

www.dewberry.com

Steering Advisory Committee

## **MEMORANDUM**

To: Essex County Comprehensive Transportation Plan Chrono File

From: Nicole S. Habeiche-Shapiro, PE, PP, CME

Date: June 6, 2012

Re: Essex County Comprehensive Transportation Plan

cc: Attendees & Miguel Gavino, Dewberry, Transportation Engineer, Task Leader

**TIME & PLACE:** Friday, May 18, 2012 at 10:00 AM

Essex County Department of Public Works 900 Bloomfield Avenue, Verona, NJ

**PURPOSE:** Project Kick-Off Meeting for the

Essex County Comprehensive Transportation Plan (ECCTP)

IN ATTENDANCE:

David Antonio Essex County, Supervising Transportation Planner

Scott Rowe New Jersey Transportation Planning Authority (NJTPA),

Manager, Sustainability and Plan Development

Megan Kelly New Jersey Transportation Planning Authority (NJTPA),

Principal Planner, Regional and Subregional Studies

Lynn LaMunyon Maser Consulting P.A., Deputy Project Manager

S. Maurice Rached Maser Consulting P.A., Quality Assurance

David Roberts Maser Consulting P.A., Transportation Task Leader

Kenneth Hausman Stump/Hausman Partnership, Transportation Task Leaders

John Yakimik Dewberry, Quality Assurance Nicole Shapiro Dewberry, Project Manager

**HANDOUTS:** Attendance Sheet, Meeting Agenda and Project Schedule

Ms. Shapiro distributed the attendance sheet, meeting agenda and project schedule. Mr. Antonio began by welcoming everyone with Ms. Shapiro beginning the introduction of attendees.

The following items were discussed:

### **DISCUSSIONS & DECISIONS:**

- Mr. Antonio began the meeting by reviewing the project schedule, stating that the schedule is very important and the project should be completed within a year.
- He continued by stating that Essex County (County) has adopted a Complete Streets Policy and the County is focused on the transportation needs of all users.



- The Steering Advisory Committee (SAC) should be comprised of the members as stated in the County's RFP and also listed in the proposal with the exception of the Newark Regional Business Partnership (NRBP) which should be moved to the Community Stakeholders. Mr. Antonio is a Board Member of the NRBP and will provide the Team with a contact name.
- The Community Stakeholders should be comprised of local officials, law enforcement, ADA, the NRBP, and Transportation Management Associations (TMA's). Ms. Kelly from the NJTPA will forward a list of Community Stakeholders members that have been identified.
- Mr. Antonio prefers the interview sessions to be conducted on a one-on-one basis, thereby getting their full attention. The County should be divided in 3 or 4 sections, regionally, to meet with municipalities on a regular basis. Members of the law enforcement and local officials will be interviewed at their respective municipality for input on the ECCTP.
- Mr. Antonio to provide contact information for a representative for bicycling in the County to be included as a member of the Community Stakeholders.
- The County prefers that all improvements suggested in the ECCTP are to be proposed within the right-of-way.
- Ms. Shapiro stated that the website development will include a link from the County's
  website to the ECCTP site. It will provide quick, 24 hour access to meeting minutes, polls,
  questionnaires and Plan development. Mr. Roberts added that should a member of the SAC
  or Community Stakeholder miss a meeting, they can visit the website to obtain meeting
  information.
- Mr. Antonio suggested that data collection begin immediately. Request for models and data collection go through Ms. Kelly, NJTPA.
- Mr. Antonio stated that the Team should review the County's site plan and subdivision regulation; they are outdated and in need of a fresh look. Mr. Roberts suggested review of the Bergen and Hudson County regulations which have been recently updated. Their regulations have been updated to include encouragement for LEED-certified projects. Mr. Roberts suggested borrowing some of the LEED incentives and implementing an incentive geared towards modes of transportation.
- NJTPA to provide a recent sample of a County Transportation Plan to use as a format model.
- Mr. Rowe suggested that we identify the high volume bus corridors and tie that into the incentives for LEED projects.
- Mr. Roberts questioned if the County would like the Team to make recommendations on design typical sections along the County corridors, such as those leading into downtown Newark. Mr. Antonio stated that the County does not want to pursue this but should be reviewed on a case by case basis. Mr. Antonio prefers to develop several typical cross sections for proposed improvements to determine where and if easements/additional right-of-



way is required.

- Mr. Antonio questioned if we should use the current trends for the transportation model. It
  was agreed that the Team will use the 2035 model and volumes available through the
  NJTPA.
- Mr. Antonio stated that there is no typical section for County roads from the Engineering Department. No typical cross sections for streets or bridges and no policy he knows of for roadway width or striping of travel lanes.
- Mr. Antonio will provide the Team with the County's Energy Plan and Wastewater Management Plan for review to determine if they can be incorporated into the build-out analysis. All Plans should be consistent with population growth.
- NJTPA to provide sample invoice.

### **NEXT STEPS:**

- 1. Mr. Antonio to provide the Team with contact names from the, Essex County Planning Board (two members) and Essex County Transportation Advisory Board (two members) to be included as SAC members. Also he will provide contact names from the NRBP and a bicycling advocate. The Team will use this information to compile the SAC and Stakeholder contact list for review by the County.
- 2. NJTPA to provide sample invoice, list of Community Stakeholders members, and contacts information for NJDOT and NJ Transit to be included as SAC members.
- 3. The Team to begin Data Collection and Web Development process.
- 4. Once the SAC member contact list has been finalized and reviewed by the County the Team will coordinate the first SAC meeting.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Nicole S. Habeiche-Shapiro, PE, PP, CME Project Manager Dewberry Engineers Inc.

1 Notice to Proceed 2 TASK 1 - STEERING ADVISORY COMMITTEE (SAC) 3 a) Establish Steering Committee 4 b) SAC Meetings 5 TASK 2 - COMMUNITY/STAKEHOLDERS INVOLVEMENT 7 6 a) Community Stakeholder Involvement 7 Interview Sessions 8 0 days 6 6	5/16/2012 5/16/2012	May lin lil Aira Son Oct May Doo Lan Eab May Am Mair
Notice to Proceed  TASK 1 - STEERING ADVISORY COMMITTEE (SAC)  a) Establish Steering Committee b) SAC Meetings  TASK 2 - COMMUNITY/STAKEHOLDERS INVOLVEMENT  30 days b) Interview Sessions	}	
TASK 1 - STEERING ADVISORY COMMITTEE (SAC)  a) Establish Steering Committee b) SAC Meetings TASK 2 - COMMUNITY/STAKEHOLDERS INVOLVEMENT 175 days a) Community Stakeholder Involvement b) Interview Sessions R0 days		516/2012
a) Establish Steering Committee b) SAC Meetings TASK 2 - COMMUNITY/STAKEHOLDERS INVOLVEMENT 175 days a) Community Stakeholder Involvement b) Interview Sessions	5/16/2012 1/15/2013	
b) SAC Meetings 130 days TASK 2 - COMMUNITY/STAKEHOLDERS INVOLVEMENT 175 days a) Community Stakeholder Involvement b) Interview Sessions 80 days	•	
175 days  a) Community Stakeholder Involvement  b) Interview Sessions  80 days	7/18/2012 1/15/2013	American and control and contr
a) Community Stakeholder Involvement b) Interview Sessions R0 days		
SO days		
SUCCESSION COSCIONS		
c) Community/Stakeholder Group Participation 60 days		
d) Municipal Government Input Meetings 60 days		
e) Website Development		
3. DATA GATHERING & ANALYSIS 90 days		
d) Review of current law, plans, studies, reports, mapping, etc. 45 days     h) Facilities Inventory & Technical Memorand im	5/16/2012 //17/2012	And an
c) Existing Conditions Base Magazing	7.	The contraction of the contracti
d) Review of Site Dian and Cubdivision Dominations	4.	
TASK 4. TECHNICAL ANALYSIS		
a) Existing Conditions Analysis		
40 days		
Operational Analysis 40 days		apprenting and the state of the
21 TASK 5 - PLAN DEVELOPMENT 100 days 10/17/2012	/17/2012 3/5/2013	
TASK 6 – FINAL REPORT	2/4/2013 5/31/2013	
a) Draft Report	ļ.	
b) Steering Advisory Committee Review & Comments 10 days	:	
25 b) Final Heport 40 days 4.	4/8/2013 5/31/2013	
PROJECT MANAGEMENT, COORDINATION AND MEETINGS 270 days	5/21/2012 5/31/2013	
270 days		
Essex County Transportation Plan 5-17-12.mpp Task Carreston	Critical Task	Summary Viestone
Note: Project Schedule is subject to change based on comments received at the	eceived at the project kickoff meeting	ig. DEWBERRY ENGINEERS INC.

# Essex County Comprehensive Transportation Plan

# **KICK-OFF MEETING**

Friday, May 18, 2012 @ 10:00am @ Essex County Department of Public Works 900 Bloomfield Avenue, Verona NJ

Name	Company	Telephone
MAURICE RACHED	MASER CONSULTING	609-587-8200
DAVID ANTONIO	COUNTY OF ESSY	973-226-850V
Megan Kelly	NSTPA	973-639-8414
DOND RAKERS	Mbiss	100 mar 1820
Scott Rome	MITPA	973 - 639 - 8425
KENNETH HAUGMAN	STUMP/HAVSMAN	732, 767, 9493
Lynn Lamunyon	Maser Consulting	609-587-8257 x4309
JOHN YAKIMIK	DEWBERRY	973-338-9100
NICOLE SHIPIRO	DGW BER12Y	973 - 338 - 9100

### **MEETING AGENDA**

Project: Essex County Comprehensive Transportation Plan

DEI File No. 50053287

Subject: Project Kick-off Meeting

Date/Time: Friday, May 18, 2012, 10:00am

Location: Essex County Department of Public Works

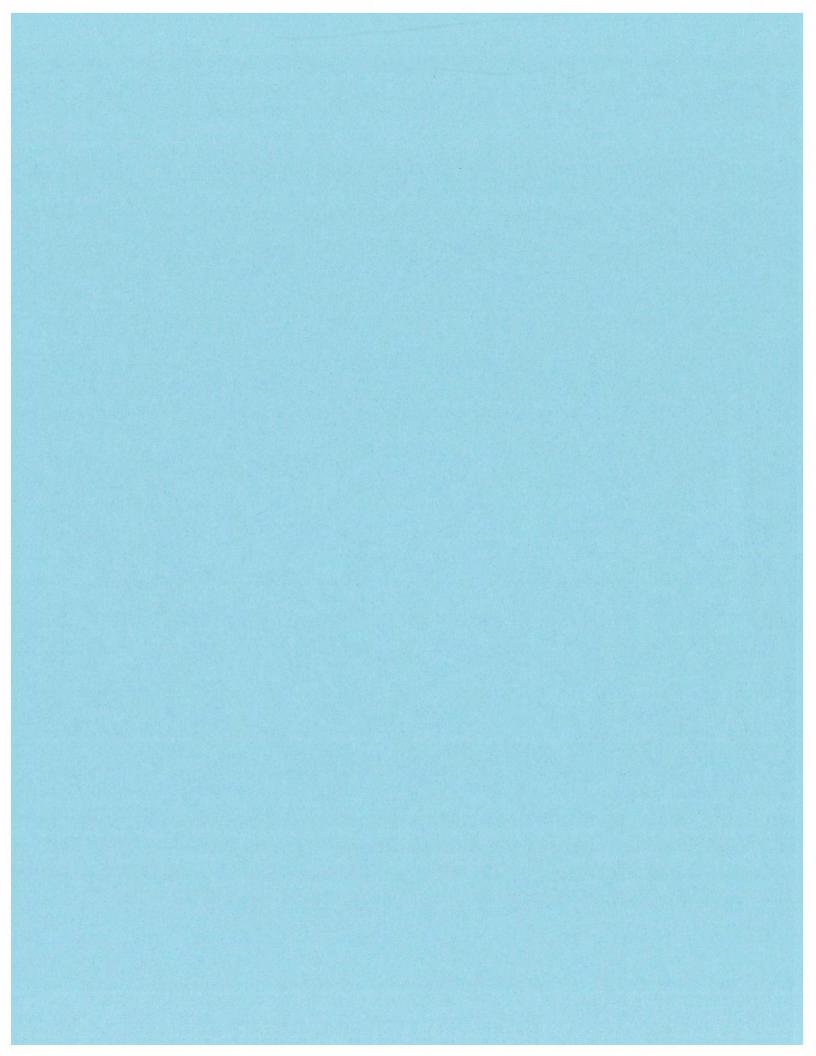
900 Bloomfield Avenue, Verona NJ

Introduction of Attendees

- Steering Advisory Committee
  - 1. Additional Member
  - 2. Meeting Schedule
- Data Gathering and Analysis
- Technical Analysis
- Plan Development / Final Report
- · Project Schedule







## **MEETING AGENDA**

Project: Essex County Comprehensive Transportation Plan

DEI File No. 50053287

Subject: Steering Advisory Committee Meeting #I

Date/Time: Wednesday August 22, 2012 @ 1:00pm

Location: Essex County Department of Public Works

900 Bloomfield Avenue, Verona NJ

Project Schedule

- Discussion of Vision Statement
- Discussion of Goals & Objectives
- Technical Analysis
- Evaluation Criteria for Implementation of Capital Improvement and Intersection Projects
- Community Stakeholders Involvement
- Next Steps

### **MEMORANDUM**

To:

Essex County Comprehensive Transportation Plan Chrono File

From:

Nicole S. Habeiche-Shapiro, PE, PP, CME

Date:

September 20, 2012

Re:

Essex County Comprehensive Transportation Plan

cc:

Attendees

TIME & PLACE:

Wednesday, August 22, 2012 at 1:00 PM Essex County Department of Public Works 900 Bloomfield Avenue, Verona, NJ

**PURPOSE:** 

Steering Advisory Committee Meeting No. 1 for the

Essex County Comprehensive Transportation Plan (ECCTP)

IN ATTENDANCE:

See Attached Attendance Sheet

HANDOUTS:

PowerPoint Presentation & Attendance Sheet

Mr. David Antonio, County Supervising Planner, began by welcoming everyone and beginning the introduction of attendees. Ms. Nicole Shapiro, Dewberry Engineers Inc. (Dewberry) continued the meeting with review of the project scope of work, deliverables and the role of the Steering Committee (see PowerPoint Presentation attached).

The following items were discussed:

### **DISCUSSIONS & DECISIONS:**

- Mr. David Alan, Lackawanna Coalition, stated that he is here to represent the transit riders and is interested in being on the Steering Advisory Committee. Mr. David Antonio agreed. He is involved with the South Orange Transportation Advisory Board (SOTAB) on the local level and they are interested in the Complete Streets policy. The SOTAB is working towards a Complete Streets Policy that is far more than just lip service. He hopes that this County plan will push a master plan on Completes Streets policy and offered South Orange as a venue for a future Community outreach session.
- Mr. David Antonio, County Supervising Planner, clarified that Essex County is the second County in the State of New Jersey which has adopted a regional Complete Streets Policy. Mr. Antonio defined the Completes Streets Policy as a public street/roadway that accommodates all users from pedestrian, private user, handicapped, old or young, drivers, motorist, everyone should have a right to safely use the public right-of-way. It is public space that is not only meant for vehicular traffic. In a nut shell the Complete Streets policy ensures that all users are accommodated.
- Ms. Gail Yazersky, NJDOT Division of Statewide Planning Bureau of Statewide Strategies, stated that they are trying to coordinate Complete Streets policy throughout the State. She suggested to Mr. Allen that she can get him in touch with individuals in the Department that can assist with implementing the policy within his municipality. Mr. Allen will connect NJDOT with some of the transit advocates who are concerned with the Complete Streets Policy.
- Mr. Allen stated that the ECCTP should include a transit component. Through his association with the

Dated: September 20, 2012

Lackawanna Coalition and the rail users network he represents mostly rail and transit riders in general through various towns which include seniors and people with disabilities who certainly need complete streets, but also need both special transportation and regular transit. There are more and more seniors and persons with disabilities being created every day.

- Mr. Allen suggested for the ECCTP to identify available rail rights-of-way that exist in Essex County and that connect Essex County with other counties. Active rail lines include passenger service, the Montclair line, and the Morris and Essex line,—everything that goes out of Penn Station New York, light rail in Newark, PATH, and NJ TRANSIT. The Montclair-Boonton line west of Montclair has only peak hour service, rather than full time rail service. We have several rights-of-way that have freight only, in addition to abandoned rail lines that potentially could be used, to carry passengers and freight. In a county as crowded as Essex, there will not be room for everybody who want an automobile to have one and get places solely by automobile. He said that buses are not the answer, bus ways are not the answer. We need to have a very strong rail and connecting bus hub to any master plan. It should also include looking at how NJ TRANSIT and any private bus carriers are operating and make recommendations for more efficient use of intermodal facilities and intermodal scheduling so we can get the maximum number of people off the roads and onto rail and then to the last mile to their destination on buses.
- Mr. Antonio stated that this is the first time that the SAC has come together and the focus should be on
  what is in the County's jurisdiction, that for which the County has the privilege of ownership. He
  continued by stating that we need to listen and coordinate with NJ TRANSIT, but we cannot design future
  facilities for them.
- Mr. Miguel Gavino, Dewberry Inc., stated although this transportation plan is specific to Essex County; (it will have all of the needs defined and the strategies for future needs of Essex County), it's also going to be overlaid with NJTPA transportation plan to provide a more expansive way of addressing commuting and the trips that go from various origins and destinations not just within Essex County, but also through Essex County from other counties. This will capture what Mr. Allen is stating as it relates to Transit. While this is an Essex County specific transportation plan, there is an NJTPA regional transportation plan that can provide for all of the other needs. The statewide transportation plan also ties everything together, so it's not just Essex County in that sense.
- Ms. Yazersky added that airports serve as another mode of transportation that is a large trip generator.
   With an international airport, Newark Liberty, located within Essex County, it should be included as an important component to the ECCTP. Mr. Antonio and Ms. Shapiro agreed.
- Mr. Maurice Rached, Maser Consulting P.A., stated that the discussion will help clarify the vision statement for the ECCTP. He invited anyone to come in with ideas of what the vision for this plan should be for the next meeting.
- Ms. Elisa Charters, Essex County Planning Board, stated that other organizations and agencies have analyzed regional data which include Essex County, the airports, shipping and transportation, and the interconnection of rail. Some of the bullet points of those efforts should be incorporated into the ECCTP.
- Mr. Robert O'Toole, Mayor, Cedar Grove, stated that there is a process going on now where people are moving back into the cities. An extreme case is in Long Island City where people are leaving distant places and repopulating the urban areas. How does that fit into the ECCTP? Ms. Nicole Shapiro stated that the ECCTP will look at population growth and the NJTPA model is based on future population growth. She referenced the Population Growth map shown in her presentation; the urban area shows extra dots which depicts the increase in population growth.
- Mr. O'Toole said that the population growth map shown in the presentation assumes the continuation of life as it has been in the last 30, 40, 50 years. However we are seeing a fundamental change with people

certainly not commuting as far and with housing, a whole change of lifestyle. People like to be able to walk to the train station, walk to the supermarket and people have come to places like Montclair because it is a walkable community. They can live with one car instead of two. The ECCTP has to somehow figure in the trend of the changing society. In the 50's it was the great move to the suburbs and now we see the change in the other direction.

- Ms. Charters commented that there is an organization called Creative Cities International, LLC that offers expert analysis comparing various cities through the vitality index which identifies different components that makes these cities viable and can be a resource for this project. Also there is Richard Florida who is a consultant that has written a book called The Rise of the Creative Class which takes into consideration technology and how many people are telecommuting, how many people are walking to their jobs etc.
- Ms. Yazersky said that the transit village program and transit oriented development design addresses some of what Mr. Toole is saying. People want to live and be near transit. For example, South Orange is designated as a transit village, one of the very first in the state of New Jersey with others in the state that are in the process of designation. In terms of demographic, she thinks there is going to be a big split between the younger generation that is coming up and wanting to live in those transit oriented villages and the people who want to comfortably sit in their suburban lifestyle. It's important to look at the demographics of where the younger age people are relocating to. The ECCTP should address some of that, but she recognizes that task is difficult.
- Mr. David Roberts, Maser Consulting Inc., commented that the County is very mature, with a sophisticated transportation and transit system and roadway network that actually evolved from the old trolley system from downtown Newark and the international airport. The county roadway system reminds him of the veins and arteries that carry the main blood supply to the capillaries, the local towns. In terms of rethinking what land use might be, we have an opportunity to reinvent the county roadway system, which get you to a lot of the train stations and destinations within the county. In revitalizing the urban center, there is a great opportunity with the Complete Streets mentality and approach to really guide land use towards transit villages. He stated that he has always been an advocate of redevelopment, and transit villages are the redevelopment projects of the future which has already started. Transit villages have been proven to be successful and the demographic we are talking about, the younger generation, want to be in the urban areas. There's always going to be a segment of the population that likes things the way they are, and we have all types of demographics and all of those kinds of communities present in Essex County.
- Mr. Roberts stated that there is a transit redevelopment grant for the municipalities around Watsessing Station which has an opportunity for a real pedestrian driven rail station, but we have to draw the boundary of that district on Bloomfield Avenue. Since Bloomfield Avenue poses a real barrier for pedestrians crossing the street. There is an opportunity through the development of the ECCTP to try to rethink a Complete Street design intersection so that they are more transit friendly crossings.
- Mr. Roberts advocated for sustainability. A sustainable neighborhood emphasis being as close to transit as possible and focusing your densities as close to transit as possible. The closer to the train station, the greater the density that should be permitted. Yet you look at a lot of the existing master plans and zoning ordinances within towns in the county and sometimes it's just the opposite. Your higher densities are in other places. There is a great opportunity for the ECCTP to help guide future land use.
- Ms. Yazersky stated that there is a linear development pattern along Bloomfield Avenue that goes all the way from Newark and stretches up to West Caldwell. It cries out for a great radial line with Newark, but it doesn't really address the local transportation within the communities particularly well. Keep in mind what can be done to increase the multi-modal possibilities within those communities themselves, so you can get from one home to another without having to borrow Mom's car and drive to the other side of town. While Caldwell's a very walkable place, but some of the other towns are a bigger and more challenging. The ECCTP should address the intra-municipal transportation and not just the work commute.

- Mr. Allen stated that Complete Streets should consider mobility for people without automobiles too, which means the most efficient and cost effective and frequent transit possible. The ECCTP should provide the best connections and transit that is not just during peak hour between 6am to 6pm, 6 days a week. There are a lot of places where you cannot survive without an automobile and it is hard enough to visit for one day and getting around on mass transit. To remain viable on an economic level, he believes that the ECCTP has to go beyond just transportation. We have to start pushing for towns, if we haven't already done so, or maybe even educating the state legislature and the state administration, to change the rules so transit oriented development allows zoning that has people's work places close to where they live, that fosters transit that's friendly to seniors and other transit users, so they can walk easily, that calls for stronger connectivity, that limits the amount of automobile use and limits the amount of parking where there's new construction. That gets into zoning; we can't improve mobility if we don't stretch out beyond the confines of looking only at transportation.
- Mr. Rached stated that we actually discussed this during our first project kick-off meeting. While these issues are mostly local planning and zoning, we need to develop ways to get through to the municipalities. Even though the County cannot tell the towns how to handle their own zoning regulations maybe through access management, for example, and through other tools that relate to county roads, we can come up with some recommendations that would encourage municipalities to adopt certain rules and regulations.
- In response to Mr. Rached's point Ms. Yazersky stated that the Central Jersey Transportation Forum's Route 1 Regional Growth Strategy discusses the relationship between land use and transportation. Essex County, in some ways, is much more ideal for such conversations than is North Brunswick. As far as the zoning goes, the zoning codes require 'X' parking spaces and that's a big problem. It goes deeper; it goes back to what ITE requires for an auto-centric society. Essex is relatively developed, so she think it's easier to convince or have that discussion on the municipal level as to what kind of parking we really need in our town, because the level of development that's going to occur here may not be as great as other parts of the state. Not that we're not going to grow here, but we're probably going to grow more in urban areas.
- Ms. Ann Farr Marchioni, Essex County Environmental Commission, thinks the county needs to include bicyclists into the ECCTP, whether it be part of this plan or another plan. As a recreational cyclist, Essex County has one bike path in the county that she is aware of. If there was a bike route from Caldwell to Montclair she wouldn't have to use a car. We should vision out 10-15 years from now and where we were connected by cycling. She thinks Complete Streets also means cyclists and if we play that up instead of playing it down, we could meet two criteria: decrease our carbon emissions and get healthy at the same time.
- Mr. Rached responded that there was a regional study done where he heard that there was a 14% increase in bicyclist in 2010 and 7 % in 2011 so despite the lack of facilities people are using their bicycles more.
- Mr. O'Toole stated that the ECCTP can help with the health issues such as addressing the obesity of our young adults.
- Mr. Allen stated that rails to trails needs to be further investigated to connect one town to the other, senior transport, socialization between communities etc, he can have someone give a presentation on that. Mr. Allen continued by stating that rails to trails is controversial issues, where rail advocates and bicycle advocates are adversaries with very little room for compromise because the rights of ways are not ours. He has never heard of any effort to reverse a trail back to rail service which was never the intent of rails to trails.
- Mr. Roberts mentioned the need to get developers on board with the changing their mentality. Developers feel that they need to have those parking spaces to make their property more marketable. Most regulations have a minimum parking criteria when there should also be a maximum. Developers should be given credit for utilizing existing parking and not for adding additional or not exceeding the zoning

Dated: September 20, 2012

requirements.

- Mr. Roberts added that the future of parking is going to be how do we get the best use of existing parking rather than keep adding additional parking. There are a lot of times where existing parking spaces that are unused during part of the week or part of the 24 hour cycle can be used. Most zoning ordinances only have a minimum parking requirement, but not a maximum parking requirement and there are LEED credits for not putting any new parking on a project or for, at least, not exceeding the zoning requirements. Therefore there's a lot of interest in terms of minimizing parking. The key is going to be how we do that in a way that we know will work so the developers will feel comfortable when they go to the banks for financing that they're not going to have parking when they don't really need parking.
- Ms. Yazersky said that lot of municipalities may not have a good shared parking piece to their zoning board that permits the use of shared parking in lieu of having to put 'X' spaces on site, such as having parking next door at the church that only has maximum parking needs on a Sunday or some other rare time. There are some zoning ordinances around the state that include that, but they're probably too few and far between, but that's another way to address the parking issue. Create shared parking but zone it so they don't have to do it on site.
- Mr. Rached stated that since we are doing a master plan for the county we might want to consider looking at using this as a conduit for educating the municipalities. Because of home rule you cannot tell the municipalities what to do, but we can provide education tools through the creation of the ECCTP. Mr. Antonio confirmed this by stating that New Jersey is a home rule state and the municipalities control their own zoning. Mr. Antonio continued by stating that developers rather not build more parking because it's very expensive but they do it because it's required by municipal regulations.
- Ms. Marchioni stated two possibilities; Sustainable New Jersey might be a conduit for information on this
  because towns are interested in sustainable housing. Also, the Association of New Jersey Environmental
  Commissions can be used to introduce these concepts during environmental commission reviews of site
  plans. This would be a step in the right direction.
- Mr. Antonio stated that what's missing as part of this process is the planning board site plan/subdivision
  regulations. Mr. Roberts, will be involved with that effort in determining what can we modify and what is
  best practices. We need to be able to change the way we look at subdivisions and site plans upfront, we
  can have a massive impact.
- Mr. Robert continued by stating when making improvements to county roads we need to design a section
  that is a street. Essentially a complete street ranked section rather than a highway section is one way of
  doing that and obviously there may be places where it can happen and other places where it can't but it
  should certainly be something that is guiding the County subdivision site plan regulations.
- Mr. Scott Rowe stated that there are not enough resources to meet all the needs of today and the needs of tomorrow. This plan has an opportunity to invest in improvements that really meet the needs of what we're talking about, the emerging real estate markets and emerging travel patterns. Whether or not the model that we're currently working on or the previous model's going to show it, nationwide we know that there are demographic changes that are coming into play, such as more transit ridership, more walking, more need for complete streets. That being said, the phasing of the implementation plan and identifying where the county is going to invest in short-term, mid-term, long-term ranges, is one way to work with municipalities and other agencies to say "these are our priorities." It's a very competitive environment. New Jersey has 566 municipalities and everyone views themselves as competition and Essex County, because of its age and its location, is very well positioned to take advantage of market needs of the next century. Also, this is an opportunity to bring people together and connect them in this effort, such as the NJDOT, NJTPA, NJ TRANSIT, we all have various technical assistance we provide municipalities to support the types of changes to the Land Use Plans that need to occur to meet the community needs and

Dated: September 20, 2012

this project is about changing the cookie cutter syndrome that we talked about, make connections, building relationships where we can work together to position the county so it can compete.

- Mr. Roberts added that he has thought about developer responsive transit in terms of the alternative, to try and build on property which is very expensive on the side that Mr. Allen mentioned, having the paratransit that Mr. Rowe is talking about and the law. I'm thinking about the shuttle Maplewood and South Orange have, I think that's grown and gotten more and more popular. I think there's a huge opportunity to do more of that and it doesn't always have to be municipally sponsored. The higher density in re-development project needs to have a connection to get to transit. Developer sponsored transit is another opportunity. Not to mention setting aside property spaces for ZIP cars and all kinds of other possibilities.
- Ms. Yazersky stated that Mr. Roberts used the word, paratransit, which we haven't really talked about today. There's a lot of senior citizens in this county. We have to take a look at the existence or lack of paratransit linked network here in the county for seniors that are not fully ambulatory, but still want to get around to the doctor's or get their hair done.

What paratransit there is in the county should be on a map. Some paratransit is group based, some is demand based and also what are the needs that are lacking? The plan development should first figure out what you've got, when you're talking about what you need, what are your shortages in something like paratransit? What are your shortages and what's not working in regular use transit? A lot routes that have been around for some time are serving different kinds of needs than they used to. There's a lot of new suburban development that doesn't have transit that takes you there. Then when land use setback is several thousand feet and you can't walk from a state/public road to the building, then transit can do nothing because no one is going to walk several blocks up the hill to the big corporate building. The transportation system can only do so much, but it needs help from the land-use part. Mr. Antonio agreed.

- Mr. Reginald Douglas stated that he represents the Essex County Division of Senior Services in the County; he's totally dedicated to senior transport regardless of where the senior citizens have to go. Sometimes, it is difficult to get to a location or near a location. Sometimes we'll have to let them off in the middle of the street. There needs to be more curb setback where we can pull over and let them off safely. Sometimes we have paratransit where we have to pull over to stop because we have a wheel chair client and it takes 10 minutes to get them off the bus safely and you can have a world of traffic incidents behind you, people trying to get by you and that just causes complications when people have to cross the street. Transit sees a lot of this. People get off your vehicle and then they have to cross the street, but the light is not long enough or the intersection is too great for them to cross. That's something we have to think about.
- Mr. Douglas said his services in reality are different than NJ TRANSIT where you don't go to an actual bus stop. We go to a house and then we pull into a street where there is no access. Nobody else can get by our vehicles and there's no safe place to put down a lift or the curb is too high. He has changed some of the ordering of the vehicles to try and accommodate some of the existing conditions but there's a mix that comes into play.
- Mr. Alan stated that the senior population is growing, and the population of people with disabilities is growing and the funding is declining. He believes one thing we will have to look at as part of master plan is some kind of recommendation about funding. I'm making recommendations, but if that's not part of the process, we can't be as effective with this master plan as we otherwise could be.
- Mr. Alan said this master plan process needs to take a good look at bus service in West Essex. How we can connect better to existing transit east of the railroad and how it connects from one place to another within the West Essex region or perhaps into Morris County or even Passaic County. The Morris Essex Line is the only railroad and bus service is very limited. We fought many years ago to get the number 71 bus to go around through Fairfield. It took something like 12 years to get it and we really need more

changes like that.

- Mr. Antonio stated that over the last 2 years, he looked at every site application that came to the County Planning Board and the two things that are still being built are day care centers and senior or age restricted low cost housing. Ms. Yazersky stated that's also because 55 plus doesn't have an impact on schools.
- Mr. Allen said that a lot of the age restricted places are not particularly transit accessible which is a big problem.
- Ms. Charters thought that we should be talking about universities as well because we have Rutgers University, NJIT, Montclair State University, Seton Hall, Union County etc. and working them into the ECCTP is a great opportunity to maintain student body enrollments in our universities. She knows Rutgers for instance has decided to lease the building next to the Prudential Building in Newark for their Rutgers School of Business. They lease that property, but when you think about the students trying to get to that location, it's really not that convenient because mass transit can only bring you to a certain point and then you have to walk
- Ms. Yazersky hoped that the land use analysis identified as part of the ECCTP addresses major activity centers such as colleges. The transportation system is not going to be able to address every one of these missing link locations. It's going to have to go back to your vision, what your goals are and trying to keep focus because what I really heard today was we've got a lot of needs and a lot of issues, since it's been a really long time since the original plan has been updated. Having a clear vision is going to be really important since there are more needs we can identify in this room than a public improvement program can really address over a period of time. Maybe there will be more creative ways in how we address some things that aren't going to be able to be resolved by a capital improvement program.
- Mr. Antonio stated that in the last 6 years, over 3,000 site plans came to the Planning Board. Currently, there is no provision for requiring developers to include sidewalks. Imagine if regulation requiring developers to provide sidewalks existed and compound that over 6 years. One site seems like nothing, but 3,000, that's a lot. This is something we can suggest to municipalities.
- Ms. Yazersky added that a lot of this is municipal education such as preparing a sample development ordinance for municipalities on sidewalks. For example, when she was in New Brunswick, one of the things that we added was bike parking as a requirement depending on the number of units in a residential facility. We were able over time to have new bike racks put in, that were being put in beneath some kind of awning to protect the bicycles from the weather. Over time that helps create the infrastructure we need for someone to utilize something besides a car. So the infrastructure that we need really comes from guidance.
- Mr. Antonio agreed that the answer is a supply economy. If we provide it first, people will come later.
- Ms. Yazersky agreed. The environmental committee which she used to serve on actually put a bike rack in Caldwell at the new synagogue, as a way to help people also walk or bike instead of taking the car. So part of that could be adding requirements for bike racks and sidewalks to municipal regulations. Mr. Antonio stated that these are ways to implement ideas without spending money. Ms. Yazersky agreed because most of the developers will literally do that if it influences getting their project approved. She continued by stating that County regulations can serve as leads and models to municipalities.
- Mr. Roberts recalled working on a corridor study for Irvington and Newark back in 2000 on the Springfield Avenue. Springfield Avenue has major traffic backups and problems with pedestrians crossing the street even though Springfield Avenue is not that wide. One recommendation was to separate through traffic from local traffic by having some of the local traffic use the local back streets to access the store along Springfield Avenue. Unfortunately, in some cases the towns vacated the streets for

development opportunity in a kind of spot and fill. But this is one example where, without a lot spent, you could create some solutions that allow for the busses to pull off and people getting on and off safely without blocking traffic. It improves traffic flow and also improves the use of Springfield Avenue as a bus route as well.

