

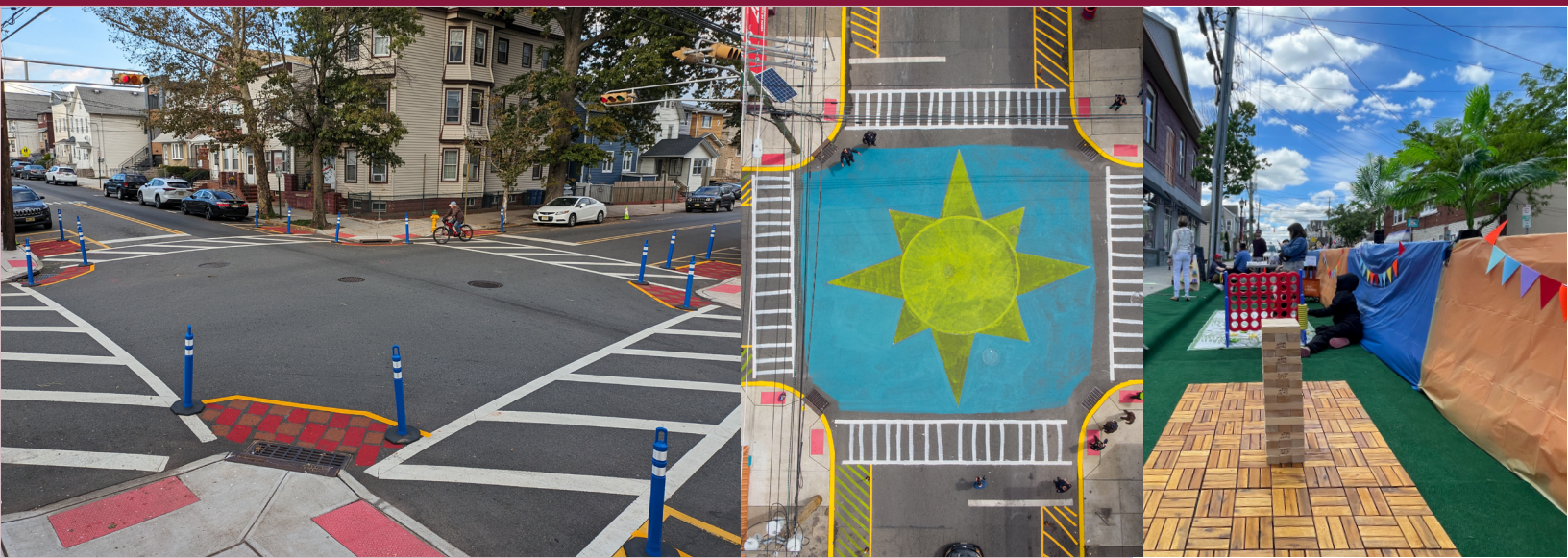


# NJTPA

**NORTH JERSEY  
TRANSPORTATION  
PLANNING AUTHORITY**



# COMPLETE STREETS DEMONSTRATION LIBRARY



**June 2024**





Jersey City Traffic Calming II, Jen Brown

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# NJTPA Complete Streets Demonstration Library

Many communities across the country have been implementing flexible, temporary street designs that help implement Complete Streets. These demonstration projects (sometimes called tactical urbanism or pop-ups) allow communities to try out bicycle lanes, corner “bump-outs,” pedestrian plazas, parklets in place of on-street parking spaces, and other safety, placemaking, and traffic calming features. Since these temporary interventions take place within the street, they require demarcation with paint, signage, movable bollards, curbs, and other traffic control devices. They may also include the use of street furniture like benches and planters.

The North Jersey Transportation Planning Authority (NJTPA), in partnership with the Hudson Transportation Management Association (Hudson TMA), created a Complete Streets Demonstration Library to support the broader use of these temporary demonstrations. We assembled a collection of delineator posts, barricades, traffic signs, paints, stencils, barriers, traffic cones, and other materials available for loan to communities who want to implement a temporary demonstration.

The program's purpose is to support and encourage greater use of the temporary demonstration project approach. The temporary nature of the projects enables communities to evaluate the impact on street performance and safety, to educate residents about safer street designs, and to collect feedback.

The program provides materials only. Recipients are responsible for preparing a design that complies with relevant design guidelines and standards that meet the approval of the municipality or private property owner with jurisdiction over the project location. NJTPA staff may be available to provide design advice upon request.

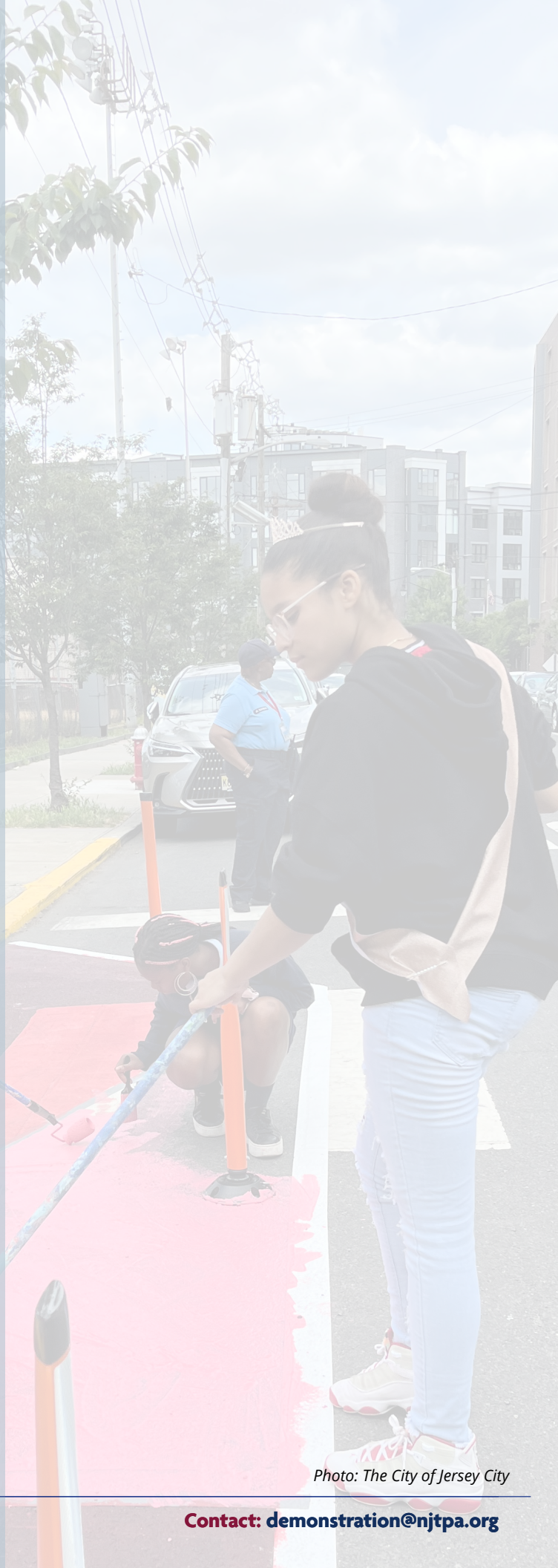


Photo: The City of Jersey City



## ELIGIBLE APPLICANTS

1. New Jersey municipalities and counties are eligible to participate in the program.
2. The point of contact must be an official or employee of the government entity with jurisdiction over the project.
3. Demonstration projects may be coordinated with and supported by partners such as a community organization (municipal advisory committee, chamber of commerce, nonprofit organization, or religious institution), Transportation Management Associations (TMAs), other government entities, or planning/engineering consultants.
4. As a program located within the state TMA Program, the TMAs are key partners. Applications should be sent to the NJTPA with a Cc: to the TMA for your area.

## PROJECT TYPES

A wide variety of project types can be carried out using temporary materials. Projects can vary widely in size and duration, from a one-day parklet in a single parking stall to a multi-block bike lane lasting several months. Some common examples include bike lanes, crosswalks, curb bulb-outs, parklets, pedestrian plazas, and street closures.



CURB BULB-OUTS



BIKE LANES



CURB EXTENSIONS



PARKLETS

## MATERIALS

The following materials are available through this program. Availability is subject to change – contact program staff.

