



MONTCLAIR

SENIOR WALKABILITY WORKSHOP

JUNE 2014



**PARSONS
BRINCKERHOFF**





INTRODUCTION

As part of its safety initiatives, the New Jersey Department of Transportation's (NJDOT) Office of Bicycle and Pedestrian Programs sponsors senior mobility workshops throughout the state in an effort to raise awareness and help decision makers better understand the unique mobility needs of senior citizens. These workshops provide an interactive educational program that allows seniors, community decision makers, transportation professionals, health professionals and others to work collaboratively in order to make our communities safer and more walkable for all residents. The workshops discuss why walking is important, particularly for older adults; allow all attendees to see and experience barriers to pedestrian mobility through the eyes of seniors; and investigate how to diagnose, design, and implement strategies and activities to improve walking conditions in the community. In conjunction with NJDOT, a project team of professionals from Parsons Brinckerhoff (PB) and Civic Eye Collaborative (CEC) conducted a workshop for Montclair on June 2nd, 2014. The workshop was organized in cooperation with Lifelong Montclair.

MONTCLAIR CONTEXT

In Montclair, seniors compose approximately 12% of the population, which is on par with the county, state, and national averages. Following national trends, the senior segment of the population is anticipated to continue to grow considerably over the next few decades as the Baby Boomer generation reaches retirement age. In New Jersey, the senior percentage of population is projected to grow by 51% between 2000 and 2030, from 13% to 20% of the state population. Within Essex County, where Montclair is located, the growth is anticipated to be comparable, with a 32% increase in the senior share of the population between 2000 and 2030. This aging trend is illustrated in Table 1.

Montclair is a relatively dense, first-ring suburb within Essex County. With major arterials through the town, an active main street commercial district, and access to both rail and bus transit, Montclair has some unique issues that impact

Table 1: Changes in the Senior Population from 2000 to 2030

Year	U.S.	New Jersey	Essex County	Montclair
2000	34,991,753	1,113,136	94,380	4,266
	12.4% of pop	13.2% of pop	11.9% of pop	11.3% of pop
2010	40,267,984	1,185,993	90,287	4,665
	13.0% of pop	13.5% of pop	11.5% of pop	12.0% of pop
2020*	55,969,000	1,508,400	107,100	
	16.8% of pop	16.3% of pop	13.3% of pop	
2030*	72,774,000	1,916,700	129,100	
	20.3% of pop	19.9% of pop	15.7% of pop	
	64% change in Senior % of pop from 2000	51% change in Senior % of pop from 2000	32% change in Senior % of pop from 2000	

Source: U.S. Census, NJ Department of Labor

*projected figures



pedestrian safety and mobility in the Township:

- Pedestrian safety and mobility in Montclair are severely impacted by rush hour traffic patterns and high volumes of regional through traffic along Bloomfield Avenue.
- Montclair's relatively dense residential neighborhoods and proximity to the downtown core and other commercial areas, six NJ Transit rail stations, schools, and other destinations creates a walkable environment. Speeding, insufficient lighting, and long distances between marked pedestrian crossings were common issues cited by workshop participants that hamper walking within the Township.
- Montclair has been a leader in Complete Streets, adopting the first policy in New Jersey, implementing several projects, and making it a central part of the Township's current development of an integrated Land Use and Mobility Plan. The Township has a broad coalition of residents, advocates, and stakeholders championing its Complete Streets efforts.

SENIOR MOBILITY CONTEXT

As the population ages, there are a variety of impacts on our transportation system and how it needs to adapt to maintain access and mobility for shifting demographics. Seniors are less likely to drive and often live in communities with few transportation alternatives. Combined with physical limitations, these factors can cause seniors to feel trapped in their homes and communities. Improving senior mobility is essential to maintaining a high quality of life for older adults. It ensures that seniors have safe access to their daily needs and activities, and enables seniors to 'age in place' by maintaining independence and staying in their homes and communities.

Walking is a fundamental component of senior mobility that has numerous benefits:

- Walking is a mode that is available to everyone – all ages, incomes, and abilities
- Walking helps maintain independence for those who do not drive
- Walking is an easy form of physical activity that can improve health, including reducing the risk of heart disease, obesity, diabetes, and many other conditions, while also improving strength, balance, and flexibility
- Walking is also an important social activity, providing opportunities to meet others and be engaged in the community

However, there are numerous barriers that discourage walking for seniors and all pedestrians – traffic speeds and congestion, long walking routes between destinations, and lack of adequate pedestrian infrastructure.

The effects of aging amplify the impacts of physical barriers that may otherwise appear minor to younger, able-bodied pedestrians. As we age, walking speed and reaction time decreases, and physical mobility, vision, hearing, and cognition can deteriorate, causing various physical barriers to become insurmountable obstacles.

The effects of aging can also leave seniors more vulnerable to severe pedestrian crashes. While seniors are involved in fewer total pedestrian crashes per capita in New Jersey, the fatality rate among seniors is significantly higher than the state average.

Improving senior pedestrian mobility requires a comprehensive approach of engineering, education, and enforcement elements. This workshop is one element of that approach, an educational program to raise awareness of senior mobility, share information on engineering best practices, and identify local mobility issues. The output of the workshop includes recommendations for engineering, policy, and programmatic solutions to improve mobility for the entire community.

WORKSHOP SUMMARY

The Montclair Senior Mobility Workshop was held at the Montclair Library on Monday, June 2nd, 2014, from 1:00pm – 3:30pm. Montclair was selected for NJDOT’s senior workshop series due to its active senior population, the township population’s significant proportion of seniors, and strong local interest and support for the workshop. Approximately 35 people participated, including representatives from: NJDOT; Montclair (including the planning and health departments); North Jersey Transportation Planning Authority; TransOptions Transportation Management Association; New Jersey Travel Independence Program; local bike, walk, and health advocacy groups (Bike + Walk Montclair, Eat. Play.Live...Better); the project team; and 8-12 seniors.

The workshop had three main components: a presentation on senior mobility, a field walk to observe and experience local senior mobility issues, and a brainstorming session to discuss what was observed in the field and more general senior mobility issues throughout the township. All of the workshop materials, including the agenda, participant worksheets, list of resources, and sign-in sheet, can be found in the Appendix.

Presentation

NJDOT kicked off the workshop by explaining the premise, highlighting the importance of pedestrian and senior mobility and safety to NJDOT, and introducing the project team. Katie York of Lifelong Montclair also welcomed attendees, briefly discussed the organization’s mission





and resources, and the link between a safe, walkable town and being able to age in place. Parsons Brinckerhoff then presented an overview of senior mobility, defining the issues, demographic shifts, impacts of aging on mobility, and the benefits of and barriers to walking. The final segment focused on how to diagnose, design, and implement pedestrian infrastructure to ensure senior accommodations. Through extensive photo examples, including some from the local area, the presentation illustrated how poor design can create serious barriers to senior mobility. Examples of alternative engineering treatments were also presented to demonstrate how design can be used to improve mobility, including best practices in sidewalk design and connectivity, driveway design, crossing and curb ramp design, signage, lighting, and signal timing. Before and after photos of improvement projects from around New Jersey highlighted local success stories. The presentation educated all attendees on how to evaluate walking conditions in their local community, provided local officials and decisions makers with design tools that they can utilize going forward, and encouraged walking and safe walking habits among seniors.

