

JULY 2021

NEW PROVIDENCE, NEW JERSEY

TRAFFIC AND CIRCULATION

IMPROVEMENT PLAN

Sergeant Andrew Diamond
New Providence Police Department
Traffic Safety Bureau



NEW
ORLEANS

11 12 1
10 NICE
9 PLACE
8 NICE
7 PEOPLE
6 5

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VETERANS
MEMORIAL
PARK

What is a traffic and circulation improvement plan?

A traffic and circulation improvement plan defines goals, establishes policies, and prioritizes infrastructure upgrades and improvements, to reduce the risk of incidents on our roadways, trails, and sidewalks, today, and in the future. It is a collaborative effort among safety stakeholders that include the Mayor, Borough Council, Public Safety Partners, our local school district, local residents, and other private sector partners.

The plan aims to improve our transportation infrastructure, and to guide new development within the network. By planning for improvements and growth, it will ensure we meet the current and future needs for all modes of travel, including cars, pedestrians, cyclists, and public transit.

Finally, the plan is considered a "living document" that should be updated periodically to reflect the demands of our residents, visitors, schools, and business.

Project background

In 2012 the Borough of New Providence began a lengthy process of approving and implementing a Complete Streets policy. The policy sought to facilitate the planning, development, and implementation of projects to improve safety and air quality, as well as reduce traffic and fuel consumption around our schools, downtown, and transit stations. The program included an effort to enable and encourage students to walk and bicycle to school and walking to the local downtown community and train stations.

The goal of the original plan was to improve areas that were not safe using funding from the New Jersey Municipal Aid Roadway Improvement grant, Safe Routes to Schools grant, and available transit grants.

Since 2012 the borough has been awarded over 1.5 million dollars in grant funding that has been used to improve and upgrade our transportation network, this includes roadway paving, sidewalk installation, and pedestrian crossing improvements.

As our community grows, our transportation policies must also grow, and in 2020 we began to re-evaluate our traffic and circulation plans, which has lead us to this document, a "global" evaluation of traffic and circulation within the borough, focusing on both long and short term improvements and upgrades.



Vision Statement

It must be safe and easy to move around the Borough - and not only by automobile. Our residents, visitors, and businesses demand diversity in transportation options, including sidewalks and trails for pedestrians and bicycles. For the Borough to remain accessible, this plan must emphasize that not only should our roadways be safe, but that we offer a safe and accessible network that connects our neighborhoods, schools, and businesses to pedestrians and bicycles.

This plan seeks to uphold that vision by improving all forms of transportation connectivity within the borough through planning and policy choices, partnerships with our stakeholders, dedicated funding and targeted construction so that quality of life and public safety are enhanced for users.

This plan is not...

This plan is not a mandate for immediate construction, installation, and/or retrofitting, of the borough's existing transportation infrastructure. Rather, it is about creating a structure to implement recommended improvements over time and whenever feasible.

Mission

Eliminate recognized transportation safety issues within the Borough of New Providence by the year 2025.

Stakeholders will promote and maintain a culture of safe roadway use. This will be achieved by reviewing and updating traffic related ordinances, identifying roadway, sidewalk, and trail infrastructure in need of improvements, and addressing traffic safety issues in our community through education, enforcement, and technology.

Goals and Objectives

- Identify deficiencies in the existing transportation network.
- Create safe roadways, sidewalks and trails that accommodate users of all ages and abilities.
- Promote awareness of multiple uses of local roads.
- Promote slow speeds in residential neighborhoods and the correct use of all roadways within the borough.
- Creation of Complete Streets Advisory Committee.





Outreach

This plan is designed to keep the public informed and to encourage public participation in certain stages of the process.

Neighborhood and stakeholder outreach should begin at the onset of a project. This includes citizens, neighborhood associations, schools, local business, elected officials, public safety partners, and other private stakeholders.

Municipal officials and stakeholders should hold "neighborhood meetings" to allow for community feedback on current transportation network topics. This feedback can help to better understand where the network is working, and where it is not. It can also provide clarity on laws, engineering standards, and other hurdles, to citizens who may simply not have knowledge of them.

Once projects move into phases involving professionals, public involvement should move to a informational phase and the public should be provided with status updates on the projects. This outreach can be accomplished via email blasts, social media, and the borough's website, in addition to reports provided during Borough Council meetings.

Essentially, decisions related to implementation, design, funding, construction, etc., should remain solely with the borough's professional engineers and other experts.

Public Meetings

Public meetings will be held to engage a wide audience in an information sharing and discussion session.

Public feedback should be in the form of a "complaint", with "solutions" left to planning and engineering professionals. That being said, public input is most useful to borough professionals when it is provided in person as residents make their views known.

To ensure citizens are given ample time to present feedback, these meetings will be scheduled one "zone" at a time and will be held on an annual basis.

The meeting will also allow the public to see how a decision was made as well. Borough planners and engineers should attend to provide professional feedback to residents.





New Providence Overview

New Providence is a borough located on the northwestern edge of Union County, New Jersey. It is nestled in the Watchung Mountains, approximately 28 miles west of New York City, and is home to approximately 14,000 residents, covering 3.6 square miles.

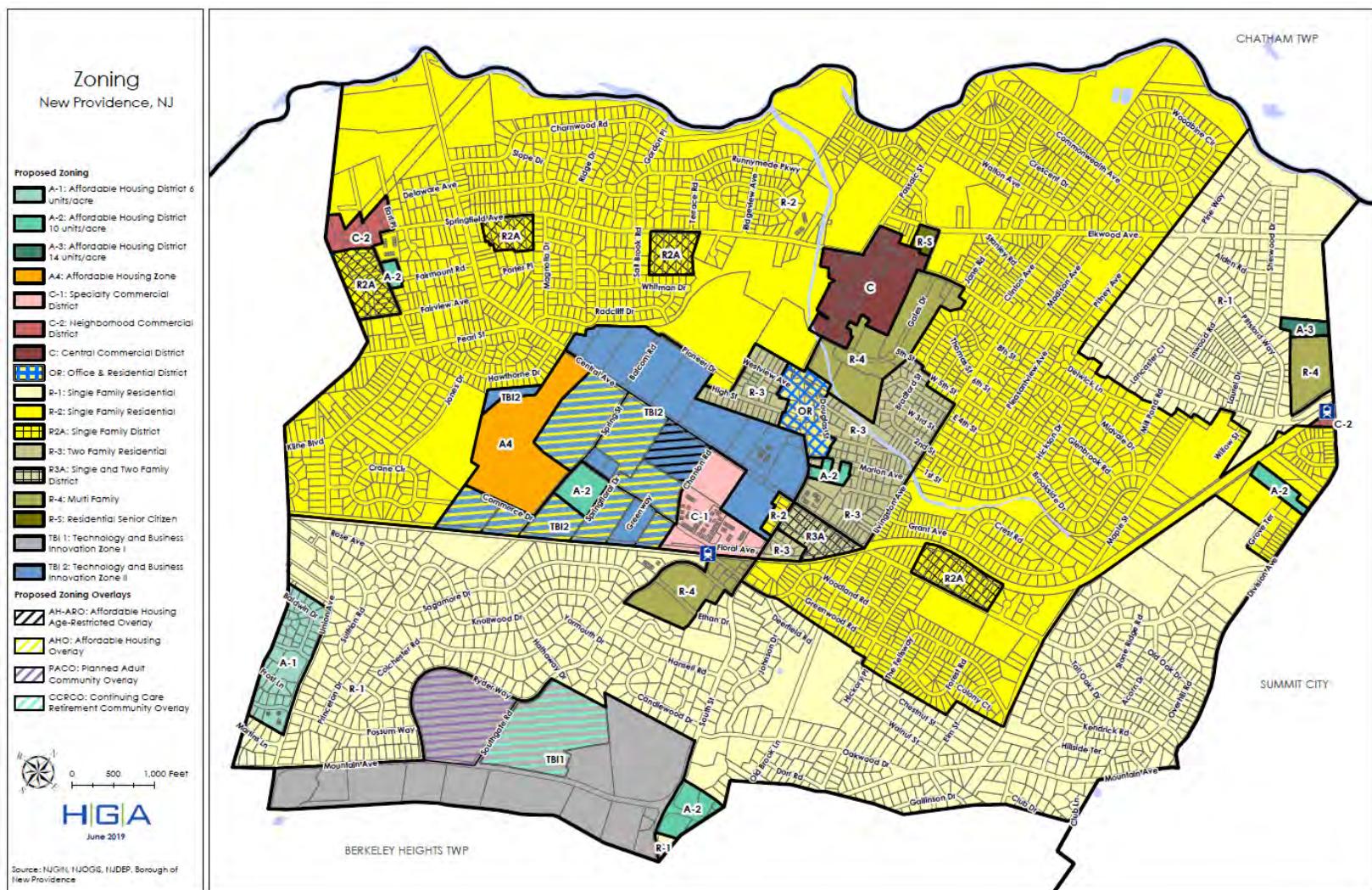
The borough has two train stations within its borders, and is in close proximity to Interstate 78, the Garden State Parkway, New Jersey Turnpike, and Newark International Airport.

Land Use/Zoning

New Providence is mostly a residential community consisting of owner occupied, single-family dwelling, along with garden apartments and condominiums, as well as a distinctive upscale senior living community, although there has been an increase in multi-family developments in recent years.

The borough has a friendly and vibrant business community with numerous retailers, restaurants, and professional offices.

Other land uses include industrial, education, government facilities, and open spaces and parks.



Roads

Roadways are classified for specific uses within the transportation network. They are grouped into classes, or systems, according to their character of service that they are intended to provide.