- **Paint** (Acrylic Traffic paint, tempera, spray chalk/ paint, Chalk Line)
- **Signs & Stencils** (Bike and Crosswalk Signs, Yield to pedestrian in-crosswalk sign, Bicycle Stencil)
- **Placemaking materials** (Park Bench, picnic table, astro- turf mat)
- **Tools** (Tape Measure, utility knife, paint brushes and rollers, paint buckets, Epoxy tube kit)
- **Traffic Control Devices** (cones, barricades, delineators, plastic barriers, rubber parking stops)
- **Tape** (Traffic Tape, duct tape)
- **Clean-up items** (Electric Power Washer, broom, metal scraper)

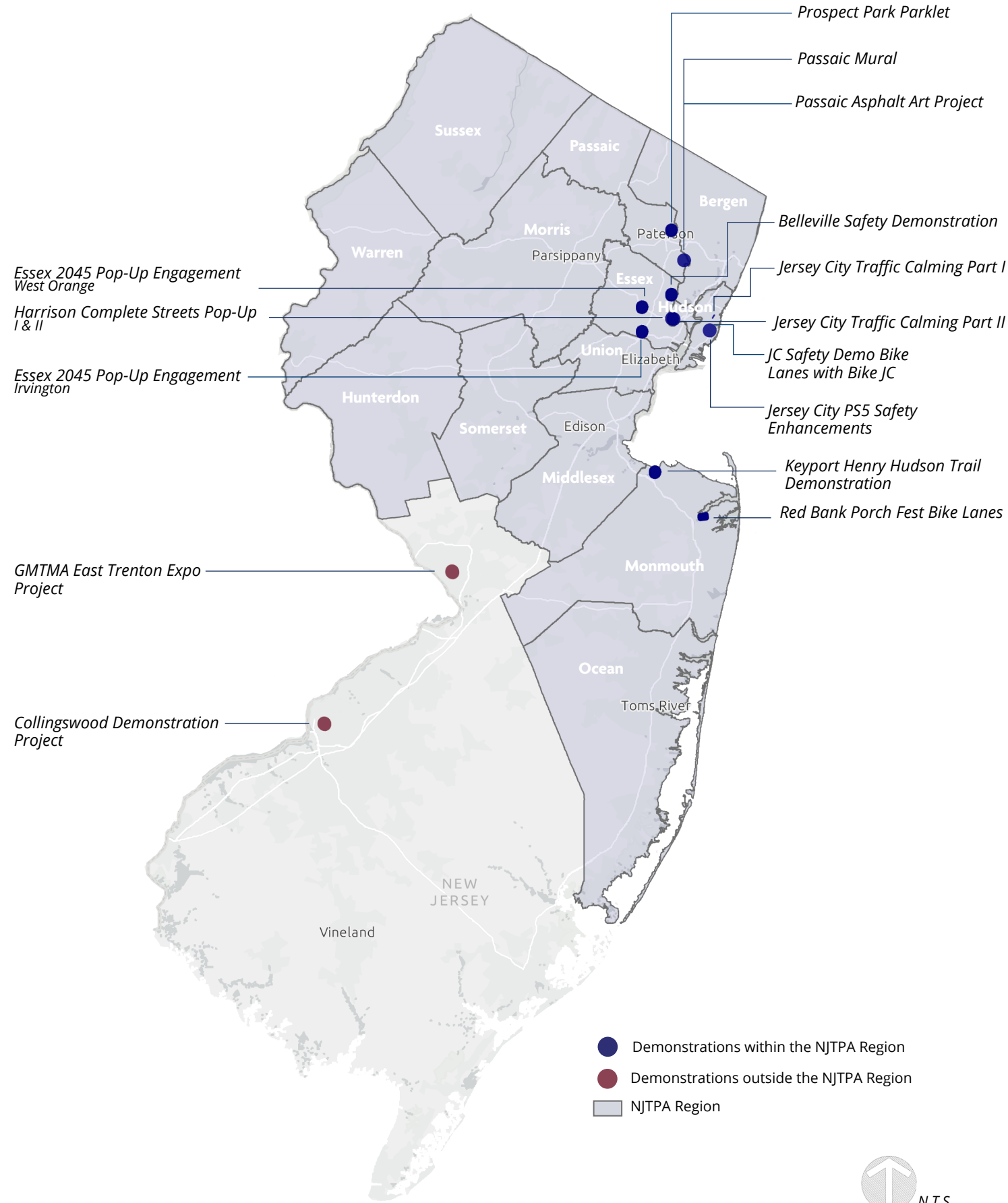
## DESIGN GUIDANCE

The following publications contain guidance useful for designing and implementing a temporary project:

- [The Pop-Up Placemaking Toolkit](#)
- [Tactical Urbanist's Guide to Materials and Design](#)
- [The Asphalt Art Guide](#)
- [NACTO Design Guides and Publications](#)
- [New Jersey Complete Streets Design Guide](#)



# PROJECTS COMPLETED TO DATE



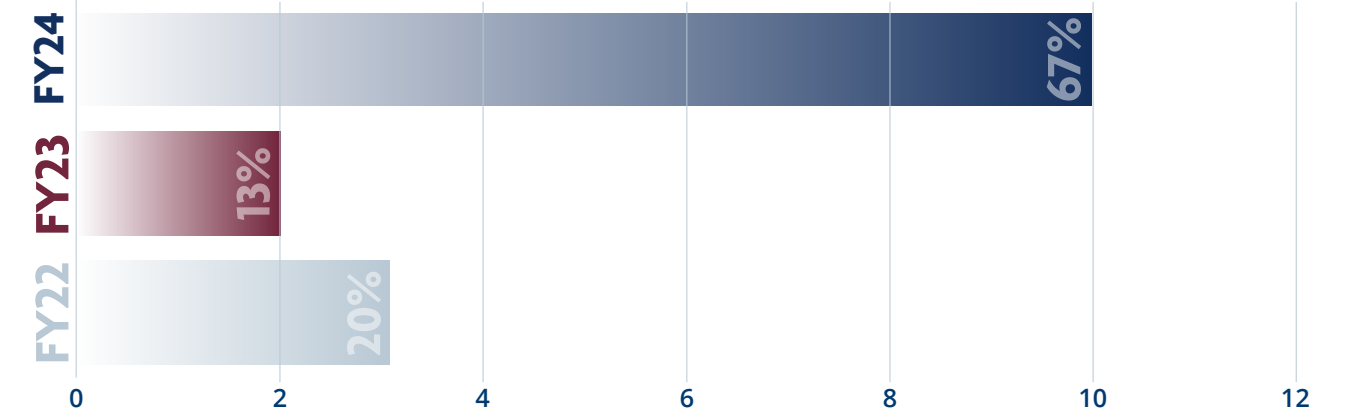
PROJECT DASHBOARD

**15**  
PROJECTS TO DATE

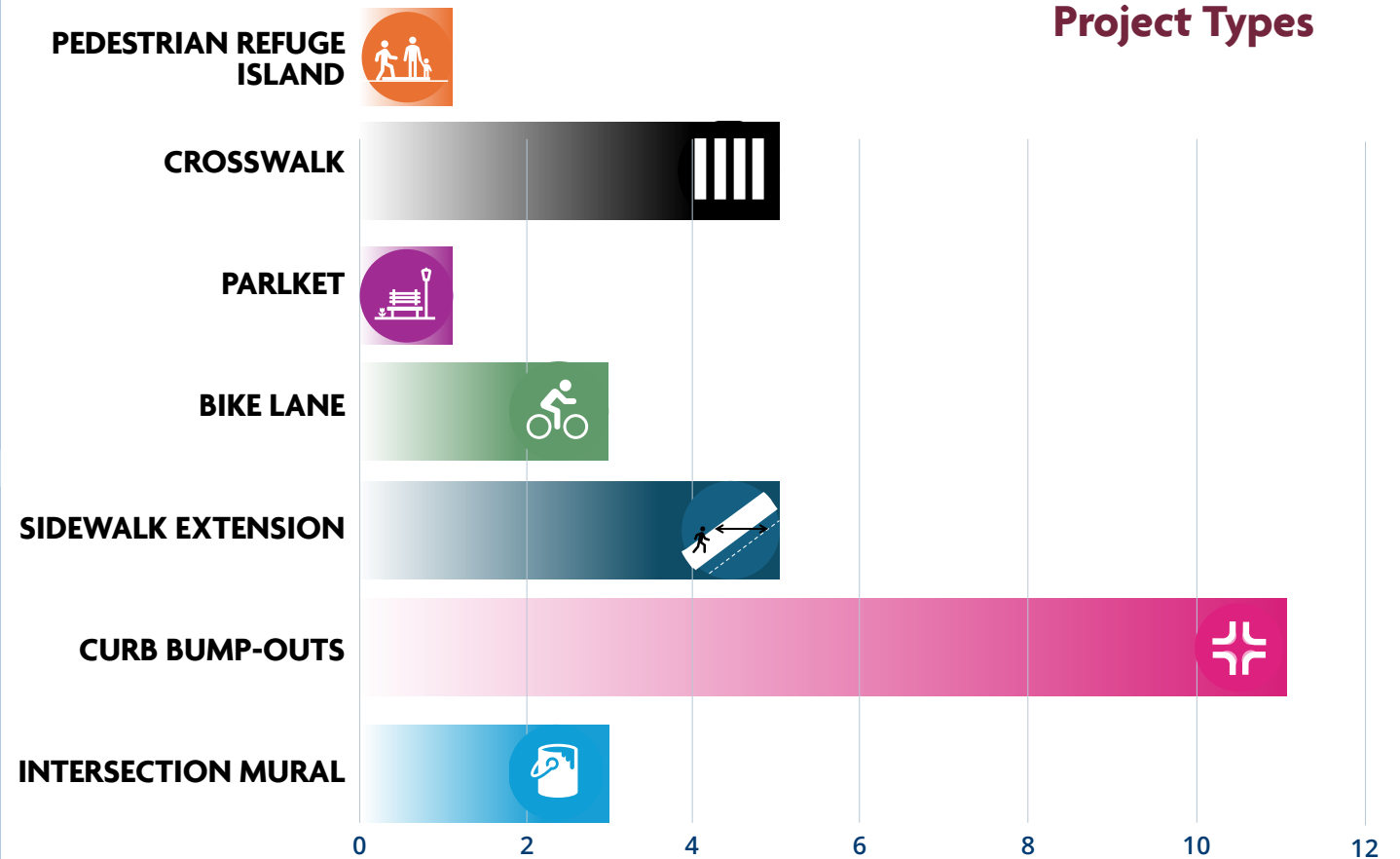
**9**  
DIFFERENT COMMUNITIES

**6**  
COUNTIES

## Number of Demonstration Projects



## Project Types





A photograph of children sitting on a concrete sidewalk, using colorful chalk to draw on the pavement. The scene is partially obscured by a large, semi-transparent blue circle. The text 'FY 24 PROJECTS' is overlaid in white on the blue circle.