Field Observation

To reinforce and illustrate the information discussed in the presentation, the project team led attendees on a short field walk of the surrounding area. The walk accomplished several objectives: it provided the opportunity for seniors to discuss and demonstrate barriers to mobility with local officials; it enabled these officials to see and experience senior mobility issues firsthand; and it allowed the project team to gather extensive local input on issues, barriers, and potential improvement options for the local area. The project team also used a wheelchair for hands-on demonstrations during the field walk. This enabled the able-bodied participants to try to navigate the local area in a wheelchair and better understand mobility issues from the perspective of the mobility-impaired.

In the field, seniors, public officials, and the project team mixed together and shared information about personal experiences walking in the area, significant obstacles and concerns, typical traffic patterns, and ideas to improve walking conditions. Attendees were asked to record their observations on a notes sheet while they were in the field.

The field walk was an approximately 0.5 mile loop adjacent to the Library. The group discussed pedestrian issues along the route, and stopped at two main locations – the intersection of Bloomfield Avenue (CR 506) at South Fullerton Avenue/Church Street/North Fullerton Avenue, and Bloomfield Avenue (CR 506) at Seymour Street. These locations were



chosen because they were within a walkable distance from the Library, have a significant amount of pedestrian activity, and preliminary field visits by the project team indicated that they had deficiencies representing typical senior mobility barriers.

Brainstorming Session

Upon returning to the Library, the project team then facilitated a brainstorming session to discuss observations from the field and more general walkability issues throughout Montclair. Working as three separate mixed groups of seniors, public officials, and the project team, attendees used a large aerial photo to identify key destinations for seniors in the township; locations and corridors with senior pedestrian barriers; key pedestrian routes; and potential new pedestrian routes to improve circulation. In addition to recording information on the aerials as groups, each attendee was also asked to record their input on a worksheet related to major senior destinations, the typical types of pedestrian issues they see around Montclair, and how often they use transit or walk. Each group reported on the key issues they identified on the walking route and within Montclair more generally.

The following pages document the results of the workshop, including field observations, brainstorming exercises, aerial map notations, written comments, group discussion, and recommendations for possible next steps.

FIELD OBSERVATION | AREA STRENGTHS AND DEFICIENCIES

Both strengths and deficiencies were identified by the group during the course of the half-mile walk. Strengths included a complete sidewalk network, numerous pedestrian destinations and an active downtown core. Concerns among the group included high traffic speeds and high volumes.



ADA-compliant curb ramps improve pedestrian access and mobility



Sidewalk heaving and cracking can create significant barriers for mobility



High-visibility crosswalk striping enhances pedestrian crossings in high traffic areas



Stamped brick crosswalk provides creates appealing aesthetic in a downtown area



Maintenance issues with brick crosswalk may be challenging for the mobility impaired

CORRIDOR STRENGTHS AND DEFICIENCIES | FIELD OBSERVATION



Wide sidewalks and street furniture provide a comfortable walking environment



Long crossing distances create a stressful pedestrian environment



Obstructions narrow effective sidewalk width and are inconsistent with best practices



Arterial roadway with high speeds and 4 lanes creates a difficult walking environment



Medians, signage, curb extensions, and street trees create a pedestrian friendly environment

Although a complete sidewalk network can be found in most of the area, sections are cracked or uneven and high traffic volumes and speeds and long crossing distances can make pedestrian crossings difficult. Many positive examples of crossing infrastructure can be seen in the area and these should be replicated throughout the township.

SUMMARY OF DISCUSSION

During a brainstorming session, the group was asked a series of questions related to their preferred destinations, observed issues, and mobility challenges faced.



What are the most popular destinations for seniors in Montclair?

- Library
- Senior Housing
- Shopping / Downtown
- Grocery
- Restaurants
- Parks
- Pharmacy
- Doctors' Offices & Hospital
- Post Office
- Theater
- Art Museum
- Movie Theater
- YMCA
- Community Center
- Transit Connections
- Places of Worship
- Adult School

What common barriers to senior mobility have you noticed in Montclair?

- Cracked, uneven, or discontinuous sidewalks
- Missing, inadequately marked, and long gaps between crosswalks
- Insufficient intersection crossing times
- Obstructions on walking paths
- Missing ADA-compliant ramps
- Steep grades along walking routes
- Vehicles traveling at high speeds
- High traffic volumes
- Overgrown vegetation

What are your biggest challenges in walking to where you want to go?

- Difficult street crossings
- Heavy volumes of vehicular traffic
- Uneven sidewalks
- Sidewalks in disrepair
- Behavior of both drivers and pedestrians

SUMMARY OF SENIOR MOBILITY ISSUES

One reason for conducting the brainstorming session is to better understand which individual locations, corridors, and general city-wide issues present the greatest obstacles to senior mobility in Montclair. Based on input from the field walk and brainstorming session, these locations should be prioritized for improvement.

Individual Locations:

- **Bloomfield Avenue (County Road 506) at South Fullerton Avenue/North Fullerton Avenue/Church Street** – This signalized intersection is located in the heart of the downtown core, linking commercial development along Bloomfield Avenue and Church Street with the Library, residences, various commercial and professional offices, and other destinations along South and North Fullerton Streets. The intersection has a complex alignment with five approaches, making it more difficult for pedestrians to navigate. The proximity of the signalized intersection of Bloomfield Avenue at Glenridge Avenue, approximately 50 feet to the south, further complicates circulation. There is a complete sidewalk network surrounding the intersection.



Pedestrian crossings are provided at the southbound, westbound, and eastbound approaches. There is no crossing at the northbound approach due to the proximity of the Bloomfield Avenue at Glenridge Avenue traffic signal. All existing pedestrian crossings are striped with high visibility, ladder crosswalks except the eastbound approach on South Fullerton Avenue, which has a stamped brick surface with standard white striping along the perimeter. A pothole has developed within the stamped brick crosswalk, creating an obstacle for pedestrians, particularly wheelchair users and the mobility impaired. Four of the seven curb ramps are not ADA-compliant, as they lack a detectable warning surface.

There are pedestrian signal heads, with countdown timers, at each of the existing pedestrian crossings. The signals are pre-timed.



- **Bloomfield Avenue (County Road 506) at Seymour Street** – The unsignalized T-intersection provides a connection between the Wellmont Theater (a significant pedestrian destination) on Seymour Street and the commercial area along Bloomfield Avenue. Workshop participants noted that a pedestrian fatality occurred at this intersection. There is a complete sidewalk network surrounding the intersection.

