(N. Fullerton Ave, Fairfield St, Garden St, Watchung Ave)	**2.)**Consider installing a 4-Way STOP at N. Fullerton Avenue and Fairfield Street							
		3.) Install a "No Turn on Red" sign at the intersection of N. Fullerton Avenue and Watchung Avenue, at least during school commute hours							
		4.) Stripe "STAND BACK" lines on the curb ramps around the school							
15	Montclair Township	Provide a holistic planning framework involving development within zones bordering train stations and within the downtown and commercial areas of the Township.	UNIFIED LAND USE & CIRCULATION ELEMENT	Montclair, TCNJ	2015	General			https://files.acrobat.com/a/preview/27683b07-5a18-43fd-88e7-79ed4e603746
16	Lackawana Plaza	Redevelopment of C-1 Central Business zone property- with a transportation focus on connectivity and improved safety for all modes of travel.	LACKAWANNA PLAZA REDEVELOPMENT PLAN VISIONING	Phillips Preiss Grygiel LLC	2015	General			https://files.acrobat.com/a/preview/e92a65c0-ffe0-4367-82c2-5bd1ee8b4881

Attachment A - Montclair Bicycle and Pedestrian Recommendation Inventory (2005 - 2016)

Legend (color coded by shaded cells)

- Parking Restriction Changes
- One-way Changes
- Sidewalk/Path (Add/Widen)
- Signage, Striping, & Signals
- Curbing & Roadway Changes

	Location	Study Recommendation	Study/ Source	Author	Concept Year	Type	Status	Notes	Available PDF/Link
17	Glenridge Ave and Church St	Ammendment aims to protect the pedestrian-oriented character and low traffic volume of the Church St and Glenridge Ave corridors by creating a new Historic Center Land Use District.	AMMENDMENT TO THE LU & CIRCULATION ELEMENT OF THE MASTER PLAN	Montclair Township Department of Planning and Community Development	2016	General			https://files.acrobat.com/a/preview/4e44cf02-e12f-4a82-b58c-2b53cec87a3c
18	Montclair Township	Educational workshops throughout the state in an effort to raise awareness and help decision makers better understand the unique mobility needs of senior citizens.	MONTCLAIR SENIOR WALKABILITY REPORT	NJDOT, PB, RBA	2014	Programmatic			https://files.acrobat.com/a/preview/cd11abe0-daff-472d-8f85-a81d8533b788
19	Montclair Township	Inform senior citizens on available public transportation resources.	LIFELONG MONTCLAIR GUIDE TO PUBLIC TRANSPO	NJTIP	2014	Programmatic			https://files.acrobat.com/a/preview/c0a3e92e-70f3-4dc8-a6b2-b1604e705fea
20	Montclair Township	Identify and eliminate unsafe conditions on Montclair streets for pedestrians and bicyclists of all ages and abilities.	PEDESTRIAN SAFETY REPORT	Montcalir, VTC	2015	Engineering			https://files.acrobat.com/a/preview/8e0b5f26-b9b6-495c-ab03-e9704be23cc0
21	Montclair Center Gateway	**1.)** Create an inviting and attractive pedestrian-oreiented atmosphere at the sidewalk level that seamlessly connects to Montclair Center.	MONTCLAIR CENTER GATEWAY	Phillips Preiss Grygiel LLC	2011	General			PHASE 1: https://files.acrobat.com/a/preview/c2f53177-0655-4f25-b643-984b2f4ee419
		2.) Facilitate a safe and integrated pedestrian and vehicular circultion network.							PHASE 2: https://files.acrobat.com/a/preview/260d626d-cc40-4fc8-9231-e1962846aae9
22	Seymour St	Create a regional arts and entertainment district in Montclair center.	SEYMOUR ST REDEVELOPMENT PLAN-DRAFT	Phillips Preiss Grygiel LLC	2016	General			https://files.acrobat.com/a/preview/fc9be6c8-8223-47c6-8b5a-ad95d2e6bc8c
23	Seymour St	Evaluation of the traffic impacts of the redevelopment of the parcels set forth in the preliminary conceptual plan. Under the redevelopment plan, Seymour St would be permanatly closed to vehicular traffic at Bloomfield Avenue.	SEYMOUR STREET REDEVELOPMENT PLAN	Klein Traffic Consulting, LLC	2016	General			
24	Montclair Township	To build upon the understanding of exisiting parking conditions and how new development and land uses will effect parking demand and supply in the next few years.	TOWN-WIDE COMPREHENSIVE PARKING STUDY	Montclair, Nelson Nygaard	To Be Completed - 2016	General			

Note: RBA 2009 SRTS Plans were superceeded by the 2013 SRTS Travel plans for each school

Attachment B - Potential Facilities List

This list is developed from Montclair Township's January 15, 2015 application for the NJDOT Local Bicycle/Pedestrian Planning Assistance Program. It is categorized by facility type.

Bicycle Facilities

Designated Bike Routes

- North Fullerton Avenue from Chestnut Street to Wildwood Avenue
- Wildwood Avenue from North Fullerton Avenue to Park Street (to connect to Watchung Avenue, Rand Place and High Schools)
- Norwood Avenue from Bellevue Avenue to Alexander Avenue
- Alexander Avenue from Norwood Avenue to Grove Avenue (to connect to Mt. Hebron School)
- Clinton Avenue from Llewellyn Road to Myrtle Avenue
- Myrtle Avenue from Orange Road to S. Mountain Avenue (pleasant bicycling)
- Yantacaw Brook Road from Alexander Avenue through Yantacaw Brook Park
- Glenside Terrace from Yantacaw Brook Park to Bellevue Avenue
- Orange Road from Llewellyn Road to S. Fullerton Avenue
- S. Fullerton Avenue from Orange Road to Bloomfield Avenue (To connect to MKA/Nishuane)

Designated Bike Routes with Signage and Shared Lane Markings (SLM) or Shoulder Striping

- Highland Avenue from Mt. Hebron Road to Edgewood Road (SLM + bike route)
- Edgewood Road from Highland Avenue to Upper Mountain Avenue (bike route only)
- Upper Mountain Avenue from Edgewood Road to Alpine Street (shoulder, SLM, bike route)
- Alpine Street from Upper Mountain Avenue to North Mountain Avenue (bike route only)
- North Mountain Avenue from Bellevue Avenue to Bloomfield Avenue (shoulder + bike route)
- South Mountain Avenue from Bloomfield Avenue to Stonebridge Road (shoulder + bike route)

Install Shared Lane Markings

- Bradford Avenue from Upper Mountain Avenue to Highland Avenue (connecting to Bradford School)
- Montclair from Watchung Avenue to Walnut Station
- McDonough Street from Montclair Avenue to Grove Avenue (per SRTS Application)
- Claremont Avenue from Valley Road to Pine Street(for immediate use before Bloomfield gets "road diet", and more direct connection to Munip. Bldg. & Bay Street Station than Walnut Avenue)
- Hillside Avenue from Orange Road to South Mountain Avenue (to connect to from "bike route" Hillside School)

Install Share the Road Signs with Shoulder Striping (like Harrison)

- Valley Road from Clifton City to Loraine Avenue (where it transitions to Shoulder/SLM combo until Bloomfield Avenue)
- Park Street from Mt. Hebron Avenue to Watchung Plaza Center (where it transitions to SLMs)
- Bellevue Avenue from Bloomfield Town to Norwood Avenue (where it transitions to SLMs)
- Chestnut Street from Grove Street to Valley Road

Install Climbing Bike Lane uphill (westbound) and SLM downhill (eastbound)

- Normal Avenue from Valley Road to Cedar Grove Town
- Mt. Hebron Avenue from Grove Street to Valley Road
- Bellevue Avenue from Valley Road to Upper Mountain Avenue
- Cedar Avenue from Orange Road to Harrison Avenue

Special Considerations for Facility Implementation

Road Diet – Bloomfield Ave

- Reduce 4 lanes to 2 with center turn lane, reduce lane width to max necessary for bus. (Design pending results of Bloomfield Avenue Corridor Cost/Benefit Analysis (to be completed 2016, NJDOT, VTC.)

Reduced Lane Width to calm traffic and install Bike Lanes

- Grove Street
- Watchung Avenue
- Alexander Avenue.
- Mt. Hebron Avenue
- Normal Avenue
- Elm Street
- Orange Road
- Cedar Avenue
- Washington Avenue

Reduced Lane width to calm traffic and install Striped Shoulders

- Valley Road
- Park Street (north end – can look a lot like Ridgewood Avenue)

Transition Areas (junctions of Bike Lanes, Shoulders, SLMs)

- Grove Street at Oxford Street
- Elm Street at Union Street
- Harrison Avenue/Orange Road at Union Street
- Valley Road at Lorraine Avenue
- Park Street just north of Watchung Avenue

Intersections

Add preferred Bicycle movements at signalized intersections where bike lanes are proposed

May include Bike Boxes, preferred turning lanes, bicycle actuation (loop detectors), and other treatments for bicycle preference.

- Grove Street & Mt. Hebron Avenue
- Grove Street & Alexander Avenue
- Grove Street & Bellevue Avenue
- Grove Street & Watchung Avenue
- Grove Street & Chestnut Street Avenue
- Grove Street /Elm Street & Bloomfield Avenue
- Elm Street & Union Avenue/Washington
- Orange Road & Cedar Avenue
- Orange Road & Washington Avenue
- Valley Road & Bloomfield Avenue
- Valley Road & Watchung Avenue
- N. Mountain Avenue & Watchung Avenue
- Normal Avenue & Valley Road
- Valley Road & Mt. Hebron Avenue
- Bloomfield Avenue – entire length

Lighted Crosswalks

Improve mid-block or non-signalized pedestrian crossings with motion activated or push button lighting such as in-pavement, “hawk” or Rectangular Rapid Flashing Beacons.

- Bloomfield Avenue & Midland Av.
- Upper Mountain Avenue at Mountainside Pool
- Valley Road at Cooper Avenue (Starbucks)
- Valley Road at Church mini circle
- Valley Road at Alvin Place
- Others….Grove Street /Elm Street

Other Opportunities

Rail with Trail Opportunities

Explore the feasibility of active rail with trail from Little Falls Station at MSU along the Boonton Line to Upper Montclair Station at Bellevue Ave (as outlined in the Montclair Bike/Ped Action Plan, 2005).

Bicycle Boulevard Opportunities

A bike-priority roadway that allows motor vehicles but uses traffic calming, diverters mini roundabouts, and reduced speeds to give priority to bikes. A great NJ example is Ocean City, NJ's Haven Ave Corridor.

- North Mountain Avenue from Bellevue Avenue to Claremont Avenue (would be key connector from MSU/rail with trail to Montclair Center and the proposed Ice & Iron Trail along the unused rail corridor)

Protected Cycle Track Opportunities

As defined in the NACTO guide, a cycle track is "an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane." Cycle tracks can be one-way or bi-directional but are separated or "protected" from motor vehicles. Protected cycle tracks should be explored – or even implemented temporarily – to connect major cycling destinations

- Claremont Ave between Park St and Pine Street to accommodate bike share transit users between Valley & Bloom and Bay Street and/or Walnut Street train stations.

Attachment C

Montclair Recommendations Overlay (RBA)

2013 Township Proposed Conceptual Bicycle Route Network from the 2015 Montclair Township Unified Land Use & Circulation Element

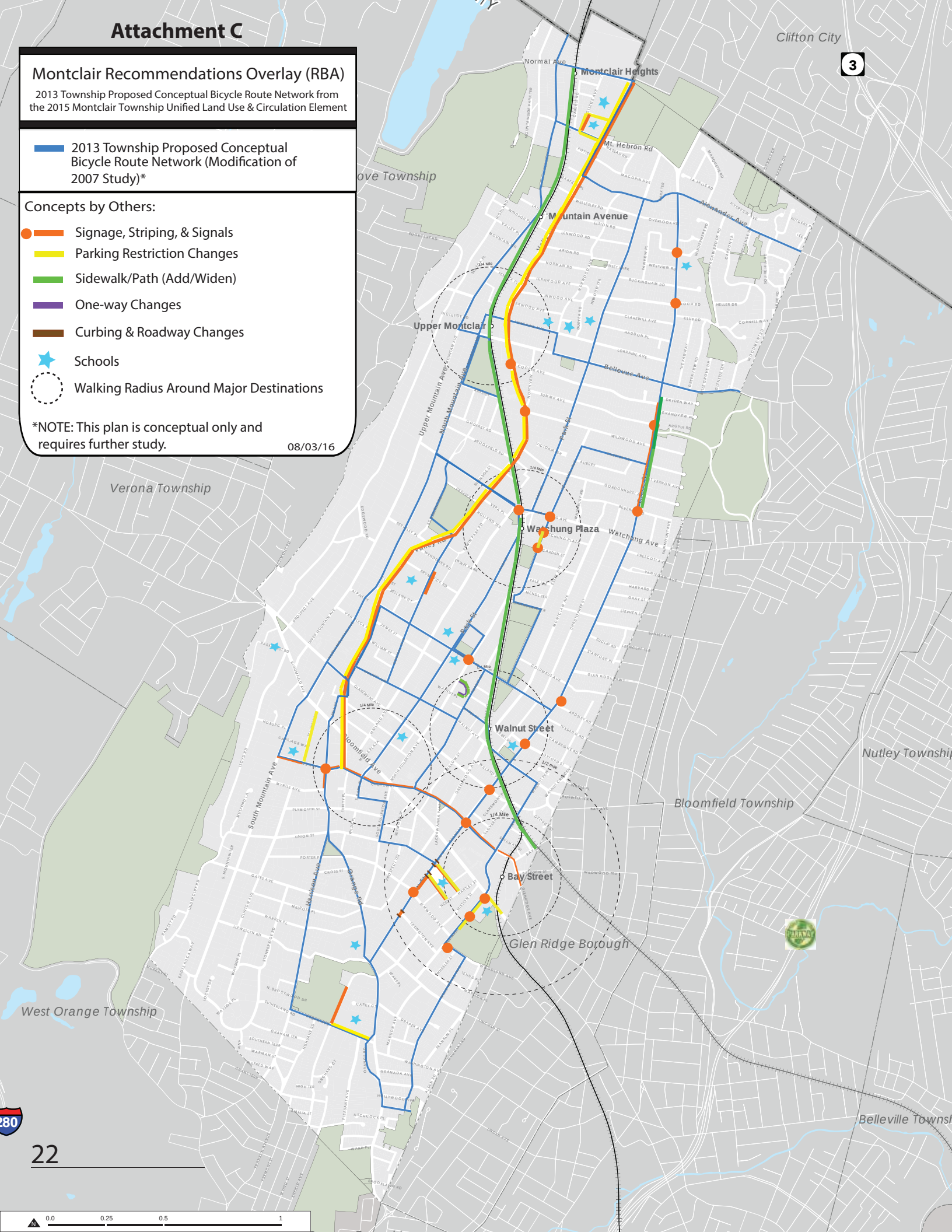
2013 Township Proposed Conceptual Bicycle Route Network (Modification of 2007 Study)*

Concepts by Others:

- Signage, Striping, & Signals
- Parking Restriction Changes
- Sidewalk/Path (Add/Widen)
- One-way Changes
- Curbing & Roadway Changes
- Schools
- Walking Radius Around Major Destinations

*NOTE: This plan is conceptual only and requires further study.

08/03/16



Appendix B:

STEERING COMMITTEE MEMBERS

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Steering Committee Members

Alex Kent, *Pedestrian Safety Committee*

Alfred Davis, *South End Business District of Montclair*

Ann Lippel, *Senior Citizen Advisory Committee*

Ben Selby, *Board of Education Transportation Manager*

Brendan Gill, *Essex County Freeholders*

Carmel Loughman, *Planning Board*

Carole Willis, *Planning Board / Traffic & Parking Advisory Committee*

Cyndi Steiner, *New Jersey Bike / Walk Coalition*

Gerry Tobin, *Upper Montclair Business Association*

Israel Cronk, *Montclair Center BID*

Janice Talley, *Montclair Planning*

John Herrmann, *Montclair Fire Chief*

Katie York, *Montclair Senior Services*

Katya Wow, *Montclair Communications*

Kim Craft, *Montclair Engineering*

Laura Torchio, *Montclair Traffic & Parking Advisory Committee/ Bike Walk Montclair*

Rachel Crampsey, *Walnut Business*

Renee Baskerville, *4th Ward Councilor / Traffic & Parking Advisory Committee / Pedestrian Safety*

Rich McMahon, *Councilor-At-Large / Traffic & Parking Advisory Committee / Planning Board*

Sanjeev Varghese, *Essex County Engineer*

Scott Pollack, *Watchung Business*

Stephanie Egnezzo, *Montclair Police & Traffic*

Appendix C:

TECHNICAL MEMORANDUM 2: NETWORK MAPS

DRAFT
Technical Memorandum 2:
Network Maps

Project #J4666.20

Prepared for:

The New Jersey Department of Transportation

Prepared by:

The RBA Group

An NV5 Company

Submitted:

November 3 2016

Montclair SAFE / Complete Streets Planning Assistance
Technical Memorandum #2

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Attachment C – Open Streets Event Maps

Montclair SAFE / Complete Streets Planning Assistance
Technical Memorandum #2

Introduction

Montclair Township has had an evolving map of proposed bicycle facilities. The purpose of this task was to review and build upon previous planning efforts to assist in the refinement of a priority bicycle and pedestrian network. This initial desktop exercise has been further refined based on outreach and field work.

Steering Committee

The project developed an initial network of potential bicycle facilities and conducted a network review exercise with the Steering Committee during the project kickoff meeting held on August 3, 2016. See *Attachment A – Steering Committee Kickoff – Recommended Facility Map*. One of the major items that was reinforced by the Steering Committee members was the need to connect whatever network of facilities is created within Montclair to its neighboring communities. Connections to other regional trails, existing or planned, are also major considerations for routing the Montclair priority network. The Liberty Water Gap Trail and the emerging September 11th National Memorial Trail are good examples of this, as they both traverse Montclair.

Mapping Reviewed

The RBA Team reviewed plans and recommended bicycle and pedestrian networks that have been developed previously. The following tables highlight reports, studies, plans, and maps evaluated as part of this task.

The RBA Team will conducted a desktop review of roadway and off-road corridors, complimented with targeted field investigations to determine the condition of bicycle and pedestrian accommodations along identified priority corridors throughout the Township. This focused on the refined bicycle and pedestrian network, based on the assessment of the various networks developed over the last ten years throughout Montclair, and used the 2015 Land Use & Circulation Element of the Master Plan – Proposed Conceptual Bicycle Route Network as a starting point. This was further refined as recommended by the project Steering Committee.

Using the information and data collected in previous tasks, we evaluated and analyzed the proposed network in terms of its capability to safely accommodate pedestrian and bicycle travel, and provide connection to major destinations throughout Montclair. This evaluation focused on providing connectivity, and enhancing corridors that currently have substandard conditions for walking or bicycle riding.

TABLE 1 – TOWNSHIP FACILITY NETWORK MAPS

Year	Name of Map
2005	Bicycle Compatible Roadways
2005	Bicycle Suitability Map
2007	Desired Conditions Sketch
2009	SRTS Bike Network Map
2013	Proposed Conceptual Bicycle Route Network from the 2015 Land Use & Circulation Element of the Master Plan

Steering Committee Network Review Exercise

Public Outreach

Priority Setting Workshop - A Priority Setting Workshop was conducted on September 13, 2016 at the Montclair Municipal building. The Project Team facilitated the open house format meeting, that included stations with general background about the project, typical bicycle and pedestrian enhancement techniques, draft route network maps for review and a station for walking through an on-line survey to collect detailed insight on preferences and priorities for walking and bicycling. The refined bicycle facility network maps (North, Central and South) are included in *Attachment B – Priority Setting and Public Survey Refined Maps*

Public Priority Setting Open House

Survey Walk Through on Computers

Public Survey – The public survey posted on the Montclair web site at: (https://www.surveymonkey.com/r/Y6SHWFL) included detailed questions about top priority corridors in each the North, Central and South areas of Montclair. Participants were asked to rank their top three priority corridors for each area, or provide input about additional connections that should be made or entire corridors to be added. Links to the survey were provided for detailed input.

Survey respondents were asked to prioritize their top three priorities in southern, central, and northern Montclair by ranking their top segments as graphically represented on a map with a corresponding key that broke the choices into street segments.

In the southern section of Montclair, the following Segments were most often prioritized:

- Segment 23 (Claremont Ave, Valley Road, Walnut St/Park Dr., Forest St, Label St., Depot Sq.) was most frequently priority 1 or 2 (22.63% - Priority 1 and 22.96% – Priority 2);
- Segment 19 (Elm Street) ranked next highest with 17.5% of respondents selecting Elm Street as their Priority 1; and,
- Segment 20 (Park Street, The Crescent, South Fullerton Avenue, Union Street) with the next highest priority, with 16.8% selecting Segment 20 as Priority 1.

In Central Montclair, the following segments were most frequently prioritized:

- Segment 11/Grove St. (35% Priority 1 and 25% Priority 2);
- Segment 10/North Mountain Avenue (21.6% Priority 1 and 15.15% Priority 2);
- Segment 13/Park Street (15% Priority 1 and 22.7% Priority 2); and,
- Segment 15/Watchung Ave (10.8% Priority 1, 13.6% Priority 2 and 26% Priority 3).

In Northern Montclair, the following roadways were most frequently prioritized:

- Segment 4/Grove St. (22% Priority 1, 18% Priority 2, 18% Priority 3);
- Segment 1/Upper Mountain Ave (21% Priority 1, 12% Priority 2, 9% Priority 3);
- Segment 2/Valley Road (19% Priority1, 15% Priority 2, 8% Priority 3);
- Segment 3/Park St.) at (16% Priority 1, 24% Priority 2, 13% Priority 3); and,
- Segment 8/Bellevue Avenue (10% Priority 1, 17% Priority 2, 30% Priority 3).

In addition to survey responses, additional factors such as connectivity, proximity to major generators, and geographic distribution

Open Streets Event – The Project Team was able to take advantage of one of the largest pedestrian and bicycling events that occurs in Montclair, the Open Streets event held on Sunday October 2, 2016. During this event, the team set up an outreach station with flyers to be filled out, and maps to be reviewed and marked up. Many attendees who might not have otherwise known about the project were able to share insights about priorities for walking and bicycling in Montclair and learn more about the survey and participation in the project. Network maps were further refined for the event, enhancing display of local connections and other features, see *Attachment C – Open Streets Event Maps*

Bicycle and Pedestrian Network

The network of bicycle and pedestrian priority corridors will continue to evolve, both through this project, and afterwards as Montclair implements its Complete Streets policy by continuing to enhance the walking and bicycling conditions throughout town.

This project is using the *2013 Proposed Conceptual Bicycle Route Network* included as part of *the 2015 Land Use & Circulation Element of the Master Plan* as a starting point for the priority bicycle and pedestrian network. This map was developed by the Township as a modification to the *2007 Desired Conditions Sketch Map*, and represents the most current thinking on where bicycle routes may be appropriate, but does not specify the type of bicycle facility. Detailed maps for Northern, Central and Southern Montclair detailing each street and the recommended priority bicycle network were created and shared as part of the outreach exercises.

Next Steps

This assessment, along with the information from future outreach tasks, will result in the development of a Proposed Bicycle and Pedestrian Network Map, and targeted Street Typologies that will apply to specific roadways throughout Montclair.