The State of New Jersey defines seven functional classifications for roads within the state. New Providence currently has roadways classified as Minor Arterial, Major Collector, Minor Collector, and Local within its roadway network.

Minor Arterial

Minor arterial highways interconnect with and augment the principal highway system. In urban areas, minor arterial highways are usually included in the Federal-aid urban system (FAUS), and serve trips of moderate length at a somewhat lower level of travel mobility. Access to abutting property should be minimized to facilitate traffic flow and safety. In rural areas, minor arterial highways will usually be included in the Federal consolidated primary (FAP) system, and serve trip lengths and travel densities greater than those served by collector roads. Rural minor arterials should provide relatively high overall travel speeds, with minimum interference to through movements consistent with the context of the project area and considering the range or variety of users. Because of the high speeds, access to abutting property should be either controlled or carefully regulated.

Collector Roads

Primarily serve trips of intracounty rather than statewide importance. Travel speeds and volumes are less than on arterial roadways, but are still high relative to local roads. These roads provide for both land access and traffic circulation. In urban areas, these roads connect neighborhoods or other districts with the arterial system, and will usually be part of the Federal-aid urban system (FAUS). In some areas, these roads may be subclassified into two groups:

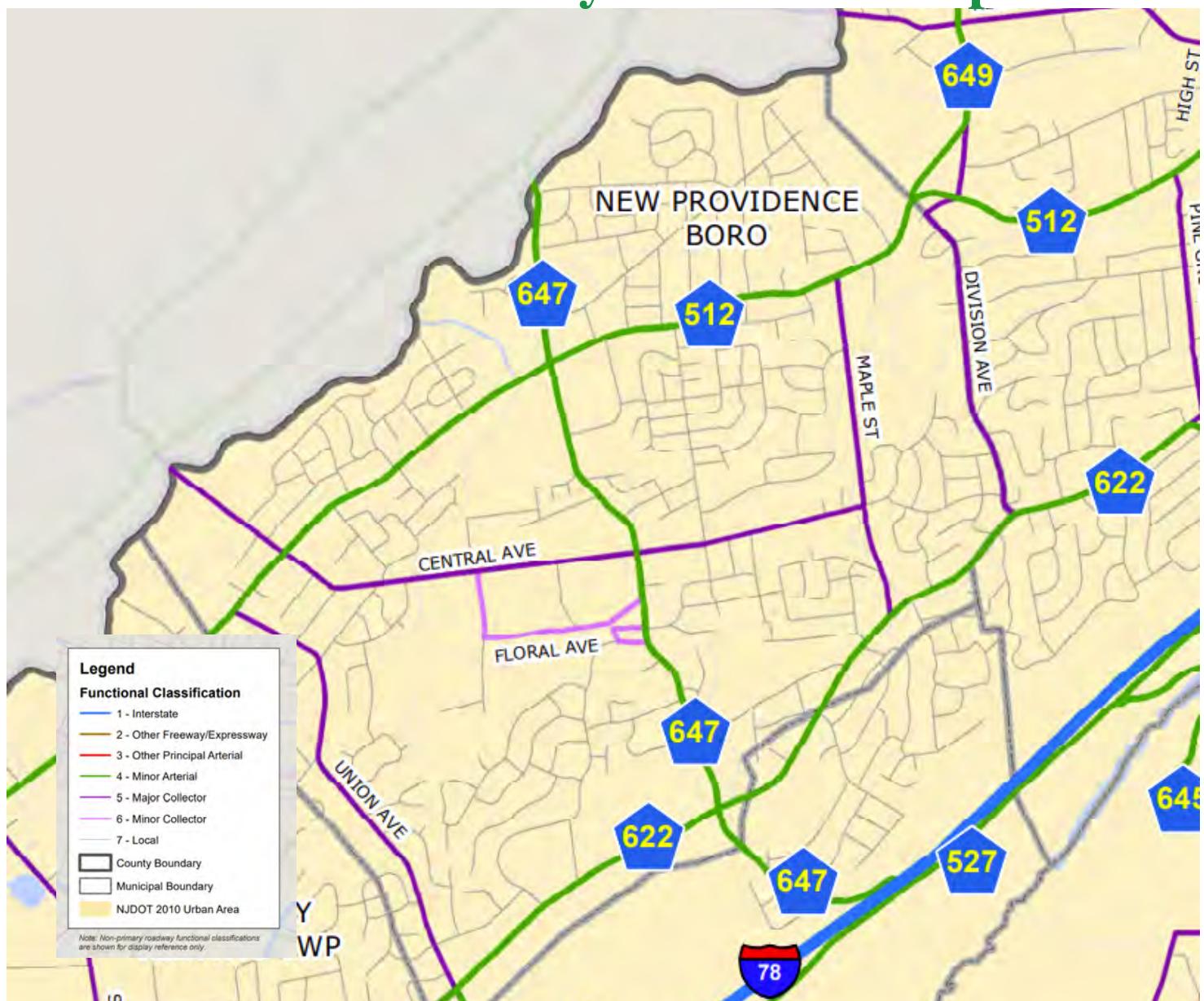
Major Collectors - Serve important intracounty traffic corridors and provide service to major county traffic generators. These roads will usually be included in the Federal-aid secondary (FAS) system.

Minor Collectors - Serve smaller places and towns and connect locally important traffic generators. These roads usually will not be on a Federal-aid system.

Local

The local street and road system constitutes all roads not included in the higher classifications. These streets and roads provide direct access to abutting land and permit access to the roads of higher classification. They offer the lowest level of mobility. Service to through traffic movement usually is deliberately discouraged, especially in urban areas. The local road system contains the large majority of all roadway mileage in a state, but only a small percentage of total traffic.

New Providence Roadway Classification Map

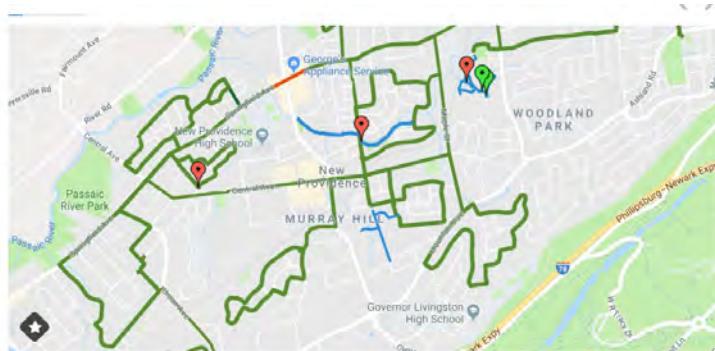


Multimodal

Multimodal Usage of roadway systems means that roads are not just for cars. Drivers need to share the road with bicyclists and pedestrians (when sidewalks are not present). Though not encouraged, some neighborhoods use the streets as informal non-designated play areas for children. Drivers need to understand the importance of driving more slowly in residential neighborhoods. A driver traveling at 40 mph who sees a pedestrian 100 feet away doesn't have enough time to react or stop; in fact he or she would likely hit the pedestrian at 38 mph. A driver going 25 mph would be able to come to a complete stop before reaching the pedestrian.

BICYCLE AND PEDESTRIANS

As discussed later in this plan, the Borough of New Providence is working to increase sidewalk and trail connectivity throughout the borough to offer more mobility options to residents. A network of connected sidewalks and trails could provide additional access for cyclists and pedestrians traveling to schools, park, jobs, and other destinations.



School children win \$892,000 for New Providence Safe Routes to School

TRANSIT

New Providence is home to two train stations, the Murray Hill Rail Road Station and the New Providence Rail Road Station. The train provides easy access to various transit hubs in the region including Newark, New Jersey and New York City, New York.

The borough also has a fixed bus service route provided by New Jersey Transit, with bus stop locations at various locations within the Borough.



Traffic Generators

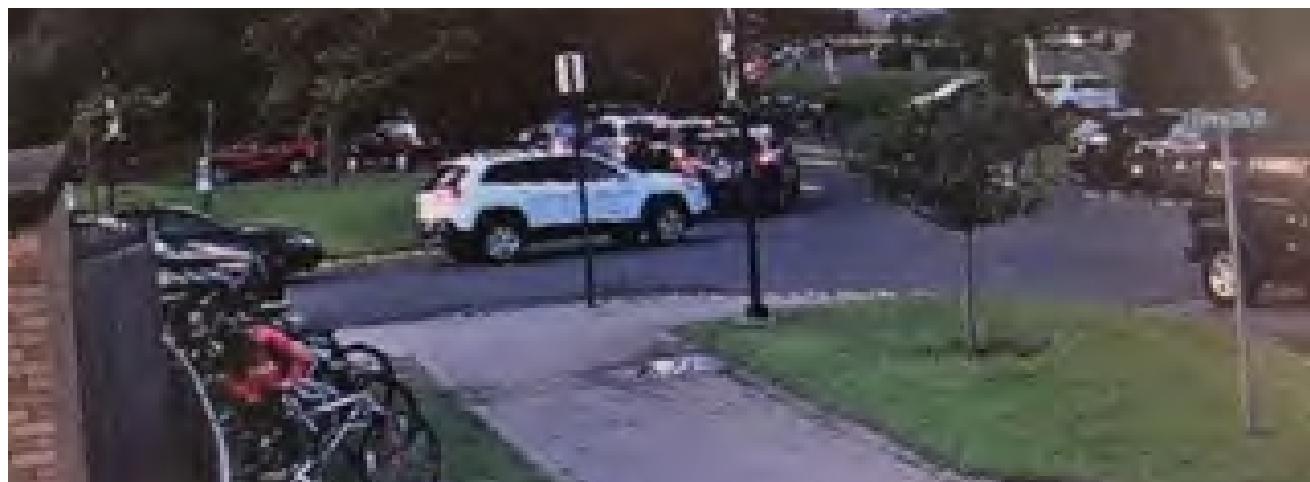
A traffic generator is any place that contributes to traffic in the network. This can be an office, a school, or even a home. Places that generate large amounts of traffic can influence traffic volumes and flow patterns that can affect the network, often during peak travel times. Development and growth will contribute to additional traffic generation that impacts our roadway network, and places increased demands on existing infrastructure.

