McBride Avenue Walkable Community Workshop

Paterson, Passaic County, NJ

2025

NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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This report has been prepared as part of the North Jersey Transportation Planning Authority (NJTPA) Complete Streets Technical Assistance program with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

The development of this report was led by staff at the Alan M. Voorhees Transportation Center (VTC) at Rutgers, The State University of New Jersey, in collaboration with Sustainable Jersey and the NJTPA.

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The Alan M. Voorhees Transportation Center (VTC) is a national leader in the research and development of innovative transportation policy. Located within the Edward J. Bloustein School of Planning and Public Policy at Rutgers University, VTC has the full array of resources from a major research university on transportation issues of regional and national significance.

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Figure 1. Walk audit team on McBride Avenue.

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Executive Summary

Complete Streets are streets designed for all users, all modes of transportation, and all ability levels. They balance the needs of drivers, pedestrians, bicyclists, transit riders, emergency responders, and goods movement based on local context.

- State of New Jersey Complete Streets Design Guide

The City of Paterson, New Jersey, participated in the 2024-2025 North Jersey Transportation Planning Authority (NJTPA) Complete Streets Technical Assistance (CSTA) Program. This report identifies several recommendations to promote walking and bicycling as a means of travel and improve the pedestrian experience along a section of McBride Avenue (County Route 639) in Paterson between Paterson Great Falls Historic Park and a closed pedestrian bridge across the Passaic River. According to City officials, vehicular traffic volumes and speeds have created safety concerns, especially for those walking and bicycling. Paterson wants to make it easier for residents to travel around town without relying on vehicles. As part of the "Walk to a Park Campaign," the City established its mission to provide a great park within a 10-minute walk of every resident. In anticipation of future rehabilitation and reopening of the pedestrian bridge, improvements to McBride Avenue will provide residents with safe and direct access to Westside Park. The City also wishes to continue to invest in the infrastructure around the Great Falls to help attract visitors.

This report calls for: adopting a Complete Streets policy or ordinance; providing and maintaining high- quality pedestrian and bicycle infrastructure; adopting traffic-calming interventions such as enhanced pedestrian crosswalks with curb extensions and pedestrian refuge islands; adding lighting and pedestrian amenities; addressing deficiencies in signage and striping; and addressing quality of life concerns such as littering and dumping. The recommendations in this report were developed through a Walkable Community Workshop (WCW) that was held on August 21, 2024, which is a collaborative effort with municipal employees and City stakeholders.

The McBride Avenue corridor under consideration is a county roadway located west of downtown Paterson, adjacent to the Passaic River. The river and topography of the area result in McBride Avenue being an important connector for all roadway users. In addition, the closure of a pedestrian bridge over the river has resulted in McBride Avenue being a primary walking route to John F. Kennedy High School and Westside Park. As part of the "Walk to a Park Campaign," the City established its mission to provide a great park within a 10-minute walk of every resident. Improvements to this corridor will help to advance this goal by providing residents along the project route with safe and direct pedestrian access to Westside Park via the pedestrian bridge over the Passaic River. The City also wishes to continue to invest in the infrastructure around the Great Falls to help attract visitors (Figure 2).

Figure 2. Great Falls.

While some of the recommendations are specific to the study area, takeaways from the workshop can be applied to other roadways in Paterson. The field audit form and a list of potential funding resources can be found in this report's appendices. These resources can be used to conduct other walk audits within the City.

Background

The NJTPA created the CSTA Program in 2018 to assist municipalities in advancing or implementing Complete Streets. This report is part of the fourth round of the CSTA Program, in which five municipalities were selected to receive technical assistance. Municipalities were chosen for the program through a competitive application process based on the following criteria: the need for technical assistance, commitment to project implementation, opportunity for public engagement, and the strength of their respective municipal teams. In addition, projects at locations with high crash rates and projects with the potential to involve and benefit traditionally underserved populations were given additional consideration.

Paterson requested a Walkable Community Workshop on McBride Avenue, a County roadway (County Route 639) (Figure 3). Paterson is home to a bustling downtown and hosts regional attractions, such as the Great Falls of the Passaic River. Located just south of the Falls, McBride Avenue is home to a number of small businesses and housing. However, the same corridor is also a primary connection into the City, which means it also sees moderate traffic volumes, impacting the safety and comfort of non-motorists.

Prior to conducting the workshop, the CSTA project team met with Paterson officials to discuss the study area and gain a better understanding of the corridor and the need for a walking audit. According to municipal officials, numerous projects are underway or have recently concluded around the Falls, including a new visitor center, a rehabilitation of a historic stadium, and a bridge reconstruction project. While these projects aim to attract visitors to Paterson, many residents in the neighborhood walk, bicycle, or use the bus for their daily needs.

City employees and stakeholders, including area residents, participated in a Walkable Community Workshop on August 21, 2024. Participants learned about the diverse benefits of Complete Streets and how improvements could be applied in their community. The workshop included an hour-long classroom-style training to ensure all participants were familiar with Complete Streets and best practices for bicycle and pedestrian design. The participants then walked the length of the study corridor with the project team, making note of existing conditions, observing driver and pedestrian behavior, and talking about future needs. As shown in Figure 3, the study corridor extended along McBride Avenue, between its northern terminus at Wayne Avenue/ Spruce Street and Henderson Street.

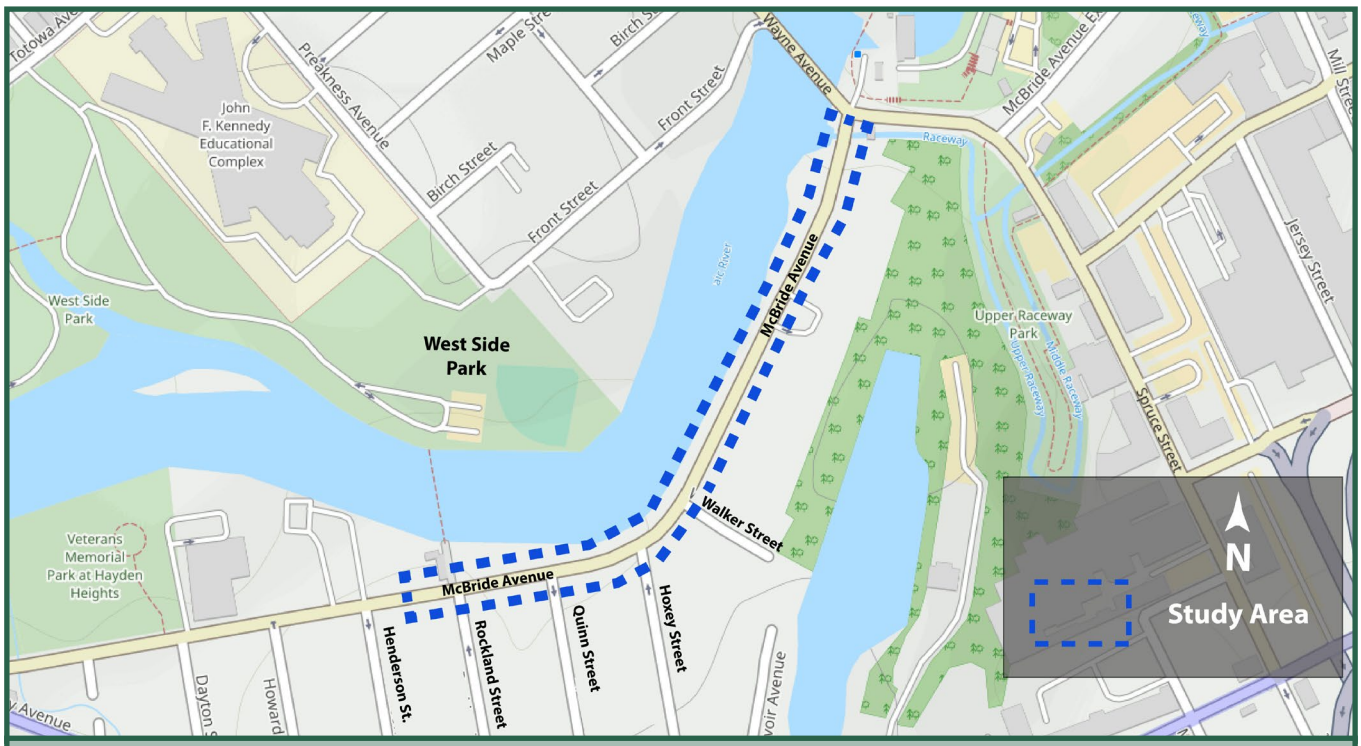


Figure 3. Study corridor map.

What is a Complete & Green Street?

Complete & Green Streets are part of a movement where municipalities, counties, and states adopt policies that require road engineering and design projects to consider the mobility needs of everyone (Figure 4). Everyone includes all roadway users and all travel modes—pedestrians, cyclists, transit users, freight, and travelers of all ages and abilities.

Section 11206 of the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA) of 2021, defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."

Complete Streets should tailor the road to the specific needs of the surrounding environment. A school zone, for instance, may require reduced speed limits, narrower travel lanes, and wider sidewalks to achieve a safer setting for students. Meanwhile, streets along transit routes should accommodate the needs of commuters with benches, shelters, lighting, and signs (Figure 4).

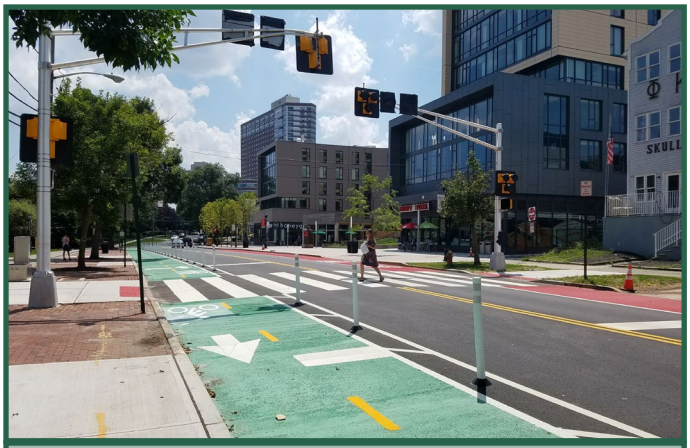


Figure 4. This Complete Street in New Brunswick, NJ, features a bicycle path, bus lane, and enhanced pedestrian crossing.

Regardless of the context, Complete & Green Streets should be designed to improve safety for pedestrians and bicyclists who are the most vulnerable road users. Reduced speed limits, raised medians, and other design elements can help create a safer environment for older adults, children, and people with disabilities. To put traffic speeds into perspective, a 10 mph reduction in vehicle speed dramatically decreases the chance of pedestrian fatalities in a collision. The U.S. Department of Transportation (USDOT) cites collisions in which pedestrians are struck by a vehicle traveling 40 mph as being fatal 85 percent of the time. Comparatively, at 30 mph, pedestrian fatality rates drop to 45 percent, and at 20 mph they are down to five percent (Figure 5 and Figure 6). Complete & Green Streets recognize that all transportation network users, whether traveling by car, bus, train, or taxi, become pedestrians at some point during their journey.

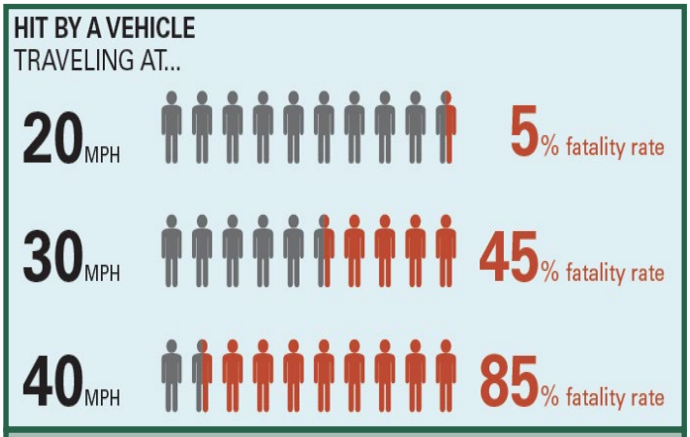


Figure 5. Graphic showing increased fatality rate as vehicle speeds increase. (USDOT)

Complete Streets is also an implementation strategy of the Safe System Approach, adopted as the guiding principle behind the USDOT National Roadway Safety Strategy, which holds that deaths and serious injuries due to roadway crashes are unacceptable. The Safe System Approach refocuses transportation system design and operation on anticipating human errors and reducing impact forces to minimize crash severity and save lives. Through this approach, transportation agencies implement proactive, redundant systems of safety to prevent crash fatalities and serious injuries. Complete Streets addresses two of the five elements of a Safe System (Safe Roads and Safe Speeds) and advances the proactive implementation of safety infrastructure.