Attachment A – Steering Committee Kickoff – Recommended Facility Map

Attachment A

Montclair Recommendations Overlay (RBA)

2013 Township Proposed Conceptual Bicycle Route Network from the 2015 Montclair Township Unified Land Use & Circulation Element

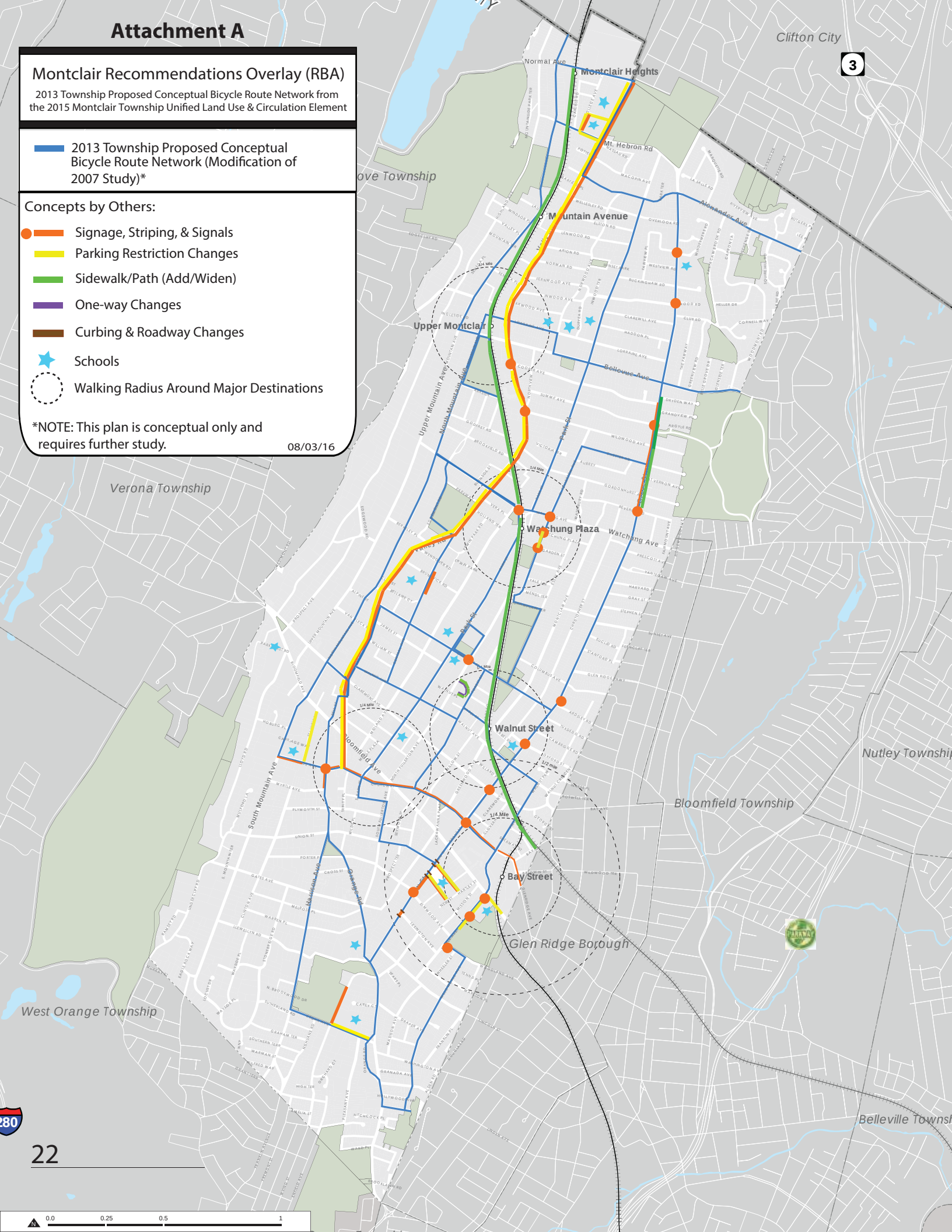
2013 Township Proposed Conceptual Bicycle Route Network (Modification of 2007 Study)*

Concepts by Others:

- Signage, Striping, & Signals
- Parking Restriction Changes
- Sidewalk/Path (Add/Widen)
- One-way Changes
- Curbing & Roadway Changes
- Schools
- Walking Radius Around Major Destinations

*NOTE: This plan is conceptual only and requires further study.

08/03/16



Attachment B – Priority Setting and Public Survey Refined Maps

NORTHERN MONTCLAIR

August 2016

NETWORK SEGMENTS

1. Upper Mountain Avenue

2. Valley Road

3. Park Street

4. Grove Street

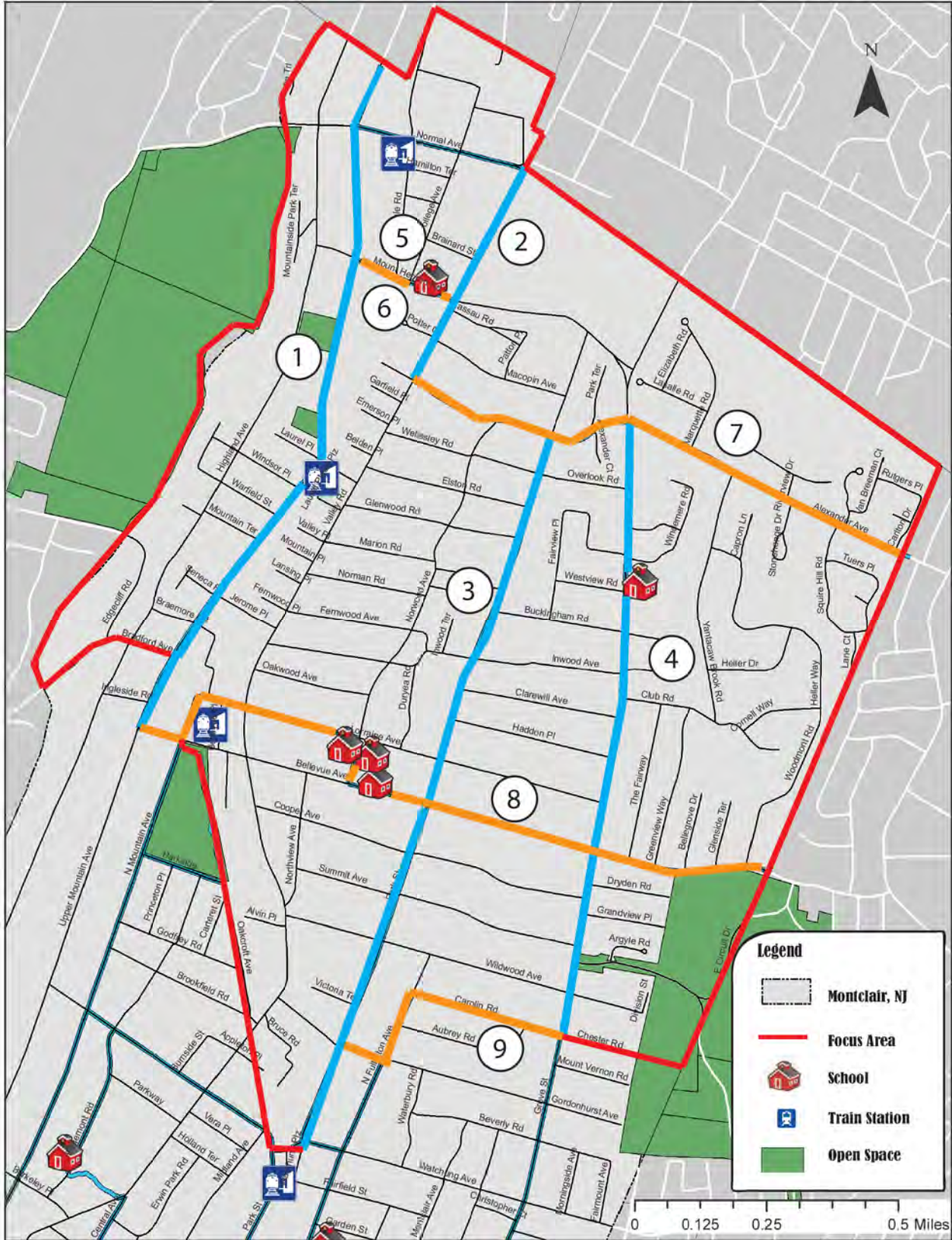
5. Normal Ave

6. Mount Hebron Road

7. Alexander Avenue

8. Bellevue Avenue

9. Gordonhurst Avenue, North Fullerton Ave, Carolin Road



CENTRAL MONTCLAIR

August 2016

NETWORK SEGMENTS

10. North Mountain Avenue

11. Grove Street

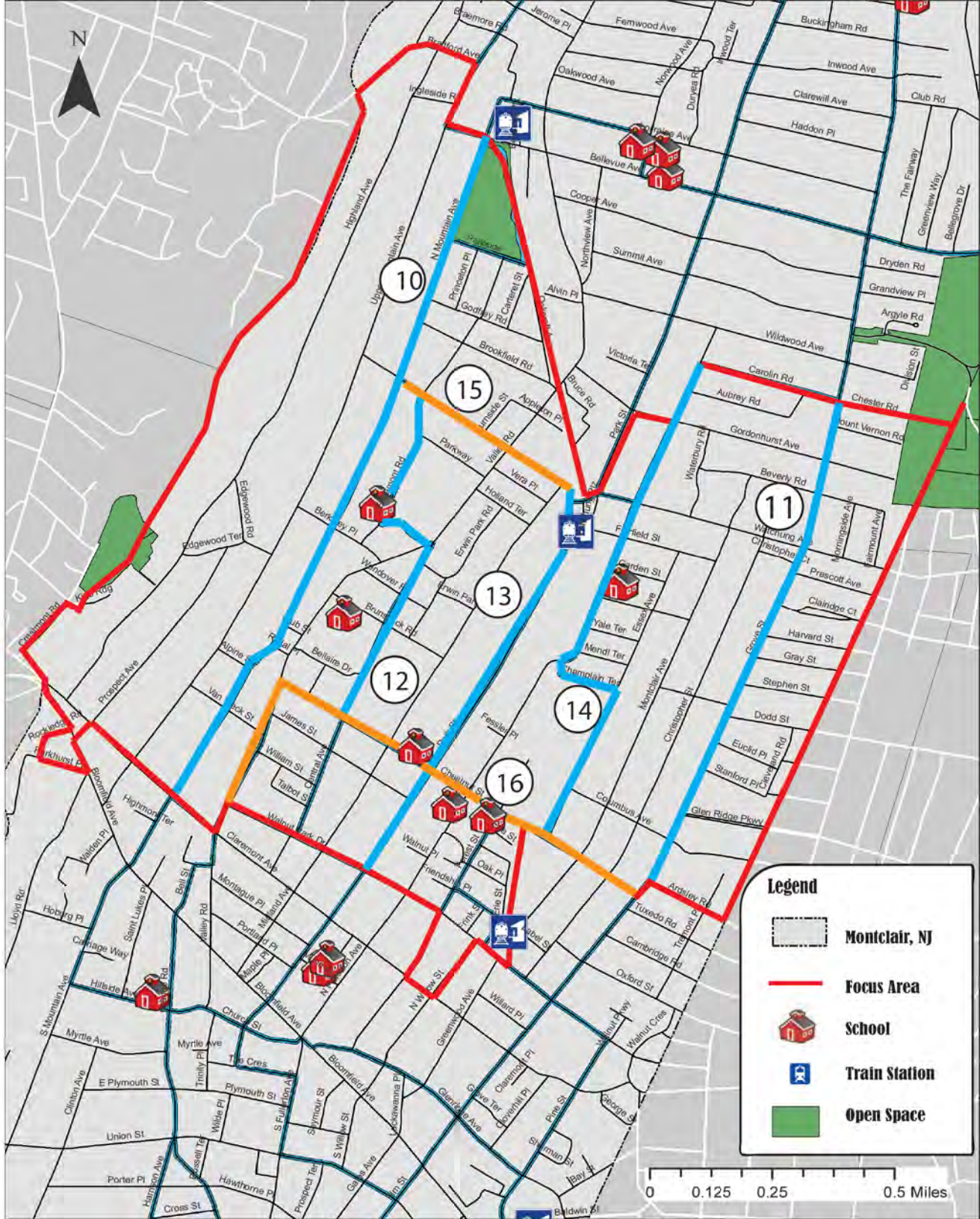
12. Central Ave, Edgemont Memorial Park

13. Park Street

14. Essex Avenue, Champlain Terrace, North Fullerton Avenue

15. Watchung Avenue

16. Chestnut Street



SOUTHERN MONTCLAIR

August 2016

NETWORK SEGMENTS

17. North Mountain Avenue, South Mountain Avenue

18. Bell Street, Orange Road, Orange Road West

19. Elm Street

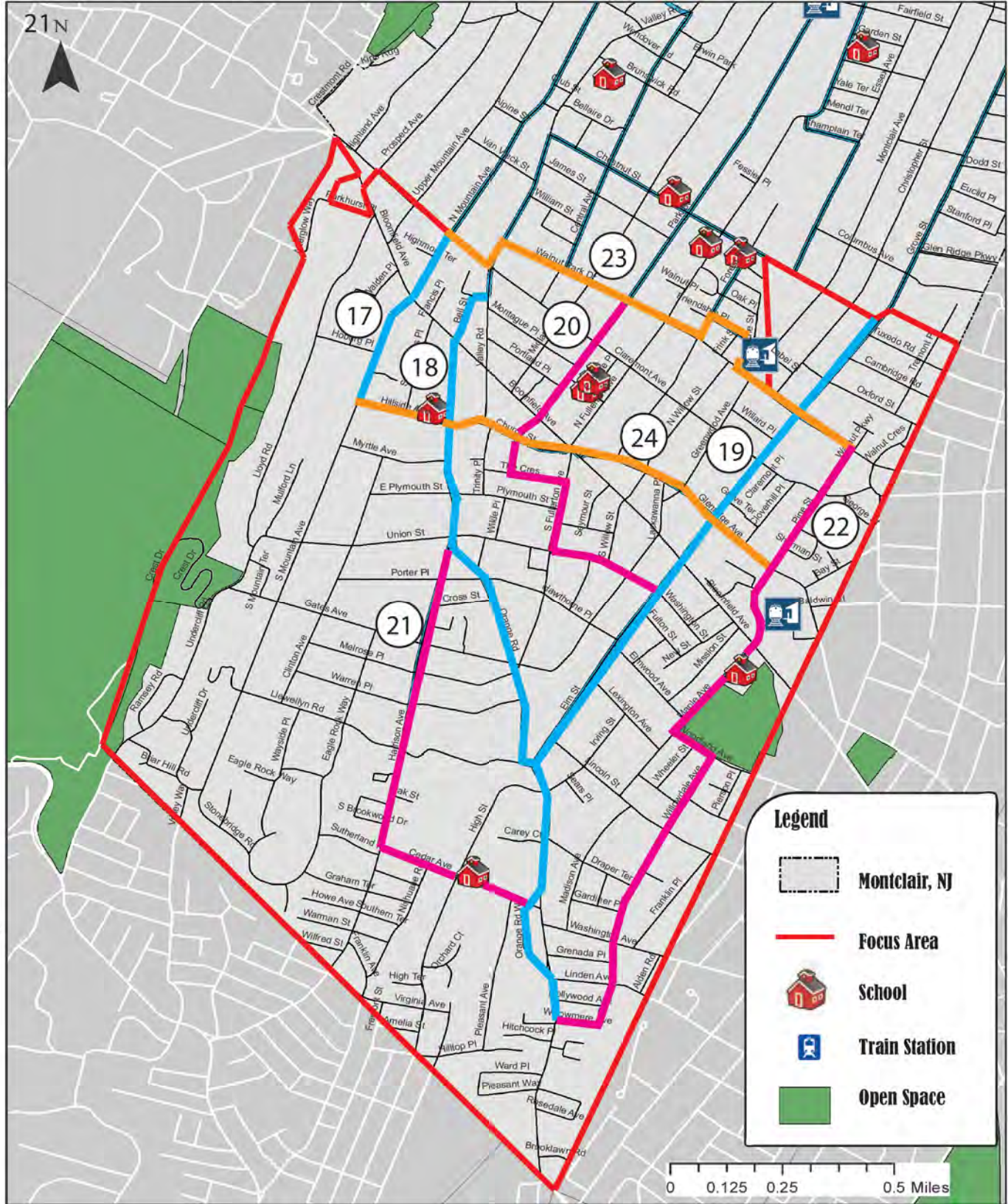
20. Park Street, The Crescent, South Fullerton Avenue, Union Street

21. Harrison Ave, Cedar Ave

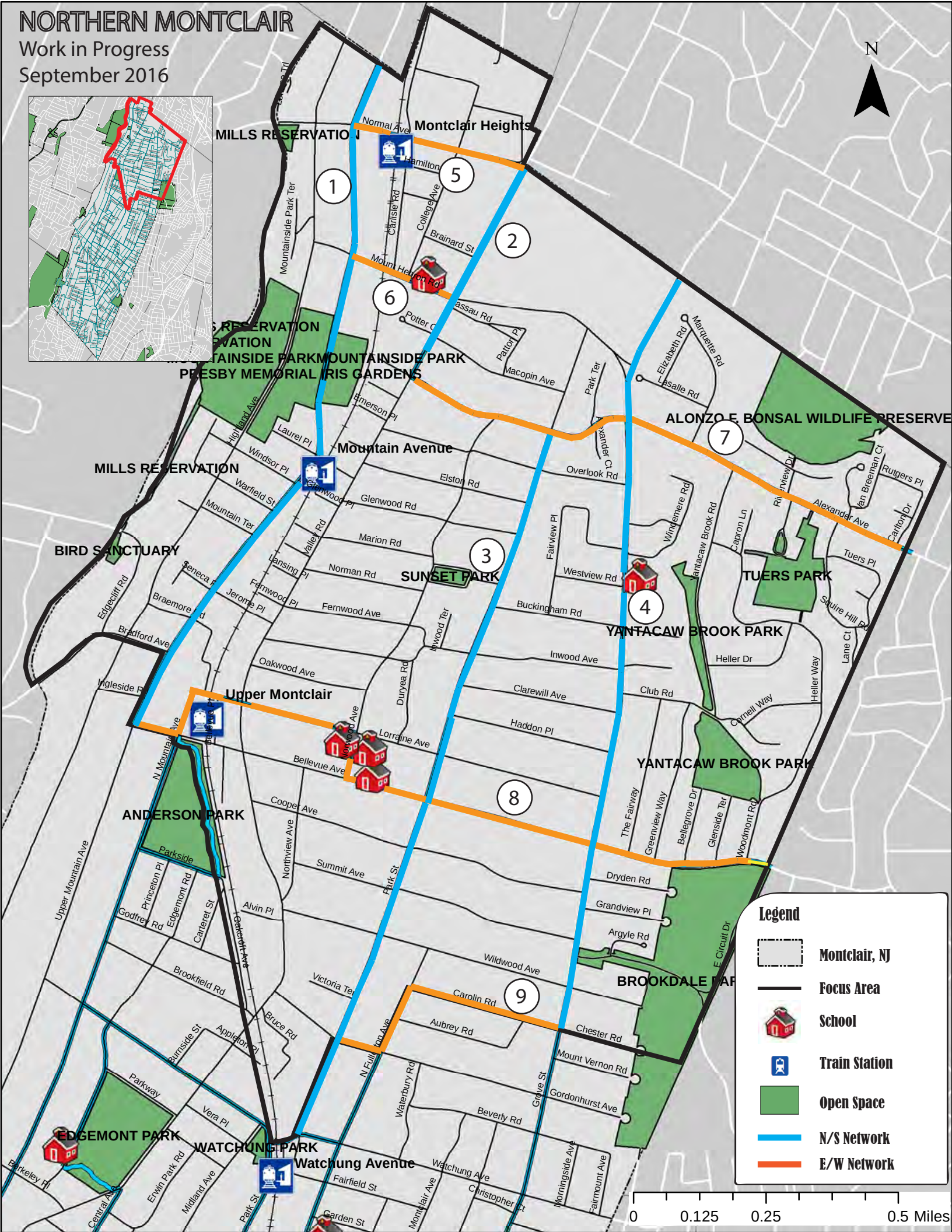
22. Pine Street, Maple Ave, Woodland Ave, Willowdale Ave, Willowmere Ave

