

# City of Passaic Pedestrian Master Plan October 2025

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Planning Board Adoption: October 22, 2025

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# City of Passaic Pedestrian Master Plan

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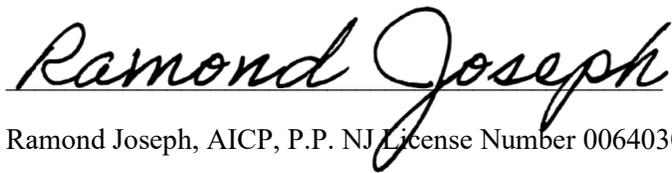
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***Prepared by:***

The New Jersey Department of Community Affairs,  
Local Planning Services

***October 2025***

A handwritten signature in black ink that reads "Ramond Joseph". The signature is written in a cursive style with a horizontal line underneath the name.

Ramond Joseph, AICP, P.P. NJ License Number 00640300

The original document, on file with the State of New Jersey, has been appropriately signed and sealed in accordance with the provisions of N.J.S.A. 45:14A-12 by Ramond Joseph, AICP, P.P. – the Local Planning Services team leader for the preparation of this Pedestrian Master Plan.

# Acknowledgements

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## Executive Summary

The City of Passaic Pedestrian Master Plan establishes a comprehensive strategy to improve pedestrian infrastructure, prioritize safety and accessibility, and promote active transportation citywide. Developed by the New Jersey Department of Community Affairs, Local Planning Services (LPS) in close coordination with city leadership and community stakeholders, the Plan is grounded in the principles of Complete Streets and supports the City's commitment to improving traffic safety and the pedestrian environment. This planning effort responds to recommendations from the City's 2013 Master Plan and aims to guide infrastructure investments and policy development to foster safer, healthier, and more connected neighborhoods.

The Plan's primary objectives are to enhance pedestrian safety and mobility, expand equitable access to transportation options, and support economic and public health goals through improved walkability. It seeks to align municipal efforts with regional and state policies, streamline interagency coordination, and identify funding mechanisms to implement strategic pedestrian infrastructure improvements. The Plan emphasizes accessibility for all users, especially vulnerable populations, and promotes sustainable, people-oriented urban design.

### Planning Process

The City submitted a request for technical assistance and adopted Resolution No. 2022-02-218, authorizing the development of a Pedestrian Master Plan and a companion Bicycle Master Plan on September 6, 2022. The planning process began on December 6, 2022, with a kickoff meeting of the Project Working Committee, which included city officials, planning professionals, and transportation advocates. This committee was formed to guide the initiative, providing oversight and reviewing progress at key milestones.

Public engagement played a central role. The planning team hosted a Complete Streets demonstration project at Hope Avenue and Monroe Street, showcasing infrastructure enhancements such as high-visibility crosswalks and curb extensions. The demonstration received robust public support, with 95% of the participants surveyed expressing a desire for permanent improvements. The team also conducted outreach at four summer community events and circulated an online bilingual survey, gathering resident input on pedestrian safety, infrastructure needs, and desired improvements.

### Key Findings

A thorough analysis of existing conditions revealed both strengths and critical gaps in Passaic's pedestrian environment. The City benefits from a compact, urban form with extensive sidewalk coverage on municipally maintained roads, particularly in residential and commercial districts. However, gaps and inconsistencies remain along county-managed roadways and state highways, notably NJ Route 21, which lack pedestrian accommodations altogether. Sidewalk conditions vary, with issues such as narrow widths, surface obstructions, and non-compliance with ADA standards affecting accessibility and comfort for pedestrians. Notably, sidewalk coverage is limited or absent in areas adjacent to industrial zones and bridge crossings, where pedestrian demand remains high.

Pedestrian-scale lighting is insufficient in many corridors, particularly outside of downtown and high-traffic areas, creating safety concerns during evening hours. Crosswalk infrastructure also varies significantly in visibility and condition, with numerous intersections lacking marked crossings or pedestrian signals. Furthermore, aging and poorly maintained bus shelters, limited wayfinding signage, and a scarcity of green infrastructure further constrain the pedestrian experience.

Demographically, Passaic's population is well-positioned for increased walking and active transportation. Over 12% of residents commute by walking—more than triple the county average—and 18.5% of households lack access to a vehicle. However, health indicators, including elevated rates of obesity (36.5%) and asthma (62.5%), underscore the urgent need to promote walkable, healthy environments. Vulnerable populations, including children, seniors, low-income households, and people with disabilities, are disproportionately affected by infrastructure deficiencies, necessitating a strong equity focus.