- Mr. Antonio stated that within the right-of-way there has to be a balance, somebody has to give up something. For example widening may require elimination of parking. Pushing the curbs inward can increase pedestrian traffic but at the price of another user. There are limited resources.
- Ms. Yazersky said she is working on a project in Southern NJ # to slow down traffic so a pedestrian can safely cross the road. We're looking at the very first example of a neck down in the access code where a state highway that's now proposed as 4 lanes can be reduced. The concept has to be, when we talk about all these things changing, that the expectation of the driver needs to also change. They may be going 50 mph on some segments but that is not what they should expect when they get to the downtown areas. It's going to slow down to 20mph and because we want the bike lane and we're going to keep the parking and have a bump-out at the intersections for pedestrians. South Orange has done a lot of that on South Orange Avenue and it's much slower. People have to get used to it. They will find some other way to drive or they will realize that going through South Orange it's a place and actually look at the buildings.
- Mr. Rached stated that he used to work for NJDOT but currently as traffic engineer in Maplewood he recommended that before a road diet is implemented on Route 124 testing was performed by closing off one lane with cones and monitoring the traffic and which did work. That worked and the road diet was implemented. Mr. Antonio commented that local government knows best and this type of projects will come out during our community stakeholder meetings.
- Mr. Allen stated that there is no way we can move towards the complete streets policies without the
  reduction of automobile traffic. He would like to know how the state can help in educating and sell the
  idea to municipalities on Complete Streets Policy. Ms. Yazersky stated that we should reach out to Ian
  Sacs in Hoboken, who is a great resource on the complete streets initiative.
- Mr. Tom Malavasi, Township Engineer from Maplewood said that Maser Consulting is reevaluating the
  existing signal timing during peak and non peak hours to get the through traffic through during rush hour
  and slow traffic down during non peak hours. The analysis is done and now they are tweaking certain
  areas.
- Ms. Yazersky asked if the NJTPA has origin/ destination information to assist in identifying the areas of change. Destination is always easier than the origin hecause that is more scattered. Therefore can we get more data on the origin. This would help with getting more information to assist with identifying the missing link in transit.
- Mr. Robert Pegg from NJ TRANSIT stated that consideration needs to be made for future development to provide bus curb cuts; pull-offs areas and proposed roadway grades. He would prefer the balance in the reduction in the speed of operation and vehicular travel and encourages bus pull off areas. There has to be several considerations to be given if you would like transit busses to he able to access certain locations. Also there are locations where people want bus stops but the businesses that front those locations complain because they will lose on street parking spaces, there has to be a halance.
- Ms. Yazersky asked Mr. Pegg if they have minimum requirements. For example, bus turning radius standards that we can include in regulations so that transit can get into new developments/ redevelopment areas. Mr. Pegg stated that a good example is the new development, White Mountain, behind the Essex County Public Works building; his busses cannot assess that development with the existing roadway grades.

Dated: September 20, 2012

- Mr. Antonio asked Mr. Roberts his thoughts on finding a threshold number for the County to dictate provisions for providing bus stops. Ms. Yazersky stated that she thought the County only had jurisdiction of projects that front County roads. Mr. Antonio clarified that they review all subdivision plans and only site plans that front county roads or impact the county sewer lines. Mr. Roberts said that there should be a way that the County can provide regulations to have developers put in bus stops on site plans that front county roads. The key is to have a logically spacing sequence or you take them as they come in. Ms. Yazersky suggested the County adopting an access management plan which doesn't have to include everything that the State has but what is needed at that County level. It's a great implementation plan. As an example, Mercer County does have an access management code.
- Ms. Yazersky added that it becomes difficult to control transit accessibility to areas when the County is
  not required to review all development. For example she mentioned a development in Florham Park on
  Passaic Avenue that's in the middle of nowhere whose residents have no way of getting anywhere other
  than with a car.
- Mr. Douglas added that it becomes even more difficult for his organization, since there is not transit in that location. His group then has to drop off at the resident but it becomes an issue of his buses accessing the location or even turn on the property, and sometimes there are awning that are 8 feet high when his buses are 10.5 feet high.
- Mr. Pegg stated that the best thing that was done on Bloomfield Avenue in Newark was the 18 new signal traffic controllers that are in sync with each other and working properly. The transit signal priority is key with only a limited number of vehicles that are equipped with TSP transponder. He's not only seeing it on the Go Bus line he's also seeing it on the #11, #28 and #29 coming down the corridor and the #72 joining the corridor in Bloomfield and coming into Newark. Those vehicles are not equipped with the TSP transponders and are showing improvements. Ms. Yazersky questioned if that was due to the traffic progression or lower volumes. Mr. Pegg stated that the volumes were the same. Mr. Antonio stated that local residents have noticed the improvements and good traffic engineering is key.
- Mr. Pegg continued by stating that the signal timing revisions are low cost improvements that can save
  people a lot of time. Queue jumper implemented on Raymond Boulevard from Plaza East (Penn Station)
  west to McCarter Highway is saving commuters an average of 6 to 11 minutes on their commute.
- Ms. Yazersky stated that NJDOT former commissioner Jack Lettiere spoke this morning at a NJTPA symposium and talked about making it a social issue. Getting home 10 minutes early to have dinner with you family is more relatable than stating that we are looking to change the signal progression. People are interested in results. She continued by stating that we need to educate our local officials which is an ongoing challenge since they continually change with elections.
- Ms. Shapiro responded by stating that the capital improvement project will be divided based on 2-5 years-short term, 10 years midterm and 20 years long term ranges. She stated that this meeting was a good start to the process. We will compile minutes from today's meeting and next meeting we would like you to think of the vision statement for the ECCTP and we will discuss our technical findings to date.

### MEETING SUMMARY:

- 1. The Essex County Comprehensive Transportation Plan will identify short, mid and long range capital improvement projects and implementation strategies and will elevate the importance of transit as a mode of choice for the expected demographic shift back to urban areas such as Newark and its innerring towns with transit (East Orange, Bloomfield, Montclair, South Orange, Maplewood, etc.);
- 2. Implementation strategies, such as amendments to the County's Subdivision and Site Plan Regulations, will be of critical importance and should be given equal attention to Capital improvement projects;

Dated: September 20, 2012

- 3. While the County's jurisdiction is limited, the Plan should provide recommendations for implementation by its municipalities such as:
  - a. Increasing densities near transit consistent with LEED-ND standards;
  - b. Sidewalk and bike parking requirements;
  - c. Reducing parking requirements, perhaps in correlation to availability of transit measured in trips per day (LEED-ND or using 100 tpd as a threshold);
  - d. Providing for bus stops and/or curb insets (buses are wider than a conventional 8.5 foot parallel parking lane) within parking ordinances or in redevelopment plans accessible to NJT buses (again, potentially linked to projects of certain sizes or to trips per day).
- 4. Complete Streets should be a centerpiece for future multi-modal planning, but the Plan should be mindful that current vehicular traffic volumes may have to be reduced on some roadways in order for them to be re-designed as complete streets (i.e., lane reductions or width reductions to accommodate bicycle lanes);
- 5. Bicycle mobility needs to be addressed, as there is only one significant County bike path and many County roads are not bicycle friendly. Bike storage should become an integral part of municipal design requirements;
- Paratransit needs to be part of the Plan, with TMA and local shuttles mapped and gaps in service identified:
- 7. Mobility of seniors and other elements of the population needing access to transit should be addressed.

### **NEXT STEPS:**

- 1. SAC Members will be asked to establish the Plan's Vision Statement at next meeting;
- 2. Core project team to work on finalizing compilation of existing conditions and continue with technical analysis for presentation at the next SAC meeting;
- 3. Schedule next SAC Meeting for the beginning of October 2012.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to he a record of fact.

Respectfully Suhmitted,

Nicole S. Haheiche-Shapiro, PE, PP, CME Project Manager Dewberry Engineers Inc.

# ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

# STEERING ADVISORY COMMITTEE MEETING # 1

Wednesday, August 22, 2012 @ 1:00pm @ Essex County Department of Public Works 900 Bloomfield Avenue, Verona NJ

A CONTRACTOR PROTECTION OF A CONTRACTOR AND ADMINISTRATION OF A CONTRACTOR AND ADMINISTRATION OF A CONTRACTOR ADMINISTRATION		
Name	Company	Telephone/ Email
NICOLE SHAMPU	DEWBERRY	973-780-9343/NSHAPIRC & dewidery.
MIGUEL GAVINO	DEWBERRY	973 780 9258 MG NATO C
THOMAS MCBAIDE	ECTAB	973-736-0262 /T.M. DRIDE
REGINALD DOUGLAS	ESSEX COLLUTY DIVISION OF SENIOR SUCS	173-395-8372 COUNTRY NU OR
DOWN PAREFTS	MASER	732-383-1950 4 3224
John MATHELS	ROSELAND DEM	THATHELS BROSECALANS. DIRC
Robert PeGG	NJ TRANSIT	973-491-7785 RREGG NJTRANSIT, COM
Robert O'Took	Cedar Grose Dep. Myar	973-652-3799
Megan Kelly	NOTPA	973-639-8414/mkelly@viffpa
OScott-Rose	NOTPA	
Elisa Charters	ELPB	573/639-8425 (500-60) Mytes of 973.650.1953/elisa.charters @gr
Gail Yazersky	NJ Dept. of Transportation	gail-yazerskup dot-State.ni. Us
David Peter alan	South Orange /ladaman Colit	trained to cate & unhow com
KENNETH HAUSMAN	STUMP/HANSMAN	732.767.9493 Charlestimpholinaricon
MAURICE RACHED	MAJER CONSULTING	MRACHED OMASERCONSWING, COF
GARY IACOBACH		973-432-9718 B GARY ACO @ AULICOM
Ann Farr Marchioni	l _	Kins 973 226.6246 anarchio4
Nick Janow	Bloorfield Council	@Veriton.in
BOB HINDEL	Minburn Twp.	BOBHINGEL DENLY COU

# ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

# STEERING ADVISORY COMMITTEE MEETING # 1

Wednesday, August 22, 2012 @ 1:00pm @ Essex County Department of Public Works 900 Bloomfield Avenue, Verona NJ

Name	Company	Telephone/ Email
CHIP HALLOCK	NRBP	973-242-4209 Challock Q Neumrkrbp.c ENCINEER CTUP. MAPLEWOOD.
CHIP HALLOCK	NRBP	ENCINEER QTUP. MAPLEWED.



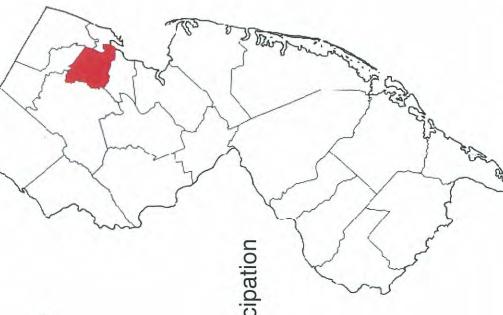
# ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN





# **MEETING AGENDA**

- ➤ Introduction of Project Core Team
- ➤ Review Components of the Comprehensive Transportation Plan (CTP)
- ➤ Benefits of a CTP for Essex County
- The Process for Creating a CTP
- ➤ Public Outreach:
- 1. Steering Advisory Committee (SAC) Participation
- 2. Community / Stakeholder Involvement
- ▶ Project Update
- ➤ Next Steps
- ➤ Questions/Discussions





# **ESSEX COUNTY COMPREHENSIVE** TRANSPORTATION PLANNING

# **OLD WAY**

**NEW WAY** 

Comprehensive Highway Master Plan



Comprehensive Transportation Plan

> HIGHWAY INTENSIVE (1984)

CONNECTED MULTI-MODAL NETWORK (2013)



# WHAT IS A CTP?

- transportation network for the movement of people and goods, while A long-range implementation agenda for a countywide, multi-modal addressing environmental concerns, traffic congestion and pedestrian and bicyclist safety
- > Supports County and Statewide goals such as County Land Use Plan and Complete Streets Policy
- Cooperatively developed plan by the Steering Advisory Committee and Community / Stakeholders
- ▼ Supports economic development



# WHY DEVELOP A CTP?

# Required by Federal and State Law:

Federal: Transportation Equity Act of the 21st Century (TEA-21) -Equity Act (SAFETY-LU) - 2005 which required States to develop 2001 and Safe, Accountable, Flexible, Efficient Transportation Long-Range Transportation Planning

# 2. State:

- State Development and Redevelopment Plan (SDRP)
- Transportation Improvement Districts (TIDs)
- Transportation Development Districts (TDDs)
- State Highway Access Management Act (SHAMA)
- ➤ Transportation Choices 2030 New Jersey's Long-Range Transportation Plan - October 2008

# **BENEFITS OF A CTP?**

>A prioritized project implementation list

>A plan that meets the need of all users

>Supports land use and economic goals set by the County

>A key step in the funding process

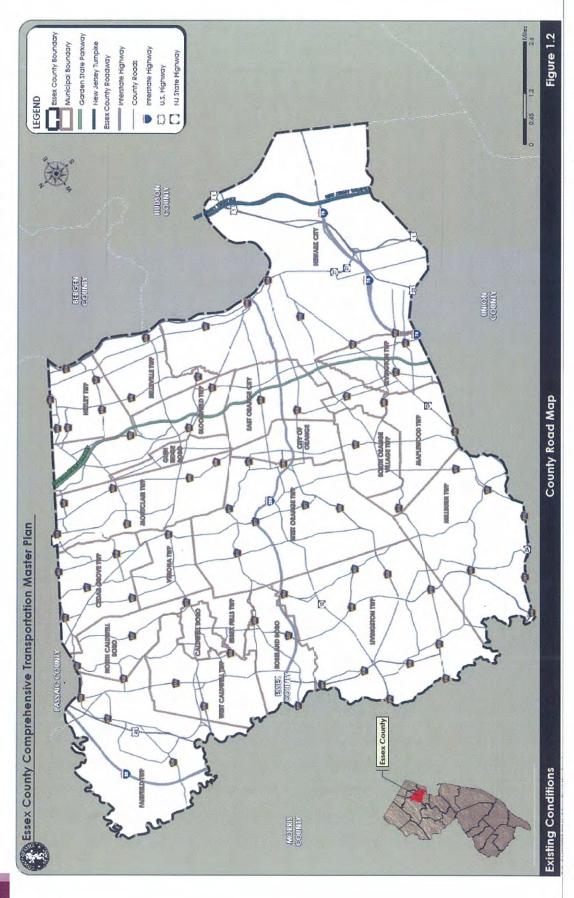
# **CTP Process**

The CTP will be updated through the following steps:

- 1. Review of the County's goal and vision
- 2. Data collection
- Develop GIS based maps for inclusion into the CTP
- Assess the County's transportation system and ability to support future growth
- Develop goals, objectives and policy strategies to meet County's needs and priorities
- 6. Preparation of the final document

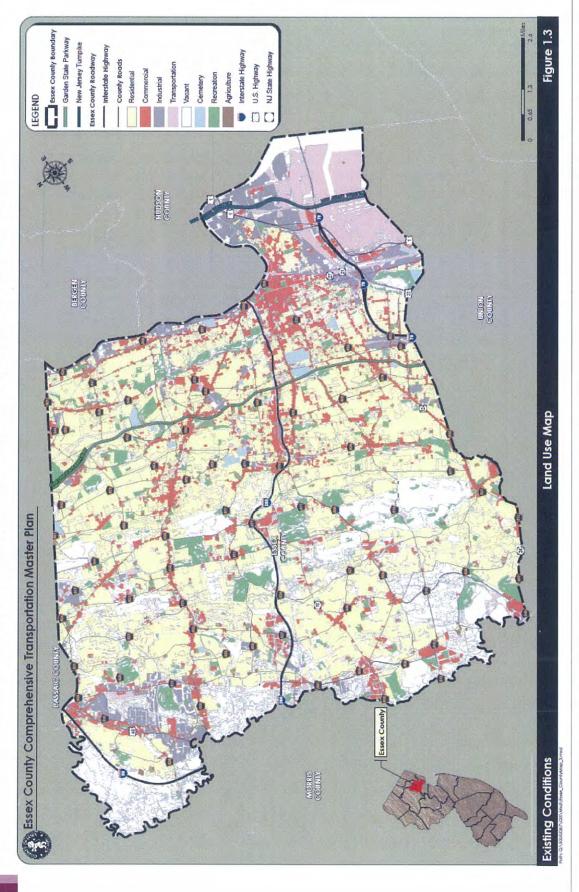


# PROJECT UPDATE: COUNTY ROADS



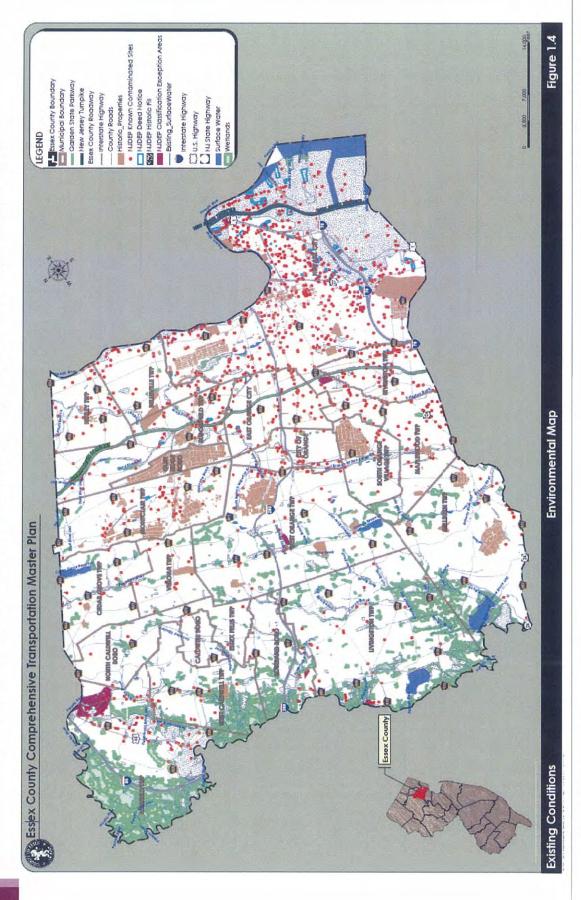


# PROJECT UPDATE: LAND USE



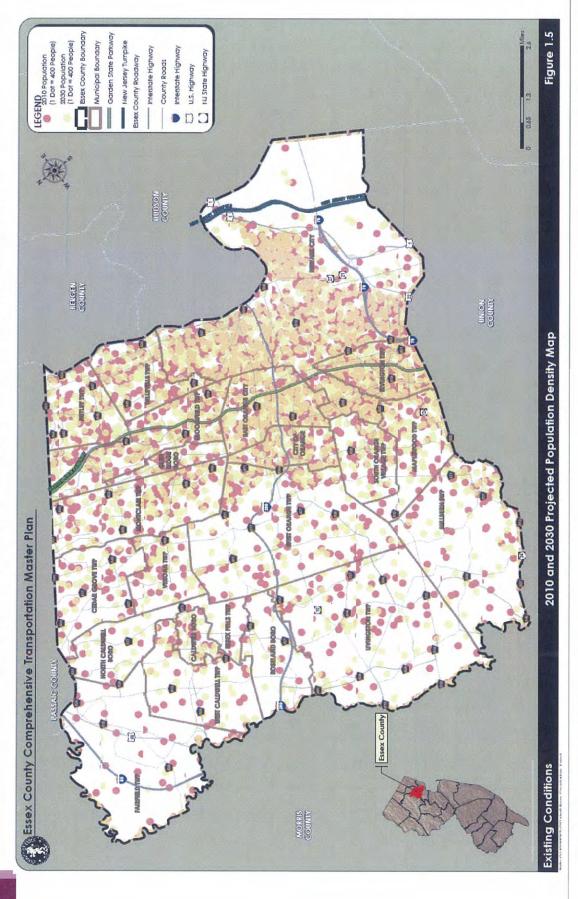


# PROJECT UPDATE: ENVIRONMENTAL



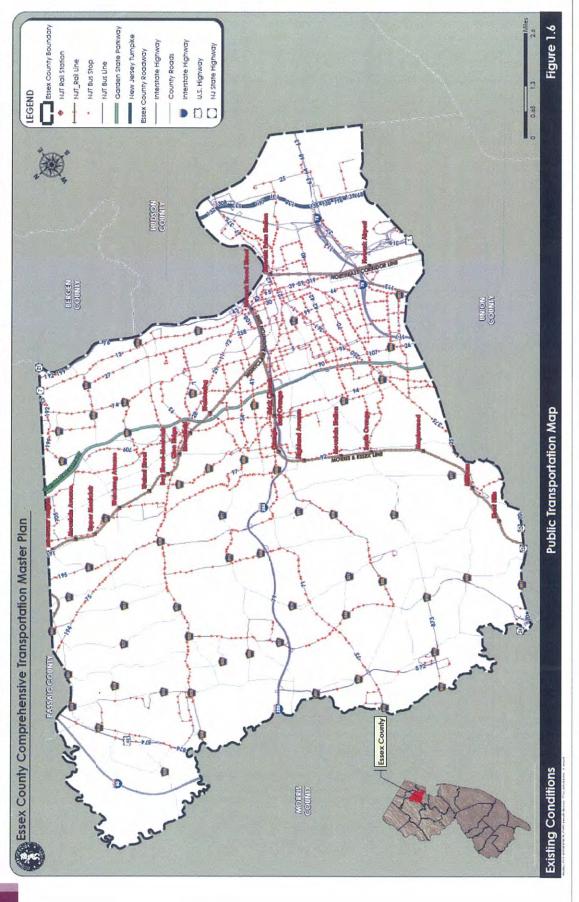


# PROJECT UPDATE: POPULATION





# PROJECT UPDATE: PUBLIC TRANSPORTATION





# STEERING ADVISORY COMMITTEE (SAC)





> Assist in identifying stakeholders, community groups and partners for public participation activities.



➤ Develop, guide and participate in community involvement activities.

Peview and provide input on the needs assessment, public outreach, the technical effort and recommend implementation strategies for the Plan.

> Review the final report's short-, medium-, and long-term transportation strategies. > Ensure that the final report clearly identifies the implementation priorities along with agencies responsible for each project hand-off.



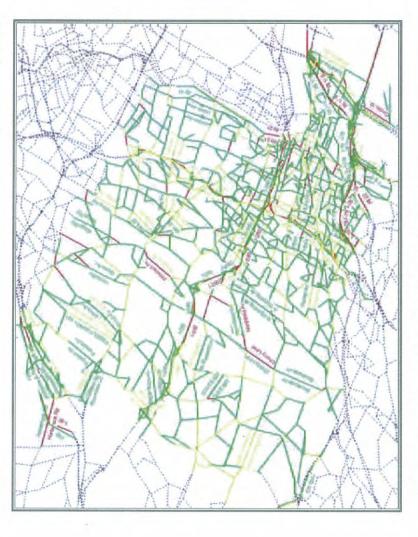
# COMMUNITY / STAKEHOLDER INVOLVEMENT STRATEGY

- The Core Team will coordinate with Essex County on the development of a draft community / stakeholder involvement strategy, which will be reviewed and finalized by the SAC. The strategy will include the following:
- 1. Stakeholders Interview Sessions
- Municipal Government and Public Meetings
- Development of a Project Website www.ecctp.com



## TECHNICAL ANALYSIS

North Jersey Regional Transportation Model - Enhanced (NJRTM-E) will be used as the backbone of the travel demand model



Volume to Capacity Ratio Link Plot



## PLAN DEVELOPMENT

## ➤ Executive Summary and Action Plan

- Vision Statement
- 2. Goals and Objectives

# Existing Conditions of the County Transportation System

- Land Use and Development Conditions
- . Populations and Demographic Trends
- Roadway Inventory
- Multi-modal Inventory
- . Needs Assessment

## ➤ Transportation System Needs

# ➤ Plan Policies & Implementation Strategies

## ➤ Capital Improvement Projects



### **NEXT STEPS**

- >Set Goals and Objectives
- >Continue with Data Gathering
- >Continue with Technical Analysis
- >Set Timeframe for Next SAC Meeting

## CONTACT INFORMATION

# Essex County Department of Public Works - Division of Planning

Supervising Transportation Planner dantonio@essexcountynj.org Department of Public Works Mr. David Antonio, PP, AICP Verona, New Jersey 07044 O. 973.226.8500 x2580 900 Bloomfield Avenue County of Essex F. 973.226.7469

Nicole S. Shapiro, PE, PP, CME Project Manager

Dewberry

Bloomfield, New Jersey 07003-3154 200 Broadacres Drive, Suite 410

0.973.780.9343

F. 973.338.5860

nshapiro@dewberry.com

## WWW.ECCTP.COM



## QUESTIONS/ DISCUSSION







### **MEETING AGENDA**

Project:

Essex County Comprehensive Transportation Plan

DEI File No. 50053287

Subject:

Steering Advisory Committee Meeting #2

Date/Time:

Thursday, October 11, 2012 @ 9:30 AM

Location:

County of Essex Department of Public Works- Main Conference Room

900 Bloomfield Avenue, Verona, New Jersey

### Items of Discussion:

1. Project Schedule

### 2. Discussion of Vision Statement

### ➤ Sample #1

Improve, enhance, and modify our transportation network to afford the people that live, work, and play in Essex County a multimodal system that supports, safety, smart growth and urban renewal, while preserving the quality of life and local character cherished by our various communities.

### ➤ Sample #2

A transportation network within Essex County that serves all our citizens, provides safety and mobility, fosters economic productivity, our communities' livability, and our ecosystem's viability.

### ➤ Sample #3

Develop a safe coordinated and integrated transportation system that provides realistic alternative travel options to the auto thereby creating a County that is truly accessible to all.

- 3. Goals & Objectives
- 4. Technical Analysis
- 5. Evaluation Criteria for implementation of capital improvement projects
- 6. Community Stakeholders Involvement Strategies
- 7. Next Steps

### **MEMORANDUM**

To: Essex County Comprehensive Transportation Plan File

From: Nicole S. Habeiche-Shapiro, PE, PP, CME

Date: November 27, 2012

Re: Essex County Comprehensive Transportation Plan

cc: Attendees

TIME & PLACE: Thursday, October 11, 2012 at 9:00 AM

Essex County Department of Public Works 900 Bloomfield Avenue, Verona, NJ

**PURPOSE:** Steering Advisory Committee Meeting No. 2 for the

Essex County Comprehensive Transportation Plan (ECCTP)

**IN ATTENDANCE:** See Attached Attendance Sheet

HANDOUTS: Meeting Agenda, PowerPoint Presentation, Project Schedule & Attendance Sheet

Ms. Nicole Shapiro, Project Manager, Dewberry Engineers Inc. (DEI) began by welcoming everyone and introducing the Project Core Team members for the benefit of the new members. She continued the meeting with review of the PowerPoint Presentation. Meeting subject matter and corresponding presenters' are as follows:

- 1. Project Schedule, Vision Statement, Goals & Objectives, and Next Steps by Nicole Shapiro, DEI
- 2. Technical Analysis by Ken Hausman, Stump Hausman Partnership (SHP) and Maurice Rached, Maser Consulting P.A. (Maser)
- 3. Community Involvement Strategy by David Roberts (Maser)

The following items were discussed:

### **DISCUSSIONS & DECISIONS:**

- Ms. Shapiro began by reviewing the meeting agenda and project schedule. She continued by reviewing the sample vision statements that were derived by the Core Project Team based on statements made at the first SAC Meeting. The intent was for the SAC to either select one of the sample statements or build on them or their contents to arrive at a project vision statement.
- Mr. David Peter Alan, Lackawanna Coalition/South Orange Transportation Committee, said that
  there is no mention of transit in sample #2 and there is implicit reference in sample #1 as transit
  oriented development & sample #3 is vague.
- Mr. Maurice Rached, Maser Consulting, PA, stated that samples #1 & #3 has a strong transit component by the use of the words "multimodal" as a transit component, "smart growth", "sustainability", "transit oriented development" "alternative travel options" which is understood as transit, "accessibility to all". Mr. Alan agreed but he wants lay people to understand what we are saying in Vision Statement; hence we want the references stated plainly. Ms. Shapiro stated that the

Vision Statement is a theme for the plan and the goals and objectives are where the details of transit are addressed.

- Ms. Elisa Charters, Essex County Planning Board, said that she likes what each sample stated but felt like there are elements missing in each and we should merge them all together. She suggested we create one sample incorporating the elements in each statement. For example #1 refers to the community "live work and play" which is what we do locally. Sample Vision Statement #2 refers to the serving "all our citizens", "safety", "economic productively" and she likes the mention of the "ecosystem's viability". Sample Vision Statement #3 refers to the "integrated transportation system", which should be expanded to refer to Essex County as a gateway to the nation and the world by having Newark International Airport in Essex County which provides global connectivity.
- Mr. Daniel Peterson, South Orange Advisory Committee, stated that he agrees with Ms. Charters' sentiments about all the sample vision statements but the challenge is capturing the vast differences in community interests among all Essex County users whose transportation needs are unique to their respective areas.
- Mr. Gary Iacobacci, Essex County Planning Board, thinks that we are over thinking and spending too much time on the vision statement. He went on to review sample #3 from the presentation slide that states "accessibility to all". Some of the words can be changed but that basically should be our vision statement. The vision statement should be a short statement to give people the idea of what we are trying to achieve and the goals and objectives should be more specific.
- Ms. Shapiro agreed and began review of the goals and objectives. She stated that they were derived
  from the first SAC meeting and she is looking to hear input on any additions or deletions to those
  listed on the slide presentation.
- Mr. Huzefa Irfani, South Orange Transportation Committee, appreciates the mention of bicycling in
  the last goals and objectives. He wants to clarify that the word biking is often thought of as a
  recreational sport than a mode of transportation and encourages the incorporating cycling as a mode
  of transportation into the plan. Ms. Shapiro assured that cycling will be incorporated into the plan as
  discussed in the first SAC meeting. Mr. Peterson continued by stating that the plan should identify
  opportunities fir cycling.
- Ms. Charters stated that a critical goal is connectivity which was not mentioned. Ms. Shapiro stated that it's more of an objective to Goal # 1 which states "Increase the Use of Mass Transit". Mr. Alan suggested adding the statement "improve transportation connectivity to and from county with people with or without automobiles". Ms Shapiro stated that may be an objective of goal # 1.
- Mr. Alan requested clarification of the difference people goals and objectives. Goals are more generic and objectives are more specific. Mr. Pegg stated that in his opinion goals are the pie in the sky that you may never obtain but the objectives are the specific items you want to push. Ms. Shapiro stated that the projects and implementation strategies that come out of the plan will address each of the Plan's objectives.
- Ms. Charter said that connectivity is not just linked to mass transit but that it applies to other modes of transportation. Mr. Roberts stated that we can see connectivity in all the goals and objectives. However a 4th goal of connectivity as an overall goal should be added.
- Mr. Peterson stated that the County has a strong industrial industry and we need to foster and integrate them into our Plan.

- Ms. Shapiro stated that after we review the technical analysis we can revisit and review the goals and objectives to see if there are additions or revisions we can make.
- Mr. Alan questioned the meaning of the objective "enhance connections between roadways and other transportation modes" listed under Goal #2. Ms. Shapiro stated that if you are in a municipality with missing links that Jitney service can provide to a transit station or an added bike route that leads to transit as examples. Mr. Rached added that there can be the addition of park and ride facilities.
- Mr. Bob Pegg, New Jersey Transit, stated that municipal shuttle route encourages residents to leave their automobiles at home. Mr. Alan stated that he understands the clarification but there should be an explicit mention of transit.
- Mr. Ken Hausman, Stump/Hausman Partnership, continued by reviewing the technical analysis
  beginning with the assessment of the transportation network. Mr. Peterson questioned how you
  measure the transportation benefits. Mr. Hausman stated that they will be measured on an operational
  basis of delay and improving the level of congestion.
- During Mr. Hausman's review of North Jersey Regional Transportation Model -Enhanced (the Model) Mr. Peterson asked if the forecasting process can be explained and if it was locked in. He is curious on how the future growth was determined.
- Ms. Megan Kelly, NJTPA, stated that the information is obtained from each County. Mr. Peterson continued by stating that he was reviewing the map presented in SAC # 1 on population density questioned where that information originated.
- Mr. Miguel Gavino, Dewberry Engineers Inc., stated that the input is obtained from every municipality and forwarded to the County and the NJTPA comes up with the output which then goes through a cross acceptance process. Mr. Pegg stated that the NJTransit and the City of Newark worked very closely with the NJTPA on information used within the model which is micro assessed. Mr. Pegg continued by stating that in reviewing NJTransit sub model with the Model the numbers are extraordinarily close.
- Mr. Pegg stated the Model definition for peak period of 6am to 9am is more realistically 5am to 8am.
   Mr. Hausman stated that a limitation of the model is that it does not take into account specific characteristics of each region. These limitations of the model can be addressed by operational analysis, transit analysis etc.
- Ms. Charters asked if the maps are projections in the slide presentation. Mr. Hausman states that the
  model looks at the existing condition model output in 2011 and the projected output of 2035. Mrs.
  Charters asked if the model has any new routes or is it only looking at existing routes. Mr. Hausman
  stated that the County is not projected to build any new routes therefore the number of lane miles will
  not change but the volume of traffic will increase by about 10 %.
- Mr. David Antonio, Essex County Principal Planner, questioned if the eight roadway segments that
  are failing are based on 2011 or 2035. Mr. Hausman stated that they are failing for both 2011 and
  2035.
- Mr. Irfani stated that an earlier slide showed a 10 % population growth and an auto growth of 9 %.
   How does that translate into implementing the complete streets policy with people biking more with a differential of only 1%. Mr. Hausman stated that we have to take a look at the trip growth. The

model translates the population growth to the number of trips generated which is the trip generation step and the trip distribution step takes into account where those trips are going. A lot of those trips are bound for Newark, Jersey City, New York City and the mode choice for those locations would be transit, not auto. That's why the growth in transit trips is higher than the growth in auto trips.

- Mr. Peterson asked if the model takes into account additional capacity across the Hudson River. Mr.
  Hausman stated that the ARC tunnel project across the Hudson River was removed from the model.
  Mr. Peterson questioned if the railroad calculations were revised since the ARC Project did not happen. Mr. Pegg said yes.
- Mr. Peterson stated that as population growth will increase in New Jersey in proximity to the railroad
  communities that provide cheap access to high income jobs and in turn will increase build outs of
  towns such as Montclair, Millburn South Orange etc. where we may see the largest growth since there
  is still room for growth.
- Mr. Pegg stated that once the ARC project was abandoned NJTransit had revised their Model and shared that information very closely with NJTPA. They do have updated numbers.
- Mr. Howard asked Mr. Peterson where he thought the influx of population would be coming from. Mr. Peterson stated that they will be coming from all over America and around the world since the price of gas will be so high twenty years from now and people will need to live by mass transit.
- Mr. Alan added that if Mr. Petersons predictions are correct NJTransit will need to respond appropriately to re-engineer its entire mission away from emphasizing its service into NYC to move towards more emphasis on intra state travel within New Jersey.
- Mr. Alan continued by stating that in 2008 our M&E service into Hoboken was cut in half, which means in Essex County our half hourly midday service is now once an hour two trains apart. That is a significant difference for those commuters that are using the trains locally. He questioned how can we coordinate with NJTransit to see that the rail, bus and light rail transit are coordinated, as well as possible, to move people locally within the County and from the County to other places outside.
- Mr. Pegg stated that NJTransit cannot just focus on connectivity within the County. They focus on state-wide connectivity and look towards an actual demonstrated need rather than an anticipated need. Routes do not just service Essex County. We have to be mindful of coordination, but need to look at the entire modal network not just look at a small segment of the overall ridership. Mr. Allan stated that NJTransit has to make sure the County's needs are met through a plan for statewide connectivity. Mr. Pegg does not agree and stated that there is only so much that the existing infrastructure can support.
- Mr. Hausman stated that the County had identified their top 10 congested intersections for review. Once plotted onto the congested intersections identified by the County, they did line up with those intersections highlighted by the Model as failing, shown on presentation slides 15 and 16.
- Ms. Charters requested that the intersections be reviewed. Ms Shapiro stated the 10 intersections as follows:
  - 1. Eisenhower PKWY @ Eagle Rock Ave. (Roseland)
  - 2. Eisenhower PKWY @ South Orange Ave. (Livingston)
  - 3. Pleasant Valley Way @ Northfield Road (West Orange)
  - 4. Franklin St. @ Broad St. (Bloomfield)
  - 5. Franklin St. @ Watsessing Ave. (Bloomfield)

- 6. West Passaic Ave. @ Kingsland St. (Nutley)
- 7. Coit St. @ Chancellor Ave. (Irvington)
- 8. Coit St. @ Grove St. (Irvington)
- 9. Coit St. @ Lyons Ave. (Irvington)
- 10. Grove St. @ Lyons Ave. (Irvington)
- Ms. Charters asked which municipalities had the most. Mr. Hausman stated Irvington. Ms. Shapiro stated that there will be other criteria for identifying intersections and the County's list is just one.
- Mr. Peterson asked what the red lines represent and Mr. Hausman responded that they are a Volume/Capacity (V/C) Ratio of 0.8 or higher in the peak direction of travel over the three hour peak period. On presentation slides 15 and 16, AM and PM, respectively, the left map represents 2011 and the right 2035 both having the hot spot intersections highlighted as identified by Essex County. In 2011 represents existing conditions in 2035 we're relying on the Model output for data.
- Ms. Charters asked if there would be any extrapolations regarding these areas of congestion as it relates to productivity and the economy because congestion hinders productivity and out of the top ten locations there may be three that would affect productivity. She questioned if there is any way of extrapolating that information. Mr. Hausman stated that there is a basic assumption in the model that the trip will happen during the period. It's a demand model and this is the demand of travel. Those other trips will occur at other times these are inputs into the model. The population / employment forecast are an input in the model and if not correct is not part of this process.
- Ms. Charters stated that productivity is a criteria point to what we are trying to achieve which is
  getting people from point A to B efficiently. Mr. Hausman stated that we need some kind of
  measurable baseline and given the Models consensus on employment and population if we do nothing
  to the transportation network we will have an unacceptable level of congestion that we can measure.
- Ms. Charters stated that she assumes there will be a short term and long term plans and there may be a need for an intermediate change in plan. Mr. Hausman offered one measure of productivity is the hours of delay and if we do nothing a county resident could spend 50 hours sitting in congested conditions on county roads which are a clear loss of productivity. Based on our proposed improvements we may be able to change that to 40 hours of delay which is a way to measure the loss in productivity.
- Ms. Charters asked if this is a way to request funding from the federal government by stating these projects will increase productivity and questioned if productivity can be a goal or objectivity.
- Mr. Peterson suggested road diet to change the characteristic within our towns to make it more
  walkable and livable. Mr. Hausman stated that a road diet would not be applicable on roadways listed
  as being congested but it can be specific strategy for specific locations.
- Ms. Jennifer Duckworth, Essex County Environmental Commission, stated that the language being used "enhanced capacity" and "additional lanes" is always very auto centric. If we are talking about enhancing capacity for a bike lane it would mean adding a bike lane and decreasing automobile lanes therefore the language being used is car centric. Mr. Hausman stated that the presentation slide is on roadway. Mr. Roberts stated that capacity has been always a very vehicular term but capacity now is total modal trips on a given street which lends to more efficiency than capacity because you may have more trips total but less vehicle trips on a given link. Mr. Hausman stated that this is why the measurement of delay discussed earlier is applicable because it's on a person basis and not vehicular basis.