A high visibility, ladder crosswalk with ADA-compliant curb ramps is provided for the minor crossing of Seymour Street. There is no marked crossing of Bloomfield Avenue; however, workshop participants indicated that pedestrians routinely attempt to cross at this location. Bloomfield Avenue is a four-lane cross section with on-street parking, creating a total crossing distance of approximately 55 feet. Bloomfield Avenue has heavy traffic volumes (average daily traffic of approximately 25,000 vehicles) and a posted speed limit of 25 mph, although workshop participants noted actual speeds tend to be higher. The nearest existing signalized crossings are approximately 425 feet to the north and 200 feet to the south.



- **Bloomfield Avenue (County Road 506) at Valley Road** – The signalized intersection is towards the northern end of the Bloomfield Avenue commercial district. The intersection is heavily skewed, creating long crossing distances (approximately 80 - 90 feet for the Valley Road crossings). High visibility, ladder crosswalks are provided at the northbound, eastbound, and westbound approaches; there is no striped crossing of the southbound approach on Bloomfield Avenue. All curb ramps are ADA-compliant, except the ramp at the southeast corner for the Bloomfield Avenue crossing, which lacks a detectable warning surface. The traffic signals lack pedestrian signal heads and countdown timers and pedestrian push buttons. The eastbound approach on Valley Road has a striped right-turn island, which could be used as a raised curb pedestrian refuge

island to shorten the crossing. There is a complete sidewalk network surrounding the intersection.

- **Bloomfield Avenue (County Road 506) at Orange Road/Bell Street** – The signalized intersection is towards the northern end of the Bloomfield Avenue commercial district. The intersection approach on Orange Road is heavily skewed, creating long crossing distances. The approaches of Bell Street and Orange Road are slightly offset. High visibility, ladder crosswalks are provided at the southbound, eastbound, and westbound approaches; there is no striped crossing of the northbound approach on Bloomfield Avenue. All curb ramps are ADA-compliant. The traffic signals lack pedestrian signal heads and countdown timers and pedestrian push buttons. There is a school crossing sign (S1-1) at the northeast corner. There is a complete sidewalk network surrounding the intersection.
- **Valley Road at Walnut Street** – The unsignalized intersection was noted by workshop participants as a difficult location for pedestrians to cross. It is a T-intersection, with Valley Road being the major street. The westbound approach on Valley Road is striped with a high visibility, ladder crosswalk; the northbound approach on Walnut Street is stamped brick with white outline striping. Each road carries two lanes of traffic. There is a complete sidewalk network surrounding the intersection.
- **Park Street at Watchung Avenue** – The unsignalized intersection was noted by workshop participants as a difficult location for pedestrians to cross. The intersection is adjacent to the Watchung Avenue NJ Transit station on the Montclair-Boonton line. It is a T-intersection, with Park Street being the major street. The eastbound approach on Park Street is striped with a high visibility, ladder crosswalk with ADA-compliant curb ramps. There is no pedestrian crossing at the northbound or westbound approaches. Each road carries two lanes of traffic. There is a complete sidewalk network surrounding the intersection.
- **Grove Street (County Road 623) at Watchung Avenue** – The signalized intersection was noted by workshop participants as a difficult location for pedestrians to cross. High visibility, ladder crosswalks with ADA-compliant curb ramps are provided at all approaches. A single curb ramp is provided at each corner, positioned at the apex of the corner. The traffic signals lack pedestrian signal heads and countdown timers. There is no sidewalk on the southbound approach along Park Street, and a worn path indicates significant pedestrian demand.





Corridors:

- **Bloomfield Avenue (County Road 506)** – Bloomfield Avenue has a posted speed limit of 25 mph with four lanes of traffic and on-street parking. It traverses Montclair's downtown core, which attracts significant pedestrian activity. It is also a regional arterial, providing connections to the Garden State Parkway and Newark, and therefore carries high volumes of vehicular through traffic (average daily traffic of 25,000 vehicles). The multi-lane configuration also facilitates higher travel speeds during off-peak hours. These high traffic volumes, speeds, and four-lane cross section make pedestrian crossings at unsignalized locations extremely difficult. The signalized crosswalks in the downtown area between Park Street and Valley Road and between Glenridge Avenue and Willow Street are spaced over 700 feet apart, creating large gaps between crossing opportunities. As a result, there is a significant demand for crossing unsignalized intersections and midblock locations as pedestrians seek a shorter and more convenient path between shops, restaurants, the theater, residences, parking, and other destinations. The unsignalized intersection at Midland Avenue has been enhanced with a rectangular rapid flashing beacon (RRFB) to improve pedestrian visibility and driver compliance with the stop-for-pedestrians law.

The roadway has a complete sidewalk network. The sidewalk travel zone is typically concrete and approximately six to eight feet wide, with an additional furniture zone constructed of brick pavers with street trees, planters, parking meters, and street furniture. Some planters and street furniture encroach on the pedestrian travel way, limiting the effective sidewalk width. Curb ramps are typically ADA-compliant.

The Bloomfield Avenue Complete Corridor Plan, funded by Together North Jersey, is currently on-going. The study is evaluating a four-mile stretch of Bloomfield Avenue, including through Montclair, and developing corridor-wide, multi-modal improvement recommendations.

- **Park Street (Bloomfield Avenue to Watchung Avenue)**– During the brainstorming session, workshop participants identified this corridor as an east-west walking route, connecting the Watchung Avenue NJ Transit station, residences, schools, and the Bloomfield Avenue commercial district. Park Street is also an NJ Transit bus route. Park Street is approximately 34 feet wide with two lanes of traffic and on-street parking. The posted speed limit is 25 mph. There is a complete sidewalk network along

the corridor, generally in fair condition, although some sections have heaves or cracking, which can be difficult obstacles for the mobility impaired. Crossings are typically marked with ladder or standard crosswalk striping, and curb ramps are not always ADA-compliant. Crossings at T-intersections and intersections with pedestrian-only paths are typically not marked, creating long gaps between marked pedestrian crossings. Poor lighting was also noted by workshop participants as a deficiency along the corridor.

- **Grove Street (County Road 623; Bloomfield Avenue to Watchung Avenue)** – During the brainstorming session, workshop participants identified this corridor as an east-west walking route, connecting residences, schools, and the Bloomfield Avenue commercial district. Grove Street is approximately 38 feet wide with two lanes of traffic and on-street parking. It is typically striped with 11-foot lanes and an eight-foot shoulder. The posted speed limit varies from 25 to 35 mph. There is a complete sidewalk network along the corridor, generally in fair condition, although some sections have heaving or cracking, which can be difficult obstacles for the mobility impaired. Crossings are typically marked with ladder or standard crosswalk striping, and curb ramps are typically ADA-compliant. At T-intersections, the crossing of Grove Street is typically not marked, creating long gaps between marked pedestrian crossings. Poor lighting was also noted by workshop participants as a deficiency along the corridor.
- **Watchung Avenue (County Road 655; Grove Street to Park Street)** – During the brainstorming session, workshop participants identified this corridor as a north-south walking route, connecting the Watchung Avenue NJ Transit station with residences, a small commercial district, and east-west walking routes. Watchung Avenue is approximately 34 feet wide with two lanes of traffic and on-street parking. The posted speed limit is 25 mph. There is a complete sidewalk network along the corridor, generally in fair condition, although some sections have heaving or cracking, which can be difficult obstacles for the mobility impaired. Crossings of minor side streets are typically marked with standard crosswalk striping, and curb ramps are typically not ADA-compliant. There are no marked crossings of Watchung Avenue between North Fullerton Avenue and Grove Street, a distance of approximately one-third of a mile. Poor lighting was also noted by workshop participants as a deficiency along the corridor.