23. Claremont Avenue, Valley Road, Walnut Street/Park Drive, Forest Street, Label Street, Depot Square

24. Hillside Avenue, Church Street, Glenridge Avenue



Attachment C – Open Streets Event Maps


NORTHERN MONTCLAIR
Work in Progress
September 2016
N
MILLS RESERVATION
Montclair Heights
Normal Ave
Hamilton
Mountainside Park Ter
Carlisle Rd
College Ave
Brainard St
Mount Hebron Rd
Nassau Rd
Potter Ct
Patton Pl
Macopin Ave
Park Ter
Elizabeth Rd
Marquette Rd
Lasalle Rd
ALONZO F. BONSAL WILDLIFE PRESERVE
MOUNTAINSIDE PARK
PRESBY MEMORIAL IRIS GARDENS
Emerson Pl
Highland Ave
Laurel Pl
Windsor Pl
Mountain Avenue
MILLS RESERVATION
Warfield St
Glenwood Pl
Glenwood Rd
Elston Rd
Overlook Rd
Alexander Ct
Rutgers Pl
Van Breeman Ct
Riverview Dr
Alexander Ave
Carlton Dr
Mountain Ter
Valley Rd
Marion Rd
BIRD SANCTUARY
Lansing Pl
Norman Rd
SUNSET PARK
Fairview Pl
Windemere Rd
Westview Rd
Yantacaw Brook Rd
Capron Ln
TUERS PARK
Tuers Pl
Seneca Pl
Fernwood Pl
Jerome Pl
Fernwood Ave
Buckingham Rd
Edgecliff Rd
Braemore Rd
Bradford Ave
Inwood Ter
YANTACAW BROOK PARK
Squire Hill Rd
Lane Ct
Inwood Ave
Heller Dr
Heller Way
Oakwood Ave
Ingleside Pl
Upper Montclair
Duryea Rd
Clarewill Ave
Club Rd
Cornell Way
Haddon Pl
Norwood Ave
Lorraine Ave
Bellevue Ave
N Mountain Ave
YANTACAW BROOK PARK
ANDERSON PARK
Cooper Ave
Parkside
The Fairway
Greenview Way
Bellegrove Dr
Glenside Ter
Woodmont Rd
Upper Mountain Ave
Princeton Pl
Edgemont Rd
Northview Ave
Summit Ave
Park St
Dryden Rd
Grandview Pl
Argyle Rd
Godfrey Rd
Carteret St
Alvin Pl
Orkcroft Ave
E Circuit Dr
Brookfield Rd
Wildwood Ave
Victoria Ter
Carolin Rd
Aubrey Rd
Chester Rd
Bruce Rd
Burnside St
Appleton Pl
N Fullerton Ave
Mount Vernon Rd
Parkway
Waterbury Rd
Gordonhurst Ave
Beverly Rd
Vera Pl
EDGEMONT PARK
WATCHUNG PARK
Watchung Avenue
Watchung Ave
Fairfield St
Berkeley Pl
Erwin Park Rd
Midland Ave
Central Ave
Park St
Montclair Ave
Christopher Ct
Morningside Ave
Fairmount Ave
Garden St
Legend
Montclair, NJ
Focus Area
School
Train Station
Open Space
N/S Network
E/W Network
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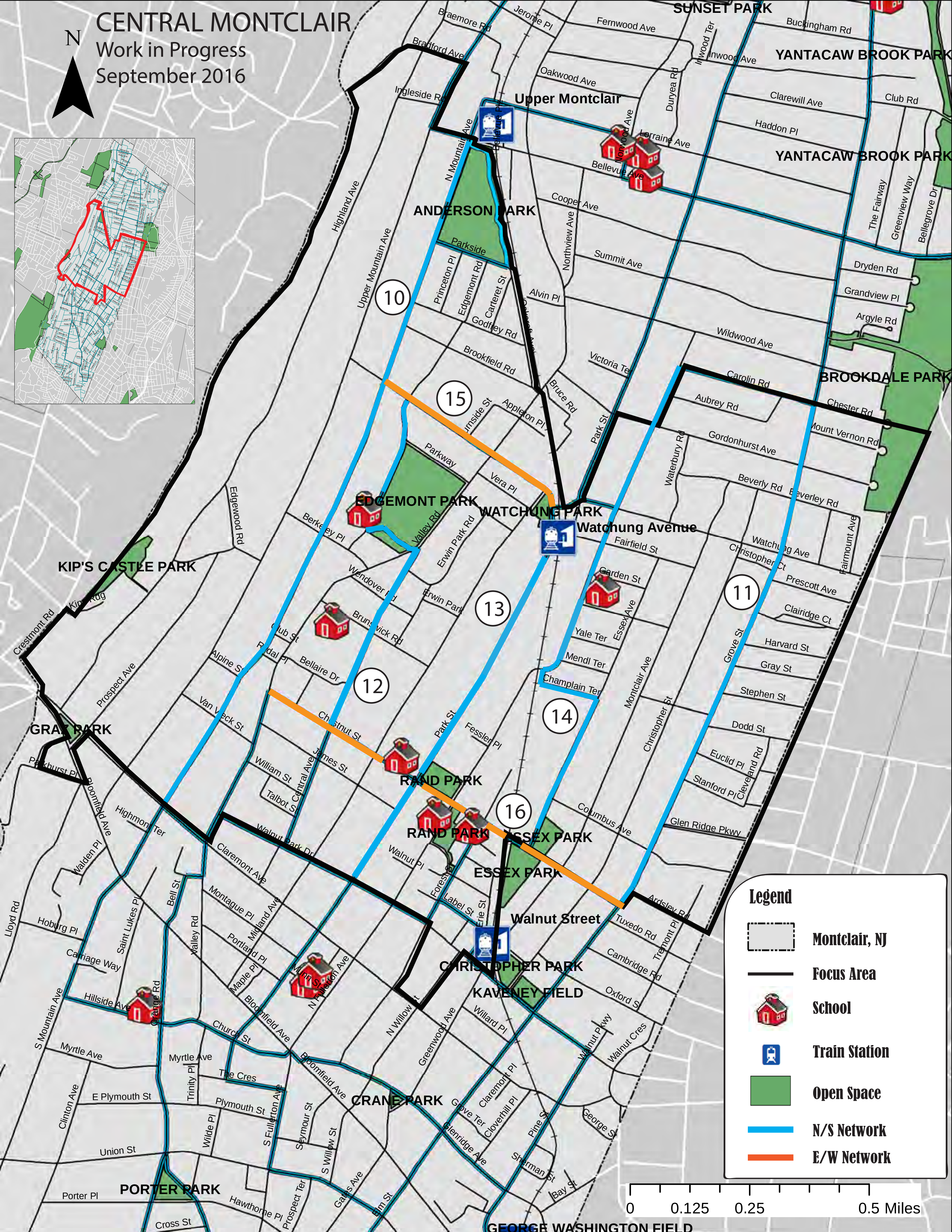
CENTRAL MONTCLAIR
Work in Progress
September 2016
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Legend
Montclair, NJ
Focus Area
School
Train Station
Open Space
N/S Network
E/W Network
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0.5 Miles
SUNSET PARK
YANTACAW BROOK PARK
YANTACAW BROOK PARK
Upper Montclair
ANDERSON PARK
BROOKDALE PARK
EDGEMONT PARK
WATCHUNG PARK
Watchung Avenue
KIP'S CASTLE PARK
GRAY PARK
RAND PARK
RAND PARK
ESSEX PARK
ESSEX PARK
Walnut Street
CHRISTOPHER PARK
KAVENEY FIELD
CRANE PARK
PORTER PARK
GEORGE WASHINGTON FIELD
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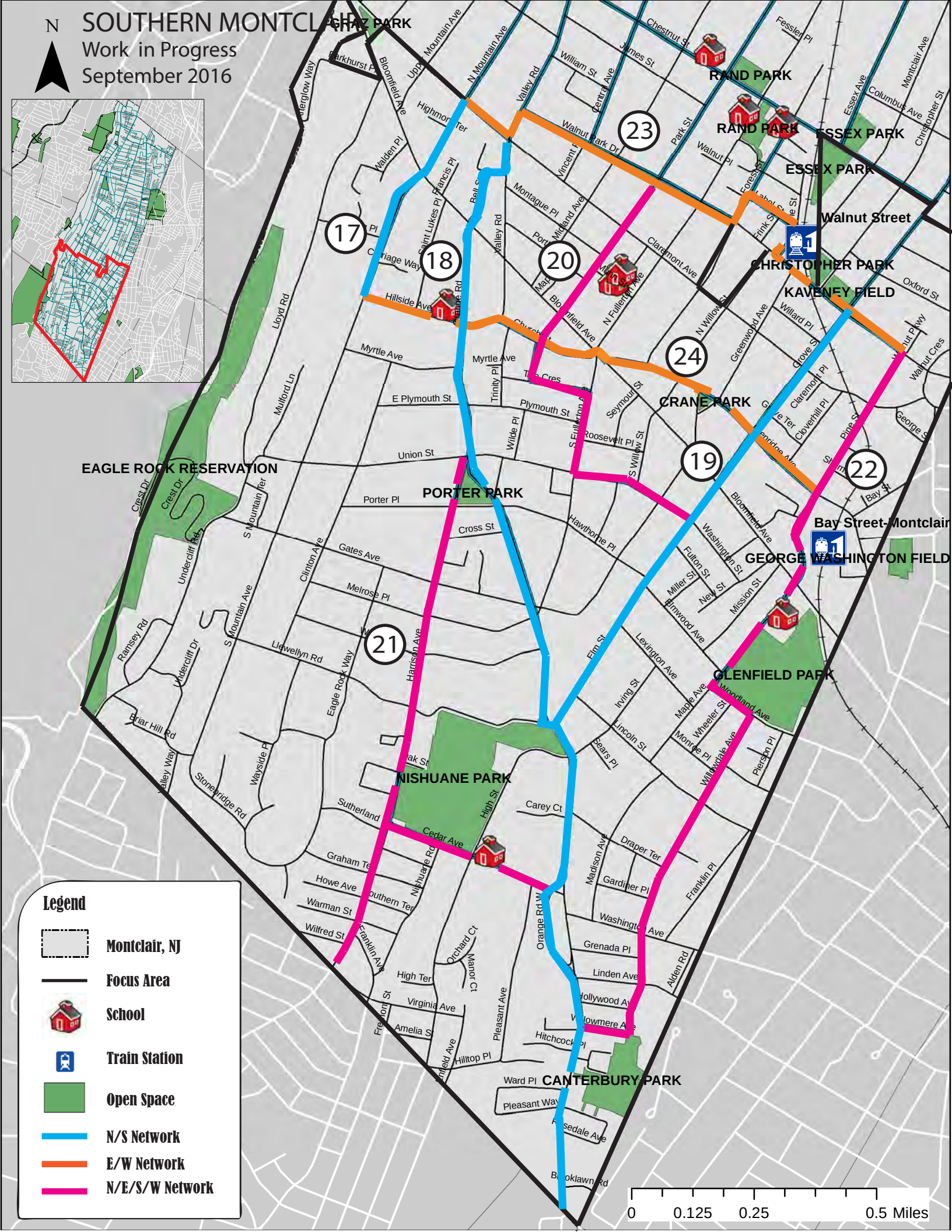
Braemore Rd
Jerome Pl
Fernwood Ave
Buckingham Rd
Bradford Ave
Inwood Ter
Inwood Ave
Oakwood Ave
Duryea Rd
Ingleside Rd
Clarewill Ave
Club Rd
Haddon Pl
Lorraine Ave
Norwood Ave
Bellevue Ave
N Mountain Ave
Highland Ave
Cooper Ave
Northview Ave
The Fairway
Greenview Way
Bellegrove Dr
Parkside
Summit Ave
Dryden Rd
Upper Mountain Ave
Princeton Pl
Edgemont Rd
Carteret St
Alvin Pl
Grandview Pl
Godfrey Rd
Argyle Rd
Wildwood Ave
Brookfield Rd
Victoria Ter
Carolin Rd
Appleton Pl
Bruce Rd
Aubrey Rd
Chester Rd
Mount Vernon Rd
Park St
Gordonhurst Ave
Waterbury Rd
Parkway
Vera Pl
Beverly Rd
Beverley Rd
Fairmount Ave
Edgewood Rd
Berkeley Pl
Valley Rd
Erwin Park Rd
Fairfield St
Watchung Ave
Christopher Ct
Prescott Ave
Wendover Rd
Erwin Park
Garden St
Clairidge Ct
Crestmont Rd
Kip's Rdg
Brunswick Rd
Club St
Yale Ter
Essex Ave
Harvard St
Alpine St
Bellaire Dr
Mendl Ter
Grove St
Gray St
Prospect Ave
Champlain Ter
Montclair Ave
Stephen St
Van Vleck St
Chestnut St
Christopher St
Dodd St
Fessler Pl
Euclid Pl
Cleveland Rd
William St
James St
Central Ave
Stanford Pl
Parkhurst Pl
Talbot St
Bloomfield Ave
Highmont Ter
Columbus Ave
Glen Ridge Pkwy
Walnut Park Dr
Walnut Pl
Walden Pl
Claremont Ave
Forest St
Label St
Ardsley Rd
Lloyd Rd
Hoburg Pl
Saint Lukes Pl
Bell St
Montague Pl
Midland Ave
Erie St
Tuxedo Rd
Tremont Pl
Carriage Way
Valley Rd
Portland Pl
Cambridge Rd
Hillside Ave
Orange Rd
Maple Pl
Munn St
N Fullerton Ave
N Willow St
Greenwood Ave
Willard Pl
Oxford St
S Mountain Ave
Church St
Walnut Pkwy
Walnut Cres
Myrtle Ave
Myrtle Ave
Trinity Pl
The Cres
Clinton Ave
E Plymouth St
Plymouth St
S Fullerton Ave
Seymour St
Grove Ter
Claremont Pl
Coverhill Pl
Pine St
George St
Glenridge Ave
Wilde Pl
S Willow St
Union St
Sherman St
Bay St
Porter Pl
Hawthorne Pl
Prospect Ter
Gates Ave
Elm St
Cross St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SOUTHERN MONTCLAIR
Work in Progress
September 2016
GRAZ PARK
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EAGLE ROCK RESERVATION
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Bay Street-Montclair
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Montclair, NJ
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Train Station
Open Space
N/S Network
E/W Network
N/E/S/W Network
0
0.125
0.25
0.5 Miles

Appendix D:

COMMUNITY OUTREACH

1. *STEERING COMMITTEE KICK-OFF MEETING (8.3.2016)*
2. *PRIORITY SETTING WORKSHOP (09.14.2016)*
3. *STEERING COMMITTEE MEETING (11.14.2016)*
4. *STEERING COMMITTEE MEETING (01.31.207)*
5. *FINAL PUBLIC OPEN HOUSE (03.08.2017)*
6. *FINAL STEERING COMMITTEE MEETING (06.13.2017)*

MEMORANDUM OF MEETING

TO: Kimberli Craft
FROM: Mike Dannemiller, Dede Murray
DATE: 08/03/2016

SUBJECT: Montclair SAFE Steering Committee Kick-off
RBA Project # J4666.20

Montclair SAFE/Complete Streets Technical Assistance Steering Committee met with RBA to discuss the project scope and schedule, to gather consensus on priorities, to discuss methods for community outreach, and receive committee member input on concept design. The following summarizes the major items of discussion from the kick-off meeting. The attendee list and meeting agenda are attached.

The Steering Committee performed a Network Mapping exercise to prioritize each member's top five locations for treatment. They were provided a draft network map and a matrix of recommendations from past studies conducted in Montclair to guide their decision making.

There are several immediate action items to be addressed by members of the Steering Committee. These include:

Immediate Action Items:

- RBA will email the Bicycle and Pedestrian Recommendation Inventory to the Steering Committee.
- Montclair Township will be responsible for announcing/publicizing the priority setting workshop and the Public Information Center
- Montclair Township to post project updates/flyers onto their Facebook and Township websites.
- Civic Eye/Blickstein will create an online public survey with an application such as Survey Monkey to gain insight on priority cross sections of residents and visitors of Montclair. They will also provide hard copies of the survey for senior residents.
- RBA will provide a Bicycle and Pedestrian Network Map displaying priority areas.
- RBA will obtain crash data from Charles Brown and Pedestrian Safety Information from Partners for Health.

General notes and clarifications:

- The Steering Committee was informed that no direct action will be taken on Bloomfield Avenue for this project.
- Tour de Montclair will be held on October 02, 2016 and is a public outreach opportunity.

Steering Committee

Network Mapping Exercise Group 1

Network Mapping Exercise Group 2

Network Mapping Exercise Group 3

Attachments:
-Attendee List
-Meeting Agenda
-Network Mapping Exercise Maps

SAFE/CS Implementation Plan Steering Committee
Kick-off Meeting Attendees 08/03/16

FirstName	LastName	Organization	Email
1. Andy	Anderson	ECCPSACTSP	anderson158@essex.edu
2. Ann	Lippel	SCAC (Seniors)	annlippel@gmail.com
3. Cyndi	Steiner	NJ Bike/Walk Coalition	steincy@gmail.com
4. Gerry	Tobin	UMBA (Upper Montclair)	gctobin@tobinlawoffices.com
5. Israel	Cronk	Montclair Center BID	israel@montclaircenter.com
6. Janice	Talley	Montclair Planning	jtalley@montclairnjusa.org
7. John	Herrmann	Montclair Fire Chief	jherrmann@montclairnjusa.org
8. Kathy	Smith	Partners for Health	ksmith@partnersfdn.org
9. Katie	York	Montclair Senior Services	kyork@montclairnjusa.org
10. Katya	Wowk	Montclair Communications Director	kwowk@montclairnjusa.org
11. Kim	Craft	Montclair Engineering	kcraft@montclairnjusa.org
12. Paul	Mickiewicz	BikeWalk Montclair	paulmickfit@gmail.com
13. Renee	Baskerville	4th Ward Councilor/ TPAC/Ped Safety	rbaskerville@montclairnjusa.org
14. Scott	Pollack	Watchung Business	scott.pollack@lpl.com
15. Mike	Dannemiller	The RBA Group/ NV5	mdannemiller@rbagroup.com
16. Dede	Murray	The RBA Group/ NV5	Emurray@rbagroup.com
17. Bill	Riviere	NJDOT	William.Riviere@dot.nj.gov
18. Ranjit	Walia	Civic Eye/ Blickstein	ranjit@civiceyecollaborative.com

AGENDA

Montclair SAFE
Complete Streets Technical Assistance
STEERING COMMITTEE KICKOFF MEETING

Wednesday, August 3rd , 2016
10:00 a.m. – 11:30 a.m.

Montclair Municipal Building
205 Claremont Avenue – 2nd Floor Conference Room

Purpose: To present and review the scope, schedule, Steering Committee's role and conduct a mapping exercise to build on previously documented input.

I. Welcome/Overview of NJDOT's Technical Assistance Program – *Bill Riviere, NJDOT/ Kim Craft*

II. Scope & Schedule – *Mike Dannemiller, The RBA Group/ NV5*

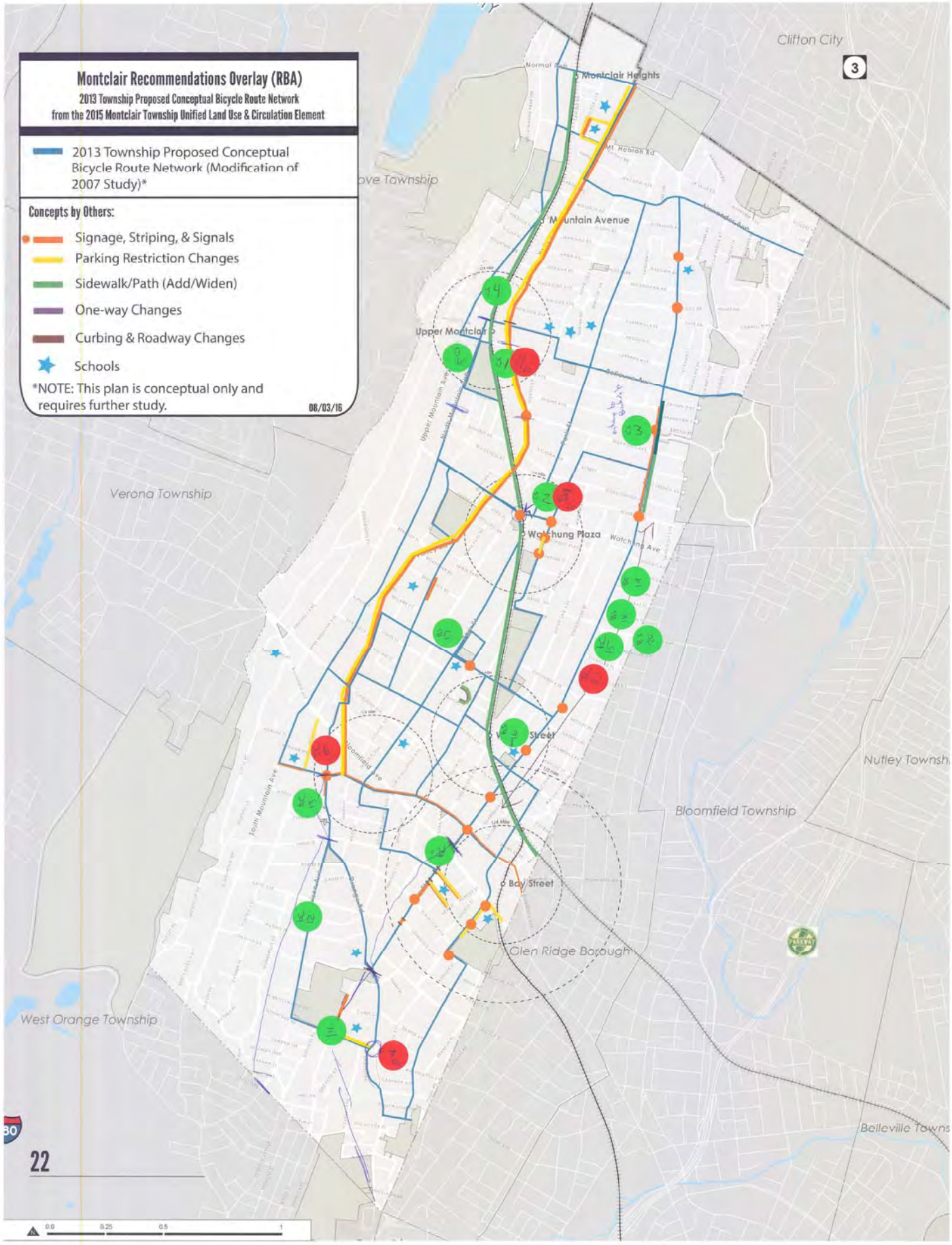
III. Community Participation – *Ranjit Walia, Civic Eye Collaborative/ Susan Blickstein*

IV. Existing Resources – Dede Murray, *The RBA Group/ NV5*

V. Network Mapping Exercise – group activity

VI. Next Steps – *Mike Dannemiller*/ Kim Craft

I.


Montclair Recommendations Overlay (RBA)
2013 Township Proposed Conceptual Bicycle Route Network
from the 2015 Montclair Township Unified Land Use & Circulation Element
2013 Township Proposed Conceptual Bicycle Route Network (Modification of 2007 Study)*
Concepts by Others:
Signage, Striping, & Signals
Parking Restriction Changes
Sidewalk/Path (Add/Widen)
One-way Changes
Curbing & Roadway Changes
Schools
*NOTE: This plan is conceptual only and requires further study.
08/03/16
Clifton City
Montclair Heights
Mountain Avenue
Upper Montclair
Verona Township
Watchung Plaza
Bloomfield Township
Nutley Township
Glen Ridge Borough
West Orange Township
Belleville Township
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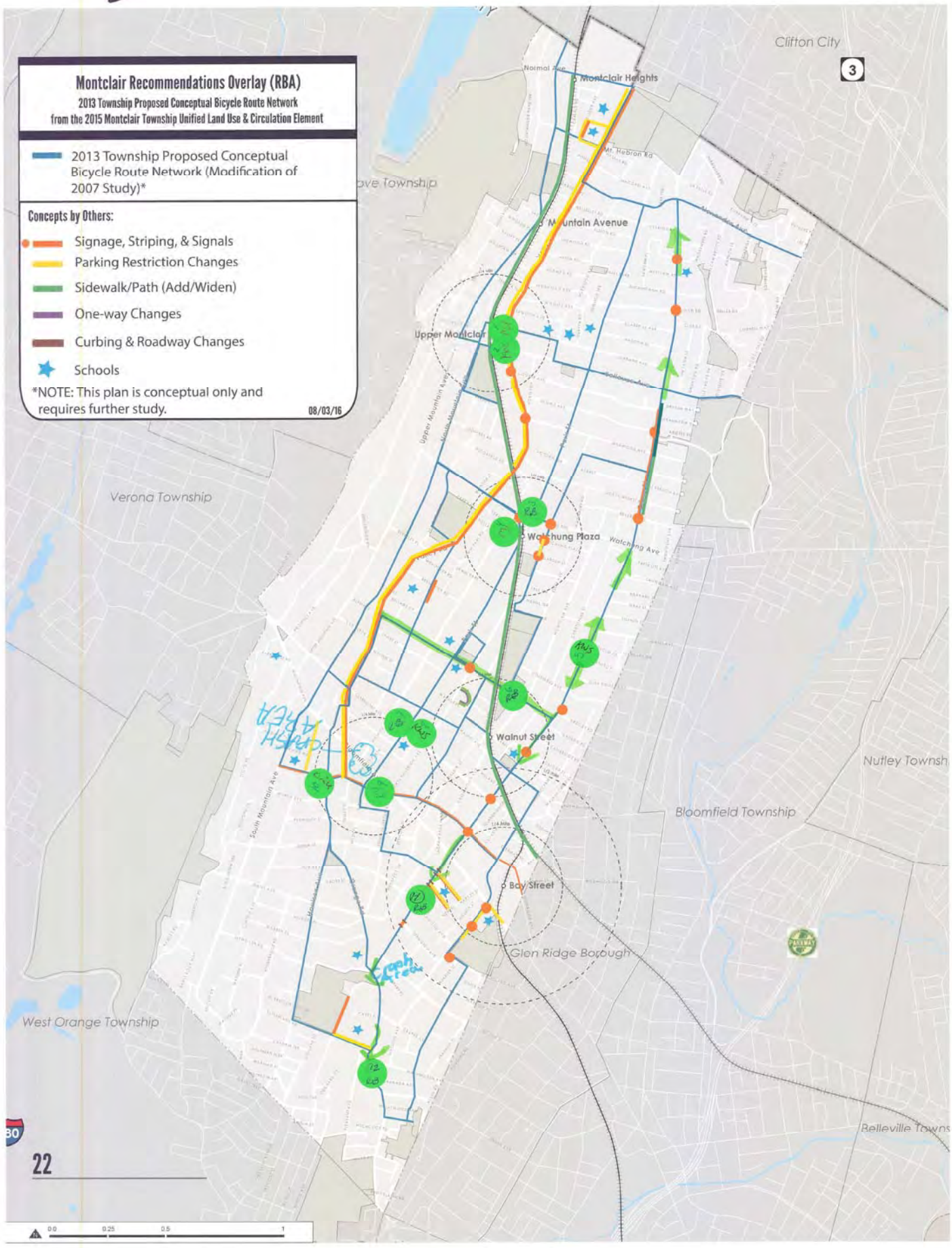
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*NOTE: This plan is conceptual only and requires further study.
08/03/16
Clifton City
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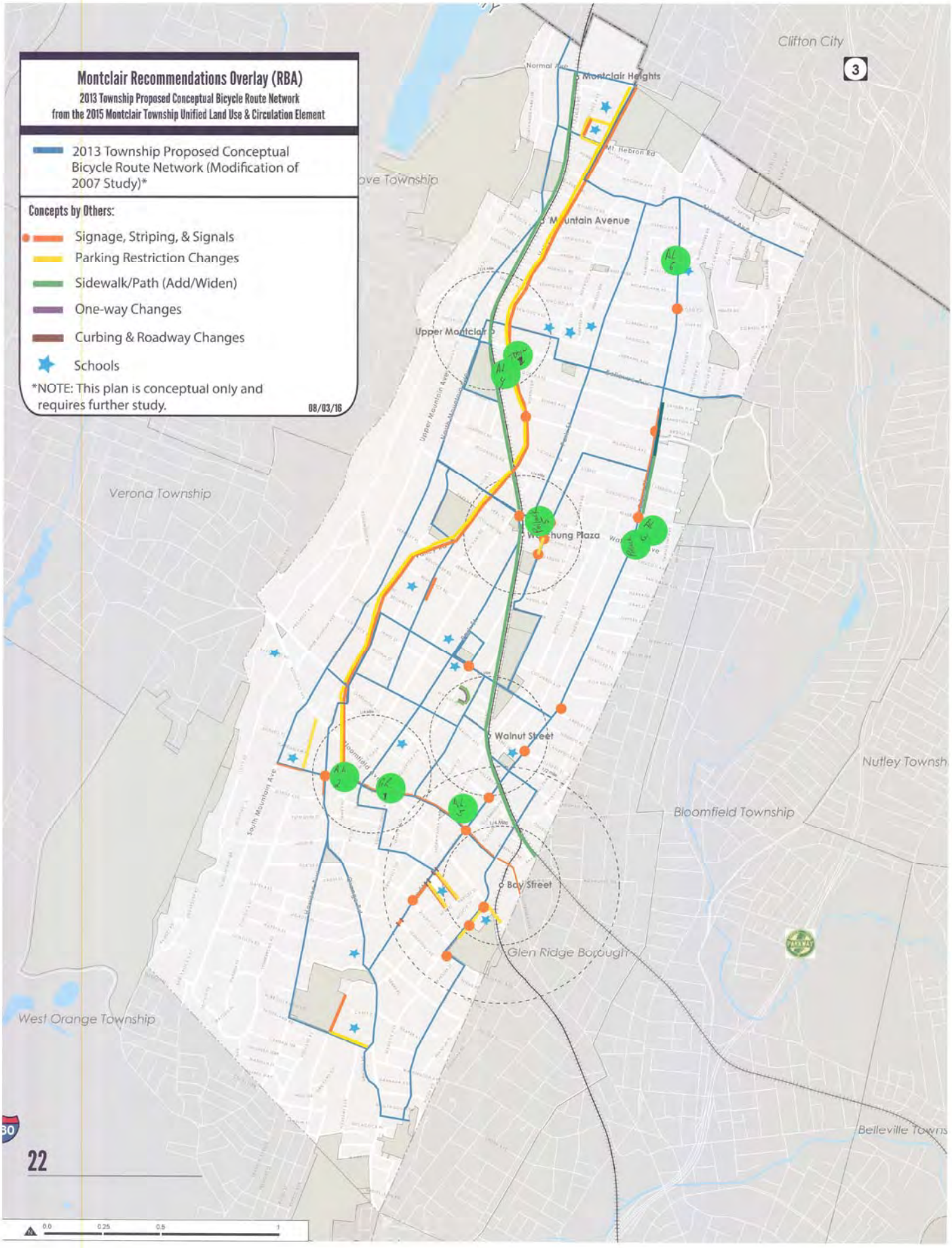
Montclair Heights
Mt. Hebron Rd
Mountain Avenue
Upper Montclair
Verona Township
Watchung Plaza
Watchung Ave
Walnut Street
Bay Street
Bloomfield Township
Nutley Township
Glen Ridge Borough
West Orange Township
Belleville Township
22