- Mr. Alan stated that if we are moving to a complete streets and emphasizing other modes of travel the plan should be clear in emphasizing the reduction of automobiles use.
- Mr. Tineen Howard, NJDOT Principal Planner, asked if people would take the bus from suburban to urban. Mr. Hausman stated that we have to look at supply and demand and origin and destination to add services to locations where people will be using them.
- Mr. Howard questioned if their adequate existing service from suburban to urban. Mr. Pegg stated that there is adequate service from suburban to NYC.
- Mr. Thomas McBride, Essex County Transportation Advisory Board, stated that the Plan has to look at the reverse commute for those working in the western and or industrial municipalities within Essex County.
- Mr. David Roberts, Maser Consulting PA, suggested that we look at a reduction in vehicle miles
  traveled (VMT) as an overall goal. VMT reduction should be measurable and the objective would set
  a target amount. It can give us a way of showing a reduction in the carbon footprint based on
  greenhouse gases emitted per vehicle mile traveled.
- Mr. Irfani stated that bike routes less than 10 miles should be considered as viable routes. For
  example, South Orange to Newark Penn Station is around 7 miles so there are certain distances that
  are shorter lengths that should be considered viable routes.
- Mr. Hausman stated that there is a prioritization to identify those on the demand and supply side which routes would have the most users.
- Ms Charters stated in other cities there are shared bicycle facilities by private companies and questioned what drives the usage the municipalities or the private company. Who does the work for determining where these shared bike services can go. She requested that we further study this by talking to the private sectors to see what worked for them in identifying locations.
- Ms. Shapiro stated that this can be reviewed as part of an implementation strategy for this plan but it is not part of our scope of work and would not be reviewed as such.
- Mr. Roberts stated that both car sharing and bike sharing can be tied back to site plan and subdivision regulations as a way to a reduce parking demand. The plan should steer towards that goal.
- Mr. Hausman turned the meeting over to Mr. Maurice Rached to discuss safety assessment which is number of incidents for vehicles or pedestrians with a goal of identifying hot spot locations. This list along with the County list will be used to prioritize the final 10 hot spot locations.
- Mr. Rached requested the SAC to provide intersections that have not been listed on the slides that have operational or safety problem that need to be highlight, as follows:
  - 1. Bloomfield Avenue and Mount Pleasant
  - 2. Pedestrian Safety along Bloomfield Avenue (Montclair)
  - 3. Millburn Avenue and Main Street (Millburn)
  - 4. South Orange Avenue between Prospect Street and Springfield Avenue (South Orange)
  - 5. Bloomfield Avenue and Grove Street (Montclair)
  - 6. Springfield Avenue from New Street and Grove Street (Irvington)

- 7. South Orange Avenue and Prospect Street three blocks towards Newark (South Orange)
- 8. Bradford Avenue and Tremont Street (Cedar Grove)
- Mr. Roberts continued with the community involvement strategy presentation slides.
- Ms. Duckworth suggested that Millburn be added to the meeting with Maplewood and South Orange because they are on a train line and have more bus service and downtown area. She also questioned how we will decide where the venues would be. Mr. Roberts said that we will find centralized location in Essex County facilities
- Mr. Pegg said that we should meet with Newark's Brick City Community Development and we should meet with the port and airport sections of NY/NJ port authority.
- Ms. Shapiro concluded by letting the steering committee know that goals and objectives will be continued via the website/ questionnaire. All materials from the meeting will be posted there.

### **NEXT STEPS:**

- 1. Finalize Vision Statement, Goals and Objectives of the ECCTP;
- 2. Coordination with municipalities on Community Involvement, and;
- 3. Project Prioritization List and begin Operational Analysis

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Nicole S. Habeiche-Shapiro, PE, PP, CME Project Manager Dewberry Engineers Inc.

### ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN



### **STEERING ADVISORY COMMITTEE MEETING # 2**



Thursday, October 11, 2012 @ 9:30am @ Essex County Department of Public Works 900 Bloomfield Avenue, Verona NJ

Name	Company	Telephone/ Email
NICOLE SHAPIRO	BENBERRY ENGINEERS INC.	973-780-9343
	-PROJECT MANAGER	NSHAPIRO@ DONBURRY. COM
GARY IACOBACCI	PLANNING BOARD	973-432-9718 GARYIACO @AOL.COM
Josh Curley	Stump/ Hausman Partnership	18 732 767 949 3
MIGUEL GAVINO	DENBERRY	973 780 9258 MGANINDE DEWEDREY. COM
KENNETH HAUSMAN	STUMP/HAUSMAN	132,767,9493 Engile Stumphausman, com
Dar Pata He-	Lackanina Colition Kart Orna	1973) 762-3 488 trainadrocate Dyohov. Com
HUZEFA IRFANI	S.D. TRANSPONTATION by	MITTER huzefairfani@yaliog.co
Bob PeGG	New Jersey TRANSIT	973-491-7785 RPEGGE NSTRANSIT. CLM
Megan Kelly	NSTPA	973-639-8414 mkelly@ntpa.org
DAVID ARTONIO	ESEX COUNTY	DANTONGOCSCOUNTYN 1. 04
JENNIFUR DUCKUUGHTH	/ COMMISS	jenniter @jennterduckumh.com
REGOIC DOUGLAS	DIVISION OF SENIOR SERVICES ESSEX COUNTY (TRANSPORTATION	relocates @ doss . essex county ut or
Elisa Charters	Essex County	elisa. charters@gmail.com
MANGE PCTGIRING	! <del>_</del>	n orbis 10 ystimum per
Tineentaveid	la 3	Timeen Howard adot. state injus
5 MAURICE RACHES	MASOR CONSULTING	MRACHES OMASORCONSULTING. COL
P. FOREYE	WEBR-MUTING	DEALTH S. C. MESS CONSULTATION OF A
JAMES CARR	MASER CONSULTING	Jearr Pmaser consulting com
- THOMAS G MCBRIDE	ECTAB	T.MCBRIDE(a) COM RIER, CRG



# ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN





## SAC #2 Meeting Agenda



- ▶ Project Schedule
- ➤ Discussion of Vision Statement
- ➤ Discussion of Goals & Objectives
- ➤ Technical Analysis
- > Evaluation Criteria for Implementation of Capital Improvement and Intersection Projects
- Community Stakeholders Involvement Strategies
- ➤ Next Steps







### Schedule



VISION, INVENTORY & ASSESMENT		71-150	Nov-12	D80-12	Jan-13	Feb-13	Mar-13	-13	Apr-13	May-13	
	DEVELOP DRAFT VISION & GOALS	GOALS									
	1000	DOCUMENT EXISTING CONDITIONS IDENTIFY ISSUES & STRATEGIES									
	ANDUSE CONDITIO ROADWAY IN	LANDUSE CONDITIONS, POPULATION & DEMOGRAPHIC THENDS, ROADWAY INVENTORY NEEDS ASSESMENT  NEEDS ASSESMENT	PHIC THENDS, ENTORY								
PUBLIC		2# OF S		TINDAMOO	SACAS COMMUNITY STAKEHOLDER OUTHEACH		SACEA				
OUTREACH											
TRAVEL DEM	AND MODEL: CLAS	TRAVEL DEMAND MODEL: CLASSIFICATION & VALIDATION									
& ASSESSMENT		TECHNICAL EVALUATION CRITERIA			OPERATIONAL ANALYSIS	SIS					
			EVAL	EVALUATION USING TRAVEL DEMAND MODEL	MODEL						
				CAPITAL IMPROV	CAPITAL IMPROVEMENT PROJECT RECOMMENDATIONS	ATIONS					
PLAN RECOMMENDATIONS		COUNTY SIT	COUNTY SITE PLAN/ SUBDIVISION RECOMMENDATION	ECOMMENDATION							
BEGIN ECCTP		ECCTP DEVELOPMENT				DRAFT ( REVIEW COLNTY					
PLAN							REFINE	DRAFT REVIEW COUNTY, NITRA B. SAC			
DEVELOPMENT									FINALIZE ECCTP	FINAL REVIEW TO COUNTY & NJTPA	FINAL



## Sample Vision Statements



### ➤ Sample #1

Improve, enhance, and modify our transportation network to afford the people that live, work, and play in Essex County a multimodal system that supports, safety, smart growth, sustainability and transit oriented development, while preserving the quality of life and local character cherished by our various communities.

### ➤ Sample #2

provides safety and mobility, fosters economic productivity, our communities' A transportation network within Essex County that serves all our citizens, livability, and our ecosystem's viability.

### ➤ Sample #3

provides realistic alternative travel options to the auto thereby creating a Develop a safe coordinated and integrated transportation system that Sounty that is truly accessible to all.





### **ECCTP Goals**



- ➤ Goal 1: Increase the Use of Mass Transit
- ▶ Goal 2: Maintain a Safe and Efficient Roadway System
- ➤ Goal 3: Increase and/or provide opportunities for walking and bicycling





## Goals & Objectives



## ➤ Goal 1: Increase the Use of Mass Transit

- Enhance Bus Stops and rail/light rail stations with infrastructure and amenities that will meet the needs for all users
- Improve Safe Multimodal Access to and from Stops/Stations
- Market the Benefits of Transit Use
- Better Integrate Transit and Land Use through County Subdivision and Site Plan regulations
- Provide options for non-drivers
- Reuse of existing abandoned rail lines



## Goals & Objectives



> Goal 2: Maintain a Safe and Efficient Roadway System

Provide better Inter- and Intra-County Mobility

Enhance Connections between Roadways and Other Transportation Modes Provide Safe Access and Mobility for All Roadway Users

Reduce the Negative Impacts of Vehicle Use

Provide Accommodations for Freight Mobility



## Goals & Objectives



> Goal 3: Increase and/or provide opportunities for walking and bicycling

Designate Bicycle Routes and/or Bike Lanes

Encourage Bike and Pedestrian Friendly Development through revisions to the County Subdivision and Site Plan Regulations

Promote the Adopted Complete Streets Policy

Promote the Benefits of Safe Bicycling and Walking through Advocacy and Education

Ensure a thought-out Pedestrian (Sidewalk) Network



### **Transportation Network** Assessment of the



➤ Who Are the Users of the Transportation System? (Demand)

➤ What is the Transportation Network? (Supply)

➤ Where Are the Deficiencies in the Transportation Network? (Existing and Future)

➤ How Can the Transportation Network Better Meet the Needs of System Users? (The Plan)



# Transportation Supply and Demand



	Walk					×
	Bike				×	×
vork	Bus	×	×	×	×.	
on Netv	Rail	×	×	×	×	
Transportation Network	Local		×	*	×	×
Tra	County		×	×	×	×
	State Highway (Interstate – State - Authority)	*	*	×	×	
	Travel Demand	Non Essex (Thru) Trips	Essex County Residents	Essex County Workers	Inter- Municipal	Intra- Municipal
	Tra	nty	er-Coui	Jul	County	Intra-C



## North Jersey Regional Transportation Model – Enhanced (NJRTM-E)



- ➤ Four-Step Planning Model for Northern New Jersey
- ➤ Traffic Analysis Zones correspond to Census Tracts (227 in Essex County)
- ➤ 24-Hour Model with 4 Time Periods
- AM Peak (6 to 9 AM)
- Midday (9 AM to 3 PM)
- PM Peak (3 to 6 PM)
- Night (6 PM to 6 AM)
- ➤ Base Year (2011) and several Future Years to 2035



## Key Assumptions in 2035 Year NJRTM-E



## ➤ Roadway Enhancements

- Delancy Street, Ave I to Ave P (Newark)
- Edison National Historic Site Traffic Improvements (West Orange)
- US 46 / Hollywood Ave (Fairfield)
- US 46 / Passaic Avenue to Willowbrook Mall (Fairfield)
- West Orange Traffic Improvements
- McClellan Street Underpass (Newark)
- NJ 21, Murray St to Edison PI (Newark)
- NJ 23/I-80 Interchange Improvements (Cedar Grove)
- I-280/NJ 21 Interchange Improvements (Newark)
- South Orange Avenue Operational and Roadway Improvements (Millburn/Maplewood)





# **County Roadway Network Growth**



	Essex County	2011	2035	Total Change 2011-2035	Annual Change 2011-2035
	Population	818,000	900,000	10%	0.40%
	Employment	396,000	428,000	%8	0.33%
	Auto	1,058,000	1,152,000	%6	0.35%
AM & PM Peak Period	Truck	16,900	17,000	1%	0.03%
Travel	Transit	154,000	184,000	19%	0.74%
	All Trips	1,229,000	1,353,000	.10%	0.40%

Source: NJRTM-E



# County Roadway Network Summary



Essex County	500-series 2011	500-series 2035	600-series 2011	600-series 2035
Number of Routes	∞	∞	70	70
Roadway Miles	74.92	74.92	142.15	142.15
Daily VMT	1.4M	1.5M	1.6M	1.8M
Average AM Peak Period V/C	0.63	0.68	0.53	09:0
Average PM Peak Period V/C	0.74	0.79	0.66	0.72
V/C Exceeding 1.0 on any Segment in AM and PM Peak Periods	8 road (100%) r thres	8 roadways (100%) meet this threshold	30 roadways (43%) meet this threshold	34 roadways (49%) meet this threshold

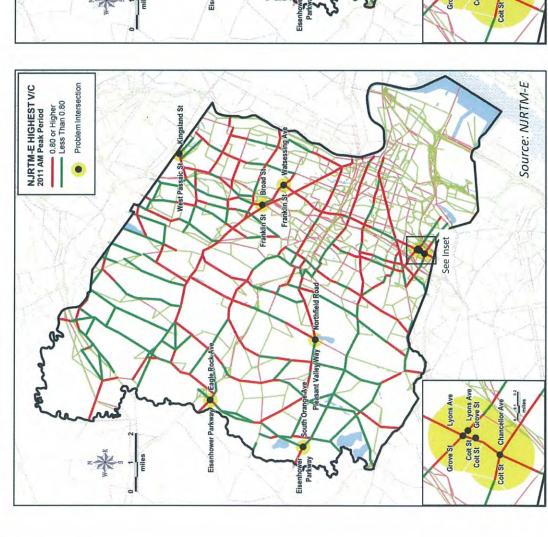
Source: NJDOT Straightline Diagrams, NJRTM-E

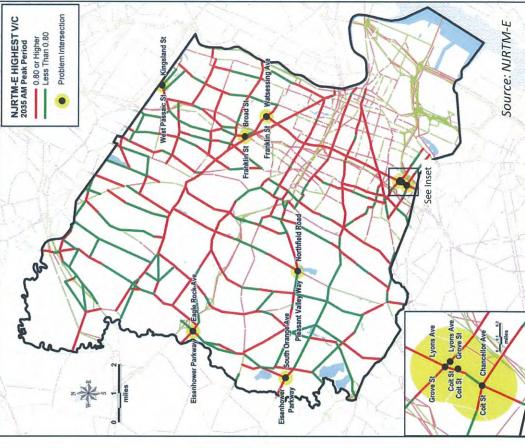




# NJRTM-E Highest AM Peak Period V/C





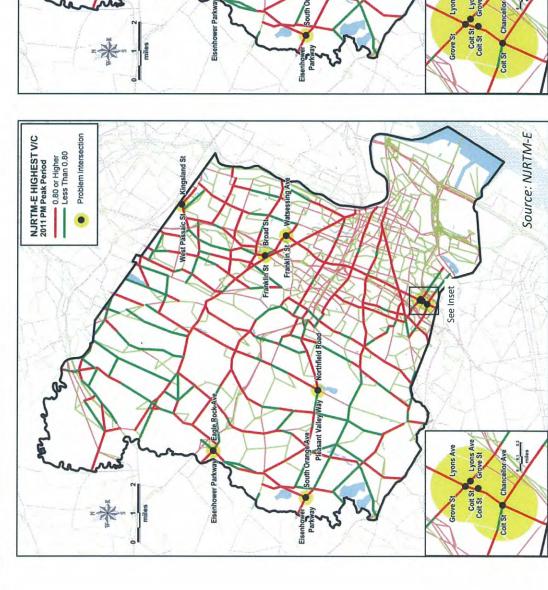


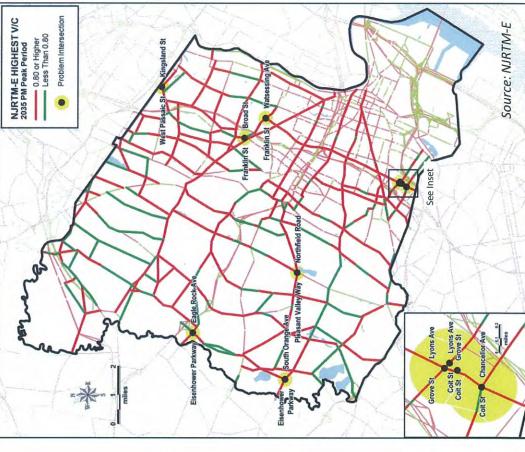




# NJRTM-E Highest PM Peak Period V/C





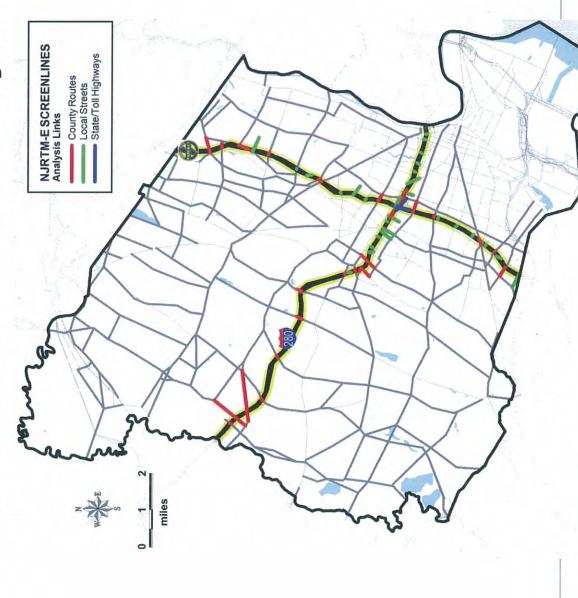








# **NJRTM-E Screenline Analysis**







# **Summary of Screenline Analysis**



AM Peak	East – W Garde	East – West Routes Crossing Garden State Parkway	rossing cway	North – So	North – South Routes Crossing Interstate 280	Crossing )
2011 / 2035	State Highway	County Route	Local Street	State Highway	County Route	Local Street
<b>Thru Trips</b> (neither origin or destination in Essex Co.)	20% / 20%	1% / 2%	2% / 2%	43% / 40%	3% / 4%	1% / 1%
Inter-County (origin or destination in Essex Co.)	47% / 46%	40% / 39%	41% / 40%	42% / 44%	39% / 38%	40% / 37%
Intra-County (both origin and destination in Essex Co.)	33% / 34%	3%/34% 58%/60% 57%/58%	57% / 58%		16% / 16% 58% / 58% 59% / 62%	59% / 62%
Total	100% /	100% /	100% /	100% /	100% /	100% / 100%
Total Trips	45,040/	47,618/ 51,167	33,763/ 35,392	47,377/ 45,751	48,439/	45,073/ 52,140
Note: Percentages may not total 100% due	due to rounding					

Source: NJRTME-E





## Rail Network Inventory



## Newark Light Rail

Newark, Belleville, Bloomfield

## ➤ Morris and Essex Line

- Newark, East Orange, Orange, etc.
- Service to Hoboken and New York

## ➤ Montclair-Boonton Line

- Newark, Bloomfield, Montclair
- Service to Hoboken and New York



## **Bus Network Inventory**



### **∀NJ Transit**

- Newark commuter service
- Local bus service

➤ Other commuter service to New York

- Coach
- Carefree
- DeCamp

▶ Jitney service





## **Summary of Transit Service**



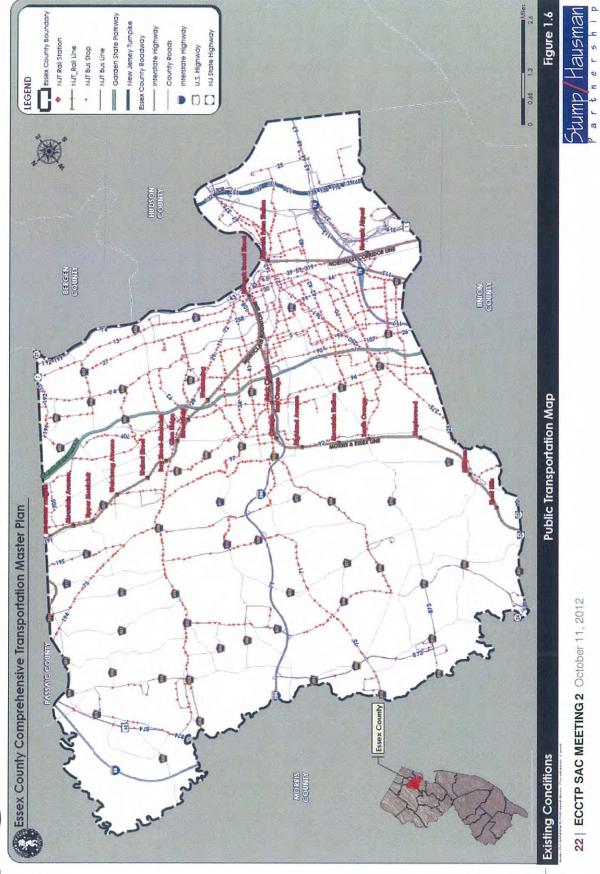
					Dail		
	Domilation	Trancit Trinc	Twannit Tuinn	Timber Dail	Ctot: one		
Municipality	1 Opulation (2011)	(2011)	(2035)	Stations	Stations/ Jitney	Newark Bus Routes	New York Bus Routes
Belleville	35,926	2,944	3,422	1		6	2
Bloomfield	47,315	5,421	6,400	1	2	7	Ŋ
Caldwell	7,822	333	388			2	3
Cedar Grove	12,411	802	1,008			2	1
City of Orange	30,134	3,484	4,142		2	10	2
East Orange	64,270	8,203	9,532		2	11	3
Essex Fells	2,113	88	117			1	
Fairfield	7,466	391	445			2	
Glen Ridge	7,527	617	684		1/Jitney	4	
Irvington	53,926	6,283	7,326			8	1
Livingston	29,366	1,479	1,585		Jitney	5	1
Maplewood	23,867	2,032	2,063		1/Jitney	2	1
Millburn	20,149	1,670	1,722		2	1	
Montclair	37,669	4,380	5,195		9	4	9
Newark	277,140	57,180	926'29	15	2	28	4
North Caldwell	6,183	202	241			Γ	
Nutley	28,370	2,347	2,805		Jitney	5	5
Roseland	5,819	485	525			2	3
South Orange	16,198	3,050	3,483		2	1	1
Verona	13,332	727	905			3	3
West Caldwell	10,759	361	433			2	5
West Orange	46,207	3,887	4,388		Jitney	5	5
TOWNER OF THE PARTY OF THE PART	+						

Sources: NJRTM-E, NJ Transit



## **Public Transportation**







# **Aviation Facilities Inventory**



- ➤ Newark Liberty International Airport
- Domestic and International Passenger Service
- Cargo Service
- ➤ Essex County Airport (Fairfield)
- General Aviation



# **Goods Movement Facilities Inventory**



### **▶** Port Newark

## ➤Oak Island Rail Yard

- Lehigh Line (connections to points West and South)
- Passaic and Harsimus Line (connection to points East and
- Chemical Coast Line (connection to points South)
- Jersey City, Newark, and Western (Lehigh Valley RR) (connection to points East)

## **≯Other Freight Rail Lines**

- Boonton Line
- Newark Industrial Track (I.T.) (connection to Passaic County)
- Other Industrial Tracks: Bay Shore IT, Orange IT, Irvington IT



# Roadway Improvement Analysis



Treatment Types	<ul> <li>Improve Operations</li> <li>Intersection         <ul> <li>Improvements</li> <li>Signalization</li> <li>Management</li> <li>Access Management</li> <li>ITS</li> </ul> </li> <li>Enhance Capacity</li> <li>Additional Lanes</li> <li>New Roadways</li> </ul>
Suitability Criteria	Intersection Delay Link Speed V/C Traffic Signals Roadway Geometrics Safety
Locations	County 500 and 600-Series Routes

Source: Congestion Management System





# **Bus Priority Treatment Analysis**



Treatment Types	Exclusive Bus Lanes	Bus Stop Location	Bus Bulbs	Queue Jumpers	Signal Priority	Bus Stop Design	Bus Shelters	Sidewalk Design
	•	•	•	•	•	•	•	•
Suitability Criteria	Travel Delay	Traffic Signals	Roadway Geometrics	Safety				
	•	•	•	•				
Locations	Existing Local and	Commuter Bus	Routes					

Source: TPB Bus Priority Treatment Guidelines, April 2011



### **Bus Treatments**



Treatment			Fa	Factors	
Type	Treatment	Level of Service	On-Street Parking	Boardings	Area Type
Λe/	Exclusive Bus Lane	A, B, C			
W 3ı	Lane Restrictions	A, B, C			
ninn	Lane Markings	D, E, F			
ny	Mixed Traffic	. D, E, F			
sdo	Stop Location / Design				
ot2 s	sqlng sng		Yes	High	Urban
ing	Bus Bays		Yes	High	Suburban
	Crosswalks				
nter ctio	Transit Signal Priority	D, E			
	Queue Jumps	D,E			
Jet	Sidewalks				
l <del>j</del> O	Shelters				

Source: Selecting Roadway Design Treatments to Accommodate Bicycles, FHWA-RD-92-073, 1994





### Bicycle/Pedestrian Priority Treatment Analysis



		Specific Attractors	Locations	Suitability Criteria
Bicycle	•	Parks / Recreation	Residential Density	<ul> <li>Volume per Lane</li> </ul>
		Areas	within 3-mile radius	<ul> <li>Travel Speed</li> </ul>
	•	Schools		<ul> <li>Vehicle Mix</li> </ul>
	•	Libraries		Roadway
	•	Transit Stations		Geometrics
	•	Park and Ride		<ul> <li>Safety</li> </ul>
Pedestrian		Facilities	Residential Density	<ul> <li>Traffic Volume</li> </ul>
	•	Commercial Districts	within ½-mile radius	<ul> <li>Facility Type</li> </ul>
		/ Designated Centers		<ul> <li>Area Type</li> </ul>
				<ul> <li>Pedestrian Safety</li> </ul>

Source: Statewide Bicycle and Pedestrian Master Plan Phase 2 Final Report, June 2004







			Factors	S	
Treatment	Volume (ADT)	Speed (MPH)	Traffic Mix	On-Street Parking	Sight Distance
Shared	<2,000	35 – 40	Low Truck Volumes	N/A	Address Any Sight Distance Issues
Wide Outside Lane	<9,000	35	Low Truck Volumes	Additional Lane Width Required	Additional Lane Width May Be Required
Shoulder	<12,000	35 – 40	Low Truck Volumes	N/A	N/A
Bike Lane	<12,000	35 – 40	High Truck Volumes	Additional Lane Width Required	N/A
Separate Bike Path	High Volumes	High Speeds	High Truck Volumes	N/A	N/A

Source: Selecting Roadway Design Treatments to Accommodate Bicycles, FHWA-RD-92-073, 1994





# **Pedestrian Treatments**



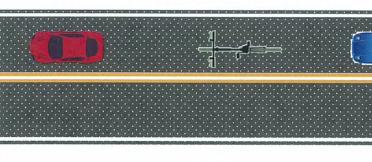
		Factors	
Ireatment	Volume (ADT)	Facility Type	Area Type
Shoulder (6-Foot Minimum Width)	>2,000	Highway	Rural/Suburban
Sidewalk (Both Sides Required)	>2,000	Highway	Suburban
Sidewalk (Both Sides Required)	Any	Arterial	Suburban
Sidewalk (Both Sides Preferred)	Any	All	Urban
Off Road Path			

Source: Recommended Guidelines / Priorities for Sidewalks and Walkways, PEDSAFE





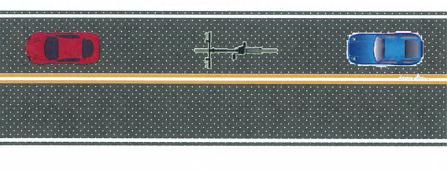




Wide Outside

Lane

**Shared Lane** 



Shoulder

**Bike Lane** 

**Bike Path** 



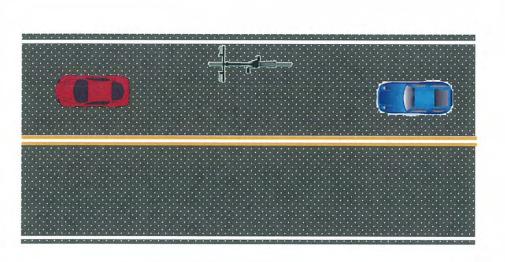
Stump/Hausman



**Shared Lane** 

## **Bicycle Treatments**





Shoulder

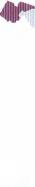
**Bike Lane** 

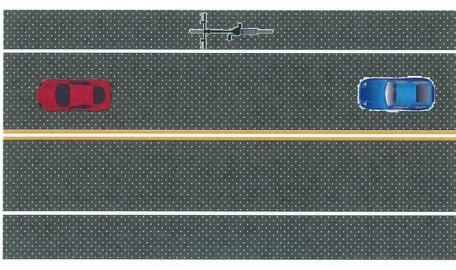
**Bike Path** 

Wide Outside Lane

Stump/Hausman







Shoulder

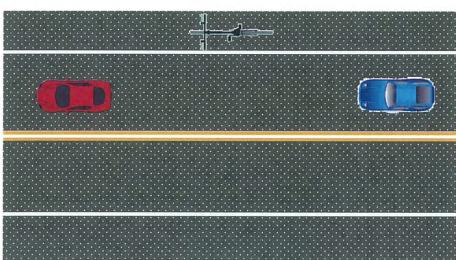
**Bike Lane** 

**Bike Path** 

Wide Outside

Lane

**Shared Lane** 

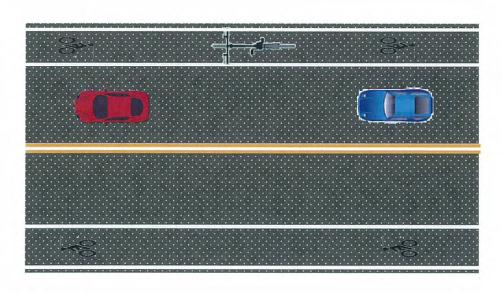




Stump/Hausman







Shoulder

**Bike Lane** 

**Bike Path** 

Wide Outside

Lane

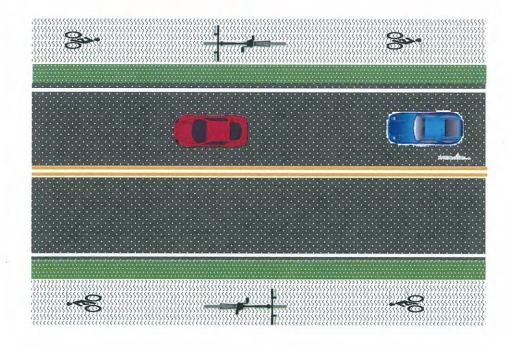
**Shared Lane** 

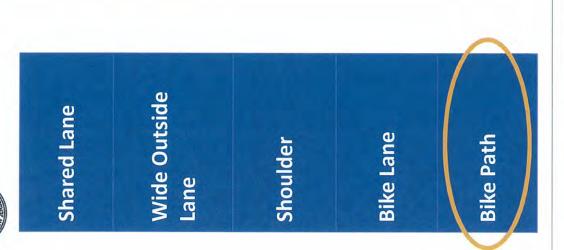


Stump Hausman













### Intersection Safety Results: Plan for Safety 2009 - 2012



Rank	Major Street Name	Minor Street Name	Total Incidents	Fatal Injury
н	Springfield Avenue	Grove Street	38	0
2	McCarter Highway	Clay Street	34	0
ъ	Springfield Avenue	Bergen Street	33	0
4	Market Street	1st Street	32	0
2	Pompton Avenue	Bloomfield Avenue	38	0
9	Bloomfield Avenue	. Grove Street	32	0
7	Franklin Avenue	Mill Street	34	0
8	Rutgers Avenue	Cortland Street	32	0
6	Çentral Avenue	Steuben Street	32	0
10	Bloomfield Avenue	Mt Prospect Avenue	23	0
11	Pompton Avenue	East Bradford Avenue	29	0
12	Central Avenue	South 11th Street	27	0
13	Bloomfield Avenue	Willard Avenue	30	0
14	Coit Street	Chancellor Avenue	28	0
15	South Orange Avenue	Sanford Avenue	26	0
16	Bloomfield Avenue	Ridgewood Avenue	30	0
17	Springfield Avenue	Elmwood Avenue	31	0
18	Bloomfield Avenue	Lake Street	23	0
19	Broadway	East 3 <sup>rd</sup> Avenue	23	0
20	Washington Avenue	Joralemon Street	29	0





### Pedestrian Safety Results: Plan for Safety 2009 - 2012



Rank	Major Street Name	Minor Street Name	Total Incidents	Fatal Injury
1	Centre Street	Freeway Drive East	6	0
2	Springfield Avenue	Maple Avenue	7	0
3	Bloomfield Avenue	Mount Prospect Avenue	9	0
4	Broadway	4 <sup>th</sup> Avenue	9	0
2	State Route 21	Market Street	9	1
9	Central Avenue	South Harrison Street	9	0
7	Springfield Avenue	Civic Square/Lincoln Place	5	0
8	Bloomfield Avenue	Watessing Avenue	2	0
6	Bloomfield Avenue	Clifton Avenue	S	0
10	South Orange Avenue	Stuyvesant Avenue	2	0
11	Springfield Avenue	Stuyvesant Avenue/Nye Avenue	2	0
12	Bergen Street	12 <sup>th</sup> Avenue	2	0
13	Central Avenue	Hulsted Avenue	2	0
14	Central Avenue	S. Munn Avenue	2	0
15	Bloomfield Avenue	· Lane Avenue	2	0
16	Bloomfield Avenue	Lake Street	2	0
17	South Orange Avenue	Sanford Avenue	Ŋ	0
18	. Grove Street	Springfield Avenue	2	0
19	South Orange Avenue	Scottland Road/Valley Street	2	0
20	State Route 21	Raymond Boulevard	4	0



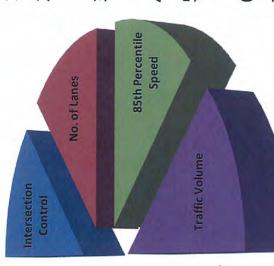


# Pedestrian Safety Indexing



> A methodology which establishes a weighted score to establish pedestrian safety priority.