# FY 24 PROJECTS

*Prospect Park Pop-Up Parklet, NJTPA*

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**JERSEY CITY HEIGHTS POP UP BIKEWAY**

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**PASSAIC ASPHALT ART PROJECT**

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**PROSPECT PARK POP-UP PARKLET**

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**RED BANK PORCH FEST BIKE LANES**

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**JERSEY CITY TRAFFIC CALMING PART 1&2**

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**HARRISON COMPLETE STREETS PLAN POP UP PART 1&2**

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**EAST TRENTON EXPO PROJECT**



# JERSEY CITY HEIGHTS POP-UP BIKEWAY

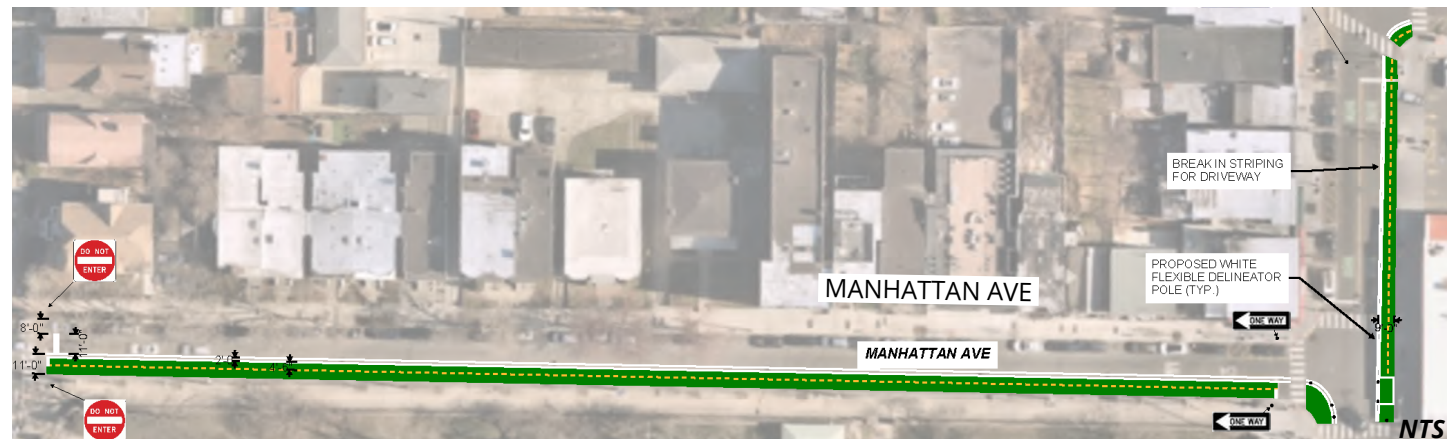
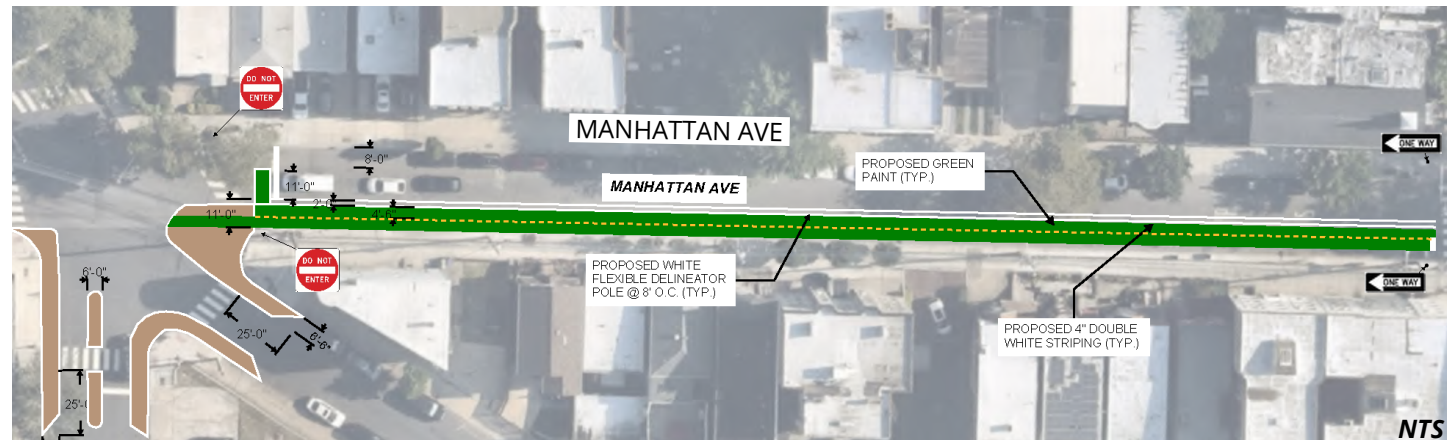
## Project Type(s):



**Project Lead:** Jersey City  
**Partner Organizations:** Bike JC  
**Duration:** June 8-July 8 (1 month)

## Location & Concept Plan:

Manhattan Avenue and Sanford Place to Franklin Street and Sherman Avenue



Drawn by The City of Jersey City



## Summary:

The purpose of this project is a demonstration of protected bike lanes, intersection improvements, and traffic calming for a segment of a one-mile, east-west corridor in Jersey City's densely populated Heights neighborhood. This is the first protected bike lane in the Heights, connecting parks, a school, a grocery store, and neighborhood shops. The demonstration project was a necessary part of community outreach to build support for the implementation of the highest quality bicycle infrastructure possible, which can be made permanent in 2025 through a Bikeways Grant already awarded by NJDOT.

Jersey City partnered with a local 501(c)(3), Bike JC, through a People for Bikes grant to install the pop-up 11 ft 2-way protected bike lane on the southern side of Manhattan Avenue and Franklin St. The design included 4.5 ft lanes in each direction with a 2 ft painted buffer delineated with traffic cones and plastic bollards. The length of the demonstration project was about a half mile, so Jersey City requested additional materials from the NJTPA Complete Streets Demonstration Library to help supplement the materials needed for the project.

## Materials Used:

- **Delineation:** Chalk line, duct tape
- **Paint:** Yellow and white acrylic paint, yellow spray chalk
- **Tools:** broom, utility knives, paint bucket, paint tray, paint extension poles, tape measure, bicycle stencils
- **Traffic Control Devices:** flexible delineators, traffic cones

Photos: Jennifer Brown and The City of Jersey City



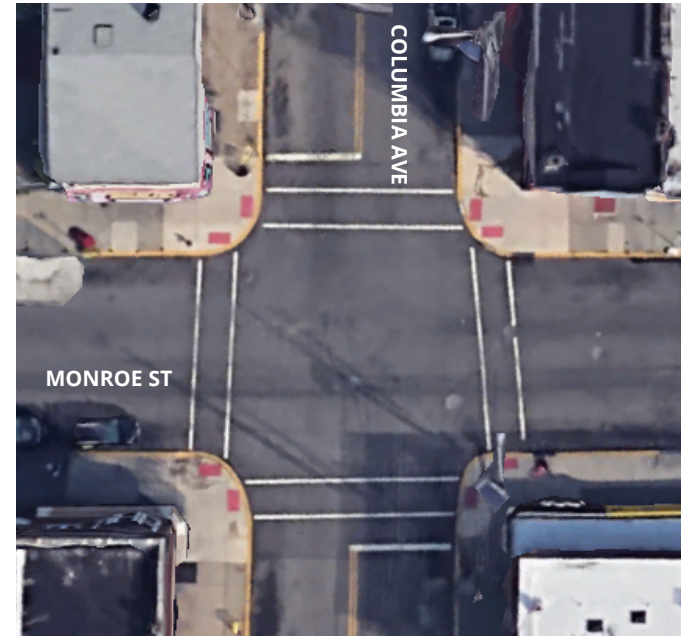
# PASSAIC ASPHALT PROJECT

## Project Type(s):

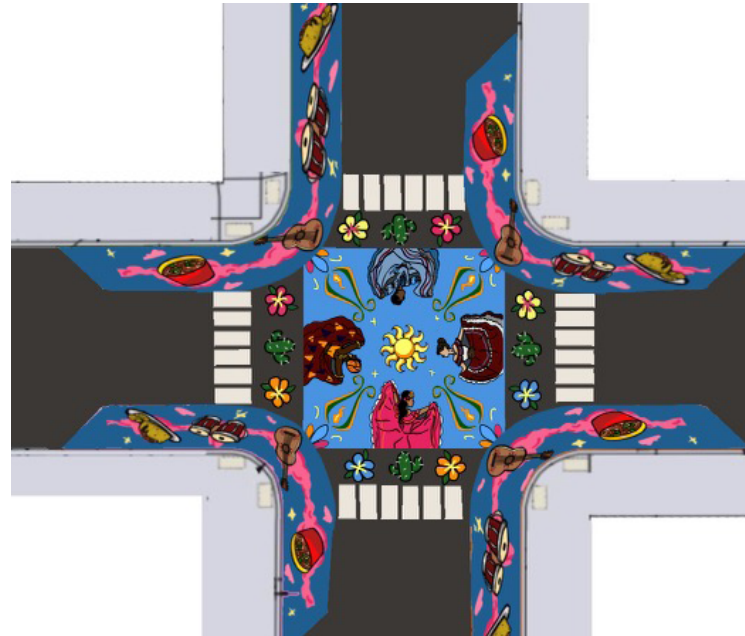


## Location & Concept Plan:

Columbia Avenue & Monroe Street



**Project Lead:** EZ Ride  
**Partner Organizations:** Bloomberg, City of Passaic Police, DPW, Engineering  
**Duration:** 6-9 months