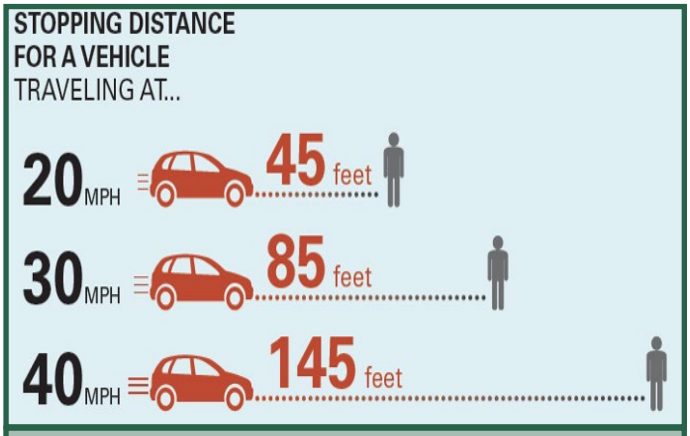


Figure 6. Graphic showing increased stopping distance as vehicle speeds increase. (USDOT)

Benefits of Complete Streets

While the primary benefit of Complete & Green Streets is improved safety for all roadway users, there are other positive outcomes. Complete streets create better places to live, work, and do business.

Public Health

Complete Streets make it possible for people to routinely choose walking, bicycling, and transit to access community destinations such as supermarkets, medical services, and entertainment destinations, leading to greater physical activity and social connectivity. Improving walkability, bikeability, and transit access helps solve urgent public health problems by improving safety and sociability and by reducing air pollution.

Green Streets

Green Streets use green infrastructure practices installed within the public right-of-way to manage stormwater while preserving the primary function of a street as a conduit for vehicles, pedestrians, bicyclists, and transit riders (Figure 7). Green Streets and Complete Streets can complement each other by creating an inviting and comfortable walking and bicycling environment by incorporating green infrastructure elements, such as street trees and rain gardens that provide shade and remove pollutants from the air, while minimizing flooding along streets and sidewalks that interferes with and discourages walking and bicycling.

Figure 7. Green infrastructure used to narrow the roadway and provide a shorter crossing distance for pedestrians.

Economic Vitality

Improving streetscapes can help to strengthen or revitalize business districts. Complete Streets generate more foot traffic when they create great places where people want to be, which can encourage both residents and visitors to spend more money at local shops and restaurants. For example, pedestrianizing Division Street in Somerville, New Jersey attracted new businesses and helped to revitalize a struggling business corridor (Figure 8). The economic benefits also extend to individuals by lowering costs related to car ownership. By walking, biking, and taking transit for more trips, households save money on driving expenses like gasoline, parking, and maintenance, and can choose to own fewer vehicles – or no vehicles at all.

Figure 8. Division Street in Somerville was converted into a popular pedestrian plaza.

Transportation Equity

Fair and equitable distribution of transportation investments is a fundamental principle of Complete Streets. All users of the transportation system should benefit from our shared streets regardless of income, ability, or other factors. For those whose transportation choices are limited by circumstance or location, pedestrian, bicycle, and transit access to essential services and community destinations such as hospitals, medical offices, senior centers, schools, employment centers, bus routes, and transit stops can be life-changing.

Complete Streets in Paterson and New Jersey

New Jersey is a leader in the Complete Streets movement. In 2009, NJDOT was among the first state DOTs in the nation to adopt an internal complete streets policy. Since 2009, NJDOT has funded seven Complete Streets Summits and over a dozen local, regional, and statewide in-person and online educational workshops intended to disseminate the latest information about complete streets to planners, engineers, elected officials, and advocates. In 2017, NJDOT released the New Jersey Complete Streets Design Guide to inform New Jersey communities on how to implement Complete Streets projects. In 2019 (with updates in 2020), NJDOT released the Complete & Green Streets for All: Model Complete Streets Policy and Guide to serve as a resource for local best practices in policy language. One of the positive outcomes of these efforts is that communities of all sizes throughout the state have joined NJDOT in adopting Complete Streets policies. Of New Jersey's 21 counties, eight have adopted Complete Streets policies. Additionally, 182 municipalities have implemented their own policies (Figure 9). In November 2024, NJDOT updated its internal policy and checklists[1].

Passaic County adopted a Complete Streets resolution on February 11, 2014. Paterson has not adopted a policy.

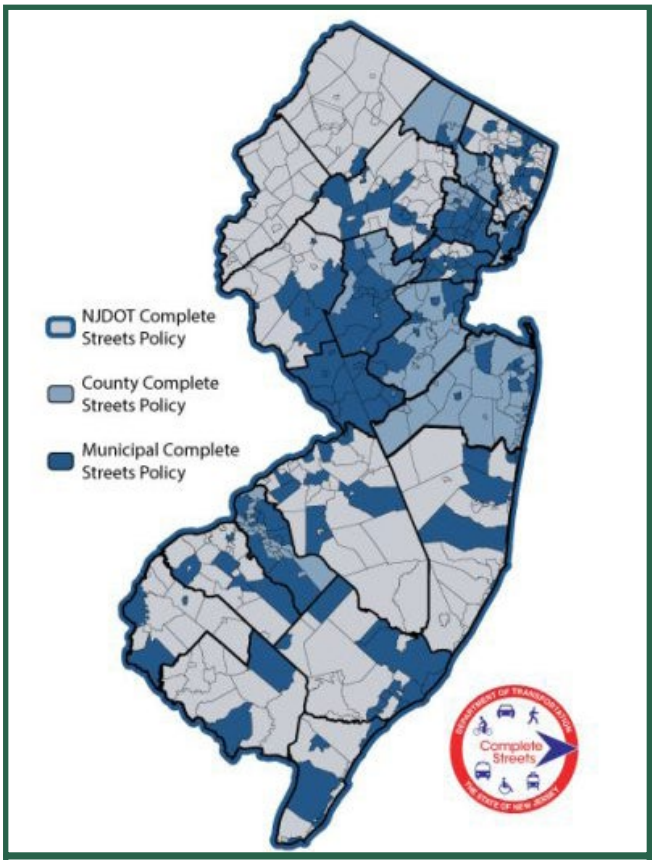


Figure 9. Complete Streets Policies in New Jersey, as of April 15, 2025. Visit https://njbikeped.org/nj-complete-streets-policy-compilation/ for a constantly updated list of policies.

Project Location and Assessment of Need

According to the 2020 US Census, Paterson is home to approximately 159,732 residents within an area of 8.4 square miles. The median age is 34.6, and the estimated median household income is $56,907. The median home value is $415,100, which is less than the state median. The number of bicycle commuters in Paterson has stayed the same at zero percent from 2015 to 2020, although that data is affected by the COVID-19 pandemic and does not include non-commute trips. Fifty-seven percent of residents drive alone to work, while 7.5 percent walk to work. The population in Paterson is minority white (8 percent), with a majority being Hispanic or Latino (63 percent). About 58 percent of the population aged five years and over speak Spanish at home, which is higher than the state average.

Figure 10. Paterson Great Falls National Historical Park.

The study area was McBride Avenue (County Route 639) between its northern terminus at Wayne Avenue/ Spruce Street and Henderson Street. McBride Avenue is a north-south corridor located west of downtown. The Paterson Great Falls National Historical Park, a historic site and tourist destination, is located at the north end of the study area (Figure 10). The Falls are located on the Passaic River, which McBride parallels.

1. https://njbikeped.org/complete-green-streets-for-all-model-policy-guide/ and https://www.nj.gov/transportation/eng/completestreets/resources.shtm

The residential neighborhood next to McBride Avenue is separated from community destinations such as John F. Kennedy High School, the Great Falls Youth Center, and Westside Park by the river. A pedestrian bridge across the river is located at the southern end of the study corridor at Rockland Street, but it is currently closed due to structural deficiencies (Figure 11). As such, pedestrians and bicyclists going to those destinations must use McBride Avenue to go up to the Wayne Avenue bridge. McBride Avenue also provides the shortest walk to downtown, via Spruce Avenue.

Figure 11. Pedestrian bridge over the river.

The land use along the corridor changes between the north half and the south half of the corridor. In both cases, the west side of the roadway is primarily the riverbank, with the exception of two businesses. On the east side of the roadway, the north half of the corridor mainly consists of large auto-oriented businesses or industrial properties. South of Hoxey Street, the properties are smaller mixed-use buildings with businesses on the ground floor and residences above.

Figure 12. Pedestrian waiting to cross the street.

According to City officials, vehicular traffic volumes and high vehicle speeds have created safety concerns, especially for those walking and bicycling (Figure 12). Paterson also wants to make it easier for residents to travel around town without relying on vehicles. As part of the "Walk to a Park Campaign," the City established its mission to provide a great park within a 10-minute walk of every resident. Improvements to this corridor will help to advance this goal by providing residents along the project route with safe and direct pedestrian access to Westside Park via the pedestrian bridge over the Passaic River. The City also wishes to continue to invest in the infrastructure around the Great Falls to help attract visitors.

Connection to Local Safety Action Plan

Efforts to improve the safety and comfort of people walking and bicycling in Paterson are consistent with the recently completed Passaic County Local Safety Action Plan (LSAP), which identifies and prioritizes road safety improvements along county and local roads. The plan establishes a comprehensive framework for Passaic County to achieve the goal of Zero Deaths and Serious Injuries on County and Municipal Roads by 2050 based on the U.S. Department of Transportation-endorsed Safe System Approach. Crashes involving pedestrians and bicyclists are one of the three emphasis areas selected by the plan's Local Implementation Committee. Emphasis areas were selected based on data, local expertise, and public input to identify Passaic County's foremost safety challenges.

The recommendations presented in this report are consistent with the Passaic County LSAP. Among the safety strategies included in the LSAP, the following are relevant to the Complete Streets Technical Assistance Program study:

- Install roadway treatments or signs to reduce or enforce the speed limit.
- Improve safety at unsignalized and signalized intersections by reconfiguring the layout.
- Improve roadway infrastructure to increase safety for active transportation, transit, and other vulnerable road users.
- Improve intersection geometry (road alignment and sight distance), signalization, and pavement markings.
- Improve the safety of active transportation, transit, and other vulnerable road users through education, outreach, enforcement, and implementation of programs and policies.
- Implement Complete Streets policies and projects.

Crash History

McBride Avenue (County Route 639) is an Urban Minor Arterial with bidirectional traffic and a 25 mph speed limit. Neither traffic volumes nor speed data were available for this report. According to NJDOT crash data posted on their crash analysis website, Safety Voyager, over the six years from 2018–2023, there has been nine reported crashes involving a pedestrian and two involving bicyclists along the study corridor (Table 1). Of those crashes, eight occurred during daylight hours at the intersection of McBride Avenue and Wayne Avenue, which is signalized. The three crashes that occurred further down the corridor involved pedestrians crossing at unmarked crosswalk at night. Six of the eleven crashes involved a minor.

Table 1. Pedestrian and bicycle crashes in study area, 2018-2023.

Location	Date	Time	Crash Type	Ped./Cyclist Age	Injury Severity	At Intersection	Lighting Condition
McBride Avenue and Wayne Avenue	08/12/2023	9:57 am	Bicyclist	55	Complaint of Pain	Yes	Daylight
McBride Avenue and Wayne Avenue	05/04/2023	5:30 pm	Pedestrian	16	Moderate	No	Daylight
McBride Avenue and Wayne Avenue	03/07/2023	1:56 pm	Pedestrian	20	Moderate	Yes	Daylight
McBride Avenue and Wayne Avenue	06/06/2020	6:33 pm	Bicyclist	15	Moderate	Yes	Daylight
McBride Avenue and Wayne Avenue	04/11/2020	6:51 pm	Pedestrian	61	Moderate	Yes	Dusk
McBride Avenue and Wayne Avenue	03/02/2020	4:01 pm	Pedestrian	17	Complaint of Pain	Yes	Daylight
McBride Avenue and Wayne Avenue	06/12/2019	1:30 pm	Pedestrian	16	No apparent injury	Yes	Daylight
McBride Avenue and Wayne Avenue	01/11/2019	4:06 pm	Pedestrian	15	Complaint of Pain	Yes	Daylight
McBride Avenue and Walker Street	09/14/2022	10:42 pm	Pedestrian	54	Moderate Injury	No	Dark (street lights on)
McBride Avenue and Quinn Street	12/28/2023	6:39 pm	Pedestrian	40	Complaint of Pain	Yes	Dark (street lights on)
McBride Avenue and Quinn Street	10/15/2018	7:10 pm	Pedestrian	12	Complaint of Pain	Yes	Dark (street lights on)

Source - Safety Voyager

Figure 13. A person riding an e-scooter along McBride Avenue.