III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08/03/16
Clifton City
3
Montclair Heights
Mountain Avenue
Upper Montclair
Verona Township
Walnut Street
Bay Street
Bloomfield Township
Glen Ridge Borough
West Orange Township
Nutley Township
Belleville Township
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MEMORANDUM OF MEETING

TO: Kimberli Craft
FROM: Mike Dannemiller, Dede Murray
DATE: 09/14/2016

SUBJECT: Montclair SAFE Public Workshop
RBA Project # J4666.20

Montclair SAFE/Complete Streets Technical Assistance Steering Committee met with RBA to discuss the project scope and schedule, to gather consensus on priorities, to discuss methods for community outreach, and receive committee member input on concept design. The following summarizes the major items of discussion from the kick-off meeting. The attendee list and meeting agenda are attached.

The Steering Committee performed a Network Mapping exercise to prioritize each member's top five locations for treatment. They were provided a draft network map and a matrix of recommendations from past studies conducted in Montclair to guide their decision making.

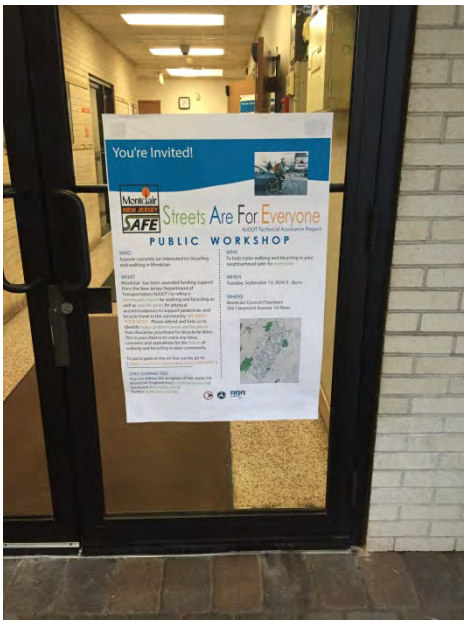
There are several immediate action items to be addressed by members of the Steering Committee. These include:

Immediate Action Items:

- RBA will email the Bicycle and Pedestrian Recommendation Inventory to the Steering Committee.

General notes and clarifications:

- The Public Information Center will be scheduled tentatively on Tuesday, October 11 or Wednesday, October 12 from 4-7pm.
- The Town Council briefing will be held tentatively on Tuesday, November 1 at 7pm.
- The Planning Board presentation will be held tentatively on Monday, November 7 at 7:30pm.



Welcome Sign

Station 1

Station 2 (in background)

Station 3

Attachments:
-Attendee List
-Meeting Agenda
-Comment Form responses

Montclair NEW JERSEY SAFE

SIGN-IN SHEET

Montclair SAFE/CS
Public Workshop
September 13, 2016

Name	Title / Affiliation	Email	Phone
GRAY RUSSELL	SUSTAINABILITY OFFICER	GRUSSELL@MONTCLAIRNJUSA.ORG	973) 509-5721
Judith Earley	greener Bloomfield	earleyjudith@gmail.com	862-202-9251
ISRAEL CROWLEY	Montclair BID	israel@montclaircenter.com	973 868 8188
MONA MULLIGAN	RN	MONAMULLIGAN@gMAIL	646-462-8284
MIKE Martone		Mjmartone@gmail.com	201 341 4030
Kathy Smith	PFIT		
Councilwoman Dr Baskerville	Montclair	RBaskerville@montclairNJUSA.org	973 477 1146
NORMA DASSY	BLUM	EDBLUEMAIL@GMAIL.COM	973-768-884
Ray Ketchem	Montclair BID	rketchem@mac.com	201-506-6533

RBA

Streets Are For Everyone

NJDOT Technical Assistance Project

Welcome!

Welcome to the Montclair Bicycle Facility Prioritization Meeting! This meeting is one of two public meetings whose focus is to get feedback from the community on where to get started in Montclair with bicycle facilities. These meetings are part of Montclair's SAFE (Streets Are For Everyone)/Complete Streets Implementation Plan. Thank you for coming and helping the community develop a strategy for developing/redeveloping its streets as safe and comfortable places for everyone!

What's in the Room:

Please come and stop by the different stations in the room. There are three and there will be staff there to talk with you about your thoughts and get your feedback.

STATION 1 –What are the existing conditions in the community and what have past studies recommended

STATION 2 – Help us identify and prioritize roadways for bicycle improvements.

YES

STATION 3 – Where are we headed with this study? See what's next.

Take the Survey!

Montclair SAFE is hosting a bicycle facility prioritization survey. If you haven't done so yet, you can take the survey at home by typing this link into your web browser:

https://www.surveymonkey.com/r/Y6SHWFL

The survey will only take you a few minutes to complete.

If you don't have a computer or prefer to take the survey tonight, there will be two computers you can use at the meeting itself. Please ask someone for assistance.

Stay Connected

You can follow the progress of the study via the Engineering page on the Township website (montclairnjusa.org), Facebook (Montclair SAFE) and Twitter (@MontclairSAFE).

Montclair
NEW JERSEY
SAFE

MONTCLAIR PUBLIC WORKSHPOP
TUESDAY, SEPTEMBER 13TH, 5 TO 8PM

Bicycle Priority(s):
Please identify your top priority(s) for bicycle facility improvements and why this area is so important.

Upper Mountain Speedway
Bike Lanes No one Go
Orange Rd
So end needs bike

Pedestrian Improvements:
Would the area(s) above also benefit from pedestrian improvements? If so, explain what changes you think are important and why.

Montclair
NEW JERSEY
SAFE

Bicycle Facility Network

Please list any bicycle facility segments you think should be added to the bicycle network shown at the meeting tonight.

Have you already taken the on-line bicycle survey?

Yes: ____
No: X

If you have not completed the survey, do you plan to do so soon?

Yes: X
No: ____

Do you have any other comments?

BIKE RACK in front of every BANK in MTC - example TD BANK on BLOOMFIELD AV

THANK YOU!

Montclair
NEW JERSEY
SAFE

MONTCLAIR PUBLIC WORKSHPOP
TUESDAY, SEPTEMBER 13TH, 5 TO 8PM

Bicycle Priority(s):
Please identify your top priority(s) for bicycle facility improvements and why this area is so important.

Pedestrian Improvements:
Would the area(s) above also benefit from pedestrian improvements? If so, explain what changes you think are important and why.

Montclair
NEW JERSEY
SAFE

Bicycle Facility Network

Please list any bicycle facility segments you think should be added to the bicycle network shown at the meeting tonight.

A road I use (which might not be a good choice, but its direct - not hilly) is Valley Rd from about Walnut to Watchung or Bellevue.

Have you already taken the on-line bicycle survey?

Yes: ✓

No: ____

If you have not completed the survey, do you plan to do so soon?

Yes: ____

No: ____

Do you have any other comments?

Claremont Ave east of ~~Park St.~~ N. Fullerton very difficult to cross. (I think there now are some pedestrian crossing announcements and sometimes cars stop + then others stop.) As drivers get used to this, it will work even better,

THANK YOU!

Montclair
NEW JERSEY
SAFE

Bicycle Facility Network

Please list any bicycle facility segments you think should be added to the bicycle network shown at the meeting tonight.

Have you already taken the on-line bicycle survey?

Yes: ✓

No: ____

If you have not completed the survey, do you plan to do so soon?

Yes: ✓

No: ____

Do you have any other comments?

Stop violating the ADA!!

THANK YOU!

Montclair
NEW JERSEY
SAFE

MONTCLAIR PUBLIC WORKSHPOP
TUESDAY, SEPTEMBER 13TH, 5 TO 8PM

Bicycle Priority(s):
Please identify your top priority(s) for bicycle facility improvements and why this area is so important.

education and awareness

Pedestrian Improvements:
Would the area(s) above also benefit from pedestrian improvements? If so, explain what changes you think are important and why.

The Township refuses to enforce its own ordinances requiring sidewalks free of obstructions in accordance w/ ADA

Montclair
NEW JERSEY
SAFE

Bicycle Facility Network

Please list any bicycle facility segments you think should be added to the bicycle network shown at the meeting tonight.

MOVE "PRIORITY STREET" SELECTION TO SMALLER, QUIETER RESIDENTIAL STREETS

Have you already ~~taken~~ the on-line bicycle survey?

Yes: ✓

No: _____

If you have not completed the survey, do you plan to do so soon?

Yes: _____

No: _____

Do you have any other comments?

WE WANT TO ENCOURAGE RESIDENTS PED TO USE THE MANY NORTH/SOUTH ROUTES OTHER THAN COUNTY ROADS. INSTEAD OF FOCUSING ATTENTION & FUNDS ON GROVE, PARK & VALLEY, LETS MOVE THEM TO THE MANY RESIDENTIAL STREETS WHICH ARE QUIETER, SLOWER, LEAFIER & SAFER.

THANK YOU!

Montclair
NEW JERSEY
SAFE

MONTCLAIR PUBLIC WORKSHPOP
TUESDAY, SEPTEMBER 13TH, 5 TO 8PM

Bicycle Priority(s):
Please identify your top priority(s) for bicycle facility improvements and why this area is so important.

I) CREATING AN ON-LINE MAP DISPLAYING SEVERAL NORTH/SOUTH & EAST/WEST ROUTES TO: 1) SCHOOLS; 2) BUSINESS DISTRICTS; AND, 3) COMMUTER START STATIONS. II) ACQUIRING STREET SIGNS & ROADWAY PAINTING & STRIPING TO INDICATE BEST ROUTES. III) PUBLICIZE & PROMOTE A NEW "REINVIGORATION" OF BIKE & WALK EMPHASIS IN TOWN.

Pedestrian Improvements:
Would the area(s) above also benefit from pedestrian improvements? If so, explain what changes you think are important and why.

- ENCOURAGE REPAIR & MAINTENANCE OF BOTH SLATE & CEMENT SIDEWALKS - ADD STREETSIGNAGE DESIGNATING MONTCLAIR AS A "WALK FRIENDLY" TOWN - PUBLICIZE (AS IN III ABOVE)

Montclair
NEW JERSEY
SAFE

MONTCLAIR PUBLIC WORKSHPOP
TUESDAY, SEPTEMBER 13TH, 5 TO 8PM

Bicycle Priority(s):
Please identify your top priority(s) for bicycle facility improvements and why this area is so important.

Parking on North + South Mountain should not be allowed. It would be an amazing bike path.

Pedestrian Improvements:
Would the area(s) above also benefit from pedestrian improvements? If so, explain what changes you think are important and why.

Montclair
NEW JERSEY
SAFE

Bicycle Facility Network

Please list any bicycle facility segments you think should be added to the bicycle network shown at the meeting tonight.

Have you already taken the on-line bicycle survey?

Yes: X

No: ____

If you have not completed the survey, do you plan to do so soon?

Yes: ____

No: ____

Do you have any other comments?

Thank you for your efforts in making Montclair more bike friendly.

THANK YOU!

Montclair
NEW JERSEY
SAFE

Bicycle Facility Network

Please list any bicycle facility segments you think should be added to the bicycle network shown at the meeting tonight.

____

Have you already taken the on-line bicycle survey?

Yes: ✓

No: _____

If you have not completed the survey, do you plan to do so soon?

Yes: _____

No: _____

Do you have any other comments?

Thank You for Holding this

THANK YOU!

Wish There was a bigger promotion of this workshop.

- Ads, Social, Newspaper ads,

Montclair
NEW JERSEY
SAFE

MONTCLAIR PUBLIC WORKSHPOP
TUESDAY, SEPTEMBER 13TH, 5 TO 8PM

Bicycle Priority(s):
Please identify your top priority(s) for bicycle facility improvements and why this area is so important.

Grove street.
Valley Road
Park (North to South)

Pedestrian Improvements:
Would the area(s) above also benefit from pedestrian improvements? If so, explain what changes you think are important and why.

Cross Bloomfield Ave

MEMORANDUM OF MEETING

TO: Kim Craft, Montclair and Bill Riviere, NJDOT
FROM: Mike Dannemiller, Rachana Sheth
DATE: 01/31/2017 at 4:00 pm Montclair Fire HQ

ATTENDEES: See attached Sign-In Sheet

SUBJECT: Montclair SAFE CS Implementation Plan - Steering Committee Meeting
NV5, Inc. Project # J728616.0000095.03

The purpose of the meeting was to review the project scope and schedule, explain the methodology in developing the SAFE Complete Streets typologies and to obtain feedback from the Steering Committee on the six (6) typologies developed in preparation for the public meeting scheduled for March 8th. Handouts were provided (see attached). Presentation boards of background material and each typology were utilized. The sign-in sheet is attached.

Bill Riviere, NJDOT Bicycle and Pedestrian Programs initiated the meeting with introductions and Mike Dannemiller provided background of the project and the schedule. He led a discussion on the typologies for the recommended SAFE CS network. The following summarizes the major items of discussion from the Steering Committee meeting.

Steering Committee Input and Recommendations:

- Pedestrian enhancements / recommendations should be emphasized for the typologies
- The process / methodology in developing the typologies should be clear and clarify how public input via surveys informed the process
- For all typologies, alternatives with sharrows or shared lane markings should at least include traffic calming such as narrower travel lanes by either adding shoulders or a planted or striped median
- A recommendation on pedestrian-scale lighting should be included in the typologies
- A glossary of terms should be included
- Raised crosswalks should be added as one of the traffic calming a recommendation especially for commercial areas, near schools, parks and other amenities
- A shared use path along S. Mountain Avenue and for Washington Street was recommended
- NV5 clarified that the purpose of the typologies was to provide a menu of options for Montclair Township to choose from when needed. Thus, this phase of the project will not provide detailed design plans; but options /concepts that could be applied to any Township street

Immediate Action Items:

- The Public Information Center meeting was rescheduled from 2/22/2017 to 3/8/2017due to scheduling conflicts within the Steering Committee.
- NV5 will add pedestrian enhancements and recommendations for the typologies.
- Typologies will be edited as per recommendations from the Steering Committee

Attachments:
- Attendee List
- Meeting Agenda
- Boards:
    - Schedule
    - Recommended SAFE CS Network
    - Recommended SAFE CS Network Table
    - Six (6) Typologies

Meeting Photos

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN
Steering Committee Meeting
January 31, 2017
SIGN-IN SHEET

Name	Title / Affiliation	Email	Phone
William Riviere	NJDOT		
CARMEL LOUGHMAN	PLANNING BOARD	cloughman@gmail.com	
Katie York	Director of Senior SVCS, Twp. of Montclair		
Mike Dannemiller	Principal Engineer	Michael.Dannemiller@NV5.com	
SUSAN BLICKSTEIN	SGB	sblickstein@gmail.com	
Rachana Sheth,	Urban Designer, NV5	RACHANA.SHETH@NV5.com	
Kathy Smith	PFI	KSmith@partnersfdn.org	
Stephanie Egnezzo	Montclair PD-Traffic Bureau	segnezzo@montclairnjusa.org	
Alex Kent	MTR Ped Safety	AKentJBJP@comcast.net	
Laura Torchio	Bike & Walk Montclair	torchiolaura@gmail.com	
Janice Talley	Planning Director Mtcl	jtalley@montclairnjusa.org	973-509-4955
BEN SELBY	BOE TRANSPORTATION MGR	bselby@montclair.k12.nj.us	
Councilwoman Renee Baskerville	Montclair Township	RBaskerville@Montclairnjusa.org	

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

STEERING COMMITTEE MEETING
Tuesday, January 31, 2017
4:00 – 6:00 pm
Montclair Fire Headquarters
1 Pine Street, Montclair, NJ

AGENDA

Introductions.....Kimberli Craft / Bill Riviere

Scope Review..... ..... Mike Dannemiller/ Susan Blickstein
- Methodology
- Schedule

Typology Review .....Mike Dannemiller/ Rachana Sheth
- Assumptions
- Review Exercise

Public Meeting .....Kimberli Craft / Mike Dannemiller

Next Steps .....Kimberli Craft / Mike Dannemiller

Montclair SAFE Complete Streets Implementation Plan

TASK	Description	OCT	NOV	DEC	JAN	FEB	MAR
1	Project Administration	Admin.					
2	Steering Committee Meetings and Public Participation		1	Outreach	2	1	
3	Data Review and Analysis		Review & Analysis				
4	Review and Planning Concepts			Concepts			3
5	Draft and Final SAFE Complete Streets Implementation Plan						Plan

CLIENT & STEERING COMMITTEE MEETINGS

PUBLIC MEETING

Client & Steering Committee Meetings

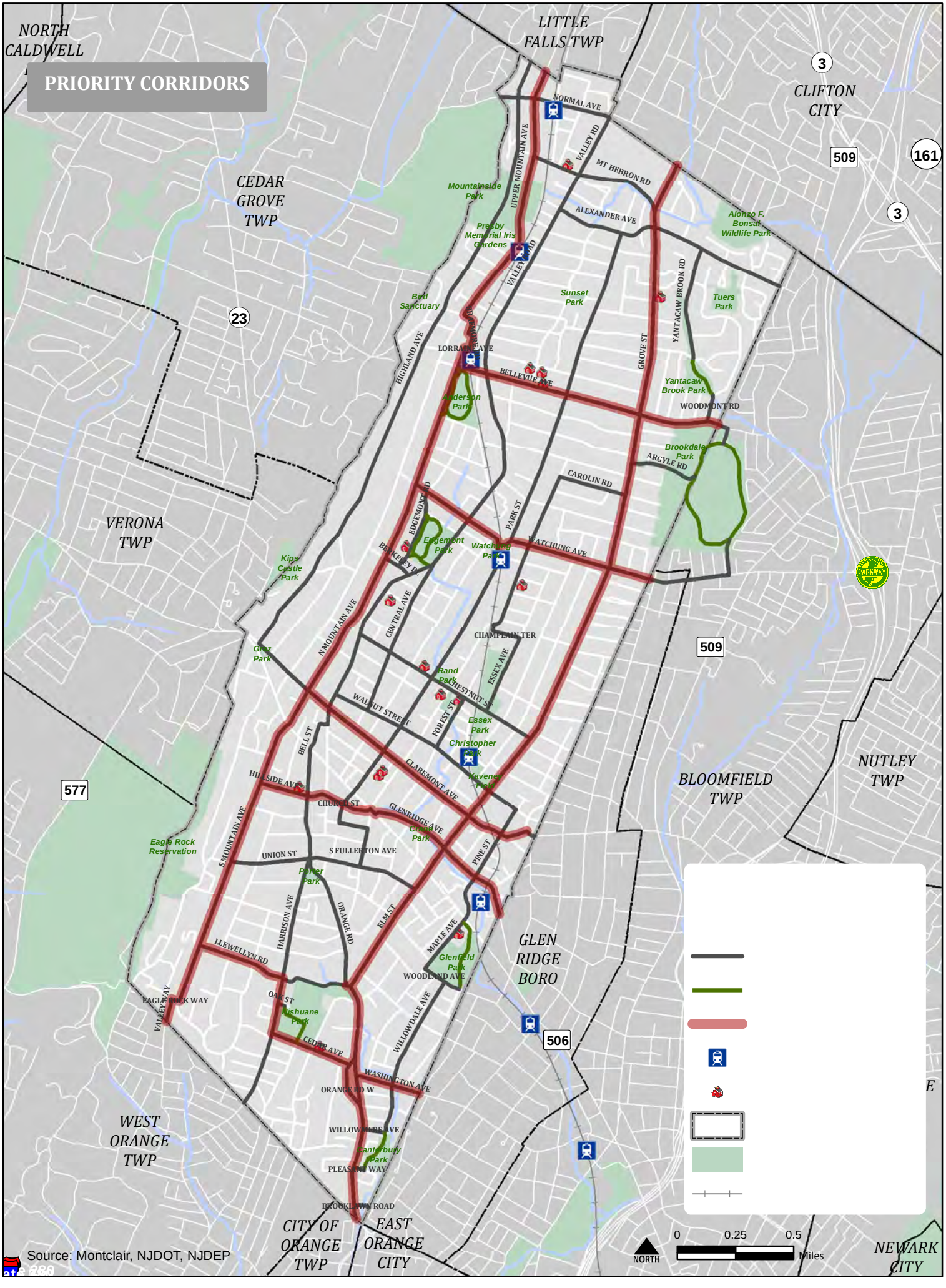
1. Client / Steering Committee Meeting
2. Client / Steering Committee Meeting
3. Client / Steering Committee Meeting