Mural design by Angelica Otero Vargas



Photo: The City of Passaic

## Summary:

The City of Passaic and EZ Ride partnered to install a demonstration project in May 2023 at the intersection of Hope and Monroe utilizing supplies from the NJTPA Demonstration Project library. Due to overwhelming support from the community about this project, and wanting something more permanent, EZ Ride and the City of Passaic applied for a Bloomberg Asphalt Art Initiative grant in September 2023. Bloomberg received over 200 applications from cities across Canada, Mexico, and the United States, and EZ Ride's project, Hope and Safety for the City of Passaic, was selected as one of 25 awardees who received \$25,000 to install a project in 2024. Bloomberg's goals are to inspire enthusiasm for arts-driven tactical urbanism projects that improve street safety, revitalize public space, and engage local communities.

EZ Ride and the City of Passaic organized three Artist webinars and ran an Artist Contest on Mayor Hector C. Lora's Facebook page. A design by local High School senior, Angelica Otero Vargas, was selected based on community votes. EZ Ride conducted pre-and post-installation surveys, observations of pedestrian, driver, and cyclist behavior, and collected community metrics. Although the project was initially planned to be installed at Hope and Monroe, the City decided to move

the project to the intersection of Columbia and Monroe which also has experienced numerous pedestrian, bike, and car crashes over the years. The final design included four curb bulb-outs, delineated with paint and free-standing delineators, and an intersection mural. Both the curb bulb-outs and mural included the artist's design.

The project team included City Staff from the Urban Economic Zone, Department of Public Works, Traffic Police, and EZ Ride's Bike and Pedestrian team who coordinated the bulk of the project planning and materials acquisition. The project was implemented on the rain date of April 27, 2024, with more than 100 community volunteers. Materials were secured through Bloomberg Philanthropies grant funding, Mercer Planning Associates, and the NJTPA Complete Streets Demonstration Library.

## Materials Used:

- **Paint:** Yellow and white acrylic paint
- **Tools:** Paint bucket, extension poles, rollers, and trays, broom, utility knife
- **Traffic Control Devices:** Traffic control barricades



Photos: The City of Passaic



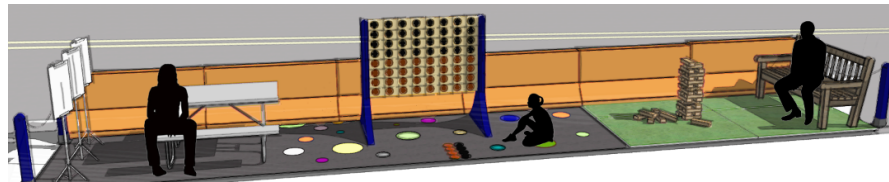
# PROSPECT PARK POP-UP PARKLET

## Project Type(s):



## Location & Concept Sketch:

8th Avenue, Prospect Park, NJ



## Summary:

As part of the outreach portion of the Community Vision Plan for Prospect Park, VTC, NJTPA, and Prospect Park set up a pop-up parklet in the study area to demonstrate potential improvements and gather feedback from residents and visitors on Saturday, May 11. The parklet design included reimaging two parallel parking spaces along 8th Avenue in Prospect Park. This part of town is the heart of the community and is frequented daily by residents, visitors, and workers alike.

The design consisted of delineating the width of the parking space with free-standing weighted delineators and the length of the parking spaces with plastic jersey barriers. This created a sense of enclosure for visitors and simultaneously acted as a safety component. Placemaking efforts and activities were included to enhance the user experience and ensure people didn't feel as if they were on the road. Artificial turf mats were used to cover the two parking spaces completely and bled into the sidewalk. The extension of the artificial turf mats into the sidewalk made the parklet more inviting and expanded the public realm.



Photos: The NJTPA

## Materials Used:

- **Placemaking items:** Artificial turf mats, outdoor rug, interlocking deck tiles, 4' artificial palm trees, sidewalk chalk set, Large Jenga, park bench and picnic table, Connect 4, bean bag game
- **Traffic Control Devices:** Free-standing delineators with base, plastic jersey barriers
- **Tools:** Outdoor push broom

**Project Lead:** Voorhees Transportation Center (VTC)  
**Partner Organizations:** NJTPA, Prospect Park  
**Duration:** ½ day (4 hours)

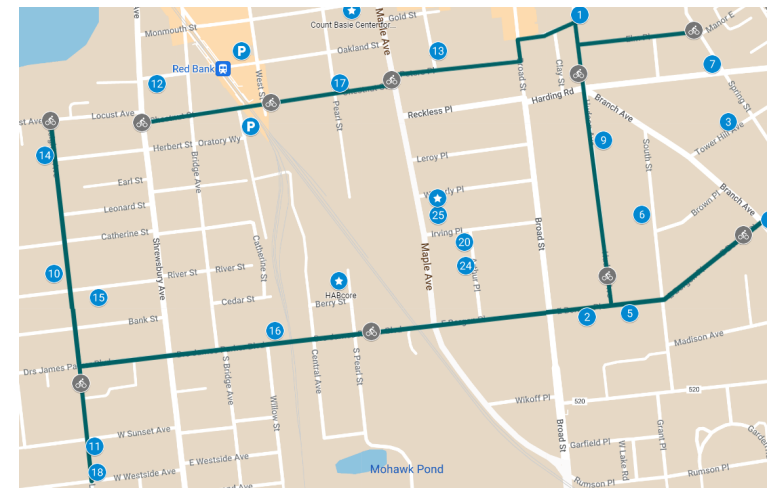
# RED BANK PORCH FEST BIKE LANES

## Project Type(s):



## Location:

Downtown Red Bank



Photos: EZ Ride

**"Feels safer to ride in a painted bike lane." "Drivers seemed more aware of cyclists."**  
**"I think more people would be willing to use a bike for transportation--commuting, errands and school, if they felt a little safer."**

## Summary:

Red Bank, NJ hosts an annual Porchfest event where ninety musical acts perform on twenty-five porches in the center of town. At the event, many people ride bicycles from porch to porch on the route. This year, the Borough, and Porchfest volunteers wanted to install temporary bike lanes for fest-goers to use as they traveled from porch to porch. Incorporating temporary bike lanes as part of the festival allowed for safe riding since it gave riders a designated lane to travel in, reduced the travel lane width, and encouraged permanent lanes in the long term.

The temporary bike lanes were installed in a loop pattern starting at Chestnut Street, Maple Avenue to Peters Place, Broad to Canal Street, Hudson Avenue, East Bergen Place, Dr. James Parker Boulevard, and Leighton Avenue. Additional streets that were part of the loop included Elm Place, the eastern end of E. Bergen Place, and the southern portion of Leighton Ave as depicted on the map.

The bike lane design was simple, but effective using spay chalk and paint to delineate the path, and bike stencils which were demarcated within the lanes, and marked the beginning and ending of the bike lanes with delineators. Due to the scale of this project, some sharrows were installed as well on less busy roads to ensure cyclists' safety. EZ Ride team members, Red Bank police and public works, and Councilwoman Nancy Facey-Blackwood assisted with the installation of the demonstration project. EZ Ride also performed outreach for this demonstration project, promoted the event on social media, and collected community feedback. The survey results suggested that the pilot bike lanes and sharrows generally made survey participants feel safer and 93 percent of respondents thought the project should be made permanent.