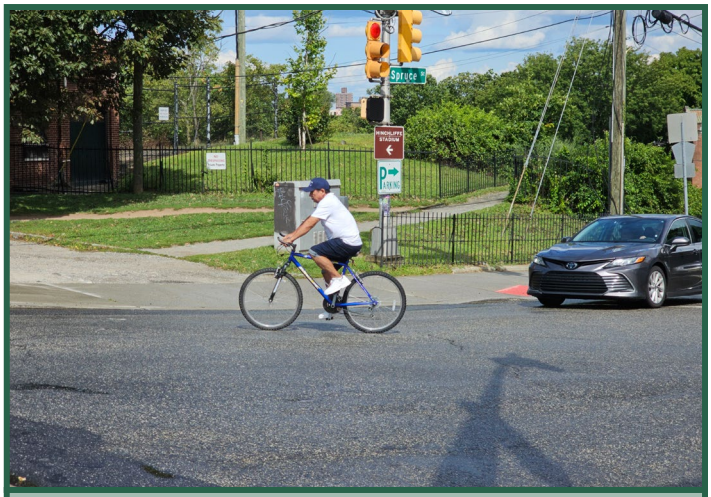


Figure 14. A person riding a bicycle navigating the McBride Avenue and Wayne Avenue intersection.

Workshop Methodology

Prior to conducting the workshop, the CSTA project team met with Paterson officials to discuss the study corridor and gain a better understanding of the roadway, its location, use, and appropriateness for a walk audit. Participants in the Walkable Community Workshop held on August 21, 2024, included residents, City staff, and staff from Passaic County.

The workshop included a one-hour presentation on the fundamentals of Complete Streets and best practices concerning pedestrian and bicycle design to ensure that all attendees had a common understanding of Complete Streets and the relationship between road design and behavior (Figure 15). It included instruction on ways to better support walking and bicycling and insight into the causes of vehicular speeding. Additionally, the presentation covered traffic engineering techniques to better accommodate bicyclists and pedestrians and proven measures to reduce speeding and improve overall safety along the corridor.

Following the presentation, the project team provided participants with a walk audit form so that they could take notes during the audit. The project team and participants then split up into two groups, each walking the entire length of the corridor (Figures 16–18). The audit walk consisted of discussing issues, writing observations, and identifying the existing conditions observed by participants familiar with the area. The project team and participants then conducted a post-audit debrief meeting to review the most important findings and identify potential recommendations for improvements. Following the workshop, the project team developed a series of recommendations for the corridor.

Figure 15. Complete Streets presentation.

Figure 16. Team walking along McBride Avenue.

Figure 17. Team walking to McBride Avenue.

Figure 18. Participants listening to a resident discuss transportation challenges.

Workshop and Demonstration Findings

This section highlights corridor-wide commonalities of the study area, including sidewalks, intersections, safety, and comfort, which were observed during the walking audit portion of the Walkable Community Workshop. This is followed by a detailed description of conditions along the route.

Corridor Summary

Sidewalks

Sidewalks are generally present on both sides of McBride Avenue, although they are frequently interrupted by extended driveways along the eastern side of the corridor (Figure 19). Sidewalk conditions vary. The west side of the corridor has a brick sidewalk that is mostly in good condition (Figure 20). On the east side, one section near the northern end of the corridor is gravel. Other sections are asphalt and concrete in various states of repair (Figures 21 and 22). The uneven sidewalk creates a tripping hazard for pedestrians and negatively impacts accessibility. Accessibility is also poor at crosswalks, due to uneven asphalt and potholes.

The sidewalk on the west side of the corridor is around eight feet wide, with some narrower segments. The sidewalk width on the east side varies from four feet to ten feet. At a couple of locations, overgrown vegetation narrows the width of the walkway. Parked cars also intrude onto the sidewalk at points (Figure 23). Four feet (48 inches) is the minimum width of the clear path of travel for an accessible sidewalk, excluding the width of any curb, according to the Public Right-of-Way Accessibility Guidelines (PROWAG). Therefore, the sidewalks on McBride Avenue substantially meet the guidelines, except for a few locations impacted by condition issues and obstructions.

Figure 19. Missing sidewalk on east side.

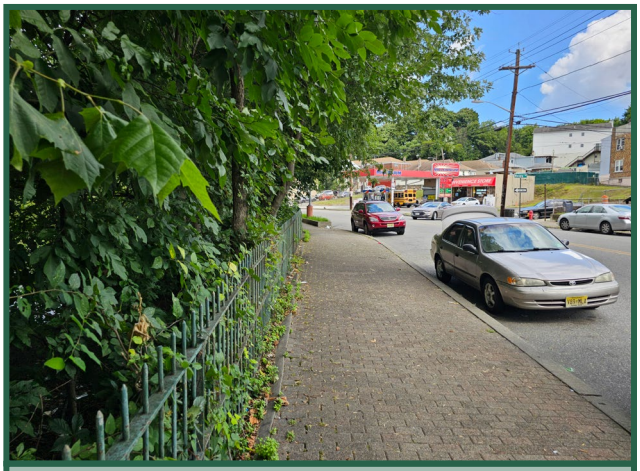


Figure 20. Brick sidewalk on west side.

Figure 21. Rough sidewalk.

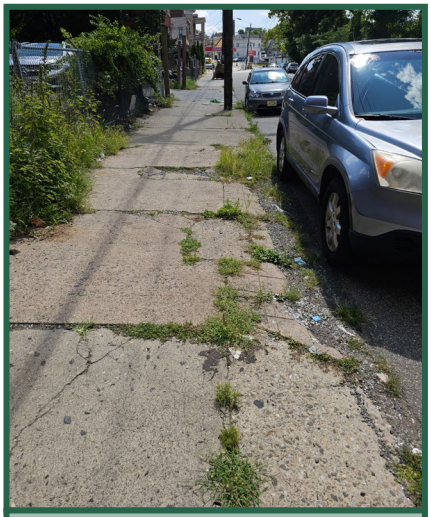


Figure 22. Sidewalk in poor condition.

Figure 23. Car partially on sidewalk.

Intersections and Crosswalks

The study corridor parallels the Passaic River. As such, there are no intersections on the west side of the study area. Five streets terminate at McBride Avenue from the east. All are stop-controlled with McBride Avenue having the right of way, allowing a free flow of traffic on McBride Avenue for over 3,000 feet (Figure 24). The side streets along the corridor lack marked crosswalks, and the only marked crosswalk across McBride Avenue is at the intersection with Wayne Avenue.

Most curb ramps along the corridor appear to be ADA compliant, with proper sloping and truncated domes (Figure 25). However, maintenance issues have degraded the accessibility of some of the ramps. Because crosswalks are not striped across McBride Avenue, many of the curb ramps on the east side of the roadway were blocked by parked cars (Figure 26).

Figure 24. Looking north to Wayne Avnue, drivers see a wide open speedway.

Figure 25. Complaint curb ramp.

Figure 26. Non-compliant curb ramp blocked by parked car.

Safety

Walking audits have the potential to identify safety issues such as insufficient lighting, vehicle speeding, unsafe driver, pedestrian, or bicyclist behavior, and the general level of comfort influenced by the road environment and surrounding land uses.

Although the audit occurred during the day, the placement of overhead light poles approximately every 70-100 feet suggests that McBride Avenue has a decent level of lighting coverage. A lighting audit would be needed to confirm that the placement and luminosity of the fixtures is appropriate for the corridor.

The west side of the roadway has pedestrian-scale lighting fixtures, most of which have are non-functional. Most of the lighting fixtures have been vandalized, with the fixtures ripped from the poles (Figure 27).

Dangerous driving behavior was stated as a concern along this corridor by walking audit participants. This includes speeding, parking on sidewalks, double parking, and failing to yield to pedestrians at intersections. A few faded parking signs were noted that should be replaced.

Figure 27. Vandalized light fixture.

There is no bicycle infrastructure along this corridor. Only a couple of bicyclists were observed during the site visit and walk audit (Figure 28).

The fence along the west sidewalk, separating the sidewalk from the riverbank below, has collapsed in parts (Figure 29).

Figure 28. Man on bicycle turning onto McBride Avenue.

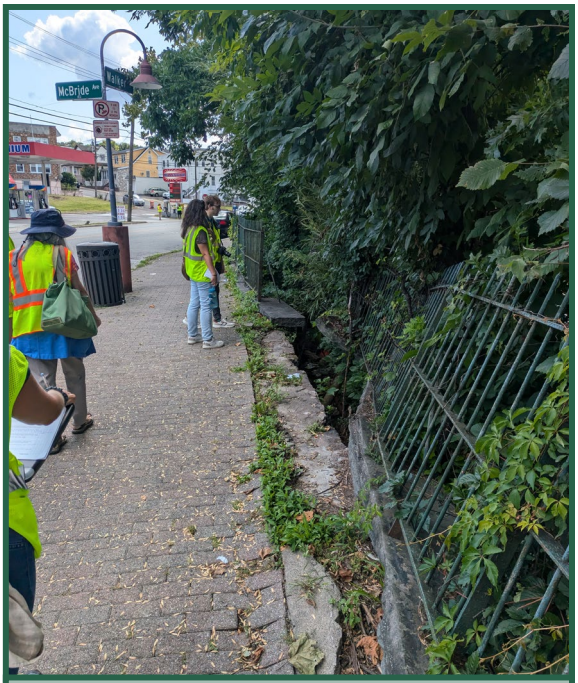


Figure 29. Collapsed fence.

Comfort and Appeal

Litter and debris present a quality-of-life concern. Trash was observed in the roadway, along the sidewalk, and on private property (Figures 30–32). Litter can contribute to a negative image of a place, making it less appealing to residents and visitors. This can reduce the number of people who choose to walk or bicycle along the corridor.

Paterson is actively working to address litter and dumping. Paterson is Picking Up is an initiative that uses Urban Enterprise Zone funding to hire a private company to clean up sixty-nine commercial street blocks. In addition, the City has is using EUZ funds to install solar-powered trash cans and is supporting volunteer community clean-ups. These types of efforts, if extended to McBride Avenue, would improve comfort and image of the street for all road users.

Figure 30. Discarded tire.

Figure 31. Suitcase in river.

Figure 32. Trash on storm drain.

The west side of the roadway has remnants of planters. These have not been maintained, and instead of plantings, they contain litter (Figure 33). The east side of the roadway does not have any street trees, but there are some short segments of a grass planting strip between the sidewalk and curb (Figure 34). In places, the planting strip has been paved over with asphalt. Because of the riverbank along the west side, the roadway does have a line of mature trees, which greatly enhances the visual appeal of the corridor (Figure 35). Unfortunately, the tree canopy does not extend to the east side, resulting in a lack of shade for pedestrians.

Figure 33. Unmaintained planter.

Figure 34. Narrow planting strip does not support trees.

Figure 35. The trees along the river create an attractive canopy.

The corridor lacks benches and bicycle racks, aside from outdoor seating in front of a restaurant. There are some trash containers along the corridor. The west sidewalk has a couple of lookouts to allow pedestrians an opportunity to view the river (Figure 36). However, these facilities have been poorly maintained. The overgrown vegetation has blocked views, the walls have graffiti, and garbage was visible along the riverbank (Figure 37).

Figure 36. Lookout point.

Figure 37. Stairs with unclear purpose leading down to river have collected litter.

Detailed Conditions and Recommendations

McBride Avenue (County Route 639) is a 32 to 41-foot-wide Urban Minor Arterial with bidirectional traffic. At the northernmost end, the northbound direction has a left turn lane and a right turn lane. The rest of the corridor contains one lane in each direction with street parking on both sides. The speed limit is 25 mph, although no speed limit signs are posted.

For the purpose of the study, McBride Avenue was divided into two study areas:

1. Between Wayne Avenue and Hoxey Street
2. Between Hoxey Street and Henderson Street

As McBride Avenue is a County road, Paterson must work closely with Passaic County in advancing these improvements along the corridor.

Figure 38. Wayne Street intersection.


Figure 39. Missing sidewalk.


Figure 40. Driveway with uneven pavement.

Figure 41. Gas station sidewalk.

Between Wayne Avenue and Hoxey Street

The corridor begins at a T-intersection with Wayne Avenue, to the west, and Spruce Street, to the east (Figure 38). This is a busy, signalized intersection. Crosswalks are only marked on the south leg, across McBride Avenue, and on the east leg, across Spruce Street. Pedestrian signals are provided but lack vibrotactile walk indications.

South of the intersection, McBride Avenue is 40-feet wide and contains two turn lanes in the northbound direction extending south for 110 feet. South of that, parking is allowed on both sides, but signage marking the start of on-street parking is missing.

The west side of the roadway contains just one building, a former restaurant with parking that is currently vacant. As noted previously, the west side of the corridor has a brick sidewalk, which is mostly in good condition. That brick sidewalk continues across the driveway entrances, providing a visual priority for pedestrians.

The east side of the roadway contains a number of auto-oriented businesses. For one long section (113 McBride Avenue), the sidewalk is interrupted by a gravel driveway. The sidewalk then becomes an asphalt extension of the next driveway (133–135 McBride Avenue) before transitioning to a standard concrete sidewalk (Figure 39). Accessibility challenges continue at driveways, as the sidewalk is either interrupted by a driveway apron or is built with a steep cross-slope that does not meet ADA design guidelines (Figure 40).