Public Meeting

1. Public Information Center

RBA An NV5 Company

Revised 1/30/17


PRIORITY CORRIDORS
NORTH CALDWELL
LITTLE FALLS TWP
CLIFTON CITY
CEDAR GROVE TWP
VERONA TWP
BLOOMFIELD TWP
NUTLEY TWP
GLEN RIDGE BORO
WEST ORANGE TWP
CITY OF ORANGE TWP
EAST ORANGE CITY
NEWARK CITY
NORMAL AVE
VALLEY RD
MT HEBRON RD
UPPER MOUNTAIN AVE
ALEXANDER AVE
VALLEY ROAD
GROVE ST
YANTACAW BROOK RD
HIGHLAND AVE
LORRAINE AVE
BELLEVUE AVE
WOODMONT RD
ARGYLE RD
CAROLIN RD
PARK ST
WATCHUNG AVE
EDGEMONT RD
BERKELEY PL
CENTRAL AVE
N MOUNTAIN AVE
CHAMPLAIN TER
ESSEX AVE
WALNUT STREET
CHESTNUT ST
FOREST ST
BELL ST
CLAREMONT AVE
HILLSIDE AVE
CHURCH ST
GLENRIDGE AVE
S MOUNTAIN AVE
UNION ST
S FULLERTON AVE
PINE ST
HARRISON AVE
ORANGE RD
ELM ST
MAPLE AVE
LLEWELLYN RD
WOODLAND AVE
EAGLE ROCK WAY
VALLEY WAY
OAK ST
CEDAR AVE
WILLOWDALE AVE
WASHINGTON AVE
ORANGE RD W
WILLOWBROOK AVE
PLEASANT WAY
BROOKLAWN ROAD
Mountainside Park
Presby Memorial Iris Gardens
Alonzo F. Bonsal Wildlife Park
Bird Sanctuary
Sunset Park
Tuers Park
Yantacaw Brook Park
Anderson Park
Brookdale Park
Edgemont Park
Watchung Park
Kips Castle Park
Grotz Park
Rand Park
Essex Park
Christopher Park
Cleveland Park
Eagle Rock Reservation
Palmer Park
Glenfield Park
Mishuane Park
Canterbury Park
23
509
161
3
577
506
Source: Montclair, NJDOT, NJDEP
NORTH
0
0.25
0.5
Miles

RECOMMENDED SAFE CS NETWORK RECOMMENDATIONS

(ON-ROAD LINKS ONLY)

2/8/2017

No	STREET NAME	START	END	JURISDICTION	WIDTH	ADT	COUNT YEAR	FUNCTIONAL CLASS	TYPOLOGY
1	Alexander Ave.	Valley Rd.	Grove St.	Local	28.0	1194	2015	Local	V
2	Alexander Ave.	Grove St.	Bloomfield line	County	28.0	4420	2009	Collector	III
3	Argyle Rd			Local	26.0			Local	V
4	Bell St.	Mountainview Place	Bloomfield Ave.	Local	32.0	6075	2009	Collector	III
5	**Bellevue Ave.**	**Upper Mountain Ave.**	**Norwood Ave.**	**Local**	**40.0**	**6940**	**2012**	**Collector**	**IV**
6	**Bellevue Ave.**	**Norwood Ave.**	**Grove St.**	**Local**	**37.0**	**8551**	**2014**	**Collector**	**III**
7	**Bellevue Ave.**	**Grove St.**	**Bloomfield line**	**Local**	**35.0**	**9013**	**2010**	**Collector**	**III**
8	Berkeley Pl	Upper Mountain Ave.	Valley Rd.	Local	30.0	1136	2010	Local	V
9	Bloomfield Ave.	N. Fullerton Ave.	Glenridge Ave.	County	56.0	17011	2010	Principal Arterial	XXXX
10	Braemore Rd	Lorraine Ave.	Upper Mountain Ave.	Local	22.0	638	2008	Local	V
11	Brooklawn Rd.			Local	26.0			Local	V
12	Carolin Rd.	N. Fullerton Ave.	Grove St.	Local	26.0			Local	V
13	Cedar Ave.	High St.	Nishuane Rd.	Local	34.0	6625	2015	Collector	III
14	Central Ave.	Walnut St.	Chestnut St.	Local	36.0			Local	V
15	Central Ave.	Chestnut St.	Valley Rd.	Local	36.0	1208	2014	Local	V / VI
16	Champlain Terr.			Local	26.0			Local	V
17	Chestnut St.	Valley Rd.	Midland Ave.	Local	32.0	3913	2009	Collector	III
18	Chestnut St.	Midland Ave.	N. Fullerton Ave.	Local	36.0	4392	2011	Collector	III
19	Chestnut St.	N. Fullerton Ave.	Essex Ave.	Local	35.0	5652	2012	Collector	III
20	Chestnut St.	Essex Ave.	Grove St.	Local	35.0	5545	2012	Collector	III
21	**Church St.**	**Bloomfield Ave.**	**S. Park St**	**Local**	**25.0**	**4540**	**2014**	**Collector**	**VI**
22	**Church St.**	**S. Park St**	**Orange Rd.**	**Local**	**41.5**	**1003**	**2011**	**Collector**	**III**
23	**Church St.**	**Trinity Pl.**	**South Park St.**	**Local**		**4707**	**2016**	**Collector**	**III**
24	**Claremont Ave.**	**Crestmont Rd.**	**Valley Rd.**	**Local**	**38.0**	**14743**	**2009**	**Minor Arterial**	**II**
25	**Claremont Ave.**	**Valley Rd.**	**N. Fullerton Ave.**	**Local**	**32.0**	**12847**	**2011**	**Minor Arterial**	**I**
26	**Claremont Ave.**	**N. Fullerton Ave.**	**Grove St.**	**Local**	**35.0**	**12906**	**2015**	**Minor Arterial**	**I**
27	**Claremont Ave.**	**Grove St.**	**Walnut Crescent**	**Local**	**32.0**	**11028**	**2016**	**Minor Arterial**	**I**
28	**Eagle Rock Way**	**Undercliff Rd.**	**S. Mountain Ave.**	**Local**	**31.0**	**1772**	**2008**	**Local**	**V**
29	Edgemont Rd.	Watchung Ave.	Parkside	Local	36.0			Local	V
30	**Elm St.**	**Llewellyn Rd.**	**Elmwood Ave.**	**County**	**40.0**	**13455**	**2015**	**Minor Arterial**	**II**
31	**Elm St.**	**Elmwood Ave.**	**Bloomfield Ave.**	**County**	**40.0**	**11727**	**2010**	**Minor Arterial**	**II**
32	Essex Ave.	Chestnut St.	Champlain Terr.	Local	26.0			Local	V
33	Forest St.	Claremont Ave.	End	Local	32.0	2006	2012	Local	V
34	**Glenridge Ave.**	**Bloomfield Ave.**	**N. Willow St.**	**Local**	**34.0**	**4588**	**2010**	**Collector**	**III / VI**
35	**Glenridge Ave.**	**N. Willow St.**	**Grove St.**	**Local**	**32.0 / 42.0**	**5873**	**2014**	**Collector**	**III / IV**
36	**Glenridge Ave.**	**Grove St.**	**Pine St.**	**Local**	**35.0**	**7974**	**2010**	**Collector**	**III**
37	**Grove St.**	**Bloomfield Ave.**	**Walnut St.**	**County**	**40.0**	**12743**	**2011**	**Minor Arterial**	**II**
38	**Grove St.**	**Walnut St.**	**McDonough St.**	**County**	**40.0**	**17090**	**2011**	**Minor Arterial**	**II**
39	**Grove St.**	**McDonough St.**	**Watchung Ave.**	**County**	**40.0**	**18978**	**2009**	**Minor Arterial**	**II**
40	**Grove St.**	**Watchung Ave.**	**Bellevue Ave.**	**County**	**40.0**	**16181**	**2011**	**Minor Arterial**	**II**
41	**Grove St.**	**Bellevue Ave.**	**Alexander Ave.**	**County**	**40.0**	**13919**	**2010**	**Minor Arterial**	**II**
42	**Grove St.**	**Alexander Ave.**	**Clifton line**	**County**	**40.0**	**13599**	**2011**	**Minor Arterial**	**II**

Source: Montclair Engineering Bureau

BOLD = Priority Corridors

RECOMMENDED SAFE CS NETWORK RECOMMENDATIONS

(ON-ROAD LINKS ONLY)

No	STREET NAME	START	END	JURISDICTION	WIDTH	ADT	COUNT YEAR	FUNCTIONAL CLASS	TYPOLOGY
43	Harrison Ave.	West Orange line	Cedar Ave.	Local	36.0	10362	2011	Minor Arterial	I
44	**Harrison Ave.**	**Cedar Ave.**	**Warren Pl.**	**Local**	**36.0**	**11086**	**2008**	**Minor Arterial**	**I**
45	Harrison Ave.	Warren Pl.	Union St.	Local	36.0	7383	2010	Minor Arterial	I
46	Highland Ave.	Claremont Ave.	Edgewood Rd.	Local	26.0	771	2010	Local	V
47	Highland Ave.	Edgewood Rd.	Ingleside Rd.	Local	26.0	1120	2010	Local	V
48	Highland Ave.	Ingleside Rd.	Windsor Pl	Local	26.0	1105	2010	Local	V
49	Highland Ave.	Windsor Pl	Little Falls line	Local	26.0	724	2009	Local	V
50	**Hillside Ave.**	**South Mountain Ave.**	**St. Lukes Place**	**Local**	**35.5**	**701**	**2009**	**Local**	**V**
51	**Llewellyn Rd.**	**S. Mountain Ave.**	**Harrison Ave.**	**Local**	**32.0**	**1832**	**2008**	**Local**	**V**
52	Llewellyn Rd.	Harrison Ave.	Elm St.	Local	32.0	3246	2009	Collector	III
53	Lorraine Ave.	N. Mountain Ave.	Duryea Rd.	Local	32.0	3642	2011	Collector	III
54	Maple Ave.	Lincoln St.	Elmwood Ave.	Local	36.0			Local	V
55	Maple Ave.	Elmwood Ave.	Bloomfield Ave.	Local	36.0	3959	2015	Collector	III
56	Mountainview Pl.	Bell St.	Valley Rd.	26	L			Local	V
57	Mt. Hebron Rd.	Highland Ave.	Valley Rd.	Local	35.0	4924	2016	Local	V
58	Mt. Hebron Rd.	Valley Rd.	Grove St.	County	35.0	9519	2009	Collector	III
59	N. Fullerton Ave.	NJT Railroad	Watchung Ave.	Local	32.0	3149	2016	Local	V
60	N. Fullerton Ave.	Watchung Ave.	Wildwood Ave.	Local	32.0	1305	2008	Local	V
61	**N. Mountain Ave.**	**Bloomfield Ave.**	**Club St.**	**Local**	**33.0**	**6868**	**2014**	**Collector**	**III**
62	**N. Mountain Ave.**	**Club St.**	**Watchung Ave.**	**Local**	**33.0**	**4073**	**2014**	**Collector**	**III**
63	**N. Mountain Ave.**	**Watchung Ave.**	**Lorraine Ave.**	**Local**	**33.0**	**3105**	**2009**	**Local**	**V**
64	Normal Ave.			County	30.0	10466	2011	Minor Arterial	I
65	Normal Ave.	at NJT RR Xing				6979	2016	Minor Arterial	I
66	Oak St.			Local	28.0		0	Local	V
67	**Orange Rd.**	**Orange line**	**Llewellyn Rd.**	**County**	**40.0**	**9499**	**2015**	**Minor Arterial**	**II / VI**
68	Orange Rd.	Llewellyn Rd.	Union St.	Local	30.0	745	2009	Local	VI
69	Orange Rd.	Union St.	Bloomfield Ave.	Local	40.0	11811	2009	Minor Arterial	II
70	**Orange Rd. West**			**County**	**0.0**	**6352**	**2011**	**Minor Arterial**	**VI**
71	Park St.	Bloomfield Ave.	Claremont Ave.	Local	40.0	7842	2014	Collector	IV
72	Park St.	Claremont Ave.	Chestnut St.	Local	35.0	5062	2011	Collector	III
73	Park St.	Chestnut St.	Watchung Ave.	Local	35.0	5844	2014	Collector	III
74	Park St.	Watchung Ave.	Lorraine Ave.	Local	35.0	5882	2014	Collector	III
75	Park St.	Lorraine Ave.	Glenwood Ave.	Local	35.0	4899	2014	Collector	III
76	Pine St.	Bloomfield Ave.	Glenridge Ave.	Local	33.0	5177	2016	Collector	III
77	Pine St.	Glenridge Ave.	Claremont Ave.	Local	33.0	3609	2011	Local	V
78	Pine St.	Claremont Ave.	Walnut St.	Local	33.0			Local	V
79	Pleasant Way			Local	26.0			Local	V
80	Pleasant Way			Local	26.0			Local	V
81	S. Fullerton Ave.	Union St.	Bloomfield Ave.	Local	30.0	6263	2016	Local	V
82	**S. Mountain Ave.**	**Eagle Rock Way**	**Union St.**	**Local**	**35.0**	**2893**	**2014**	**Local**	**V**
83	**S. Mountain Ave.**	**Union St.**	**Bloomfield Ave.**	**Local**	**35.0**	**8809**	**2014**	**Collector**	**III**
84	S. Park St.	The Crescent	Church St.	Local	36.0	1970	2014	Collector	IV

Source: Montclair Engineering Bureau

BOLD = Priority Corridors

RECOMMENDED SAFE CS NETWORK RECOMMENDATIONS

(ON-ROAD LINKS ONLY)

No	STREET NAME	START	END	JURISDICTION	WIDTH	ADT	COUNT YEAR	FUNCTIONAL CLASS	TYPOLOGY
85	S. Park St.	Church St.	Bloomfield Ave.	Local	54.0	2711	2014	Collector	IV
86	The Crescent	Trinity Pl.	South Park St.	Local	26.0	1922	2016	Local	V
87	Union St.	Orange Rd.	S. Willow St	Local	32.0	3617	2016	Collector	III
88	Union St.	S. Willow St.	Elm St.	Local	32.0	3285	2016	Collector	III
89	**Upper Mountain Ave.**	**Bellevue Ave.**	**Jerome +300 ft.**	**Local**	**32.5**	**15795**	**2011**	**Minor Arterial**	**I**
90	**Upper Mountain Ave.**	**Jerome +300 ft.**	**Mt. Hebron Rd.**	**County**	**32.5**	**9167**	**2008**	**Minor Arterial**	**I**
91	**Upper Mountain Ave.**	**Mt. Hebron Rd.**	**Little Falls line**	**County**	**32.5**	**8132**	**2015**	**Minor Arterial**	**I**
92	Valley Rd.	Bloomfield Ave.	Claremont Ave.	County	36.0	15195	2014	Minor Arterial	I
93	Valley Rd.	Claremont Ave.	Watchung Ave.	County	32.0	12965	2011	Minor Arterial	I
94	Valley Rd.	Watchung Ave.	Bellevue Ave.	County	32.0	13212	2009	Minor Arterial	I
95	Valley Rd.	Bellevue Ave.	Mt. Hebron Rd.	County	40.0	12920	2014	Minor Arterial	II
96	Valley Rd.	Mt. Hebron Rd.	Normal Ave	County	40.0	13359	2009	Minor Arterial	II
97	**Valley Way**	**200 ft. south of Eagle Rock Way**		**Local**	**28.0**	**1849**	**2013**	**Local**	**V**
98	Walnut Crescent	Walnut St.	Oxford St.	Local	30.0	6071		Collector	III
99	Walnut St.	Valley Rd.	Park St.	Local	35.0	7751	2009	Collector	III
100	Walnut St.	Park St.	Greenwood Ave.	Local	35.0	8096	2014	Collector	III
101	Walnut St.	Greenwood Ave.	Grove St.	Local	40.0	7377	2011	Collector	IV
102	Walnut St.	Grove St.	Walnut Crescent	Local	36.0	3651	2009	Collector	III
103	**Washington Ave.**			**Local**	**28.0**	**3503**	**2014**	**Collector**	**III**
104	**Watchung Ave.**	**Upper Mountain Ave.**	**Valley Rd.**	**County**	**36.0**	**5824**	**2011**	**Minor Arterial**	**I**
105	**Watchung Ave.**	**Valley Rd.**	**Park St.**	**County**	**36.0**	**12834**	**2008**	**Minor Arterial**	**I**
106	**Watchung Ave.**	**Park St.**	**Grove St.**	**County**	**36.0**	**12517**	**2014**	**Minor Arterial**	**I**
107	**Watchung Ave.**	**Grove St.**	**Glen Ridge line**	**County**	**36.0**	**14791**	**2011**	**Minor Arterial**	**I**
108	Willowdale Ave.	Hollywood Ave.	Washington Ave.	Local	26.0			Local	V
109	Willowdale Ave.	Washington Ave.	Lincoln St.	Local	35.0	1253	2008	Local	V
110	Willowdale Ave.	Lincoln St.	Woodland Ave.	Local	36.0			Local	V
111	Willowmere Ave.			Local	26.0	440	2016	Local	V
112	Woodland Ave.			Local	36.0			Local	V
113	Yantacaw Brook Rd			Local	30.0	705	2009	Local	V

Source: Montclair Engineering Bureau

BOLD = Priority Corridors

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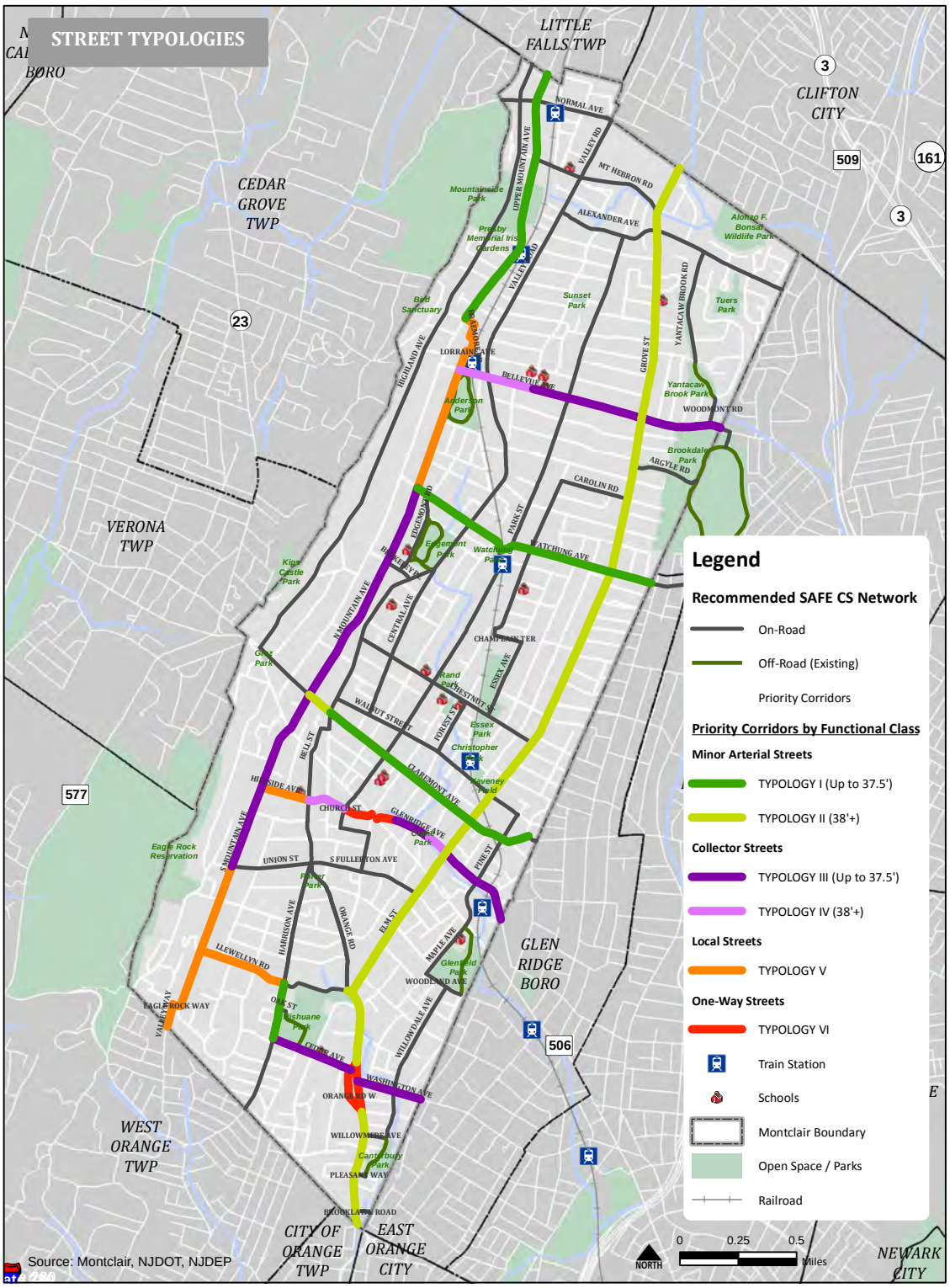


STREET TYPOLOGIES:

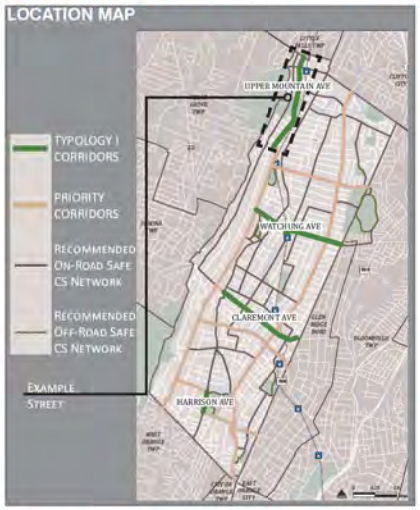
TYPOLOGY I - Minor Arterial Street (Up to 37.5')
TYPOLOGY II - Minor Arterial Street (38'+)
TYPOLOGY III - Collector Street (Up to 37.5')
TYPOLOGY IV - Collector Street (38'+)
TYPOLOGY V - Local Street
TYPOLOGY VI - One-Way Street

Legend for Typologies

Pavement Width | *Speed Limit* | *On-Street Parking Permitted* | *Two-lane Roadway* | *On-Street Parking Not Permitted* | *Average Daily Traffic (Count Year)*

TYPOLOGY I: Minor Arterial Street (Up to 37'wide)

(example: Upper Mountain Avenue)



Existing street example - Upper Mountain Avenue (Southbound)

RECOMMENDATIONS

BUFFERED BICYCLE LANE

- install bicycle lanes on both sides with a striped buffer

BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions - a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users - visually reminds motorists of bicyclists' right to the street	- parking will need to be restricted - greater enforcement is required to prevent motorists from parking in the bicycle lane

PROTECTED BICYCLE LANES

- install two-way protected bicycle lanes with a striped buffer with bollards

BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists - reduces risk and fear of collisions especially with over-taking vehicles - more attractive to a wide range of bicyclists at all levels and ages	- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings - parking will need to be restricted - coordinating snow removal and sweeping will be required - buffer will vary depending on width

CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists - maximizes existing roadway widths - requires no restrictions on parking	- requires posted speed limit reduction to 25 mph - may encourage wrong-way bicycle riding - recommended for roadways with steep slopes

SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as installing speed humps, tightening the curb radii, adding curb extensions etc.