KNOWN TRAFFIC GENERATORS

- New Providence High/Middle School
- Allen W. Roberts School
- Salt Brook School
- McDonalds Restaurant
- The Village Shopping Center

FUTURE TRAFFIC GENERATORS

- Expansion of Lantern Hill
- Linde Mountain Avenue Property
- BD/CR Bard Redevelopment
- Nokia Redevelopment





Future Demands

Traffic impacts and their potential need for mitigation are important for any community to consider with new development proposals. Public policy makers, citizens, and developers all have a stake in understanding and responding to additional demands on the transportation system. All share the common interest of a safe and efficient transportation network. It is imperative that we work with developers, our local and county planning boards, and municipal construction and engineering officials during the early stages of future development and re-development.

Where applicable, developers should be required to conduct a proper traffic impact analysis. This analysis can provide the factual basis for good decision-making and facilitate the timely implementation of effective mitigation measures. A traffic impact analysis (TIA) is a specialized engineering study that determines the potential traffic impacts of a proposed traffic generator.

A TIA should answer the following fundamental questions:

- What are the existing traffic conditions, the expected future traffic conditions without the development, and the expected future traffic conditions with the development in place for all roadway users?
- Can the existing and planned multimodal transportation system accommodate the additional traffic generated by the planned development?
- Are there additional transportation needs, beyond those already programmed or included in the local transportation plan, required to maintain a satisfactory level of service (LOS)?
- What are the recommended roadway improvements that may be necessary to accommodate the expected development traffic?

The TIA preparer should complete the TIA prior to finalizing the development design, while there is still flexibility in the development's site design. Prior to obtaining any permits, the developer could receive the boroughs acceptance of the completed TIA.





EXISTING BOROUGH POLICIES

The Borough of New Providence has policies and initiatives to help guide transportation policy, improvement, and growth. Planning efforts seek to coordinate with neighboring municipalities, the County of Union, and other regional and state agencies. Design policy and guidelines in these policies and initiatives often follow best practices and design standards recommended by state and federal agencies, such as the New Jersey Department of Transportation's Roadway Design Manual, the Borough's Complete Streets policy, and Safe Routes to School initiative.

FUTURE POLICIES

The borough will:

- Update current Complete Streets policy and create a Complete Streets Advisory Committee.
 - The purpose of this program will be to minimize motor vehicle/pedestrian conflict. The program should be data-driven. Each location will be identified through pedestrian crossing volume, crash data, and roadway design. Improvements will be prioritized based on this data and may include crosswalks, countdown pedestrian signal heads, sidewalks, curb ramps, and high-intensity activated crosswalk beacons.
- Adopt an Intersection Improvement Program.
 - The purpose of this program will be to identify intersections within the borough that appear to exhibit operation, geometric, and driver expectancy shortcomings, and implement countermeasures aimed at reducing those shortcomings.
- Adopt Boroughwide Traffic Calming Guidelines
 - The purpose of these guidelines will be to establish a policy for reviewing traffic calming requests. It will serve as an outlined process that will be followed when a traffic calming request is received.



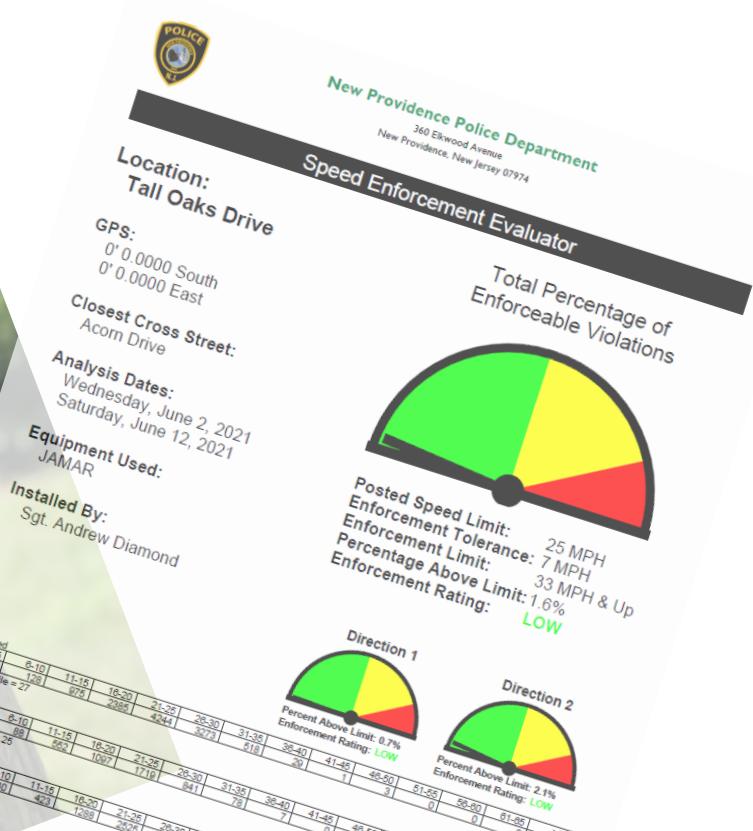


Recommendations 2021-2023

ROADWAY SAFETY IMPROVEMENTS

Administrative Updates

- Complete review and update of New Providence Borough Ordinance 257, Vehicles and Traffic.
- Implement One-Street-A-Week Traffic Enforcement Initiatives.
 - Phase #1 - Speed Study
 - Phase #2 - Education and Enforcement
 - Phase #3 - Temporary Speed Feed Back Signage
- Continue Intersection Line of Sight Enforcement - Borough Ordinance 225
- Update Website to Include Traffic Safety Section that Allows Public to View Traffic Reports and Speed Studies.
- Speed Table Ordinance Introduction.
- Creation of Complete Streets Task Force. This is an advisory committee and will assist the borough with compliance to the State of New Jersey's Model Complete Streets Policy. The committee will provide ongoing feedback to the Borough Council and the Police Departments Traffic Safety Bureau. It will assist with the creation and maintenance of policies, assist with grant submissions, and any other tasks that benefit the overall improvement of traffic safety and circulation within the borough.



ROADWAY SAFETY IMPROVEMENTS

Arterial Roadway Improvements

- **Speed Limit - Change to 25MPH on Springfield Avenue from Jane Road to Meadow Court. Installation of Driver Speed Feedback Signage and advance speed limit reduction warning signs.**
- **Speed Limit - Change to 25MPH on South Street/Passaic Street from Elkwood Avenue to First Street. Installation of Driver Speed Feedback Signage and advance speed limit reduction warning signs.**
- **Borough Owned Property Maintenance.**
- **Conduct Tree Pruning to Maintain 14 Foot Height Requirements on all Roadways.**
- **Installation of Dedicated Left Turn Lanes at the Intersection of South Street and Central Avenue. These will only be painted markings per Union County.**
- **Upgrade Street Lights to LED at all Signalized Intersections and Where Pedestrian Crossing Beacons/Rapid-Flashers are Installed.**
- **Continue Expansion of Pedestrian and Bicycle Trail Throughout the Borough.**
 - **Livingston Avenue to Veterans Park Trail (Green Path).**
- **Update Truck Route/Weight Limit Signage throughout Borough.**
- **Installation of Rapid-Flashing Pedestrian Warning Signals at the Following Intersections.**
 - **South Street and Marion Avenue.**
 - **Springfield Avenue and Salt Brook Road**
- **Upgrade Rapid-Flashing Pedestrian Warning Signals at the Following Locations**
 - **Springfield Avenue and Ridgeview Avenue**
 - **Springfield Avenue and Livingston Avenue**
- **Evaluate Turn Prohibitions into and exiting 1771 Springfield Avenue.**
- **Replacement of School Zone Speed Limit signage on Springfield Avenue.**
- **Installation of advanced warning signage for School Zone Speed Limits.**
- **School Speed Limit on South Street - Central Avenue to First Street.**
- **Truck Restriction Signage Upgrades - Various Locations.**

Recommendations 2021-2023

ROADWAY SAFETY IMPROVEMENTS

Collector Roadways

- Engineering Study to Evaluate Physical Roadway Changes to Union Avenue at NJT Railroad Crossing.
 - Upgrades to Dynamic Envelope markings to be completed by NJDOT/NJ Transit.
 - Pruning in area of tracks and upgraded advisory signage to be installed.
- Engineering Study Union Ave - areas outside of railroad tracks to include Pearl Street and Fairview Avenue intersections.
- Central Avenue improvements.
 - Installation of Rapid-Flashing Pedestrian Warning Signals at the Following Intersections.
 - Central Avenue and Spring Street/Balcom Road.
 - Central Avenue and Valentine Road.
 - Sidewalk installation from Springfield Avenue to Fairmount Road.
 - Sidewalk installation in gap area approaching South Street.
 - Speed limit update/additional signage.
- Union Avenue and Kline Boulevard evaluation.
 - Upgrade pedestrian crossing signage.
 - Line of sight improvements.
 - Evaluation of crossing guard at intersection.
- Salt Brook School traffic flow improvement.
 - Pick Up/Drop Off plan.
 - School Zone Speed Limit signage upgrades.
 - Installation of advanced School Zone Speed Limit Signage.
- Truck Restriction Signage Upgrades - Maple Street
- Sidewalk gap installation on Floral Avenue.
- Division Avenue Driver Speed Feedback Signage.
- Morris Union Jointure/DLC
 - No parking on Central Avenue - small hashed area.
 - Update School Zone Speed Limit signage.

