



COMPLETE STREETS

DEMONSTRATION LIBRARY



August 2025



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 for all users and all travel types. Demonstration projects empower communities to test out road improvements to make their streets safer and more people-focused, utilizing short-term, low-cost, and scalable interventions to achieve long-term change related to street safety and public space. This approach can draw attention to perceived shortcomings, widen public engagement, test interventions, and inspire action.

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 (TMA), created a Complete Streets Demonstration Library to support the

broader use of these temporary, low-cost, quick-build demonstration projects, as it can be used to spur conversation around neighborhood improvements, allowing residents to evaluate potential changes before permanent installation. The NJTPA assembled a collection of delineator posts, barricades, traffic signs, paints, stencils, barriers, traffic cones, and other materials available for loan at no cost to communities who want to implement a temporary demonstration.

The temporary nature of the projects enables communities to:

- **Test** bicycle lanes, corner “bump-outs,” pedestrian plazas, parklets in place of on-street parking spaces, and other safety, placemaking, and traffic-calming features
- **Engage** communities through education related to safer street designs, placemaking, and active transportation and collecting real-time feedback.
- **Evaluate** the impact of street performance and safety

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 assistance 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, asphalt art, arrows, and demarcation stencils)
- **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:

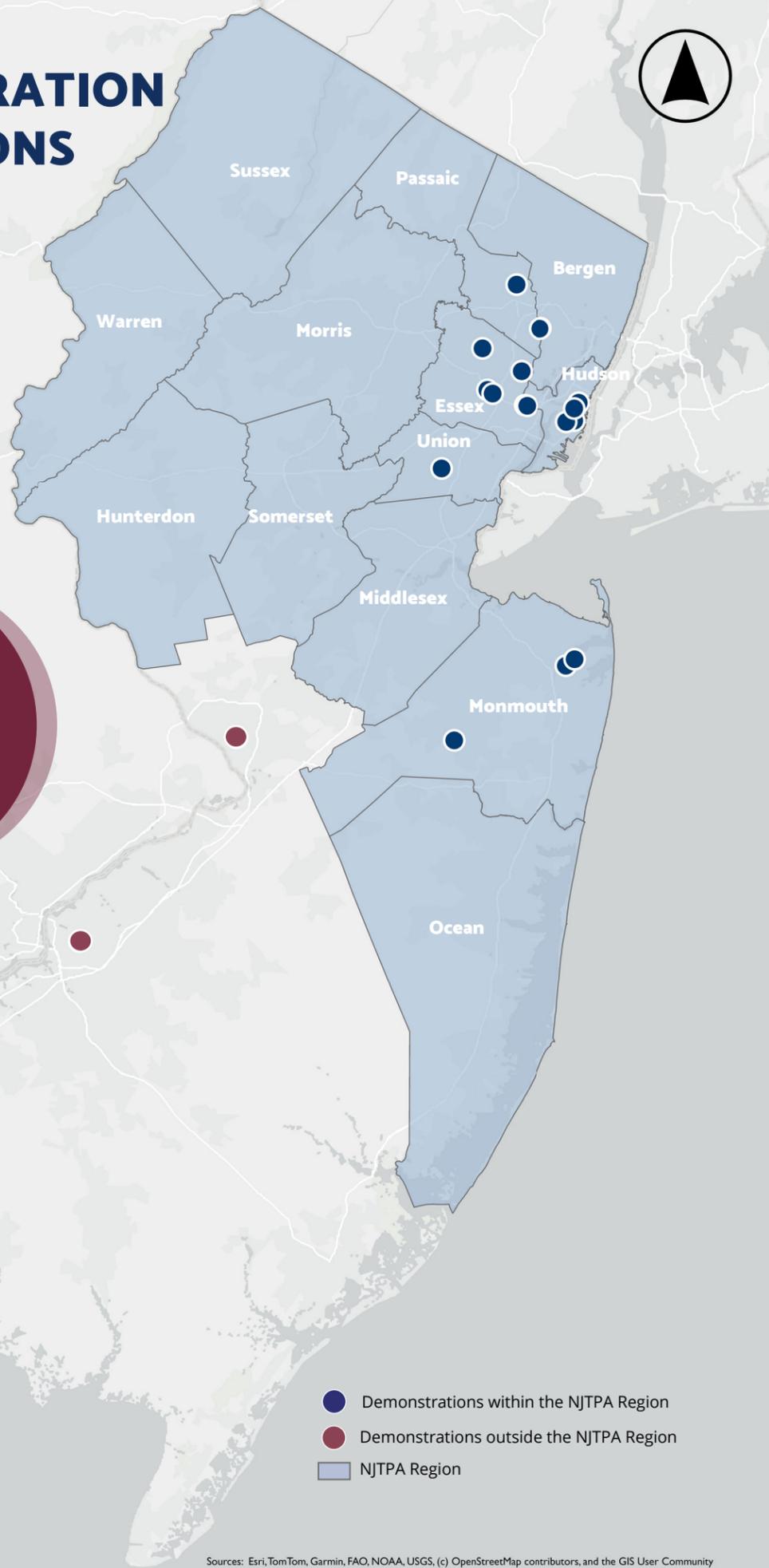
- [The Pop-Up Placemaking Toolkit | Tactical Urbanist's Guide to Materials and Design](#) | [The Asphalt Art Guide](#)
- [NACTO Design Guides and Publications](#)
- [NJ Complete Streets Design Guide](#)