BENEFITS	CONSIDERATIONS
- indicate the most appropriate and safe locations to ride on with respect parked cars and moving traffic - reinforces the legitimacy of bicycle traffic on the street - requires no restrictions on parking - can be used to fill a gap within a bicycle network - provide wayfinding guidance	- requires posted speed limit reduction to 25 mph - not ideal for high volume roadways - does not dedicate exclusive use for bicyclists

INTERSECTION TREATMENTS

- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

Low-Cost Curb Extensions and continuous bicycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

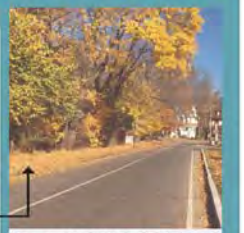
SIGNAGE

- place centerline "stop for pedestrians" signs on lower speed roadways to help alert drivers of a crosswalk
- ensure crosswalk signs meet current standards

"Stop For Pedestrians" Sign, Morristown, NJ

OTHER RECOMMENDATIONS

- consider using other traffic calming measures such as installing speed humps, tightening the curb radii of certain streets
- install high-visibility crosswalks where feasible and regularly maintain them
- regularly maintain sidewalks by clearing walking area of leaves and other debris

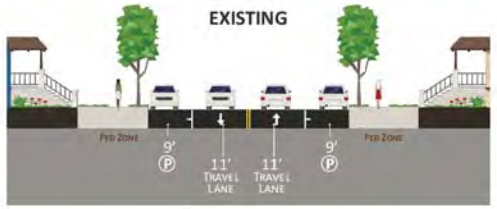


Orange Road West, Montclair, NJ

TYPOLOGY II: Minor Arterial Street (38'+ wide)

(example: Grove Street)

Existing street example - Grove Street (Northbound)



RECOMMENDATIONS

BUFFERED BICYCLE LANE

- install bicycle lanes on both sides with a striped buffer

BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions - a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users - visually reminds motorists of bicyclists' right to the street	- parking will need to be restricted on one side - greater enforcement is required to prevent motorists from parking in the bicycle lane

PROTECTED BICYCLE LANES

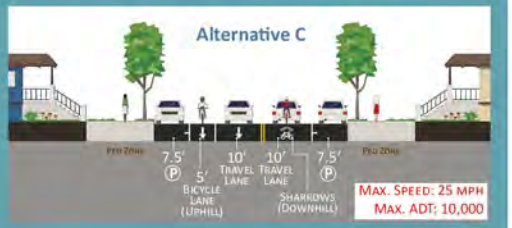
- install two-way protected bicycle lanes with a striped buffer with bollards

BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists - reduces risk and fear of collisions especially with over-taking vehicles - more attractive to a wide range of bicyclists at all levels and ages	- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings - parking will need to be restricted on one side or both sides for narrow roads

CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

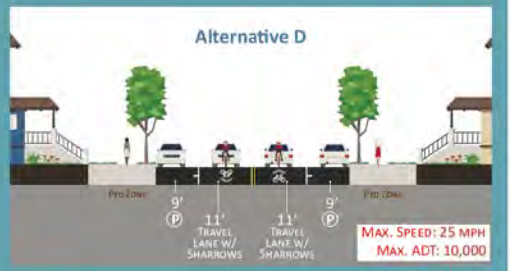
BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists - maximizes existing roadway widths	- parking may need to be restricted on one side on narrow roadways - may encourage wrong-way bicycle riding - recommended for roadways with steep slopes



SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as installing speed humps, tightening the curb radii, adding curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicates the most appropriate and safe locations to ride on with respect to parked cars and moving traffic - reinforces the legitimacy of bicycle traffic on the street - requires no restrictions on parking - can be used to fill a gap within a bicycle network - provide wayfinding guidance	- does not dedicate exclusive use for bicyclists - not ideal for high volume roadways



INTERSECTION TREATMENTS

- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

Low-Cost Curb Extensions and continuous bicycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

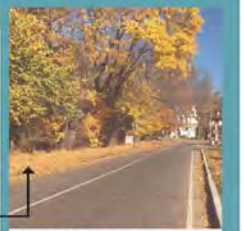
SIGNAGE

- place centerline "stop for pedestrians" signs on lower speed roadways to help alert drivers of a crosswalk
- ensure crosswalk signs meet current standards

"Stop For Pedestrians" Sign, Morristown, NJ

OTHER RECOMMENDATIONS

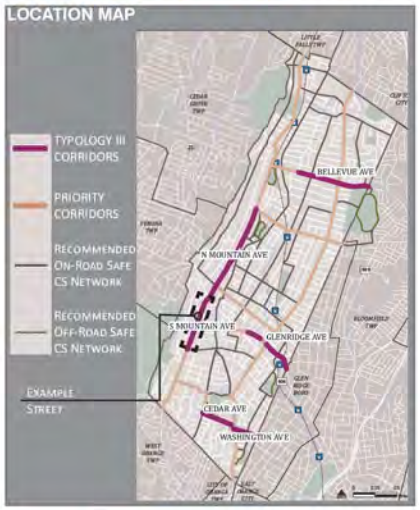
- consider using other traffic calming measures such as installing speed humps, tightening the curb radii of certain streets
- install high-visibility crosswalks where feasible and regularly maintain them
- regularly maintain sidewalks by clearing walking area of leaves and other debris



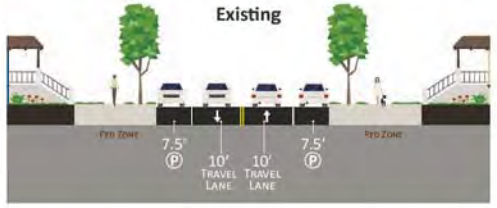
Orange Road West, Montclair, NJ

TYPOLOGY III: Collector Street (Up to 37.5' wide)

(example: S. Mountain Avenue)



Existing street example - South Mountain Ave (Southbound)



RECOMMENDATIONS

BUFFERED BICYCLE LANE

- install bicycle lanes on both sides with a striped buffer

BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions - a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users - visually reminds motorists of bicyclists' right to the street	- parking will need to be restricted on both sides - greater enforcement is required to prevent motorists from parking in the bicycle lane

PROTECTED BICYCLE LANES

- install two-way protected bicycle lanes with a striped buffer with bollards

BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists - reduces risk and fear of collisions especially with over-taking vehicles - more attractive to a wide range of bicyclists at all levels and ages	- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings - parking will need to be restricted on both sides

SHARED USE PATH

- add a two-way shared use path, especially in locations with large landscape buffers, longer blocks and where public right-of-way is available

BENEFITS	CONSIDERATIONS
- completely separated from motor vehicle traffic and potentially with fewer intersections and as a result are safer than other facilities - can provide an enjoyable recreational opportunity - appeals to users of all ages and abilities - parking does not need to be restricted	- ideal for roadways with longer blocks as additional considerations is required at driveways - attract a variety of user groups who often have conflicting needs

CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists - maximizes existing roadway widths	- parking will need to be restricted on one side - may encourage wrong-way bicycle riding - recommended for roadways with steep slopes

SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as installing speed humps, tightening the curb radii, adding curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicates the most appropriate and safe locations to ride on with respect to parked cars and moving traffic - reinforces the legitimacy of bicycle traffic on the street - requires no restrictions on parking - can be used to fill a gap within a bicycle network - provide wayfinding guidance	- does not dedicate exclusive use for bicyclists

INTERSECTION TREATMENTS

- consider intersection treatments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

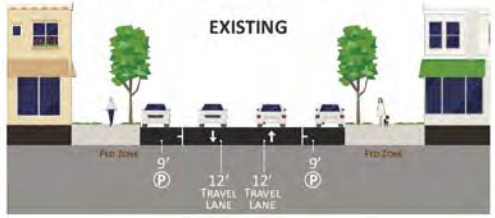
Low-Cost Curb Extensions and continuous bicycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

TYPOLOGY IV: Collector Street (38'+ wide)

(example: Glenridge Avenue)

Existing street example - Glenridge Avenue (Eastbound)



RECOMMENDATIONS

PROTECTED BICYCLE LANES

- install two-way protected bicycle lanes with a striped buffer with bollards

BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists - reduces risk and fear of collisions especially with over-taking vehicles - more attractive to a wide range of bicyclists at all levels and ages	- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings - parking will need to be restricted on one side

BUFFERED BICYCLE LANE

- install bicycle lanes on both sides with a striped buffer

BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions - a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users - visually reminds motorists of bicyclists' right to the street	- parking will need to be restricted - greater enforcement is required to prevent motorists from parking in the bicycle lane

PROTECTED BICYCLE LANES w/ PARKING

- install two-way protected bicycle lanes with a striped buffer in between the sidewalk and on-street parking

BENEFITS	CONSIDERATIONS
- dedicates and protects space for bicyclists - eliminates risk and fear of collisions especially with over-taking vehicles - more attractive to a wide range of bicyclists at all levels and ages	- ideal for roadways with longer blocks as additional considerations is required at driveways and side-street crossings - parking will need to be restricted on one side

CLIMBING BICYCLE LANE & SHARROWS

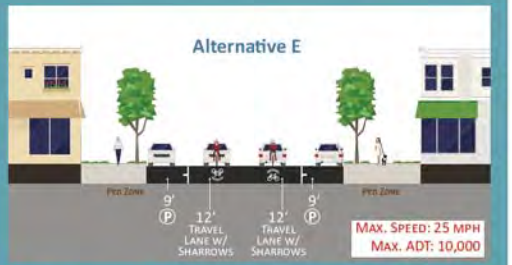
- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists - maximizes existing roadway widths	- may encourage wrong-way bicycle riding - recommended for roadways with steep slopes

SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as installing speed humps, tightening the curb radii, adding curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicates the most appropriate and safe locations to ride on with respect to parked cars and moving traffic - reinforces the legitimacy of bicycle traffic on the street - requires no restrictions on parking - can be used to fill a gap within a bicycle network - provide wayfinding guidance	- does not dedicate exclusive use for bicyclists



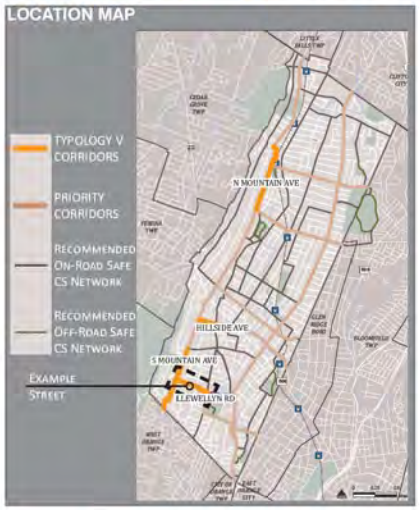
INTERSECTION TREATMENTS

- consider intersection treatments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

Low-Cost Curb Extensions and continuous bicycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

TYPOLOGY V: Local Street



(example: Llewellyn Road)

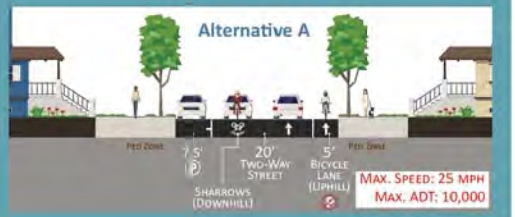
Existing street example - Llewellyn Rd (Eastbound)

RECOMMENDATIONS

CLIMBING BICYCLE LANE & SHARROWS

- install a bicycle lane on one side (uphill direction) and add sharrows on the other side of the roadway (downhill direction)

BENEFITS	CONSIDERATIONS
- a dedicated bicycle facility uphill enables motorists to safely pass slower-speed bicyclists - maximizes existing roadway widths	- parking may need to be restricted on one side - may encourage wrong-way bicycle riding - recommended for roadways with steep slopes



BICYCLE ROUTE

- install signage on low-volume /low-speed streets where exclusive bicycle facilities are not necessary

BENEFITS	CONSIDERATIONS
- reinforces the legitimacy of bicycle traffic on the street - requires no additional space or restrictions on parking - can provide wayfinding guidance - can discourage sidewalk riding	- does not dedicate exclusive use for bicyclists

SHARROWS & TRAFFIC CALMING

- install sharrows or shared lane markings in conjunction with traffic calming measures such as installing speed humps, tightening the curb radii, adding curb extensions, etc.

BENEFITS	CONSIDERATIONS
- indicate the most appropriate and safe locations to ride on with respect parked cars and moving traffic - reinforces the legitimacy of bicycle traffic on the street - requires no restrictions on parking - can be used to fill a gap within a bicycle network - provide wayfinding guidance	- does not dedicate exclusive use for bicyclists

ADVISORY BICYCLE LANES

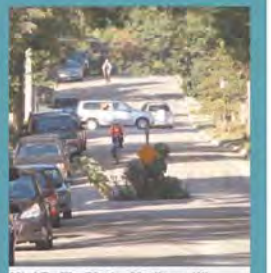
- install dashed white lines on both sides of a low traffic volume roadway (no centerline) to delineate bicycle areas

BENEFITS	CONSIDERATIONS
- striping offers visual separation and reminds people that the road is a shared space - have a traffic calming effect as motorists tend to travel slower - provides a viable option for bicycle facilities on narrow roadways	- less protection for cyclists than a conventional bicycle lane - unfamiliarity with the treatment can lead to confusion - may require restrictions on parking

BICYCLE BOULEVARD / GREENWAY

- consider a bicycle boulevard / greenway treatment by optimizing bicycle travel along low-volume and low-speed streets using treatments such as traffic calming, signage, and pavement markings, and intersection crossings
- can be achieved with minor changes to the street configuration and no additional width is required
- typical design elements along a bicycle boulevard include forced-turn islands, centerline medians with bicycle/pedestrian pass throughs, raised crossings / intersections, mini-traffic circles, pedestrian refuges etc.

Bicycle Boulevard, Portland, OR (Credit: NACTO)



Mini-Traffic Circle, Madison, WI (Credit: NACTO)

INTERSECTION TREATMENTS

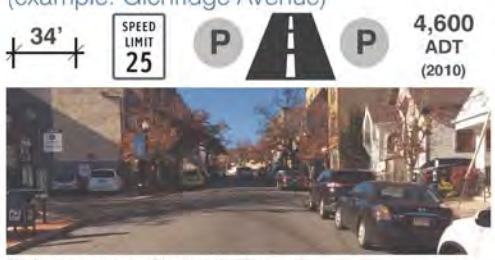
- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance

Low-Cost Curb Extensions and continuous bicycle markings, Hoboken, NJ

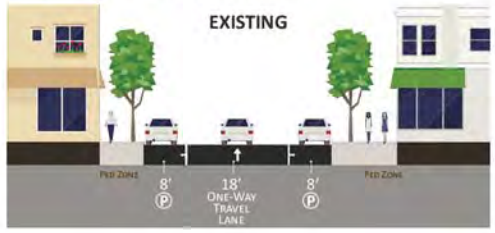
Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

TYPOLOGY VI: One-Way Streets

(example: Glenridge Avenue)



Existing street example - Glenridge Ave (Eastbound)



RECOMMENDATIONS

CONTRAFLOW BICYCLE LANE & SHARROWS

- install a contraflow bicycle lane in the opposite direction of motor vehicle traffic with a striped buffer and sharrows on the other side

BENEFITS	CONSIDERATIONS
- provides direct access and connectivity for bicycles traveling in both directions - Bicyclists do not have to make a detour as a result of one-way traffic - limits dangerous wrong-way riding by allowing cyclists to safely ride in the opposite direction of cars	- use only where bicyclists can effectively and conveniently make transitions at the terminus of the bicycle lane - ideal for a few blocks to complete a proposed or existing bicycle network - relevant signage is important - buffers are needed for safe movement of the bicyclists

BUFFERED BICYCLE LANE (ONE-WAY TRAVEL)

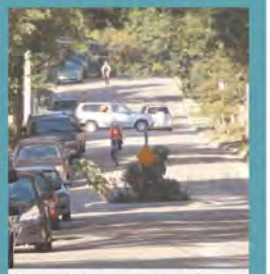
- install bicycle lane with a buffer

BENEFITS	CONSIDERATIONS
- enables bicyclists to ride at their preferred speed without interference from prevailing traffic conditions - a buffer provides a greater shy distance between motor vehicles and bicyclists thus appealing to a wider cross-section of bicycle users - visually reminds motorists of bicyclists' right to the street	- only accommodates one-way travel for bicyclists - to discourage wrong-way riding a bicycle facility should be provided for the opposite direction on a neighboring street

BICYCLE BOULEVARD / GREENWAY

- consider a bicycle boulevard / greenway treatment by optimizing bicycle travel along low-volume and low-speed streets using treatments such as traffic calming, signage, and pavement markings, and intersection crossings
- can be achieved with minor changes to the street configuration and no additional width is required
- typical design elements along a bicycle boulevard include forced-turn islands, centerline medians with bicycle/pedestrian pass throughs, raised crossings / intersections, mini-traffic circles, pedestrian refuges etc.

Bicycle Boulevard, Portland, OR (Credit: NACTO)



Mini-Traffic Circle, Madison, WI (Credit: NACTO)

INTERSECTION TREATMENTS

- consider intersection treaments for both bicyclists and pedestrians to improve visibility / safety and help in creating a complete network
- intersection treatments can include but are not limited to high-visibility crosswalks, bicycle boxes, curb extensions, continuous bicycle markings, loop detectors at signalized intersections, etc.
- Treatments such as curb extensions also create a traffic calming effect and make it easier for pedestrians to cross the roadway by reducing the crossing distance.

Low-Cost Curb Extensions and continuous bicycle markings, Hoboken, NJ

Bicycle Box, San Francisco, CA (Credit: SF Bicycle Coalition)

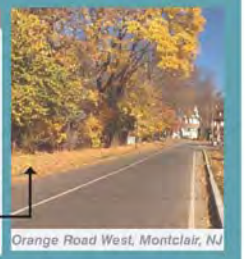
SIGNAGE

- consider placing centerline "stop for pedestrians" signs on lower speed roadways to help alert drivers of a crosswalk

"Stop For Pedestrians" Sign, Morristown, NJ

OTHER RECOMMENDATIONS

- consider using other traffic calming measures such as installing speed humps, tightening the curb radii of certain streets
- install high-visibility crosswalks where feasible and regularly maintain them
- regularly maintain sidewalks by clearing walking area of leaves and other debris



Orange Road West, Montclair, NJ

MEMORANDUM OF MEETING

TO: Kim Craft, Montclair and Bill Riviere, NJDOT
FROM: Mike Dannemiller, Rachana Sheth
DATE: 03/08/2017 at 7:00 pm Montclair Fire HQ

ATTENDEES: See attached Sign-In Sheet

SUBJECT: Montclair SAFE CS Implementation Plan – Public Information Center
NV5, Inc. Project # J728616.0000095.03

The Montclair SAFE CS Implementation Plan Team (NV5 & Susan Blickstein) held a public open house on Wednesday, March 8th, 2017 from 7:00 p.m. to 9:00 p.m. at the Montclair Municipal Building. The purpose of the meeting was to present the methodology, recommended SAFE CS network, and the pedestrian and bicycle recommendations including street typologies and gather feedback from the public.

The format of the meeting was an open house format with presentation boards and comment forms. In addition, to Montclair and NJDOT staff, the meeting was attended by more than 50 people from the community. A sign-in sheet is attached for reference; however please note that the sign-in sheets do not accurately reflect attendance as several attendees did not sign in. Some of the feedback received is summarized below:

Public Comments

- Street lighting is a major issue and should be highlighted
- Accommodations for landscaping trucks and other large vehicles that typically park in the shoulder should be considered if the recommendations include removing or reducing the shoulder widths
- Safety of the bicyclists in the roadways is a concern
- Consider phasing the implementation of the capital plan – municipal streets first as a pilot and then County roads
- Reduce the speed limit to 25 mph town wide

Attachments:
- Sign-in sheet
- Comment forms
- Boards:
    - Schedule
    - What are Bicycle & Pedestrian Friendly Streets?
    - Methodology
    - Recommended SAFE CS Network
    - Priority Network and Street Typologies Assumptions
    - Pedestrian Recommendations
    - Six (6) Street Typologies

Meeting Photos

3.8.2017

(1)

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
SIGN-IN SHEET

Name	Title / Affiliation	Email	Phone
JACOB Lewis			
K COHEN			
Susan Blickstein	SGB	sblickstein@gmail.com	
Radhare Sheth	NVS5		
John KANE	SIENA Community Group	NJ_JOHNK@YAHOO.COM	
DAVE FUCIO	Park with Distinction Committee	DAVE.FUCIO@VERIZON.NET	
William Scott	TPAC	WilliamLScott@VERIZON.NET	
Cynthia Cox		CJCOX71@comcast.net	
Mollie Shanger	The Montclair Times	gray@northjersey.com	
Jana Talley	Montclair Togs		
Bill Feeney	Bike and Walk Montclair	Bill Feeney5@gmail.com	
Ryan Sharp		rcsharp20@gmail.com	

Montclair NEW JERSEY NV5 SGB

3.8.2017

(2)

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
SIGN-IN SHEET

Name	Title / Affiliation	Email	Phone
Councilwoman Rebookeville MD	Montclair Township		(973) 477-1146
Laura Torchio	Bike & Walk Montclair	torchidawg@gmail.com	973 723 2548
Alfred Davis Jr	316 Orange Rd Mtc		973 783 3606
Audrey Hawley	17 Grenada Pl.		973 809-4372
Blythe Eaman	9 Carteret St.	BLYTHEEAMAN@GMAIL.COM	973-580-0838
Roz Moskowitz Bielski	11 Wedgewood Dr. W.O.	Pleasant Valley Civic Association PSAB/WORorg!	973-650-0749
GRAY RUSSELL	SUSTAINABILITY OFFICER, TWSP. OF MONTCLAIR		973) 509-5721
BEN SELBY	MBOE	bselby@montclair.k12.nj.us	973-509-4055
Steve Rooney	MDB, HPC	srooney01@comcast.net	973-632-7794
ANDREW REIMANN		ANDREW@JALAPENOCYCLING.COM	917-993-0302
John Sullivan	Bum Montclair	johnsullivan73@gmail.com	646-763-2365
Mike Dannemiller	NV5	michael.dannemiller@NV5.com	973-944-5626

3.8.2017

(3)

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
SIGN-IN SHEET

Name	Title / Affiliation	Email	Phone
NORMA TASSY	BIKE/WALK MTK		973 768 8541
MATT RIVAS	MSU USGBC		201 655-9960
Jamena Grant	Resident	jamena.grant@gmail.com	973 744 0755
KAREN STEPHENSON	RESIDENT		
JOE DIOSLAKI	RESIDENT		
Debra Kagan	Resident/BWM	dkagan@bizproduct.com.net	
William Riviere	NJDOT		
Michael Garrett	Taxpayer	michael@cavanly.com	

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
SIGN-IN SHEET

Name	Title / Affiliation	Email	Phone
Carmel Loughman	Steering Committee		

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

THIS WAS VERY INFORMATIVE & BENEFICIAL. I WANT MY DAUGHTER TO RIDE HER BIKE WHEN SHE BEGINS MIDDLE SCHOOL NEXT YEAR & THIS RESEARCH IS GREAT. LAST YEAR I SAW A LITTLE GIRL WHO WAS RIDING HER BIKE ALONE ON BLOOMFIELD AVE & MIDLAND & WAS HIT BY A CAR. THIS PLANNING & RESEARCH WILL HELP KEEP PEOPLE & SCHOOL AGE CHILDREN SAFE.