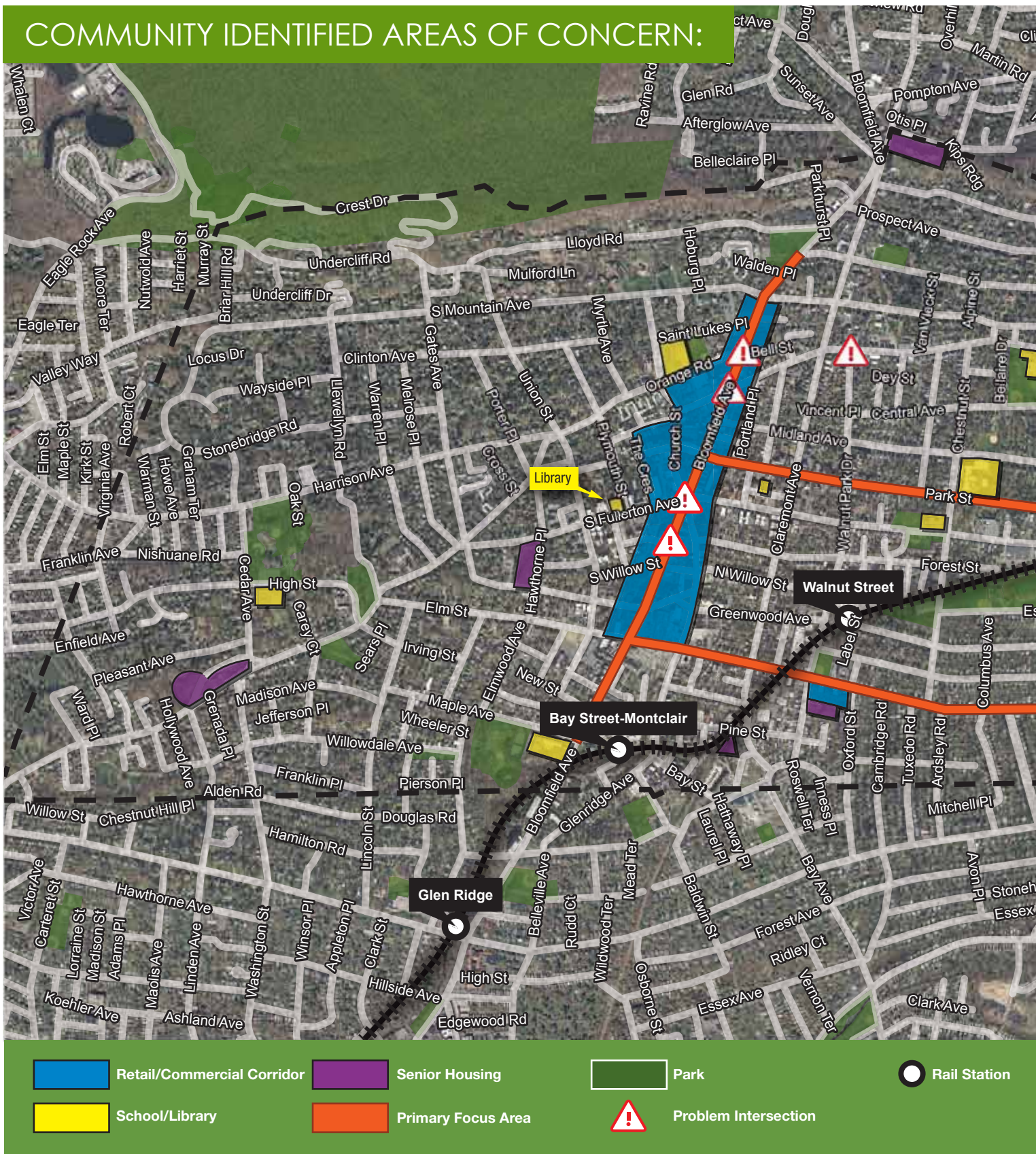




General:

- The volume and speed of traffic along major roadways can impair pedestrian safety and mobility and discourage pedestrian activity, particularly among seniors. Signalized crossing opportunities are often widely spaced, and large gaps in traffic are often required to cross safely under these conditions.
- Speeding was noted as a concern township-wide.
- Some sections of the sidewalk network are cracked, uneven, or in need of repair.
- Lighting is often insufficient to illuminate some crossing locations. Pedestrian-scale lighting is typically limited to the downtown area. The issue is of particular concern during the winter months, especially for commuters walking to/from train stations.
- Local topography creates significant grade challenges for east-west travel.
- Walking access to transit, both bus and commuter rail, is a concern, particularly safe crossing locations at bus stops.

COMMUNITY IDENTIFIED AREAS OF CONCERN:



IMPLEMENTATION MATRIX

Site Specific Recommendations

Recommendation	Lead Agency	Partners	Time Frame
Bloomfield Avenue (CR 506) at South Fullerton Avenue/North Fullerton Avenue/Church Street			
Install wheel-chair compatible tree well grates at the two trees along the sidewalk between Church Street and South Fullerton Avenue, expanding the useable sidewalk width.	Township		Short
Patch the existing pothole within the crosswalk at the South Fullerton Avenue eastbound approach.	Township		Short
Upgrade all curb ramps to be ADA-compliant	County	Township	Medium
Restripe crosswalk at the South Fullerton Avenue eastbound approach with high visibility, ladder striping during the next resurfacing project, consistent with other crosswalks at the intersection and along the corridor	County	Township	Long
Investigate installation of curb extensions at the Bloomfield Avenue crossings to improve pedestrian visibility and reduce crossing distance	County	Township	Long
Investigate closing Church Street to vehicular traffic and reconfiguring as a pedestrian street focused on local businesses, cafes, restaurants, and active public space, reducing some of the complexity at the intersection and creating a large public space asset	Township	Local Businesses, County	Long
Bloomfield Avenue (CR 506) at Seymour Street			
Investigate installing a marked crosswalk across Bloomfield Avenue. Enhance the crossing with curb extensions on both sides of the roadway, high visibility continental or ladder striping, pedestrian crossing signage (W11-2), and in-road "stop for pedestrian" signage (R1-6a). Consider a rectangular rapid flashing beacon (RRFB), as implemented at the intersection of Bloomfield Avenue and Midland Avenue.	County	Township	Medium
Bloomfield Avenue (CR 506) at Valley Road			
Upgrade existing traffic signal equipment to current standards with pedestrian signal heads, countdown timers, and push-buttons, per MUTCD	County	Township	Medium
Realign crosswalks to be perpendicular to the roadway, shortening the crossing distances and crossing times. Install curb ramps that are perpendicular to the roadway and channel pedestrians directly into the crosswalks, rather than diagonal curb ramps at the apex of each corner	County	Township	Medium
Install detectable warning surface at the curb ramp at the southeast corner to make it ADA-compatible	County	Township	Medium
Install high-visibility ladder crosswalk and ADA compliant curb ramps at the southbound approach to the intersection on Bloomfield Avenue	County	Township	Medium
Install raised right-turn island at the eastbound approach of Valley Road, replacing the existing striping and serving as a pedestrian refuge island	County	Township	Long