Recommendations 2021-2023

ROADWAY SAFETY IMPROVEMENTS

Local Roadways

- **Address cut through traffic on Pittsford Way through use of additional signage and traffic calming measures.**
- **Magnolia Drive speed table installation.**
- **Traffic pattern change for intersection of Magnolia Drive and Valentine Road.**
- **Installation of upgrade pedestrian crossing warning signage at Magnolia Drive and Valentine Road. Includes restriping of crosswalk, hi-vyz signage, crossing flags, and in-road warning sign.**
- **Restriping of Pearl Street to narrow lanes using painted median.**
- **Installation of concrete sidewalk fronting Allen W. Roberts School.**
- **Allen W. Roberts Drop Off/Pick Up Traffic Flow Improvements.**
 - Tentative 02/23/2022
- **Fairmount Road - Curbing, Drainage, and Paving improvements**
 - MA2022
- **Bromley Court - Curbing, Drainage, and Paving Improvements**
 - MA2022
- **Pittsford Way - Speed limit signage upgrades/Evaluation additional traffic calming measures.**
- **Elkwood Avenue - Restriping to narrow lanes using painted median. Speed limit signage upgrades.**
- **Southgate Road Extension abandonment.**
- **Southgate Road traffic calming improvements.**
- **Livingston Avenue - Restriping to narrow lanes using painted median. Speed limit signage updates/driver speed feedback signage.**
- **Marion Avenue speed table installation.**
- **Woodcrest Drive - Curbing, Drainage, and Paving Improvements.**
 - MA2022
- **Tall Oaks Drive traffic calming improvements.**
 - Parking Restrictions/Striping.
 - Driver speed feedback signage.
 - SRTS sidewalks.
 - Line of sight improvements - Ordinance 225 enforcement.

ROADWAY SAFETY IMPROVEMENTS

Local Roadways Cont'd

- **Oakwood Drive - Traffic calming improvements.**
 - Remove portion of "Y" intersection at Mountain Avenue.
 - Speed table evaluation.
 - Signage upgrades.
 - Evaluate parking restrictions.
- **Schindler Place/Woodbine Circle improvements.**
 - Flashing stop sign w/ radar activation and "STOP" markings.
 - Striping "SLOW 25MPH".
 - Striping single line around curve.
 - Residential neighborhood/Kids at Play signage when exiting park.
 - Stripe entrance driveway (Rosner Pl) to Oakwood Park.
- **Pioneer Drive/Providence Street/Balcom Road improvements.**
 - Improve flow of traffic in area of NPHS/MS.
 - Add parking to area.

Examples



Speed Table in Morris County, New Jersey

RRFB Pedestrian
Crosswalk System



Painted Median - Green Avenue - Chatham Twp/Madison Boro Border

Implementation

PRIORITIZATION OF IMPROVEMENTS

The prioritization of projects will ultimately be approved by the Borough Administration with input from the Police Departments Traffic Safety Bureau, Department of Public Works, and Borough Engineer where necessary.

Prioritization should be based on data, ie. vehicle and pedestrian volume, crash data, speed studies, etc. and ultimately urgent needs should take precedent over important ones. Roadways and/or projects where crash data proves serious injuries and/or fatalities have occurred or where speed studies show a demonstrated speeding issue should be considered for improvement/calming measures first. Roadways and/or projects where data like vehicle and pedestrian volumes or crash data absent injuries, give rise to conflict concerns should be considered second, and all other roadways and/or projects last.

FUNDING

Funding for projects prioritized for implementation during this improvement period (2021-2023) will come from Federal, State, and County grants, the municipal budget, and private sources where applicable.

Implementation

SAFE ROUTES TO SCHOOL

The Safe Routes to School program, supported by the New Jersey Department of Transportation, is a statewide initiative with a mission to partner with schools and communities to prioritize and implement opportunities for people to walk, bike, or travel by other wheeled devices. Since 2016 the Borough of New Providence has been awarded over \$800,000.00 in grants through the Safe Routes to School program. Below is an overview of the improvements funded by the 2016 and 2018 grant program.



Implementation

SAFE ROUTES TO SCHOOL CONT'D

In 2021 a third Safe Routes to School grant was submitted requesting funding for the installation of sidewalks on the west side of Maple Street between The Fellsway and Central Avenue. This submission is currently pending.

As we move into 2022 it is the intent of the Safe Routes to School Committee to request funding for the installation of sidewalks on the north side Tall Oaks Drive and on the south side of Maple Street from Tall Oaks Drive to Maple Street.

TRACKING OUR PROGRESS

Tracking of progress should be simple and straightforward. The Police Departments Traffic Safety Bureau will provide project status updates in each monthly report. This will be submitted by the Chief of Police to Borough Administration for review and will be included in the Borough Administrators report at a council meeting.

An overview of our project progress will also be presented at each year "zone" meeting.



POLICE DEPARTMENT

NEW PROVIDENCE, NEW JERSEY



Theresa A. Gazaway
Chief of Police

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Detective Bureau Commander

Daniel Henn
Captain

Sean Bubb
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Patrol Commander

Traffic and Circulation Improvement Plan Listening Session #1 – Notes

Dominique Howe – 26 Fairmount Avenue, New Providence, NJ 07974

(1) Requested sidewalk on Central Avenue from Fairmount Road to Springfield Avenue.

Rupa Kale – 35 Delaware Avenue, New Providence, NJ 07974

(1) "Daily quality of life issues" around Allen W. Roberts School.
(2) Speeding on Delaware Avenue. Can we add Dead End Signage?
(3) Requested sidewalk on Central Avenue from Fairmount Road to Springfield Avenue.

Neil Gluckman – 39 Kline Place, New Providence, NJ 07974

(1) Crossing at Union Avenue and Kline Boulevard is dangerous. Requested crossing guard.

Andre Luboff – 27 Fairview Avenue, New Providence, NJ 07974

(1) Requested borough entertain adding a sidewalk to Fairview Avenue project.

Donna Zane – 54 Brookside Drive, New Providence, NJ 07974

(1) "One Street a Week" – Do enforcement other than speeding.
(2) Signage in downtown area – advised that some of it is actually causing obstructions for all users of the downtown roadways.
(3) Pedestrian "Cut throughs" – Can we bring some back?

Ken DeTizio – 57 Fairview Avenue, New Providence, NJ 07974

(1) Fairview Avenue and Union Avenue intersection – Sight distance issues. Needs to be addressed/improved.

Mary Housel – 354 South Street, New Providence, NJ 07974

(1) Allen W. Roberts School traffic issues. Needs improvements.
(2) Allen W. Roberts School sidewalk update.
(3) South Street – Speeding vehicles traveling north. Hard to exit driveway because there are to few gaps in traffic.

Steve Carrelas, 35 Sycamore Avenue, Berkeley Heights, New Jersey 07922 (National Motorists Association)

(1) Requested copy of draft plan.

Douglas Howe – 26 Fairmount Road, New Providence, NJ 07974

(1) Requested copy of draft plan.
(2) No outlet sign should be changed to Dead End signage on Fairmount Avenue.



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Traffic and Circulation Improvement Plan Listening Session #2 – Notes

Linda Gleason – 118 Woodbine Circle, New Providence, NJ 07974

- (1) Oakwood Park improvements have created a lot more traffic in the area.
- (2) Vehicles speeding between Schindler Place and Oakwood Park entrance.
- (3) Vehicles fail to stop at Schindler Place stop sign.
- (4) Drop off/Pick up times should be staggered for usage of the park.

Matthew Cumiskey – 238 Woodbine Circle, New Providence, NJ 07974

- (1) Oakwood Park traffic has increased... Add signage for "Kids at Play"
- (2) Vehicles fail to stop at Schindler Place stop sign.
- (3) Rosner Place – Improve stop sign and traffic striping for vehicles entering and exiting the park.

Jung Thompson – 4 Grove Terrace, New Providence, NJ 07974

- (1) Maple Street in area of Springfield Avenue – Riding bicycles in that area is difficult.
- (2) Springfield Avenue – Millpond Road to Jane Road – Has no sidewalk on south side of roadway. Could we ask Union County to install one?
- (3) Downtown area has no shoulder for bicycles to ride.
- (4) Mountain Avenue in the area of Division Avenue – very narrow, no area to walk or bicycle.
- (5) Central Avenue in area of South Street – No sidewalk on south side of Central Avenue.
- (6) Can we park VMB's anywhere else besides shoulder of roadway?

Donna Zane – 54 Brookside Drive, New Providence, NJ 07974

- (1) Trails from Oakwood Park into Summit? Could they be official? Can we enter from Pine Way dead end?
- (2) Suggested idea for Traffic Tip Tuesday – Bicycle Hand Signals.

Brian Haas – 49 Bradford Street, New Providence, NJ 07974

- (1) Can bikes ride on sidewalks?
- (2) Driver speed feedback signs – They are effective. Recommend using them more.
- (3) Requested copy of plan.



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Traffic and Circulation Improvement Plan Listening Session #3 – Notes

AnnMarie Zoufaly- 191 Ryder Way, New Providence, NJ 07974

- (1) Southgate Road extension – Abandonment of roadway.
- (2) Foley Place in area of railroad crossing – Crosswalk stop bar makes vehicles stop on the railroad tracks.



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Traffic and Circulation Improvement Plan Listening Session #4 – Notes

Peter Springer – 109 Tall Oaks Drive, New Providence, NJ 07974

- (1) Safety for Tall Oaks Pedestrians (See attached document).