NJTPA DEMONSTRATION PROJECT LOCATIONS

23
PROJECTS TO DATE

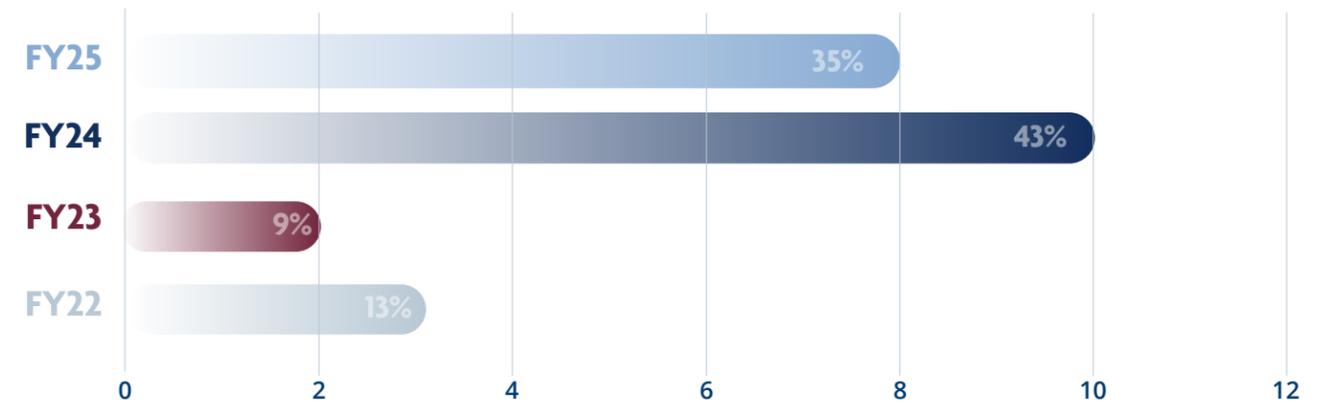
14
DIFFERENT COMMUNITIES

7
COUNTIES

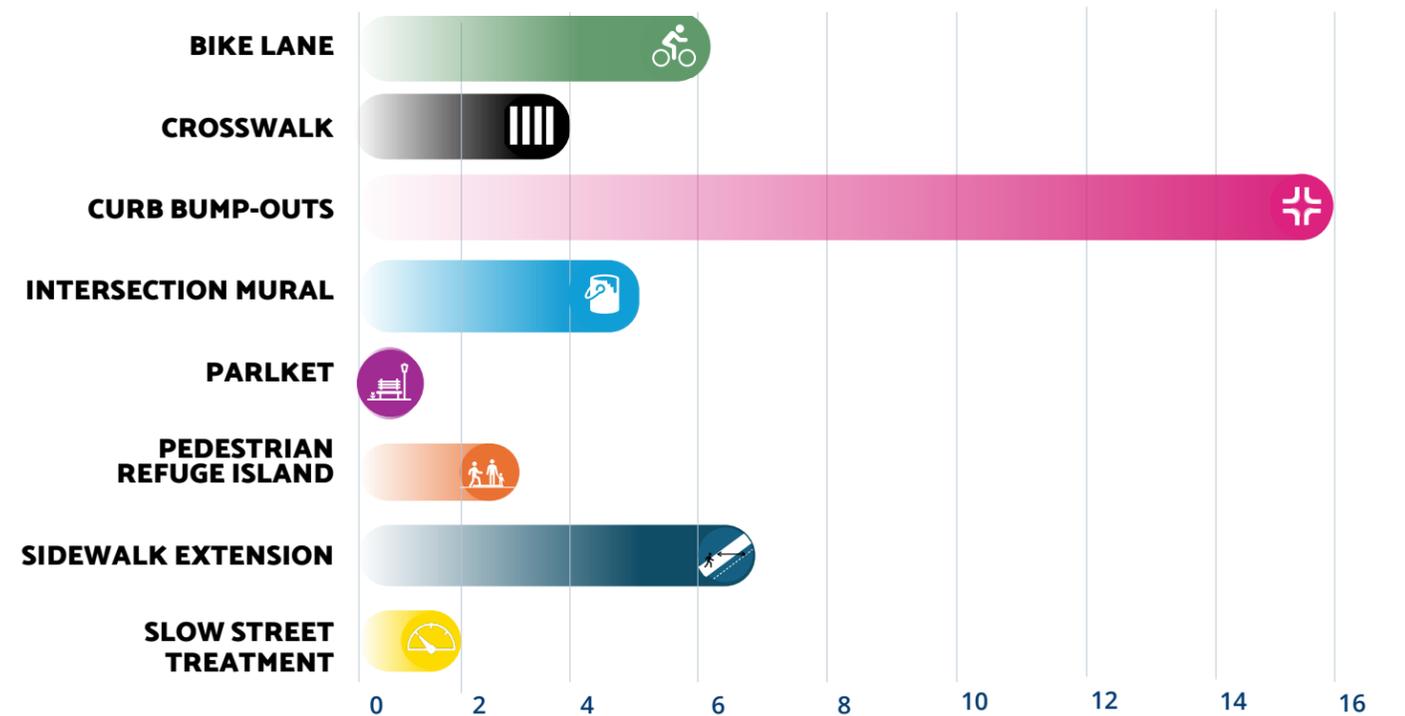


PROJECT DASHBOARD

NUMBER OF DEMONSTRATION PROJECTS



PROJECT TYPES



FY 25 PROJECTS



Photo by the NJTPA

CITY OF ORANGE FREEWAY DRIVE FOR ALL
CITY OF EAST ORANGE FREEWAY DRIVE FOR ALL
CENTER STREET BUMP-OUTS
BELLEVILLE BIKE LANE
HARRISON AVENUE BIKE LANE
LINDEN AVENUE COMPLETE STREETS
RED BANK PORCHFEST BIKE LANES
HUDSON COUNTY VISION ZERO

FREEWAY DRIVE FOR ALL - ORANGE

Project Type(s):



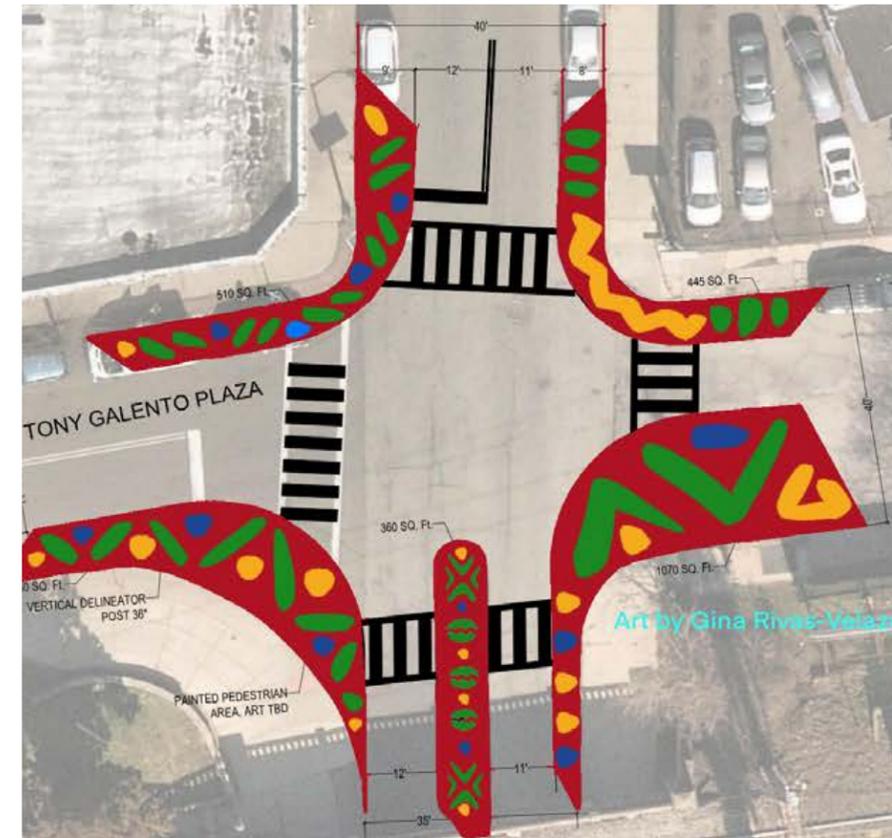
Project Lead: Street Plans

Partner Organizations: East Orange, Equitable Cities, LLC, RWJ Foundation, NJTPA

Duration: June-Nov. (5 months)

Location:

Essex Avenue and Tony Galento Plaza



Materials Used:

- **Tools:** epoxy, paint extension poles, rollers, and roller covers
- **Traffic Control Devices:** 80 flexible delineators, 75 traffic cones, "pedestrian crossing in crosswalk" signs
- **Paint:** white acrylic paint

Summary:

Orange and East Orange launched a five-month pilot project to enhance the safety and accessibility of streets along Freeway Drive for pedestrians, cyclists, and motorists. This asphalt art installation is part of a broader effort by the City of Orange and East Orange to improve street safety and reconnect neighborhoods separated by Freeway Drive. The effort is partially funded by the USDOT Thriving Communities Program and the Robert Wood Johnson Foundation's Community Connectors grant.

Temporary safety measures, identified through community engagement during the 2017 Freeway Drive & Station Area Safety and Public Realm Study, were implemented to create safer, more accessible streets for all users, improving overall quality of life.

The new street design included curb bump-outs on each corner of the Tony Galento Plaza and Essex Avenue Intersection, high-visibility crosswalks, and a pedestrian refuge island. The curb bump-outs ranged from eight to twenty-one feet wide, resulting in narrower travel lanes (twelve and eleven feet). The bump-outs also acted as a form of public art, with artist Gina Rivas-Valazquez's design installed within the bump-out area.

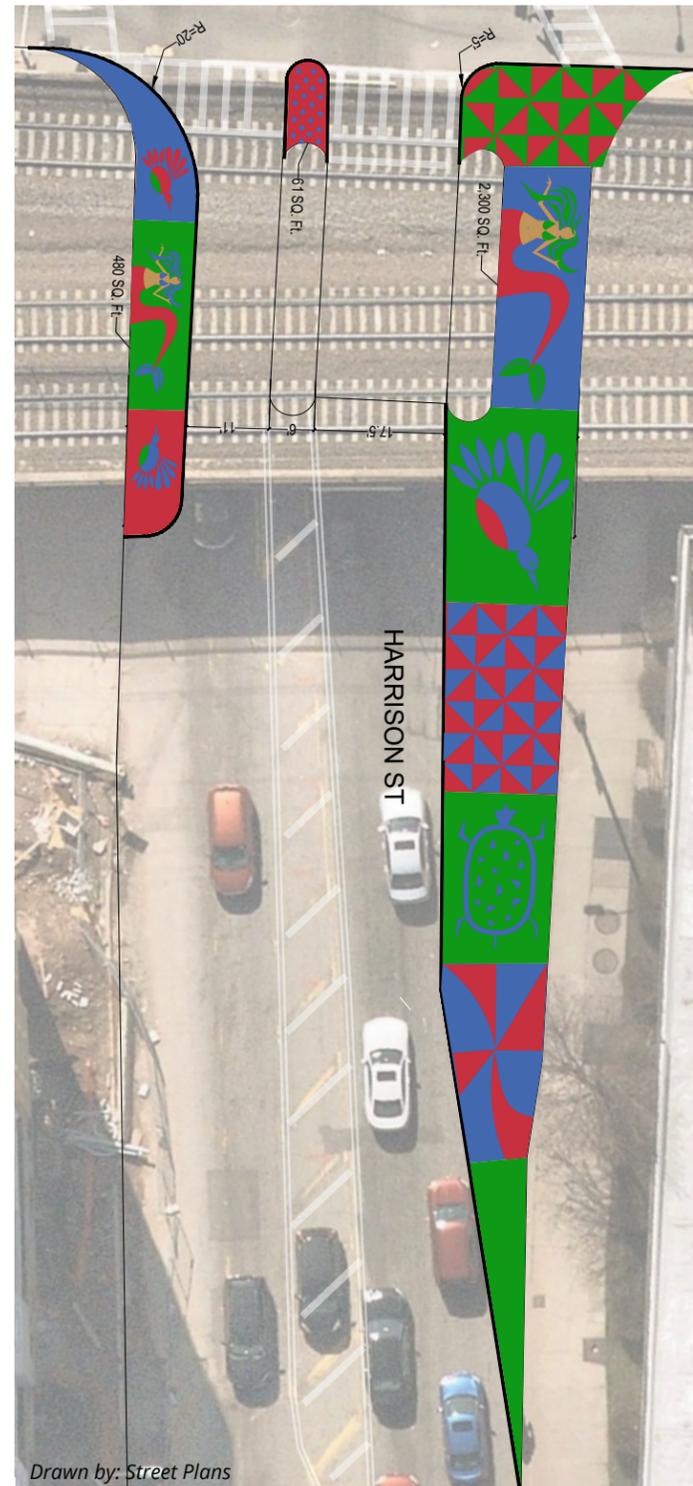
FREEWAY DRIVE FOR ALL - EAST ORANGE

Project Type(s):