Site Specific Recommendations, continued

Recommendation	Lead Agency	Partners	Time Frame
Bloomfield Avenue (CR 506) at Orange Road/Bell Street			
Upgrade existing traffic signal equipment to current standards with pedestrian signal heads, countdown timers, and push-buttons, per MUTCD	County	Township	Medium
Realign crosswalks to be perpendicular to the roadway, shortening the crossing distances and crossing times. Install curb ramps that are perpendicular to the roadway and channel pedestrians directly into the crosswalks, rather than diagonal curb ramps at the apex of each corner	County	Township	Medium
Install high-visibility ladder crosswalk and ADA compliant curb ramps at the northbound approach to the intersection on Bloomfield Avenue	County	Township	Medium
Valley Road at Walnut Street			
Install in-road "stop for pedestrian" signage (R1-6a)	Township		Short
Install pedestrian crossing signage (W11-2) with retro-reflective signpost	Township		Medium
Restripe crosswalk at the Walnut Street northbound approach with high visibility, ladder striping during the next resurfacing project, consistent with other crosswalks at the intersection and along the corridor	Township		Long
Park Street at Watchung Avenue (CR 655)			
Install high-visibility, ladder crosswalk and ADA-compliant curb ramps at the Watchung Avenue crossing	County	Township	Medium
Reduce the curb radii at the intersection, reducing the crossing distance of Watchung Avenue and forcing vehicles to make turn more slowly	County	Township	Long
Investigate opportunities to improve lighting at the pedestrian crossings, which provide direct access to the Watchung Avenue rail station, as well as pedestrian-scale lighting along Park Street in the vicinity of the station	Township	County, NJ Transit	Long
Grove Street (CR 623) at Watchung Avenue (CR 655)			
Upgrade existing traffic signal equipment to current standards with pedestrian signal heads, countdown timers, and push-buttons, per MUTCD	County	Township	Medium
Complete sidewalk network along the southbound approach along Grove Street (approximately 200 feet)	County	Township	Medium
Investigate opportunities to improve lighting at the pedestrian crossings	County	Township	Long

Corridor Recommendations

Recommendation	Lead Agency	Partners	Time Frame
Bloomfield Avenue (CR 506) *			
Repair and maintain sidewalk network	Township	NJDOT	On-going
Ensure planters, street furniture, and signs along the furniture zone and frontage zone do not protrude into the travel zone and excessively reduce the effective sidewalk width	Township	Businesses	Short
Install ADA-compliant curb ramps where they are missing	County	Township	Medium
Provide enhanced pedestrian crossings at all unsignalized intersections in the downtown corridor with high visibility striping, curb extensions, and signage (W11-2 and/or R1-6a) (e.g. at Seymour Street and Maple Place)	County	Township	Long
Consider the recommendations currently being developed by the Bloomfield Avenue Complete Corridor Plan, funded by Together North Jersey. Within the downtown core in particular, evaluate traffic calming options that would maintain appropriate capacity for peak hour conditions, while also making roadway geometric changes that would reduce off-peak travel speeds and make the roadway design consistent with its 25 mph speed limit and surrounding land use context. Potential options include reducing lane widths, reducing the number of travel lanes, a center median with landscaping, and curb extensions.	County	Township	Long
Park Street (Bloomfield Avenue to Watchung Avenue)			
Repair and maintain sidewalk network	Township		On-going
Install additional marked crossings of Park Street at unsignalized intersections and pedestrian-only path crossings (e.g. Mid Park Lane). Prioritize locations near bus stops. Enhance the crossings where necessary with high-visibility striping and signage (W11-2 and/or R1-6a)	Township		Medium
Install ADA-compliant curb ramps where they are missing	Township		Medium
Investigate lighting improvements to fully illuminate pedestrian crossing locations and bus stop locations	Township		Long
Grove Street (CR 623; Bloomfield Avenue to Watchung Avenue)			
Repair and maintain sidewalk network	Township	County	On-going
Install additional marked crossings of Grove Street at unsignalized intersections. Enhance the crossings where necessary with high-visibility striping and signage (W11-2 and/or R1-6a)	County	Township	Medium
Install ADA-compliant curb ramps where they are missing	County	Township	Medium
Investigate lighting improvements to fully illuminate pedestrian crossing locations	County	Township	Long

*Coordinate and integrate with Bloomfield Avenue Complete Corridor Plan, being conducted by Together North Jersey

Corridor Recommendations, continued

Recommendation	Lead Agency	Partners	Time Frame
Watchung Avenue (CR 655; Grove Street to Park Street)			
Repair and maintain sidewalk network	Township	County	On-going
Install additional marked crossings of Watchung Avenue at unsignalized intersections. Enhance the crossings where necessary with high-visibility striping and signage (W11-2 and/or R1-6a)	County	Township	Medium
Install ADA-compliant curb ramps where they are missing	County	Township	Medium
Investigate lighting improvements to fully illuminate pedestrian crossing locations	County	Township	Long

General Recommendations

Recommendation	Lead Agency	Partners	Time Frame
Continue to implement existing Complete Streets Policy	Township	County, State	On-going
Continue to require new development and redevelopment projects to install sidewalks and pedestrian amenities	Township	County, State	On-going
Continue maintenance of existing sidewalk network to keep in state of good repair	Township	Property owners	On-going
Coordinate pedestrian improvement efforts between seniors and schools (Safe Routes to School initiatives)	Township	Police	Medium
Implement traffic calming measures throughout the township where data and public feedback indicate problems with speeding	Township	County	Medium
Implement education and enforcement programs regarding pedestrian safety and traffic laws	Township	Police, County, NJTPA, TMAs, State	Medium
Continue to install ADA-compliant curb ramps at intersections township-wide	Township	County, State	Medium
Coordinate pedestrian improvement efforts between seniors and schools (Safe Routes to School initiatives)	Township	Police	Medium
Implement traffic calming measures throughout the town where data and public feedback indicate problems with speeding	Township	County	Medium
Continue to upgrade traffic signal equipment and access to current pedestrian standards, per MUTCD and ADA requirements, township-wide; ensure adequate pedestrian crossing times are provided in the signal timing	Township, County		Long
Improve lighting at pedestrian crossings, particularly on roadways with wide cross sections and corridors that provide access to transit	Township	County, State	Long

Note: Additional general recommendations for education, encouragement, and enforcement measures are provided in the appendix.