## Materials Used:

- **Delineation:** Chalk Line
- **Paint:** Spray Chalk/Paint
- **Tools:** Bicycle stencil, epoxy tube kit
- **Traffic Calming Devices:** Free-standing delineators



# JERSEY CITY TRAFFIC CALMING PART I

## Project Type(s):



## Location:

North Street, Jersey City, NJ

**Project Lead:** Jersey City  
**Partner Organizations:** NJTPA  
**Duration:** 2 Weeks



Map drawn by The City of Jersey City



Map drawn by The City of Jersey City



Photos: The City of Jersey City

## Summary:

Jersey City developed a Traffic Calming Toolkit through the NJTPA Subregional Studies Program. As a part of the study, Jersey City worked with the consultant team to identify and design a traffic-calming intervention along North Street. The purpose of the project was to test a proven traffic calming method that the City hadn't used before, engage the community on the topic of traffic calming, and address a high crash corridor. The project was installed on October 28, 2023, and the demonstration lasted until November 11, 2023. The Jersey City team selected North Street from Central Avenue to Hancock Avenue in The Heights. This street borders a park on the north side and was selected due to a history of crashes in the area and community complaints of drivers speeding on North Street. The project team prioritized a location near a park and school, near or on the City's high injury network, and in an area of the City that has not benefitted from significant traffic calming interventions in the past. This North Street location met all those requirements

The design included a lateral shift and curb extensions along North Street between Central Ave and Sherman Ave. Temporary curb extensions, temporary removal of parking, the realignment of the bike lane, and a chicane were added to the street using paint and plastic delineators. Staff stationed and delineated the traffic calming elements and invited the community to help paint the installation.

The City also engaged the public on the concept of traffic calming and the Traffic Calming Toolkit study through an open-house style workshop that will take place next to the installation. Following the installation, the City solicited feedback from the public and evaluated the performance of the installation.

## Materials Used:

- **Delineation:** Chalk line, duct tape, traffic tape
- **Paint:** White acrylic traffic paint, spray chalk, Tempera Paint: white, orange, green, yellow, and red
- **Tools:** Epoxy tube kits, bicycle stencil, utility knife, broom, tape measure, paint buckets and trays.
- **Traffic Calming Devices:** Flexible delineator posts



# JERSEY CITY TRAFFIC CALMING PART II

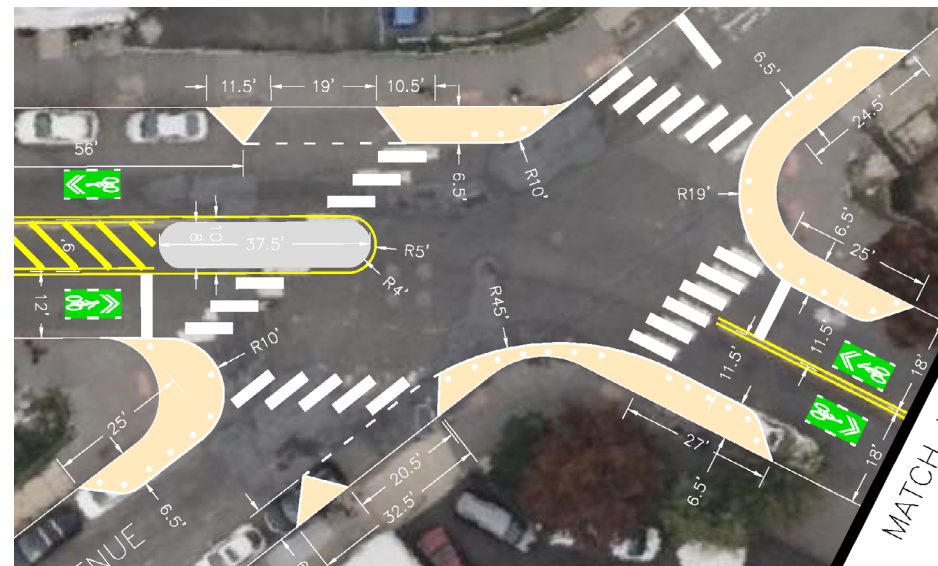
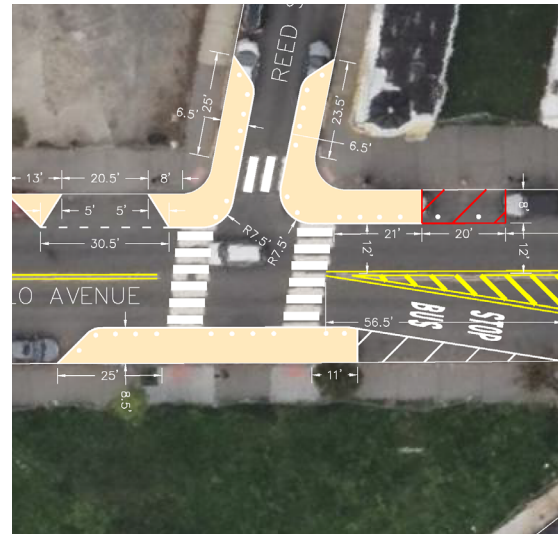
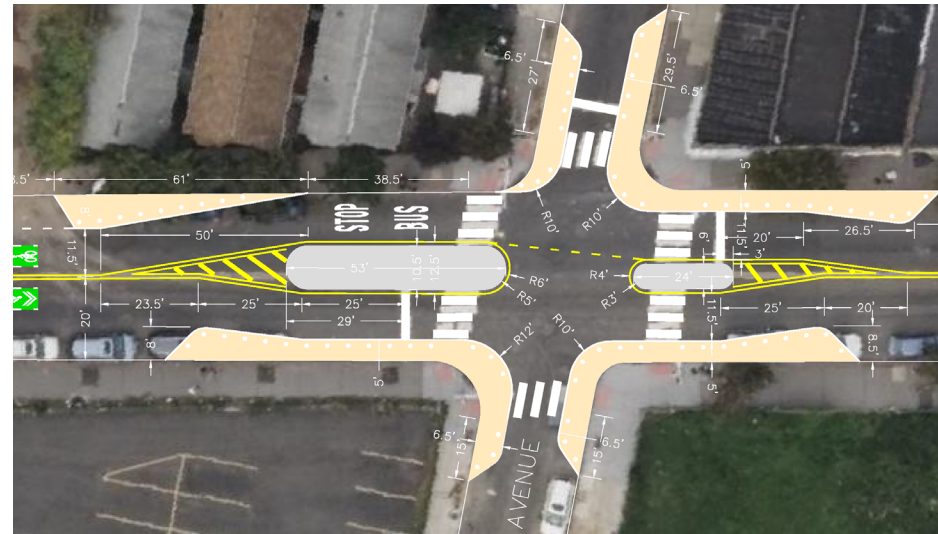
## Project Type(s):



## Location:

Columbia Avenue & Monroe Street

**Project Lead:** Jersey City  
**Partner Organizations:** Bike JC  
**Duration:** June 8-July 8 (1 month)



## Summary:

Similar to Part One of the Jersey City Traffic Calming Demonstration Project on North Street, this installation also implemented recommendations from the Traffic Calming Toolkit and was installed on March 23 and lasted until April 12. The Demonstration was installed on Monticello Avenue between Fairview Avenue and Fairmount Avenue area. The McGinley Square community was identified as an area of interest through the project's Equity Analysis, showing a high Equity Score and a history of fatal or serious injury crashes in the area. Following a fatal crash at Monticello and Fairview Avenues in October 2023 and a pattern of dangerous crashes along the corridor, the City has been working with the community to find solutions to improve safety for all roadway users.

The project included curb extensions, turn hardening, and daylighting of Fairview and Monticello Ave and Reed and Monticello Ave. Such improvements allowed for shorter crossing distances and reduced curb radii to make drivers go slower on turns and provide them with more visibility of all road users. Median refuge islands were also included along Monticello Avenue between Fairmount Avenue and Fairview Avenue. The refuge islands decreased the crossing distance from 40 ft to 11.5 ft on each side of the median and provided pedestrians with a safe place to rest if they could not make the full crossing at once.

Staff set up and marked out the traffic calming elements and invited the community to help paint the installation. Jersey City also engaged the public on the concept of traffic calming and the Traffic Calming Toolkit study through an open-house style workshop that will take place next to the installation. An estimated 55 members of the public asked questions or stopped by the information table, engaged in conversation about the traffic calming toolkit, and were told about a day-of physical and online survey. 15 members of the public signed-in to the public meeting/participatory installation, with at least 24 members of the public, ranging from children to adults, participating in painting the street.

The temporary elements of the demonstration project remained in place for several weeks, further expanding its visibility, while permanent striping remained after the conclusion of the study.

## Materials Used:

- **Delineation:** duct tape
- **Paint:** Yellow and white acrylic paint, yellow Spray chalk, 2 bicycle stencils
- **Tools:** Chalk line, broom, utility knives, paint bucket, paint tray, paint extension poles, tape measure
- **Traffic Control Devices:** flexible delineators, traffic cones



# HARRISON COMPLETE STREETS PLAN POP-UP I

## Project Type(s):



## Location:

Washington Middle School (Hamilton Street and N. 5th Street, Harrison, NJ)

**Project Lead:** Town of Harrison  
**Partner Organizations:** Michael Baker, Mercer Planning Associates, NJTPA  
**Duration:** 2:30-5:30 (3 HRS)



## Summary:

The NJTPA and their consultant team of Michael Baker, Mercer Associates, and Civic Eye Collaborative conducted two one-day demonstration projects in conjunction with in-person pop-up outreach in support of the Town of Harrison Complete Streets Policy and Implementation Plan. This study was part of the FY 2023 Planning for Emerging Centers program. The Washington Middle School demonstration was the first pop-up event with a temporary safety demonstration project which occurred on Tuesday, October 10, 2023, on the corner of Harrison Avenue and North 5th Street outside of Washington Middle School. The demonstration project presented an opportunity for the project team to engage with people at a busy intersection, particularly younger people who are more reliant on “active” modes of transportation

(walking, biking, scooting), and are also less likely to take part in traditional outreach activities. The project team painted curb extensions on all four corners of the intersection so students and/ guardians could experience the safety treatment at school dismissal and interact with the project team about street safety. The pop-up event included a poster with an explanation about the demonstration project with an opportunity for passers-by to express opinions.