### Signal Compliance Accident Rate No. of Accidents Area Type



## Criteria Impacting Pedestrian Safety

- 1. Signal Compliance
- Intersection Control Signal vs. Stop Control
- No. of Lanes Through Lanes vs. Shared Turning Lanes
- 4. 85th Percentile Speed
- 5. Traffic Volume Peak Hour Main Street Volume
- 6. Area Type CBD vs. Suburban
- 7. No. of Accidents Total Accidents
- 8. Pedestrian Accident Rate Pedestrian Accident Occurrence vs. Total Accidents





# Intersection Safety Indexing



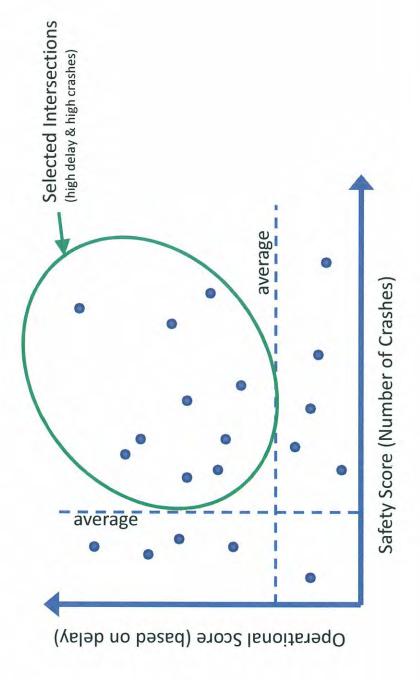
- > A methodology which establishes a weighted score to establish intersection safety priority
- > The typical ranking methodology uses a score that is a composite of crash frequency, crash severity and crash type.
- Crash Frequency No. of crashes per year (increasing, decreasing, or steady)
- Crash Severity Fatal vs. Injury vs. Property Damage
- Crash Types Sideswipe, Rear-end, Fixed object, Pedestrian, etc
- Due to variations in accident occurrence, traffic volumes and intersection improvements, it is strongly recommended that a minimum of 3 year data is A
- analyze the data results individually to determine which criteria has the most Prioritizing intersection safety should also include Sensitivity Analyses. This will significant impact on the overall score. A





# Intersection Scoring Method









### **Community Stakeholder Involvement Strategies**



Two meetings each with City of Newark, Eastern and Western Essex County Municipalities

### WESTERN

### EASTERN

Fairfield

Belleville

- West Caldwell · Nutley
- Bloomfield North Caldwell
- East Orange Caldwell
  - Irvington Cedar Grove
- Maplewood Verona
- South Orange

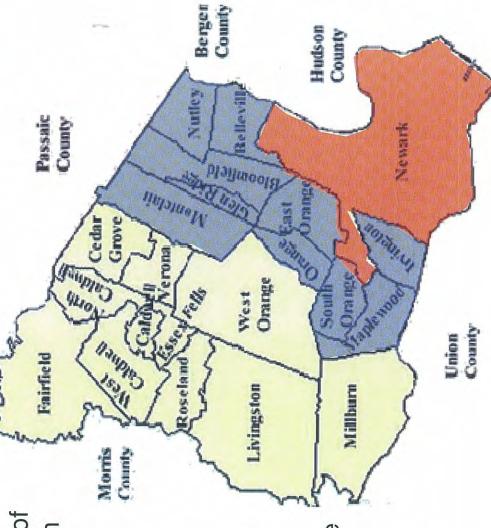
**Essex Fells** 

- Glen Ridge Orange
- Montclair West Orange

Livingston

Roseland

Millburn





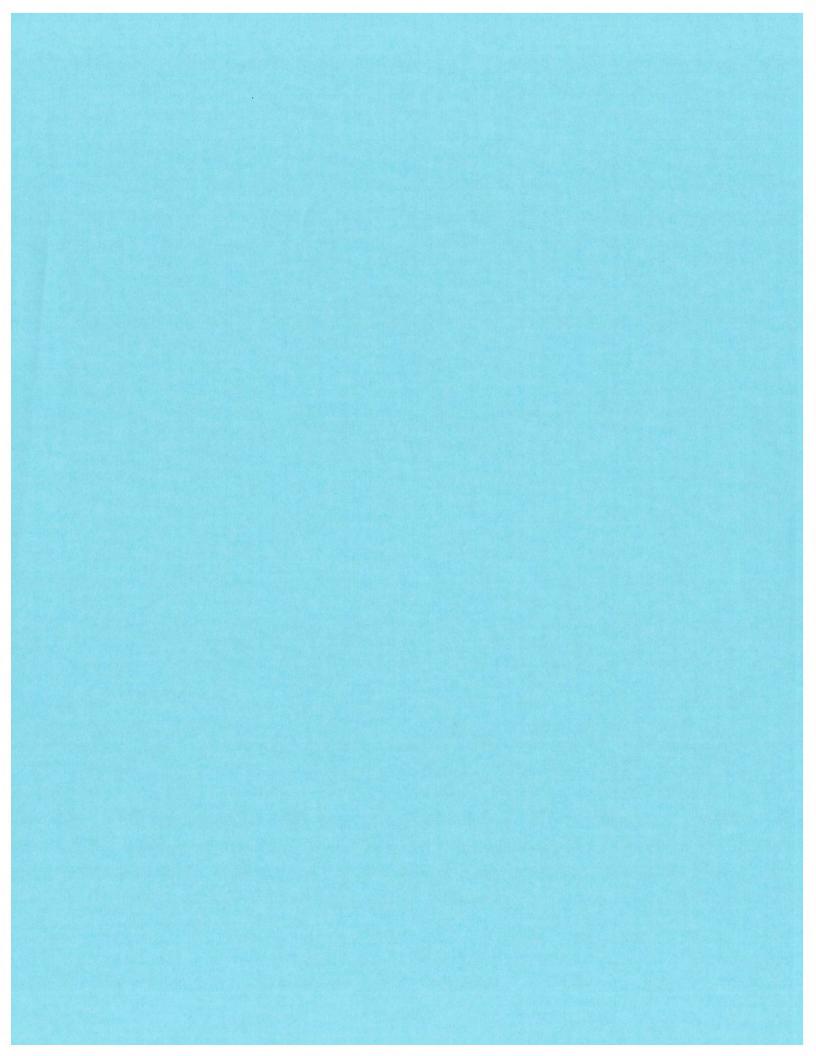


# Next Steps/ Questions/ Discussion









### **MEETING AGENDA**

Project: Essex County Comprehensive Transportation Plan

DEI File No. 50053287

Steering Advisory Committee Meeting #3 Subject:

Friday, April 5, 2013 @ 10:00am Date/Time:

Essex County Department of Public Works 900 Bloomfield Avenue, Verona NJ Location:

Schedule

Project Status

Recommendations

Next Steps

### <u>MEMORANDUM</u>

To: Essex County Comprehensive Transportation Plan File

From: Nicole S. Habeiche-Shapiro, PE, PP, CME

Date: April 29, 2013

Re: Essex County Comprehensive Transportation Plan

cc: Attendees

TIME & PLACE: Friday, April 5, 2013 @ 10am

Essex County Department of Public Works 900 Bloomfield Avenue, Verona, NJ

**PURPOSE:** Steering Advisory Committee Meeting No. 3 for the

Essex County Comprehensive Transportation Plan (ECCTP)

IN ATTENDANCE: See Attached Attendance Sheet

HANDOUTS: Meeting Agenda, PowerPoint Presentation, Project Schedule & Attendance Sheet

Ms. Nicole Shapiro, Project Manager, Dewberry Engineers Inc. (DEI) began by reviewing the PowerPoint Presentation. The presentation reviewed the ECCTP the Public Planning Process, Project Schedule, Vision and Goals, Key Elements, and Plan Recommendations.

The following items were discussed:

### **DISCUSSIONS & DECISIONS:**

- Mr. Don Watts, TransOptions Inc. is interested in the bicycle/pedestrian safety and was impressed to see the focus of safer streets within the draft ECCTP and the caliber of improvements suggested. Ms. Shapiro stated although there is one Essex County bike route, through this planning process we have learned that many of the municipalities are in the process of implementing bike routes/lanes. This draft ECCTP plan identified the existing and planned municipal bicycle facility and proposed a project recommendation for a county wide bike route.
- Mr. Arcelio Aponte, City of Newark, was pleased to see language in the draft ECCTP that was
  consistent with the Newark Master Plan, Mobility Element, which was finalized in June 2012. Mr.
  Aponte will review the ECCTP with the City's Engineering Department and provide additional
  comments.
- Ms. Jennifer Duckworth, Environmental Commission, was pleased to see that the intersection of Main Street with Millburn Avenue and Essex Street in downtown Milburn Township is a priority for intersection improvements since there was a recent pedestrian fatality. Mr. James Carr, Maser Consulting, stated that as part of this project the project team performed a multi-modal inventory of the existing conditions at this intersection and recommended an increase in pedestrian crossing times and improved signage. Due to the close proximity to the transit station this intersection has a high volume of pedestrian movement however Ms. Duckworth mentioned that there is not enough time for vehicular or pedestrian traffic to get through the intersections which causes a need to review the

traffic operations at this intersection as well as through the entire corridor.

- Ms Duckworth stated that Table 30 line 7 of the ECCTP mentions the Hobart Avenue, Highland Avenue and Glenn Avenue in proximity to the Millburn Train Station; however Hobart and Highland Avenue's are adjacent to the Short Hills Train Station. Also "Millburn" was misspelled throughout the plan. The ECCTP will be revised accordingly.
- Ms. Shapiro stated the proposed project recommendations have been captured on the figures in the appendix of the ECCTP. Members of the SAC should review the figures closely as a tool to ensure that their concerns have been identified.
- Mr. Aponte questioned if the project team has reviewed the section of Route 2, south of Lafayette Street, in Newark, "the missing link". Mr. David Antonio, Essex County Supervising Transportation Planner, stated that it is out of the County's jurisdiction but can be included in the ECCTP, should the NJDOT and/or City of Newark so desire. Mr. Aponte stated that this project has been identified in the City of Newark's mobility plan and requested it be added to the ECCTP.
- Mr. Antonio stated Belleville Avenue in the vicinity of the Garden State Parkway northbound ramp should be included as a recommended project in the ECCTP due to recent County intelligence.
- Ms. Duckworth stated that the County passed a no idling resolution, for idling more than 3 minutes. Many of the violators of this resolution are the vehicles that are left idling at Newark Airport. More thought should be placed on including recommendations for a project to create "cell phone" parking lots for vehicles waiting to pick up passengers at Newark airport. This would alleviate congestion within the airport, eliminate traffic spillage onto County roads, and create safer conditions and less pollution. The ECCTP team will incorporate into the plan within the needs assessment and as a recommended project. Mr. Aponte stated that Ms. Duckworth should review the airport's long term plan which has mentioned this.
- Mr. Antonio stated that he will provide the ECCTP Team with the County's Environmental Plan for review since some of what Ms. Duckworth had mentioned is included.
- Mr. Aponte will forward Newark's Sustainability Plan for review by the ECCTP.
- Mr. Thomas McBride, Essex County Transportation Board, suggested if something should be included in the plan relative to Emergency Planning especially in the aftermath of super storm Sandy. Mr. Antonio stated that an Emergency Action Plan should be part of the needs assessment and a recommendation to develop this plan included as an implementation project.
- Mr. Aponte questioned if we met with the NYNJPA. Ms. Shapiro confirmed that they were in fact part of our meeting with Newark and some project has been identified in the ECCTP.
- Mr. McBride questioned how the ECCTP is going to be updated or at least to track the implementation of or decisions on the plan recommendations. Mr. Antonio stated that, while Municipal law requires frequent updates to Municipal Master Plans, County law does not have the same requirement for the County transportation plan. However the County can review yearly with the planning board and/or the transportation advisory board to ensure that the plan is a living document and projects are being implemented.

### **NEXT STEPS:**

- 1. Project team to incorporate comment received at meeting into the plan, and;
- 2. The SAC members to provide final comments to the ECCTP team on or before April 19, 2013.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Nicole S. Habeiche-Shapiro, PE, PP, CME Project Manager Dewberry Engineers Inc.

### ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN



### **STEERING ADVISORY COMMITTEE MEETING #3**



Friday, April 5, 2013 @ 10:00am @ Essex County Department of Public Works 900 Bloomfield Avenue, Verona NJ

Name	Company	Telephone/ Email
NICCLE SHMPIRO	DEWBERRY ENGINEERS INC.	973-780-9343
	DENDERECT ENGINEERS INC.	NSMAPIRO @ DENBERRY.COM.
LON WATT	TRANS OPTIONS	973 - 267 - 7600 , DUATT @ TRANSOPTIONS, ORG
Megan Kelly	NOTPA	473-639-8414
	10 TPA	mkelly anjtpa.org
DAND ANTONIO	County of Essex	973-1226-10
MIGUEL GAVIND	DEMBEISON	913 780 9758 MOMINO @ BENDERRY. COM
Tool Contain	Stump/Hausman Partnership	732 767 9493
Josh Curley		609 587 8200
JAMES CARR	MASER CONSULTING	Jearr @maser consulting, com
Tinear Howard	NJDET	
		tineer Howard pdotistateingis
JENNIFER DUCKWERTH	ESSEX CTY ENVIRONMONTAL COM	jenniter@jennitercuckwerty.com
Arallio Aponte	City of Newark	
1	_ (	973-736-0262
THOMAS GMCBRIDE	ECTAB	7. Mc13R1D+(g ComporteR.ORG) 132 383-1950 +3234
JAND G. ROPEPS	MASER CONSULTINO	dropents & medicinaling com
WARRIED TO THE TOTAL THE TOTAL TO THE TOTAL THE TOTAL TO		
, 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10		



# ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

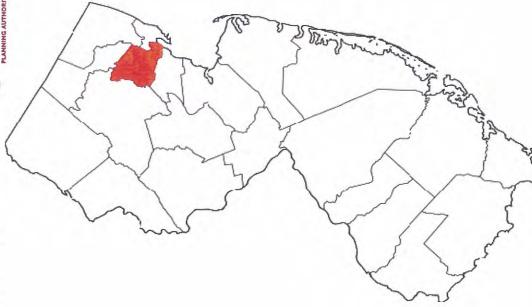






# SAC #3 Meeting Agenda





- **▼**Schedule
- ➤ Project Status
- ➤ Recommendations
- **≯Next Steps**





### Schedule



VISION, INVENTORY & ASSESMENT  PUBLIC OUTREACH  EVALUATION & ASSESSMENT  TRAVEL DEMAND MODEL: CLASSIFICAT		JES & STRATEGIES  JES & STRATEGIES  LANDUSE CONDITIONS, POPULATION & DEMOGRAPHIC THENDS, POPULATION & MULTI MODAL INVENTORY  MEEDS ASSESMENT  COMMUNITY  ON & VALIDATION  ON A VALIDATION  ON A VALIDATION  ON A VALIDATION	APHIC TRENDS, WENTORY COMMUNITY STAKEHOLDER OUTREACH	в ойтеасн	BUA SOUTH	SAC #3		
	DOCUMENT EXISTING CONDITION IDENTIFY ISSUES & STRATEGIES LANDUSE CONDITION ROADWAY IN ROADWAY IN SAC #2  SAC #2	NES, POPULATION & DEMOGNETORY, & MULTI MODAL IN NEEDS ASSESMENT	WENTORY WENTORY COMMUNITY STAKEHOLDE	R OUTREACH	BUA SUMMIN			
	LANDUSE CONDITION SAC	DNS, POPULATION & DEMOGNER OF SERVICE OF SER	MENTORY COMMUNITY STAKEHOLDE	В ойтеасн	BUA SOUTH			+
	SAC #2 #2 #2 #2 #2 #2		COMMUNITY STAKEHOLDE	R OUTREACH	BUS SURIN			
	SAC #2 #2		COMMUNITY STAKEHOLDE	R OUTREACH	PUB			
	T. CLASSIFICATION & VALIDATION		COMMUNITY STAKEHOLDE	ВОЛЯВАСН	OUTRI			
	T. CLASSIFICATION & VALIDATION				OUTRI	SLIC		$\parallel$
	T. CLASSIFICATION & VALIDATION				OUR			
	1. CLASSIFICATION & VALIDATION					OUTREACH		
	A: CLASSIFICATION & VALIDATION							
EVALUATION & ASSESSMENT								
& ASSESSMENT								+
	TEG	TECHNICAL EVALUATION CRITERIA	4	OPERATION	OPERATIONAL ANALYSIS			
		EVALUA	ALUATION USING TRAVEL DEMAND MODEL	ODEL .				
			CAPITAL IMPROV	CAPITAL IMPROVEMENT PROJECT RECOMMENDATIONS	MENDATIONS			
PLAN								
RECOMMENDATIONS		COUNTY	COUNTY SITE PLAN / SUBDIVISION RECOMMENDATION	MENDATION				
BEGIN ECCTP	ECCTP DEVELOPMENT				GMATICH 13 PROJECT TEAM REFINE COUNTY & NUTPA ECCTP	IE DRAFT CH, 1-6 REVIEW BY COUNTY & NJTPA	EW BY	
						DRAFT CH. 1-6 REVIEW	6 REVIEW	
PLAN						BY SAC & COMMUNITY	MMONITY	
DEVELOPMEN							FINAL RE	FINAL REVIEW TO COUNTY &
							NJTPA	

## **ESSEX COUNTY COMPREHENSIVE** TRANSPORTATION PLANNING

### OLD WAY

### **NEW WAY**

Comprehensive Highway Master Plan



Comprehensive Transportation Plan

CONNECTED
MULTI-MODAL
NETWORK
(2013)

HIGHWAY INTENSIVE (1984)





# The Public Planning Process



# Steering Advisory Committee (SAC)

- Meeting #1 August 2012
- Meeting #2 October 2012
- Meeting #3 April 2013

# Community Involvement Stakeholders (CIS)

- Eastern/ Western Municipalities-December 5<sup>th</sup>, 2012
- Newark / NYNJPA- December 17th, 2012
- Verona Township- January 11th, 2013
- Questionnaire

## Public Outreach Meeting

- Two sessions on March 13th, 2013
- Questionnaire





### Vision & Goal



users while promoting connectivity, economic vitality and transportation system that provides accessibility for all Vision: Develop a safe coordinated and integrated multimodal productivity, our communities' livability, and our ecosystem's viability.

### Goals

- Maintain a Safe & Efficient Roadway System
- Increase the Use of Mass Transit
- Increase and/or provide opportunities for walking & bicycling
- Connectivity for all modes of Transportation
- Foster and Support Development & Industrial Growth





### **Key Elements**



# The framework of the ECCTP was developed based on the following key elements:

- Complete Streets Policy
- Multi-modal Existing Inventory
- Multi-modal Needs Assessment
- Multi-modal Evaluation and Assessment





## Recommendations



# ➤ Roadway System Projects

▶ Transit System Projects

➤ Bicycle, Pedestrian & Safety Projects

> Aviation and Freight Project





# Next Steps/ Questions/ Discussion







Community Stakeholder Involvement

### **QUESTIONNAIRE**

5. Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.

We do not.

6. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.

Yes, our Trails & Greenways Plan has identified potential routes through Livingston that should be studied in further detail. Please see attached. Each of these routes would have at least one segment on a County road.

7. Do you see the need for additional sidewalk in your community? If so please list locations and/or maps.

Additional sidewalks are needed throughout Livingston. Existing sidewalks in residential areas are in need of crucial repairs. Moreover, at least 95% of our existing sidewalks do not meet minimum width requirements.

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

In March 2006, Orth Rodgers & Associates, Inc. (OR&A) completed a Livingston Township Circulation Study to review the modes of transportation within Livingston. A copy of this study can be provided for your review.

As far as issues that we would like to see addressed, the previously mentioned Livingston Township Circulation Study contains many recommendations pertaining to County Streets that we would like considered.

THANK YOU FOR ASSISTING THE PROJECT CORE TEAM IN THIS EFFORT.

Please return questionnaire by November 30, 2012.

Either email to nshapiro@dewberry.com or fax to Nícole Shapiro @ 973.338.5860



### **MEETING AGENDA**



Project:

Essex County Comprehensive Transportation Plan (ECCTP)

DEI File No. 50053287

Subject:

Community Stakeholders Meeting-Eastern Municipalities

Date/Time:

Wednesday, December 5, 2012 at 2:00pm

Location:

Turtle Back Zoo

560 Northfield Avenue, West Orange, NJ 07052

### Items of Discussion:

> Introductions

- > Project Schedule
- > Review components of the ECCTP
- > Benefits of the ECCTP
- > The Process for creating the ECCTP
- > Technical Analysis
- > Public Outreach / Municipal Input
- > Questions

### **MEMORANDUM**

To:

Essex County Comprehensive Transportation Plan File

From:

Nicole S. Habeiche-Shapiro, PE, PP, CME

Date:

January 21, 2013

Re:

Essex County Comprehensive Transportation Plan

cc:

Attendees

TIME & PLACE:

Wednesday, December 5, 2012 @ 1:30pm

Essex County Turtle Back Zoo Parking Deck Conference Room

560 Northfield Avenue, West Orange, NJ 07052

**PURPOSE:** 

Community Stakeholders Meeting-Eastern Municipalities for the

Essex County Comprehensive Transportation Plan (ECCTP)

IN ATTENDANCE: See Attached Attendance Sheet

HANDOUTS:

Meeting Agenda, PowerPoint Presentation, Project Schedule & Attendance

Sheet

Ms. Nicole Shapiro, Project Manager, Dewberry Engineers Inc. (DEI) began by welcoming everyone and introducing the Project Core Team members. She continued the meeting with review of the PowerPoint Presentation. The presentation slides briefly reviewed the following:

- 1. Project Schedule
- 2. What is the CTP, Why Develop the CTP, and Benefits of the CTP
- 3. Technical Analysis
- 4. Public Outreach by the Steering Advisory Committee and the Community Stakeholders

The following items were discussed:

### **DISCUSSIONS & DECISIONS:**

### > Township of Nutley

Mr. Sal Ferraro stated the following unless otherwise noted:

- Questionnaire has not been completed.
- Franklin Avenue which carries traffic in the north/south direction and Center Street which carries traffic in the east/west direction are the two main County roads in
- Intersection of Centre Street and Washington Avenue (Route 7) has congestion due to recent developments which has prompted NJDOT to take a look at the traffic signal at this intersection.

- Park Avenue bridge crossing over the Passaic River into Lyndhurst backs-up to Washington Street during the evening rush hour. NJDOT has upgraded the signals timing on Washington Street but there is additional signal timing issues in Lyndhurst.
- Requested that pedestrian safety and protection be constructed at the bus stop located at the intersection of River Road and East White Terrace. This bus stop provides bus service into NYC.
- Along the west side of River Road there is a lack of pedestrian safety facilities such as sidewalk, ADA compliant ramps, curbing etc. for the entire length within the Township.
- Signed bike routes are located within park system that runs through the entire length of town. The township will provide a map of the bike route within their park system. No bike routes are located on the roads since most roads have parking on both sides that the town is not willing to give up. Survey was completed in schools a few years with the following findings: 90% of students were driven to school, 10% walked and 0% bike. Nutley has topography that is very hilly so it's not conducive to bike riding.
- Centre Street requires ADA compliant ramps at curb returns.

### > Township of Milburn

Ms. Martha Annoni stated the following unless otherwise noted:

- Milburn Avenue, Essex Street and Main Street has stacking issues during rush hours and when school lets out but not sure what can be done.
- The signal timing has been revised at the intersection of Essex Street and Lackawanna Place. She has been stopped at the traffic signal on Essex Street with Lackawanna Place. The cars will stack up on Essex Streets while there are no cars that travel through the green light on Lackawanna Place. Therefore she suggests the traffic signal timing be adjusted at the intersection of Essex Street and Lackawanna Place. The traffic lights along Essex Street are so close together that even if you change the timing you may cause problems elsewhere. This is not an all-day problem since it only occurs during rush hour and when school lets out.
- Mr. Rached stated that Maser Consulting PA (Maser) did a traffic study of this area of Milburn which required the use of detection at the traffic signals. Since detection is expensive they looked at tweaking the traffic signal timing as a cost effective measure. However in hearing this feedback the County may need to invest in a detection system. Maurice to forward traffic Study to project team for review.
- Ms. Annoni stated that there are other County intersections that do not pose a problem it's really the intersections within the downtown area.
- Ms. Annoni stated that parking is always an issue but Milburn is constructing a parking deck to alleviate the parking demand.
- One small section on Glen Avenue has a bike route that is marked and signed and should connect to Summit in Union County. The County in conjunction with the Milburn police closes Brookside Drive within the South Mountain Reservation on Sunday mornings from 5am to noon and for special events which is very popular. Mr. Antonio stated that Brookside Avenue is a park road and not a public which is why the County can close it. Cherry lane is also a park road.
- Sidewalk facilities need to be addresses on Hobart Avenue, Highland Avenue and Glen Avenue which are in the vicinity of the train station.
- Ms. Annoni questioned if the bike path from South Orange Village connect to the bike path in Maplewood.
   Mr. Renda stated that is the ultimate plan and Maplewood

does have a bike path.

### > Township of Bloomfield

Mr. Steve Coppola stated the following unless otherwise noted:

- Paul Lasek the Township Engineer had completed the Questionnaire.
- There is congestion during rush hour along Broad Street and Bloomfield Avenue.
- Mr. Coppola stated that another issue is excessive speeding in certain area on Broad Street which is posted 25mph.
- In addition he stated that pedestrian safety is a concern along Broad Street in the vicinity of Glen Ridge County Club. The township has constructed the ADA ramps on the side streets as part of their resurfacing program however there are still many missing along Broad Street in this area.
- There are no bike routes in town but a bike route on Bloomfield Avenue would bring people from the north end of the township right into the center of Bloomfield.
- Mr. Jahr stated that Bloomfield Avenue is very congested and would like to focus on improving that in the future.
- Mr. Jahr continued by stating that there is a number of county roads and intersections within Bloomfield, Bloomfield Avenue, Broad Street, Franklin Avenue that would benefit from intersection improvements and ADA compliant ramps. There are many areas by the Watsessing train station where there is a significant lack of sidewalk.

### > Township of Belleville

Mr. John Jahr stated the following unless otherwise noted:

• The Township of Belleville has a lot of issues along Franklin Avenue and Washington Avenue. There are pedestrian access issues and safety concerns while crossing those streets. Pedestrian countdown signal heads need to be added.

### > Township of Glen Ridge

Mr. Michael Rohal stated the following unless otherwise noted:

- There is extensive queuing at the intersection of Watchung Avenue with Grove Street and Ridgewood Avenue due to the Garden State Parkway Exit 151 entrance and exits. Would like to see turning lanes at these intersections but he is not sure if the County has the right-of-way. There is a lot of cut through traffic through the neighborhoods to try and avoid these intersections. Everyone in the town would like to see one way roads leading to these intersections.
- Mr. Rohal continued by stating that there are four schools and several parks located off of Ridgewood Avenue and there are very limited amount of crosswalks. Glen Ridge has petitioned the County to add 6 to 7 more crosswalks since there are areas where you have to travel a ½ mile without crosswalks on Ridgewood Avenue. A few more crosswalks should be added to Bellevue as well. This is a frequent complaint from the residents.
- There are issues with the signal timing along Bloomfield Avenue. There are detection devices in place however some of it may be alleviated by the addition of signage at the intersection of Bloomfield Avenue with Park Avenue and Hillside Avenue. Both have delayed timing to the signals but there is no signage. There is a lot of traffic that backs up on Hillside Avenue during rush hours.

- The condition of Ridgewood Avenue is a concern since it is falling apart between Belleville Avenue and Bay Avenue. Vehicles are now riding on the centerline to try and avoid the deteriorating sections which is also a safety concern.
- Mr. Rohal had forwarded the County a study he completed for pedestrian crossings along Ridgewood Avenue as well as the placement of sharrows. He will forward the project team the information he had sent to the County.
- Mr. Rohal stated that the community of Glen Ridge has an interest in seeing if there can be an adaptive reuse of the Boonton Line as a rail to trails system. The Glen Ridge council passed a resolution supporting the motion and would like to move it to a feasibility stage to see if it's worth negotiations with Norfolk Southern. It goes from Bay Street in Montclair through Glen Ridge, Bloomfield, Belleville and Newark and eventually into Bergen County continuing to Hoboken. Mr. Rohal's hope is that this can be done in two stages with Essex County taking the lead and Bergen County following.
- Glen Ridge has inadequate lighting at transit stations.

### > Township of Maplewood

Mr. John Jahr stated the following unless otherwise noted:

- The Township Engineer, Thomas Malavasi, submitted the Questionnaire.
- The town just completed a significant traffic study along Maplewood Avenue in the vicinity of their train station.
- Maplewood has a very extensive and effective jitney service to the train station.
- Springfield Avenue is under the town control with the assistance of the County who maintains the traffic signals.
- Maplewood Avenue and Springfield Avenue are still challenges for the town.
- Maplewood Avenue has sidewalk and ADA compliant issues.
- They have a need for bike paths however it has taken a back seat to the need for pedestrian sidewalk improvements.
- Maplewood has a bike plan and will forward to the project team.
- Inadequate lighting around train stations.

### > Township of Montclair

Ms. Janice Tally stated the following unless otherwise noted:

- Looking into traffic calming measures along Bloomfield Avenue since pedestrians have a difficult time crossing the street. There was a request to the County to put in a crosswalk at the intersection of Bloomfield Avenue and Seymour Street which is where there was a fatality last week. There is a need for more pedestrian sensitive improvements such as pedestrian signal heads, ADA compliant ramps, crosswalks etc. to make the intersection safer.
- The Township has several intersections that are oddly configured at Bloomfield Avenue and Lackawanna Avenue which the township would like the County to help remedy by shortening the crosswalks by adding "bump outs" to reduce crossing distances. Does she really want to narrow the width of crosswalks?).
- The township tried to put a bike lane on Grove Street that the County bought into it but received resistance from the residents.
- The township is in the draft stage of preparing a combined land use and mobility plan through a NJDOT grant. They are looking for opportunities to educate the public and

- put in more bicycle paths because they have a large population that bike. The hardest part is implementation since it will affect parking.
- There are many accidents due to geometry at the intersection of Watchung Avenue and Park Street right near the train station that needs to be addressed.
- Speed of traffic along Bloomfield Avenue is an issue.
- Because of all the activity on Bloomfield Avenue a lot of the traffic goes up Claremont which runs parallel gets backed up.
- Mr. Miguel Gavino requested a copy of the draft land use and mobility plan. Ms. Tally said she can forward once it's adopted.
- Ms. Tally will give us a map of the locations of anticipated development.
- Ms. Tally stated that she prepared a "Safe Routes to Transit" grant application to addressed inadequate lighting in the around transit stations. Mr. Rohal stated that he has similar lighting issues at train stations and crosswalks in Glen Ridge.

### ➤ Village of South Orange

Mr. Sal Renda stated the following unless otherwise noted:

- Mr. Sal Renda stated that there is congestion at the intersection of South Orange Avenue and Scotland Road/Valley Street. There have been signal timing improvements but it's still a problem.
- Speeding on Scotland Road is an issue. The county was looking to put in a signal. Some resident do not want the signal and some do.
- Pedestrian crossing of South Orange Avenue is an issue. Approximately, fifteen years ago the Village narrowed the road with the County's approval and made it one lane in each direction with a center turning lane from Ridgewood Road to Prospect Street which has helped pedestrian crossing the roadway in this area. However there is no room on South Orange Avenue for bicyclists in this section.
- The Village wants better bike paths and routes to the South Orange and Mountain train stations.
- There is congestion at the train station, long commuter lines, and fewer trains with recent changes that NJTransit made at the South Orange Train station regarding the midtown direct line. The Village is concerned with these recent changes.
- Mr. Renda continued by stating that the Village is concerned with cut thru traffic on Wyoming Avenue at South Orange Avenue. Vehicles traveling south on Gregory Avenue /Wyoming Avenue will turn onto the side streets and head down Mayhew Drive or Harding Drive to avoid two traffic signals on South Orange Avenue. There are complaints of speeding on these roadways.
- Mr. Renda stated the Village has a jitney system which is not working as well as the Township of Maplewood. Mr. Jahr stated that the success of Maplewood's jitney service is attributed to the extensive community involvement. Mr. Renda stated that we need to reexamine the routes.
- Pedestrian access to downtown area and train station is adequate. Some sidewalks are narrow around the train station.
- The Village is currently working on bike path improvements within their parks to get a north/south connection. Cameron Field Park abuts South Orange Avenue just west of Trenchard Place however they have been working with the County on how to have that bike path cross South Orange Avenue. Mr. Renda will forward overall master plan showing the conceptual bike path.

- South Orange Avenue between Seton Hall University and the downtown area is two lanes in each direction with parking on both sides. The County looked at potentially narrowing this section of South Orange Avenue to one lane in each direction with a center turning lane but with the parking on the street very often you do not have two lanes of traffic on both sides. The County enacted no parking during peak hours which is not always enforced. Therefore the parked vehicles during rush hours cause weaving by the vehicles. They would like to see bike routes on South Orange Avenue since it is a main route but it may not be the easiest to implement.
- Mr. Renda stated that the Village has lighting problems due to the gas lamps in town.

Municipalities agreed top forward existing bike plans or master plans to the project team in order to compile base mapping.

### **NEXT STEPS:**

- 1. Municipalities to forward Questionnaires by December 19, 2012;
- 2. Municipalities to forward their Master Plans, and;
- 3. The project team to set up a follow up meeting to discuss our findings.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Nicole S. Habeiche-Shapiro, PE, PP, CME Project Manager Dewberry Engineers Inc.

### ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN



### COMMUNITY STAKEHOLDERS MEETING-EASTERN MUNICIPALITIES



Wednesday, December 5, 2012 at 2:00pm @ Turtle Back Zoo 560 Northfield Avenue, West Orange, NJ 07052

Name	Company	Telephone/ Email
DEVID ROBERTS	MASER CONFUTINGO	732 383 1950 x3234 droperts emoserconsulting con
JAMES CARR	MASER CONSULTING	GO9.587.8200 Jearr@maserconsulting.com
MAURICE RACHES	11 11	732-383-1950 MRACHED & MASERCONSUCTIVE.
Michael Rohal	Borough of Gien Ridge	973-748-0303
STEVE COPPOLA	TOWNSHIP OF BLOOMFIELD	Mirohal@glenridgenj.org 973 68-4009 Scoppola@bloomfieldtwpnj.com
Megan Kelly	NOTPA	973-639-8414
MARTHA ANNONI	TOWNSHIP OF MILLBURN	mkelly enitpa.org. 973-564-7050 C engineere millbarntup.org
SAL RENDA	TOWNSHIP OF SO. DEANIE	973-378-7715 × 7706 SRENDA@ SOUTH CRANE OR
SAL FERRARU	Township of Nutley	973-284-4958 S Pereamo enuller ny org
Gen Luke	Township of Nutley	908-653-0889 ajukt-20-pnoniceon
NICOLE SHAPIRO	DEMBERRY ENGINEERS INC	973-780-9343 NSHAPIRO @ DENBURY. COM
TOHN YAKIMIK	DEWBERRY	473-780-9365 WAKIMIK@ DOWBERRY CO
JAINICE TALLY	THUMSIMP OF MONTCHAR - PLATM	4.