GREAT WORK !!

!!

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

AS PROTECTED BIKE LANES, SIGNED BIKE PATHS, & SHARED ROADS BEGIN TO COME TO FRUITION, I HIGHLY RECOMMEND SHARING ALL OF THESE WITH MAP APS LIKE APPLE & GOOGLE MAPS. I RODE MY BIKE HERE FROM DOWN TOWN BLOOMFIELD, & THE MAPS KEPT ROUTING ME BACK TO BLOOMFIELD AVE. I WOULD LOVE TO SEE THESE PROJECTS GET THE MAXIMUM EXPOSURE POSSIBLE. MORESO, I AM VERY INTERESTED IN STAYING UPDATED ON THE PROPOSED RAIL TRAIL FROM HERE TO JERSEY CITY.

– ANDREW REIMANN
ANDREW@JALAPENOCYCLING.COM

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

Excellent work. Maybe consider phasing the implementation of the capital plan to do a municipal street first (perhaps as a pilot), demonstrate the success of the complete street, then use this success story to push Essex County into more aggressive complete streets implementation on County Roads.

Also love the mini traffic circles.

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

Street lights are not enough. The streets overall are very DARK
Nishuane PARK is not lit at all at nights

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

AFTER A COMPLETE REVIEW OF THE TOPOGRAPHY I SEE A GOOD PLAN COMING TOGETHER MY PREFERENCE IS ON STREETS 38' — SAVER 44' WOULD LIKE TO SEE ALTERNATE A FEELING THAT A BETTER FEEL OF CYCLIST SECURITY WOULD GO A LONG WAY TO PROMOTE CYCLING IN THE TOWNSHIP.

ONE THE ONE WAY STREETS I FEEL SIGNAGE WOULD BE BEST HERE WITH WALKERS & CYCLIST SHARING THE ROADWAY SIMILAR TO - ALTERNATE B (TYPE I)

OK TOPOLOGY III & IV ALTERNATE WITH COLLECTOR STREETS A GOOD LOOK FOR ME! WOULD BE ALTERNATE B OR 2ND CHOICE

I WOULD LIKE TO SEE A VARIATE OF CHOICES AS THE STREETS TOPOLOGY CHANGES

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

I WOULD LIKE A PLAN THAT DOES NOT PRIORITIZE ONE TYPE OF ROAD USER OVER ANOTHER.

BIKE LANES THAT ARE EASY TO USE, RUN BOTH NORTH-SOUTH AND EAST WEST AND ALLOW USERS TO GET TO DOWNTOWN. RETAIL AND WORK SHOULD BE PRIORITIZED

A PROGRAM THAT HELPS HOME OWNERS SUBSIDIZE SOMEWHAT THE COST OF ~~SUBSIDIZE~~ SIDE WALK REPAIRS

SAFE PASSABLE ROADS ARE A MUST.

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

Great to have some thought about traffic in the Area.
Bicycle segregation from auto traffic will enable more people to bike.

The various choices or solutions show much thought and will work if implemented carefully.

I'm for all this and also thought about difficult intersections such as watching [illegible] the two park streets. I am there often and see much needs to be done. Stop lights, traffic circles or any other calming devices needs to be implemented.

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

There are a few key intersections that need pedestrian heads/lights. I'm particularly concerned about Watchung & Valley Rd.

Bike lanes need prioritization in Montclair. There are so many activities for kids in town, but they are often dependent on having parents or sitters provide rides. Safe biking options for our kids & teens are needed for their safety and a shift in perspective — it can be done.

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

3.8.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

Final Public Open House
COMMENTS

If you have any comments or recommendations for improving walking or biking in Montclair, please indicate below.

25 mph town wide!

It is far too dangerous on Grove to do opthons A or B. It is far too dangerous to do any of the opthon at 35 mph, realistically people speed.

If you take the parking from one side of Grove, you force residents with small children to cross a road with heavy 50 mph traffic.

Thank you for taking the time!

Montclair NEW JERSEY NV5 SGB

Michael Dannemiller

From: Kimberli Craft <kcraft@montclairnjusa.org>
Sent: Friday, March 10, 2017 9:34 AM
To: Michael Dannemiller
Subject: FW: SAFE Streets Plan

FYI

Kimberli R. Craft, P.E.
Township Engineer

From: juliebrian@comcast.net [mailto:juliebrian@comcast.net]
Sent: Friday, March 10, 2017 9:08 AM
To: Kimberli Craft
Subject: SAFE Streets Plan

Dear Ms. Craft,

Thank you for looking at a plan to make our streets safer for cyclists and pedestrians. I was not able to attend your open house this week, so I wanted to write with a comment. I think it would be wonderful to make bike routes on our streets (like Upper Mountain). In your safety analysis, I urge you to also take into account landscaping trucks that are often parked on our streets. They take up the shoulder if one exists and usually some of the driving lane as well. I don't know what the solution is (maybe they should have to park in their clients' driveways) but that needs to be solved for us to use streets safely.

Thank you,

Julie Clemens

116 Central Ave

Rachana Sheth

From: Michael Dannemiller
Sent: Monday, March 20, 2017 10:03 AM
To: Rachana Sheth
Subject: FW: SAFE Streets

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to public comments:

Michael Dannemiller, PE | Principal Engineer | **NV5** – Formerly The RBA Group
7 Campus Drive, Suite 300 | Parsippany, NJ 07054 | P: 973.946.5626

From: Kimberli Craft [mailto:kcraft@montclairnjusa.org]
Sent: Friday, March 17, 2017 2:40 PM
To: 'David Jones'
Subject: RE: SAFE Streets

Dear Mr. Jones,

Thank you for sharing your concern, which I will forward to our consultant for inclusion in the final report. Missing sections of sidewalk should certainly be a priority as we seek to improve pedestrian safety on our streets.

Regards,
Kim Craft

Kimberli R. Craft, P.E.
Township Engineer

> **From:** David Jones [mailto:dkj104@gmail.com]
> **Sent:** Friday, March 17, 2017 2:06 PM
> **To:** Kimberli Craft
> **Subject:** SAFE Streets
>
> Hello Kimberli,
>
> I realize that I am coming to this a bit late and many of the opportunities to voice my opinion have passed, but I was reviewing some of the information about the SAFE Complete Streets Plan and noticed something that concerned me.
>
> According to the attached document (Typologies by Street List from Montclair SAFE) Normal ave has some of the highest traffic volumes in Montclair. My concern is that this street is not on the list of

prioritized streets. The reason for my concern is that the section of Normal ave between Upper Mountain and Highland Ave has no sidewalk, yet might be one of the busiest streets in Montclair.

I feel that this should be part of the prioritized work as it is probably one of the few streets in Montclair that does not have any form of sidewalk. (I've attached a photo of Normal Ave showing the section without the sidewalk - Highland is in the distance.)

I would really appreciate it, if you would consider this portion of Normal ave when prioritizing streets involved in the Complete Streets program.

Thank you

David Jones

MEMORANDUM OF MEETING

TO: Kim Craft, Montclair and Bill Riviere, NJDOT
FROM: Mike Dannemiller, Rachana Sheth
DATE: 06/13/2017 at 4:00 pm Montclair Town Hall

ATTENDEES: See attached Sign-In Sheet

SUBJECT: Montclair SAFE CS Implementation Plan - Final Steering Committee Meeting
NV5, Inc. Project # J728616.0000095.03

The purpose of the meeting was to review the draft Montclair SAFE Complete Streets Implementation Plan, to obtain feedback from the Steering Committee and discuss next steps. Presentation boards of background material, typologies and the implementation matrix were presented. Handouts included the main body of the report, excerpts from the NJDOT CS Design guide and the agenda (see attached). The sign-in sheet is also attached.

Bill Riviere, NJDOT Bicycle and Pedestrian Programs initiated the meeting an overview of the project and the meeting purpose. Mike Dannemiller and Rachana Sheth provided background of the project, overview of the draft plan and the schedule. The following summarizes the major items of discussion from the Steering Committee meeting:

Steering Committee Input and Recommendations:

- This report is planned to be adopted as an element of the Master Plan and will be presented to the Planning Board and then the Town Council
- Close coordination between county and municipality was recommended especially since there is opportunity to incorporate bicycle and pedestrian accommodations when County roads are resurfaced
- The flexibility of the plan was well-received and the township will solicit consensus from the community to decide what options are selected for implementation
- Modify the implementation matrix to include a recommendation that the Township explore shared responsibility for sidewalk maintenance
- It was recommended that the Traffic & Parking Advisory Committee present and advocate for this plan to be implemented

Immediate Action Items:

- NV5 will provide all final documents necessary to edit and modify the report.
- It was decided that the deadline for sending any additional comments is 6/17/2017
- NV5 will prepare the final plan

Attachments:
- Attendee List
- Handouts:
    - Meeting Agenda
    - Excerpts from NJDOT Complete Streets Design Guide

Meeting Photos

6.13.2017

MONTCLAIR SAFE
COMPLETE STREETS IMPLEMENTATION PLAN

FINAL STEERING COMMITTEE MEETING
SIGN-IN SHEET

Name	Title / Affiliation	Email	Phone
William Riviere	NJDOT	william.riviere@dot.nj.gov	6095304646
Mike Dannemiller	NV5	Michael.Dannemiller@NV5.com	973.946.5626
DAVID ANTONIO	County of Essex	DANTONIO@essexcountynj.org	
CARMEL LOUGHMAN	PLANNING BOARD	cloughman@gmail.com	
RACHANA SHETH	NV5	RACHANA.SHETH@NV5.COM	9739465685
Kim Craft	Montclair	KCraft@montclairnjusa.com	973-509-5707
Debra Kagan	BWM	debra.kagan1@gmail.com	201 452-4087
Janci Talley	Montclair		
Stephanie Egnezzo	Montclair PD	segnezzo@montclairnjusa.org	973-509-4718
Laura Torchio	BWM	Torchiolaura@gmail.com	973 723 2694
Erin Roll	Montclair Local	roll@montclairlocal.news	
Liz Brady	New Jersey Bike + Walk Coalition	Liz.brady@njbwc.org	

2017 State of New Jersey Complete Streets Design Guide

Health

Street design has a major impact on health. Each additional hour spent driving per day is associated with a 6 percent increase in obesity, while each additional kilometer walked is associated with a 5 percent reduction in this likelihood.[1]

Complete Streets provide opportunities for active transportation by integrating features into street designs that facilitate and encourage walking, cycling, and transit use. One study found that residents are 65 percent more likely to walk in a neighborhood with sidewalks.[2] Other studies have shown similar effects where bicycle, pedestrian, and transit infrastructure correlate with higher rates of physical activity and lower rates of obesity.

Streets that are designed only for cars discourage other modes of transportation, including walking and bicycling. Even where sidewalks do exist, large gaps in the sidewalk network, wide intersection crossings, speeding traffic, poor maintenance, and the lack of adequate accommodations for the mobility impaired can make walking unpleasant or unsafe.

Obesity

"sitting is the new smoking"

According to the Centers for Disease Control and Prevention (CDC), more than one-third (34.0 percent) of U.S. adults are obese, with a related estimated annual medical cost of $147 billion in 2008 dollars. Childhood obesity is also a serious problem in the U.S., affecting about 17 percent[3] or 12.7 million U.S. children 2 to 19 years of age. According to the U.S. Department of Health and Human Services (HHS), one big factor in high obesity levels is inactivity. About 55 percent of the U.S. adult population falls short of recommended activity guidelines.[4]

* In 2008 dollars

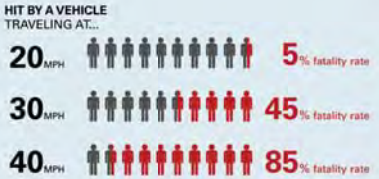
Design Speed

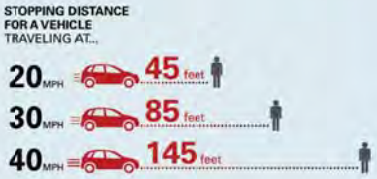
Speed is a critical factor in the occurrence of crashes and the severity of their outcomes. Street design in the latter half of the 20th century was grounded in highway design principles that focused on forgiving driver error and accommodating higher travel speeds. The highway design approach bases design speed and posted speed on the 85th-percentile of how fast drivers are driving rather than how fast they should drive. Designing for faster speed increases the frequency of crashes and their severity. This approach accommodates and encourages speeding and reckless driving behavior, and puts drivers who are driving the speed limit and other roadway users at greater risk. Higher design speeds also have a very negative impact on urban areas and degrade the pedestrian environment by mandating larger curb radii, wider travel lanes, and generous clear zones to accommodate higher vehicular speeds. Designing for desired travel speed can help lower travel speeds, reduce crash severity, and otherwise improve the built environment for all users.

Design speed should be selected based on the context, and roadway elements should be selected and designed to support that speed. Where there are higher volumes of pedestrians, bicyclists, and transit users, roadway design should encourage a lower speed differential between modes. On most urban roads, a target speed of between 10 and 30 mph is appropriate.

Speed and Safety

Motor vehicle speed has a dramatic impact on pedestrian fatalities. A pedestrian struck by a motor vehicle traveling 40 mph has an 85 percent chance of death. At 30 mph, this chance falls to 45 percent. At 20 mph, the fatality rate drops to just 5 percent.



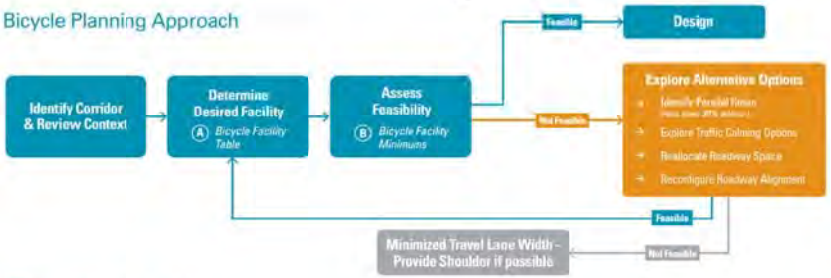


Bikeway Selection Guidance

Selecting the appropriate bicycle facility is a process that requires an understanding of context, roadway characteristics, the types of cyclists expected to use the facility, and how the facility fits within the overall roadway and cycling network. The flow chart below outlines a basic bicycle planning approach for engineers and planners in New Jersey. The process requires the user to determine which bicycle facility is appropriate for the roadway using the Bicycle Facility Table.

The table below uses 85th percentile motor vehicle speeds (if not available, use posted speed) and average daily traffic to determine which bicycle facility is appropriate and comfortable for most adults (generally a bicycle level of traffic stress of 2 or better). Additional factors, such as truck volumes, should also be considered. Design options with lower speeds or greater separation are more attractive for most bicyclists. As with most design guidance, flexibility through professional judgment is essential in applying the guidelines.

Bicycle Planning Approach



A Bicycle Facility Table

ADT	85TH PERCENTILE SPEED[1] ≤ 20	25	30	35	40	45	≥50
≤ 2,500	ABCDEF	A[2]BCDEF	CDEF	CDEF	CDEF	DEF	F
2,500–5,000	BCDEF	BCDEF	CDEF	CDEF	DEF	DEF	F
5,000–10,000	B[3]CDEF	B[3]CDEF	CDEF	DEF	DEF	EF	F
10,000–15,000	DEF	DEF	DEF	DEF	EF	EF	F
≥15,000	DEF	DEF	DEF	EF	EF	F	F

A: Shared Street/Bicycle Boulevard **B:** Shared-lane Markings **C:** Bicycle Lane **D:** Buffered Bicycle Lane
E: Separated Bicycle Lane **F:** Shared-use Path

[1] If data not available, use posted speed
[2] Bicycle boulevards are preferred at speeds ≤25 mph
[3] Shared-lane markings are not a preferred treatment with truck percentages greater than 10%

Appendix E:

RECOMMENDED SAFE CS STREET INVENTORY WITH STREET TYPOLOGIES

RECOMMENDED SAFE CS NETWORK RECOMMENDATIONS

(ON-ROAD LINKS ONLY)

No	STREET NAME	START	END	JURISDICTION	WIDTH	ADT	COUNT YEAR	FUNCTIONAL CLASS	TYPOLOGY
1	Alexander Ave.	Valley Rd.	Grove St.	Local	28.0	1194	2015	Local	V
2	Alexander Ave.	Grove St.	Bloomfield line	County	28.0	4420	2009	Collector	III
3	Argyle Rd			Local	26.0			Local	V
4	Bell St.	Mountainview Place	Bloomfield Ave.	Local	32.0	6075	2009	Collector	III
5	**Bellevue Ave.**	**Upper Mountain Ave.**	**Norwood Ave.**	**Local**	**40.0**	**6940**	**2012**	**Collector**	**IV**
6	**Bellevue Ave.**	**Norwood Ave.**	**Grove St.**	**Local**	**37.0**	**8551**	**2014**	**Collector**	**III**
7	**Bellevue Ave.**	**Grove St.**	**Bloomfield line**	**Local**	**35.0**	**9013**	**2010**	**Collector**	**III**
8	Berkeley Pl	Upper Mountain Ave.	Valley Rd.	Local	30.0	1136	2010	Local	V
9	Bloomfield Ave.	N. Fullerton Ave.	Glenridge Ave.	County	56.0	17011	2010	Principal Arterial	XXXX
10	Braemore Rd	Lorraine Ave.	Upper Mountain Ave.	Local	22.0	638	2008	Local	V
11	Brooklawn Rd.			Local	26.0			Local	V
12	Carolin Rd.	N. Fullerton Ave.	Grove St.	Local	26.0			Local	V
13	Cedar Ave.	High St.	Nishuane Rd.	Local	33.0	6625	2015	Collector	III
14	Central Ave.	Walnut St.	Chestnut St.	Local	36.0			Local	V
15	Central Ave.	Chestnut St.	Valley Rd.	Local	36.0	1208	2014	Local	V / VI
16	Champlain Terr.			Local	26.0			Local	V
17	Chestnut St.	Valley Rd.	Midland Ave.	Local	32.0	3913	2009	Collector	III
18	Chestnut St.	Midland Ave.	N. Fullerton Ave.	Local	36.0	4392	2011	Collector	III
19	Chestnut St.	N. Fullerton Ave.	Essex Ave.	Local	35.0	5652	2012	Collector	III
20	Chestnut St.	Essex Ave.	Grove St.	Local	35.0	5545	2012	Collector	III
21	**Church St.**	**Bloomfield Ave.**	**S. Park St**	**Local**	**25.0**	**4540**	**2014**	**Collector**	**VI**
22	**Church St.**	**S. Park St**	**Orange Rd.**	**Local**	**35.0**	**1003**	**2011**	**Collector**	**III**
23	**Church St.**	**Trinity Pl.**	**South Park St.**	**Local**		**4707**	**2016**	**Collector**	**III**
24	**Claremont Ave.**	**Crestmont Rd.**	**Valley Rd.**	**Local**	**38.0**	**14743**	**2009**	**Minor Arterial**	**II**
25	**Claremont Ave.**	**Valley Rd.**	**N. Fullerton Ave.**	**Local**	**32.0**	**12847**	**2011**	**Minor Arterial**	**I**
26	**Claremont Ave.**	**N. Fullerton Ave.**	**Grove St.**	**Local**	**35.0**	**12906**	**2015**	**Minor Arterial**	**I**
27	**Claremont Ave.**	**Grove St.**	**Walnut Crescent**	**Local**	**32.0**	**11028**	**2016**	**Minor Arterial**	**I**
28	**Eagle Rock Way**	**Undercliff Rd.**	**S. Mountain Ave.**	**Local**	**31.0**	**1772**	**2008**	**Local**	**V**
29	Edgemont Rd.	Watchung Ave.	Parkside	Local	36.0			Local	V
30	**Elm St.**	**Llewellyn Rd.**	**Elmwood Ave.**	**County**	**40.0**	**13455**	**2015**	**Minor Arterial**	**II**

Source: Montclair Engineering Bureau

RECOMMENDED SAFE CS NETWORK
RECOMMENDATIONS
(ON-ROAD LINKS ONLY)

No	STREET NAME	START	END	JURISDICTION	WIDTH	ADT	COUNT YEAR	FUNCTIONAL CLASS	TYPOLOGY
31	**Elm St.**	**Elmwood Ave.**	**Bloomfield Ave.**	**County**	**40.0**	**11727**	**2010**	**Minor Arterial**	**II**
32	Essex Ave.	Chestnut St.	Champlain Terr.	Local	26.0			Local	V
33	Forest St.	Claremont Ave.	End	Local	32.0	2006	2012	Local	V
34	**Glenridge Ave.**	**Bloomfield Ave.**	**N. Willow St.**	**Local**	**34.0**	**4588**	**2010**	**Collector**	**III / VI**
35	**Glenridge Ave.**	**N. Willow St.**	**Grove St.**	**Local**	**34.0**	**5873**	**2014**	**Collector**	**III / IV**
36	**Glenridge Ave.**	**Grove St.**	**Pine St.**	**Local**	**35.0**	**7974**	**2010**	**Collector**	**III**
37	**Grove St.**	**Bloomfield Ave.**	**Walnut St.**	**County**	**40.0**	**12743**	**2011**	**Minor Arterial**	**II**
38	**Grove St.**	**Walnut St.**	**McDonough St.**	**County**	**40.0**	**17090**	**2011**	**Minor Arterial**	**II**
39	**Grove St.**	**McDonough St.**	**Watchung Ave.**	**County**	**40.0**	**18978**	**2009**	**Minor Arterial**	**II**
40	**Grove St.**	**Watchung Ave.**	**Bellevue Ave.**	**County**	**40.0**	**16181**	**2011**	**Minor Arterial**	**II**
41	**Grove St.**	**Bellevue Ave.**	**Alexander Ave.**	**County**	**40.0**	**13919**	**2010**	**Minor Arterial**	**II**
42	**Grove St.**	**Alexander Ave.**	**Clifton line**	**County**	**40.0**	**13599**	**2011**	**Minor Arterial**	**II**
43	Harrison Ave.	West Orange line	Cedar Ave.	Local	36.0	10362	2011	Minor Arterial	I
44	**Harrison Ave.**	**Cedar Ave.**	**Warren Pl.**	**Local**	**36.0**	**11086**	**2008**	**Minor Arterial**	**I**
45	Harrison Ave.	Warren Pl.	Union St.	Local	36.0	7383	2010	Minor Arterial	I
46	Highland Ave.	Claremont Ave.	Edgewood Rd.	Local	26.0	771	2010	Local	V
47	Highland Ave.	Edgewood Rd.	Ingleside Rd.	Local	26.0	1120	2010	Local	V
48	Highland Ave.	Ingleside Rd.	Windsor Pl	Local	26.0	1105	2010	Local	V
49	Highland Ave.	Windsor Pl	Little Falls line	Local	26.0	724	2009	Local	V
50	**Hillside Ave.**	**South Mountain Ave.**	**St. Lukes Place**	**Local**	**34.0**	**701**	**2009**	**Local**	**V**
51	**Llewellyn Rd.**	**S. Mountain Ave.**	**Harrison Ave.**	**Local**	**32.0**	**1832**	**2008**	**Local**	**V**
52	Llewellyn Rd.	Harrison Ave.	Elm St.	Local	32.0	3246	2009	Collector	III
53	Lorraine Ave.	N. Mountain Ave.	Duryea Rd.	Local	32.0	3642	2011	Collector	III
54	Maple Ave.	Lincoln St.	Elmwood Ave.	Local	36.0			Local	V
55	Maple Ave.	Elmwood Ave.	Bloomfield Ave.	Local	36.0	3959	2015	Collector	III
56	Mountainview Pl.	Bell St.	Valley Rd.	26	L			Local	V
57	Mt. Hebron Rd.	Highland Ave.	Valley Rd.	Local	35.0	4924	2016	Local	V
58	Mt. Hebron Rd.	Valley Rd.	Grove St.	County	35.0	9519	2009	Collector	III
59	N. Fullerton Ave.	NJT Railroad	Watchung Ave.	Local	32.0	3149	2016	Local	V
60	N. Fullerton Ave.	Watchung Ave.	Wildwood Ave.	Local	32.0	1305	2008	Local	V