Tedd Van Buskirk – 47 Tall Oaks Drive, New Providence, NJ 07974

- (1) Wyze/GPS routing onto Tall Oaks Drive
- (2) Speed and volume of vehicles is an issue – Specifically from Division Avenue (west).
- (3) Can speed tables be considered for Tall Oaks Drive.

Jeffrey Muir – 175 Division Avenue, New Providence, NJ 07974

- (1) Requested transparency.
- (2) Suggested studies/reports be posted to website.

Patricia Aprill – 103 Oakwood Drive, New Providence, NJ 07974

- (1) Oakwood Drive has no sidewalks. Residents are forced to walk in the roadway.
- (2) Oakwood Drive is being used as a "cut-thru" to avoid South Street/Mountain Avenue traffic signal.
- (3) Multiple studies have been conducted on Oakwood Drive over at least 30 years and no action has been taken.
- (4) The intersection of Mountain Avenue and Oakwood Drive is dangerous. What can be done to update this area?

Daniel Opperhauser – 110 Oakwood Drive, New Providence, NJ 07974

- (1) Vehicles are speeding in both directions on Oakwood Drive.
- (2) Vehicles, specifically landscape trucks park on both sides of Oakwood Drive and Old Brook Road. The roadways are narrow and this creates a dangerous condition.

Vinay Vaishampayan – 48 Tall Oaks Drive, New Providence, NJ 07974

- (1) Speed and volume of vehicles on Tall Oaks Drive is an issue.
- (2) Kids are playing in the area and concerned about their safety.
- (3) Can speed tables be considered for Tall Oaks Drive.

David April – 103 Oakwood Drive, New Providence, NJ 07974

- (1) Vehicles are turning into the one-way area of Oakwood Drive at the Mountain Avenue intersection. Can this roadway geometry be “cleaned up”?
- (2) Is it possible to install a “3-way” stop at the intersection of Oakwood Drive and Bergen Road?
- (3) Can speed tables be considered for Oakwood Drive.

William Placke – 42 Tall Oaks Drive, New Providence, NJ 07974

- (1) Speed and volume of vehicles on Tall Oaks Drive is an issue.
- (2) Speed study devices are not being placed in the correct locations.
- (3) Larger vehicles are using the roadway and should not be.

Jennifer Neiderhodder – 32 Club Lane, New Providence, NJ 07974

- (1) Concerned about pedestrian safety when using crosswalks. Vehicles do not always stop.
- (2) Has observed juveniles riding bicycles without helmets and not following traffic laws.
- (3) New Providence High/Middle School student parking lot – Concerned about traffic in this area, entering/exiting parking lot, pedestrians in area, and the intersection of Providence Street and High Street.
- (4) Requested Club Lane be paved.

Molly Springer – 109 Tall Oaks Drive, New Providence, NJ 07974

- (1) Relayed personal experience with traffic issue on Tall Oaks Drive – related to a child nearly running into roadway and now having a fence in her front yard.
- (2) Asked if the borough has an engineer on staff and if not, can one be considered.
- (3) Questioned speed tolerance in both speed studies and enforcement.

Martin Cavanagh – 20 Acorn Drive, New Providence, NJ 07974

- (1) Concerned about vehicle speed on Tall Oaks Drive and Acorn Drive.
- (2) Vehicles are parked on side of road to slow vehicles down but that also makes the roadway very narrow.
- (3) Requested additional speed enforcement details by the police department.

Allen Swanson – 47 Overhill Road, New Providence, NJ 07974

- (1) Agrees with all his neighbors that had previously spoken.
- (2) Stated that he conducted an “unofficial” speed study on South Street by observing driver speed feedback sign. Provided data related to his observations.
- (3) South Street – Sidewalk ends at various locations. Requested signage be installed advising pedestrians of this so they are aware.
- (4) School zone speed limit signage on Central Avenue (eastbound) is blocked and there is no signage westbound.

Richard Wright – 157 Division Avenue, New Providence, NJ 07974

- (1) Speeding vehicles on Division Avenue.
- (2) How can we educate Division Avenue roadway users about the speed limits?
- (3) Requested more enforcement on the roadway.

Alan Vales - 125 Stoneridge Road, New Providence, NJ 07974

- (1) Speeding vehicles on Tall Oaks Drive.
- (2) Requested improvements to the intersection of Tall Oaks Drive and Central Avenue. Specifically, that turn is difficult, and the crosswalk is difficult to see.
- (3) Maple Street – Requested better enforcement of No Parking area during school pick up.

Donna Zane – 54 Brookside Drive, New Providence, NJ 07974

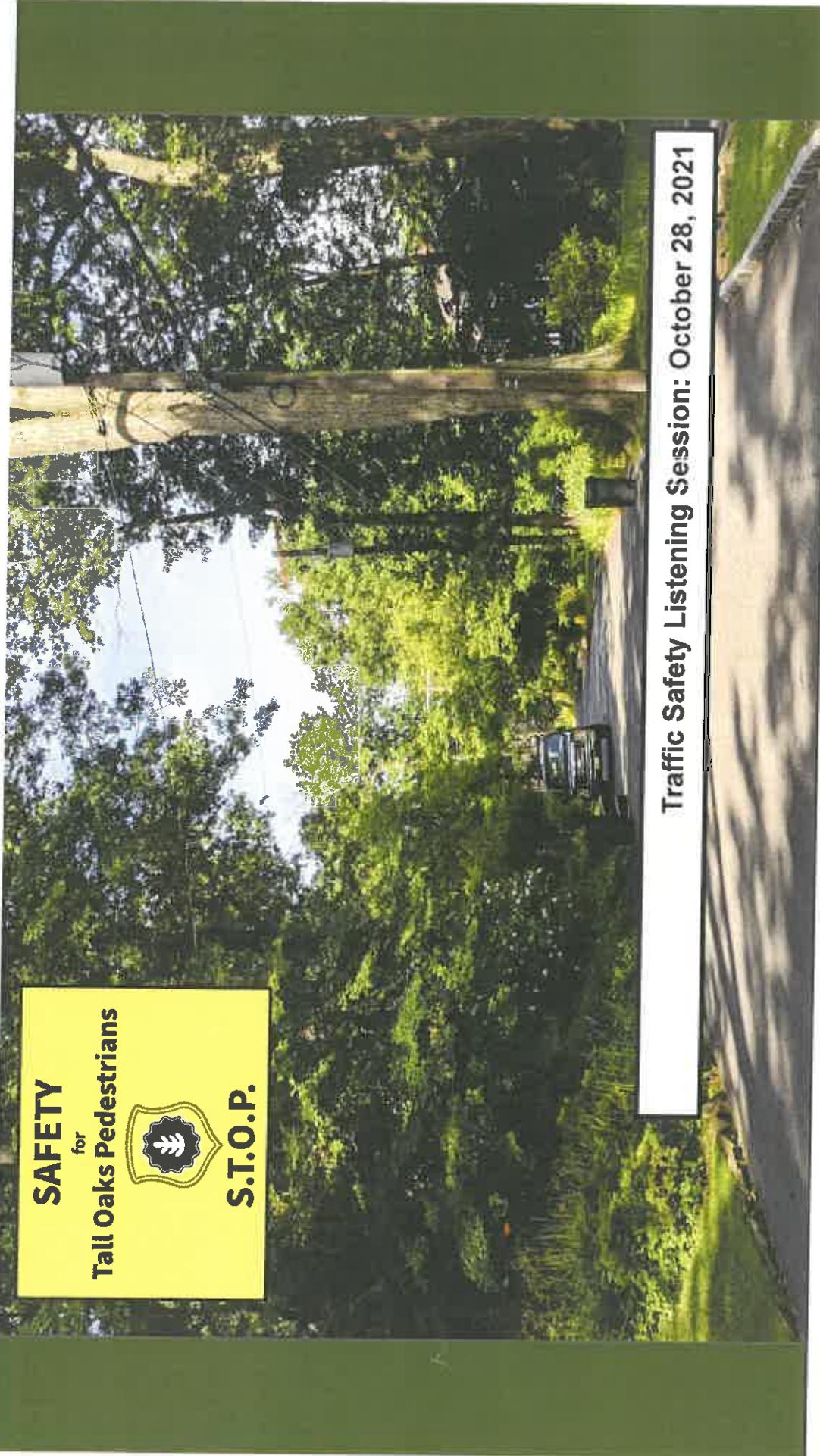
- (1) Vehicles traveling the speed limit are being tailgated by other drivers who are in a rush. Requested more enforcement of those violations.
- (2) Safe Routes to School Travel Plan needs to be updated. It expires in 2023.
- (3) Walk/Bike to school policy. Work with schools to push this out to parents and students.

Timothy Townsend – 27 Mountain Avenue, New Providence, NJ 07974

- (1) Request a driver speed feedback sign be permanently installed on Tall Oaks Drive.

William Placke – 42 Tall Oaks Drive, New Providence, NJ 07974

- (1) In reference to Mr. Townsend's request for driver speed feedback sign on Tall Oaks Drive – City of Summit has similar signs that flash red and blue lights like a police vehicle when someone is speeding. This could be something that would help on Tall Oaks Drive.