### **MEETING AGENDA**



Project: Essex County Comprehensive Transportation Plan (ECCTP)

DEI File No. 50053287

Subject: Community Stakeholders Meeting-Western Municipalities

Date/Time: Wednesday, December 5, 2012 at 9:30am

Location: Essex County Environmental Center

621 Eagle Rock Avenue, Roseland, NJ 07068

### Items of Discussion:

> Introductions

> Project Schedule

> Review components of the ECCTP

> Benefits of the ECCTP

> The Process for creating the ECCTP

> Technical Analysis

> Public Outreach / Municipal Input

Questions

### **MEMORANDUM**

To: Essex County Comprehensive Transportation Plan File

From: Nicole S. Habeiche-Shapiro, PE, PP, CME

Date: January 21, 2013

Re: Essex County Comprehensive Transportation Plan

cc: Attendees

TIME & PLACE: Wednesday, December 5, 2012 @ 9:30am

Essex County Environmental Center

621 Eagle Rock Avenue, Roseland, NJ 07068

**PURPOSE:** Community Stakeholders Meeting-Western Municipalities for the

Essex County Comprehensive Transportation Plan (ECCTP)

IN ATTENDANCE: See Attached Attendance Sheet

HANDOUTS: Meeting Agenda, PowerPoint Presentation, Project Schedule & Attendance

Sheet

Ms. Nicole Shapiro, Project Manager, Dewberry Engineers Inc. (DEI) began by welcoming everyone and introducing the Project Core Team members. She continued the meeting with review of the PowerPoint Presentation. The presentation slides briefly reviewed the following:

- 1. Project Schedule
- 2. What is the CTP, Why Develop the CTP, and Benefits of the CTP
- 3. Technical Analysis
- 4. Public Outreach by the Steering Advisory Committee and the Community Stakeholders

The following items were discussed:

### **DISCUSSIONS & DECISIONS:**

### > Township of West Orange

Mr. Allan Palmere stated the following:

- Traffic backups on Main Street from Harrison Avenue to Park Avenue during evening rush hour which has been occurring for quite some time.
- Years ago there was a proposal to address capacity issues as vehicles approached by directing traffic to use Park Avenue and Washington Street.

### > Township of West Caldwell

Mr. Jock Watkins stated the following:

• He is on a fact finding mission and did not have the opportunity to meet internally to discuss the Questionnaire, however, there are concerns with sidewalk within the municipality that are not continuous on County roads.

- Concerned with roads within the municipality that are narrow causing vehicles to get their side view mirrors clipped.
- Congestion at the intersection of Eisenhower Parkway and Passaic Avenue which is a long standing issue.
- The municipality had not had an opportunity to complete the Questionnaire distributed by the project team but will in the near future.

### > Township of Verona

Ms. Noreen Jones was sent to the meeting as a representative from Verona and stated that she had just been told to attend the meeting and her municipality did not complete the questionnaire.

### > Township of Roseland

Mr. John Jahr, Maser Consulting PC, Township Traffic Engineer, stated the following:

- Congestion at Eagle Rock Avenue and Eisenhower Parkway has been alleviated with the recently addition of a right turn lane however there are more improvements that are required at this intersection.
- Eagle Rock Avenue and Eisenhower Parkway require reconfiguration and should include pedestrian access such as pedestrian countdown signal heads, ADA compliant ramps, and crosswalks.
- The majority of the main streets within Roseland are county roads with different issues on each.
- Passaic Avenue & Eagle Rock Avenue needs improvement.
- A developer worked with the Township and County to add a pedestrian countdown signal heads and crosswalks at Roseland Avenue and Eagle Rock Avenue but developer backed out. Would like to see crosswalks and pedestrian heads at this intersection.
- All 3 adjacent towns should get together to address Passaic Avenue issues. Roseland gets dumped with a lot of the traffic.
- Will coordinate with the chief of police on additional problem locations within the town.

### > Township of Livingston

Ms. Jeannette Harduby stated the following:

- Problems with pedestrian crossings on Route 10 and county road crossings.
- Intersection problem at Route 10 and South Livingston Avenue which would be a good candidate for signal improvements.
- Will email bike master plan and circulations study.

Mr. John Jahr, Maser Consulting PC, Township Traffic Engineer stated the following:

- Hopes that the Eisenhower Parkway extension is revived.
- Traffic on Passaic Avenue is a concern within the Township of Livingston.
- > Mr. Maurice Rached suggested that Mr. Jahr work closely with his municipalities to have the questionnaires filled out and submitted to the team for review. Mr. Jahr agreed.
- Mr. David Roberts stated that this is not just about cars and suggested that we review other modes of travel such as walking, biking and mass transit. Mr. Russo stated that there are some areas of Passaic Avenue and Bloomfield Avenue not suitable for bike/pedestrians travel and he

was curious as to what was discussed at the Steering Advisory Committee meeting. Ms. Shapiro stated that there was a lot of discussion on mass transit and connecting the western municipalities to the eastern municipalities within the County. There was also discussion on identifying existing bike routes/ jitney service within municipalities so we can get a better idea on where we can provide connectivity to those routes.

- > Mr. Roberts requested feedback from the group to identify how to best use the area within the county right-of-way that can be more effective for all modes. He requested that the group think about the need for restriping and reconfigure of the roadways, bike routes, pedestrian improvement, etc.
- Mr. Russo stated that sections of Passaic Avenue and Bloomfield Avenue in West Caldwell that are not suited for bicyclists and pedestrians and may never be. This is why he is concerned with what the SAC was discussing. Also mass transit in concentrated in the eastern municipalities with the exception of bus service in the western municipalities. Mr. Roberts stated that this is why we are concerned with the existing shuttle/jitney service routes within the municipalities. These locations are important since they bridge the gap between the bus routes between the neighborhoods that are not served.
- Ms. Shapiro stated that earlier emails requesting existing information from the various municipalities and the recent questionnaire distributed is to gather information of the existing facilities in order to identify locations of deficiencies as it relates to each mode of transportation.
- Ms. Shapiro stated that we are also looking at the County's Site Plan and Subdivision regulations to determine what implementation strategy can be added to have developers provide ADA compliant ramps at curb returns and sidewalks, at a minimum.
- Mr. Russo questioned if the County requires developers to construct sidewalks. Mr. Antonio stated no. Mr. Watkins said if Essex County had a law requiring sidewalk it would help the municipalities. Mr. Antonio prefers that the local control the input on sidewalks since they know best, however this plan will provide a clear direction on this matter.
- > Mr. Antonio stated that the applications that come to the County Planning board must have local approval first. Therefore, the County can identify what the municipalities have agreed on as far as sidewalks and other improvements before requiring the developer to do more. This will be improved by the implementation strategies suggested in the ECCTP.
- > Mr. Roberts stated that we should extend the implementation strategies to include crosswalks. Since developers are required to provide traffic studies which include vehicular traffic counts we may suggest requiring developers to include pedestrian counts, especially for mixed use developments since most traffic studies do not include discussion of pedestrian traffic. This would be helpful in situations where pedestrians have to cross major roadways. We would then identify these locations where developers would be required to provide pedestrian impact studies within their traffic study.
- > Mr. Russo requested while reviewing the County's site plan/ subdivision regulations we look at clarifying the definition of "roadway reservation" and providing guidance. He questioned if it is an easement, or a dedication. Mr. Antonio stated that it is neither and it creates confusion. He continued by stating that nothing should be placed or constructed within these "roadway"

reservation" that would make widening of the roadway difficult.

- Mr. Antonio concluded by stating that the extension of Eisenhower Parkway will most likely not go forward even though we do have the right-of-way past Bloomfield Avenue. Mr. Jahr stated that it would be a great link that would alleviate the traffic on Passaic Avenue.
- Ms. Harduby stated that she will forward additional comments / input if we have any questions on Livingston's input to the Questionnaire.
- Ms. Shapiro requested that the municipalities forward their completed Questionnaire by January 19, 2012 and their current master plan, if they haven't done so already.

### **NEXT STEPS:**

- 1. Municipalities to forward Questionnaires by December 19, 2012;
- 2. Municipalities to forward their Master Plans, and;
- 3. The project team to set up a follow up meeting to discuss our findings.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Nicole S. Habeiche-Shapiro, PE, PP, CME Project Manager Dewberry Engineers Inc.

### ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN



### COMMUNITY STAKEHOLDERS MEETING-WESTERN MUNICIPALITIES



Wednesday, December 5, 2012 at 9:30am @ Essex County Environmental Center 621 Eagle Rock Avenue, Roseland, NJ 07068

A AMARAGA AMARANA		
Name	Company	Telephone/ Email
NICOLE SHAPIRU	DEWBERRY ENGINEERS INC.	913.780.9343
NITOLE SHIMING		NSHAPIRO@ DEWREDRY. (M.)
Jost Curry	STUMP/HAUSMAN PARTNERSHIP	curley & stumphousman. com
JAMES CARR	MASER CONSYLTING	1 609.587.8200
LOWD POPER B	MUSERCONGULINCO	Jear Phaserconsulting.com  1987-1950 × 3234  STEPRISONOSONOSTIVIA.COM  973-357-8400
· Francisco	OMEAND ENGREENING CROWN	973-359-8400 FERSSO @ congro. com
VINNIE GRAZIOSA	TWSP OF W CALDWELL	1 473 - 226 - 2300
Jack WATKINS	WEST CALDWELL	173-226-2300 jusatkins Cuertcalduell, cim
Nomen Jones	Township of Virona	973-857-4804
John Jahr	Baroughest Roseland	1732 236 7557 July 1.000
Jeannette Harduby	Livingston Township	51 jehr @Muserconsulting.com 973-500-7950 jharduby@livingstonnj.or
Augn Palmere	West Orange	273:325:464 Engineering Drestons: 732-383-1950
MAURICE RACHES	MASER CONSULTING	732-383-1950 MRACHEROMASER CUDINAMO
Megan Kelly	NJTPA	973-639-8414 mKelly@nst-00.059
TOAN YAKINIIC	DEWBERRY	973-780-9365 TAKIMILE DEWBERRY,CO
		7
The same distribution of the same distribution		
	<u> </u>	



### **MEETING AGENDA**



Project: Essex County Comprehensive Transportation Plan (ECCTP)

DEI File No. 50053287

Subject: Community Involvement Meeting-

City of Newark and Port Authority of NY & NJ

Date/Time: Monday, December 17, 2012 @ 1:30pm

Location: City of Newark - Division of Traffic and Signals

255 Central Avenue Newark, NJ 07103

### Items of Discussion:

Introductions

- ▶ Project Schedule
- > Review components of the ECCTP
- > Benefits of the ECCTP
- > The Process for creating the ECCTP
- > Technical Analysis
- > Public Outreach / Municipal Input
- > Questions

### **MEMORANDUM**

To: Essex County Comprehensive Transportation Plan File

From: Nicole S. Habeiche-Shapiro, PE, PP, CME

Date: January 21, 2013

Re: Essex County Comprehensive Transportation Plan

cc: Attendees

TIME & PLACE: Monday, December 17, 2012 @ 1:30pm

City of Newark - Division of Traffic and Signals

255 Central Avenue, Newark, NJ 07103

**PURPOSE:** Community Stakeholders Meeting- City of Newark and Port Authority of NY

& NJ, for the Essex County Comprehensive Transportation Plan (ECCTP)

IN ATTENDANCE: See Attached Attendance Sheet

**HANDOUTS:** Meeting Agenda, PowerPoint Presentation, Project Schedule &

Attendance Sheet

Ms. Nicole Shapiro, Project Manager, Dewberry Engineers Inc. (DEI) began by welcoming everyone and introducing the Project Core Team members. She continued the meeting with review of the PowerPoint Presentation. The presentation slides briefly reviewed the following:

- 1. Project Schedule
- 2. What is the CTP, Why Develop the CTP, and Benefits of the CTP
- 3. Technical Analysis
- 4. Public Outreach by the Steering Advisory Committee and the Community Stakeholders

The following items were discussed:

### **DISCUSSIONS & DECISIONS:**

- Ms. Nicole Shapiro acknowledged recently receiving the City of Newark Mobility Plan
  which will be a great help in capturing the intent of Newark's transportation planning efforts.
  She continued by stating that the purpose of this meeting is to help identify candidate projects
  within the City of Newark.
- Mr. Jack Nata stated that there is a need for traffic calming measures due to excessive speed, ways to reduce congestion, and upgrades to traffic signals. The City is focused on existing speeds and cut thru. Currently there are westward traffic calming projects along, Springfield Avenue, South Orange and Central Avenue. The City is introducing these projects in zones to avoid cut thru.

- Dated: January 21, 2013
- Mr. Maurice Rached questioned if the City has any interest in having joint operations of the signals since it appears that at 1/5<sup>th</sup> of the City/County intersection have timing signal problems. Mr. Nata stated that the City is interested in working with the County.
- Mr. David Roberts questioned if the City was interested in seeing the old train station at the Genesis Towers reopened. It's approximately 2000 ft distance and would serve as bridge between heavy rail and light rail stations.
- Mr. Rached suggested that someone should be on the Steering Advisory Committee (SAC) from the City of Newark. Mehdi Mohammadish stated that the contact should be Jack Nata for Newark.
- Mr. Nata stated that the signal timing at the intersection of Norfolk Street and Central Avenue should be reviewed. The County should investigate signal optimization throughout the City
- Mr. Dave Antonio suggested installation of Dynamic Message Signs (DMS) to help direct people through Newark streets after they leave the County road network.
- Bus Rapid Transit (BRT) service along Bloomfield Avenue and Broad Street has been maintained but other routes have been eliminated. NJ Transit did not follow through on testing electronic boards (for bus arrival information) at bus stations for most sites.
- Mr. Nata stated that bus operations have caused problems with traffic flow on city streets and
  pedestrian safety. Mr. Antonio suggested we investigate moving bus stops to the far side of
  intersections which will benefit the bus driver, helps traffic flow and pedestrian safety. Mr.
  Nata agreed.
- Mr. Antonio said that conducting a 3Es educational campaign appears necessary to address driver-pedestrian conflicts. Such 3Es campaign should explain who has the ROW under what circumstances.
- Mr. Nata stated that a bike route should connect Branch Brook Park to Weequachic Park. He also stated that the City implemented an exclusive bike lane on Norfolk Street and Jones Street. However there are many complains due to the loss of parking. Mr. Nata stated that Rutgers University and NY/NJ Port Authority is investing in a bike share program. By next summer the City should have 6-7 miles of bike lanes.
- Ms. Beth Tanzosh stated that she is writing a sustainability policy related to requiring
  developers to incorporate more bicycle facilities within their development. Ms. Tanzosh will
  provide the project team with a listing of large scaled developments that are currently
  planned or forecasted for the City.
- Mr. Antonio stated that the County's revision to the subdivision/ site plan regulations can likely be implemented sooner than most major strategies or projects that will make it into the County Comprehensive Transportation Plan.

• Mr. Roberts stated that bike route designation is often related to speed limit posting which can be an element in Complete Streets section of subdivision/ site plan regulations.

Dated: January 21, 2013

- Mr. Antonio recommends a low posted speed limit to Newark since lower roadway speeds and volume are more bicycle friendly. Mr. Nata stated that all speed limits in the City should be changed to 25 MPH. Mr. Roberts stated that this will reinforce traffic calming. Mr. Mohammadish stated that a speed study needs to be done to warrant the reduction.
- Mr. Nata stated that NJ Transit is implementing circulation improvement and the use of adaptive Traffic Control Systems such as Synchro Green and Naztec around Penn Station Newark. One example is at the intersection of McCarter Highway and Raymond Plaza East.
- Mr. Brown stated that when thinking about complete streets the plan should review business
  deliveries. There should be land use guidelines on trucking distribution during off hour
  periods. Mr. Rached stated that municipalities do have these guidelines through town
  ordinances. Ms. Megan Kelly stated that the City of Newark did address this within their
  Land Use element of their master plan. Mr. Nata suggested a truck route or plan/system
  should be implemented.
- Mr. Nata suggested the need for "green" stormwater management design for sustainability reasons. Also the City needs to plant more shade trees to increase city's green rating. The City of Newark has a 5 % tree canopy. Ms. Tanzosh stated that planting trees cause more curb and maintenance issues.
- Mr. Brown stated that there should be commute trip reduction programs. Mr. Roberts stated that there are existing ridesharing programs through the TMA's and shuttle programs for the missing links to transit.

### **NEXT STEPS:**

- 1. Municipalities to forward existing planned and future developments within the city and;
- 2. The project team to set up a follow up meeting to discuss our findings.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Nicole S. Habeiche-Shapiro, PE, PP, CME Project Manager Dewberry Engineers Inc.

### ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN



### COMMUNITY INVOLVEMENT MEETING CITY OF NEWARK AND PORT AUTHORITY OF NY & NJ



Monday, December 17, 2012 at 1:30pm @ City of Newark – Division of Traffic & Signal

Name	Company	Telephone/ Email
NICOLE SHAPIRO	DEWBERRY ENGINEERS INC	NSHAPRO @ PENBUZZY. COM. 973-780-9343
Megan Kelly	NSTPA	mkelly@njtpa.org 973-639-8414 Email @ stumphavsman.com
KENNETH HAVSMAN	STUMP/HAUSMAN	732, 767, 9493
JOSH CURLEY	STUMP /HAUSMAN	Curley (O stumphausman. com 732-767-9493 SROWNERDNYNJ.66V
STEVE BROWN	Ton-AUTHONING NY:NJ	212 43 - 4411
DOND PASSES	MASSER GAPS, PS GREAT	drobents@ mesergasultym.com
Mehdi Nohammadash		472-783-8520
Jeck Nota	City of Newsk	973-733-3985
MIGUEL GAVIND	DEWBERRY	973 780 9258 MENIND & BEWARNNY. COM
MAURICE RACHED	MASER CONSULTING	MRACHEDOMASER CONSCIONS
DAVID ALHONIO	County of Bessy -	DANTON WOOSSEX GOUNTAND
Beth Tanzosa	City of Newark	Tanzoshb@ci.nework.nj.vs
Sing Wang	In the second	wong a ci. newark, ni us
J 7		3



### **MEETING AGENDA**



Project:

Essex County Comprehensive Transportation Plan (ECCTP)

DEI File No. 50053287

Subject:

Community Involvement Meeting-

Verona Township

Date/Time:

Friday, January 11, 2013

Location:

Verona Town Hall, 600 Bloomfield Avenue, Verona, NJ, 07044

### Items of Discussion:

> Introductions

- > Review components of the ECCTP
- > Benefits of the ECCTP
- > The Process for creating the ECCTP
- > Technical Analysis
- > Public Outreach / Municipal Input / Questionnaire
- > Questions

### **MEMORANDUM**

To: Essex County Comprehensive Transportation Plan File

From: Nicole S. Habeiche-Shapiro, PE, PP, CME

Date: January 21, 2013

Re: Essex County Comprehensive Transportation Plan

cc: Attendees

**TIME & PLACE:** Friday, January 11, 2013@ 10:00am

Verona Town Hall, 600 Bloomfield Avenue, Verona, NJ, 07044

**PURPOSE:** Community Stakeholders Meeting-Verona Township

Essex County Comprehensive Transportation Plan (ECCTP)

IN ATTENDANCE: See Attached Attendance Sheet

**HANDOUTS:** Meeting Agenda, & Attendance Sheet

Ms. Nicole Shapiro, Project Manager, Dewberry Engineers Inc. (DEI) began by introducing the Essex County Comprehensive Transportation Plan (ECCTP) and the project team, consisting of: DEI, Maser Consulting and Stump Hausman Partnership. She stated that the old plan prepared in 1984 was highway intensive. The ECCTP will focus on the multi-modal connectivity for all users of all ages. As part of the Public Outreach of the EECTP, the intent of today's meeting is to hear from the Township of Verona on their existing and future large scaled planned development, their existing transportation infrastructure concerns and future transportation needs.

### ITEMS OF DICUSSION:

- The Township is built-out with the 'Highlands at Hilltop' development the most recent development consisting of 95 luxury apartment community. No other large scaled development is planned within the Township.
- Current signal timing and sequence of lights along the entire length of Bloomfield Avenue, within Verona Township, may be causing vehicles to cut-through local streets. Traffic signal timing and coordination along this corridor should be reviewed as part of the ECCTP which may alleviate cut-throughs on local roads.
- Vehicles intending to travel towards the western section of Verona from Route 23, north of Bloomfield Avenue, cut-through on local roadways to the intersection of Bloomfield Avenue and Cumberland Avenue. The Township/County is considering if installing a signal at this intersection may be the answer to the cut-through movements.
- Similarly, vehicles traveling from the western limits of the Township towards West Orange travel along Bloomfield Avenue to Oakridge Road to Morningside Road as a cut-through to

Lakeside Avenue. The County and Township worked together on a midblock traffic signal on Lakeside Avenue between Morningside Road and Hillside Avenue.

- Vehicular traffic traveling north on Route 23, from West Orange, use Sunset Avenue as a
  cut-through to avoid the traffic signal at the intersection of Route 23 and Bloomfield Avenue.
  However signal timing at the Bloomfield Avenue/Park Avenue (Sunset Avenue) intersection
  provides a lengthy green signal to Bloomfield Avenue which appears to deter vehicles from
  using Sunset Avenue as a cut-through.
- There are four schools in the Township with no school busing except for special needs within the town. A large percentage of parents drop their children at school with the remainder of students walking to school. Safe Routes to Schools grant money was used for improvements along Forest Avenue for those walking to the Forest Avenue Elementary School.
- The Township would like to see better pedestrian access to Verona Park. The midblock traffic signal on Lakeside Avenue between Morning Side Road and Hillside Avenue also provides for pedestrian safety while crossing Lakeside Avenue. However, the Township would look favorably on additional safe access for pedestrians to the park.
- There was a recent pedestrian issue at the intersection of Fairview Avenue and Personette Avenue. The County suggested to the Township a traffic signal at this intersection. The Township disagreed, citing concern that a signal at this intersection would encourage additional cut-through traffic on local roads.
- The Township would encourage a traffic signal at Fairview Avenue and Sampson Drive due to the vehicular volume associated with Verona High School.
- The intersection of Bloomfield Avenue with Oakridge Road, Fells Road, Fairview Avenue and Linn Drive has lengthy vehicular queuing during peak hours. In the past, Linn Drive would back up during the weekends from vehicles exiting the Community Center Complex. However, the construction of a new road at the rear of the Complex allows police to direct traffic onto White Rock Road which has alleviated the congestion. The Township requested a manual override system at this intersection for the police department to use during high vehicular weekend volume.
- The Township stated that due to the topography in town and congestion of the roads biking is difficult. NJTPA suggested adding bike racks at bus stop locations however to encourage biking. The Township would encouraged installation of a bike rack at the intersection of Bloomfield Avenue with Oakridge Road, Fells Road, Fairview Avenue and Linn Drive and stated this location needs a bus shelter, especially since this intersection is close to the West Essex Trail. The Township requested a replacement bus shelter on Bloomfield Avenue at the intersection of Sunset Avenue and a bus shelter at the intersection of Route 23 and Claremont Avenue.
- Recent improvements have been made to the intersection of Route 23 and Bloomfield Avenue. To address access needs of a local business adjacent to the car dealership on Route 23 without affecting intersection traffic operations, the Township recommends the current 4lane southbound approach be reduced to 3-lanes by converting the dedicated right turn lane to a combined through and right turn lane. By doing this, the leftmost lane on this southbound

approach would be re-striped and converted instead to serve as a 2<sup>nd</sup> northbound (NB) lane. If implemented, the 2<sup>nd</sup> NB lane can serve as a northbound left turn access to the businesses along Route 23 (Mt. Prospect Avenue) located on the southbound side.

- Adjacent to the Highlands at Hilltop development is the West Essex Trail. The trail is situated on the former right-of-way of the Caldwell Branch of the old Erie-Lackawanna Railroad. The right-of-way was acquired by Essex County and is used as a walking/biking trail. The primary access to the trail is from Fairview Avenue, near Verona High School. The trail may offer connectivity for biking. The project team will investigate Essex County ordinance for biking within parks.
- The Township suggested revisions to the County land use ordinance that would encourage installation of bike racks at schools, bus stops, and other locations.
- The Township requested a transit ITS (Intelligent Transportation System) system along Bloomfield Avenue which can tell passengers if they missed the bus or when the next bus will be arriving. Such a system could encourage more transit usage especially since there are limited hours and no late service for Verona residents. NJTransit did eliminate one bus route on Route 23 recently. The Montclair Direct is weekend bus service which needs to be enhanced.
- The Township stated that if Eisenhower Parkway extension is resurrected it may help reduce the traffic volumes traveling through Verona. Environmental and community interest issues however would likely make it difficult to pursue such a project.
- The Township has senior housing and its own senior transportation services which provides door to door senior transportation services to doctors, shopping etc.
- Bloomfield Avenue within the Township is routinely cut in half when the Peckman River overflows or floods. The Township would like the ECCTP to address disruption of traffic flow along Bloomfield Avenue for emergency vehicles.
- The Township receives the most complaints about parking during the Holiday season. However this year they had bagged some parking meters during the holiday season which seemed to work since they did not receive any complaints. They would not want to move towards a parking structure in town.

### **NEXT STEPS:**

• The project team to review the needs of Verona Township and provide follow up information on the recommendations included in the ECCTP.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted, Nicole S. Habeiche-Shapiro, PE, PP, CME Project Manager Dewberry Engineers Inc. ECCTITUELONG Sign in skeet

/ JOTEPH MAKERN

low here

923-857-4769

Michael Gannaio

Town Atty

201-262.9500

MIGUEL GAVINO

DEMBERRY

973-780-9258

JERF HAYES

VEZONA

973-807-4756

NJTPA

973-639-8414

Megan Kerly DAVID ANTONIO

COUNTY OF

973-226-8500 x2580

Jim Heis

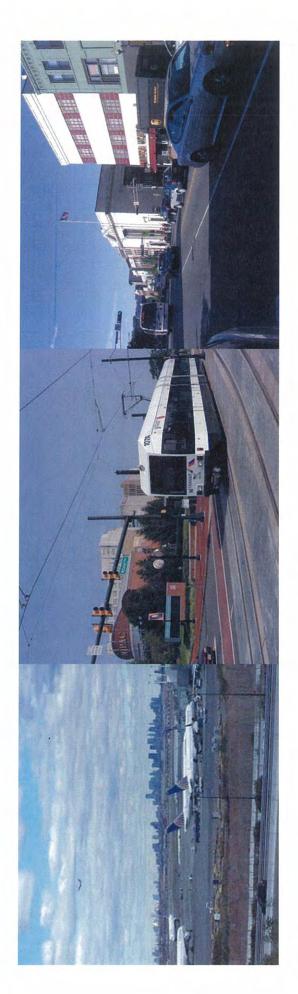
CERUNA TUP ENL.

973-857-4803

NICCLE SAMPIRO

DENBERRY ENGINEENES INC PROJECT MANAGER

973-760-9343



### TRANSPORTATION PLAN COMPREHENSIVE **ESSEX COUNTY** (ECCTP)







## **MEETING AGENDA**





▶ Project Schedule

➤ Review components of the ECCTP

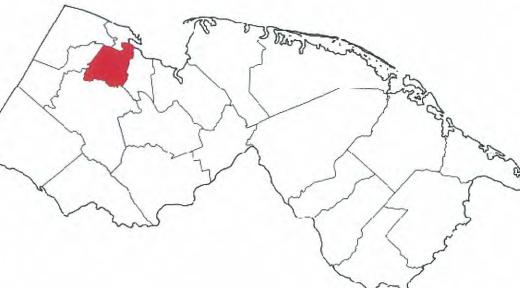
➤ Benefits of the ECCTP

➤ The Process for creating the ECCTP

➤ Technical Analysis

➤ Public Outreach / Municipal Input

Questions





# PROJECT SCHEDULE



VISION, INVENTORY & ASSESMENT PUBLIC OUTREACH	DEVELOP DIANT YISTON & GOALS  DOCUMENT ENSTING CONDITIONS  IDENTIFY ISSUES & STRATEGIES  LANDUSE CONDITIONS, POPULATION & DEMOGRAPHIC THENDS, ROADWAY INVENTORY, & MULTI MODAL INVENTORY  NEEDS ASSESSMENT  SIGNS  SIGNS		COMMUNITY STANEHOLDER GUTREACH					
	DOCUMENT EXISTING CONDITION DENTEY ISSUES & STRATEGII SE CONDITIONS, POPULATION & DEMO ROADWAY INVENTORY, & MULTI MODAL NEEDS ASSESMENT SIGNS SIGNS SIGNS		LINITY STAKEHOLDER OUTREA				+	
	SECONDITIONS, POPULATION & DEMOCRACY, & MULTI MODAL NEEDS ASSESIMENT SAGRE		UNITY STAKEHOLDER OUTREA				+	
	2408	WOO	LINITY STAKEHOLDER OUTHEA					
		COMIN	UNITY STAKEHOLDER OUTHER	346.83		H CHE		
				5				
I HAVEL DEMAND	TRAVEL DEMAND MODEL: CLASSIFICATION & VALIDATION							+
& ASSESSMENT	TECHNICAL EVALUATION CRITERIA			OPERATIONAL ANALYSIS				
		EVALUAT	EVALUATION USING TRAVEL DEMAND MODEL	ODE				
			CAPITAL IMPROVEN	CAPITAL IMPROVEMENT PROJECT RECOMMENDATIONS				
PLAN	COUNTY	COUNTY SITE PLAN / SUBDIVISION RECOMMENDATION	DAMENDATION					H
								H
BEGIN ECCTP	ECCTP DEVELOPMENT				DRAFT I REVIEW COUNTY			
PLAN					REFINE	NE DOMPT REVEW COUNTY, NUTRA A SAC	T N	
DEVELOPMENT							FINALIZE ECCTP	



## **ESSEX COUNTY COMPREHENSIVE** TRANSPORTATION PLANNING



### **OLD WAY**

### **NEW WAY**

Comprehensive Highway Master Plan



Comprehensive Transportation Plan

> HIGHWAY INTENSIVE (1984)

CONNECTED
MULTI-MODAL
NETWORK
(2013)





### WHAT IS A CTP?



- transportation network for the movement of people and goods, while A long range implementation agenda for a countywide, multi-modal addressing environmental concerns, traffic congestion and pedestrian and bicyclist safety
- > Supports County and Statewide goals such as County Land Use Plan & Complete Streets Policy
- Developed cooperatively with the Steering Advisory Committee, and Community Stakeholders
- ➤ Supports economic development



# WHY DEVELOP A CTP?



# Required by Federal and State Law:

2001 & Safe, Accountable, Flexible, Efficient Transportation Equity Federal: Transportation Equity Act of the 21st Century (TEA-21) -Act (SAFETY- LU )-2005 which required States to develop Long Range Transportation Planning.

### 2. State:

- State Development and Redevelopment Plan (SDRP)
- Transportation Improvement Districts (TID's)
- Transportation Development Districts (TDD's)
- State Highway Access Management Act (SHAMA)
- ➤ Transportation Choices 2030 -New Jersey's Long Range Transportation Plan -October 2008





# **BENEFITS OF A CTP?**



# > Prioritize Project Implementation List

>A plan that meets the need of all users

>Supports land use and economic goals set by the County

>It's a key step in the funding process



### **CTP Process**

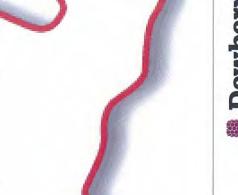


- > The CTP will be updated through the following
- 1. Development of County's Vision & Goals
- 2. Data Collection & Needs Assessment
- 3. Public Outreach
- Evaluation of the County's transportation system & ability to support future growth.

County

Essex

- projects and policy strategies to meet Develop short, medium & long range County's needs and priorities. 5
- 6. Preparation of the final plan document.

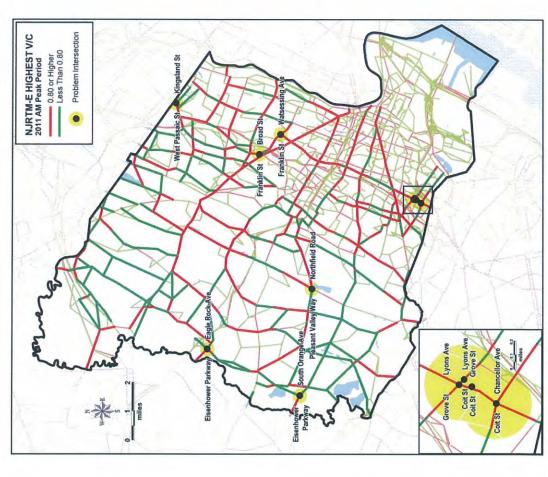




# TECHNICAL ANALYSIS



- NJTPA North Jersey
  Regional Transportation
  Model-Enhanced (NJRTM-E)
  used to analyze changes in
  regional traffic flows entering
  and exiting Essex County.
- ➤ Operational Analysis
- ➤ Public Outreach Input





## STEERING ADVISORY COMMITTEE PUBLIC OUTREACH:



- > Assist in developing the CTP vision statement.
- Guide the development of sections of the CTP.
- Assist in identifying community stakeholders & public participation activities.



- ➤ Develop, guide and participate in community involvement activities.
- > Review and provide input on the needs assessment, public outreach, the technical effort and recommend implementation strategies for the Plan.
- PReview the final report's short, medium and long term transportation strategies.
- ➤ Ensure that the final report clearly identifies the implementation priorities along with agencies responsible for each project hand-off.





### PUBLIC OUTREACH: COMMUNITY STAKEHOLDER



- ➤ Data Gathering
- ➤ Public Meeting
- ➤ Interview Sessions
- > Stakeholder Group Participation
- ➤ Online Surveys <u>www.ecctp.com</u>







# COMMUNITY STAKEHOLDER INPUT











- List up to three significant traffic issues that affect quality of life in your community.
- ➤ List up to three significant transit issues that affect quality of life in your community.
- community that may be more of a regional nature—i.e. either in the context ➤ What are the top three traffic and transit problems affecting your of the problem or the solution?
- ➤ Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
- ➤ Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.





- > Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
- > Do you see the need for additional sidewalk in your community? If so please list locations and/or maps.
- > Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?



# CONTACT INFORMATION



# **Essex County Division of Planning**

Mr. David Antonio, PP, AICP
Supervising Transportation Planner
County of Essex
Department of Public Works
900 Bloomfield Avenue
Verona New Jersey 07044
O. 973.226.8500 x2580
E. 973.226.7469
dantonio@essexcountyni.org

Nicole S. Shapiro, P.E., P.P., C.M.E. Project Manager
Dewberry Engineers Inc.
200 Broadacres Drive, Suite 410
Bloomfield, New Jersey 07003-3154
O.973.780.9343
F. 973.338.5860
nshapiro@dewberry.com

## WWW.ECCTP.COM







Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date:

11/30/12

Name of Municipality:

Township of Bloomfield

Person completing form:

Paul D. Lasek, P.E.

Title/Position:

Township Engineer

Phone Number: () - ext.

973-680-4130

Email Address:

plasek@bloomfieldtwpnj.com

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to t	three significant <b>traffic</b> issues that affect quality of life in your community.
	(a).	Excessive Speeding.
	(b).	Lack of adequate pedestrian safety measures.
	(c).	Congestion during peak hours.
2.	List up to t	hree significant transit issues that affect quality of life in your community.
	(a).	Transit parking facilities should be expanded.
	(b).	Train stations require upgrading
	(c).	Impact of redevelopment on ridership capacity needs to be addressed.
3.		he top three traffic and transit problems affecting your community that may be regional nature—i.e. either in the context of the problem or the solution?
	(a).	Intersection improvements to improve pedestrian safety to train stations and bus stops along major corridors (Bloomfield Avenue, Broad Street).
	(b).	Capacity concerns related to transit and roadways when the Bloomfield redevelopment expands as well as other municipalities redeveloping.
	(c).	Will traffic congestion worsen in the future.
4.		e a need for more mass transit service in your community? If so, what type of you recommend and why?
	More s	ervice will be required once redevelopment around our two train stations is

I would also recommend studying the feasibility of extending the Newark Light Rail along

the old Boonton Line which runs through Bloomfield, Belleville, Glen Ridge and

complete. Bloomfield has a Transit Village designation.

Montclair.