Location:

Harrison Street & Freeway Drive

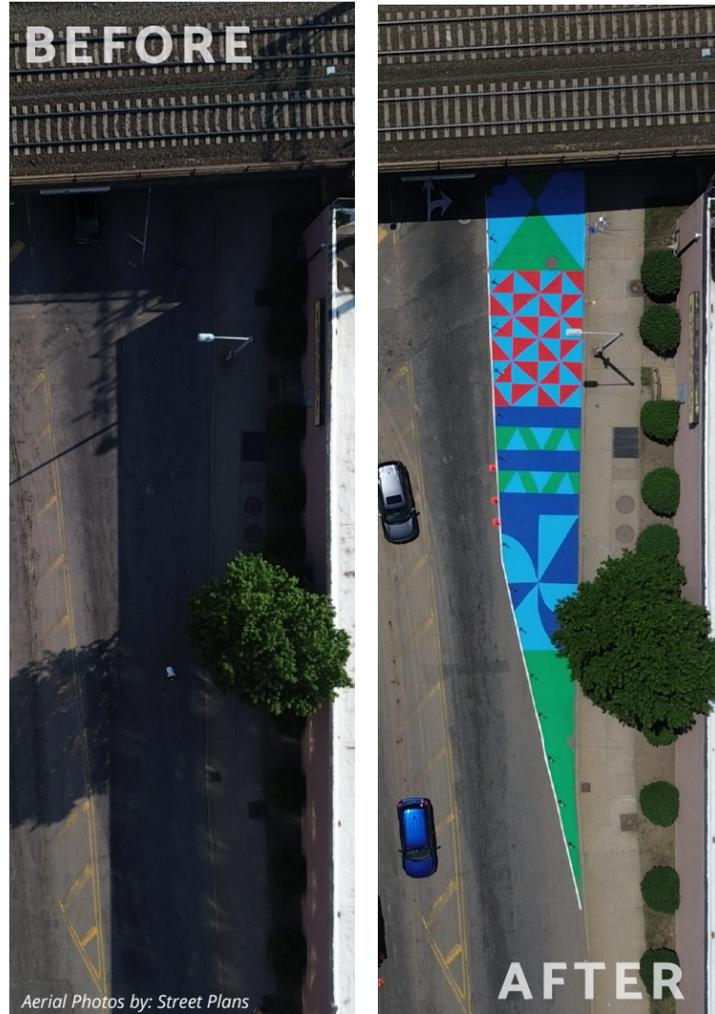


Drawn by: Street Plans

Project Lead: Street Plans

Partner Organizations: East Orange, Equitable Cities, LLC, RWJ Foundation, NJTPA

Duration: June-August (3 months)



Summary:

As part of the Freeway Drive pilot, East Orange installed a demonstration project to enhance the safety and accessibility of streets along Freeway Drive for pedestrians, cyclists, and motorists. Like the City of Orange demonstration, this initiative is part of a broader effort to improve street infrastructure and reconnect neighborhoods divided by Highway I-280.

The East Orange component of the Freeway Drive project will be installed for three months to help reduce vehicle speeds and crashes through temporary infrastructure changes. The project aims to increase awareness of Freeway Drive's impact on the community, develop a shared vision for long-term improvements, implement a quick-build project demonstrating the benefits of permanent changes, and generate recommendations for future infrastructure investments that ensure long-term safety.

The demonstration project design included a curb extension on the northeast and southeast portions of the Freeway Drive and Harrison Street intersection. The northeast extension is approximately 20 feet wide, removing a right-turn-only lane under the overpass. The southeast extension is about eight feet wide, narrowing the travel lane to eleven feet. Both curb extensions include geometric patterns with colors representative of the community's cultures. This temporary installation gives space back to pedestrians, making walking along and across the street safer.

Materials Used:

- **Tools:** epoxy, paint rollers and roller covers, bicycle stencils
- **Traffic Control Devices:** 30 flexible delineators, 25 traffic cones
- **Paint:** white acrylic paint, yellow spray chalk



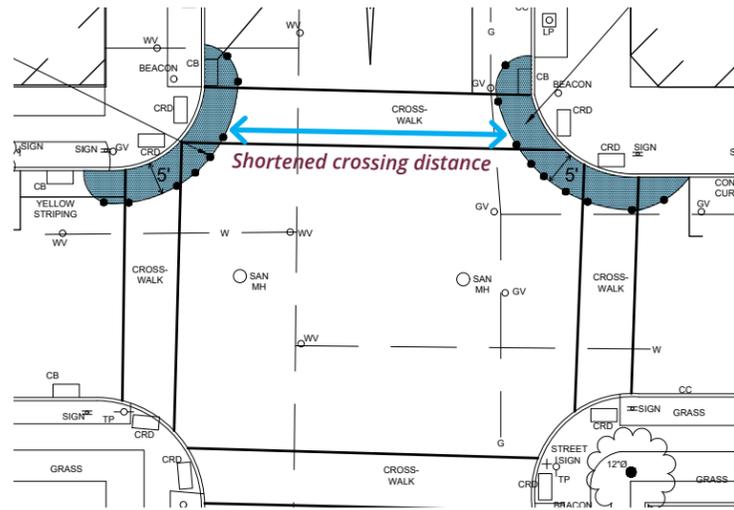
CENTER STREET BUMP-OUTS

Project Type(s):



Location & Concept Plan:

Center Street and Willow Avenue Intersection, Garwood Borough



Drawn by: Garwood Borough

Summary:

Garwood Borough and EZ Ride installed two curb extensions at the north corners of Center Street and Willow Avenue intersection to shorten the crossing for pedestrians and brighten up the business area. The bump-outs were five feet wide, resulting in a ten-foot shorter pedestrian crossing. The Borough also conducted an art contest for young community members to create the design within the curb bump-outs. On June 21, Garwood and EZ Ride coordinated a community paint day from 9 to 11:30 am to involve residents in installing the new street design. The demonstration project solicited community involvement and feedback. The Borough also applied for and was awarded a Sustainable Jersey grant to permanently install this project and paint bike lanes along Center Street to Unami Park.

Materials Used:

- **Tools:** chalk line, broom, utility knives, paint buckets, grid trays, extension poles, rollers, roller covers, tape measure, epoxy
- **Delineation:** white duct tape, foil-backed tape
- **Traffic Control Devices:** flexible delineators
- **Paint:** Acrylic paint: yellow and white

Project Lead: Garwood Borough
Partner Organizations: EZ Ride
Duration: June 17-September 29



Photos by the NJTPA

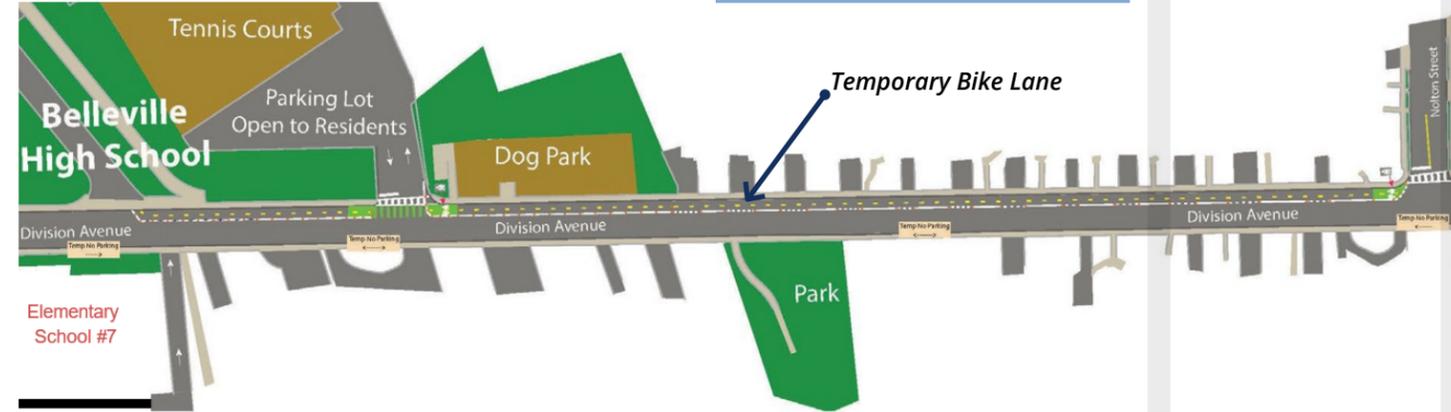
BELLEVILLE BIKE LANE

Project Type(s):



Location & Concept Plan:

Division Avenue from Nolton Street to the nearest Belleville High School driveway entrance



Summary:

The Township of Belleville installed a bike lane demonstration on Division Avenue from Nolton Street to the Belleville High School driveway with the assistance of the NJTPA Complete Streets Technical Assistance (CSTA) program.

Division Avenue is a residential street that curves around the front of the high school, where the driveway entrance and exit are located. Officials and residents want to make it safer and easier to walk and bike to the school and the neighboring Municipal Stadium. Division Avenue gets congested during school drop off and pickup times and during school and community events, making it challenging for cyclists to share the road. At other times, there are concerns about speeding.