Traffic Safety Listening Session: October 28, 2021



Safety for Tall Oaks Pedestrians Steering Committee:

William Placke, Paul Caruso, Tedd Van Buskirk, Mike McGlone, Jeff Liebman, Vinay Vaishampayan, Jeff Muir, Pete Springer

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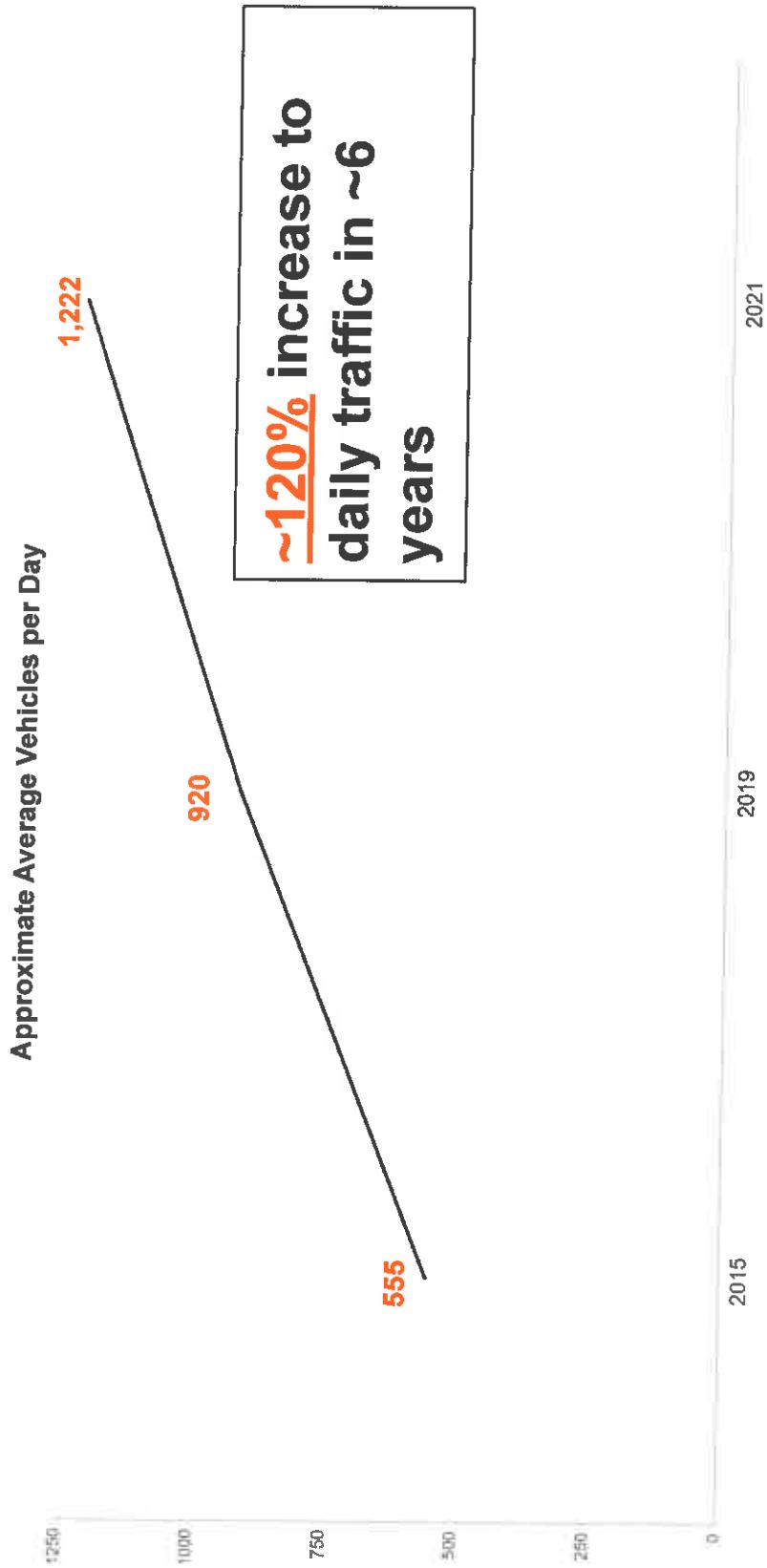
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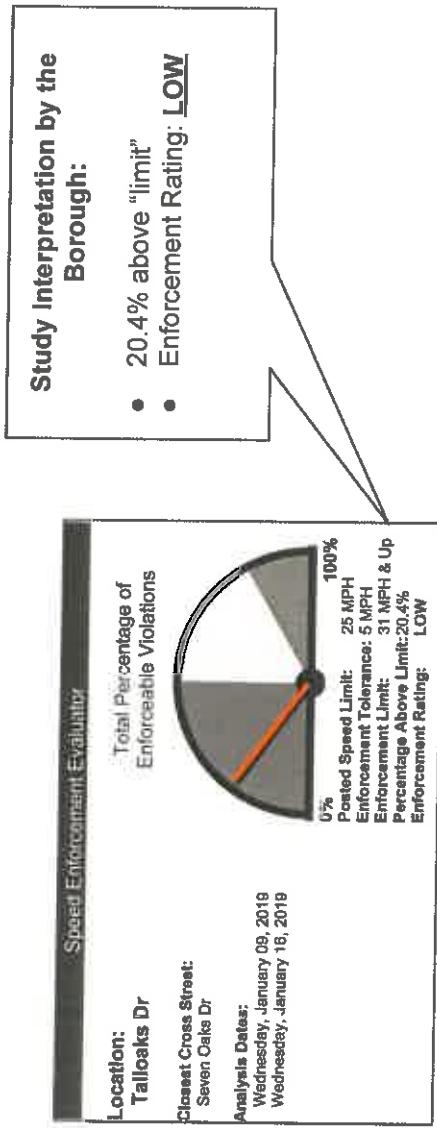
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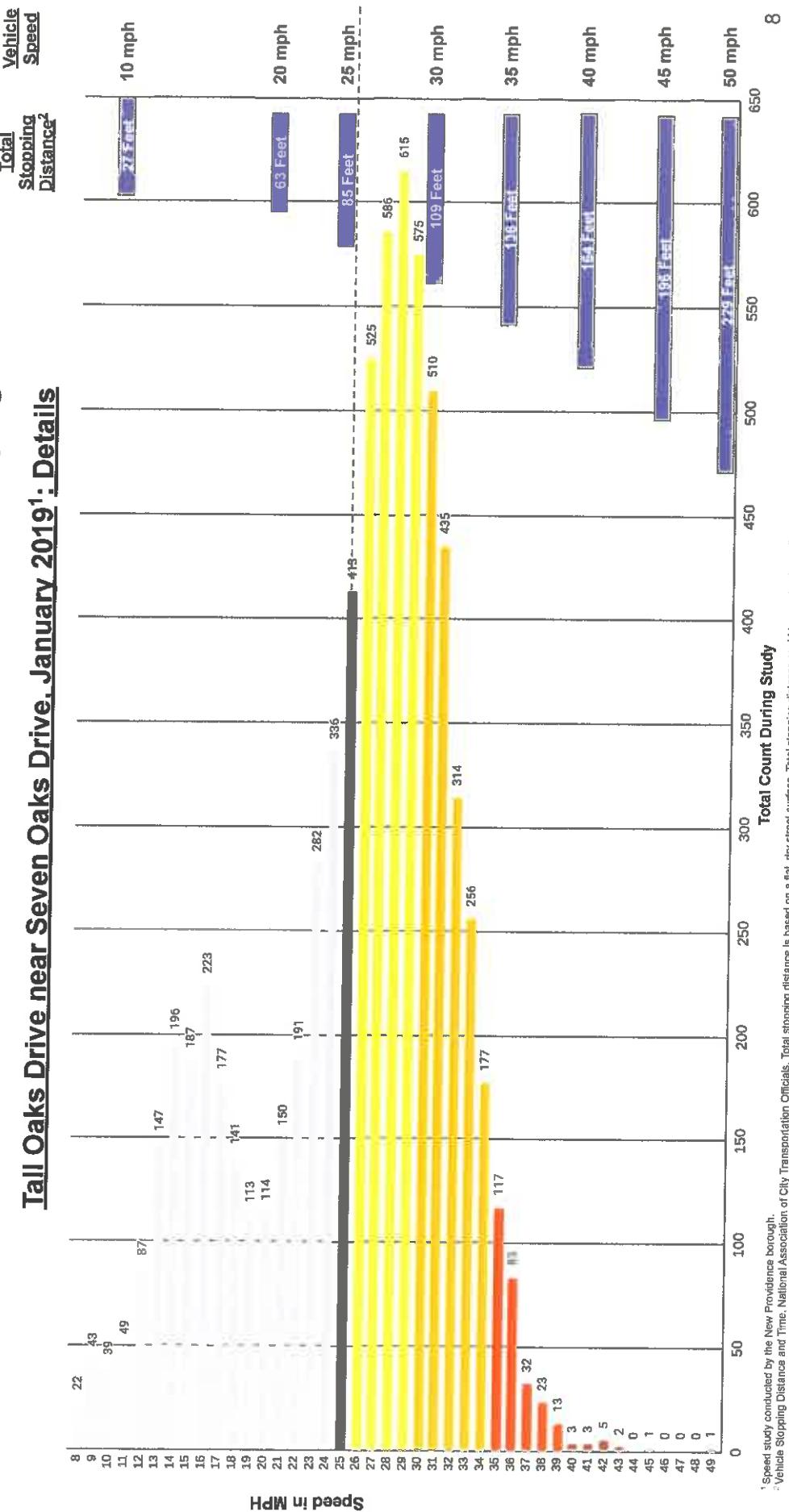
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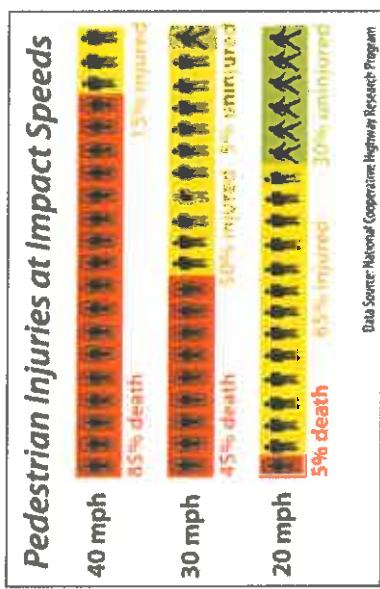