Walker Street is a dead-end roadway that serves five homes and a small apartment building. The entire block between Walker Street and Hoxey Street is taken up by a gas station and convenience store. At this property, the sidewalk is indistinguishable from the driveway and parking lot of the business (Figure 41).

Because the businesses on the east side of the roadway have parking, and there are no businesses or homes on the west side, demand for street parking is limited in this section (Figure 42). If no cars are parked in the roadway, drivers have a 20-foot lane available to them in each direction. This excess width encourages speeding, particularly in the southbound downhill direction.

Figure 42. No parked cars along northern end.

Adding painted bicycle lanes can reduce how wide the roadway is perceived while adding infrastructure for bicyclists. This can be done by prohibiting parking on one side of the roadway, allowing for two 5-foot bicycle lanes. However, this infrastructure is only appealing to bicyclists who are already comfortable bicycling on Paterson's roads, as bicycle lanes do not provide physical protection from drivers. Enforcement would also be needed to stop drivers from illegally parking in the bicycle lane. As walking audit participants stated there is a lack of enforcement of vehicles parked on the sidewalk, this may prove challenging.

An enhanced alternative that would be comfortable for a greater range of cyclists is to provide protected one-way bike lanes, separated from motor vehicle traffic by a raised curb or bollard. The recommended minimum width for each lane is seven feet (five feet for the lane and two feet for the buffer). A trade-off of this approach is that parking would need to be eliminated from both sides of the street. Further separation between motorists and bicyclists could be accomplished with an off-road bicycle facility along the western edge of the roadway. This is discussed in the Additional Recommendations section.

Figure 43 shows recommendations, which include:

- Add missing crosswalk and curb ramps across Wayne Avenue.
- Upgrade other crosswalks with high-visibility striping.
- Add vibrotactile walk indications for pedestrians.
- Upgrade traffic signal to include 12" signal heads and retroreflective backplates.
- Add curb extension on southwest corner to decrease turning speeds.
- Add 25 mph striping and signage in southbound direction.
- Add bicycle lane in southbound direction, prohibit parking on west side.
- In northbound, stripe bicycle land and parking lane - transition to shared lanes at intersection.
- Add parking regulation signage as needed.
- Fill sidewalk gap on east side, limiting vehicle access to properties to a standard driveway entrance.
- Repair sidewalk where needed on west side.
- Plant trees where feasible.
- Address dumping/litter issues along riverbank.
- Repair fence on west side as needed.
- Repair/replace pedestrian lighting on west side.

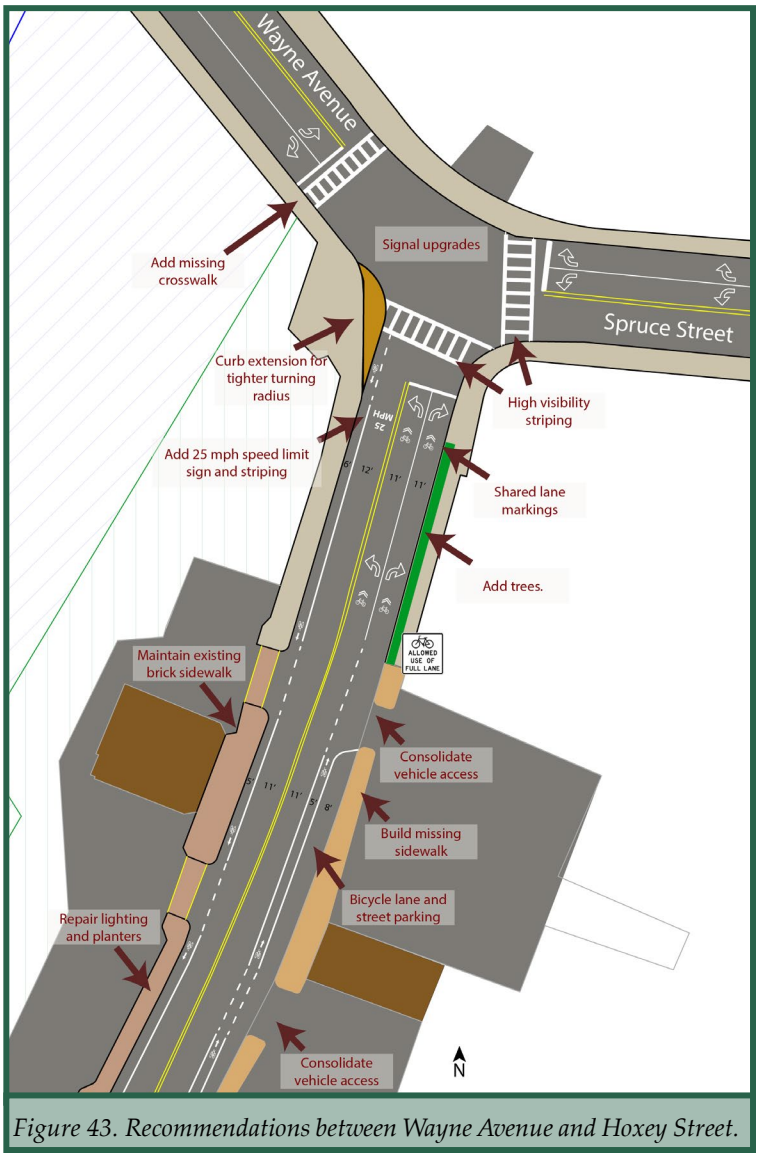


Figure 43. Recommendations between Wayne Avenue and Hoxey Street.

Between Hoxey Street and Henderson Street

Starting at Hoxey Street, the character of land use along McBride Avenue changes. While the roadway continues with one lane in each direction and street parking on each side of the road, the southern (previously western) side of the roadway contains a mixture of residences and small businesses (Figure 44 and 45). Unlike the large auto-oriented structures from the first segment, these businesses include restaurants, shops, and personal services. Most of these businesses do not have off-street parking. As such, the study team observed that, unlike in the first segment, street parking seems to be well utilized here.

Also unlike the first segment, multiple minor roadways spaced around 250 feet apart terminate at McBride from the south. Hoxey and Rockland Streets are one-way, northbound. Quinn Street is one-way, southbound. All three are 30 feet wide. Each intersection creates potential conflicts among roadway users, as pedestrians have to cross various roadways, and there is increased turning traffic from vehicles. Vehicles parked too close to the corner can also block visibility, as observed in Figure 46.

On the north side of the street, large section of fence has collapsed (Figure 47). Parked cars also block the curb ramps leading to the unmarked crosswalks (Figure 48).

Figure 44. Businesses along McBride Avenue.

Figure 45. Apartments along McBride Avenue.

Figure 47. Collapsed section of fence.

Figure 48. Blocked curb ramps.

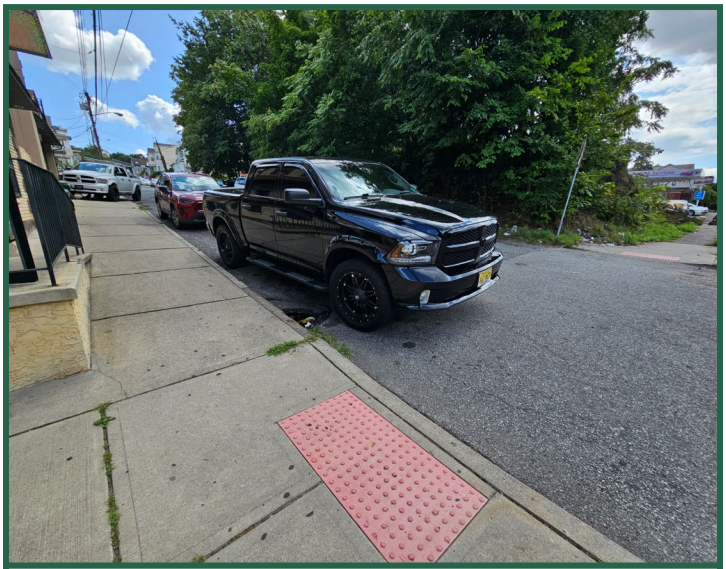


Figure 46. Visibility blocked by large vehicle parked too close to the Rockland Street intersection.

Curb extensions have been proven to increase roadway safety for all users. For pedestrians, they decrease the crossing distance, reducing their exposure to traffic. By physically blocking illegal parking close to the corner, curb extensions improve visibility for all. Curb extensions also provide an opportunity to add green infrastructure, which can help mitigate local flooding concerns (Figure 49).

As street parking is well utilized in this segment, and Paterson lacks the resources to prioritize enforcement of illegal parking, the team recommends transitioning the bicycle lane to shared lanes. "Shared-lane markings" on the pavement, accompanied by "Bicycles Allowed Full Use of Lane" signs, assist bicyclists with lateral positioning, discourage wrong-way bicycling, and encourage the safe passing of bicycles by motor vehicles. However, shared lanes are not comfortable for all potential bicyclists, including infrequent, younger, or older adult riders. Instead, they mainly help people who already bicycle in Paterson. As such, the only way to increase bicycle mode share, especially among school-aged travelers, would be by building fully separated infrastructure.

Figure 49. Curb extension with green infrastructure.

Figure 50 shows recommendations for the Hoxey Street intersection:

- Curb extensions to increase visibility and decrease crossing distances.
  - Reduces pedestrian crossing distance on McBride Avenue from 40 feet to 22 feet.
  - Reduces pedestrian crossing distance on Hoxey Street from 30 feet to 11 feet.
  - Consideration of green infrastructure or amenities in reclaimed space.
  - Amenities could include bicycle parking, garbage cans, benches, etc.
- High visibility crosswalks across both Hoxey Street and McBride Avenue.
- Pedestrian activated Rectangular Rapid Flashing Beacons (RRFB) across McBride Avenue with advance crossing signage.
- Shared lane markings and "Bicycles Allowed Full Use of Lane"
- Speed limit signage and stencil.
- Consider closing the gas station driveway on Hoxey Street and Walker Street.

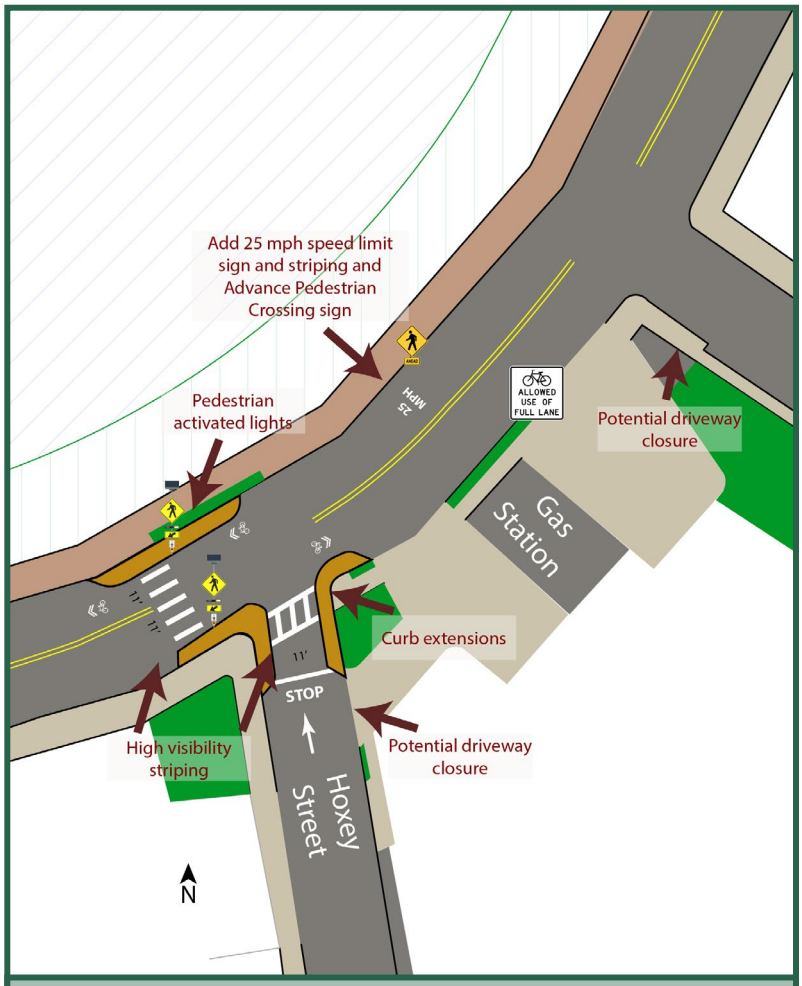


Figure 50. Recommendations Between Hoxey Street and Henderson Street.

Figure 52 shows recommendations for the Quinn Street intersection. Curb extensions are shown on both sides of Quinn Street. Avocado Gyro House has outdoor picnic tables located on the southeast corner (Figure 51). While these tables help to activate the roadway, they result in a narrow sidewalk. Continuing the curb extension at the expense of one parking space would allow for more comfortable outdoor dining with sufficient sidewalk space.