The Needs Analysis identified key gaps in pedestrian infrastructure coverage and quality. Many sidewalks require repair or replacement to meet ADA standards, and roadways with insufficient crossing infrastructure contribute to elevated safety risks. The analysis also identified priority corridors and

intersections for pedestrian improvements, emphasizing the need for traffic calming measures, enhanced lighting, and better connectivity between residential neighborhoods, commercial centers, parks, and transit stops.

**Recommendations**

The Plan outlines a series of actionable recommendations to improve pedestrian infrastructure and promote walkability across Passaic. Key strategies include the upgrade and expansion of the citywide pedestrian network, adoption of a Complete Streets Circulation Plan, and targeted improvements to sidewalk conditions, crossings, and lighting. Policy recommendations focus on expanding Safe Routes to School programs, updating sidewalk ordinances to promote ADA compliance, and implementing green infrastructure to enhance sustainability and comfort. The Plan also recommends upgrading bus shelters, expanding wayfinding systems, and enhancing street tree plantings to improve the pedestrian environment.

**Table 1. Summary of Top Recommendations**

Category	Key Recommendations
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• Upgrade crosswalks to high-visibility designs</li> <li>• Retrofit curb ramps for ADA compliance</li> <li>• Install pedestrian countdown signals &amp; accessible pushbuttons</li> <li>• Add MUTCD<sup>1</sup>-compliant pedestrian signage</li> <li>• Implement traffic calming measures on high-risk corridors</li> </ul>
<b>Pedestrian/Public Space Amenities</b>	<ul style="list-style-type: none"> <li>• Enhance street tree coverage along sidewalks</li> <li>• Incorporate green infrastructure to improve stormwater management</li> <li>• Upgrade and maintain bus shelters, benches &amp; other pedestrian amenities</li> </ul>
<b>Policy &amp; Programs</b>	<ul style="list-style-type: none"> <li>• Adopt a Complete Streets Circulation Plan</li> <li>• Expand Safe Routes to School (SRTS) programs</li> <li>• Improve enforcement of sidewalk maintenance regulations</li> <li>• Implement a wayfinding signage system for key walking routes</li> </ul>

**Implementation Strategy**

A detailed Implementation Matrix prioritizes projects by timeline, identifies responsible entities, and outlines potential funding sources, including federal, state, and local grants. Interagency coordination among City departments, Passaic County, and NJDOT is essential for successful implementation. The Plan also includes performance metrics to monitor progress and ensure accountability.

The City of Passaic Pedestrian Master Plan serves as a blueprint for creating a safer, more accessible, and vibrant city. By investing in pedestrian infrastructure and fostering walkable neighborhoods, the City can support public health, promote equity, reduce environmental impacts, and enhance quality of life for all residents. The Plan positions Passaic as a leader in sustainable urban mobility and demonstrates a commitment to building a city that is welcoming and navigable for all.

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<sup>1</sup> *Manual on uniform traffic control devices (MUTCD)*

## Introduction

The New Jersey Municipal Land Use Law (MLUL) authorizes municipal planning boards to “prepare and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality.” Pursuant to the MLUL (N.J.S.A. 40:55D-28b (4)), Passaic City last adopted a Master Plan Element on October 29, 2013 and a Master Plan Reexamination Report on December 4, 2024. One of the recommendations of the Master Plan Element was to continue to implement pedestrian friendly designs in the resurfacing and reconstruction of streets and include same in a circulation plan element. The city is undertaking a Pedestrian Master Plan to effectuate this recommendation.

After the introduction section, the organization of this Plan continues in four main sections. The first section details the existing conditions for pedestrian travel in Passaic City. These details include descriptions of Passaic’s geography and demographics, existing road network, current levels of walking/rolling, current accommodations for pedestrians, current walking/rolling supportive policies and programs, and other walking/rolling considerations. The second section provides an analysis of the need for walking/rolling infrastructure. The needs analysis includes an examination of current and future demand for active transportation, identification of opportunities and constraints, identification of key walking/rolling traffic attractors and generators, analysis of crash data, and analysis of the roadway network’s pedestrian level of traffic stress. Based upon the existing conditions and needs analysis, a set of walking/rolling network recommendations follows along with policies and programs to educate, encourage, and enforce safe walking and rolling to enhance the overall experience of the pedestrian facilities network. The fourth section includes implementation recommendations for improving the recommended walking/rolling infrastructure. Finally, the appendix incorporates all the procedural, technical, and analytical work that went into the completion of the Plan. These recommendations will improve mobility and safety for all travelers, especially those most vulnerable.