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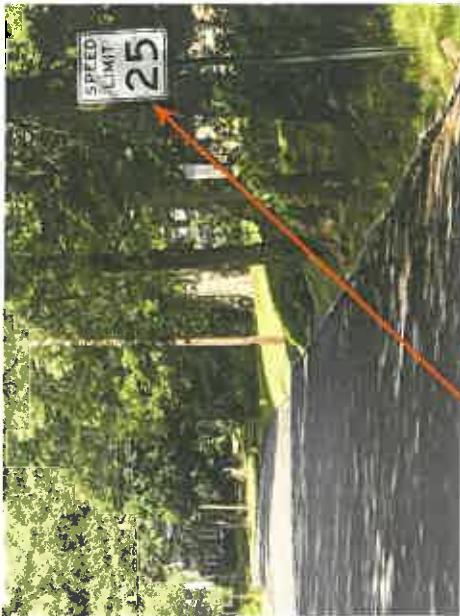
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Transparency of Process: Madison, NJ



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Transparency of Process: Eliminating the use of “enforcement tolerances”

- **What is an “enforcement tolerance”?**: In some communities, when a resident requests a speed study, the town does not use the actual, legal speed limit as the benchmark to determine if there is a problem. Not all towns do this - this is a choice that we make as a community.
- For the past 5+ years at least, the NP Borough has decided to use an “enforcement tolerance”. This approach adds an additional **5 mph or 10 mph to the actual, legal speed limit** before a speeder “counts” as speeding.
- The Borough uses JAMAR Tech for our speed study software and hardware. Here’s what JAMAR Tech says in their training video about the use of enforcement tolerances¹:
 - “You’re going to put in your speed limits and you’re going to put in your tolerance... The speed tolerance that you’re going to put in here, **this is going to be different for every department and you’ll see later on that you may or may not want to actually advertise this**... Some departments do that and there’s plenty of valid reasons why that would be needed. ... It’s at everybody’s discretion and you can decide later on if you do or don’t want to see that... You show them what you do or don’t want them to see.”

Transparency of Process: Eliminating the use of “enforcement tolerances”

To determine if a Borough street has a speeding problem or not, let's just use the actual legal speed limit instead of an artificially derived speed limit.

Let's end the use of enforcement tolerances so we can just get an accurate, clear understanding of legal speeding problems in our town.

What is the problem with using “enforcement tolerances”?

- In practice, of course it is impractical (and probably undesirable) to give a ticket to every individual who drives 1 - 5 mph over the speed limit.
- However, if we want to understand the extent of speeding on our streets, we should use the actual legal speed limit. Use of an enforcement tolerance can hide the extent of traffic safety issues.

Real life example: NP Speed Studies Completed from 2019 to Present



13 studies conducted: The Borough's assessment of risk was LOW for 100% of the studies.
In 100% of the studies, the Borough chose to use an enforcement tolerance above the actual speed limit.

A closer look at the data from the 13 studies²:

New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total
% Speeding	63.4%	4,278	443	21,578	2,188	70.3%
% Speeding by 5 mph+	20.4%			8,118	816	28.3%
% Speeding by 10 mph+	2.3%			983	98	3.6%
NPPD assessment above limit:	20.4%					

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	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total
% Speeding	84.3%			36,138	3,534	86.2%
% Speeding by 5 mph+	28.3%			14,983	1,128	30.7%
% Speeding by 10 mph+	5.9%			1,754	178	10.0%
NPPD assessment above limit:	3.1%					

New Providence, NJ - April 2019						
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	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total
% Speeding	57.9%			7,885	784	57.9%
% Speeding by 5 mph+	18.6%			2,287	284	18.6%
% Speeding by 10 mph+	3.6%			318	36	3.6%
NPPD assessment above limit:	2.3%					

New Providence, NJ - April 2019						
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	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total
% Speeding	76.2%			2,335	183	76.2%
% Speeding by 5 mph+	37.6%			1,532	102	37.6%
% Speeding by 10 mph+	10.4%			463	29	10.4%
NPPD assessment above limit:	10.4%					

- For all 13 studies, the detailed data reveals **substantial speeding**, ranging from **about 33% of vehicles** to **about 76% of vehicles**. Using an artificially higher enforcement limit does not mean we don't have a serious speeding problem.
- 5,988 vehicles exceeded the speed limit by 10 mph+ during these studies**

¹Vehicle Count per day is estimated. The speed study results provided by New Providence via the OPRA request did not include the exact start and stop times for the study.

²All speed studies conducted in New Providence since 2019 were requested via an OPRA request.

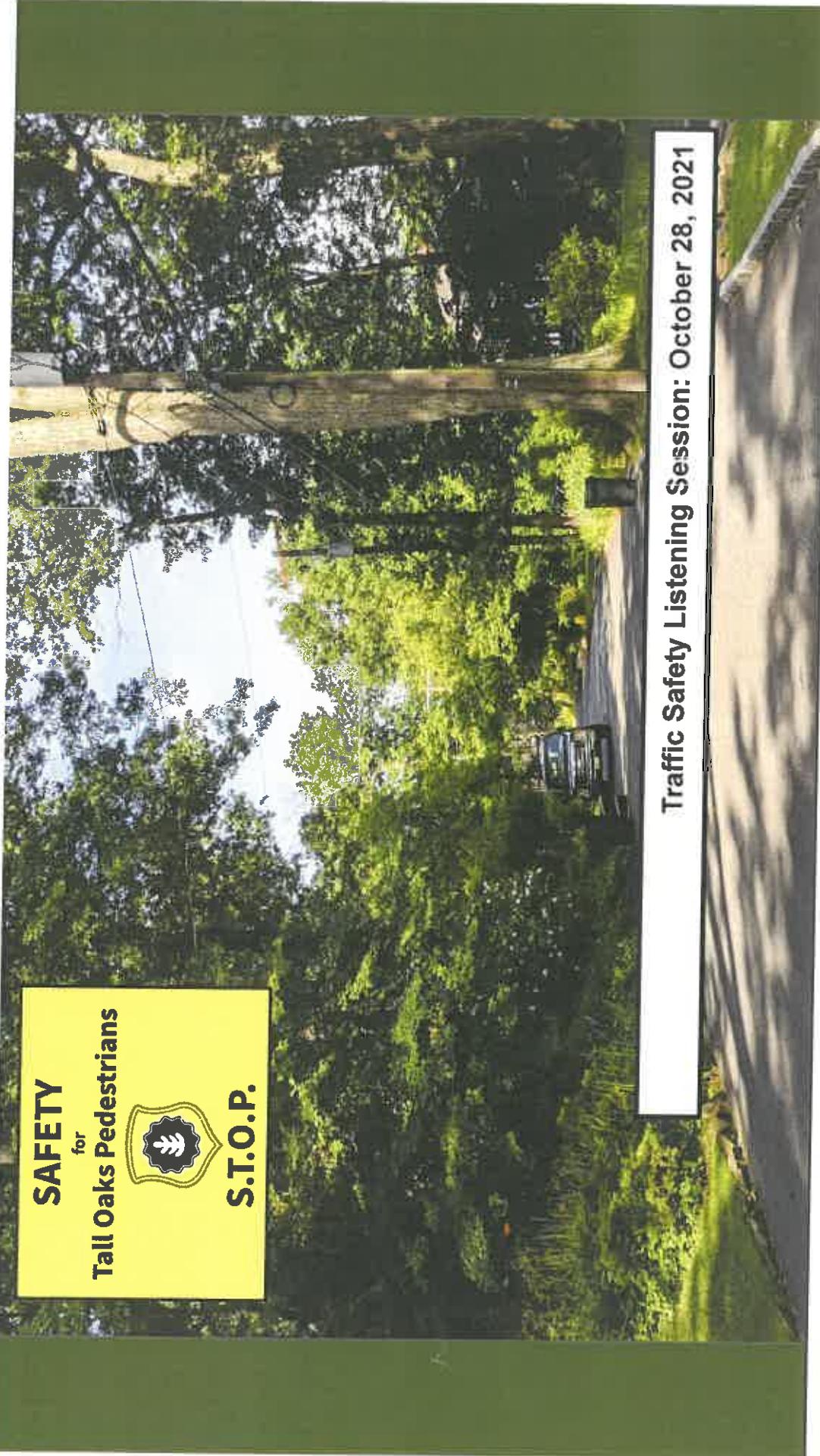
Conclusion

- Tall Oaks Drive and the surrounding neighborhood need permanent, effective traffic calming measures to improve safety and quality of life.
- We'd all benefit from enhanced transparency on town traffic safety issues:
 - A clear, easy way to report traffic safety concerns
 - Automatic publishing of all speed study results on the Borough website
 - Eliminating the use of enforcement tolerances to measure speeding problems

Thank you!



We love our town and our neighborhood. We want to keep it safe for our families. Thank you for listening!