Figure 51. Avocado Gyro House outdoor dining.

Just west of the intersection, a used car dealership was observed parking vehicles on the sidewalk. Code enforcement is needed to ensure that the business is not blocking the sidewalk. If it is found that most of the vehicles parked on the street also belong to this dealership, instead of residents or customers, then it would be feasible to extend the bicycle lane through the entire corridor.

Recommendations for the Quinn Street intersection shown in Figure 52 include:

- Curb extensions to increase visibility and decrease crossing distances.
  - Reduces crossing distance on McBride Avenue from 40 feet to 22 feet.
  - Reduces crossing distance on Quinn Street from 30 feet to 11 feet.
  - Consideration of green infrastructure or amenities in reclaimed space.
  - Consideration of an expanded sidewalk extension to support outdoor dining.
- High visibility crosswalks across both Quinn Street and McBride Avenue.
- Shared lane markings.
- Address sidewalk parking on north side of roadway by dealership.

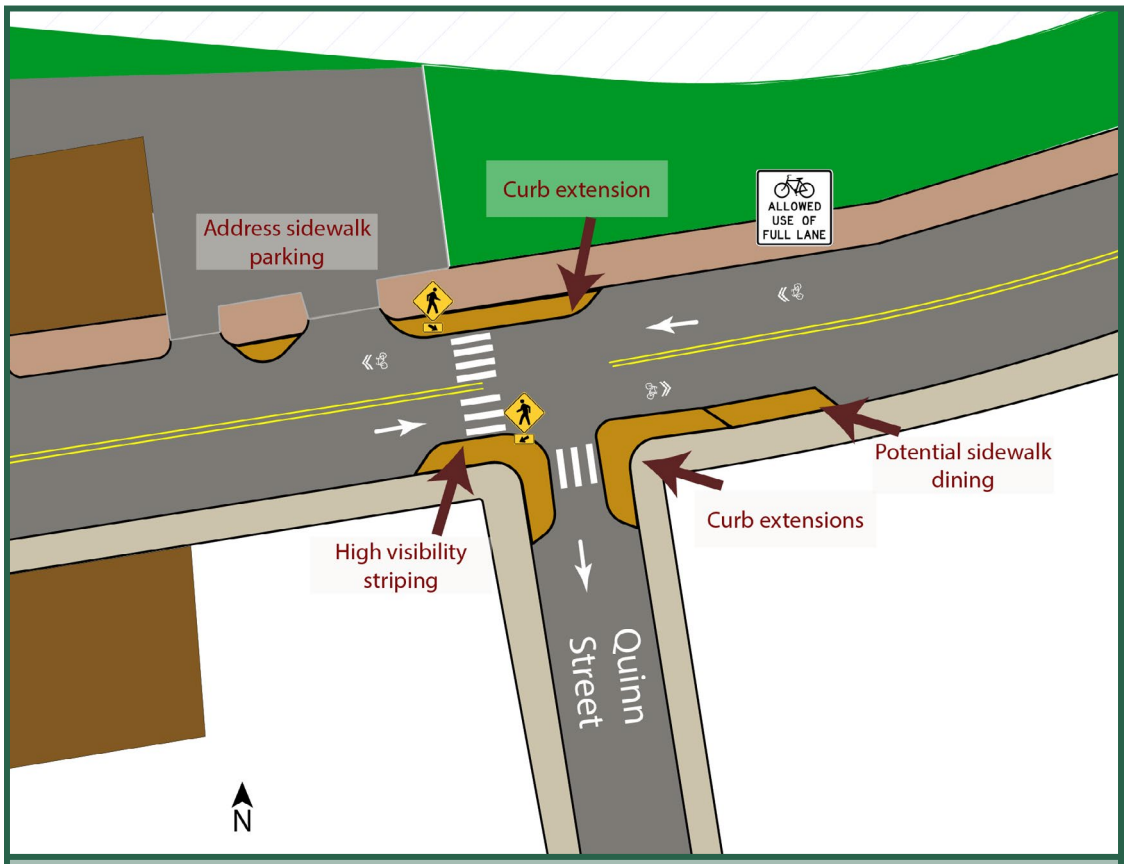


Figure 52. Quinn Street recommendations.

Figure 54 shows recommendations for the Rockland Street intersection. North of this intersection, there is a pedestrian bridge across the Passaic River, which provides a direct connection to John F. Kennedy High School and Westside Park (Figure 53). As of 2025, this bridge is closed due to structural deficiencies. However, Passaic County is working on repairing and reopening the bridge. As such, the Rockland Avenue intersection will be important for pedestrians and bicyclists.

Figure 53. Access to pedestrian bridge.

As with the previous intersection, curb extensions are recommended on both sides of Rockland Street. A curb extension is also shown on both sides of McBride Avenue, along with a pedestrian-activated RRFB and high-visibility crosswalks. Unlike Hoxey Street, there is no stop bar on Rockland Street, so one is added here. West of the intersection is another car dealership on the south side of the roadway. The sidewalk in this section is an extension of the asphalt parking lot, instead of a dedicated sidewalk.

Recommendations for the Rockland Street intersection shown in Figure 54 include:

- Curb extensions to increase visibility and decrease crossing distances.
  - Reduces pedestrian crossing distance on McBride Avenue from 40 feet to 22 feet.
  - Reduces pedestrian crossing distance on Rockland Street from 30 feet to 11 feet.
  - Consideration of green infrastructure or amenities in reclaimed space.
- High visibility crosswalks across both Rockland Street and McBride Avenue.
- Stop bar and STOP stencil on Rockland Street.
- Pedestrian activated RRFB across McBride Avenue with advance crossing signage.
- Shared lane markings and "Bicycles Allowed Full Use of Lane"
- Sidewalk replacement in front of 253 McBride Avenue.

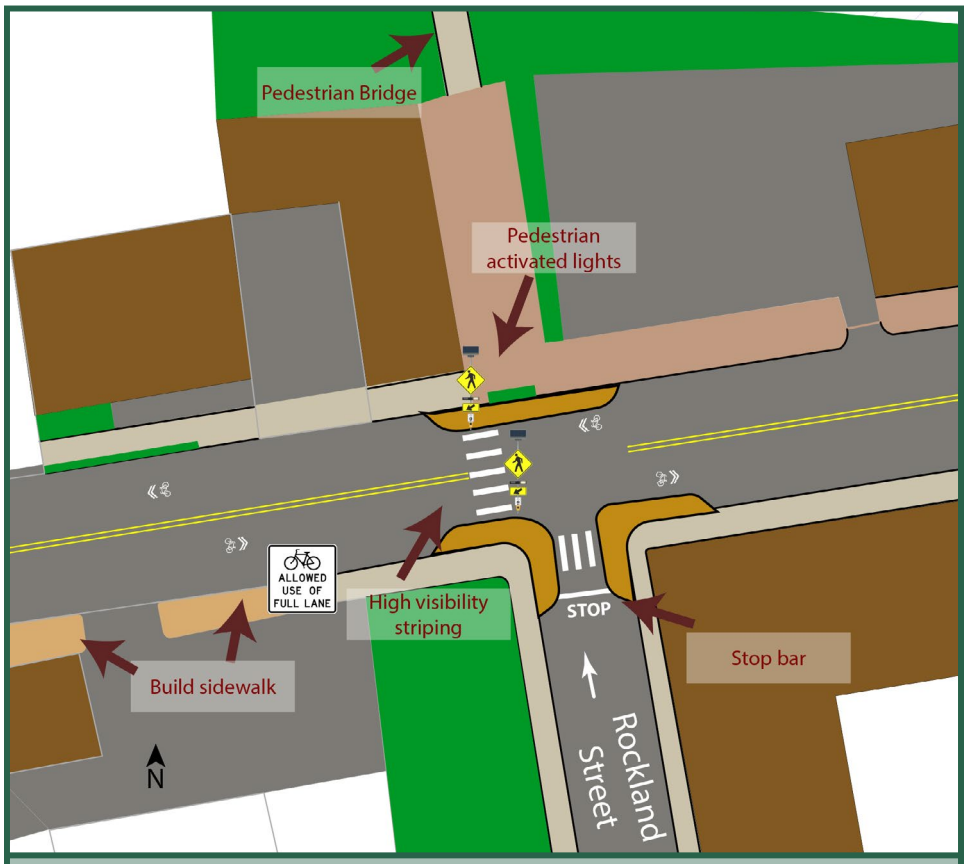


Figure 54. Rockland Street recommendations.

Additional Recommendations

1. Create a McBride Avenue Multiuse Path

As an alternative to bike lanes and sharrows on the road, an off-road bicycle facility could be provided along the western edge of the roadway. Widening the sidewalk to an 18-foot shared use path would provide a facility safe enough for bicyclists of all ages and abilities to enjoy. Bollards or raised concrete planters could be used to physically prevent illegal parking. This separated facility could provide a safe option for students commuting to the High School across the river. Built in conjunction with improvements to the landscaping along the river, a shared-use path could also provide an attractive link between the Paterson Great Falls on the north end of the corridor and Veterans Memorial Park on the southern end.

2. Adopt a Complete Streets Policy or Ordinance

Adopting a Complete Streets policy or ordinance is an important first step toward implementing Complete Streets, as it defines the meaning of Complete Streets, establishes goals, and lays out the ways in which the municipality will accomplish the goals. Adopting a Complete Streets policy represents a commitment by a municipality to apply Complete Streets principles and goals to all transportation decisions.

Having a Complete Streets policy earns a municipality extra consideration on certain state grant applications. Municipalities that are seeking Sustainable Jersey certification earn points for adopting and instituting a policy. NJDOT offers a guide to policy development and a separate guide on how to create an implementation plan. These resources are among those available at http://njbikeped.org/complete-streets-resources/. NJDOT also offers a model policy guide, which should be used as a template for a new municipal policy (https://njbikeped.org/wp-content/uploads/2022/08/CS_Model_Policy_2020-R.pdf). A policy can be strengthened by enacting it as a municipal ordinance. The guide also provides example text for doing so.

3. Provide and Maintain High-Quality Pedestrian Infrastructure

The neighborhood surrounding the study corridor is well suited for walking. However, unmaintained or narrow sidewalks can make walking challenging. The project team observed deteriorated sidewalk conditions in various areas. In many cases, the uneven sidewalk makes entire blocks inaccessible to pedestrians with disabilities. While sidewalks are the responsibility of property owners in New Jersey, individual replacement can be very costly. The City should consider a coordinated project to rebuild sidewalks throughout the entire corridor using a dedicated assessment or grants.

4. Add and Maintain Street Trees

Street trees improve pedestrian comfort by providing shade and creating a buffer between moving vehicles and the sidewalk. In addition, they provide aesthetic and air quality benefits and help to absorb stormwater. The Tree Equity Score Analyzer Map, by American Forests, confirms that Paterson's tree canopy is lower than that of comparable cities in New Jersey.

Efforts should be taken to ensure that sidewalk restoration creates opportunities for new tree wells. Workshop participants noted that the City doesn't ask for street trees from developers, and there is no tree ordinance. Updating site improvement standards along with a new Complete Streets Policy can remedy this issue. As noted throughout this report, green infrastructure can be combined with traffic safety in areas where the urban canopy is lacking or flooding is a concern.

4. Lighting

A lighting study was not conducted as part of this project, and the study area was not visited at night. Crashes occurring at night are significantly more likely to result in fatalities than those in daylight conditions. Lighting increases the visibility of all roadway users and is a way to systematically improve safety. As such, lighting is an FHWA Proven Safety Countermeasure[2].

In some cases, lighting can have negative environmental and community impacts, such as glare, light pollution, disturbance of adjacent properties, undesirable aesthetic impacts, and disruption of wildlife. Therefore, the amount, type, and placement of any additional lighting should be carefully considered to provide a safety benefit while also minimizing these impacts (Figure 55). As the corridor is located along a river, is important to consider lighting styles that do not disrupt the circadian rhythm of wildlife.

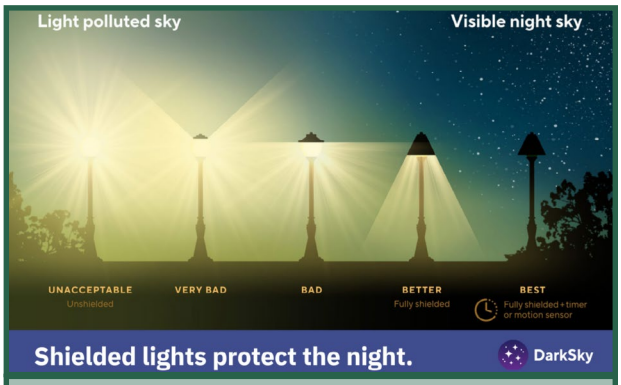


Figure 55. Lighting illustration by DarkSky.