## Materials Used:

- **Delineation:** Yellow traffic tape
- **Paint:** Tempera paint: red, brown, white
- **Traffic Calming:** Free-standing delineators, parking stops

Contact: [demonstration@njtpa.org](mailto:demonstration@njtpa.org)

# HARRISON COMPLETE STREETS PLAN POP-UP II

## Project Type(s):



## Location:

Harrison Little League Field (Harrison Ae. And Hiram Place, Harrison, NJ)

**Project Lead:** Town of Harrison  
**Partner Organizations:** Michael Baker, Mercer Planning Associates, NJTPA  
**Duration:** 3:30-6:30 (3 HRS)



## Summary:

Similar to the Washington Middle School Demonstration, the second pop-up event took place on Thursday, October 12 at Harrison Avenue and Hiram place. Recognized as the town’s “Main Street,” a high number of crashes occur on Harrison Avenue including some serious crashes resulting in fatality or serious injury at the intersection of Harrison Avenue and Hiram Place, providing additional justification for a demonstration project at this location. The project team painted curb extensions on the north side of the intersection and held the engagement activity to coincide with soccer and football practices at the Little League Field, enabling interaction with younger individuals and parents. Like the school location, the pop-up event featured a poster and map explaining the demonstration project, encouraging passers-by to

share reactions and opinions. In each case, the demonstration consisted of a curb extension outlined in yellow traffic tape and free-standing weighted delineator posts. The curb extensions were filled in with a pattern or striping using tempera paint or chalk. Consultant and NJTPA staff were on hand to solicit public input via a survey banner and a map board featuring sticker dot voting and post-it notes comments. Staff also encouraged the public to complete an online survey.

## Materials Used:

- **Delineation:** Yellow traffic tape
- **Paint:** Tempera Paint: red, brown, white
- **Traffic Calming:** Free-standing delineators, parking Stops



# EAST TRENTON EXPO PROJECT

## Project Type(s):



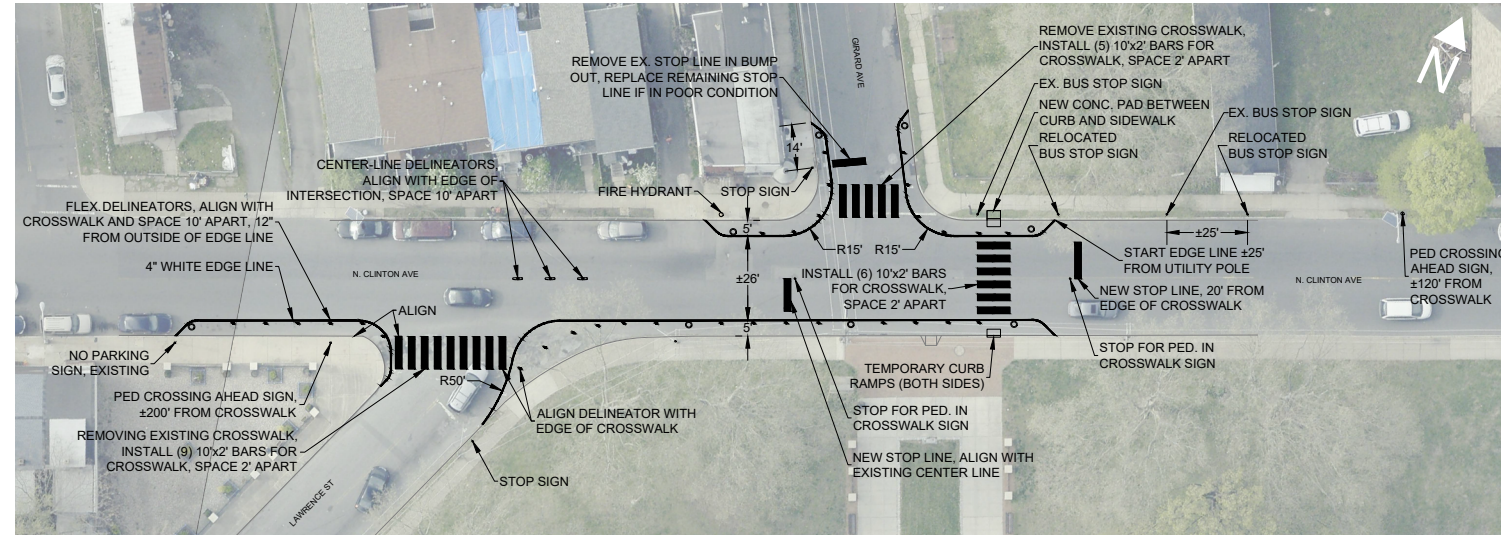
**Project Lead:** Greater Mercer TMA

**Partner Organizations:** City of Trenton, East Trenton Collaborative, and Delaware Valley Regional Planning Commission (DVRPC)

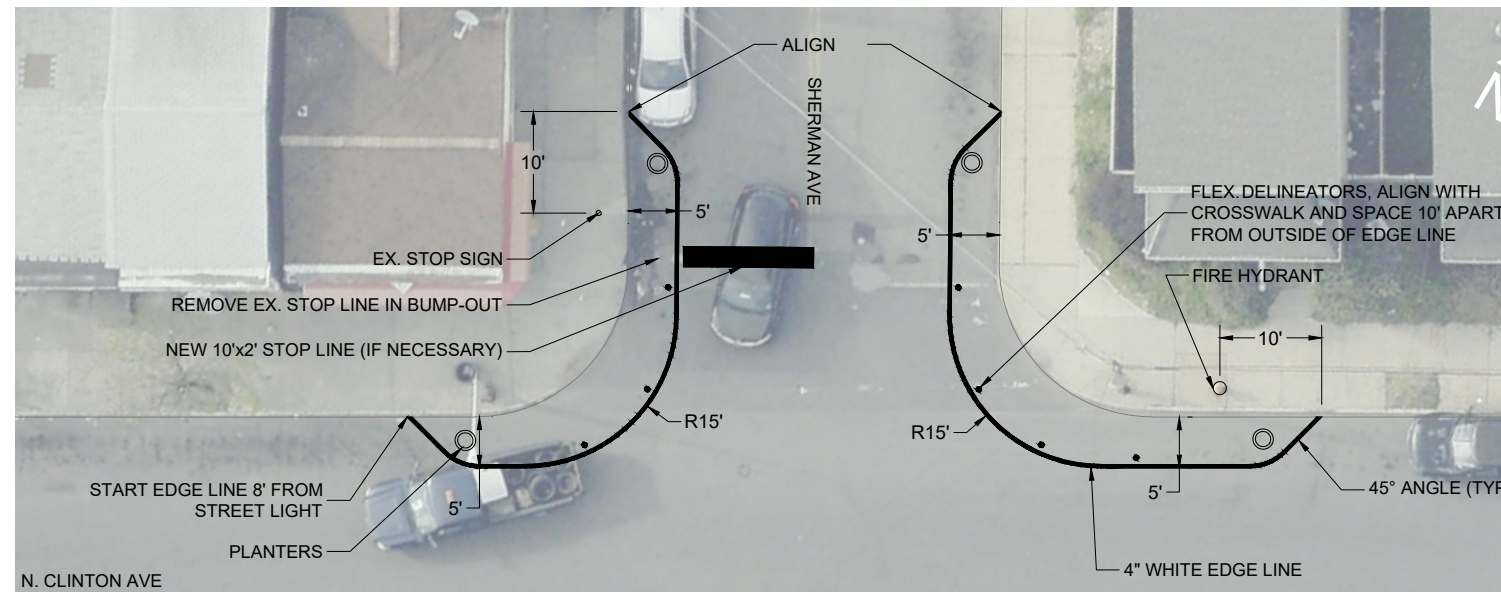
**Duration:** August 24, 2023 | Longterm