### Plan Purpose

The purpose of this Plan is to coordinate policies and programs that address walking and rolling connections and amenities and provide a more comprehensive plan to improve walking and rolling infrastructure in Passaic City. This Plan builds on the City’s relevant transportation and land use related plans and ordinances, such as the streets ordinance which covers aspects such as parking regulations, street maintenance, signage requirements, and other matters related to the use and management of public/city owned rights-of-way. The programming and policy recommendations of this Plan offer a menu of educational, supportive, and enforcement activities that the City should undertake to reinforce safety and usage of current and planned walking/rolling facilities. The network recommendations of this Plan incorporate connections to activity generators and attractors such as schools, shopping centers and neighborhoods, which builds on the network outlined in the network recommendations for the city. This Plan also recommends the adoption of a Complete Streets Typology and Circulation Plan, which will help facilitate greater coordination between the State of New Jersey, Passaic County, and Passaic City agencies. Lastly, this Plan identifies funding sources to implement the recommended projects.

### Benefits of Complete Streets

Complete Streets is a transportation policy and design approach that aims to make streets safe and accessible for all users, including pedestrians, cyclists/micromobility users, motorists, and public transportation users of all ages and abilities. The goal of Complete Streets is to create streets that are designed to enable safe, convenient, and comfortable travel and access for all users, regardless of their mode of transportation.

Complete Streets policies typically require that new streets and significant renovations to existing streets consider the needs of all users and incorporate features such as sidewalks, bike lanes, crosswalks, bus lanes, and accessible public transportation stops. The goal is to create a transportation network that is safe, efficient, and accessible for everyone, promoting healthier, more sustainable, and more livable communities.

Complete Streets is also a fundamental component of the Safe System Approach<sup>2</sup> and serves as an implementation strategy for the United States Department of Transportation (USDOT) National Roadway Safety Strategy. This strategy underscores the idea that fatalities and serious injuries resulting from roadway crashes are unacceptable. The Safe System Approach shifts the focus of transportation system design and operation towards anticipating human errors and minimizing crash severity to save lives. Within this framework, transportation agencies are encouraged to establish proactive and redundant safety systems to prevent crash-related fatalities and serious injuries. Complete Streets specifically addresses two key elements of the Safe System Approach—Safe Roads and Safe Speeds—and promotes the proactive deployment of safety infrastructure.

Complete Streets offer several benefits to communities and individuals:

- **Improved Safety:** By accommodating all modes of transportation, including pedestrians, cyclists, and motorists, Complete Streets can reduce accidents and make streets safer for everyone.
- **Healthier Communities:** Complete Streets encourage walking and cycling, which can lead to increased physical activity, improved public health, and reduced rates of obesity and related diseases.
- **Enhanced Mobility:** By providing safe and accessible options for people of all ages and abilities, Complete Streets can improve access to jobs, schools, healthcare, and other essential services.
- **Environmental Benefits:** Complete Streets can reduce air pollution and greenhouse gas emissions by promoting walking, cycling, and the use of public transportation over driving.
- **Economic Benefits:** Complete Streets can lead to increased property values, improved business vitality, and reduced healthcare costs associated with a more active population.
- **Social Equity:** Complete Streets ensure that all members of the community, including those with disabilities and those who cannot afford a car, have access to safe and reliable transportation options.

Overall, Complete Streets can create more livable, sustainable, and inclusive communities by promoting safe, accessible, and efficient transportation for all.



*Figure 1. School children crossing a busy intersection (left) and a man riding an e-scooter (right) against the grain of traffic in Passaic's East Side Neighborhood.*

<sup>2</sup> In the United States, the Safe System Approach has been adopted as a guiding principle behind the USDOT National Roadway Safety Strategy. This approach emphasizes that deaths and serious injuries due to roadway crashes are unacceptable and focuses on redesigning transportation systems to anticipate human errors and reduce impact forces to minimize crash severity and save lives (<https://highways.dot.gov/safety/zero-deaths/safe-system-approach-presentation-0>).