5. Quick-build implementation

Curb extensions were recommended throughout the corridor. In the short term, this can be done as a demonstration project by using low-cost materials. As funding allows, the City can upgrade the project to a permanent installation, which can include the addition of green infrastructure. It is important to note that because the City has had difficulties with vandalism and enforcement, temporary materials such as vertical plastic bollards may not be suitable. Instead, the City can consider stronger temporary materials such as jersey barriers, boulders, or other heavy items that are not easy to displace without the right equipment (Figure 55). As the curb extensions are located at the intersection of a County road and City streets, coordination between the City of Paterson and Passaic County would be required.

Figure 56. A granite boulder used to prevent vehicles from parking in the painted sidewalk extension.

6. Address litter and dumping

Litter was seen throughout the corridor. Along the riverbank, in particular, dumping of household waste appears to be an issue. Adding garbage cans throughout the corner may help to decrease the amount of trash seen on the street and sidewalk. Adding lighting and cameras along the river may help with enforcement against dumping.

7. Rehabilitate or Replace the Rockland Street Footbridge

Passaic County should seek to rehabilitate or replace the existing footbridge across the Passaic River at Rockland Street, which is currently closed, to restore this pedestrian and bicycle connection to Westside Park and John F. Kennedy High School. The direct connection will encourage walking and bicycling by providing a much shorter connection between the two neighborhoods and also allowing travelers to avoid the grade change along McBride Avenue.

2. https://safety.fhwa.dot.gov/roadway_dept/night_visib/docs/Pedestrian_Lighting_Primer_Final.pdf

Conclusion

McBride Avenue serves as an important corridor along the east bank of the Passaic River, providing connectivity between residential neighborhoods, the Great Falls, and downtown. The study corridor is located less than half a mile from the John F. Kennedy High School to the west and the bustling downtown to the east. Many residents do not have access to vehicles, and while the City is well served by NJ TRANSIT buses, the routes are designed for travel between cities, rather than within. In addition, the topography of the city, including hills and rivers, limits the routes pedestrians can take.

Local officials interested in improving walking and bicycling conditions along the corridor applied to the CSTA Program to audit current conditions and develop recommendations for potential improvements. As part of this assistance, local stakeholders received an educational workshop on Complete Streets and participated in a walkable community workshop.

This report identifies several recommendations that could improve pedestrian and bicycle access to nearby destinations and discourage unsafe driving behaviors using a range of designs consistent with the New Jersey Complete Streets Design Guide.

Some of the recommendations require capital expenditure, such as a complete replacement of the sidewalks on the east side of the corridor and rehabilitation or replacement of the footbridge over the Passaic River. Others can be implemented during periodic maintenance, such as by upgrading crosswalk striping and ADA curb ramps during routine roadway resurfacing. More intensive and costly roadway changes, such as curb extensions, stormwater tree pits, and green infrastructure, may be best suited for competitive funding grants. A list of funding sources that can be used by municipalities to implement pedestrian and bicycle improvements is included as Appendix A.

Some of these improvements can begin as demonstration projects or as part of regular municipal road maintenance. By making the changes quickly and with low-cost materials, the City can receive meaningful feedback from residents based on their real-world experience. If the improvements are ineffective or have unintended consequences, they can be easily removed. Nearly all of these changes will require coordination with Passaic County officials.

Other recommendations, like addressing illegal dumping, require enforcement. Further recommendations relate to policies and maintenance, such as adopting a Complete Streets Policy.

Figure 57. McBride Avenue.

Appendix

A. Potential Funding Resources

B. Design Resources

C. Workshop Flyers

D. Workshop Agenda and Field Audit Form

A. Potential Funding Resources

This appendix provides a list of grant programs available to New Jersey communities for the advancement of Complete Streets initiatives, including both infrastructure and non-infrastructure projects, and programs to increase walking and bicycling. A table has been included that lists the most common grant sources for Complete Street related projects. This appendix also includes links to two online databases with additional funding sources. The grants listed are highly competitive; grant application requirements should be carefully reviewed before deciding to apply. Incomplete grant applications may be automatically rejected. The most successful applications tell the story of the populations most in need of the proposed improvements, especially traditionally underserved or vulnerable populations. Applications should use compelling pictures, data, and other documentation, and indicate how and why the project was selected.

New Jersey Department of Transportation

The Division of Local Aid and Economic Development at the New Jersey Department of Transportation (NJDOT) administers funds to local public agencies such as county and municipal governments for construction projects to improve the state's transportation system. Grant support and technical assistance is provided through the Local Aid Resource Center's Help Desk (https://njdotlocalaidrc.com/). The New Jersey Transportation Trust Fund and the 2021 Bipartisan Infrastructure Law provide the opportunity for funding assistance to local governments for road, bridge, and other transportation projects. While NJDOT and the three metropolitan planning organizations that cover the state administer many federal aid programs, including Transportation Alternatives and Safe Routes to School, the USDOT administers some grant programs directly. NJDOT administers state aid programs. Below are some options for funding infrastructure projects through NJDOT.

State Aid Infrastructure Grant Programs

Municipal Aid: This program assists municipalities in funding local transportation projects, and all New Jersey municipalities are eligible to apply. NJDOT encourages applications for pedestrian safety improvements, bikeways, and streetscapes. Additionally, a common strategy to implement on-street bike lanes is to include bike lane striping within repaving projects that are funded through this program. Learn more here: https://njdotlocalaidrc.com/state-funded-programs/municipal-aid

County Aid: County Aid funds are available for the improvement of public roads and bridges under county jurisdiction. Public transportation and other transportation projects are also included. Learn more here: https://njdotlocalaidrc.com/state-funded-programs/county-aid

Bikeways: This 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 that are physically separated from vehicle traffic. Learn more here: https://njdotlocalaidrc.com/state-funded-programs/bikeways

Safe Streets to Transit: This program encourages counties and municipalities to construct safe and accessible pedestrian linkages to all types of transit facilities and stations, to promote increased usage of transit by all segments of the population and decrease private vehicle use. Learn more here: https://njdotlocalaidrc.com/state-funded-programs/safe-streets-to-transit

Transit Village: This program awards grants for transportation projects that enhance walking, biking, and/or transit ridership within a ½ mile of the transit facility. Municipalities must already be designated as a Transit Village by the NJDOT Commissioner and the inter-agency Transit Village Task Force to be eligible to apply. Learn more here: https://njdotlocalaidrc.com/state-funded-programs/transit-village

Other NJDOT Assistance

Bicycle and Pedestrian Planning Assistance (BPPA): NJDOT offers local planning assistance through the Bureau of Safety, Bicycle, and Pedestrian Programs. Under the BPPA program, on-call consultants are paired with communities to complete a variety of projects, including bicycle and pedestrian plans, safety assessments, trail feasibility studies, and improvement plans for traffic calming projects. Priority is given to traditionally underserved communities and those with a documented safety concern. For more information, please contact the NJDOT Bicycle and Pedestrian Coordinator at bikeped@dot.nj.gov.

State-Administered Federal Aid Infrastructure Grant Programs

Transportation Alternatives Program: The Transportation Alternatives Program is a set-aside of the Surface Transportation Block Grant Program, and it is sometimes referred to as TA Set-Aside. It provides federal funds for community-based "non-traditional" transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system. Municipalities can receive bonus points on the grant if they have an adopted Complete Street Policy, are a Targeted Urban Municipality, or are a designated Transit Village. Learn more here: https://njdotlocalaidrc.com/federally-funded-programs/transportation-alternatives

Safe Routes to School: The Safe Routes to School Program is funded through the Federal Highway Administration's (FHWA) Federal Aid Program and is being administered by the NJDOT, in partnership with the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO). The program provides federal funds for infrastructure projects that enable and encourage children in grades K-12, including those with disabilities, to safely walk and bicycle to school. Applicants can receive bonus points on the grant if they have School Travel Plans, a Complete Streets Policy, and Transit Village designation. Learn more here: https://njdotlocalaidrc.com/federally-funded-programs/safe-routes-to-school

Recreational Trails Program: The Recreational Trails Grant Program administered by the NJDEP Green Acres Program provides federal funds for developing new trails and maintaining and restoring existing trails and trail facilities including trails for non-motorized, multi-use (including land and water) and motorized purposes. The program is currently on hold as it undergoes revisions. Learn more and get notified of future grant opportunities here: https://dep.nj.gov/greenacres/trails-program-home/

Federal Highway Administration-Administered Federal Aid Infrastructure Grant Programs

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act of 2021 (IIJA), and the Inflation Reduction Act of 2022 (IRA) established new funding programs that can be helpful for county and municipal governments looking to fund Complete Streets and other safety and active transportation projects. The new funding generally requires a 20 percent local match on a cost-reimbursement basis. In other words, for every dollar spent within the grant's budget, up to 80 cents will be eligible for reimbursement by the federal government. Eligible entities apply for grants directly to the United States Department of Transportation through the grants.gov online portal.

Safe Streets and Roads for All Program (SS4A): This program was established out of the Infrastructure Investment and Jobs Act of 2021 (IIJA). It funds planning and implementation of projects and strategies which share a goal of eliminating roadway deaths and serious injuries. Many Complete Streets-related measures are eligible. Funding can be used to produce a comprehensive safety action plan, undergo demonstration projects, and implement permanent measures. Congress has appropriated $5 billion to the program through fiscal year 2026, and all grants require a 20 percent local match. The SS4A program supports the National Roadway Safety Strategy and the United States Department of Transportation's goal of zero deaths and serious injuries on our nation's roadways. Counties, municipalities, and other non-State government entities are eligible to apply. Applications for the 2023 fiscal year are due on July 10, 2023. More information is available here: https://www.transportation.gov/grants/SS4A

Reconnecting Communities Pilot Program (RCP): The Reconnecting Communities Pilot Program was established by the Infrastructure Investment and Jobs Act of 2021 (IIJA). The program aims to correct wrongs of past transportation projects that have isolated or otherwise cut off communities from jobs and other amenities. Ideal projects improve access in one or more ways, increasing opportunities for residents of impacted communities. Congress has appropriated $1 billion for this program through fiscal year 2026. States, counties, and local units of government are eligible to apply for funding to plan and implement projects on facilities of which the applicant is the owner. Non-owners may apply for planning grants, as well as capital construction grants, provided that the facility owner has appropriately endorsed the application. All grants require a 20 percent local match. More information is available here: https://www.transportation.gov/grants/reconnecting-communities

Thriving Communities Program (TCP): The Thriving Communities Program provides technical assistance to governments and transit agencies. The program focuses on communities that have suffered historic disinvestment and lack the resources and capacity to successfully engage, develop, design, and deliver infrastructure projects. The program provides planning, technical assistance, and capacity building to better navigate federal requirements, identify financing and funding opportunities, and grow long-term capacity to leverage transportation investments to achieve broader economic and community development goals. More information is available here: https://www.transportation.gov/grants/thriving-communities

Neighborhood Access and Equity Grant Program: This program was created by the Inflation Reduction Act of 2022 (IRA). Much of the eligibility and criteria are similar to the Reconnecting Communities Pilot (RCP, see above). It appropriates an additional $1.8 billion to reconnecting communities.

Health and Environment Funding

Sustainable Jersey: The Sustainable Jersey Small Grants program provides capacity building awards to municipalities to support local green teams and their programs and is not project specific. Learn more about grant opportunities here: https://www.sustainablejersey.com/grants/

Sustainable Jersey for Schools: Sustainable Jersey for Schools grants are intended to help districts and schools make progress toward Sustainable Jersey for Schools certification. Learn more here: http://www.sustainablejerseyschools.com/

Funding from Other Sources

Various other funding sources exist that may help municipalities further cComplete Streets projects. Both Sustainable Jersey and Together North Jersey have developed comprehensive online databases that catalog the many funding sources available. They can be found at the following locations:

Together North Jersey Funding and Resources Database: https://togethernorthjersey.com/funding-tools-database/

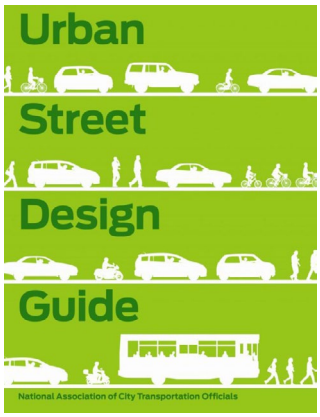
New Jersey Transportation Infrastructure Bank (NJTIB): The NJTIB is an independent State Financing Authority responsible for providing and administering low interest rate loans to qualified municipalities, counties, and regional authorities in New Jersey. The unique partnership with NJDOT was established with the mission of reducing the cost of financing transportation projects in the state. Learn more here: https://www.njib.gov/njtib

County and Municipal Capital Programs: In the case where alternative funds are not available but there is community consensus and political will to move forward with a project, county and municipal capital programs should be considered. Local budgets may have the ability to support some projects, especially if other state and federal programs provide budget relief in other areas.