## Location:

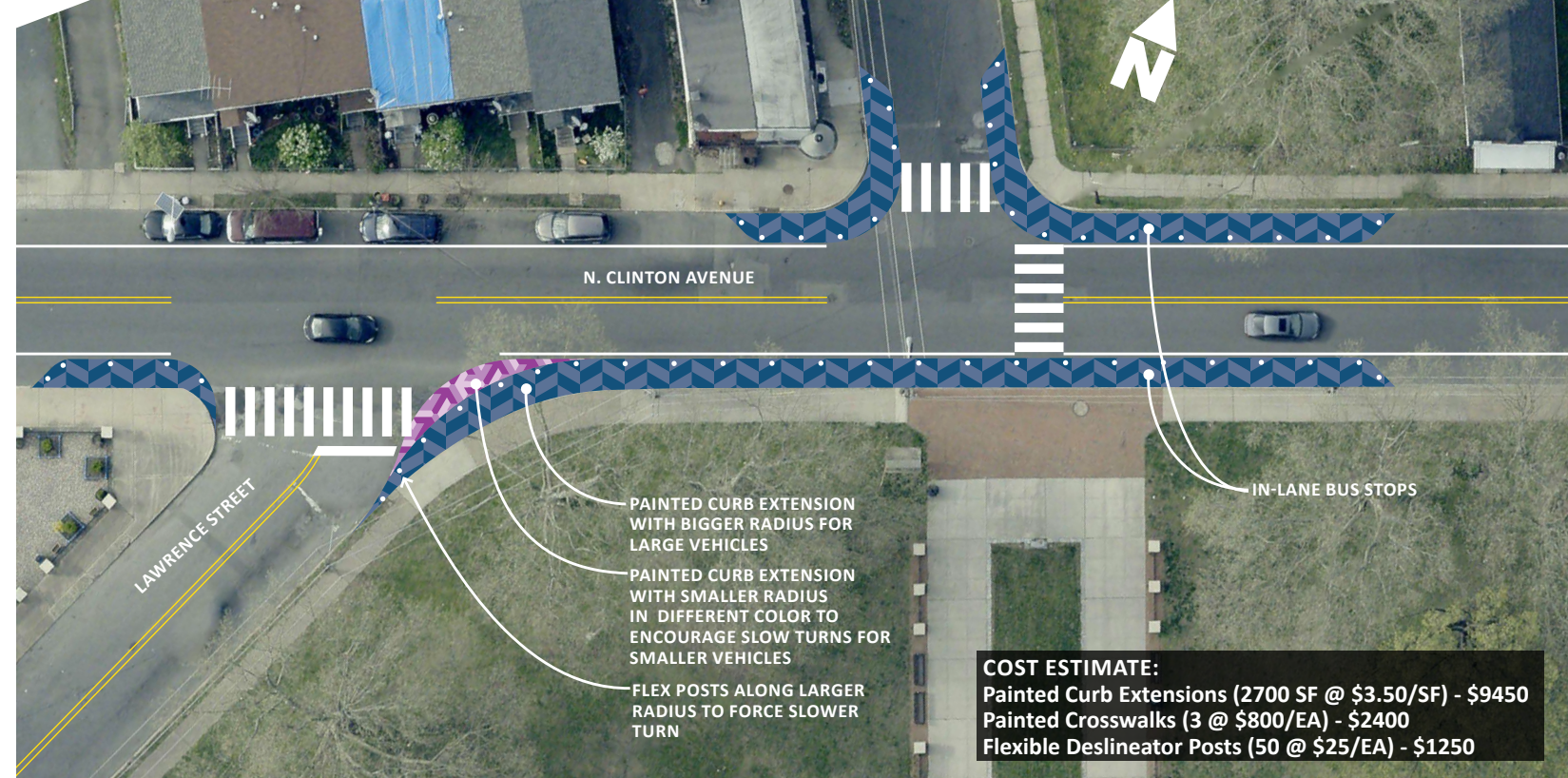
N. Clinton Ave at Lawrence St, and Girard Ave, Trenton, NJ)



N. Clinton Ave at Sherman Ave.



Drawn by: GMTMA



Concept Sketch by GMTMA



Photos: GMTMA

## Summary

The East Trenton Collaborative held a resident-led Traffic Safety Community Organizing Committee (TSCOC), which published a Traffic Safety Audit of the neighborhood. The demonstration project directly responded to the uses identified by the TSCOC in the audit by adding traffic safety improvements to intersections identified in the study. Painted curb extensions and crosswalks were installed to daylight the intersections for traffic calming.

As part of this project, DVRPC collected data on vehicle counts, speeds, and bicycle and pedestrian volumes on two streets that bisect the resident's access to neighborhood assets before and after the demonstration was installed. These two streets included Mulberry Street and N. Clinton Street. Data confirmed that on average (1) 20-30percent of traffic is truck traffic, (2) 25-75percent of vehicles are speeding, and, despite this, (3) a sizable number of pedestrians and cyclists use these streets (about 1750 and 200 per day, respectively).

## Materials Used:

- **Traffic Calming:** Free-standing delineators



# FY 23 PROJECTS



*Prospect Park Pop-Up Parklet, NJTPA*

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**PASSAIC INTERSECTION MURAL**

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**JERSEY CITY PS5**

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# PASSAIC INTERSECTION MURAL

## Project Type(s):



## Location:

Hope Avenue and Monroe Street



## Summary:

On May 1, 2023, EZ Ride coordinated and installed a Complete Streets demonstration project at the intersection of Hope Avenue and Monroe Street with the City of Passaic, Mayor Hector Lora, Passaic Police/DPW, and the NJ Department of Community Affairs. The mural design included filling the intersection with blue paint one to two feet off the crosswalk and including a yellow sun design in its center. High visibility crosswalks and curb extensions were also painted and delineated with free-standing plastic bollards to prevent parking and daylight corners. Such treatments allowed for safer walking along and across the street for pedestrians.

A major goal of this project was to demonstrate potential safer infrastructure at the intersection, calm traffic, make drivers aware of pedestrians, improve visibility for pedestrians and motorists, and encourage community aesthetics. Roads were closed to traffic at 10:00 a.m. and project installation lasted until 2:00 p.m. when the intersection was reopened for traffic.

**Project Lead:** City of Passaic

**Partner Organizations:** EZ Ride, NJTPA

**Duration:** 10am-2pm



Photo: EZ Ride



Photo: EZ Ride



Photo: The City of Passaic

## Materials Used:

- **Delineation:** Yellow and white traffic tape, chalk line
- **Paint:** Tempera Paint – blue, yellow, white
- **Tools:** Utility knives, paint rollers, tape measure, epoxy tube kits
- **Traffic Calming Devices:** Free-standing delineators

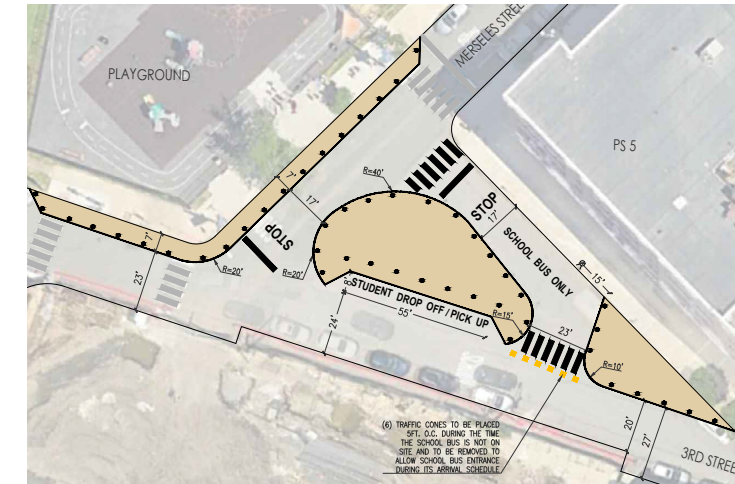
# JERSEY CITY PS5

## Project Type(s):



## Location:

3rd Street & Merseles Street, Jersey City



Photos: The City of Jersey City

## Materials Used:

- **Paint:** Tempera Paint: white, orange, red, yellow, green, and blue
- **Traffic Calming Devices:** Free-standing delineators

**Project Lead:** Jersey City

**Partner Organizations:** Jersey City Board of Education, BikeJC, SafeStreetsJC, Street Plans

**Duration:** 10am-2pm

## Summary

The Division of Transportation Planning of the City's Department of Infrastructure installed a temporary safety demonstration project at the intersection of 3rd Street and Merseles Street to evaluate potential enhancements to school safety at PS 5. The intersection historically provided unclear direction for street users to navigate, making the intersection confusing and making road users feel unsafe. Parents and Administration of PS 5 requested additional safe space outside of the building for recess and enhanced safety in general. The division held several meetings with the Administration, PTA, and students to develop plans to install a pedestrian safety island and curb extensions at the intersection.

The installation included a geometric mural and curb extension design that the students helped design and paint. The design was implemented following engagement with the school community. Benefits of the design included:

- Students load and unload from school buses along the curb rather than in an uncontrolled intersection
- Vehicles are provided guidance on how to navigate the intersection (traditional T-intersection design)
- Pedestrian island provides space for students and parents to gather during arrival and dismissal
- Dedicated space for drop off / pick up operations

Based on the results of the demonstration project and community feedback, the Department recommends the following:

1. Re-install the demonstration project configuration using more permanent materials including striping and signage
2. Deploy planters in the pedestrian safety island to further enhance placemaking and safety
3. Continue to evaluate over the next 6 months for further design improvements

This demonstration project resulted in a permanent installation of a variation of the initial demonstration project.