NEXT STEPS

Coordinate findings of multiple studies currently being completed and work with the various jurisdictions and interested stakeholders (e.g. Town, County, NJTPA, NJ Transit, Bike&Walk Montclair, Lifelong Montclair, local businesses, schools, developers, etc.) to prioritize pedestrian improvement projects and leverage available resources.



APPENDIX

WORKSHOP MATERIALS



Senior Walkability Workshop

*June 2nd, 2014
(Rain Date: June 16th)
1:00pm – 3:30pm
Montclair Library Auditorium
50 South Fullerton Avenue, Montclair, NJ*

- 1:00–1:05** I. Welcome & Introductions
- 1:05–1:35** II. Context (presentation)
- Understanding senior mobility
 - Benefits of walking
 - Barriers to walking
 - What are best practices of design for enhanced senior walkability?
 - Instructions for walk
- BREAK**
- 1:45–2:45** III. Taking an Observational Walk
- Walkability audit
 - Field observations
- BREAK**
- 2:55–3:30** IV. Brainstorming Session for Improvements
- Discuss field observations
 - Next Steps



**PARSONS
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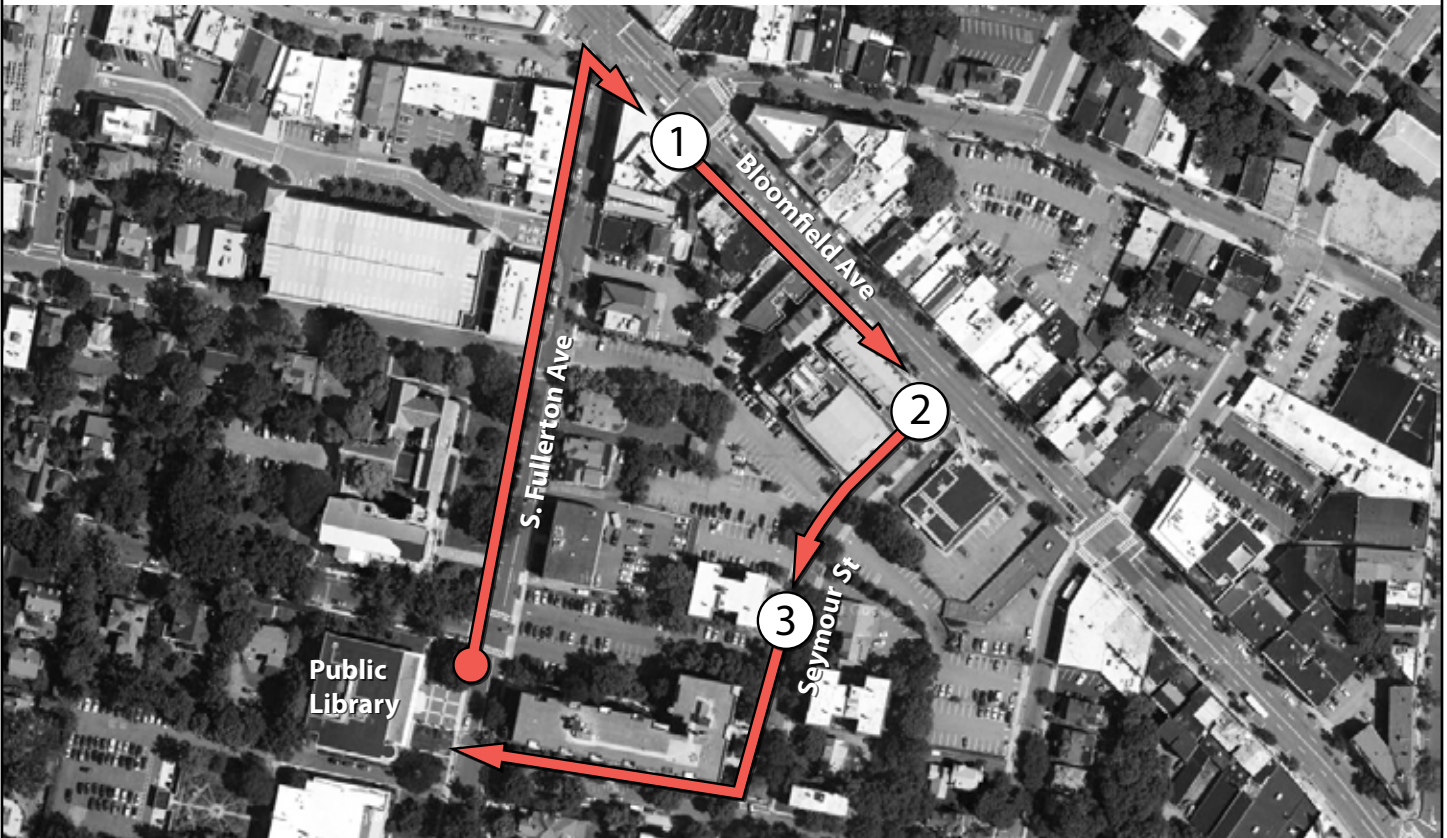
Civic Eye
Collaborative

Montclair

SENIOR WALKABILITY WORKSHOP



Field Observation Worksheet



What are we doing?

The purpose of this walk is to identify typical obstacles to senior mobility in the built environment.

There are **three planned stops** where brief discussions will be held.

We ask that everyone **complete the worksheet** (on the next page) →

Montclair

SENIOR WALKABILITY WORKSHOP



Field Observation Worksheet

- ___ I am a senior
___ I am a public official
___ Other (please specify)

Which of the following Mobility Issues do you observe on the walking route?

Mobility Issue	Location that issue is observed
___ Cracked, uneven, or broken sidewalks	_____
___ Missing or poorly marked crosswalks	_____
___ Lack of pedestrian signals or buttons	_____
___ Insufficient crossing times	_____
___ Obstructions on walking paths	_____
___ Vehicles traveling at high speeds	_____
___ Other (describe)	_____

Stop #1: S. Fullerton Ave at Bloomfield Ave

How safe do you feel crossing at this intersection?

Hard Easy
1 2 3 4 5

What are the biggest mobility issues you see at this location?

Stop #2: Bloomfield Ave at Seymour St

How safe would you feel in the crosswalk?

Unsafe Safe
1 2 3 4 5

What are the biggest mobility issues you see at this location?

Stop #3: Seymour St Midblock

What are the biggest mobility issues you see in this area?

Montclair

SENIOR WALKABILITY WORKSHOP



Brainstorming Session Worksheet

What are we doing?