The Township of Belleville installed:

- A striped two-way bikeway on the northbound side of Division Avenue to provide a designated for people to ride.
- Free-standing delineator posts placed on the edge of the bikeway to help separate it from the motor vehicle travel lane to improve cyclist safety and comfort.
- Bicycle stencils and green paint to differentiate the bikeway from the motor vehicle travel lanes.

Project Lead: Belleville Township
Partner Organizations: CSTA Team (NJTPA, Rutgers-VTC, Sustainable Jersey), EZ Ride TMA
Duration: Oct. 24-Nov. 1 (One Week)



Photos by the NJTPA

Belleville's police officers and public works department helped enforce no parking restrictions and maintained the placement of the delineator posts.

During the demonstration, EZ Ride TMA conducted a Safe Skills class at the high school, distributed helmets, and hosted a community ride on the temporary bikeway. This partnership encouraged students to try out the bikeway and was an opportunity to share safety information with the teens.

Materials Used:

- **Tools:** Chalk line, broom, utility knives, paint bucket, paint tray, paint extension poles, Tape measure
- **Delineation:** Duct tape
- **Traffic Control Devices:** flexible delineators, 100 traffic cones
- **Paint:** yellow and white acrylic paint, yellow spray chalk, bicycle stencils

For more information about the NJTPA CSTA Program, visit njtpa.org/completestreets

HARRISON AVENUE BIKE LANE

Project Type(s):



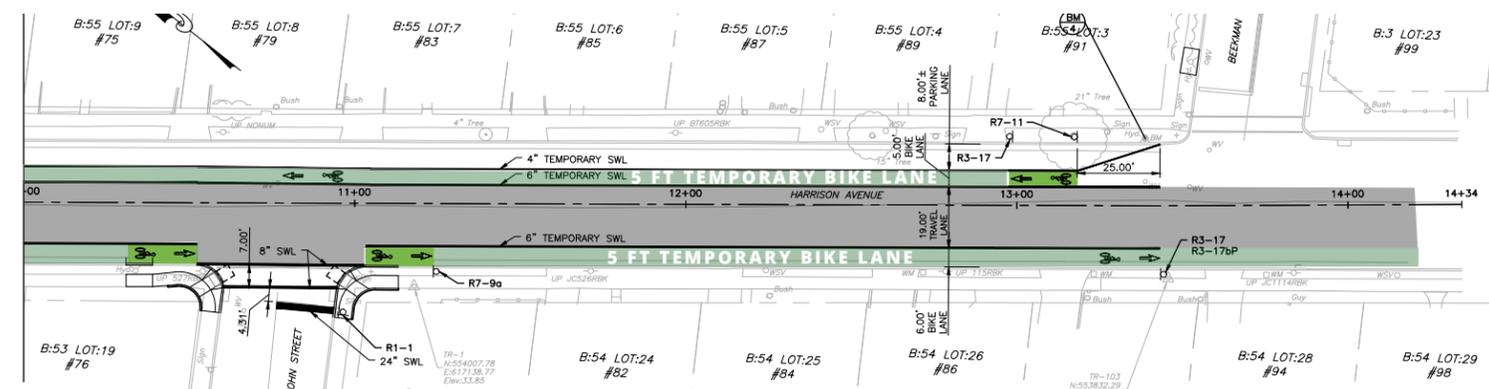
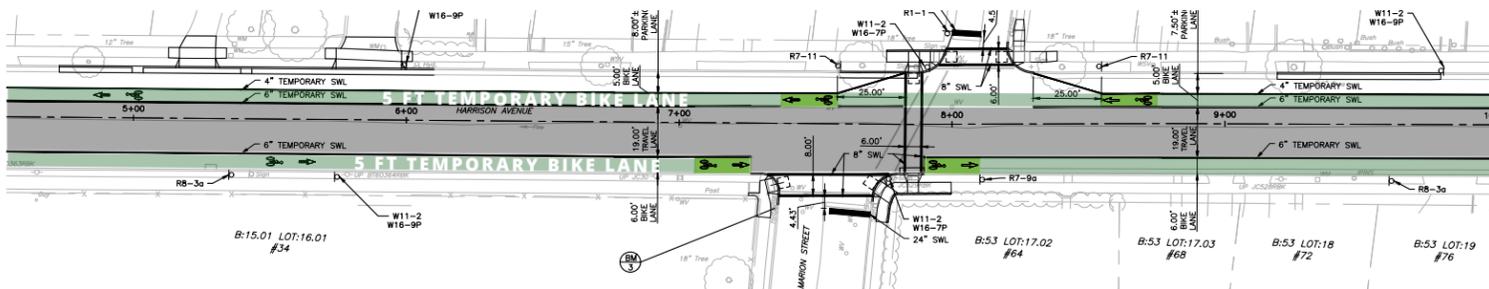
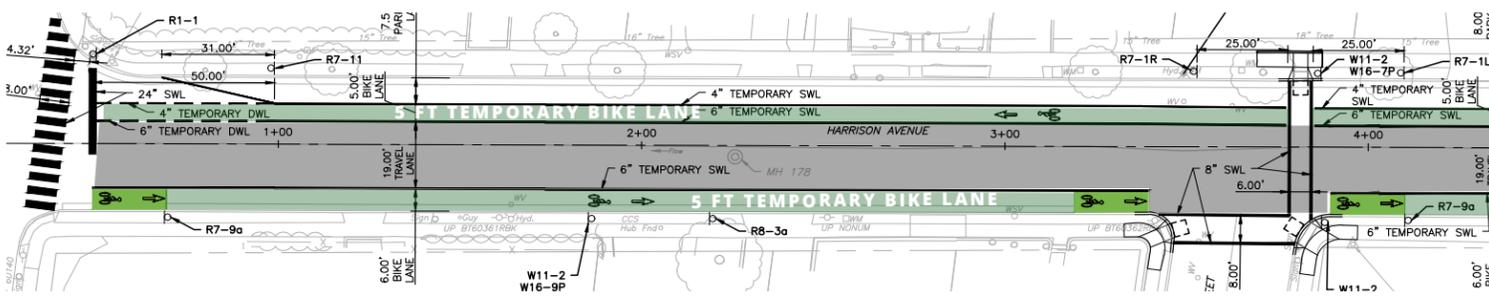
Location & Concept Plan:

Harrison Avenue from Beekham Place to Harding Road

Project Lead: Red Bank

Partner Organizations: EZ Ride, Red Bank ECGT, T&M Associates

Duration: Oct. 16-17 (two days)



Drawn by: T&M Associates | N.T.S.



Photos: EZ Ride TMA

Summary:

The Harrison Avenue Bike Lane Demonstration Project was a collaborative effort by EZ Ride TMA, the Borough of Red Bank's Environmental Commission & Green Team (ECGT), T&M Associates, and the NJTPA. The project aimed to assess whether implementing bike lanes would reduce vehicle speeds and enhance connectivity to existing bike lanes in Fair Haven. This initiative aligns with Red Bank's 2010 Biking/Pedestrian Planning Project recommendations and precedes planned roadway improvements scheduled for 2025.

In coordination with the Borough of Red Bank, ECGT, Red Bank Police, DPW, and the NJTPA, EZ Ride facilitated the temporary installation of bike lanes using materials borrowed from the NJTPA's Complete Streets Demonstration Library. The Borough also purchased green paint for additional markings.

On October 16, 2024, EZ Ride staff and the DPW installed:

- **Bike Lanes:** Temporary, white-painted lanes and stencils on both sides of Harrison Avenue from Beekham Place to River Road.
- **Green Bike Boxes:** Painted boxes with white bike symbols at major intersections, including Beekham Place, John Street, Mori Place, Marion Street, Mechanic Street, and River Road.
- **Bike Symbols:** White stenciled bike symbols within lanes and bike boxes to highlight designated bike areas.

A community meeting was held on October 9, 2024, at Eastside Park Pavilion to inform residents about the project and upcoming 2025 improvements. Fifteen residents attended, along with five project representatives. The demonstration began on October 16, 2024, at 10:00 am and continued until 2:30 pm, pausing due to a shortage of green paint. The project was completed by noon on October 17, 2024.