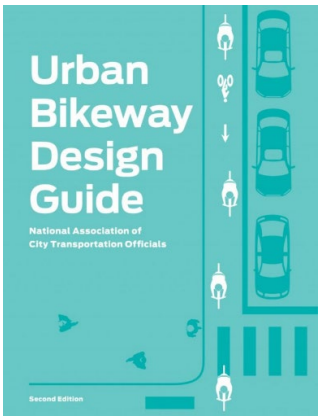
County and Municipal Open Space Trust Funds: All New Jersey counties and many New Jersey municipalities have an Open Space Trust Fund, which is a dedicated program supporting open space land acquisition. The trust funds are established by ballot measure. Depending on the fund parameters, other development projects can be eligible including trails, historical preservation, and farmland protection. For a database of ballot measures descriptions with amount of Open Space Trust Funds, visit the Trust for Public Lands LandVote Database. https://tpl.quickbase.com/db/bbqna2qct?a=dbpage&pageID=8

B. Design Resources

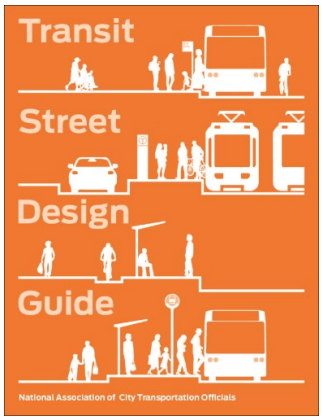
NACTO Guides



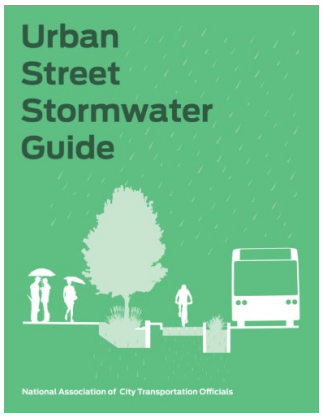
[Urban Street Design Guide]



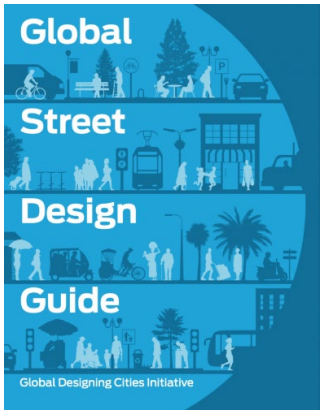
[Urban Bikeway Design Guide]



[Transit Street Design Guide]

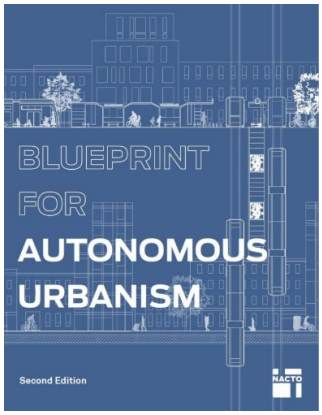


[Urban Street Stormwater Guide]



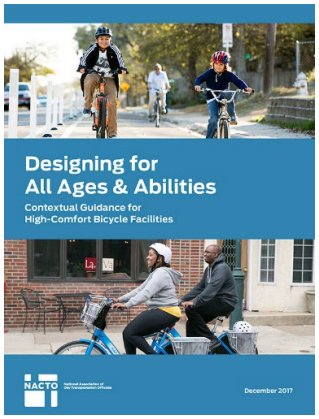
[Global Street Design Guide]

[Designing Streets for Kids]



[Blueprint for Autonomous Urbanism]

[Bike Share Station Siting Guide]

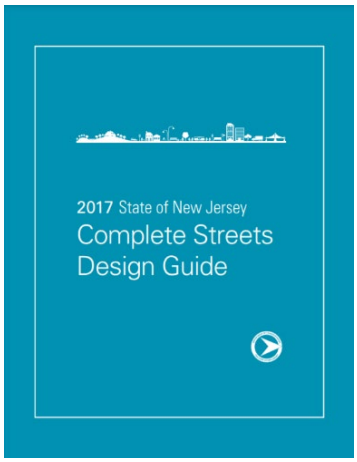


[Designing for All Ages & Abilities]

[Don't Give Up at the Intersection]

NJDOT Guides

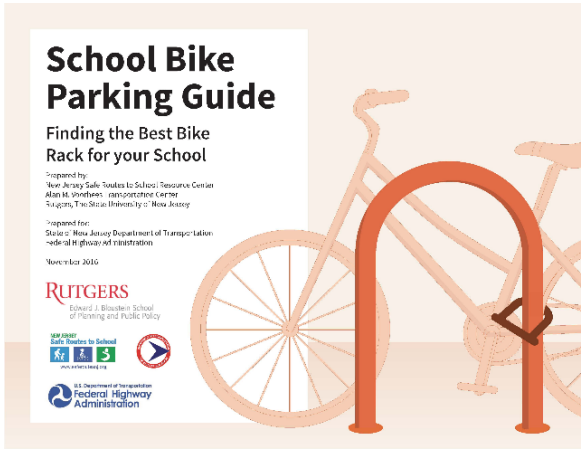
[Complete & Green Streets for All: Model Policy & Guide]



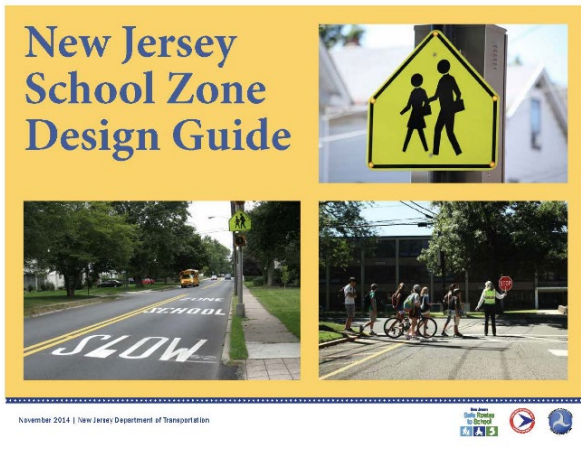
[2017 State of New Jersey Complete Streets Design Guide]

[A Guide to Creating a Complete Streets Implementation Plan]

[A Guide to Policy Development]

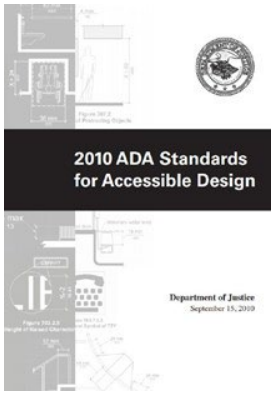


[School Bicycle Parking Guide]



[New Jersey School Zone Design Guide]

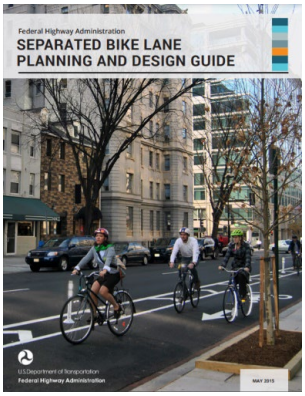
ADA Guidelines



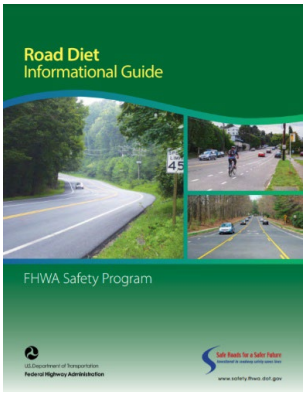
[ADA Standards for Accessible Design]

FHWA Guides

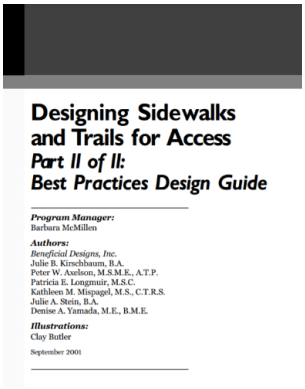
[Making Our Roads Safer: One Counter-measure at a Time]



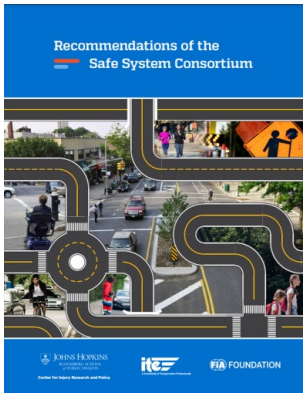
[Separated Bike Lane Planning and Design Guide]



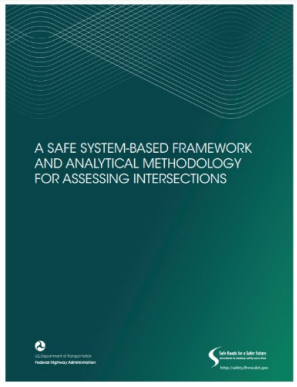
[Road Diet Informational Guide]



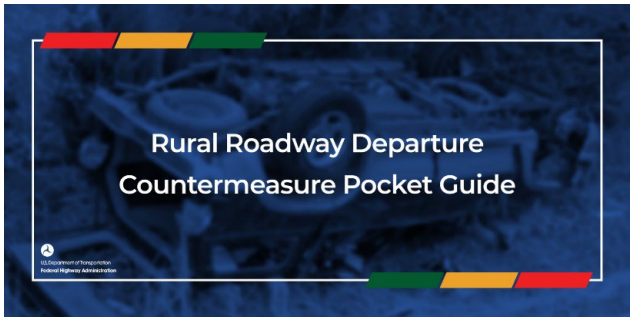
[Designing Sidewalks and Trails for Access Part II of II: Best Practices Design Guide]



[Recommendations of the Safe System Consortium]

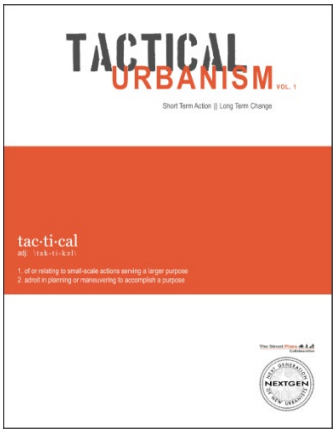


[A Safe System-Based Framework and Analytical Methodology for Assessing Intersections]

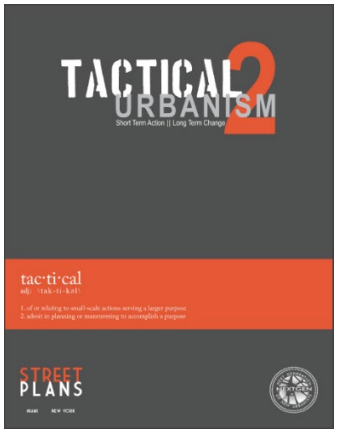


[Rural Roadway Departure Countermeasure Pocket Guide]

Tactical Urbanism Guides



[Tactical Urbanism 1]



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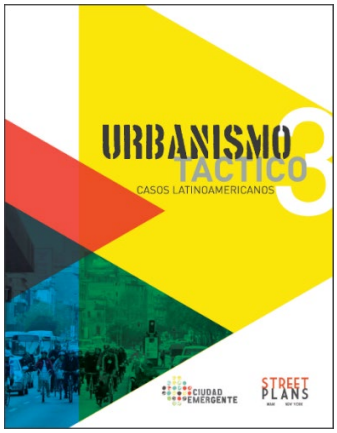

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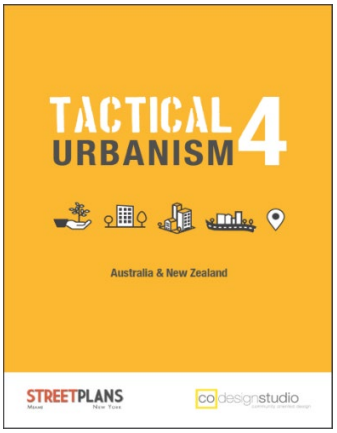

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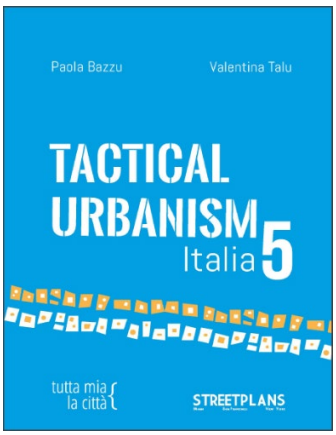