The purpose of this session is to work together as a community to identify the areas which residents feel should be prioritized to improve senior mobility. **Please complete this worksheet and also fill out a map.**

- ☐ I am a senior
- ☐ I am a public official
- ☐ Other (please specify)

1 Where do you believe most seniors in Montclair want to go?

_____	_____	_____
_____	_____	_____

2 What senior mobility issues have you noticed in Montclair?

Mobility Issue	Location that issue is observed
<input type="checkbox"/> Cracked, uneven, or broken sidewalks	_____
<input type="checkbox"/> Missing or insufficiently marked crosswalks	_____
<input type="checkbox"/> Lack of pedestrian signals or push buttons	_____
<input type="checkbox"/> Insufficient pedestrian crossing times	_____
<input type="checkbox"/> Obstructions on walking routes	_____
<input type="checkbox"/> Missing ADA compliant ramps	_____
<input type="checkbox"/> Steep grades along walking routes	_____
<input type="checkbox"/> Vehicles traveling at high speeds	_____
<input type="checkbox"/> Other: (please describe)	_____

3 What are your biggest challenges in walking where you want to go?

4 How often do you use the shuttle?

- ☐ Every day
- ☐ A few times per week
- ☐ A few times per month
- ☐ Never

5 How often do you walk instead?

- ☐ Every day
- ☐ A few times per week
- ☐ A few times per month
- ☐ Never



Feedback Survey

Thank you for attending today's Senior Walkability Workshop. We would appreciate if you would **share your thoughts** on the experience in this short survey.

___ I am a senior

___ I am a public official

1 How useful did you find each portion of today's event? (circle)

	Not Very Helpful			Extremely Helpful		
Presentation	1	2	3	4	5	
Field Observation	1	2	3	4	5	N/A
Brainstorming Session	1	2	3	4	5	

2 How would you rate the **Presentation** on Senior Mobility? (circle)

	Not Very Helpful			Extremely Helpful		
Information presented	1	2	3	4	5	
Questions & answers	1	2	3	4	5	
Graphical materials	1	2	3	4	5	

3 Do you have any specific recommendations to improve the **Presentation**?

4 If you went on the **Field Observation**? Tell us about your experience.

I liked...

I did not like...

5 How would you rate your experience at the **Brainstorming Session**? (circle)

	Negative				Positive
I had a chance to give planning input	1	2	3	4	5
My ideas were heard and recorded	1	2	3	4	5
I listened to others' opinions	1	2	3	4	5

6 How can we improve the **Brainstorming Session** next time?

7 What is your primary take away from the entire workshop?

8 What else can we do differently to make this type of event more successful

We appreciate your feedback!



EDUCATION

Education programs provide all roadway users – cyclists, pedestrians, and motorists – with information about their rights and responsibilities and applicable laws. These efforts can increase general awareness and promote courteous and safe interaction among all users. Educational programs may include a simple distribution of information in a wide range of formats to improve motorists', cyclists', or pedestrians' awareness and understanding of traffic laws and safe practices. Larger efforts could include a more structured, hands-on training to improve individual skills and abilities. Education programs should be tailored to specific audiences, including school-age children, parents, adults, seniors, or motorists. Recommendations include:

- Distribute public service announcements (PSAs) and brochures on topics such as speeding, safe bicycling tips, how to bicycle with traffic, proper helmet usage, and safe pedestrian behavior at the public library, municipal building, schools, and/or Township events. PSAs may also be printed in the local newspaper or posted on the Township's website or social media sites. Resources with safety information include the **TransOptions TMA**; NJDOT's **Biking in New Jersey** and **Pedestrian Safety** websites; the **Pedestrian and Bicycle Information Center**, a national clearinghouse of information related to walking and biking sponsored by the FHWA and operated by the University of North Carolina Highway Safety Research Center; and the **National Highway Traffic Safety Administration (NHTSA)**.
- Provide education programs for schools. Providing educational programs tailored for children and young adults should be an important element of the an overall town-wide campaign. Several types of resources are available:
 - Traffic Safety Learning Progression Component: Funded by the Division of Highway Traffic Safety and developed by Kean and Rowan Universities, the curriculum includes lessons on pedestrian, bicycle, and traffic safety. It is an on-going educational program, with lesson plans on several pedestrian safety issues tailored to each age group with interactive activities. These materials are available to all New Jersey schools free of charge. Kindergarten through Grade 8 lesson plans can be found at <http://www.brainybunch.info/pedestrian-safety>, and Grade 9 – 12 lesson plans at <http://www.njdrivereducation.com/lesson-plans>.
 - Safe Routes to School (SRTS): Resources are available through SRTS, a Federal and state program designed to enable and encourage children to walk and bike to school. Education is



Example public safety education campaign in Ocean City, NJ

a key element when developing a SRTS plan. Information is available through the **NJDOT program office**, the **Federal Highway Administration**, and the **National Center for Safe Routes to School**.

- Other programs, such as **WalkSafe™**, **BikeSafe™**, and **Safe Kids** also offer educational materials and other activities focused on school-aged children.
- Partner with local community groups, schools, the police department, businesses, local advocacy groups, or other interested parties to organize bicycle training through the **League of American Bicyclists (LAB)**. The LAB offers a range of courses by certified instructors for different ages and different abilities. These interactive training courses are a good way to educate cyclists on traffic rules and safety equipment, as well as to practice cycling skills that enable novices and experts to ride confidently and safely with traffic.
- Provide training for Township officials, planners, engineers, and public works staff about Complete Streets and its implementation. The Township's adoption of a Complete Streets policy ensures that transportation projects should provide for all expected users, including pedestrians and cyclists. Providing training on effective implementation and maintenance will reinforce the Township's policy and help make it part of all future transportation investments in Montclair.

ENCOURAGEMENT

Encouraging active modes of transportation such as walking and biking has a host of benefits for residents and the community, including better health, reduced road congestion, environmental benefits, and lower per-trip costs. By supporting and promoting walking and bicycling activities, the Township can spur a change in travel habits among residents and visitors, and entice more residents to walk and bike more regularly. Recommendations include:

- Publicize and participate in International Walk to School Day, typically held in October. Use the event to encourage walking throughout the month and the year.
- Publicize and participate in Bike Month activities, typically held in May. Events include Bike to School Day, Bike to Work Day, and Bike to Work Week. Use the events to encourage cycling throughout the month and the year.
- Encourage the use of “Walking School Buses” to promote physical activity for children and parents traveling to and from schools. Work with school staff, parent volunteers, and the police department to organize the walking school buses. Assistance is available through the [TransOptions TMA](#).
- Utilize resources through SRTS to provide activities that encourage bicycling and walking at local schools, such as bike rodeos or other events.
- Continue to utilize crossing guards at critical intersections along school routes, which make drivers more aware of pedestrian activity and makes walking to school more comfortable and convenient for parents and children.
- Provide incentives for Township employees to walk or bike to work.
- Publish an online bike map on the Township’s website, highlighting the location of bike lanes, off-road facilities, preferred on-road cycling routes, bike parking, and major destinations (schools, businesses, Township offices, etc). Providing information on the Township’s bicycle facilities and best routes can encourage more people to try cycling. Resources include the statewide map currently under development by NJDOT.
- Provide inexpensive or free safety equipment such as reflectors, vests, and lights at the public library, schools, or Town Hall to promote safe cycling and walking after dark. Statewide, approximately 68% of fatal pedestrian crashes occur during low-light conditions.
- Partner with local cycling clubs, businesses, schools, parent groups,