Materials Used:

- **Tools:** Paint extension pole, grid tray, rollers, and roller covers
- **Paint:** Green tempera paint, white spray chalk, two bicycle stencils

LINDEN AVENUE COMPLETE STREETS

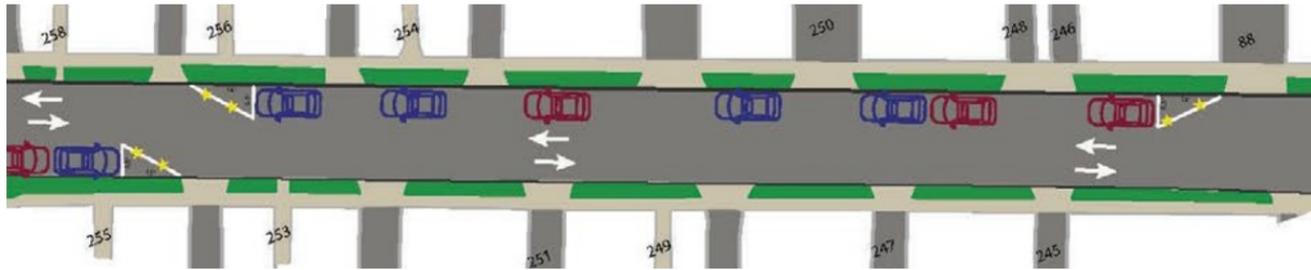
Project Type(s):

Project Lead: Verona Township
Partner Organizations: CSTA Team (NJTPA, Rutgers-VTC, Sustainable Jersey), EZ Ride TMA
Duration: 1-1.5 months

Location & Concept Plan:

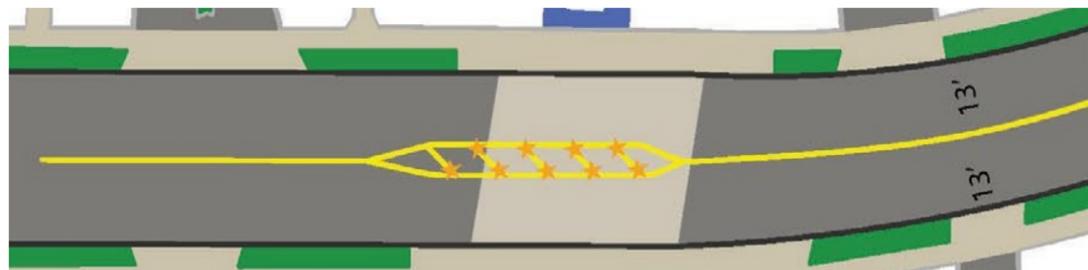
Linden Avenue between Fairview and Derwent Avenue

FAIRVIEW AVENUE TO GROVE AVENUE - ALTERNATE STREET PARKING



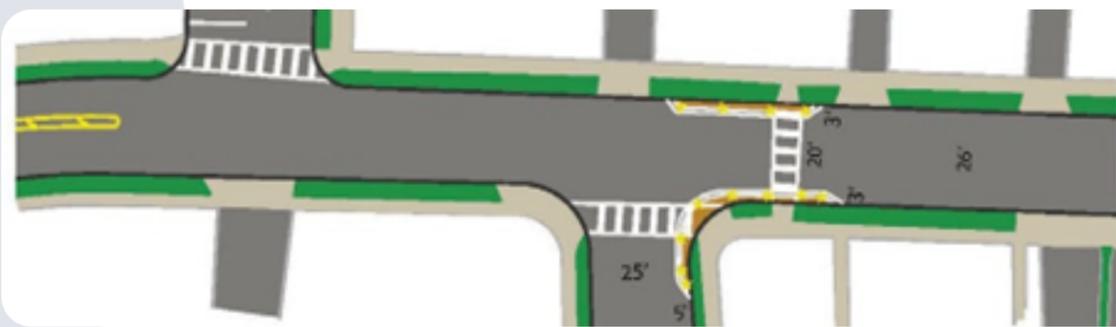
Slow street treatment, chicanes: Parking was shifted to the north side of the roadway from 278-284 and from 246-256 Linden Avenue. This change created a curve by shifting the travel lane, requiring drivers to slow down as they travel between Fairview Avenue and Grove Avenue.

PECKMAN RIVER BRIDGE - PAINTED MEDIAN



Slow street treatment, median: Existing travel lanes are 15-feet in each direction, which encourages faster driving. The painted median narrowed the travel lanes to 11-feet in each direction. Vertical posts helped clarify the installation during the demonstration period and prevented vehicles from driving over the painted median.

DERWENT AVENUE INTERSECTION - PAINTED CURB EXTENSIONS



Curb extensions: installed to help reduce the crossing distance for pedestrians, narrow the roadway to reduce speeds, and improve sightlines by helping to enforce existing parking prohibitions near the intersection.



Summary:

The Township of Verona installed a traffic calming demonstration on Linden Avenue between Fairview Avenue and Derwent Avenue with the assistance of the NJTPA Complete Streets Technical Assistance (CSTA) program.

Linden Avenue is a 25 mph residential roadway located in the center of the Township that is frequently used by children and families traveling to and from local schools. However, it is one of just two roadways that provide east-west connectivity across Verona via a bridge over the Peckman River. As such, the roadway sees cut-through traffic, and residents of this street have concerns about speeding and congestion.

Verona recently completed a traffic study that collected data on traffic and driver speeds along the corridor. The traffic counts totaled 1,200-1,500 vehicles per day on Linden Avenue and speed data indicated that only 7.5 percent of drivers were compliant with the posted speed limit, whereas 6.6 percent were traveling more than 10 mph over the speed limit.

The demonstration was installed on October 15 and consisted of three components:

- Slow Street Treatment:** Converting from one side street parking to alternate side parking between Fairview Avenue and Grove Avenue to create

chicanes that will encourage slower driving.

- Slow Street Treatment:** The addition of a striped median with flexible delineator posts at the Peckman River bridge to narrow the travel lanes.
- Painted curb bump-outs with flexible delineator posts:** Installed at the Derwent Avenue intersection to shorten pedestrian crossing distances, slow drivers, and alert drivers to the presence of crossing pedestrians, especially the schoolchildren who frequent this intersection.

In conjunction with the demonstration, the CSTA team conducted a Walkable Community Workshop on Linden Avenue on October 24, 2024 for residents, elected officials, and staff. The workshop consisted of a training presentation on the fundamentals of designing streets for walking and biking, followed by a walking audit of the corridor.

Materials Used:

- Tools:** epoxy, paint buckets, paint extension poles, paint grid trays, paint rollers
- Traffic Control Devices:** 33 flexible delineators and 5 free-standing weighted delineator
- Paint:** yellow and white acrylic paint, yellow spray chalk, bicycle stencils

For more information about the NJTPA CSTA Program, visit njtpa.org/completestreets

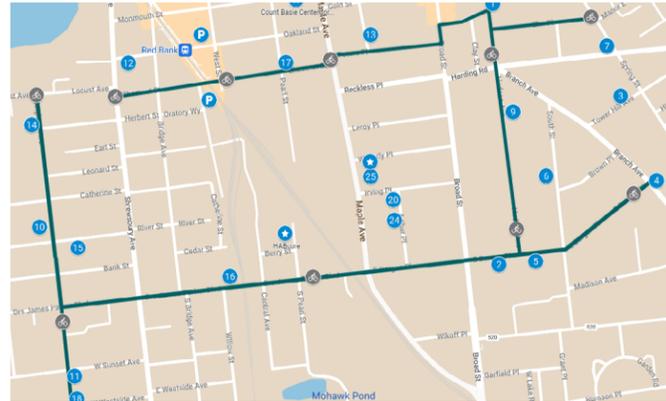
RED BANK PORCHFEST BIKE LANES

Project Type(s):



Location:

Downtown Red Bank



Summary:

EZ Ride TMA and the Borough of Red Bank's Environmental Commission & Green Team (ECGT) coordinated a bike lane demonstration project to enable safer cycling and reduce the use of single occupancy vehicles, traffic congestion, and air pollution during Porchfest 2024. Porchfest is a community event started in Red Bank in 2021 to bring music to the Borough and encourage community wellness. The demonstration's purpose was to encourage Porchfest participants to bike from porch to porch rather than drive, fostering a better sense of community and ensuring resident well-being. The project also helped reduce vehicle traffic and improve cyclists' safety. In coordination with partner organizations, EZ Ride coordinated to borrow paint, stencils, and traffic calming equipment from the NJTPA's Complete Streets Demonstration Library.

On October 2, 2024, EZ Ride staff worked with resident volunteers from the Borough Council and ECGT to install:

- Bike lanes** — Temporary paint and flexible delineator posts were used at the following locations: Chestnut St., East Bergen Pl., Elm Pl., and Hudson Ave., creating a dedicated space for cyclists to use the road.
- Bike sharrows** — Sharrows were painted on Dr. James Parker Blvd., Leighton Ave., Chestnut St., Peters Pl., East Bergen Pl., Canal St., and Hudson Ave. using temporary paint and stencils. The sharrows remind road users that the road is a shared space for cyclists and drivers and

Project Lead: EZ Ride

Partner Organizations: Red Bank, Red Bank Green Team, Red Bank Traffic Police, DPW

Demonstration Date: Oct. 2 - Oct. 7 (1 week)



guide cyclists on the safe placement within the roadway to be visible and avoid hazards such as parked vehicle doors.

Curb bump-outs — This traffic-calming design element was installed at key intersections with delineators to shorten pedestrian crossing distances, prevent cars from parking illegally at corners, and make crossing pedestrians more visible to drivers.

The project lasted from October 2 until October 5, and Porchfest ran from 12:00 to 5:00 pm on Saturday, October 5, 2024. As part of the Porchfest event, EZ Ride created online surveys with a QR code to have participating cyclists and participants register to collect input from the community. 60 people completed surveys and results confirmed that the bike lane and sharrow road improvements made people feel safer. Respondents also identified 17 other locations in Red Bank that would benefit from the painted improvements.