Traffic Safety Listening Session: October 28, 2021



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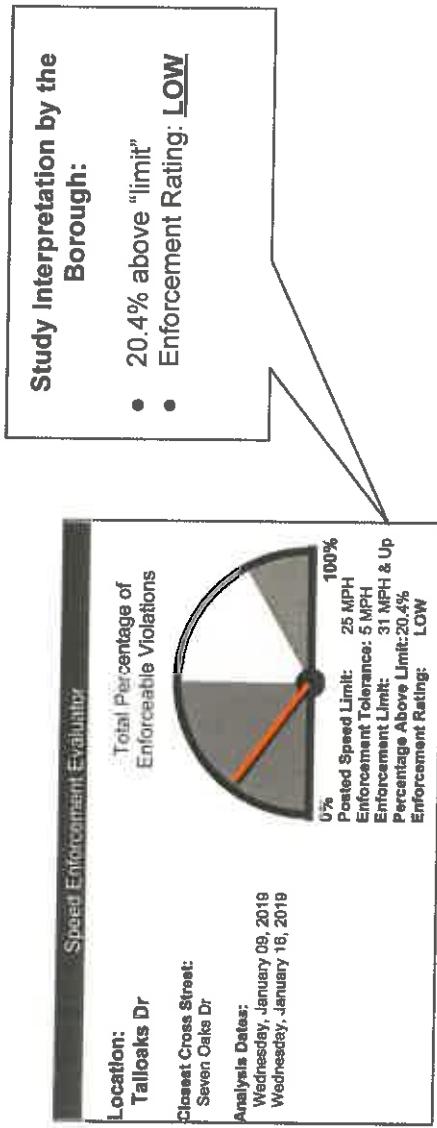
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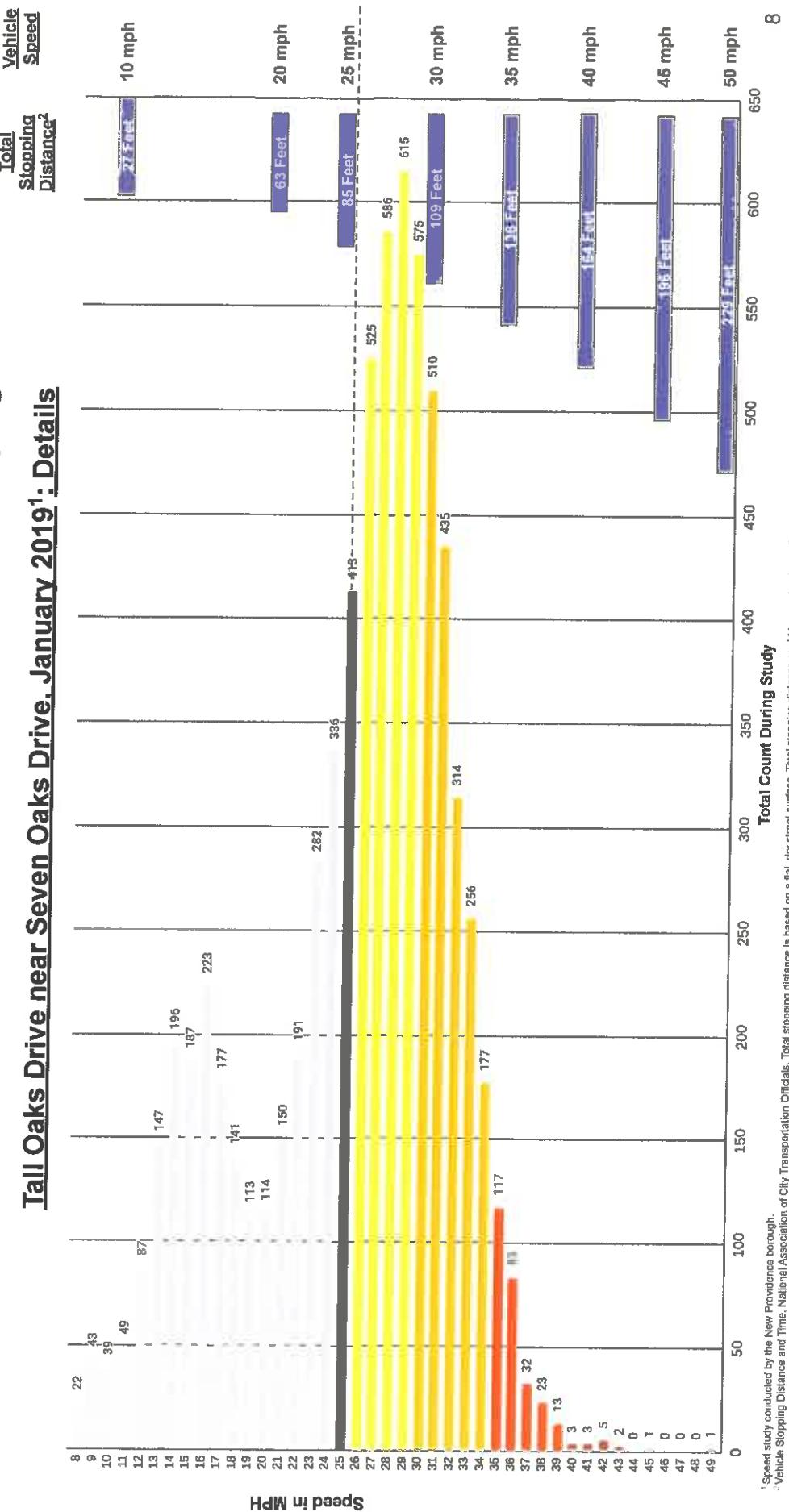
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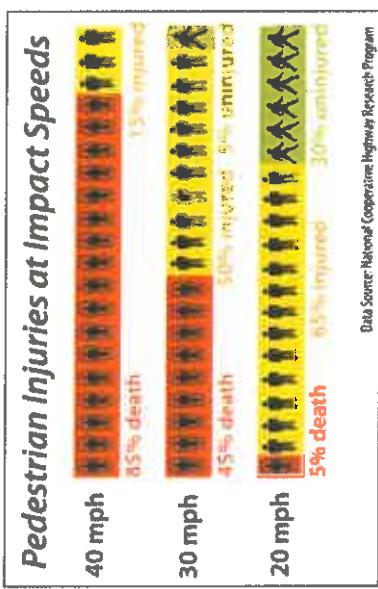
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- For the past 5+ years at least, the NP Borough has decided to use an “enforcement tolerance”. This approach adds an additional **5 mph or 10 mph to the actual, legal speed limit** before a speeder “counts” as speeding.
- The Borough uses JAMAR Tech for our speed study software and hardware. Here’s what JAMAR Tech says in their training video about the use of enforcement tolerances¹:
 - “You’re going to put in your speed limits and you’re going to put in your tolerance... The speed tolerance that you’re going to put in here, **this is going to be different for every department and you’ll see later on that you may or may not want to actually advertise this**... Some departments do that and there’s plenty of valid reasons why that would be needed. ... It’s at everybody’s discretion and you can decide later on if you do or don’t want to see that... You show them what you do or don’t want them to see.”

Transparency of Process: Eliminating the use of “enforcement tolerances”

To determine if a Borough street has a speeding problem or not, let's just use the actual legal speed limit instead of an artificially derived speed limit.

Let's end the use of enforcement tolerances so we can just get an accurate, clear understanding of legal speeding problems in our town.

What is the problem with using “enforcement tolerances”?

- In practice, of course it is impractical (and probably undesirable) to give a ticket to every individual who drives 1 - 5 mph over the speed limit.
- However, if we want to understand the extent of speeding on our streets, we should use the actual legal speed limit. Use of an enforcement tolerance can hide the extent of traffic safety issues.

Real life example: NP Speed Studies Completed from 2019 to Present



13 studies conducted: The Borough's assessment of risk was LOW for 100% of the studies.
In 100% of the studies, the Borough chose to use an enforcement tolerance above the actual speed limit.

A closer look at the data from the 13 studies²:

New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹
% Speeding	65.4%	4,278	4443	78.3%	21,978	2,198
% Speeding by 5 mph+	20.4%	1,488	188	28.3%	8,168	816
% Speeding by 10 mph+	2.3%	188	21	5.2%	983	98
NPPD assessment above limit: 20.4%						
New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹
% Speeding	59.7%	3,887	346	67.9%	7,885	784
% Speeding by 5 mph+	13.3%	626	66	11.6%	1116	72
% Speeding by 10 mph+	2.6%	78	10	0.8%	88	9
NPPD assessment above limit: 0.8%						
New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
New Providence, NJ - April 2019						
	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹	% of Total	Total Vehicle Count	Estimated Vehicle Count Per Day ¹
% Speeding	58.7%	6,208	680	76.2%	2,335	183
% Speeding by 5 mph+	37.6%	3,816	376	38.1%	1,832	182
% Speeding by 10 mph+	10.4%	940	104	11.1%	463	29
NPPD assessment above limit: 10.4%						

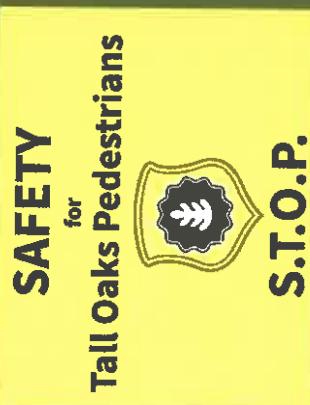
- For all 13 studies, the detailed data reveals **substantial speeding**, ranging from **about 33% of vehicles** to **about 76% of vehicles**. Using an artificially higher enforcement limit does not mean we don't have a serious speeding problem.
- 5,988 vehicles exceeded the speed limit by 10 mph+ during these studies**

¹Vehicle Count per day is estimated. The speed study results provided by New Providence via the OPRA request did not include the exact start and stop times for the study.

Conclusion

- Tall Oaks Drive and the surrounding neighborhood need permanent, effective traffic calming measures to improve safety and quality of life.
- We'd all benefit from enhanced transparency on town traffic safety issues:
 - A clear, easy way to report traffic safety concerns
 - Automatic publishing of all speed study results on the Borough website
 - Eliminating the use of enforcement tolerances to measure speeding problems

Thank you!



We love our town and our neighborhood. We want to keep it safe for our families. Thank you for listening!

Borough of New Providence



Traffic and Circulation Improvement Plan

2021