## General Overview

### Planning Process

The City of Passaic submitted a Local Planning Services (LPS) Application requesting assistance with the preparation of a Bicycle Master Plan and a Pedestrian Master Plan. The application was subsequently updated, and LPS met with City representatives to discuss and finalize the scope of the project. The City approved and adopted by resolution, Resolution 2022-02-218, the agreed upon scope of services, on September 6, 2022. The resolution authorized the creation of a working committee for the project. The working committee included the City Administrator, the City's UEZ Project Manager, the City Engineer and Principal Drafting Technician, the City's Traffic Safety Officer, the City's Director of Recreation & Cultural Affairs, the City's Zoning Code Official, the Passaic County Department of Planning Director's representative, and the Deputy Director of Active Transportation for EZ-Ride. Based upon the approved Scope of Work, LPS and the Project Working Committee held a kick-off meeting on December 6, 2022, which officially set in motion the work plan for the Bicycle and Pedestrian Master Plans. Passaic City seeks to prioritize improving walking/rolling access, connectivity, and safety citywide, while addressing multimodal conflicts. Special attention to access/connectivity was given along the Passaic River, in the Neighborhood Business Districts, the Market Street Commercial Corridor, and in the Eastside Neighborhood. Concurrent priorities include wayfinding for cyclists and improving sidewalk conditions and pedestrian amenities.

### Project Working Committee

Forming a Project Working Committee is a best practice that assists with project success by bringing together a variety of viewpoints and perspectives. LPS requires that all municipal planning projects, regardless of the degree of project complexity, visibility and/or sensitivity, have a Project Working Committee. Local Planning Services provides recommendations for who the municipality should consider appointing to the Working Committee based on project type and scope. However, formal appointment of all team members is entirely at municipal discretion. Once appointed, team members must commit to remain fully engaged through project completion. Following the kick-off meeting on December 6, 2022, the working committee met on the following dates to review and offer feedback on project milestones:

- December 14, 2022 (EZ-Ride Complete Streets Demonstration Project);
- January 23, 2023;
- February 23, 2023;
- April 28, 2023 (EZ-Ride Complete Streets Demonstration Project); and
- June 5, 2023. Meeting summaries are provided in Appendix A.

### Community Events

As part of public outreach and participation, in collaboration with EZ Ride a Complete Streets demonstration project was installed at the intersection of Hope Avenue and Monroe Street on May 1, 2023. Project team members painted an intersection mural, high visibility striped crosswalks, curb extensions, bus stop area, and installed delineators to prevent parking and daylight corners. The goals were to demonstrate updated infrastructure at the intersection, calm traffic, make drivers aware of pedestrians, improve visibility for pedestrians and motorists, and encourage community aesthetics. Tables were set up to collect community feedback and to elicit input on the City's Bike and Pedestrian Plan. Online surveys in English and Spanish collected input regarding the community's perception of safety at that the intersection of Hope Avenue and Monroe Street, as well as intersections and roadways across the city. Survey results showed that 95 percent of respondents would like to make the temporary intersection improvements permanent (See Appendix A).

In addition to the Demonstration Project at the Hope Avenue and Monroe Street, members of the project team attended four events in the summer of 2023 to obtain additional feedback. At each of the events, the project team shared flyers in English and Spanish with QR codes to the survey and interactive map. EZ-Ride and LPS collaborated at one of the events with EZ-Ride providing biking and walking safety

pamphlets and helmet giveaways at the event in addition to the LPS project promotion materials. Similar to the survey results discussed in this report, event participants shared a strong desire for safer and/or separate facilities for bicyclists and pedestrians. Figures 3 and 4 capture a couple of the events that the LPS project team attended along with the event details (See Appendix A).



*Figure 2. Participants interact with the project team at the August 28, 2023, Summer Concert at Christopher Columbus Park.*



*Figure 3. Mayor Lora visits the project team table during the August 17, 2023, Summer Concert at Dundee Island Park.*

### Community Survey

The project team prepared a Pedestrian Master Plan survey for Passaic City to obtain data on bicycling reasons and frequency, barriers to bicycling, factors that increase bicycling safety and comfort, reasons they would bike more if conditions were favorable, stressful or hazardous bicycling locations, and recommendations for improvements to bicycling facilities. The public feedback provided via this survey critically assisted the development of the Pedestrian Master Plan.