5.	Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.
	We currently have no established bike paths or routes but they are being considered.
6	Do you see the need for more bike paths and/or routes in your community? If so please list
0.	them and provide routes and/or maps.
	I would recommend a bike route along Broad Street which would link all of our business centers together as well as provide a link to the Bloomfield Center Train Station.
7.	Do you see the need additional sidewalk in your community? If so please list locations and/or maps.
	We have a well-established sidewalk network; however improvements such as streetscape, sidewalk widening and traffic calming are always considered a priority.
	Any additional comments? Any issues or strategies you would like to see addressed in this ansportation plan?
	THANK YOU FOR ASSISTING THE PROJECT CORE TEAM IN THIS EFFORT.  Please return questionnaire by November 30, 2012.  Either email to nshapiro@dewberry.com or fax to Nicole Shapiro @ 973.338.5860





Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: January 16, 2013

Name of Municipality: Borough of Essex Fells

Person completing form: Sgt. John R. Schmunk

Title/Position: Sergeant/Traffic Officer

Phone Number: ( ) - ext. 973-226-3000

Email Address: jschmunk@essexfellspd.org

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to three significant <b>traffic</b> issues that affect quality of life in your community.
	(a) Cut Through Traffic
	(b) Speed
	(c) Distracted Driving/Cell Phone Usage
2.	List up to three significant <b>transit</b> issues that affect quality of life in your community.
	(a).
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a) We are a cut through for significant traffic traveling between Bloomfield Avenue and Route 280.
	(b).
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
	We have Bus routes that travel through the Borough, no further mass transit options are necessary.

5.	Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.
	None
6.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
	We do have a significant number of bicyclists in town, particularly children. Bike routes would enhance their safety.
7.	Do you see the need additional sidewalk in your community? If so please list locations and/or maps.
	Yes – upgrades to Roseland Avenue, installing sidewalks on Runnymede Road, Fells Road, Devon Road.
	Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?
	We would like the installation of a traffic calming island at the intersection of Runnymede Road at Roseland Avenue. Vehicles turn extremely quickly from Roseland Avenue onto Runnymede, which is a hazard for pedestrians and a nearby intersection (Wootton road). Also, the island would force vehicles turning from Runnymede Road onto Roseland Avenue to be properly situated to observe oncoming traffic.

THANK YOU FOR ASSISTING THE PROJECT CORE TEAM IN THIS EFFORT.

Please return questionnaire by November 30, 2012.

Either email to nshapiro@dewberry.com or fax to Nicole Shapiro @ 973.338.5860

### WEST CALDWELL FRANK RUSSO

### QUESTIONNAIRE

- 1. List up to three significant traffic issues that affect quality of life in your community.
  - (a). SPEEDING
  - (b). CENTAL AVENUE NOAD WIDTH AT EMWOOD INTENSELTION, PONFLICTS WITH BUSINESS PATRONS ON STREET PACKUP.
  - (c).
- 2. List up to three significant transit issues that affect quality of life in your community.
  - (a). HOMELESS MESIBLY IN BUS SHELTER ON BLUMPHERD AVENE
  - (b). DESINE OF GOVERNME BODY TO HAVE GRAVITE BLOCK CURBUT INSTALLED ON COUNTY THOROUGHEAVES, SPECIFICALLY PRESIDENTIAL ANEAS.
  - (c).
- 3. What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
  - (a). HEAVY TRUCK TRAFFIC ON PASSAIR NEMUE
  - (b). BUS TRANSIT FACILITY TO ACCOMODATE THE BUS TRANSTI LINES THAT ELD IN WEST CALDWELL
  - (c).
- 4. Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?

KIRKPATIRICK LANE - TRANSIT FACILITY TO ACCOMODANT TRANSIT LINES THAT END.

5.	Does your community have any bike paths or routes? If so please list them and provide
	routes and/or maps.

M.

6. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.

NO.

7. Do you see the need additional sidewalk in your community? If so please list locations and/or maps.

YES. PASSAIC AVENUE FROM FANCIPERO AVENUE NONTH, SECTION MISSING ON PASSAIC AVENUE FROM KINKPATRICK LAVE SOUTH, CENTUR BURN FROM PASSAIC AVENUE WEST, KINKPATRICK LAVE - ENTINE LENGTH, CONNECTION BETWEEN CLUTON KOND + BLOOMFIELD AVENUE.

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

FLOODING OF ECOMPORD MEME C FAIRFIELD BONDOR, MAIN HUREICALE EVACUATION MOVED.





Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: 12/1/12

Name of Municipality: Borough of Glen Ridge

Person completing form: Michael J. Rohal, P.E., P.P./Michael Zichelli, A.I.C.P., P.P.

Title/Position: Borough Administrator/Engineer;

Director of Planning

Phone Number: (973-748-8400) - ext. 226

Email Address: mjrohal@glenridgenj.org

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to three significant traffic issues that affect quality of life in your community.
	(a) Road surface condition of Ridgewood Avenue
	(b) Lack of pedestrian crossings on Ridgewood & Bellville Avenues
	(c) Signal timing of traffic lights on Bloomfield Avenue and improve turning movements on Watchung Avenue at Ridgewood Avenue & Grove Street.
2.	List up to three significant transit issues that affect quality of life in your community.
	(a) Maintain & improve train schedule
	(b) Dedicated platform at Penn Station, NY for Midtown Direct Trains
	(c) Provide additional bike racks at Glen Ridge Train Station
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a). Explore potential uses of Boonton Line
	(b). Explore extension of Newark Light Rail
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
	(a) Maintain & improve train schedule

5.	rou	es your community have any bike paths or routes? If so please list them and provide utes and/or maps. es – Glen Path
6.		you see the need for more bike paths and/or routes in your community? If so please list em and provide routes and/or maps.
	Ye	s – Reuse of Boonton Line as Rail/Trail system. Add sharrows on Ridgewood Avenue
7.		you see the need additional sidewalk in your community? If so please list locations d/or maps.
	Ye	s – Watchung Avenue from Ridgewood Avenue to Bloomfield Border
	8.	Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?
		Viability of Go Bus system.





Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012.</u> You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: November 30, 2012

Name of Municipality: Livingston Township

Person completing form: Jeannette Harduby

Title/Position: Assistant Township Engineer

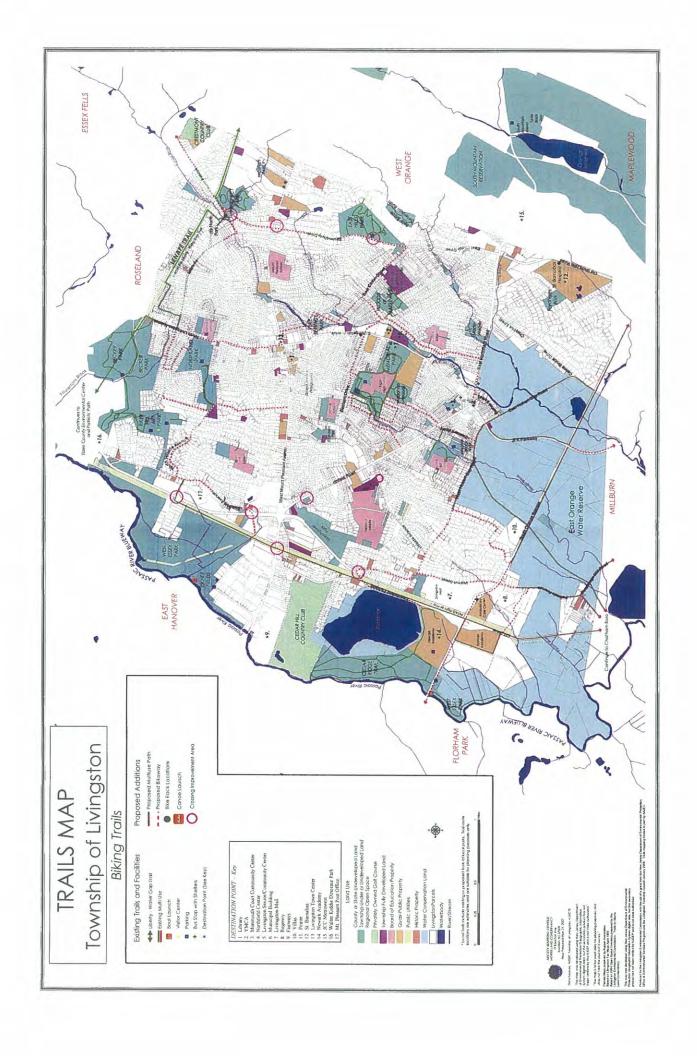
Phone Number: () - ext. (973) 535-7949

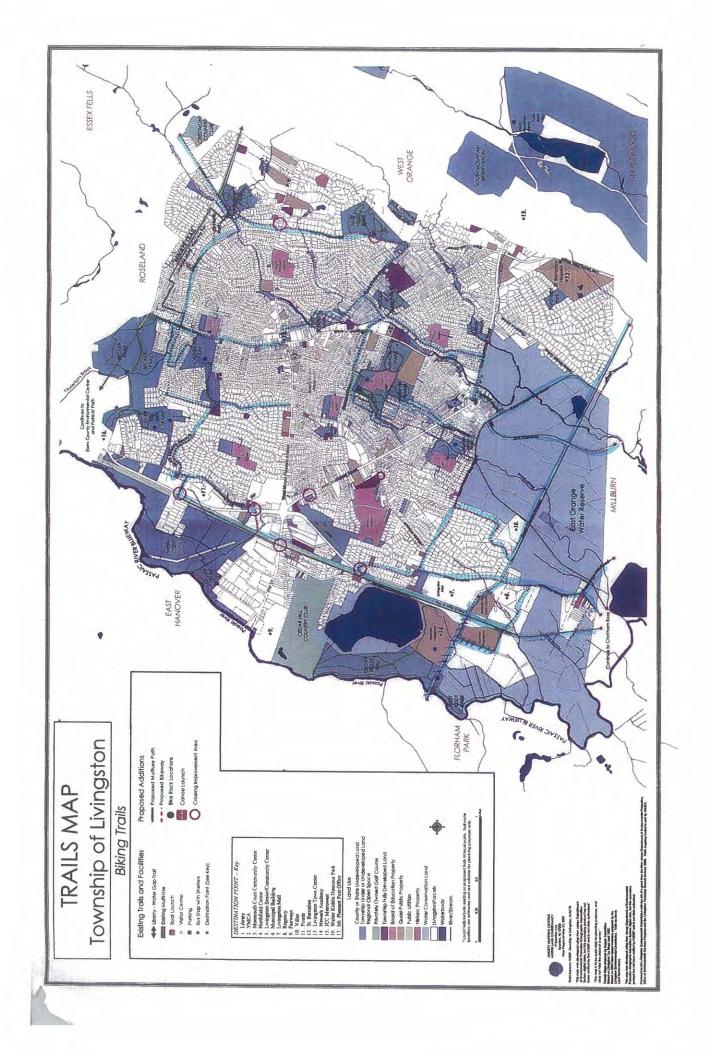
Email Address: jharduby@livingstonnj.org

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to three significant traffic issues that affect quality of life in your community.
	(a). Congestion on S. Livingston Avenue and other County collectors.
	(b). Speeding on local roads as residents use them as a cut-through to avoid busier intersections.
	(c). Insufficient parking for local businesses (i.e. Shoprite, local restaurants).
2.	List up to three significant transit issues that affect quality of life in your community.
	(a). Limited busing.
	(b). Lack of a convenient train station with adequate parking.
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a). Lack of adequate pedestrian facilities (i.e. sidewalks).
	(b). Inadequate capacity of major arterials to handle traffic volumes.
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
We Livi	ingston is a suburban community and most residents have their own personal transportation. Ye recently kicked off our Livingston Primetime Shuttle that offers service from the ingston Mall to the South Orange Train Station for \$2.00 each way. It remains to be seen we extensively this service will be utilized.

I think that local public transportation could be well received - i.e. increased service from Livingston along Route 10 and Livingston Avenue.









Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: December 4, 2012

Name of Municipality: Maplewood Township

Person completing form: Thomas Malavasi

Title/Position: Township Engineer

Phone Number: (973) 762-8120 - ext. 3300

Email Address: engineer@twp.maplewood.nj.us

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to three significant <b>traffic</b> issues that affect quality of life in your community.
	(a). Retail and merchant parking
	(b). Congestion/volume, especially during commuter/school hours
	(c). Speeding on local streets
2.	List up to three significant <b>transit</b> issues that affect quality of life in your community.
	(a). Commuter parking for NJT Train station
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a). Congestion on County Roads
	(b). Parking and access to train station.
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
	At this time Maplewood Township has no specific requests for additional mass transit service, but encourages the development of larger scale sytems to service the residents of the County.

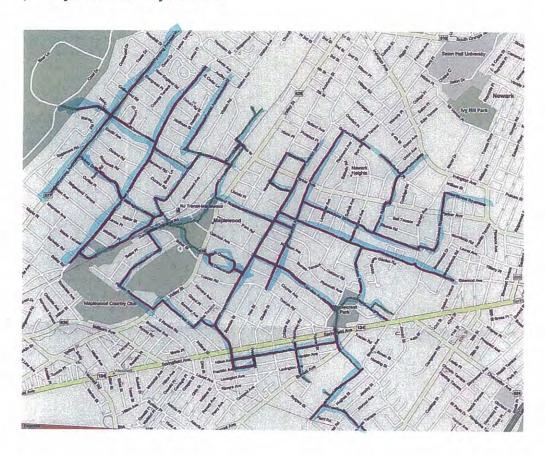
5.	Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.
	Yes, the Township of Maplewood has prepared a bikeway network plan to help to accommodate bicycle traffic in the township. The report is being sent along with this questionnaire
6.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
	Maplewood Township has experience increased traffic from bicyclists and always looking to improve our bike paths especially as it may relate to county roads and facilities.
7.	Do you see the need additional sidewalk in your community? If so please list locations and/or maps.
	There is a need for additional sidewalks in the Township, specifically along the County roads. There are disconnects in the sidewalk on Valley St. and Wyoming Ave. that should be filled in to increase the capacity and safety for the walkers in the township.
	Any additional comments? Any issues or strategies you would like to see addressed in this insportation plan?

THANK YOU FOR ASSISTING THE PROJECT CORE TEAM IN THIS EFFORT.

Please return questionnaire by November 30, 2012.

Either email to nshapiro@dewberry.com or fax to Nicole Shapiro @ 973.338.5860

### J. Maplewood Bikeway Network



The recommended plan for Maplewood Bikeway Network is shown in the above graphic. The pink lines designate bike routes – signed shared roadways designated by special signage and pavement stenciling. The green lines reflect bike paths – off-road segments in the Waterlands area, Maplewood's parks and selected other locations.

Several of the routes are highlighted for discussion below:





Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by December 14, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: December 10, 2012

Name of Municipality: City of Newark

Person completing form: Jack M. Nata

Title/Position: Manager, Division of Traffic and Signals

Phone Number: (973) 733-3985.

Email Address: nataj@ci.newark.nj.us

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to three significant <b>traffic</b> issues that affect quality of life in your community.
	(a) Accidents
	(b) Speeding
	(c) Congestion
2.	List up to three significant <b>transit</b> issues that affect quality of life in your community.
	(a) Congestion
	(b) Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a) Need for safety measures
	(b) Speeding, Red Light Running and Cut through traffic
	(c) Need for traffic calming measures
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
Lig	ht Rail and BRT

5. Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.

Irvine Turner Blvd between Clinton Ave and Springfield Ave Jones St between Springfield Ave and So Orange Ave Norfolk St between So Orange Ave and Orange St Clifton Ave between Orange St and Victoria Ave Orange St between 1<sup>st</sup> St and Clifton Ave 1<sup>st</sup> St between New St and Orange St Washington St between Raymond Blvd and Broad St

6. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.

See attached map

7. Do you see the need for additional sidewalk in your community? If so please list locations and/or maps.

No, but we do need improvements to our current sidewalks.

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

I would like to see a Pedestrian Safety Action Plan as part of this project.

THANK YOU FOR ASSISTING THE PROJECT CORE TEAM IN THIS EFFORT.

Please return questionnaire by December 14, 2012.

Either email to nshapiro@dewberry.com or fax to Nicole Shapiro @ 973.338.5860





Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by December 14, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: December 10, 2012

Name of Municipality: City of Newark

Person completing form: Mike Gelin

Title/Position: Principal Engineer, Civil

Phone Number: (973) 733-4552

Email Address: gelinm@ci.newark.nj.us

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to three significant traffic issues that affect quality of life in your community.
	(a) Accidents
	(b) Need for more upgraded traffic signals. Most of our traffic signals are old.
	(c) Need for traffic calming measures
2.	List up to three significant transit issues that affect quality of life in your community.
	(a) Congestion
	(b) Need for additional bus lanes in downtown and a bust depot similar to the one found a Port authority of New York
	(c) Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?  (a) Accidents
	(b) Speeding
	(c) Need for traffic calming measures
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
Ye	s. Light rail System.

5.	Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.
Yes. Newark Greenway Network Existing: (Norfolk Street, Jones Street and Irvine Turner Blvd., First Street, Washington Street, Halsey Street)	
Proposed: Mount Prospect Avenue	
6.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
Ye	s. (TBD)
7.	Do you see the need for additional sidewalk in your community? If so please list locations and/or maps.
	Yes. (TBD)
8. A Tra	Any additional comments? Any issues or strategies you would like to see addressed in this nsportation plan?

THANK YOU FOR ASSISTING THE PROJECT CORE TEAM IN THIS EFFORT.

Please return questionnaire by December 14, 2012.

Either email to nshapiro@dewberry.com or fax to Nicole Shapiro @ 973.338.5860





Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by December 14, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date:

Name of Municipality: City of Newark

Person completing form: Sing Wong, P.E.

Title/Position: Principal Engineer, Traffic

Phone Number: (973) 733-3768

Email Address: wongs@ci.newark.nj.us

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

- 1. List up to three significant traffic issues that affect quality of life in your community.
  - (a) Need for additional roadways and mass transit to support and encourage the growth of Newark as a place for Offices, Schools, and Business.
  - (b) Need for traffic calming measures for minor-principal roadways that cut through local neighborhoods.
  - (c) Need for improved access to Garden State Parkway and NJ Turnpike.
- 2. List up to three significant transit issues that affect quality of life in your community.
  - (a) Use of Broad Street and Market Street as a major bus transfer point leading to high volumes of pedestrian crossings, accidents, drug trafficking, and recurring traffic congestion.
  - (b) All bus transit and other vehicles using or terminating at Penn Station do not have a quick and convenient route to the north or south. To travel north, they must first travel west to McCarter Highway and add to the congestion, or travel east through the Ironbound (local neighborhood) to the NJ Turnpike. To travel south, they must first travel east, cross McCarter Hwy and then turn left at Mulberry Street; or travel west to the NJ Turnpike.

(c).

- 3. What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
  - (a) Essex County traffic signals, such as at Bloomfield Ave and Bloomfield Place/Park Ave that are not synchronized to the adjacent Newark traffic signals.
  - (b) Essex County traffic signals (such as at Central Ave and First St, Norfolk St, and Lock St) that allocate unnecessary green time to the county road while allowing congestion to build up on the side street.
  - (c) Essex County traffic signals (such as on Park Avenue) that allocate excessive green time to the county road making it difficult for pedestrians and vehicles at neighboring intersections to cross the county road.

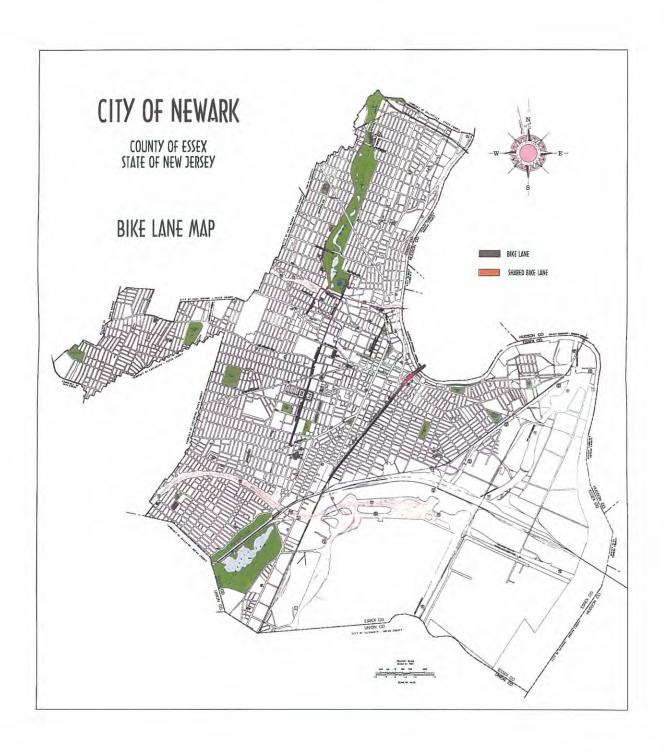
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?  a. Efforts by NJ Transit Bus service to streamline bus stops and bus passenger transfers at Broad St and Market St, and at 4 other high bus stop areas. This can include bus arrival real time and bus stop information displays (kiosks).  b. Efforts by NJ Transit and other police to educate and enforce bus passengers to cross the street safely and legally.
5.	Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.
6.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
7.	Do you see the need for additional sidewalk in your community? If so please list locations and/or maps.

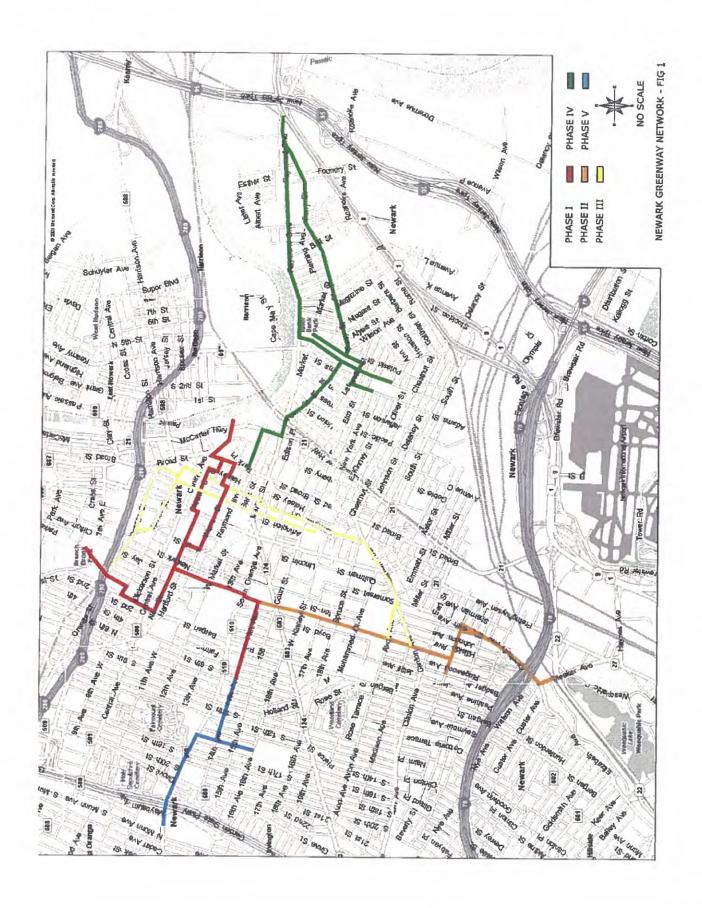
- 8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?
  - a. There should be suggestions on how to improve traffic signal progression across Newark and Essex County traffic signals.
  - b. There should be a projection on when Broad St and Market St can no longer accommodate its current use as a major bus transfer point.
  - c. There should be a indication that the timing of traffic signals should be more context sensitive (allow more green time for congested side streets, allow for safer crossings at neighboring side streets)

THANK YOU FOR ASSISTING THE PROJECT CORE TEAM IN THIS EFFORT.

Please return questionnaire by December 14, 2012.

Either email to nshapiro@dewberry.com or fax to Nicole Shapiro @ 973.338.5860









Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: *January 28, 2013* 

Name of Municipality: Township of Nutley

Person completing form: Todd Hay

Title/Position: Municipal Engineer

Phone Number: () - ext. 973-284-4958

Email Address: thay@pennoni.com

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to three significant traffic issues that affect quality of life in your community.
	(a) <u>Congestion and stacking issues along Park Avenue near River Road and Bridge</u> <u>connecting Nutley to Lyndhurst</u>
	(b). <u>Congestion along Franklin Avenue during school days, morning 8:00-9:00 am, afternoon, 2:00-3:30 pm and weekends.</u>
	(c). <u>Lack of left turn signals and turning lanes along Franklin Avenue</u>
2.	List up to three significant <b>transit</b> issues that affect quality of life in your community.
	(a). There is limited connectivity to mass rail transit.
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a) <u>Park Avenue/Kingsland Bridge and Signal and Bridge crossing from Park Avenue to Lyndhurst</u>
	(b) Limited connectivity to mass rail transit through Nutley
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why? Yes, additional connectivity to mass rail transit within the Township would be beneficial. Currently the Township(Parks & Public Property Dept.) utilizes buses to transport residents from designated pickup zones to train station in nearby Clifton.

5.	Does your community have any bike paths or routes? If so please list them and provide routes and/or maps. The Township of Nutley's bikes paths/routes are confined within the Park system that transverses the Township from North to South.
6.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps. The Township has limited cartway for bike paths and routes.

- 7. Do you see the need additional sidewalk in your community? If so please list locations and/or maps. Yes, additional sidewalks are needed in the following areas in addition to curbing and ADA Compliant Ramps.
  - a. River Road from the Township border with Clifton to East White Terrace. Also, River Road could benefit from the addition of curbs along roadway and installation of ADA compliant ramps and sidewalks from Clifton border to Grant Avenue.
  - b. <u>Centre Street from Ridge Road to Sadler Road could benefit fomr the addition of sidewalks.</u> Centre Street on the whole could also benefit from installation of ADA compliant ramps and sidewalks.
  - c. <u>High Street could benefit from installation of ADA compliant ramps and sidewalks.</u>
  - d. <u>Kingsland Avenue could benefit from installation of ADA compliant ramps and sidewalks.</u>

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan? <u>Township of Nutley could benefit from upgrades to County signals on Centre St. and Union Avenue, Centre St. and Passaic Avenue, Centre St. and Prospect St. and Centre St. and E. Passaic Ave. The intersection of Cathedral and Kingsland should be investigated for improved site distance as well as warning and regulatory signs.</u>

THANK YOU FOR ASSISTING THE PROJECT CORE TEAM IN THIS EFFORT.

Please return questionnaire by November 30, 2012.

Either email to nshapiro@dewberry.com or fax to Nicole Shapiro @ 973.338.5860





Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: January 17, 2013

Name of Municipality: Borough of North Caldwell

Person completing form: Frank Zichelli

Title/Position: Engineer

Phone Number: (973) 228 -6410 ext. 107

Email Address: ncdpw@northcaldwell.org

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1.	List up to three significant traffic issues that affect quality of life in your community.
	(a) Traffic safety at the West Essex Regional School Entrance on West Greenbrook Rd.
	(b) Traffic safety at the intersection of Mountain Ave and Gould Ave.
	(c) Traffic safety at the intersection of West Greenbrook Rd, Central Ave and Grandview Ave.
2.	List up to three significant transit issues that affect quality of life in your community.
	(a) N/A
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a) Cut through traffic on County Roads.
	(b).
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
	No

5.		pes your community have any bike paths or routes? If so please list them and provide utes and/or maps.
	No	
6.		you see the need for more bike paths and/or routes in your community? If so please list em and provide routes and/or maps.
	No	
7.		you see the need additional sidewalk in your community? If so please list locations d/or maps.
	Ye	s, along walking routes to schools.
	8.	Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?
		Safety at West Greenbrook Road at the Regional School entrance and at the intersection of West Greenbrook Rd, Central Ave and Grandview Ave.

Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <a href="mailto:nshapiro@dewberry.com">nshapiro@dewberry.com</a>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.



Date: 1/9/2013 Name of Municipality: City of Orange Township

Person completing form: Donald Meisel

Title/Position: Principal Planner

Phone Number: (973) - 266-4217

Email Address: DMeisel@ci.orange.nj.us

Please consider any of the following specific issue areas when responding to the questions listed:

- Congestion
- 2. Accidents
- Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <a href="mailto:nshapiro@dewberry.com">nshapiro@dewberry.com</a>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

- 1. List up to three significant **traffic** issues that affect quality of life in your community.
- (a). I-280 bisecting the community
- (b). Main Street being a city and county road
- (c), pedestrians constantly jaywalk (and litter)
- 2. List up to three significant transit issues that affect quality of life in your community.
- (a). Orange is dependent on bus routes (9 routes )and available trains
- (b). Orange needs a multi-modal Train/Bus station at Tony Galento Plaza—east and west bound stations need to be open to the public from 6 AM to 11 PM
- (c). Orange serves West Orange for mass transit needs—need to upgrade and fully utilize Highland Avenue station
- 3. What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
- (a). Orange serves neighboring communities with its mass transit options.
- (b). I-280 is a regional interstate (is good and bad for the city) in terms of motor vehicle access. Pedestrian safety while crossing over I-280 is a key concern locally
- (c). Not enough midtown direct service at either Orange or Highland Avenue stations...

Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <a href="mailto:nshapiro@dewberry.com">nshapiro@dewberry.com</a>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

4. Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?

The developing Orange Transit Village (around Tony Galento Plaza) offers an excellent opportunity to enhance bus, train and shuttle service to the city and the immediate neighborhoods (West Orange in particular). Pedestrian linkages from parking areas near the Orange Train Station need to be created and enhanced. Railroad place need to be formalized as a bus staging area

5. Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.

Orange has a bike plan as part of its approved Master Plan (2006) that was first drafted by Schoor Depalma in 2004. The bikes routes are shown in green on the last page of this questionnaire. The plan needs dramatic revision and updating

6. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.

Both safe pedestrian and bike routes are needed in Orange—most go thru Tony Galento Plaza (either on Essex or Lincoln Avenues). The area near the new Walter G. Alexander complex needs safe pedestrian connections to both Monty Irvin Orange Park and the Brick Church train station.

Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

Please respond to this questionnaire by November 30, 2012. You can download the form which can then be completed and emailed to <a href="mailto:nshapiro@dewberry.com">nshapiro@dewberry.com</a>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

7. Do you see the need additional sidewalk in your community? If so please list locations and/or maps.

Emphasis for sidewalk improvements need to focus on pedestrian routes across I-280 and on safe routes to schools. Orange does not bus students so pedestrian safety and a thorough exam of safe routes to schools needs to be conducted.

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

The improvements to Central Avenue (from Newark to West Orange) need to try and accommodate bike traffic/lanes

Orange is looking for guidance through the second phase of the Inner M&E corridor study which is being conducted as part of the \$5,000,000 HUD sustainability grant which is being managed by Together North Jersey.

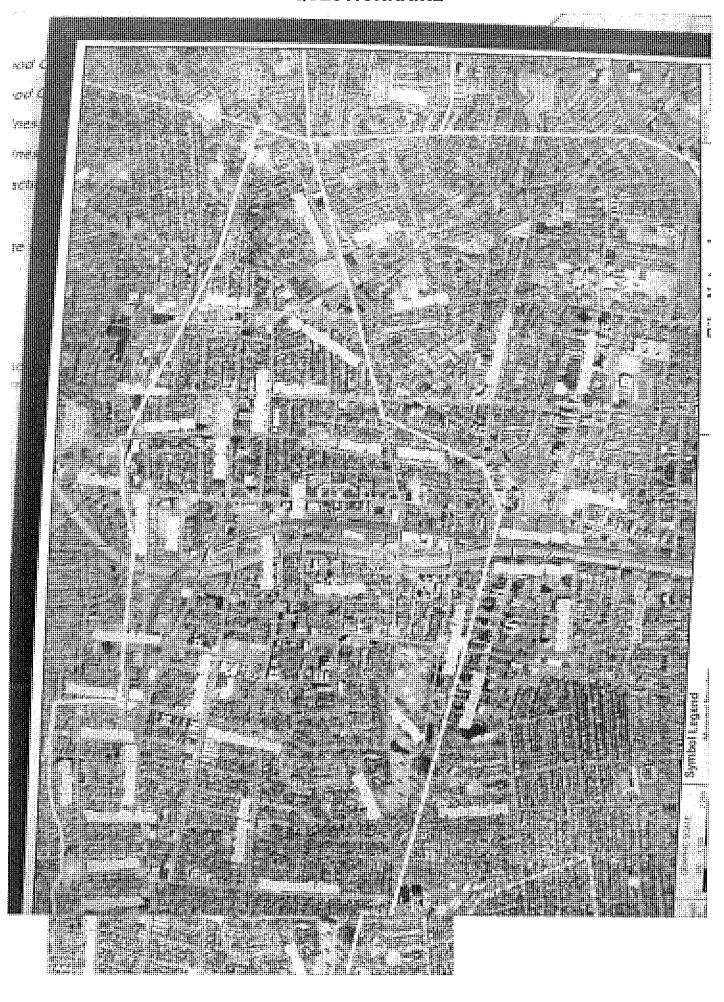
Calming traffic on Freeway Drive in all directions should be a priority. It is clearly an important issue for East Orange but calming improvements would greatly enhance both vehicular and pedestrian safety in Orange portions.

Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

Please respond to this questionnaire by November 30, 2012. You can download the form which can then be completed and emailed to <a href="mailto:nshapiro@dewberry.com">nshapiro@dewberry.com</a>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.







Dewberry Engineers Inc. together with our sub-consultants, Maser Consulting P.A. and Stump/Hausman Partnership (Project Core Team), have been retained by the Essex County Department of Public Works to provide Engineering and Planning design services for the creation of an updated Essex County Comprehensive Transportation Plan (ECCTP).

We have prepared this questionnaire to aid in assessing the transportation needs of each municipality within Essex County.

<u>Please respond to this questionnaire by November 30, 2012</u>. You can download the form which can then be completed and emailed to <u>nshapiro@dewberry.com</u>. The form may also be faxed to Nicole Shapiro @ 973.338.5860.

Please feel free to attach additional pages if desired.

Date: December 5, 2012

Name of Municipality: Township of South Orange Village

Person completing form: Salvatore Renda, PE, CME

Title/Position: Village Engineer

Phone Number: (973) 378-7715 - ext. 7706

Email Address: srenda@southorange.org

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other

1. List up to three significant traffic issues that affect quality of life in your community. (a). speeding on minor arterials and collectors (b). failure to stop for pedestrians crossing (c). maintaining local mobility as residential density increases downtown 2. List up to three significant transit issues that affect quality of life in your community. (a). loss of priority for SO in NJT scheduling (b). Inefficient utilization of public transit resources split between SO commuter jitney and Seton Hall University's student shuttle. (c).need for better bicycle access on County roads since they are the most direct routes between communities 3. What are the top three traffic and transit problems affecting your community that may be more of a regional nature-i.e. either in the context of the problem or the solution? (a).re-configuring South Orange Avenue from Prospect Street to Newark to reduce it from 2 lanes in each direction to 1 lane in each direction with center turning lane, bike lanes and better parking. (b). cut throughs, congestion, parking (this was a Local Traffic issue initially) (c). regional flows through downtown on very narrow 2-lane roads 4. Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?

South Orange has a large ridership on the M&E NJT lines, and thus should have increased # of trains with SO as 1st or 2nd primary stop. Additionally, we would like to move towards being a community where residents can give up their second or even first car in lieu of 'ZipCar' or 'CornerCar' hourly rental car access and more robust and unified public transit bus lines (for example between Village and University).

5. Does your community have any bike paths or routes? If so please list them and provide routes and/or maps.

There are no bike routes on public streets. A bike path exists only in Meadowlands Park from Meadowbrook Place south to South Orange Avenue. The Village is preparing plans to extend the path across South Orange Avenue, through the NJTransit parking lot and ultimately to Waterlands park and Maplewood Township.