# FY 22 PROJECTS

*Prospect Park Pop-Up Parklet, NJTPA*

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**COLLINGSWOOD DEMONSTRATION PROJECT**

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**ESSEX 2045 POP-UP ENGAGEMENT I & II**

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# COLLINGSWOOD DEMONSTRATION PROJECT

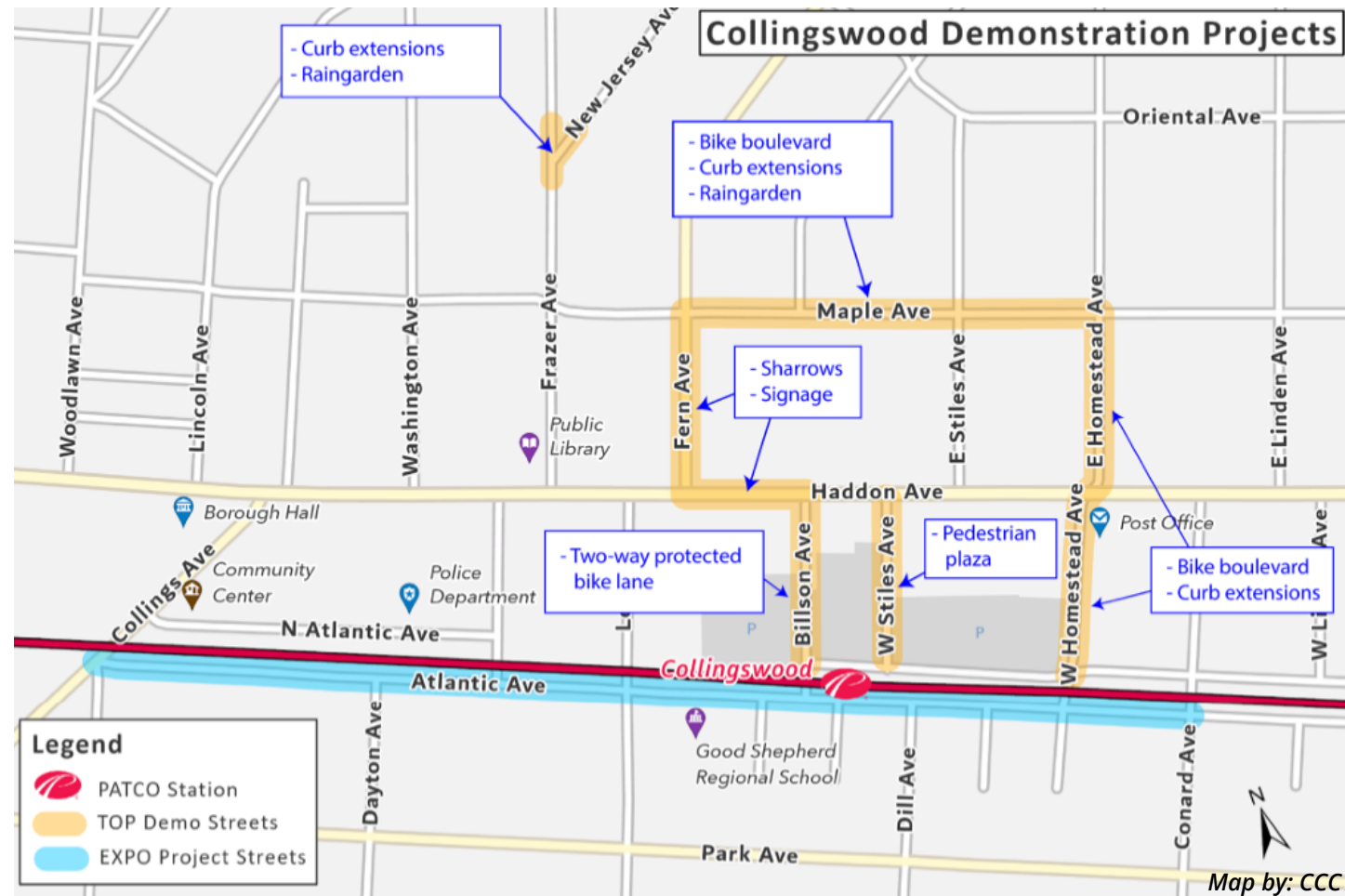
## Project Type(s):



## Location:

Collingswood, NJ

**Project Lead:** Cross County Connection, TMA  
**Partner Organizations:** PATCO, DVRPC, NJTPA  
**Demonstration Date:** April 16, 2022-May 8, 2022



### Maple Ave Bike Boulevard



### Simulated Raingarden



Photos: CCC



## Summary:

The PATCO Station Complete Streets Education Demonstration Project was designed to encourage walking and biking as a means of commuting and everyday travel in Collingswood Borough. Cross County Connection's project partners included the Borough of Collingswood, Camden County, and the Port Authority Transit Corporation (PATCO). The project duration was Saturday, April 16, 2022, through Sunday, May 8, 2022. The project encouraged PATCO commuters living near the Collingswood station to replace single-occupancy vehicle trips to the station with biking and walking.

## The project consisted of two primary elements:

1. A series of Complete Streets demonstration projects on streets near Collingswood station that tested bicycling and pedestrian safety infrastructure including protected bike lanes, curb extensions, and a bicycle boulevard.
2. A promotion and education campaign targeting residents and commuters to encourage the replacement of single occupancy vehicle (SOV) trips with biking and walking.

Cross County Connection TMA worked with the town of Collingswood in Camden County, PATCO, and the Delaware Valley Regional Planning Commission to install demonstrations around the Collingswood PATCO rail station in April 2022. These included a two-way bikeway at the station, signed bike routes in the adjacent neighborhood, and a simulated corner bulb-out and rain

garden. CCCTMA used traffic tape, paint, traffic cones, and flexible bollard posts from the library, as well as locally purchased materials for this project.

## Overall, the project was a success. Notable outcomes included:

- A 10 percent increase in the number of people observed walking to and from the station during peak commute times
- A 27 percent increase in the number of people biking to and from the station during peak commute times
- 73 percent of survey respondents claimed they would walk and bike more if infrastructure tested became permanent
- Over 121,000 individual social media impressions on commuters traveling through the Collingswood PATCO station
- Agreement between PATCO and Collingswood Borough that the Billson Avenue protected bike lane is effective and will remain in place

To learn more about this project and its results, check out the [Collingswood Travel Options Program Closeout Report](#).

## Materials Used:

- **Delineation:** traffic tape
- **Paint:** Tempera paint
- **Traffic Calming:** traffic cones and free-standing delineators



# ESSEX 2045 POP-UP ENGAGEMENT | WEST ORANGE

## Project Type(s):



## Location:

West Orange, NJ

**Project Lead:** Essex County  
**Partner Organizations:** NJTPA, Mercer Planning Associates  
**Demonstration Date:** October 2022



Photos: Essex 2045 Final Report

## Summary:

Pop-up engagement kiosks helped the Essex2045 project team connect with traditionally underserved communities. The pop-ups included a table with activities for passersby to share their thoughts about transportation safety. Two of the pop-ups included temporary tactical urbanism demonstration projects using materials from the NJTPA Complete Streets Demonstration Library, which allowed passersby to see and experience firsthand how safety interventions can improve the pedestrian experience.

The West Orange demonstration included removing three parallel parking spaces and installing a twelve-foot sidewalk extension to shorten the main crossing distance on Main Street and expand the pedestrian real. The design also included free-standing delineators

and reflective yellow traffic tape along the sidewalk extension's perimeter to create a sense of enclosure for the pedestrians and protect them from moving traffic in the adjacent lane. Within the sidewalk extension, geometric paint patterns were drawn, artificial turf was used to break up pavement textures and create a more welcoming environment with moveable tables and chairs, and a kiosk was set up with a tent, tables, and posters to collect community feedback.

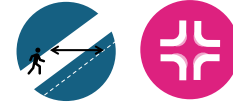
## Materials Used:

- **Delineation:** Reflective traffic tape
- **Paint:** Tempera paint
- **Placemaking:** Artificial turf mat
- **Traffic Calming Devices:** Free-standing delineators

**Contact:** [demonstration@njtpa.org](mailto:demonstration@njtpa.org)

# ESSEX 2045 POP-UP ENGAGEMENT | IRVINGTON

## Project Type(s):



## Location:

Springfield and Myrtle Avenue, Irvington, NJ

**Project Lead:** Essex County  
**Partner Organizations:** NJTPA, Mercer Planning Associates  
**Demonstration Date:** October 2022



Photos: Essex 2045 Final Report

## Summary:

Pop-up engagement kiosks helped the Essex2045 project team connect with traditionally underserved communities. The pop-ups included a table with activities for passersby to share their thoughts about transportation safety. Two of the pop-ups included temporary tactical urbanism demonstration projects using materials from the NJTPA Complete Streets Demonstration Library, which provided an opportunity for passersby to see and experience firsthand how safety interventions can improve the pedestrian experience.

Two pop-up engagement kiosks with demonstration

projects were held in West Orange and Irvington. The Essex2045 project team also set up two popup engagement kiosks at safety fairs hosted by University Hospital in East Orange and Newark.

To learn more about this project and its results, check out the [Essex 2045 Final Report](#).

## Materials Used:

- **Delineation:** Reflective traffic tape
- **Paint:** Tempera paint
- **Placemaking:** Artificial turf mat
- **Traffic Calming Devices:** Free-standing





# COMPLETE STREETS DEMONSTRATION LIBRARY



*NJTPA.org/demolibrary  
demonstration@njtpa.org*