The Pedestrian Plan's survey was available online and via a QR code. The project team and City staff marketed the online survey via the City's social media pages, email notification system, at the Complete Streets Demonstration Project with EZ-Ride, and at four of the in-person summer concert series. The survey was available online for over five months from May to September 2023. A total of 39 individuals completed and submitted the survey during that period. A brief summary of the survey results is below. A more detailed summary is available for review in Appendix A.

### **Existing Conditions**

This section describes relevant background information about the City of Passaic, including but not limited to information about its geographic setting, demographics, and transportation network. The project team conducted a review of pertinent background data/information relevant to the Project. These include but are not limited to previously completed Land Use Plan Element and zoning regulations, Economic Development Plan, Complete Streets Conceptual Rendering, Redevelopment Plan(s), collection of available crash data and pedestrian and bicycle counts, relevant GIS shapefiles/geodatabases, etc. In addition, site visits of bicycle and pedestrian network facilities to verify conditions on the ground were conducted.

Understanding the current pedestrian infrastructure in Passaic City is essential to identifying areas for improvement. This section summarizes key characteristics of the city's geography, demographics, pedestrian infrastructure, and street network.

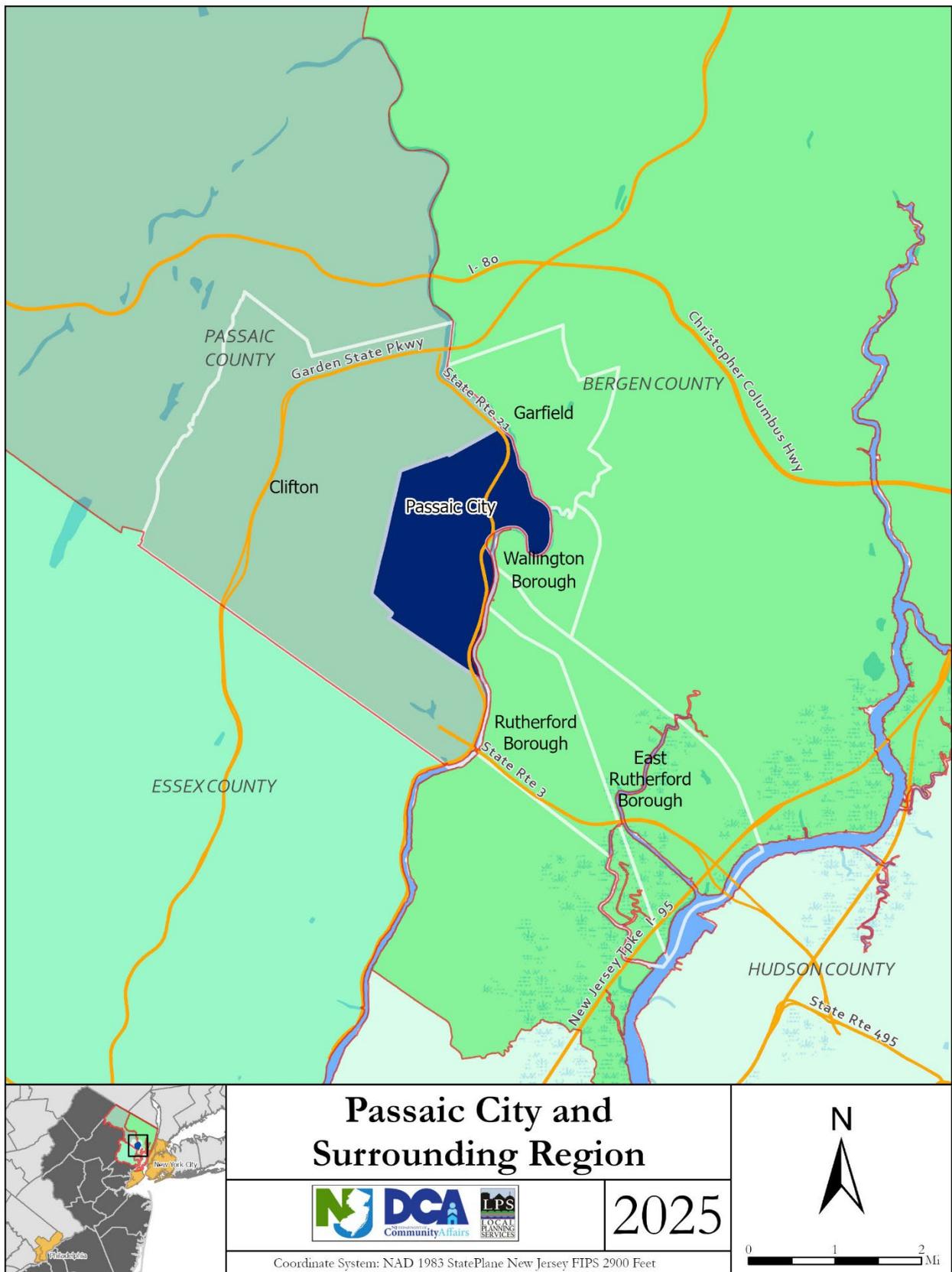
### **Geography, Demographics, and Health**