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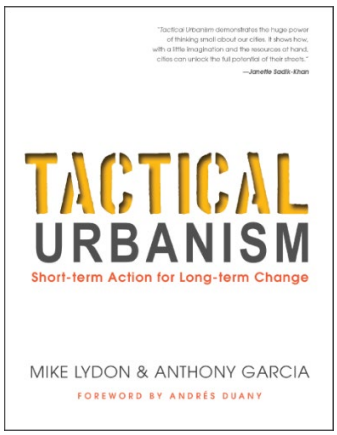
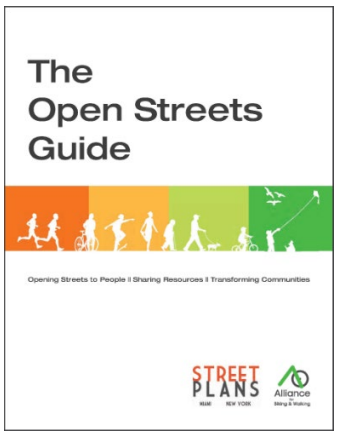
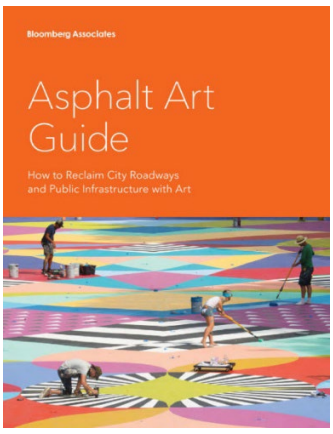


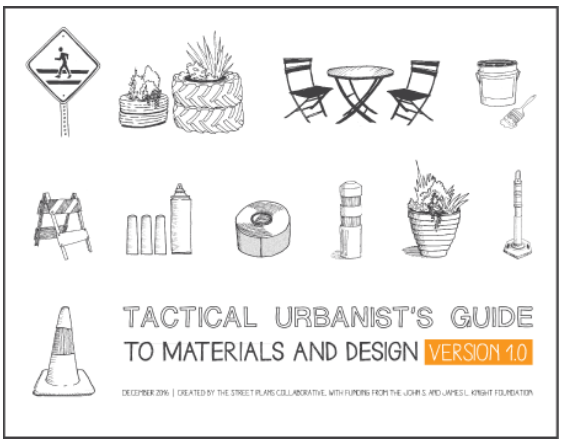
[Tactical Urbanism: The Book]



[The Open Streets Guide]



[Asphalt Art Guide]



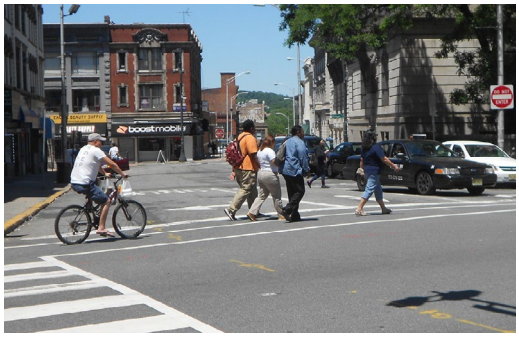
[Tactical Urbanist's Guide to Materials and Design]

[Fast-Tracked: A Tactical Transit Study]

C. Workshop Flyers

WALKABLE COMMUNITY WORKSHOP

Wednesday, August 21, 2024, 1:00 pm to 4:00 pm
Great Falls Youth Center, 52 Front St, Paterson, NJ 07522



Join us to address walkability and bikeability on McBride Avenue, between Spruce Street and Rockland Street!

To register for this workshop, visit:
https://go.rutgers.edu/paterson

Paterson wants your input on how to improve McBride Avenue!

A Walkability Workshop engages City employees, residents, and businesses in a discussion about walking and biking. After learning about what to look for, workshop participants will walk a half-mile corridor, assessing existing streets and sidewalks and identifying issues to overcome to ensure safer and more welcoming conditions for pedestrians and bicyclists. After the workshop, a report will be prepared with recommendations on improvements to address key locations and issues identified in the workshop.

This effort is part of the Complete Streets Technical Assistance Program, a collaboration between Sustainable Jersey, the Voorhees Transportation Center at Rutgers University, and the North Jersey Transportation Planning Authority (NJTPA). Funded by the NJTPA, the program is designed to support municipal government efforts to advance Complete Streets initiatives.

WORKSHOP AGENDA

1:00 - 2:00 pm
Classroom Training

2:00 - 3:00 pm
Walking Audit

3:30 - 4:00 pm
Report Back and Next Steps

CITY OF PATERSON NEW JERSEY

SUSTAINABLE JERSEY CERTIFIED

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RUTGERS–NEW BRUNSWICK
Edward J. Bloustein School of Planning and Public Policy
Alan M. Voorhees Transportation Center

TALLER PRÁCTICO COMUNIDADES TRANSITABLES

Miércoles 21 de agosto de 2024, de 1:00 pm a 4:00 pm
Great Falls Youth Center, 52 Front St, Paterson, NJ 07522

Únase a nosotros para abordar la accesibilidad para peatones y ciclistas en la Avenida McBride, entre Spruce Street y Rockland Street

Para registrarse a este taller, visite:
https://go.rutgers.edu/paterson

¡Paterson quiere tu opinión sobre cómo mejorar McBride Avenue!

Este taller práctico involucra a empleados, residentes y empresas del municipio en temas relacionados con caminar y andar en bicicleta. Después de aprender qué buscar, los participantes del taller caminarán por un corredor de media milla, evaluando las calles y aceras existentes e identificando problemas a superar para garantizar condiciones más seguras y acogedoras para peatones y ciclistas. Después del taller, se preparará un informe con las mejoras recomendadas para abordar los problemas identificados en el taller.

Este esfuerzo es parte del Programa de Asistencia Técnica de Calles Completas, una colaboración entre Sustainable Jersey, el Centro de Transporte Voorhees en la Universidad de Rutgers, y la Autoridad de Planificación del Transporte del Norte de Jersey (NJTPA). Financiado por NJTPA, el programa está diseñado para apoyar los esfuerzos del gobierno municipal para promover iniciativas de calles completas..

AGENDA DEL TALLER

1:00 - 2:00 pm
Presentación

2:00 - 3:00 pm
Auditoría a pie

3:30 - 4:00 pm
Informe y próximos pasos

CITY OF PATERSON NEW JERSEY

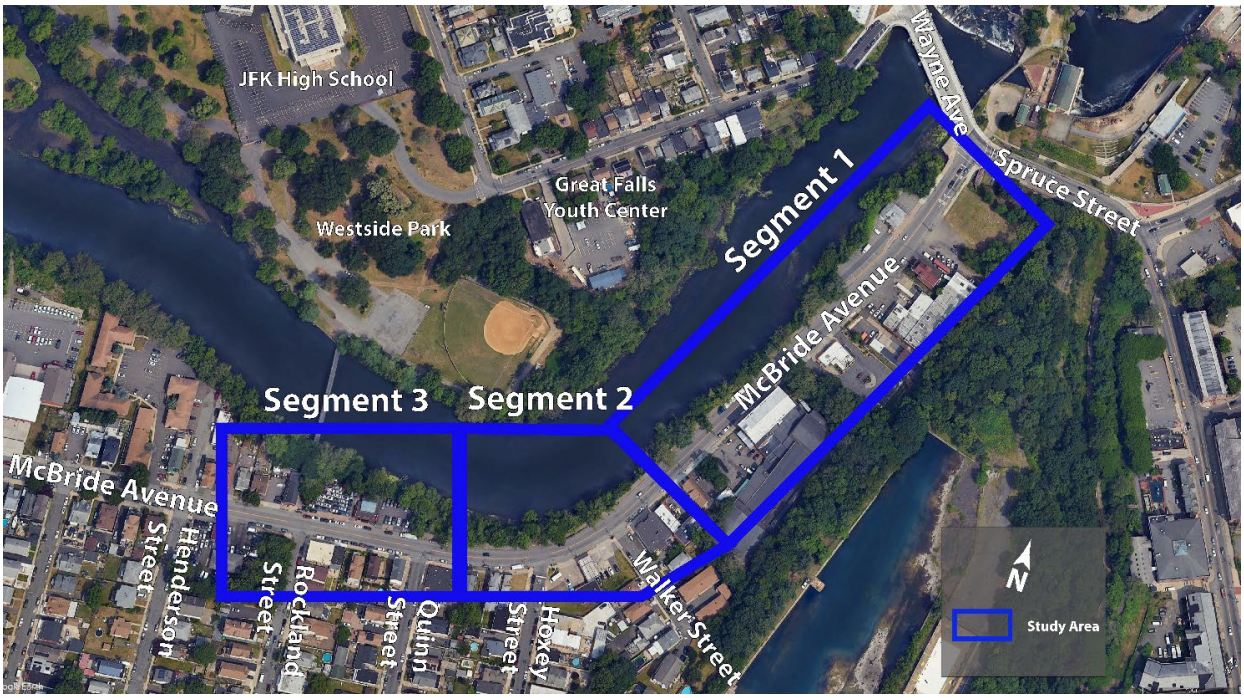
SUSTAINABLE JERSEY CERTIFIED

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RUTGERS–NEW BRUNSWICK
Edward J. Bloustein School of Planning and Public Policy
Alan M. Voorhees Transportation Center

McBride Avenue Walking Audit
Paterson, NJ

August 21, 2024



This effort is part of the Complete Streets Technical Assistance Program, a collaboration between Sustainable Jersey, the Voorhees Transportation Center at Rutgers University, and the North Jersey Transportation Planning Authority (NJTPA). Funded by the NJTPA, the program is designed to support municipal government efforts to advance Complete Streets initiatives.

WALKING EXPERIENCE

Street Segment 1: McBride Avenue between Spruce Street and Walker Street

Please indicate how much you agree with the following statements:

1 = Disagree 2 = Somewhat Disagree 3 = Somewhat Agree 4 = Agree

	1	2	3	4
1. Now and historically, motorists are respectful of my presence (yield to me at intersections, drive at a safe speed, look before turning or exiting a driveway, etc.).				
Notes:				
2. I feel visible and safe from crime while walking along this segment.				
Notes:				
3. The street is friendly and inclusive to people walking of all ages and physical abilities; sidewalks are well-maintained, smooth, and wide enough to walk comfortably alongside another person.				
Notes:				
4. Intersection design elements (ADA accessible curb ramps, pedestrian signals, well-marked crosswalks, curb extensions, etc.) are all present and make me feel safe while approaching and crossing the intersection.				
Notes:				
5. The street includes consistent tree coverage, attractive landscaping, interesting/important destinations, and a consistent and interesting mix of buildings fronts (porches, windows, stoops, etc.) to invite walking.				
Notes:				
6. Amenities for a wide number of street users are available (bike racks, public seating, etc.) and are comfortable to use.				
Notes:				

Total Score:

NAME & EMAIL: _____

WALKING EXPERIENCE

Street Segment 2: McBride Avenue between Walker Street and Quinn Street

Please indicate how much you agree with the following statements:

1 = Disagree 2 = Somewhat Disagree 3 = Somewhat Agree 4 = Agree

	1	2	3	4
1. Now and historically, motorists are respectful of my presence (yield to me at intersections, drive at a safe speed, look before turning or exiting a driveway, etc.).				
Notes:				
2. I feel visible and safe from crime while walking along this segment.				
Notes:				
3. The street is friendly and inclusive to people walking of all ages and physical abilities; sidewalks are well-maintained, smooth, and wide enough to walk comfortably alongside another person.				
Notes:				
4. Intersection design elements (ADA accessible curb ramps, pedestrian signals, well-marked crosswalks, curb extensions, etc.) are all present and make me feel safe while approaching and crossing the intersection.				
Notes:				
5. The street includes consistent tree coverage, attractive landscaping, interesting/ important destinations, and a consistent and interesting mix of buildings fronts (porches, windows, stoops, etc.) to invite walking.				
Notes:				
6. Amenities for a wide number of street users are available (bike racks, public seating, etc.) and are comfortable to use.				
Notes:				

Total Score:

NAME & EMAIL: _____

WALKING EXPERIENCE

Street Segment 3: McBride Avenue between Quinn Street and Henderson Street

Please indicate how much you agree with the following statements:

1 = Disagree 2 = Somewhat Disagree 3 = Somewhat Agree 4 = Agree

	1	2	3	4
1. Now and historically, motorists are respectful of my presence (yield to me at intersections, drive at a safe speed, look before turning or exiting a driveway, etc.).				
Notes:				
2. I feel visible and safe from crime while walking along this segment.				
Notes:				
3. The street is friendly and inclusive to people walking of all ages and physical abilities; sidewalks are well-maintained, smooth, and wide enough to walk comfortably alongside another person.				
Notes:				
4. Intersection design elements (ADA accessible curb ramps, pedestrian signals, well-marked crosswalks, curb extensions, etc.) are all present and make me feel safe while approaching and crossing the intersection.				
Notes:				
5. The street includes consistent tree coverage, attractive landscaping, interesting/important destinations, and a consistent and interesting mix of buildings fronts (porches, windows, stoops, etc.) to invite walking.				
Notes:				
6. Amenities for a wide number of street users are available (bike racks, public seating, etc.) and are comfortable to use.				
Notes:				

Total Score:

NAME & EMAIL: _____