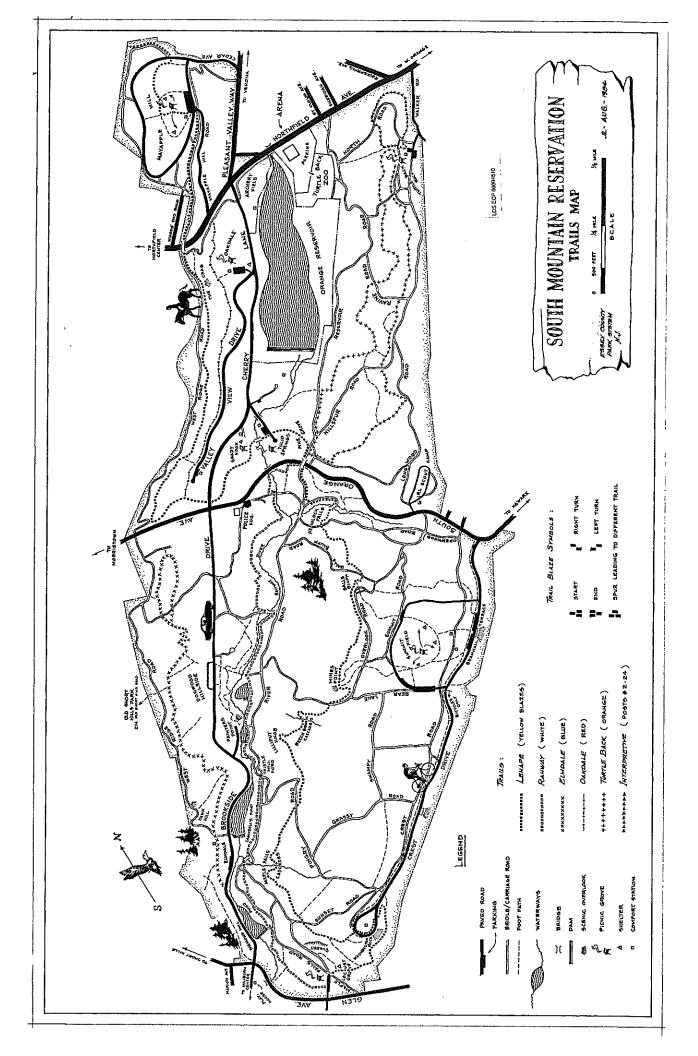
6. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.

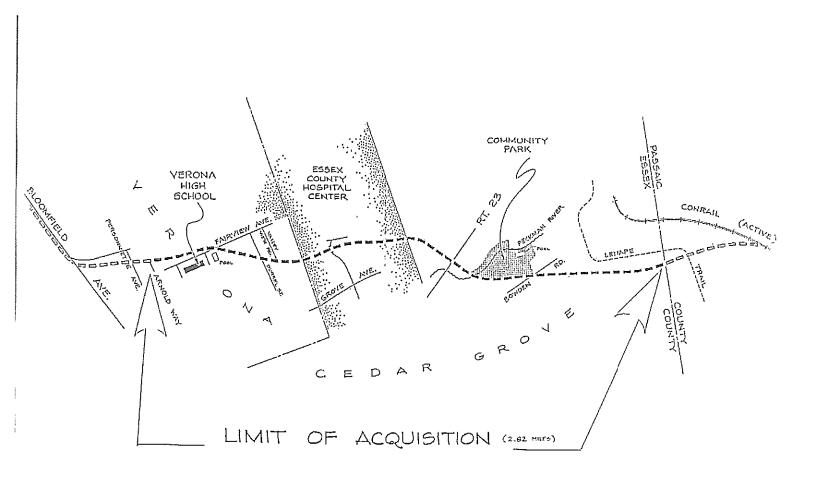
More routes are needed to provide better access to the train Stations, the downtown and the parks.

7. Do you see the need additional sidewalk in your community? If so please list locations and/or maps.

Nearly all streets have sidewalks, however certain side streets in our downtown, such as Sloan Street between 1<sup>st</sup> and 3<sup>rd</sup> Streets and Vose Avenue between SO Ave and Comstock have narrow sidewalks that limit effective pedestrian use.

- 8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?
- Adopt Complete Streets principles at the countywide level. Recommend that the plan doesn't try a one size fits all approach but rather identifies particular strategies and independent visions tailored and focused on distinct areas.
- Provide enhanced resources and guidance on regionalizing and improving local bus-focused public transit infrastructure
- Make available increased funds and resources for transit villages to expand pedestrian access to
  environmentally-conscious dense downtown residential living areas and local economies and transit
  options.





### WEST ESSEX TRAIL

23.84 ACRES

144 MILE 1/2 MILE 23

SCALE

### DEPARTMENT OF PUBLIC SAFETY POLICE DIVISION

	BELLEVILLE, N.J., December 11 2012
то	CHIEF  XXXXXXXX Rotonda
	BELLEVILLE POLICE HEADQUARTERS
SIR:	
	I hereby report that at the request of Township Engineer Tom Herits, the following is a list of the five busiest and most
heav	vily traveled Essex County intersections / stretches in the Township of Belleville:
- Fra	inklin Avenue: between Joralemon Street and Continental Avenue
- Fra	inklin Avenue / Bolleville Avenue 🔧
- Fra	nklin Avenue / Mili Street
- Fra	nklin Avenue / Clara Maass Drive
- Fra	nklin Street: between Salter Place / Belmont Avenue
Be a	dvised that the above listed locations are not in any particular order.
•	
Resp	ectfully submitted,
•	
NAME <sub>.</sub>	Lt. Gerard Corbo #161 ht. D. Calo 161
	RANK <u>Traffic Bureau Commander</u>

Reports must be made in full, showing in detail, all and any happening, circumstance, situation, atc, errand or call the officer or patrolman may have encountered or been engaged in, during his respective tour of duty, as stated above,

and report filed with the Police Chief.

### **TransOptions Comments**

### **Essex County CTP**

Complete Streets- We are very pleased that Essex County has a Complete Streets Policy and would like to see the county do all that it can to encourage the municipalities within its borders to adopt a like policy. This can be accomplished by not only encouraging the local governments but also by showing them how the County is following its policy. As County roadways are arterials in most of the communities, by incorporating Complete Streets the county will be leading by example. Additionally the municipalities will see the benefits of using their policies to expand upon that which the County accomplishes. TransOptions has, within its work program guidelines, the ability to assist communities within its service area with the development and implementation of local Complete Streets polices.

Shuttles-Shuttles are smaller, less expensive and more flexible than fixed route bus services and should be considered as a complement to existing transit service. Within our service area there are two existing shuttle services. The first is the Livingston Prime Time Shuttle which we helped to develop. It is funded by the Town of Livingston and is considered a "pilot project". It takes commuters bound for Newark and NY City to the train station in South Orange and back. It also serves some reverse commuters. Although the shuttle has proven to be effective its long term funding needs to be addressed. The other is the Essex Night Owl shuttle that operates after the NJT service to Qwest Caldwell and Fairfield has stopped for the evening. Its value is the fact that it was developed to support the reverse commute and operates at hours when NJT service would not be cost effective. It is paid for by the County and appears to be successful.

Additional shuttle services should be considered if funding can be found. Specifically we see a need for a shuttle to connect West Caldwell businesses and residents with rail services. Some consideration should be given to the idea that existing county owned vehicles could be repurposed, for part of the day, to be commuter shuttles. As an example a Para transit vehicle could be used during peak rush hours (5:30-8:00 AM & 4:30 -7:30 PM) along County right of ways adjacent to residential and employment sites.

Private Bus Service- Although this kind of service exists, it is generally not economically viable without some form of subsidy. An example is Community Coach which operates in western Essex County and is designed to take commuters to NYC. It filed for bankruptcy and was purchased by Coach USA. It still has financial issues and as a result the levels of service and maintenance have been affected. Dissatisfaction with this service is what led Livingston to consider a shuttle to the train. Public-private partnerships could be developed to meet commuting needs but any planning needs to consider how these partnerships will be financially supported. There are numerous communities in western Essex County, where NJT services are less available, which would embrace this kind of option.

Biking- Cycle riding has become a more interesting option for people both as a commutation mode and as a form of recreation. Statistics show a 10 % increase cycle riding, year over year, for the past few years. This increase is despite the general lack of governmental investment in cycling infrastructure. The Complete Streets Policy and some other short term/lower cost investments could dramatically improve acceptance of bike riding for all purposes. An analysis of County Roads that could be made more accessible and safe for cycling should be made. This would make commuting to work and for longer distances more viable, would encourage towns to improve the cycle access to these roads by improving their roadways. TransOptions annually sponsors Bike to Work Week within our service area and always gets feedback from people that tell us they would love to participate, are not daunted by the distances they would have to cycle, but the lack of cycling friendly infrastructure intimidates them. These improvements would be low cost and could include: "green lanes", the use of sharrows, the creation of bike parking areas, share the road signs, road diets and more. Where bike lanes are not possible along a County Right of Way because of traffic speeds or density, parallel streets can be identified and properly marked as the bike path. Currently there is little in the way of computer access to maps of existing bike lanes and this is something that the County and Towns can address without expending any additional monies.

Recreational biking has gained popularity. Adult cyclists should be encouraged and the acceptance of Complete Streets and the incorporating of official Bike Ways into municipal and county planning will help it to grow. Experienced cyclists will have the confidence to ride on county roadways but weekend and less experienced riders are likely to stay on roads owned by the towns. TransOptions can help in several ways. We have staff persons that have expertise in Bike and Walk to School programs who will assist schools and towns with those programs and we have staff that can assist with GIS mapping and identifying routes that would make good bike ways. Additionally we have a Bike safety Specialist on staff that will work with schools,

towns and others to provide safety programs for the end users whether they be children or adults.

Bike paths are another interest of cyclists and should get some attention from this study. Currently it is hard for cyclists to find information about the existence of such trails. Those that exist should be publicized and more should be considered. Most of the current trails are on or near county owned property. They include the Lenape Trail which connects to the Patriots Path in Morris County, the West Essex Trail and the Lenape/Becker Park / Dino Park Quarry Trail. To expand the use of the existing trails and their ability to help cyclists to safely travel further signage should be added that will tell people how to get from residential areas to these trails and how to use the trails to get to additional destinations. Although these trails were primarily designed for recreational use they can also serve as a way to run errands and as a part of a commute to work.

Bike Friendly Communities- Montclair is widely known as a community that has embraced biking and pedestrian activities including Safe Routes to School. It has developed that reputation by implementing many different strategies over a period of years. These strategies are not seen as competing for resources but rather as compliments to one another. The result is a life style that is envied by other towns. They should be held up as an example of what can be accomplished when a town adopts a Complete Streets Policy and then acts to make that policy a reality. TransOptions will assist any town in our area with multiple aspects of these strategies. There are also additional community groups that can and will serve as resources such as Montclair's Bike and Walk Coalition which has encouraged the development of these programs and also helped to educate the public as to their purpose and adoption as a way of life. Other similar groups exist and can be incorporated into the work in other communities. Included in these groups are the Major Taylor Cycling Club of NY&NJ which is in Irvington and the South Orange/ Maplewood Bike Coalition.

Pedestrian Activity-Walking for errands, recreation and as a mode of commuting has gained popularity. In some areas the existing infrastructure is not as supportive as it could be. The acceptance and implementation of Complete Streets policies will make some needed improvements. This study should focus on how pedestrian access along county roadways can be improved. TransOptions can help by supporting efforts to develop Walkability audits, by offering our Safe Routes to School staff and our Pedestrian Safety Programs which target youth, Senior Citizens and the general adult populations. Towns within our service area that have come to our attention as places where improved pedestrian facilities will either improve safety

or access are Fairfield along Passaic Ave. and the industrial park that included Dwight Place and Roseland where improved pedestrian and bike ways are needed around the Becker Farm Office Complex.

**Public Workshop Meeting** 





## Tell us about your Transportation Needs in Essex County!

## Public Input Sought in Preparation of the Essex County Comprehensive Transportation Plan

FOR IMMEDIATE RELEASE CONTACT: Nicole Shapiro

Phone: 973.780.9343

nshapiro@dewberry.com

March 1, 2013 - Come join in discussions about the preparation of the "Essex County Comprehensive Transportation Plan", a countywide plan to develop a safe, coordinated and integrated multi-modal transportation system that provides accessibility for all users while promoting connectivity, economic vitality and productivity, our communities' livability, and our ecosystem's viability.

Essex County and the North Jersey Transportation Planning Authority (NJTPA) invite members of the public to share their ideas at an upcoming workshop to be held, at <a href="two sessions">two sessions</a>, on Wednesday, March 13, 2013, from 10:00 am to 1:00 pm and 4:00 pm to 7:00pm at the Essex County Richard J. Codey Arena at South Mountain - Conference Room and Atrium, 560 Northfield <a href="Avenue">Avenue</a>, West Orange, NJ. This input will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County. Funding for the plan's development is being provided through the NJTPA's Subregional Studies Program.

The workshop is part of a series of the public outreach efforts consisting of a consortium of local, state, and county agencies and officials working together on a multi-modal transportation plan. This workshop is an opportunity for the public to share ideas about building a transportation plan that will build multi-modal connectivity for all users and, in turn, stronger communities and local and countywide economies with better access to transportation, housing, jobs, and educational, cultural, and recreational opportunities.

The workshops will be set up as an open house with various stations describing the existing inventory, needs assessment and technical findings to date.

Want to find out more information or get involved? Please visit www.ecctp.com.

Can't make the workshop but still want to provide input? Please visit www.ecctp.com and post your comments.

For more information, please contact Public Outreach Coordinator, Nicole Shapiro at 973.780.9343 or <a href="mailto:nshapiro@dewberry.com">nshapiro@dewberry.com</a>.





### Tell us about your Transportation Needs in Essex County!

Public Input Sought in Preparation of the Essex County
Comprehensive Transportation Plan

#### General:

Essex County and the North Jersey Transportation Planning Authority (NJTPA) invite members of the public to share their ideas in preparation of the "Essex County Comprehensive Transportation Plan" (ECCTP), a countywide plan to develop a safe, integrated coordinated and multi-modal transportation system that provides accessibility for all users while promoting connectivity, economic vitality and productivity, our communities' livability, and our ecosystem's viability. This input will be used to develop the ECCTP that will shape the future of multi-modal connectivity in Essex County. Funding for the plan's development is being provided through the NJTPA's Subregional Studies Program.

### The Meeting:

The Public Meeting will be held during two sessions, on Wednesday, March 13, 2013, from 10:00 am to 1:00 pm and 4:00 pm to 7:00pm at the Essex County Richard J. Codey Arena at South Mountain - Conference Room and Atrium, 560 Northfield Avenue, West Orange, NJ. Please come at a time that is convenient for you. You will have an opportunity to review exhibits of the proposed project, ask questions, provide answers to a questionnaire and discuss your concerns with Essex County, NJTPA and members of the project team.

### Background:

The NJTPA is the federally authorized Metropolitan Planning Organization for 6.6 million people in the 13-county northern New Jersey region. Each year, the NJTPA oversees more than \$2 billion in transportation improvement projects and provides a forum for interagency cooperation and public input into funding decisions. It also sponsors and conducts studies, assists county planning agencies and monitors compliance with national air quality goals.

The current Essex County Transportation Plan has not been updated in 28 years and is not only outdated but obsolete. With twenty-two municipalities within the County at or near full build-out the need to update the Plan is critical to improving and/or replacing the existing infrastructure while preserving available land for parks and open space, for the rapidly growing population.

The County's radial roads, including Bloomfield Avenue, Springfield Avenue, Clinton Avenue, South Orange Avenue, have established patterns of mobility by automobile and bus. However, many of these same radial arteries, that offer connectivity within the County, are conflicted by congestion caused by heavy use from domestic, freight and bus traffic with constricted opportunities due to right-of-way limitations that inhibit left turns, loading and unloading of bus and commercial vehicles. Common points of congestion within many parts of the County often occur in areas of high pedestrian activity, with resulting effects on pedestrian mobility and safety and hazardous conditions for bicycle mobility.

In developing the most effective Transportation Plan that will benefit the County well into the future, the project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. This input will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

### **Estimated Schedule:**

Final ECCTP Report due May 31, 2013.

### For more information, please contact:

Nicole Shapiro, Public Relations Coordinator Dewberry Engineers Inc. 200 Broadacres Drive, Suite 410 Bloomfield NJ 07003 Phone: 973.780.9343 nshapiro@dewberry.com

### ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

### **PUBLIC MEETING**

Wednesday, March 13, 2013 @ 10:00am-1:00pm @ Essex County Richard J. Codey Arena at South Mountain

Name	Company	Telephone/ Email
Name Volcrip Tourkson	City of East-Crange	973-266-5/18
	valerie. 7	973-266-5/18 ciclison @c1, c45t groupe-11;
NICOLE SHAPIRO	1/5/4/25EEE	973 780 9343
RELGIE DOUGLAS	Courry of Essex	973-395-8372
DWID ROBERTS	COUNTY OF GSEX MISTI-CONDUTING- MISTI-CONDUTING- TOWNSHIP OF	732 383-1950 18234
Donald Meisel	City of Orana	973-266-4217 Dmeisel @ci.orang, ~1.45
Kin Craft	mont clair Tup	973-54-5707 Koraflemontlain
Gary Johnson	*	
Stein Stein	Newslessey bile Halker	dila. Cy 181. Stern
DAVID ANTONIO	COUNTY OF EKSEV	73-226-8500x386
CHRIS BALDWIN	DEWBERRY	973-33 89100
Androw Sogalin	Montalsin	Sopolno northjese, co
JOHN BARRY	Nutley	jbARRY@ NULleyNj.ORg
TED RITTER	NOTPA	tritter Dnjtpa.org
Sister Linda Dalgado	Essex Co Special Iransp	11nde/60 (040/. Com
Dennis Sedaille	Essey Co. DPW	773- 226-8500 426)
Severly Oliphant	Essex County Advisory Com	oliphante ansalkinge comest net
Megankelly	NSTPA	mkelly@njtpa.org
Josh Curlly	Strap Hausman Partnership	Curley Ostemphouman con
JAMES CARA	Maser Consulting	Jear 1 @ masor consulting con

### ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

### **PUBLIC MEETING**

Wednesday, March 13, 2013 @ 10:00am-1:00pm @ Essex County Richard J. Codey Arena at South Mountain

Name	Company	Telephone/ Email
Kate Carill	Meadowink	knurthy geznde org von katecan'll so egma
Kate Carill	NJBNC SO/Maplewood Bake Coale	von katecan'll so e ama
		•
	·	
	11, 11, 11, 11, 11, 11, 11, 11, 11, 11,	
		A-1



### ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

### **PUBLIC MEETING**

Wednesday, March 13, 2013 @ 4:00pm-7:00pm @ Essex County Richard J. Codey Arena at South Mountain

Name	Company	Telephone/ Email
Fluice les	Star-ledger	Telephone/Email 973-392-1547 LUMER (1800 Startenland
Funie Lee Robert Rankles	NIA	enniel-lee & starteolger (
SURANLE ROBINSON		973-731-3234 Wy
Havey Drossno	Tomothips of West Oney	1-973-736-5858
SURANIE ROBINSON Harry Arosonia Mary K Musphy	NITA/Glen Ridge	1-973-639-8401
		1-973-639-8401 murphyazrak @adl. com



## Essex County Comprehensive Transportation Plar QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to this questionnaire at our Public Meeting or by March 20, 20	10

Date: 3/13/13

Municipality of Residence: Caldwell

Name of Person completing form (optional): Sister Linda Delgado

Phone Number (optional): 973-228-2016

Email Address (optional): /indel 60 @/aol. com

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks.
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.

(a). Congestion

(b). #5

(c). # 6

۷.	List up to tribe significant transit issues that affect quality of life in your community.
	(a). Because of conquestion - County bus is late (b). " accidents - " " " (1)
	(b). 11 11 accidents - 11 11 11
	(c). Speeding
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a). There for Country bees to be equiped all phone / 9P5 etc. what roads cannot be used (b). because of congestion, accidents, repairs etc
	(b). because of congestion, accidents, repairs etc
	(c).
4,	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
	Keep in mind the # of Senior Cetigens in Essel Ce
	When ever your are planning
5.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
	I'm not sure of bike paths in Caltwell
•	Other Than Jarks.
	Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.
	yes, Rymon Cene outside Calkwell Collège " Though Essex P. reads

This info maybe at a future meeting

8. Any additional comments? Any issues or strategies you would like to see addressed in this

Transportation plan?

THANK YOU FOR YOUR ASSISTANCE

Please return questionnaire to the project team for consideration at the public meeting on March 13, 2013 or Via email to nshapiro@dewberry.com

Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003

Or you can post comments on our project website www.ecctp.com

Submit all information no later than March 20, 2013

# (Start St. 2)

## Essex County Comprehensive Transportation Plar QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to this questionnaire at our Public Meeting or by March 20, 2013.

Date: 3/13/13
Municipality of Residence: Fast Orange
Municipality of Presented, East-Orange  Name of Person completing form (optional): Valerie XXXX
Phone Number (optional): 973-266 - 5118
Email Address (optional): White a ackson & circustorance-ni. go
Please consider any of the following specific issue areas when responding to the questions listed:
<ol> <li>Congestion</li> <li>Accidents</li> <li>Need for traffic calming measures</li> <li>Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)</li> <li>Need for signalizing an existing unsignalized intersection</li> <li>Need for additional parking / regulations</li> <li>Need for additional signage</li> <li>Need for additional sidewalks</li> <li>Need for bike routes</li> <li>Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)</li> <li>Train whistle sounds</li> <li>Speeding</li> <li>Cut through traffic</li> <li>Other</li> </ol>
1. List up to three significant traffic issues that affect quality of life in your community.
(a). I 280 Freeway Drive impedes safe) pedestrian and bityle crossings over 280 (b). Wider sidewalks

10). Additional signage

2. List up to three significant transit issues that affect quality of life in your community.

(a). Sector and cleaner facilities

(b). More midtown direct services

(c). Sector access to the train statens

3. What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?

(a). Sector redestrict access across 280

to the train station, schools, etc buses,

4. Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
MICL to what type of the community?

Stowing rehicular traffic down

5. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.

6. Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.

8. Any additional comments? Any issues or strategies you would like to see addressed in this

Transportation plan?

THANK YOU FOR YOUR ASSISTANCE Please return questionnaire to the project team for consideration at the public meeting on March 13, 2013 or Via email to nshapiro@dewberry.com Via mail to Nicole Shapiro, 200 Broadacres Drive, Suite 410. Bloomfield NJ 07003 Or you can post comments on our project website www.ecctp.com Submit all information no later than March 20, 2013



## Essex County Comprehensive Transportation Plan QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

#### Please respond to this questionnaire at our Public Meeting or by March 20, 2013.

Date: 20-MARCH-2013

Municipality of Residence: Maplewood

Name of Person completing form (optional): Jonathan Poor

Phone Number (optional): 917-374-9969

Email Address (optional): JPoorRandP@aol.com

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.
  - (a) Speeding, particularly going 35+ on roads marked 25.
  - (b) Pedestrian crossings hard to cross many streets in town. Eg Ridgewood Road, Wyoming Ave, Valley Street.

	(c) Enforcement of rules for all users. NJ drivers have over the years grown to almost universally treat Stop signs as Yield signs. The correct behavior is to come to a complete stop. If you observe, almost no driver does this these days.
2.	List up to three significant transit issues that affect quality of life in your community.
	(a) Train schedule coordination with Jitney
	(b) Bike racks at stations, bike security at station racks.
	(c)
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a) Wider shoulder striping on Cherry Lane in So. Mt. reservation. If the shoulder stripe were made just a little bit wider, narrowing the car lanes down to 10 or 11 feet, this would both slow traffic and make the route more bike/runner friendly. This would be in keeping with Complete streets philosophy. I note that the section north of South Orange Ave is due for re-paving. The reconfigured stripes could be done then!
	(b).
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
Re	eturn of light rail on Springfield Ave and SO Ave., down into Newark.
5.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
up:	ke routes would be optimal. But even short of that, if all future maintenance and grades conformed to the Complete Streets program (endorsed by State, County and cal governments!), we would see a huge improvement in conditions for bicyclists and destrians.

6. Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.

Pedestrian crosswalks for intersections:

Ridgewood and Roosevelt Rd., Ridgewood and Hickory Dr., Ridgewood and Curtis

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

I have been bicycling and driving in Essex County for many years, 50 and 40 years, respectively. I am so glad Essex Co. has endorsed the Complete Streets program. Please be sure to incorporate the concepts of Complete Streets into the master plan! All users of the roads need to be factored in whenever designing, upgrading, or maintaining our roads. It doesn't take a lot of money to make the road experience better for bicycle riders. For example, heading east out of the South Mountain Arena complex on Northfield Ave., the right lane is much wider than the left. Adding a shoulder stripe all the way up over the top of the hill would give cyclists a measure of confidence they currently lack on this road, and I believe it would encourage safer driving on the part of motorists. Great benefit, for the cost of a little paint.

#### Essex County Comprehensive Transportation Plar QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

#### Please respond to this questionnaire at our Public Meeting or by March 20, 2013.

Date: March 19, 2013

Municipality of Residence: Maplewood

Name of Person completing form (optional): Kake Canill

Phone Number (optional): 973,220.8495

Email Address (optional): katecahill 50 e gmail.com

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- List up to three significant traffic issues that affect quality of life in your community.
  - (a). Congestion especially along Valley St. in maplewood
  - (b). Speeding in school zones, including Vailey St area
  - (c). Need for car traffic control + protection of more vulnerable users walkers + bike riders

    via Complete Streets implementation (none so far)

2. List up to three significant transit issues that affect quality of life in your community.

5000 (a). No crosswalks where curb cuts exist along Valley (Millburntowards contient)

(b). Missing Sidermik Segment on Valley St (Tusan-Croscerit)

(c). Speed limit too high

- 3. What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?

Problem

(a). Traffic Flow to & form Rte 78 - Valley St is a major access

SOUHON

- (b). MAPLENDOD GREENWAY Bike/Ped Rouse from Maplewood Memorial Park to South Drange Greenwory - concept studied
- (c). With Report by maplewood residents + deputy mayor Dates June 2012 - GREENWAY COULD ALLEWATE SO MACH TRAFFIC ALONG VALLEY ST.

  4. Do you see a need for more mass transit service in your community? If so, what type of
- service do you recommend and why?

Wo used to have a bus route along belley st in Mapiersond but no longer. With the renewed Natenach kin mass transct it would be worth to considering.

5. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.

Yes! Mora major thorough faces in Magicypool - We have either no bike lones - or ones not consistent with Complete Strongs - ever trough our town passed the CS resolution over 1 year ago

6. Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.

Yes! There is a missing segment along Valley St. between Tuscan Rd and exescent makes walking to local schools very dangerous has walk on Valley St.

- 8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?
- O Maplewood has adopted a Bike Network Plan that is

  problematic in many ways, and inconsistent with

  the concepts of Complete Streets (which has also been adopted). How can local edizens ensure that the

  Sajest transportation decisions are made I are

  consistent with an overall integrated approach with

  County 4 State?
- Tof everything in my responses, what really stands out is
  the wigent need for attention along Valley St Till
  senople, means so many elementary & middle senoplers are
  (plus library, parks, v Village center)

crossing-plus all the commuters driving, bithing, a walking to the station every morning & evening.

3 mortewood Greenway - I spent a year on a town-led task force to study feasibility of a bite/ped Greenway running along east branch THANK YOU FOR YOUR ASSISTANCE.

Please return questionnaire to the project team for consideration at the public meeting on March 13, 2013 or Via email to nshapiro@dewberry.com

from mapleword Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003

from mapleword Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003

from mapleword Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003

from mapleword Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003

from mapleword Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003

from South Crarge Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003

from South Crarge Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003

Submit all information no later than March 20, 2013

of Rahway River). We presented to Township Crite June 2012. No progress since. This Geenway could alleviate so much traffic along Valley St, for not a huge cost. I will send the Report.



#### **Essex County Comprehensive Transportation Plan** QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to this questionnaire at our Public	Meeting or by March 20, 2013
--	------------------------------

The state of the s	
Date: 3/14/13	•
Municipality of Residence: Mont clair	
Name of Person completing form (optional):	
Phone Number (optional):	
Email Address (optional):	
Please consider any of the following specific issue areas when responding to the questions	•

listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.
  - (a). Bloom field Are: there's a need for a confer from lane
  - on the road betw. Upper 14t. the and North 14t. the.

    (b). Pedestrain safety a non signal knosswastes in central business district along Blomfield fre

    (c). Heavy Congestion on Valley Road approaching Bt. 46e.

2. List up to three significant transit issues that affect quality of life in your community.

	(a). More well lit bile lock-up areas at train stations??
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a). Manily bus (N) transit and chancerbus) traffic on Bloomfield during peak traffic hours.
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
5.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.  Yes - (m Valley Road betw. Bloom field he up to Montalair State Unwisky)
6.	Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.
	h/a

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

This is not an issue in Montdair, but UFK Parkway is very poorly lit in the area near the Short Hills on-range It feels unsafe and needs street lamps.

THANK YOU FOR YOUR ASSISTANCE.

Please return questionnaire to the project team for consideration at the public meeting on March 13, 2013 or Via email to nshapiro@dewberry.com
Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003
Or you can post comments on our project website www.ecctp.com
Submit all information no later than March 20, 2013

# OF STATE OF THE ST

## Essex County Comprehensive Transportation Plar QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to	this questionnaire at	our Public Me	eting or by M:	arch 20 2012
		Car rabito bic	CHILD OF DA INI	ai vii <b>20.</b> 20 i 3

Date: March 13, 2013

Municipality of Residence: //louteleur

Name of Person completing form (optional): Kunkurl: Crost

Phone Number (optional): 973 509-570 7

Email Address (optional): Kcraft@ mentclaur njusa.org

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.

(a). Spending

(b). Pedestrian safety
specific worshins planswield at Symour and Midlantificable
specific worshins planswield at Symour and Midlantificable
(c). Buycle safety at Cooper, Grove and Ovange Entire lendth

2.	List up to three significant transit issues that affect quality of life in your community.
	(a). Pail service frequency & lack of connectivity / velotionship  (b). bus service frequency & lack of connectivity / velotionship  for train Schedules  (c). In consistency of bus stop protocols
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?  (a). Intermedial connectivity between Bloomfield Hvenue and Boy St station. Better bus connections, scheduling to and Boy St station is parking demande.
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?  -Related to Day St - limited stop service from the Caldwells of Verona (Blande Ld Ave convider), may reduce traffic/particle degrand
( 	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.  Yes! County roads are the most beavily traveled roads and they need to provide a better, sater lavel of grove to yelists.  Yes they need to provide a better, sater lavel of grove to yelists.  English to the Drang Kind congress the major north-said to you see the need for additional sidewalks in your community? If so please list locations and/or maps.  Gidwalk & criems are mussing on brove Street north of Watching

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

-Recine the lane width standard for County roads
that also function as residential streets. A 35 mph
road does not need 12 ft travel lanes when per
AASHTO, 10 ft is adequate and acceptable in
an urban environment

- l'ousider providing bike lanes where traffic volume and speed indicate less safe conditions for cyclists

- Make providing ADT compliant ramps and crossworks on all County roads, particularly 44000 that also accompanded transct gervice.

#### THANK YOU FOR YOUR ASSISTANCE

Please return questionnaire to the project team for consideration at the public meeting on March 13, 2013 or Via email to nshapiro@dewberry.com

Via mail to Nicole Shapiro. 200 Broadacres Drive Suite 410. Bloomfield NJ 07003

Or you can post comments on our project website www.ecctp.com

Submit all information no later than March 20, 2013



# Essex County Comprehensive Transportation Plan



TAY: 913 236 -5860-

This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Eccox County Comprehensive Transportation Elsevition shape the future of multi-modal connectivity in Essex County.

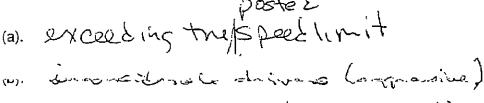
Please respond to this questionnaire at our Public Meeting or by April 11, 2013.		
Date: 4 20 13		
Date: 1 1 13  Municipality of Residence: Northclair		
Name of Person completing form (optional):		

Phone Number (optional): C-20(-247-0388;

Email Address (optional): Welandonegol. com

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
  4. Need for safety measures (e.g. intersections, pedicardae or costage, rail erespinants)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation Cystem technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.



(0). Cho'm aches Crimers La will phomen I, Juena I magazers.

#### **UULS FIONNAIRE**

ை List up to them algoricand-transit issues that affect quality of life in your community,

(a). Do Camp Bus stops next door ( good)

10). The Book nitrain hardent et upe ... now de low ( good)

10. There we box lones during community house.

( good)

3. What are the top three traffic and transit problems affecting affecting a solution may be (a). The price of transit of Site of transit of Site of transit of the solution o

(b). NJallong Island one co-plotely paying in
the Free down Down with out reger as towned and
(c). Widge feels (Part Authority of NGINT)
Those need for more mass transit service in your community of NGINT)

No

5. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.

More education intellines of like I quesand rights

Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.

No

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

I wish Mont clair had a larger corporate
sector: It would be great if mont. 5the Unite
would sell a piece of their land to the
township, and we months real it is
I AM or unother must national IT on clean
both company for the purpose of
employment
tax relief
technological advancement vic
private public purbancings

THANK YOU FOR YOUR ASSISTANCE.

Please return questionnaire to the project team for consideration by April 11. 2013

Via email to nishapiro @dewberry.com

Via mail to Nicole Shapiro, 200 Broadacres Drive, Swite 410. Please in the Nicole Shapiro.

Via mail to Nicole Shapiro, 200 Broadacres Drive, Suite 410, Bloomfield NJ 07003

Or you can post comments on our project website many costs. Submit all information no later than April 11, 2013

# O P X

Date:

4/4/2017

## Essex County Comprehensive Transportation Plan QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to this questionnaire at our Public Meeting or by April 11, 2013.

Municipality of Residence: Mont Clair

Name of Person completing form (optional):

Turko OSker

Phone Number (optional): 917.306.6789

Email Address (optional): "Ms. (Nusa. nut-

	Please consider any of the following specific issue areas when responding to the questions listed:
	<ol> <li>Congestion</li> <li>Accidents</li> <li>Need for traffic calming measures</li> <li>Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)</li> <li>Need for signalizing an existing unsignalized intersection</li> <li>Need for additional parking / regulations</li> <li>Need for additional signage</li> <li>Need for additional sidewalks</li> <li>Need for bike routes</li> <li>Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)</li> <li>Train whistle sounds</li> <li>Speeding</li> <li>Cut through traffic</li> <li>Other</li> </ol>
٠	1. List up to three significant traffic issues that affect quality of life in your community.
	(a). lad of bike lanes
	(b). ternsh road Surface (can t bile after (c). curss not lowered done pottlings!)
	(c). Curbs not lowered dark- pottlintes!)  att most intersections
	( here) for kuts to bike)

2. List up to three significant transit issues that affect quality of life in your community.

and/or maps.

	goeot transit options
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a).
	(b).
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
	ho
5.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
	1/18 ! livery where -
	compared to Europe we have nothing
6.	Do you see the need for additional sidewalks in your community? If so please list locations (and in and/or mans)

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

THANK YOU FOR YOUR ASSISTANCE.

Please return questionnaire to the project team for consideration by April 11, 2013

Via email to nshapiro@dewberry.com

Via mail to Nicole Shapiro, 200 Broadacres Drive, Suite 410, Bloomfield NJ 07003

Or you can post comments on our project website www.ecctp.com

Submit all information no later than April 11, 2013



Date: 1/-103 13

13. Cut through traffic

14. Other

## Essex County Comprehensive Transportation Plan QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to this questionnaire at our Public Meeting or by April 11, 2013.

Municipality of Residence: La MONTCLAIR
Name of Person completing form (optional): 5USAN JANKOLOVITS
Phone Number (optional): 973 - 783 - 0977
Email Address (optional): 5 jankolovits
Please consider any of the following specific issue areas when responding to the questions listed:
<ol> <li>Congestion</li> <li>Accidents</li> <li>Need for traffic calming measures</li> <li>Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)</li> <li>Need for signalizing an existing unsignalized intersection</li> <li>Need for additional parking / regulations</li> <li>Need for additional signage</li> <li>Need for additional sidewalks</li> <li>Need for bike routes</li> <li>Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)</li> <li>Train whistle sounds</li> <li>Speeding</li> </ol>

1. List up to three significant traffic issues that affect quality of life in your community.

(a). cars dut stopping for pedestrians on GROVE St.

(b). bicycle riders not having lights on at night

(c). crazy traffic & children at all Montclair

schools esp. high school

(NOT SO BLOOM FIELD)

2.	List up to three significant <b>transit</b> issues that affect quality of life in your community.
	(a). C'OMMUTERS WALKING IN STREET AT NIGHT  BECAUSE SIDEWALKS ARE UNEVEN-C'ARS CAN'T SEE THEM  (b). I LIKE THE TRAFFIC BUMPS
3.	(c). Homeowners Not SHOVELING SIDEWALKS  AFTER SNOW STORMS  What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a). BETTER SIGNAGE - WHERE IS THE DOWNTOWN? COLLEGE PARKS? SCHOOLS TRAIN STOPS  (b).  TRAFF (C)
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why? $\  \                                $
	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps. $GROVE ST - N_s. FULLERTON$ $RIDGWOOD$

6. Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.