Materials Used:

- Tools:** Chalk line, broom, utility knives, paint bucket, paint tray, paint extension poles, Tape measure
- Delineation:** 4 rolls of duct tape
- Traffic Control Devices:** flexible delineators, 100 traffic cones
- Paint:** Yellow and White Acrylic paint, Yellow Spray chalk, 2 bicycle stencils

HUDSON COUNTY COMPLETE STREETS

Project Type(s):



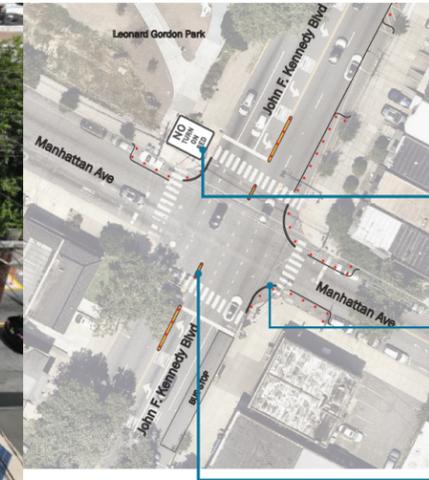
Location & Concept Plan:

Manhattan Avenue and John F. Kennedy Boulevard, Jersey City, NJ

Project Lead: Hudson County

Partner Organizations: NJTPA, Jersey City

Duration: Sept. 7 2024- Sept. 21 (2 weeks)



- ALL-PEDESTRIAN PHASE**
A signal timing strategy that allows pedestrians to cross all intersections simultaneously, with no vehicle movement.
- TURN RESTRICTIONS**
During this duration of the demonstration project, signs were installed prohibiting Right-On-Red.
- BUMP-OUTS/CURB EXTENSIONS**
An extension of the sidewalk at the intersection that narrows roadways, shortens crossings, and improves safety and walkability.
- CENTERLINE HARDENING**
A barrier installed on the double yellow line to prevent lane crossing, reducing head-on collisions and calming turns. The demo also included a short section in front of the crosswalk.

Summary:

Hudson County developed a Vision Zero Action Plan aimed at eliminating all deaths and serious injuries on its roadways. The County completed a demonstration project to help evaluate potential roadway designs, including traffic patterns, pedestrian and cyclist behavior, and safety. This demonstration project also included opportunities for public input and feedback. The County selected the intersection of Manhattan Avenue and John F. Kennedy Boulevard in Jersey City, NJ, as its initial demonstration project site, due to the relatively high number of traffic-related incidents.

On September 7, 2024, the Vision Zero Action Plan project team installed a demonstration of traffic calming elements at the intersection of John F. Kennedy Boulevard and Manhattan Avenue. The demonstration remained in place through September 21, 2024. The measures aimed to improve safety and accessibility for active transportation users, including temporary curb extensions, a hardened centerline, and signal adjustments to create an all-pedestrian phase. The demonstration project featured activity boards for passersby to learn about the project and share their safety concerns related to various transportation modes on Hudson County streets. To further expand outreach, laminated flyers with survey links and an audio

tour describing the Plan's purpose and the safety elements of the demonstration were also posted around the area.

While the pilot was short-term, the team gained valuable insight into how these tools can help increase traffic safety within the County. To assist this effort, traffic cameras captured 24-hour footage of before and after data at the pilot site location. The adjacent park was closed throughout the pilot, which likely affected pedestrian traffic.

Materials Used:

- Tools:** Chalk line, epoxy, outdoor push brooms, paint buckets, paint extension poles, paint roller covers, 2 tape measures
- Delineation:** 2 rolls of duct tape
- Traffic Control Devices:** 100 free-standing delineators
- Paint:** 20 white tempera paint, 8 brown tempera paint

0 CRASHES OCCURRED AT THE INTERSECTION

50% FEWER VEHICLES TURNED BEFORE THE CROSSWALK

44% FEWER VEHICLES TURNED WITHIN THE CROSSWALK

11% MORE VEHICLES FULLY ENTERED THE INTERSECTION BEFORE TURNING

8% FEWER NORTHBOUND AND

75% FEWER SOUTHBOUND VEHICLES CAME DANGEROUSLY CLOSE TO THE CURB DURING TURNS



Prospect Park Pop-Up Parklet, NJTPA

FY 24 PROJECTS

- JERSEY CITY HEIGHTS POP UP BIKEWAY**
- PASSAIC ASPHALT ART PROJECT**
- PROSPECT PARK POP-UP PARKLET**
- RED BANK PORCHFEST BIKE LANES**
- JERSEY CITY TRAFFIC CALMING PART 1&2***
- HARRISON COMPLETE STREETS PLAN POP UP PART 1&2**
- EAST TRENTON EXPO PROJECT**

** Project became permanent*

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

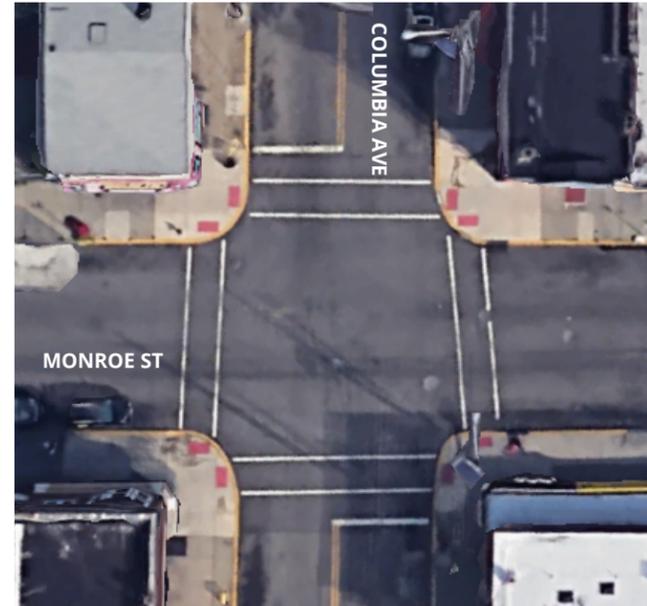
PASSAIC ASPHALT PROJECT

Project Type(s):

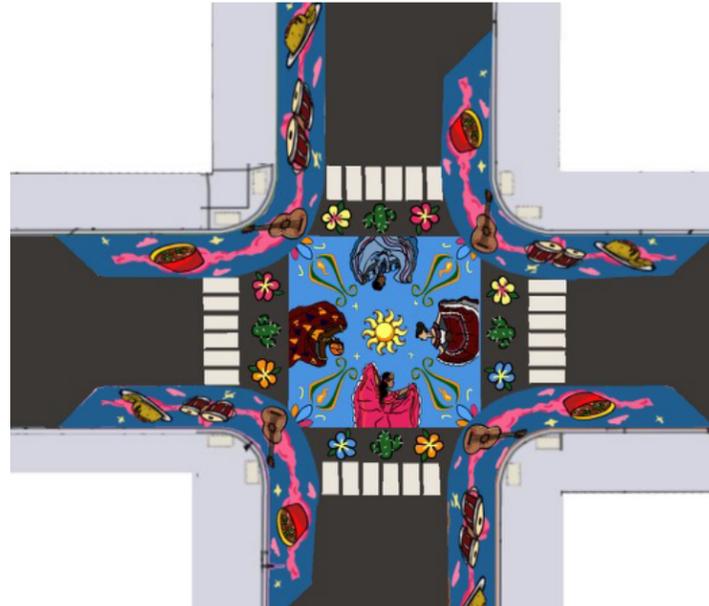


Location & Concept Plan:

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

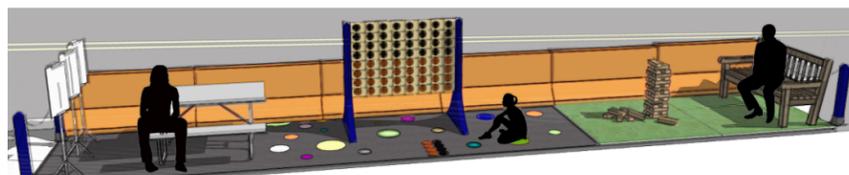
PROSPECT PARK POP-UP PARKLET

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.

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

Photos: The NJTPA



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

RED BANK PORCHFEST BIKE LANES

Project Type(s):



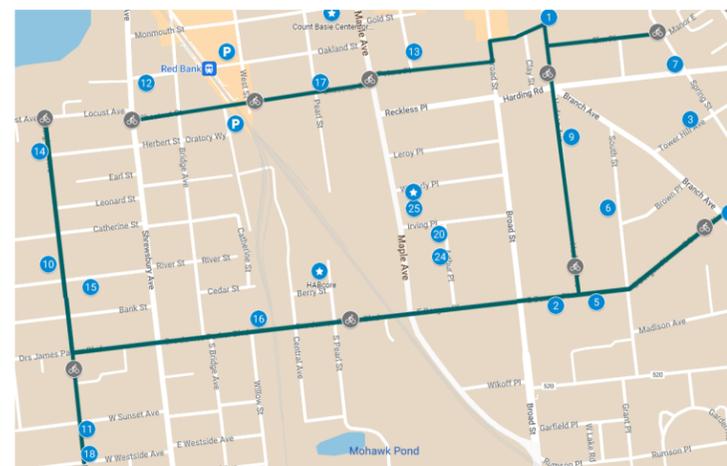
Location:

Downtown Red Bank

Project Lead: EZ Ride

Partner Organizations: Brough of Red Bank, Red Bank Green Team, Red Bank Traffic Police, and DPW.