#### ***Geography***

Passaic City, located in the southeastern section of Passaic County, shares a boundary with the City of Clifton to the north, south and west. To the east, Passaic City is bounded by the Passaic River and the

Bergen County municipalities of Garfield Borough, Wallington Borough, East Rutherford Borough, and Rutherford Borough. Passaic is connected to Wallington through three bridges - Gregory Avenue, Market Street, and Eighth Street. The city also has two bridges connecting it with Garfield - Monroe and Passaic Street Bridges. Rutherford is accessible via the Union Avenue Bridge which is located on a northbound extension of Route 21. However, drivers, bicyclists, and/or transit riders cannot directly cross from Passaic to East Rutherford as there is no bridge connecting the two municipalities. To get from Passaic to East Rutherford, bicyclists, drivers, and/or transit riders must use either the Gregory Avenue or Union Avenue Bridge through Rutherford. Passaic is roughly 10 miles north of the City of Newark and 16 miles east of New York City. The city has a total area of 3.24 square miles of which 0.11 sq miles is water and is an ideal location for interconnected waterfront bicycle and pedestrian trails or greenways.

**Map 1. Passaic City and the Surrounding Region**



***Environmental Features***

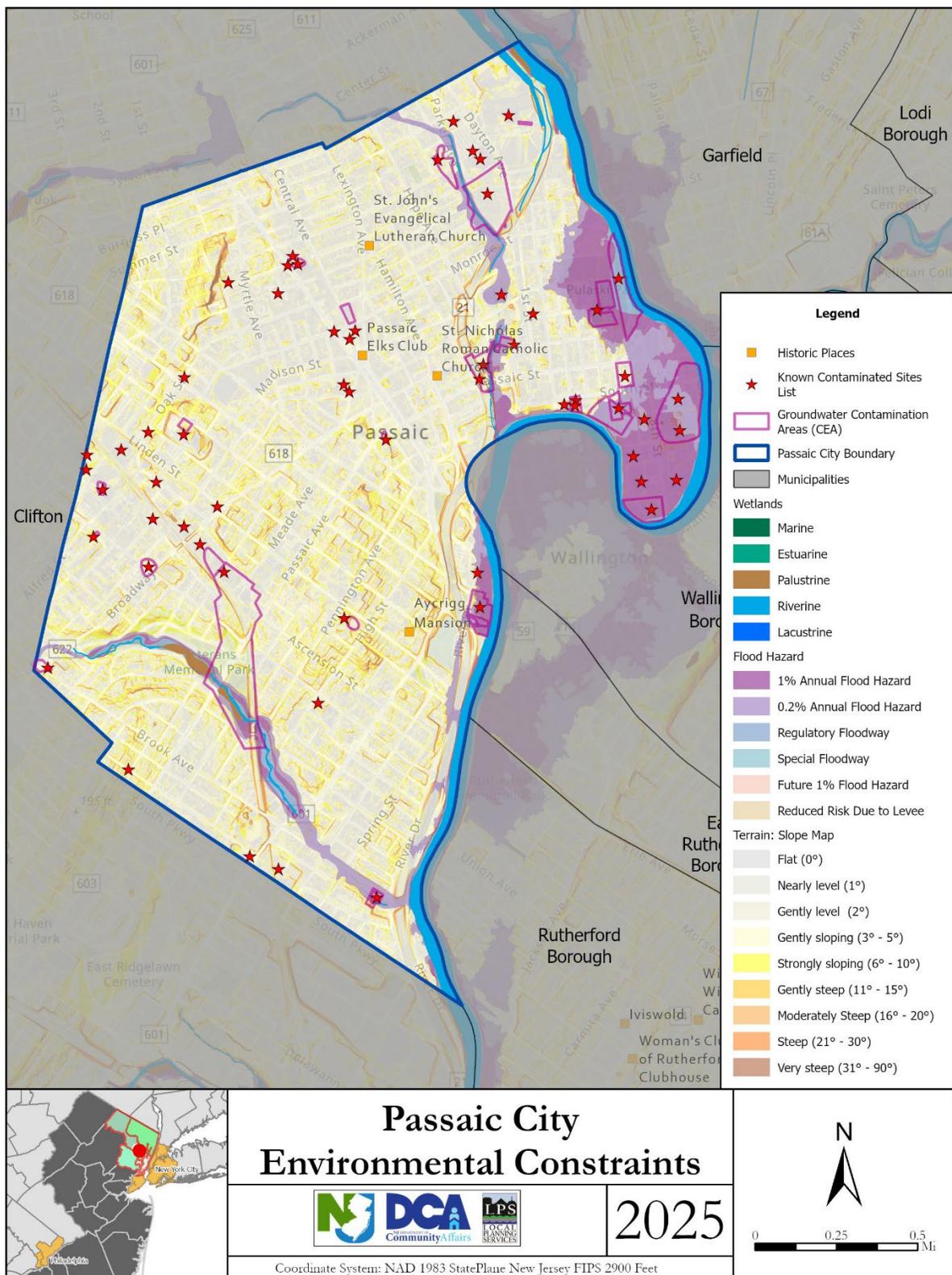
There are three major environmental constraints that impact pedestrians and non-motorized travelers in Passaic City; flooding, steep slopes, and the availability of public open space/parks or recreational areas. Flooding is primarily found along the Passaic River and Hughes Lake, which is located within Third Ward Park. Steep slopes are areas of the city where the hillsides have a 15 percent or higher slope or grade. The City’s western border with Clifton has the steepest slopes followed by the southern half of the City from Paulison Avenue to the Clifton Border. Public open space/parks and recreational areas promote a more active lifestyle such as walking, biking, and micro-mobility use. As was the case for steep slopes, Passaic’s western border with Clifton has the least number of open space/parks. Other constraints of concern for pedestrians and non-motorized travelers are locations of known contaminated sites, which impact their destination and origin trips. Map 2 shows some of the major and minor environmental constraints in the City of Passaic for pedestrians and non-motorized travelers.