Example walking school bus in Morristown, NJ

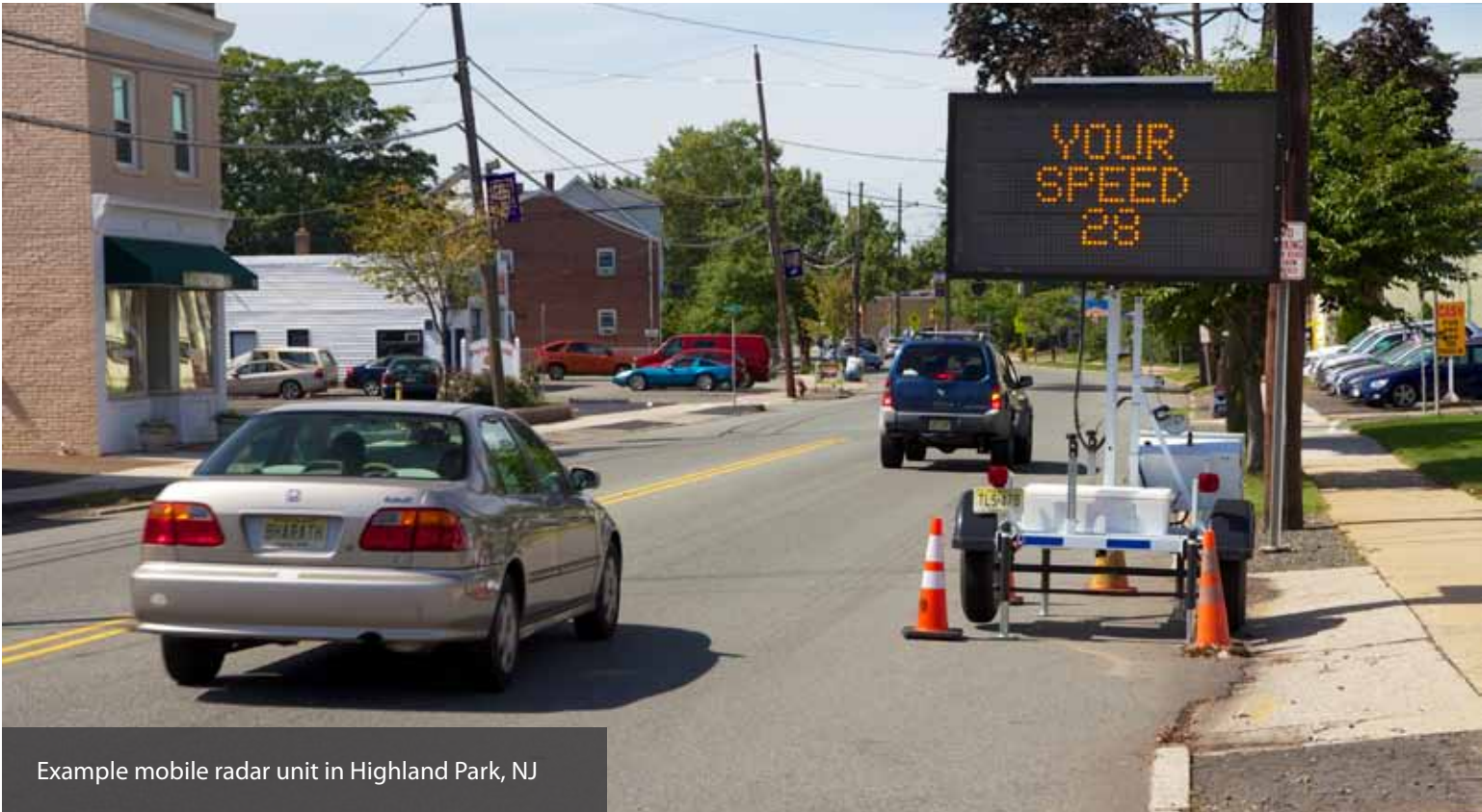
the police department, and other interested organizations to promote higher bicycle helmet utilization in the Township. At schools and/or community events, a booth can be set-up to provide instruction on proper bicycle helmet fit and offer reduced prices on helmets.

- Highlight pedestrian and bicycle improvements that accompany transportation projects through press releases, the Township website, and social media. By focusing on these elements and improved conditions, more people will be encouraged to walk and bike.
- Apply to become a Bicycle or Walk Friendly Community through the League of American Bicyclists. This program will encourage residents to walk and bike, and also serve as a potential marketing tool to brand Montclair as a bikeable and walkable community.

ENFORCEMENT

Combined with education, enforcement is a key element to ensuring safe travel for all roadway users. While the police department cannot dedicate significant amounts of resources to enforce traffic regulations, targeted enforcement campaigns, through warnings and tickets, are effective at correcting unsafe behaviors. Enforcement should apply to all roadway users and include motorists (speeding, failure to stop for pedestrians), cyclists (riding on the wrong side of the street, failure to adhere to traffic control devices), and pedestrians (jaywalking, ignoring pedestrian signals). Recommendations include:

- Target pedestrian safety enforcement (PSE). A key resource for local police departments is the PSE program sponsored by the NJ Division of Highway Traffic Safety (NJHDTS) with support from NJDOT. The PSE program provides a structured approach to crosswalk compliance enforcement, with training and support for local police officers. It addresses two important contributing factors to pedestrian crashes: driver knowledge of the law and driver yielding behavior. A variety of resources for enforcement are available through the NJHDTS, including **grant funding**. PSE training workshops are also available through the **NJ Bicycle and Pedestrian Resource Center**. One common PSE program supported by the NJHDTS is the “Cops in Crosswalks” decoy program. Used in municipalities throughout New Jersey, the program is a targeted enforcement campaign. A plainclothes police officer attempts to cross a marked crosswalk, and drivers who fail to stop for the pedestrian are given a warning or citation.
- Use variable message signage and mobile radar units on roadways throughout the Township to make motorists more aware of their actual travel speed and the posted speed limit. A vehicle traveling faster than is appropriate for the surrounding land use and/or roadway design reduces the driver’s awareness of surrounding activity, such as pedestrians or cyclists, and negatively impacts the safety of all roadway users. Consequently, high-speed traffic also generally discourages pedestrian and bicycling activity. Data collected can also be used by the Township to identify areas with high incidents of speeding, and target them for enforcement or engineering improvements that reduce speeds.
- Implement a “Drive 25” campaign near key destinations on low speed limit roadways, such as near the Township’s schools. A similar campaign was initiated by the Borough of Haddonfield in Camden County and has been emulated by other municipalities in New Jersey. “Keep Kids Alive – Drive 25” is a common slogan for the campaign. It may be timed to coincide with back to school activity in September. The campaign may include use of variable message signs



Example mobile radar unit in Highland Park, NJ

(VMS) at gateways into the Township and main corridors, use of the Township's website and social media, posters and flyers at municipal buildings, mailings, and/or distribution of "Keep Kids Alive – Drive 25" stickers to residents, which may be posted to curbside garbage barrels or their vehicles as a reminder to motorists.



Source: <http://www.keepkidsalivedrive25.org/>



**PARSONS
BRINCKERHOFF**