NO

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

THANK YOU FOR YOUR ASSISTANCE.

Please return questionnaire to the project team for consideration by April 11, 2013

Via email to nshapiro@dewberry.com

Via mail to Nicole Shapiro, 200 Broadacres Drive, Suite 410, Bloomfield NJ 07003

Or you can post comments on our project website www.ecctp.com

Submit all information no later than April 11, 2013

#### Essex County Comprehensive Transportation Plan QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to this	questionnaire at a	our Public Meeting	or by April 11	. 2013.

Date: 4-5-13	,	
Municipality of Residence:	Millburn, N)	

Name of Person completing form (optional): Jennifer Dudeworth

Email Address (optional): jennifer@jenniferduckuurth.com

Please consider any of the following specific issue areas when responding to the questions listed:

- Congestion
- Accidents
   Need for traffic calming measures
- Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)

  Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.

2.	List up to three significant transit issues that affect quality of life in your community.
	(a).
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?  (a). People are not arread from anything cando anything.  (b).
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?  BUSSES From South Orange Ave clawn old Short Hills Road to main Street to Mprove options for non-drivers.
5.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.  Wyom ing Avenue
6.	Do you see the need for additional sidewalks in your community? If so please list locations
QVI	wyoming Avenue especially pined cypress St.

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

> Wyoming Avenue Striping and Signage around Cypross St to improve sasety of schoolchildren.

Recommend that municipalities establish

Transportation Advisory Boards

to communicate in a united voice

to communicate in a united voice

with the county.

THANK YOU FOR YOUR ASSISTANCE.

Please return questionnaire to the project team for consideration by April 11, 2013

Via email to nshapiro@dewberry.com

Via mail to Nicole Shapiro. 200 Broadacres Drive, Suite 410, Bloomfield NJ 07003
Or you can post comments on our project website www.ecctp.com
Submit all information no later than April 11, 2013



(b).

(c).

# Essex County Comprehensive Transportation Plar QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

shape the future of multi-modal connectivity in Essex County.
Please respond to this questionnaire at our Public Meeting or by March 20, 2013.
Date: March 13,203
Municipality of Residence: NZIN and
Name of Person completing form (optional): Krishna Murthy
Phone Number (optional): 261-939-4242
Email Address (optional): Knowthy gezride.org
Please consider any of the following specific issue areas when responding to the questions listed:
<ol> <li>Congestion</li> <li>Accidents</li> <li>Need for traffic calming measures</li> <li>Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)</li> <li>Need for signalizing an existing unsignalized intersection</li> <li>Need for additional parking / regulations</li> <li>Need for additional signage</li> <li>Need for additional sidewalks</li> <li>Need for bike routes</li> <li>Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)</li> <li>Train whistle sounds</li> <li>Speeding</li> <li>Cut through traffic</li> <li>Other</li> </ol>
1. List up to three significant traffic issues that affect quality of life in your community.
(a).

2	. List up to three significant transit issues that affect quality of life in your community.	
	(a).	
	(b).	
	(c).	
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?	
	(a).	
	(b).	
	(c).	
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?	
5.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.	
6. l	Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.	

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

Hotels are a major economic engine. Most hotels in the Newark area are located in and around Newark Airport. They are completely isolated from downtown Newark.

An internal circulation system that links the hotels with Dountown Newark including the vistairants in the Ivan Bound, NJPAC, Red Bull Stadium and Prodential Center could encourage visitors to spend time and money in Newark instead of New York Pity. The service and also serve Penn Station New ark.

Nevark with the Meadoulands Sports complete also needs to be considered. This is relevant in the context of the 2014 Super Bowl.

THANK YOU FOR YOUR ASSISTANCE

Please return questionnaire to the project team for consideration at the public meeting on March 13, 2013 or Via email to <a href="mailto:nshapiro@dewberry.com">nshapiro@dewberry.com</a>

Via mail to Nicole Shap-ro. 200 Broadacres Drive. Suite 410. Bloomfield NJ 07003. Or you can post comments on our project website <u>www.ecctp.com</u> Submit all information no later than March 20, 2013.



# Essex County Comprehensive Transportation Plar QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to this questionnaire at our Public Meeting or by March 20, 2013.
Date: $3/13/2013$
Municipality of Residence: New York
Name of Person completing form (optional): Gary Jahn gan
Phone Number (optional): (973) 482 -3373
Email Address (optional): Gary johnson @ hotmail com
Please consider any of the following specific issue areas when responding to the questions listed:
<ol> <li>Congestion</li> <li>Accidents</li> <li>Need for traffic calming measures</li> <li>Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)</li> <li>Need for signalizing an existing unsignalized intersection</li> <li>Need for additional parking / regulations</li> <li>Need for additional signage</li> <li>Need for additional sidewalks</li> <li>Need for bike routes</li> <li>Need for smart highway signage (i.e. variable message signs or other intelligent Transportation System technology in order to better manage traffic)</li> <li>Train whistle sounds</li> <li>Speeding</li> <li>Cut through traffic</li> <li>Other</li> </ol>
1. List up to three significant <b>traffic</b> issues that affect quality of life in your community.  No. 20 From Cars, Tracks + bugges  (a).
(a).  Too many people own Land pork 79% of the (b) time) cars that they raidly use we not lead (c). a car shoring somice in the weben

2.	List up to three significant transit issues that affect quality of life in your community.
	(a).
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?  (a). Lack of a common of the problem of the problem of the solution?  (b) The lange
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?  Light rail shallens should replace by service on these shall parties a where the same parties of the service
ري 5.	Do you see the need for more bike paths and/or routes in your community? If so please list 7
/	them and provide routes and/or maps.
U	ith Two maps,) I will submir a don
1	MAR SURGESTIONS
	Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.
ļ	Newarla already has planty of siderly

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

THANK YOU FOR YOUR ASSISTANCE.  Please return questionnaire to the project team for consideration at the public meeting on  March 13, 2013 or Via email to nshapiro@dewberry.com  Via mail to Nicole Shapiro, 200 Broadacres Drive, Suite 410, Bloomfield NJ 07003
Or you can post comments on our project website <u>www.ecctp.com</u> Submit all information no later than March 20, 2013

## Essex County Comprehensive Transportation Plan

In the 20<sup>th</sup> century, we made a big mistake when we put all of our transportation "eggs" into the automotive "basket." We now have to diversify our transportation portfolio to bring the infrastructure for healthy modes of transportation (walk, bike and transit) on par with the infrastructure for automobiles.

According to 2000 US Census data, Newark residents have only 271 automobiles per 1,000 people, compared with 445 automobiles per 1,000 people in all of Essex County, 620 in NJ, and 776 nationwide. Furthermore, Newark residents have only 0.81 automobiles per household, compared with 1.24 in all of Essex County, 1.62 in NJ, and 2.07 automobiles per household nationwide. So while most people own cars statewide and nationwide, most local residents do not own cars. Yet, most local transportation dollars have been spent on highway projects.

In theory, Essex County's recently-enacted Complete Streets policy would address the needs of all its residents and visitors, not just the few that drive. Time will tell whether or not this turns out to be the case, or if this new policy doesn't get implemented.

Essex County and municipal officials have to wake up to the fact that the bicycle is a legitimate mode of everyday transportation for both city-dwellers and suburbanites. When people ride bikes, they burn calories and lose weight, they don't pollute the air, they spend less money on transportation – freeing up more disposable income to be spent in every other aspect of our local economy, and they don't generate any noise pollution in our neighborhoods. The space required to park one automobile can be better used to park 10-12 bicycles, freeing up more valuable parking spaces for motorists. Cyclists are an asset to the community, not a limiting factor to the speed of cars. Oh, by the way, painting bike lanes on an existing roadway costs a whole lot less money than widening a highway. The transportation cost savings could go a long way toward fiscal sustainability at the county and municipal levels.

One major goal should be to have a county-wide network of bike lanes that would connect to the bike lane network of all neighboring municipalities, enabling a cyclist to travel seamlessly from one community to the next to the next on a continuous network of bike lanes, just like motorists can drive their cars across city and county lines today on a continuous network of roads and highways.

In 2012, I started to compile a list of roads in Essex County (mostly in Newark and vicinity) that are suitable for bike lanes in the near future. These bike lanes would not require any loss of on-street parking.

Many of these roads have lanes that are about 14-16 feet wide, which is not quite wide enough for two travel lanes, so you have a single lane that is very wide with a lot of extra room. A 5-foot wide bike lane would leave 9-11 feet for a car lane. On these roads, you would only need to have bike lanes painted on the existing extra-wide lanes without reducing the number of car travel lanes. These roads probably had two lanes in each direction a few decades ago, but as the cars got wider — and faster — you needed wider lanes on the road.

Some roads are candidates for road diets. The most common road diet is where you have four lanes that are 10-12 feet wide with no "left-turn only" lane and no bike lanes. On these roads most cars that will go straight at the next traffic light will be in the right-hand land to avoid the possibility that they could get stuck behind a left-turning car. This results in the left lanes in each direction getting used by very few cars. You then reduce the four-lane road to three lanes for automobiles (a thru lane in each direction plus a left-turn-only lane in the middle of the roadway) with 5-6 foot wide bike lanes in each direction.

gary johnson@ hormail.com

## Newark's Existing Bike Lanes

As of February 2013 Pink lines on the map

From (Irvine Turner Blvd & Clinton Ave) to (Norfolk St & West Market St) (North-south traffic; 1 lane in each direction)

Northbound and southbound bike lanes for 1.4 miles between Clinton Ave and West Market St. This is the product of a very good road diet project. There used to be two lanes in each direction. You now have one car lane and a bike lane in each direction with a raised median instead of a left-turn only lane.

Washington St (1-way street, 3 lanes of northbound traffic)
Northbound bike lane for 0.5-mile from Raymond Blvd to Broad St.

Ave.

North 1<sup>st</sup> St (North-south traffic; 1 lane in each direction)

Northbound and southbound bike lanes on a 0.3-mile stretch between New St and Sussex

Clifton Ave (North-south traffic; 1 lane in each direction)
Northbound bike lane for 0.1-mile from Orange St to 8<sup>th</sup> Ave.
Southbound bike lane for 0.3-mile from the Branch Brook Park access road to Orange St.

## Suggested Bike Lanes

As of February 2013 Yellow lines on the map

## Recommended for near-term implementation

Broad St (1-way traffic; 2 northbound lanes north of Clay Street)

A safe 0.7-mile northbound route for cyclists is desperately needed from the Broad Street Station / 1-280 area to 4<sup>th</sup> Ave. Cyclists leaving downtown Newark currently have a dangerous ride on this route, which was designed for speed, not safety. The recently-installed rumble strips will do little or nothing to slow down the speed of the automobile traffic. Speed humps, like those on University Ave on the Rutgers-Newark campus, would work much better!

Motorists would now treat this section of Broad St as a neighborhood street instead of a raceway. This would be of great benefit to the cyclists, who would now have a safe route from the downtown to the North Ward and beyond and would take a lot of cars off the road.

Mt. Prospect Ave (North-south traffic; 1 lane in each direction)

Mt prospect Ave is an excellent candidate for northbound & southbound bike lanes for 2.1 miles between Bloomfield Ave in Newark and Belleville Ave in Belleville. The street is wide enough for a 5-foot-wide bike lane plus a lane for cars in both directions between Abington Ave and the Belleville border. You currently have a lot of unutilized street space being taken up by the painted island in the middle of the roadway. Sharrows may be more appropriate between Abington Ave and Bloomfield Ave and the Belleville segment. The block between Elwood Ave and Heller Parkway is a design issue, but with the high number of residents living in the many tall apartment buildings on Mt Prospect Ave that would benefit, bike lanes on this road are a must.

# Adams St (1 wide lane of northbound traffic) & Van Buren St (1 wide lane of southbound traffic)

Good candidate for a 0.8-mile northbound bike lane along Adams St starting at either Clifford St or Malvern St and going north to Market St, with cyclists tuning right onto Market St and making a quick left turn onto the Jackson Street Bridge for trips to Harrison, Kearny and Bergen County. Adams St goes along the western edge of Independence Park.

Likewise, Van Buren St would be a good candidate for a 0.8-mile southbound bike lane from Market St to either Malvern St or Clifford St. Cyclists coming south from Bergen County, Kearny and Harrison would cross the Jackson Street Bridge, turn left onto Market St, and make a quick right turn onto Van Buren St. This route would go along the eastern edge of Independence Park and pass by East Side High School. A combined Adams St / Van Buren St project would be a great candidate for Safe Routes to School funding. Both streets are already wide enough for a 5-foot-wide bike lane plus a lane for cars.

# Between (North 1st St & Orange St) and (Park Ave & North 4th St) (North-south traffic;1

Northbound & southbound bike lanes along 0.5 miles of the edge of Branch Brook Park, between Orange Street & the Park Ave Station. You currently have a painted island in the middle of the roadway and southbound parking, which would be of much better use as bike lanes. This is almost a geographic extension of the existing North 1<sup>st</sup> St bike lanes between New St and Sussex Ave. Northbound cyclists can turn left at the Park Ave light, and make a quick right turn onto North 5<sup>th</sup> Street. See North Ward — North 5<sup>th</sup> Street below for more info.

## Other good candidates for bike lanes

### North Ward & Vicinity:

North 5th St (1 wide lane of northbound traffic)

A 0.9-mile northbound bike lane from Park Ave to Davenport Ave. The low-volume street is already wide enough for a 5-foot-wide bike lane plus a lane for cars.

North 11<sup>th</sup> St (1 lane of southbound traffic) & North 12<sup>th</sup> Street (1 lane of northbound traffic) A 0.9-mile southbound bike lane from Bloomfield Ave to Park Ave on North 11<sup>th</sup> St and a 0.9-mile northbound bike lane from Park Ave to Bloomfield Ave (passing Columbus Hospital) on North 12<sup>th</sup> St. Both streets are already wide enough for a 5-foot-wide bike lane plus a lane for cars.

## Mt. Prospect Ave (1 lane of southbound traffic)

A 0.5-mile southbound bike lane from Bloomfield Ave to its southern terminus at 7<sup>th</sup> Ave, but only if a traffic light is installed at the intersection of Mt Prospect Ave & Park Ave. The street is wide enough for a 5-foot-wide bike lane plus a lane for cars, but trying to cross Park Ave is currently dangerous without a traffic light.

## Rt 658 / Park Ave (East-west traffic, mostly 2 lanes in each direction)

Good candidate for a "road diet" the entire 3.6-mile length from Bloomfield Ave in Newark to Main St in West Orange. The current 4 lane road should be reduced to 3 car lanes (1 lane eastbound, 1 lane westbound, plus a left-turn only lane in the middle, with both eastbound & westbound bike lanes).

# Rt 667 / Broadway (North-south traffic; 2 lanes in each direction in Newark & Belleville, 1 lane in each direction in Nutley)

Good candidate for a "road diet" the entire 5.3-mile length between Bloomfield Ave and the Nutley-Clifton border with 3 travel lanes (1 lane northbound, 1 lane southbound, and a left-turn-only lane in the middle) instead of the current 4 lanes (for 3.7 miles in Newark and Belleville), with

both northbound and southbound bike lanes. Currently, the Nutley segment has 1 extra-wide lane in each direction, so you only have to paint bike lanes on the existing roadway.

#### South Ward & Vicinity:

Bergen St (North-south traffic; 1 lane in each direction)

Good long term potential for 4.0-mile long northbound & southbound bike lanes between Park Ave and the Union County border. Some blocks (between New St and Sussex Ave) already have bike lanes, and other sections (most of the I-78 to Chancellor Ave segment) currently suitable for bike lanes. Some segments are suitable for bike lanes today, without having to lose any onstreet parking; the remaining segments can be sharrows today and upgraded to bike lanes in the future as demand for cycling increases.

## Rt 601 / Chancellor Ave (East-west traffic; 1 lane in each direction)

Great candidate for eastbound & westbound bike lanes in Newark (1.0 mile) and sharrows in Irvington (1.5 miles), where the road is not as wide. The entire 2.5-mile length would run from Elizabeth Ave to Springfield Ave.

## Elizabeth Ave (North-south traffic; 2 lanes in each direction)

0.2 miles in Elizabeth and 1.9 miles in Newark. Northbound & southbound bike lanes between Hillside Ave and Clinton Ave, then continue on Clinton Ave to Lincoln Park. See Central Ward – Pennington St for further EB travel.

## Rt 602 / Lyons Ave (East-west traffic; 1 wide lane in each direction)

There is already enough room for both eastbound & westbound bike lanes the entire 2.0-mile length (1.0 mile in Newark, 1.0 mile in Irvington) from Elizabeth Ave to Springfield Ave.

#### East Ward & Vicinity:

Ferry St (East-west traffic; 1 lane in each direction)

Sharrows and bike signage in both directions between Newark Penn Station and Saint Charles St (1.1 miles) in the near term and possibly all the way to either Foundry St (1.8 miles) or Blanchard St (2.0 miles) in the long term.

## Raymond Blvd (1-way westbound traffic, 3 lanes of thru traffic)

The right-most travel lane has to be physically-separated from the other lanes by Jersey Barriers, thus creating a 2.0-mile westbound express route for cyclists from the Truck Route 1&9 bridge to the Newark Penn Station area. The plans for a riverfront park include a recreational bike path for the kids with parked cars occupying the existing right-hand lane. A "transportation" bike lane for commuters instead of the proposal for parking along the right lane of the existing roadway, plus a recreational bike path for kids in the park would serve both needs much better.

# Chestnut St (East-west traffic; 1 lane of traffic in each direction - EAST OF PACIFIC ST) and (1-way; 1 lane of WB traffic - WEST OF PACIFIC ST)

Current auto lanes are way too wide, and motorists speed; as a result, there are currently rumble strips at several locations along Chestnut St to try to control the speed of the vehicles. The solution to this would be to move the double-yellow line 2.5 feet south. You then add a 5-foot wide westbound 1.0-mile long bike lane from Hanover St to Broad St that would be between the westbound car lane and the on-street parking. Both auto lanes would get narrowed, and vehicle speeds would be reduced, thus the rumble strips can be removed. At Broad St, cyclists could turn slightly left at Lincoln Park to access Clinton Ave and continue their trip.

#### West Ward & Vicinity:

Rt 510 / South Orange Ave (East-west traffic; mostly 1 lane in each direction)

EB & WB bike lanes from University Ave to at least the South Orange train station (4.2 miles), and possibly either 7.0 miles to Rt 527/Old Short Hills Rd or 10.5 miles to the Morris County line. Most of the existing roadway in Newark has a few feet between the edge of the parked cars and the nearby travel lane, making it ideal for a bike lane.

#### Rt 508 / Central Ave (East-west traffic; mostly 2 lanes in each direction)

Central Ave is the best candidate for a road diet in Newark. The entire 4.6-mile road from Valley Rd in West Orange to Broad St in Newark is suitable for bike travel, and a mix of 5-foot wide bike lanes and/or sharrows is possible from end to end.

- For 0.6 miles from Broad St to MLK Blvd in Newark, I would recommend sharrows.
- For 0.9 miles from MLK Blvd to West Market St, there is currently 1 very wide car travel lane in each direction. Either squeeze in 5-foot wide bike lanes, or use sharrows if there's not quite enough room.
- For 2.5 miles from West Market St in Newark to the "zig-zag" at Carteret Pl in Orange, you have four travel lanes (2 in each direction). I would highly recommend a road diet of 3 travel lanes for cars (1 lane for eastbound thru traffic, 1 lane for westbound thru traffic, plus a left-turn only lane) and 5-foot wide bike lanes in each direction.
- For the 0.3-mile segment from the zig-zag at Carteret PI to Scotland Rd there is enough room for a car lane and a 5-foot wide bike lane and a car lane in each direction.
- For the 0.3-mile western end from Scotland Rd to Valley Rd, you currently have 1 very wide lane in each direction. Either squeeze in 5-foot wide bike lanes, or use sharrows if there's not quite enough room.

#### Central Ward & Vicinity:

University Ave (1-way street; 2 lanes of southbound traffic)

Good candidate for either a 1.4-mile southbound bike lane or sharrows from Broad St Station to Clinton Av. The one-block stretch from Court St to the merger with Washington St should be a parking-protected bike lane to shield the cyclists from the high-speed cars in that area.

## Mulberry St (North-South traffic; 1-2 lanes in each direction)

Good candidate for northbound & southbound sharrows for 0.9 miles between Chestnut St and Center St/NJPAC.

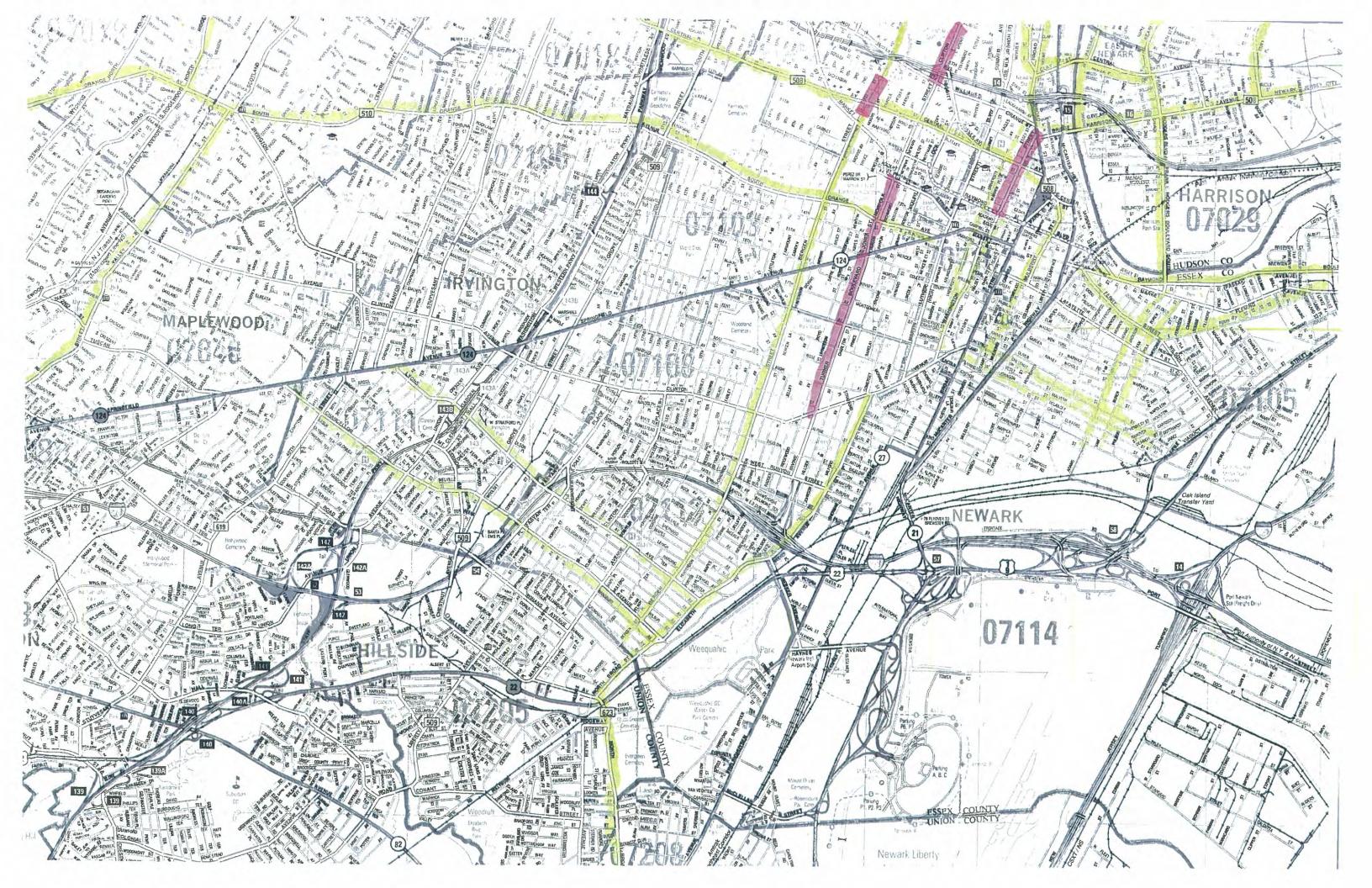
## Pennington St (eastbound traffic only; 1 lane of traffic)

Entire 0.6-mile length from Broad Street (@ Lincoln Park) to Pacific Street. This low-traffic-volume, low-speed street is ideal for sharrows. A cyclist wishing to continue his eastbound trip would make a left turn onto Pacific St, go only 1 ½ blocks on Pacific St and turn right onto Malvern St to continue his trip. (See East Ward - Malvern St for more info).

## Clinton Ave (East-west traffic; 1 lane in each direction)

Good candidate for eastbound & westbound bike lanes for 0.4 miles between Irvine Turner Blvd and Bergen Street, with potential to expand to other parts of Clinton Ave.







## Township of Autley

Department of Revenue, Finance & Code Enforcement 1 Kennedy Drive Nutley, New Jersey 07110 SV DA File

Thomas J. Evans Director of Revenue & Finance Telephone (973) 284-4997 Facsimile (973) 284-4919 John T. Barry
Traffic Safety Coordinator
Telephone (973) 284-4900 ext. 2167
jbarry@nutleynj.org

April 2, 2013

Mr. Sanjeev Varghese Essex County Engineer Essex County Department of Public Works 900 Bloomfield Avenue Verona, NJ 07044

Dear Mr. Varghese,

I had the opportunity to examine Essex County's visions with regard to the Essex County Comprehensive Transportation Plan (ECCTP) on Wednesday, March 13, 2013 at the Cody Arena in West Orange.

One of the displays indicated the location of intersections that were in need of improvement to their traffic signals. I observed that the traffic signal at the intersection of Kingsland Street (CR 644) / West Passaic Avenue / Darling Avenue has been designated for improvement within the scope of the plans.

I would like Essex County to also consider the inclusion of the traffic signals at intersections along Centre Street (CR 648):

Bloomfield Avenue @ Centre Street
East Passaic Avenue (CR 652) @ Centre Street
Prospect Street @ Centre Street
Passaic Avenue @ Centre Street
Union Avenue (CR 647) @ Centre Street.

These signals were constructed in the early 1970's as part of the TOPICS program. "The TOPICS program was authorized by the Federal-Aid Highway Act of 1968 to reduce traffic congestion and increase highway safety in urban areas through operational and/or capital improvements". Vehicle detection systems were installed on the "minor" roadways in order to facilitate the movement of traffic. Over the years these systems have failed resulting in the signals operating on "fixed timing" which creates unnecessary delays and the associated problems that stem from them. As always, thank you in advance for your consideration with this issue.

John T. Barry

#### Essex County Comprehensive Transportation Plan QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

Please respond to this questionnaire at our Public Meeting or by March 20, 2013.

Date: March 13, 2013

Municipality of Residence: City of Grance Tourship

Name of Person completing form (optional): Dount Meisel

Phone Number (optional): 973-266-4217

O Meisel @ ci. orange, wives. Email Address (optional):

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- (3) Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks

  9) Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.

(a). pod safet (b). Dibe linkages

(c). From dum trache colonis

2. List up to three significant transit issues that affect quality of life in your community.
(a). $\mathcal{I} - 280$
(b). Freeway Drive - E+W
(c). Bus Circulation and Access
3. What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
(a). Free was Dribe + Adds brown Sales &
(b). Underuh lization of train service (Ormand Hishland
(0). Jayunling + litters (lach of dedicated bith lanes)
4. Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?  - (Miltown Divect)  Need bus center/hub  - Mad Sate routs to schools!
Need bus center/hub _ need sate routes to schools?
Med bike linkages + lanes
5. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps. The existing bike plan to overputs in a dequate. wied to link by other towns / cities.

6. Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.

Arred Sate acress arrors Formany Drives -

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

Necl bike put linkages be then a dies of townships.

THANK YOU FOR YOUR ASSISTANCE

Please return questionnaire to the project team for consideration at the public meeting on March 13, 2013 or Via email to nshapiro@dewberry.com

Via mail to Nicole Shapiro. 200 Broadacres Drive. Suite 410 Bloomfield NJ 07003

Or you can post comments on our project website www.ecctp.com

Submit all information no later than March 20, 2013



Date: 3/20/13

## Essex County Comprehensive Transportation Plan QUESTIONNAIRE



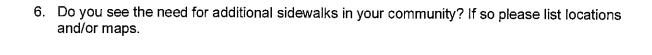
This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County.

#### Please respond to this questionnaire at our Public Meeting or by March 20, 2013.

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.
  - (a) I am an avid cyclist and ride all over Essex County and neighboring counties. Many roads are not suited for bicycles and leave cars dangerously close to the cyclists.
  - (b) As an Orthodox Jew who lives off of Pleasant Valley Way and walks to synagogue every Saturday, I can say that crossing PVW especially around the synanogue is very dangerous. Also, by Degnan Park there is no crosswalk and it is scary to see all the people that run across PVW.

	(c) Congestion at lights all along PVVV, especially by Eagle Rock Avenue is a major issue
2.	List up to three significant transit issues that affect quality of life in your community.
	(a) More buses and ways to get to public transportation is an issue and has kept people from moving to WO
	(b).
	(c).
3.	What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
	(a) See above regarding cycling.
	(b)
	(c).
4.	Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
frie did	I would say yes. I personally work in an area to which I have to drive, but I have heard ends complain about the options. I also know of people who looked to move to our area and in't due to lack of public transportation
5.	Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps.
Ye	s. Along PVW, Prospect Ave, Gregory Ave, through Montclair and Livingston too.



The sidewalks in my area are pretty comprehensive. Sometimes on PVW, however, it feels like the cars are moving too quickly and out of control and the sidewalks may be a bit dangerous

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

## **Essex County Comprehensive Transportation Plan** QUESTIONNAIRE



This questionaire will be used in developing the most effective Transportation Plan that will benefit Essex County well into the future. The project team needs to gather the comprehensive needs of the County's transportation users in order to incorporate into the Plan. The input from this questionaire will be used to develop the Essex County Comprehensive Transportation Plan that will shape the future of multi-modal connectivity in Essex County

and and latere of main-model compective	in Essex County.
Please respond to this questionnaire	e at our Public Meeting or by March 20, 2013.

Date:

3/13/2017

Municipality of Residence: With Orange

Name of Person completing form (optional):

Phone Number (optional):

Email Address (optional):

Please consider any of the following specific issue areas when responding to the questions listed:

- 1. Congestion
- 2. Accidents
- 3. Need for traffic calming measures
- 4. Need for safety measures (e.g. intersections, pedestrian crossings, rail crossings)
- 5. Need for signalizing an existing unsignalized intersection
- 6. Need for additional parking / regulations
- 7. Need for additional signage
- 8. Need for additional sidewalks
- 9. Need for bike routes
- 10. Need for smart highway signage (i.e. variable message signs or other Intelligent Transportation System technology in order to better manage traffic)
- 11. Train whistle sounds
- 12. Speeding
- 13. Cut through traffic
- 14. Other
- 1. List up to three significant traffic issues that affect quality of life in your community.
  - (a). No sidewalks
  - (b). Dangerous Un Turns et un regulated intersection
  - (c). Traffic Lights not coordinated

- 2. List up to three significant transit issues that affect quality of life in your community.
  - (a). Not anough public busy
  - (b). Last of access to rail stations
  - (c).
- 3. What are the top three traffic and transit problems affecting your community that may be more of a regional nature—i.e. either in the context of the problem or the solution?
  - (a). Traffic congestion Planning without truffic studies
  - (b).
  - (c).
- 4. Do you see a need for more mass transit service in your community? If so, what type of service do you recommend and why?
- 5. Do you see the need for more bike paths and/or routes in your community? If so please list them and provide routes and/or maps. Yes, through South Notinian Resurvetion along west drange & Livingston county roots.
- 6. Do you see the need for additional sidewalks in your community? If so please list locations and/or maps.

  Ye, Northfield Ave. going west from Pleasant Valle, Way west to Doywood Road & Glan View Drive in West Orange

8. Any additional comments? Any issues or strategies you would like to see addressed in this Transportation plan?

County needs Reverse All system to notify residents of road closures. Also promoter using e-mail and/or text missinging to notify residents of road closures

THANK YOU FOR YOUR ASSISTANCE

Please return questionnaire to the project team for consideration at the public meeting on March 13, 2013 or Via email to nshapiro@dewberry.com

Via mail to Nicole Shapiro 200 Broadacres Drive. Suite 410, Bloomfield NJ 07003

Or you can post comments on our project website www.ecctp.com

Submit all information no later than March 20, 2013

# **Appendix D:** Essex County Complete Streets Policy

www.dewberry.com



# COUNTY OF ESSEX, NEW JERSEY BOARD OF CHOSEN FREEHOLDERS

State of New Jersey,}
County of Essex } ss

	I <u>Deborah Davis Ford</u> Clerk of	the Board of Chosen
Freeholders of th	he County of Essex in the State of No	ew Jersey
Do Hereby Cer	tify, the foregoing to be a true copy of	'a resolution adopted at a
meeting of said B	oard on <u>Wednesday</u>	
the25 <sup>h</sup>	day of <u>April 2012,</u> toge	ther with the certification,
signatures and e	ndorsements thereon.	
RESOLUTION NO	R-2012-00392	
	IN Testimony WHEREOF, and and affixed the official and affixed the official and affixed the official and an angle of the control of the contr	seal of said County at day of

PLEASE NOTE: Resolution Nos. R-12-0392, become R-2012-00392, as per Ordinance No. O-2011-00010, adopted August 17, 2011.

Clerk

RESOLUTION OF THE BOARD OF CHOSEN FREEHOLDERS
COUNTY OF ESSEX

# 42

PROPOSED BY: FREEHOLDER GILL

AUTHORITY FOR RESOLUTION N.J.S.A. 40:41A-38(q)
AUTHORITY FOR ACTION C.C.E. 3:2-29(B)

SUBJECT:

RESOLUTION EST	ABLISHING AND A	DOPTING AN ESSEX	COUNTY COMPLI	ETE STREETS POLICY

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the Essex County Board of Chosen Freeholders wishes to establish a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility; and

WHEREAS, it is the intent of the Board of Chosen Freeholders that to the extent practicable, the Essex County Complete Streets policy shall include all road, bridge, and building projects.

NOW, THEREFORE, be it resolved that the Essex County Board of Chosen Freeholders establish the following Complete Streets Policy with the following goals and objectives:

1. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit

facilities.

2. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb

ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.

3. Additionally, in rural areas, paved shoulders or a multi-use path shall be in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

4. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.

Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

6. Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner.

7. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic ControlDevices and others as related.

- 8. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 -Accommodating Pedestrian and Bicycle Traffic During Construction.
- 9. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
  - 10. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
- 11. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
  - a) Non-motorized users are prohibited on the roadway.
  - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - c) Detrimental environmental or social impacts outweigh the need for these accommodations.
  - d) Cost of accommodations is excessively disproportionate to cost of project.
  - e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
  - f) An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

**BE IT FURTHER RESOLVED**, that a certified copy of this Resolution shall be sent to the Office of the County Administrator, Office of County Counsel and Department of Public Works.

Approved as to form RECORD OF VOTE			V.=Abs	sention	ABS=Absent)  Moved by Freeholder Second by Freeholder	is Orbo	12		
	I			T T	T	T	asc I		T
Freeholder	Yes	No	N.V.	ABS	Freeholder	Yes	No.	N.V.	ABS
BEASLEY	/				LUCIANO	<b>V</b>			
BOBADILLA	<b>V</b>		·		PAYNE, JR				Ιχ.
CLARK	<b>V</b>				SEBOLD, VICE PRES.	/			
GILL	/								
JOHNSON	<b>V</b>				WATSON, PRES.	/			
It is hereby certified that to a	he fore	ing of	the Boa	tion was	s () adopted ( ) defeate hosen Freeholders of the	d ( ) t Count	tabled y of Es	by roll o	call vote at w Jersey
Is Publication Required ( Date Published	) Yes	( ) No	u- 24-24-44-4	-	Blown	م <u>ت</u> Blonnié	R. W	Watson, P	Son resident