Demonstration Date: Sept. 30, 2023-Oct. 2, 2023



"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

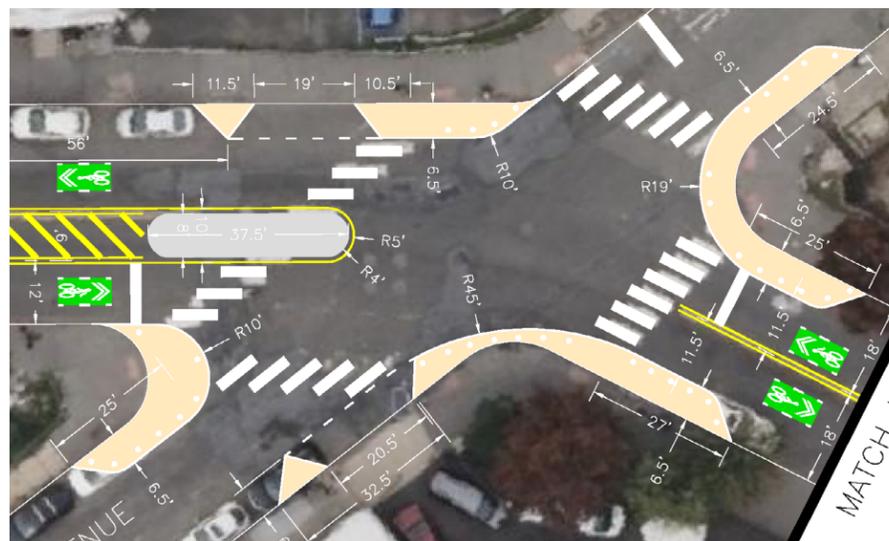
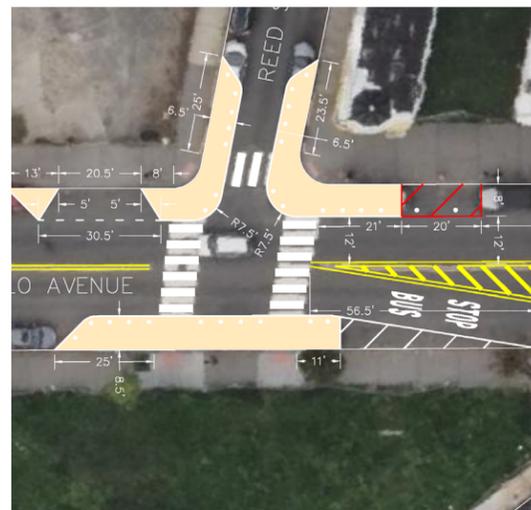
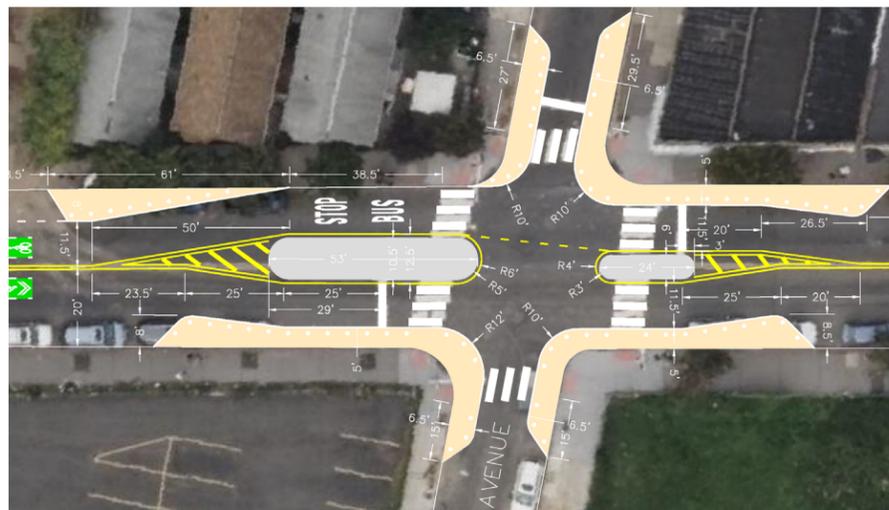
Project Type(s):



Location:

Columbia Avenue & Monroe Street

Project Lead: Jersey City
Partner Organizations: NJTPA
Duration: March 23-April 12 (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

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)



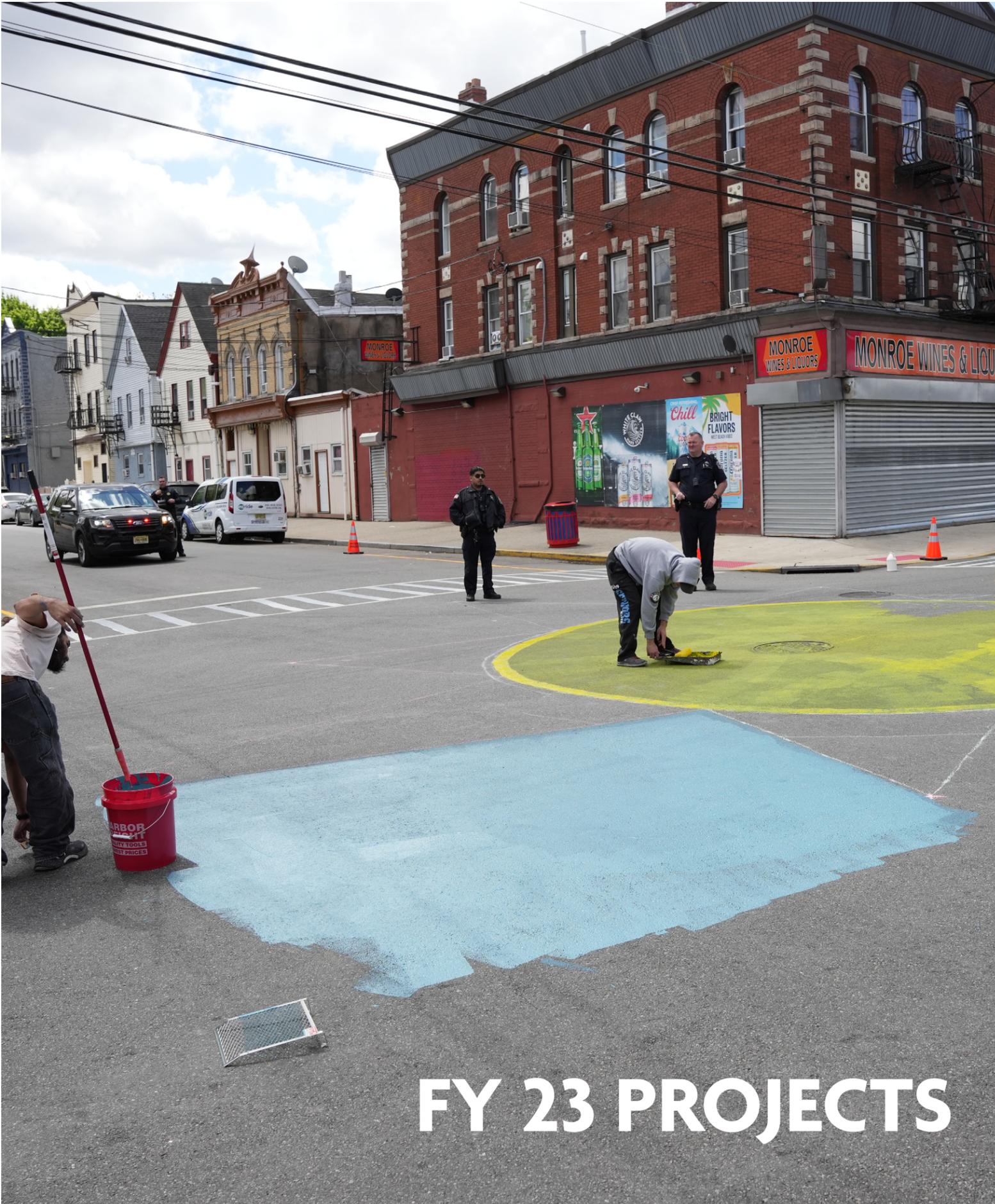
Summary:

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



FY 23 PROJECTS

Photo by EZ Ride

PASSAIC INTERSECTION MURAL

JERSEY CITY PS5*

** Project became permanent*

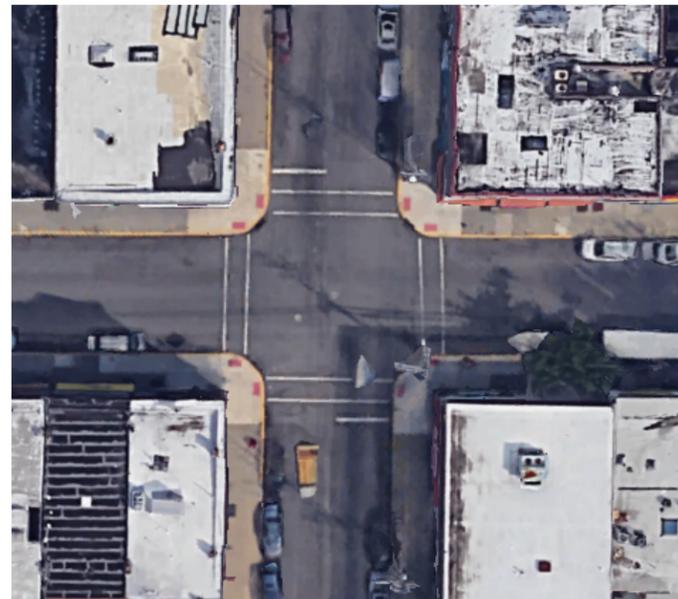
PASSAIC INTERSECTION MURAL

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

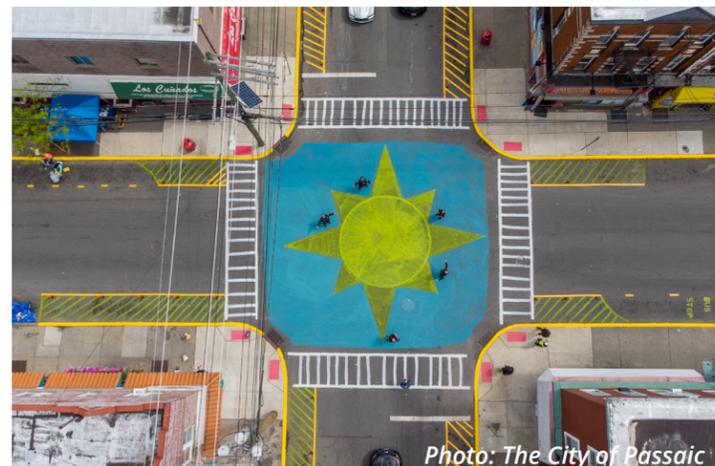


Photo: The City of Passaic

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

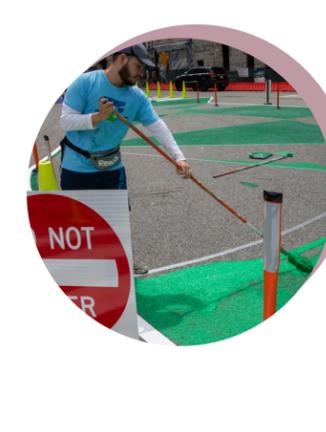
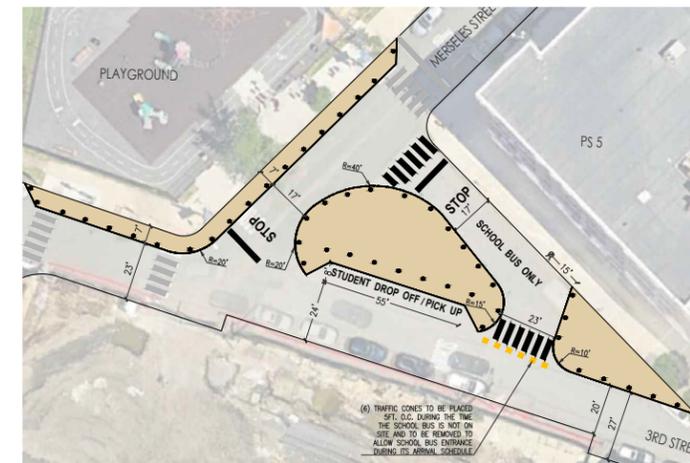
JERSEY CITY PS5

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



COLLINGSWOOD DEMONSTRATION PROJECT

ESSEX 2045 POP-UP ENGAGEMENT I & II

COLLINGSWOOD DEMONSTRATION PROJECT

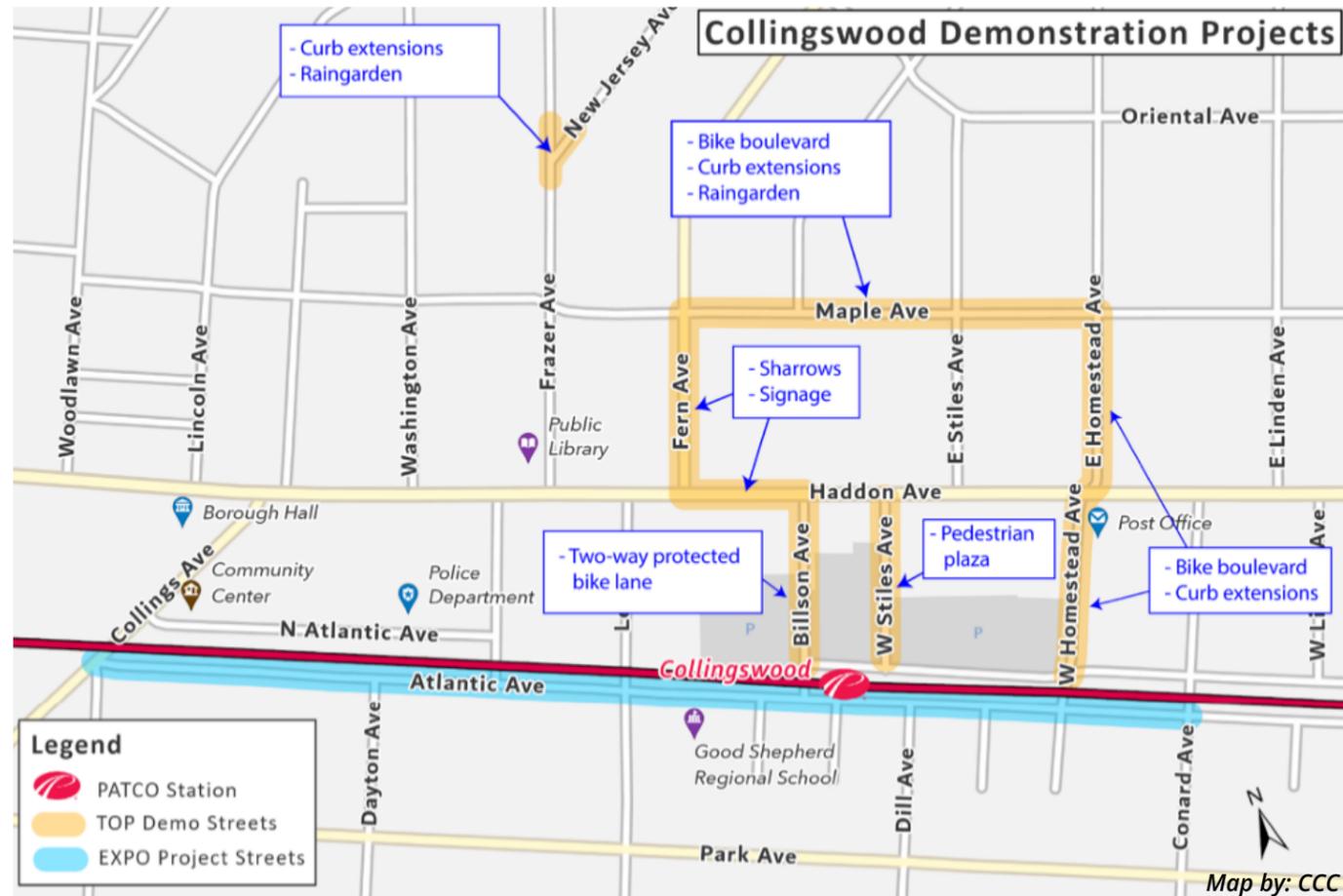
Project Type(s):



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: Oct. 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

ESSEX 2045 POP-UP ENGAGEMENT | IRVINGTON

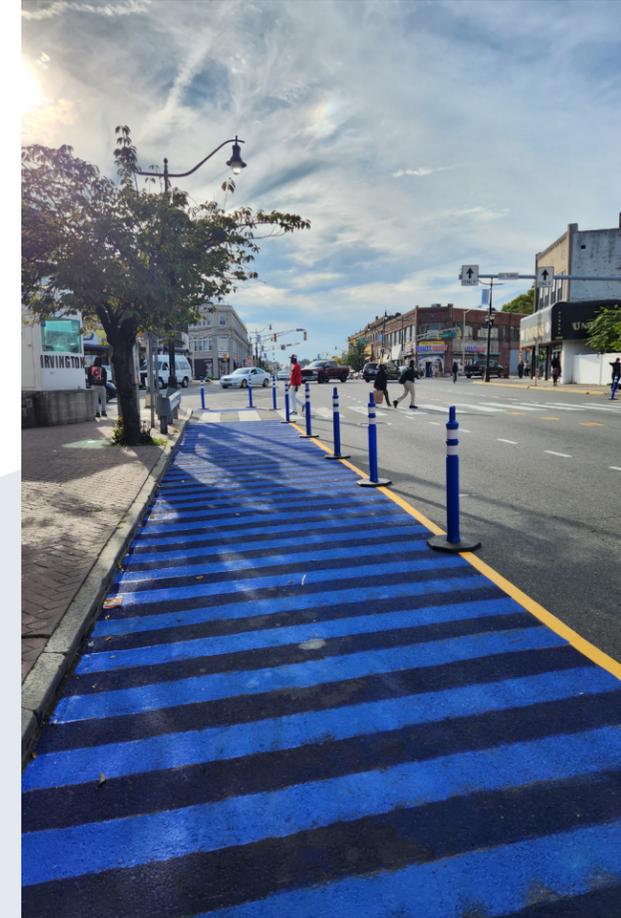
Project Type(s):



Location:

Springfield and Myrtle Avenue, Irvington, NJ

Project Lead: Essex County
Partner Organizations: NJTPA, Mercer Planning Associates
Demonstration Date: Oct. 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 pop-up 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 delineators



COMPLETE STREETS DEMONSTRATION LIBRARY



NJTPA.org/demolibrary
demonstration@njtpa.org