Source: Montclair Engineering Bureau

RECOMMENDED SAFE CS NETWORK RECOMMENDATIONS

(ON-ROAD LINKS ONLY)

No	STREET NAME	START	END	JURISDICTION	WIDTH	ADT	COUNT YEAR	FUNCTIONAL CLASS	TYPOLOGY
61	**N. Mountain Ave.**	**Bloomfield Ave.**	**Club St.**	**Local**	**32.0**	**6868**	**2014**	**Collector**	**III**
62	**N. Mountain Ave.**	**Club St.**	**Watchung Ave.**	**Local**	**32.0**	**4073**	**2014**	**Collector**	**III**
63	**N. Mountain Ave.**	**Watchung Ave.**	**Lorraine Ave.**	**Local**	**32.0**	**3105**	**2009**	**Local**	**V**
64	Normal Ave.			County	30.0	10466	2011	Minor Arterial	I
65	Normal Ave.	at NJT RR Xing				6979	2016	Minor Arterial	I???
66	Oak St.			Local	28.0		0	Local	V
67	**Orange Rd.**	**Orange line**	**Llewellyn Rd.**	**County**	**40.0**	**9499**	**2015**	**Minor Arterial**	**II / VI**
68	Orange Rd.	Llewellyn Rd.	Union St.	Local	30.0	745	2009	Local	VI
69	Orange Rd.	Union St.	Bloomfield Ave.	Local	40.0	11811	2009	Minor Arterial	II
70	**Orange Rd. West**			**County**	**0.0**	**6352**	**2011**	**Minor Arterial**	**VI**
71	Park St.	Bloomfield Ave.	Claremont Ave.	Local	40.0	7842	2014	Collector	IV
72	Park St.	Claremont Ave.	Chestnut St.	Local	35.0	5062	2011	Collector	III
73	Park St.	Chestnut St.	Watchung Ave.	Local	35.0	5844	2014	Collector	III
74	Park St.	Watchung Ave.	Lorraine Ave.	Local	35.0	5882	2014	Collector	III
75	Park St.	Lorraine Ave.	Glenwood Ave.	Local	35.0	4899	2014	Collector	III
76	Pine St.	Bloomfield Ave.	Glenridge Ave.	Local	33.0	5177	2016	Collector	III
77	Pine St.	Glenridge Ave.	Claremont Ave.	Local	33.0	3609	2011	Local	V
78	Pine St.	Claremont Ave.	Walnut St.	Local	33.0			Local	V
79	Pleasant Way			Local	26.0			Local	V
80	Pleasant Way			Local	26.0			Local	V
81	S. Fullerton Ave.	Union St.	Bloomfield Ave.	Local	30.0	6263	2016	Local	V
82	**S. Mountain Ave.**	**Eagle Rock Way**	**Union St.**	**Local**	**35.0**	**2893**	**2014**	**Local**	**V**
83	**S. Mountain Ave.**	**Union St.**	**Bloomfield Ave.**	**Local**	**35.0**	**8809**	**2014**	**Collector**	**III**
84	S. Park St.	The Crescent	Church St.	Local	36.0	1970	2014	Collector	IV
85	S. Park St.	Church St.	Bloomfield Ave.	Local	54.0	2711	2014	Collector	IV
86	The Crescent	Trinity Pl.	South Park St.	Local	26.0	1922	2016	Local	V
87	Union St.	Orange Rd.	S. Willow St.	Local	32.0	3617	2016	Collector	III
88	Union St.	S. Willow St.	Elm St.	Local	32.0	3285	2016	Collector	III
89	**Upper Mountain Ave**	**Bellevue Ave.**	**Jerome +300 ft.**	**Local**	**28.0**	**15795**	**2011**	**Minor Arterial**	**I**
90	**Upper Mountain Ave**	**Jerome +300 ft.**	**Mt. Hebron Rd.**	**County**	**28.0**	**9167**	**2008**	**Minor Arterial**	**I**

Source: Montclair Engineering Bureau

RECOMMENDED SAFE CS NETWORK RECOMMENDATIONS

(ON-ROAD LINKS ONLY)

No	STREET NAME	START	END	JURISDICTION	WIDTH	ADT	COUNT YEAR	FUNCTIONAL CLASS	TYPOLOGY
91	**Upper Mountain Ave**	**Mt. Hebron Rd.**	**Little Falls line**	**County**	**28.0**	**8132**	**2015**	**Minor Arterial**	**I**
92	Valley Rd.	Bloomfield Ave.	Claremont Ave.	County	36.0	15195	2014	Minor Arterial	I
93	Valley Rd.	Claremont Ave.	Watchung Ave.	County	32.0	12965	2011	Minor Arterial	I
94	Valley Rd.	Watchung Ave.	Bellevue Ave.	County	32.0	13212	2009	Minor Arterial	I
95	Valley Rd.	Bellevue Ave.	Mt. Hebron Rd.	County	40.0	12920	2014	Minor Arterial	II
96	Valley Rd.	Mt. Hebron Rd.	Normal Ave.	County	40.0	13359	2009	Minor Arterial	II
97	**Valley Way**	**200 ft. south of Eagle Rock Way**		**Local**	**28.0**	**1849**	**2013**	**Local**	**V**
98	Walnut Crescent	Walnut St.	Oxford St.	Local	30.0	6071		Collector	III
99	Walnut St.	Valley Rd.	Park St.	Local	35.0	7751	2009	Collector	III
100	Walnut St.	Park St.	Greenwood Ave.	Local	35.0	8096	2014	Collector	III
101	Walnut St.	Greenwood Ave.	Grove St.	Local	40.0	7377	2011	Collector	IV
102	Walnut St.	Grove St.	Walnut Crescent	Local	36.0	3651	2009	Collector	III
103	**Washington Ave.**			**Local**	**30.0**	**3503**	**2014**	**Collector**	**III**
104	**Watchung Ave.**	**Upper Mountain Ave.**	**Valley Rd.**	**County**	**40.0**	**5824**	**2011**	**Minor Arterial**	**II**
105	**Watchung Ave.**	**Valley Rd.**	**Park St.**	**County**	**40.0**	**12834**	**2008**	**Minor Arterial**	**II**
106	**Watchung Ave.**	**Park St.**	**Grove St.**	**County**	**40.0**	**12517**	**2014**	**Minor Arterial**	**II**
107	**Watchung Ave.**	**Grove St.**	**Glen Ridge line**	**County**	**40.0**	**14791**	**2011**	**Minor Arterial**	**II**
108	Willowdale Ave.	Hollywood Ave.	Washington Ave.	Local	26.0			Local	V
109	Willowdale Ave.	Washington Ave.	Lincoln St.	Local	35.0	1253	2008	Local	V
110	Willowdale Ave.	Lincoln St.	Woodland Ave.	Local	36.0			Local	V
111	Willowmere Ave.			Local	26.0	440	2016	Local	V
112	Woodland Ave.			Local	36.0			Local	V
113	Yantacaw Brook Rd			Local	30.0	705	2009	Local	V

Source: Montclair Engineering Bureau

Appendix F:

MONTCLAIR COMPLETE STREETS POLICY

#9

R-11-231

TOWNSHIP OF MONTCLAIR

A RESOLUTION AMENDING RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

December 6, 2011

WHEREAS, by resolution adopted October 6, 2009 the Township of Montclair established a Complete Streets Policy resolving that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Montclair shall be designed and constructed as "complete streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers is committed to creating street corridors that safely accommodate all road users of all abilities with special priority given to pedestrian safety and establishing conditions; now therefore

BE IT RESOLVED by the Council of the Township of Montclair, in the County of Essex, that said resolution be amended by amending subsection c of said conditions to read as follows:

c. In any project, should the proportion of the project costs applicable to pedestrian, public transit, and/or bicycle facilities exceed **20%** as determined by engineering estimates that would have to be funded with local tax dollars, then and in that event, approval by Council must be obtained for same prior to bidding of the project.

RECORD OF COUNCIL VOTE

	YES	NO	ABS	N.V.	AB		YES	NO	ABS	N.V.	AB
Councilor Africk		✓				**Councilor Murnick**	✓				
Councilor Baskerville	✓					**Councilor Terry**	✓				
Mayor Fried	✓					**Deputy Mayor Weller-Demming**	✓				
Councilor Lewis	✓										

X - Indicate Vote ABS - Abstain N.V. - Not Voting AB - Absent

I HEREBY CERTIFY the foregoing to be a true copy of a resolution adopted by the Council of the Township of Montclair, in the County of Essex, at its meeting held on December 6, 2011.

Linda S. Wanat
Clerk of the Township of Montclair, N.J.

TOWNSHIP OF MONTCLAIR

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

October 6, 2009

WHEREAS, the Township of Montclair is committed to creating street corridors that safely accommodate all road users of all abilities; and

WHEREAS, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

WHEREAS, the Township Council supports this "complete streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips; now therefore

BE IT RESOLVED that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Montclair shall be designed and constructed as "complete streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the following conditions:

a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.

b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.

c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to funded with local tax dollars, then and in that event approval by Council must be obtained for same prior to bidding of the project.

Appendix G:

FUNDING SOURCES

I. Funding Sources

Funding Programs and Source

The following is a compilation and brief description of sources of funding that have been, or could be used to fund pedestrian and bicycle improvements in New Jersey. The list is not exhaustive, but it identifies funding sources that can be utilized to fund bicycle and pedestrian planning and project development activities, as well as construction. Some funding sources may also be used to fund programmatic activities.

FEDERAL FUNDING OPPORTUNITIES 2

Transportation Alternatives Program (TAP) 2

Safe Routes to School Program (SRTS) 2

Local Safety Program 3

Recreational Trails Program (RTP) 3

STATE FUNDING OPPORTUNITIES 4

NJDOT Municipal Aid 4

NJDOT Bikeway Grant Program 4

NJDOT Safe Streets to Transit (SSTT) 4

NJ Division of Highway Traffic Safety Grants 5

New Jersey Healthy Communities Network Grants 5

PRIVATE AND NON-PROFIT FUNDING SOURCES 6

Sustainable Jersey 6

People for Bikes Community Grants 6

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OTHER POTENTIAL FUNDING SOURCES 6

Municipal Allocations 6

Impact Fees 6

Local Private-Sector Funding 7

Adopt-A-Trail Programs 7

Membership campaigns 7

Federal Funding Opportunities

Federal funding available for bicycle related projects is in a state of flux until a new federal transportation bill is updated. The current Federal Transportation Bill —known as Moving Ahead for People in the 21st Century (MAP-21) — was passed in 2012. Federal funding is set to expire on October 29, 2015. As new federal transportation legislation is adopted, the Borough of Bay Head should work closely with NJTPA, Ocean County, and NJDOT to monitor and take advantage of the new funding opportunities.

Transportation Alternatives Program (TAP)

Transportation Alternatives is the largest federal source for bicycle and pedestrian funding under MAP-21. TAP provides federal funds for community based "non-traditional" projects designed to strengthen the cultural, aesthetic and environmental aspects of the nation's intermodal system. TAP projects must relate to surface transportation.

While Transportation Alternatives projects are federally funded, the funds are administered by the New Jersey Department of Transportation and the state's Metropolitan Planning Organizations (MPOs).

Eligible projects must fall into one of the following seven categories:

1. Provision of facilities for pedestrians and bicycles (sidewalks, curb ramps, bike lane striping, wide paved shoulders, bike parking, off-road trails, bike and pedestrian bridges and underpasses).
2. Scenic or historic highway programs including the provision of tourist and welcome center facilities as well as scenic turnouts, overlooks and viewing areas.
3. Landscaping and other scenic beautification (streetscape projects including lighting, benches, planting, decorative walls, and walkways; the reintroduction of native or endangered plants or trees).
4. Historic preservation.
5. Rehabilitation of historic transportation buildings, structures and facilities (including historic railroad facilities and canals).
6. Preservation of abandoned railway corridors (including the conversion and use for pedestrian and bicycle trails).
7. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

The federal funds for TAP projects are provided to the project LPA on a reimbursement basis only. The local public agency (LPA) must have the financial capability to advance project costs for materials and contractors. Before applying, prospective LPAs should assess their capability to comply with state and federal requirements for procurement of materials and services, accounting practices, right-of-way and easement acquisitions, environmental regulations and applicable design standards.

For more information on the Transportation Alternatives Program in New Jersey, visit http://www.state.nj.us/transportation/business/localaid/alternatives.shtm

Safe Routes to School Program (SRTS)

The Safe Routes to School Program (SRTS) is a federally funded reimbursement program administered by the New Jersey Department of Transportation (NJDOT), in partnership with the North Jersey Transportation Planning Authority (NJTPA). Under MAP-21 legislation, the Transportation Alternatives Program (TAP) funding does not provide for a standalone Safe Routes to School Program. The New Jersey Department of Transportation (NJDOT) has elected to continue funding the SRTS program separately.

Projects must be located within two miles of a school that serves students in grades K-8. Infrastructure projects may include the installation of sidewalks, crosswalks, bike lanes, multi-use paths, traffic calming measures, and other means to ensure the ease and safety of children walking or biking to school.

Any municipality, school district, or county is eligible to apply for funding after a solicitation is announced. Non-profit organizations are not eligible as direct grant recipients for the solicitation. However, non-profit organizations may partner with a local public agency that will assume responsibility and administration for the grant.

For more information, visit http://www.state.nj.us/transportation/business/localaid/srts.shtm or http://www.njtpa.org/project-programs/project-development/safe-routes-to-school.aspx

Local Safety Program

The Local Safety Program (LSP) was established by the NJTPA in 2005 in conjunction with NJDOT as a competitive program. The purpose of this program is to advance quick-fix safety improvements on county and local roadway facilities within its region. To date, over $44 million in projects have been selected for the program. Municipalities located within the subregions may make a request through their respective county to sponsor an application.

Local Safety Program projects typically address NJTPA/NJDOT derived high priority crash locations. Projects must be supported with detailed crash data, and will be in a construction-ready state at the time federal authorization is received. Proposals must demonstrate a location's crash history (using multi-year data) and clearly show a relationship between the types of crashes and the proposed improvements (e.g., pedestrian signals will address a history of pedestrian crashes).

Crash prone locations within the NJTPA region have been identified with the assistance of NJDOT and Plan4Safety using network screening. Bridge Avenue in Bay Head is ranked 42nd on the top pedestrian corridor list for Ocean County because there were two pedestrian crashes along the roadway between 2009-2013. For more on the Local Safety Program, visit http://www.njtpa.org/project-programs/project-development/local-safety/fys-2016-and-2017-lsp-hrrr-solicitation.aspx

Recreational Trails Program (RTP)

The Federal Highway Administration's Recreational Trails Program (RTP) provides financial assistance to states for developing and maintaining trails and trail facilities. The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use. Since the program's inception in 1993, New Jersey has awarded more than $16 million to federal, state, county and local governments, and non-profit agencies. Projects are funded on an 80% federal share and 20% matching share basis.

The DEP's Green Acres Program administers the program in New Jersey. Projects are reviewed and recommended for funding by the New Jersey Trails Council. Land on which trail facility is to be funded must be public land or private land with an easement for public recreational use. Maximum grant award is $24,000 for non-motorized projects.

Permissible uses and projects include:

- Maintenance and restoration of existing trails;
- development and rehabilitation of trailside and trailhead facilities and trail linkages for trails (e.g., parking, signage, shelters, sanitary facilities);

- purchase and lease of trail construction and maintenance equipment;
- construction of new trails in existing parks or in new right of way;
- for motorized use only, acquisition of easement and fee simple title to property for trails.

Activities not eligible for funding include land condemnation; trail feasibility studies; law enforcement activities and personnel; road and sidewalk repairs; purchase of promotional materials; projects on land with railroad tracks; conversion of non-motorized trails to motorized use.

For more visit, http://www.nj.gov/dep/parksandforests/natural/trail_grants.htm

State Funding Opportunities

NJDOT Municipal Aid

Under Municipal Aid program, each county is apportioned a share of the total funding based on population and the number of local centerline miles. Municipalities compete for portions of their county's share. NJDOT provides 75 percent of the grant amount when a town awards a contract and the remaining 25 percent upon completion of the project.

Applications receive points based on various criteria including existing road conditions, Average Daily Traffic (ADT), safety improvements, and access to nodes (schools, residential areas, employment centers, etc). Other important criteria include the project's readiness to construct, whether the municipality has received an allotment within the last three years, and the municipality's award and close-out performance on previously awarded State grants. For more information, visit www.state.nj.us/transportation/business/localaid/municaid.shtm

NJDOT Bikeway Grant Program

The NJDOT Bikeway Grant Program provides funds to counties and municipalities to promote bicycling as an alternate mode of transportation in New Jersey. A primary objective of the Bikeway Grant Program is to support the State's goal of constructing 1,000 new miles of dedicated bike paths (facilities that are physically separated from motorized vehicular traffic by an open space or barrier either within the highway right of way or within an independent right of way

Although priority will be given to construction of new bike paths, the proposed construction or delineation of any new bicycle facility will be considered. Ineligible projects/activities include right-of-way purchases associated with any project, operating costs associated with any project, and planning activity costs. In order to be eligible, a project must place no restrictions upon hours of use by bicyclists (with the exception of dusk-to-dawn closings, as of some parks). Applicants must use the *AASHTO 2012 Guide for the Development of Bicycle Facilities* For more information, visit www.state.nj.us/transportation/business/localaid/bikewaysf.shtm

NJDOT Safe Streets to Transit (SSTT)

SSTT program provides funding to counties and municipalities in improving access to transit facilities and all nodes of public transportation. The objectives of the SSTT program are:

- To improve the overall safety and accessibility for mass transit riders walking to transit facilities.
- To encourage mass transit users to walk to transit stations.
- To facilitate the implementation of projects and activities that will improve safety in the vicinity of transit facilities (approximately one-half mile for pedestrian improvements).

Types of work eligible for funding under SSTT include:

- Intersection safety improvements
- Constructing new sidewalks, curb ramps, sidewalk widening and major reconstruction
- Traffic calming measures
- Pedestrian oriented lighting
- Traffic control devices that benefit pedestrians

Bicycle facilities are not eligible for funding.

For more information, visit www.state.nj.us/transportation/business/localaid/safe.shtm

NJ Division of Highway Traffic Safety Grants

The NJ Division of Highway Traffic Safety offers, on an annual basis, federal grant funding to agencies that wish to undertake programs designed to reduce motor vehicle crashes, injuries, and fatalities on the roads of New Jersey. Municipal, county, state government and law enforcement agencies, as well as non-profit organizations, are encouraged to apply for NJDHTS grant funding to address specific, local traffic safety issues. Grants available include:

Comprehensive Traffic Safety Programs (CTSP's)

Comprehensive Traffic Safety Program grants address multiple traffic safety concerns within a county or larger community. CTSP grants include numerous tasks and strategies involving enforcement, education and engineering. The potential grantee must provide a detailed Problem Identification section with extensive information about the community, motor vehicle crash experience (including pedestrian & bicycle), data analysis and creative solutions to reduce these crashes.

Pedestrian Safety

The goal of the pedestrian safety program area is to lower the pedestrian fatality and injury rates. In the Central Region, municipalities that are statistically high for pedestrian injury crashes are eligible to apply for our Pedestrian Safety Grant. The grant includes funding for overtime enforcement at pedestrian safety hot spots in the community and educational outreach throughout the community.

Other Eligible Programs

Grant applications may also be submitted that utilize enforcement, education or engineering counter-measures to address other specific traffic safety issues including:

- Speed
- Aggressive Driving
- Bicycling Safety
- Crash Investigation
- Distractions
- EMS Training - relating to crash response
- Motorcycle Safety
- School Bus/Pupil Transportation
- Traffic Engineering - primarily pedestrian pavement markings and pedestrian signs, but some traffic studies will be considered

New Jersey Healthy Communities Network Grants

These grants support projects advancing the implementation of policy changes and/or development of the built environment to support healthy eating and active living. Supported projects make the healthy choice the easy choice; make healthy food and beverages the affordable, available and desired choice; encourage and support physical activity by ensuring accessibility and safety; and make healthy school, work, and community environments the norm and not the exception. In 2016, up to 50 New Jersey-based entities will receive grants of up to $20,000. http://njhcn.org/

Private and Non-profit Funding Sources

Sustainable Jersey

Sustainable Jersey registered towns get special priority access and notification of incentives and grants, and are eligible for the Sustainable Jersey Small Grants program. Over $1.75 million in grants have been provided to towns for community-based projects to improve quality of life in New Jersey.

Eligible projects include actions that would score a municipality points toward Sustainable Jersey certification. This includes projects addressing issues from renewable energy and green building design, waste reduction, a sustainable master plan, water conservation, natural resources management, energy management, and transportation issues. Most projects also include public outreach campaigns and many have involved school children and community organizations.
http://www.sustainablejersey.com/grants-resources/sustainable-jerseysmall-grants-program/

People for Bikes Community Grants

The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Since 1999, we have awarded 341 grants to non-profit organizations and local governments in 49 states and the District of Columbia. Our investments total more than $2.9 million and have leveraged nearly $670 million in public and private funding.
http://www.peopleforbikes.org/pages/community-grants

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area "walking and biking" include greenway plans, trail projects, advocacy initiatives, and policy development.
http://www.rwjf.org/en/how-we-work/grants.html

Other Potential Funding Sources

The following funding sources for greenways have been identified by Project for Public Spaces, Rails-to-Trails Conservancy and the National Trails Training Partnership.

Municipal Allocations

The most common sources of funding at the municipal and county level include allocations from a specific department, such as the park and recreation department or public works department. Incorporating funding for maintenance of bicycle and pedestrian facilities into the annual budget guarantees funds are available to cover maintenance.

In some localities, a portion of an increase in the sales tax will be set aside for recreational trail or other conservation funding. Rarely, new taxes will be levied to exclusively support active transportation projects.

Impact Fees

Regulated by subdivision policies, impact fees require residential, industrial and commercial development project leaders to provide sites, improvements and/or funds to support public amenities such as open space and trails. Impact fees may be allocated to a particular trail or greenway from land development projects if the fund is a dedicated set-aside account established to help develop a county- or city-wide system of trail or greenway projects.

Local Private-Sector Funding

Local industries and private businesses may agree to provide support for greenway development through one or more of the following methods:

- Donations of cash to a specific greenway segment
- Donations of services by large corporations to reduce the cost of greenway implementation, including equipment and labor to construct and install elements of a specific greenway
- Reductions in the cost of materials purchased from local businesses that support greenway implementation and can supply essential products for facility development

Adopt-A-Trail Programs

These are typically small grant programs that fund new construction, repair/renovation, maps, trail brochures, facilities (bike racks, picnic areas, birding equipment).

Membership campaigns

The return from this can be significant (The Pikes Peak Area Trails Coalition raises $18,000 per year), but your effort must be repeated every year.

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MONTCLAIR SAFE

COMPLETE STREETS IMPLEMENTATION PLAN