*Figure 4. Floodwaters from Hurricane Ida submerge a car on River Drive, September 2, 2021.*

*Photo by Thomas P. Costello, NorthJersey.com (2021)*

**Map 2. Types and Locations of Environmental Constraints in Passaic City.**



**Key Demographics**

As of the 2020 census, Passaic City has a population of 70,518. Per the 2022 American Community Survey (ACS), Passaic has a potential workforce population (16 or older) of 50,611 out of a population of 70,048, of which 66.7 percent is in the labor force. As such, Passaic has a high probability of expanding the number of commuters by bike/micromobility (2.4%), walking (12.4%), and public transit (11.8%). While multi-modal transportation options to work are in increasing demand, the groups who are most likely to travel by means other than personal vehicle are school-age children ages 17 years old or younger (31.3%), households with income below the poverty level (21.9%), zero vehicle households (26.2%), seniors 62 years or older (11.4%) and people with disability (7.9%). Retired residents have more free time to spend walking and biking, either for leisure or to access common neighborhood destinations. Older residents and people with disabilities display higher rates of physical mobility

constraints and are less likely to drive themselves. As such, there is a greater need for infrastructure that meets ADA standards to accommodate that population. School-age children are likewise restricted in their transportation options. Younger children are also particularly vulnerable to the hazards of vehicle-to-pedestrian or vehicle-to-bicyclist crashes as they are less experienced in navigating the interaction with vehicles. Finally, households with income below the poverty level and zero-vehicle households are financially constrained and are also more likely to seek alternative modes of transportation. These vulnerable populations in low-income, minority neighborhoods are disproportionately impacted by inadequate infrastructure, making equity-focused investment essential.

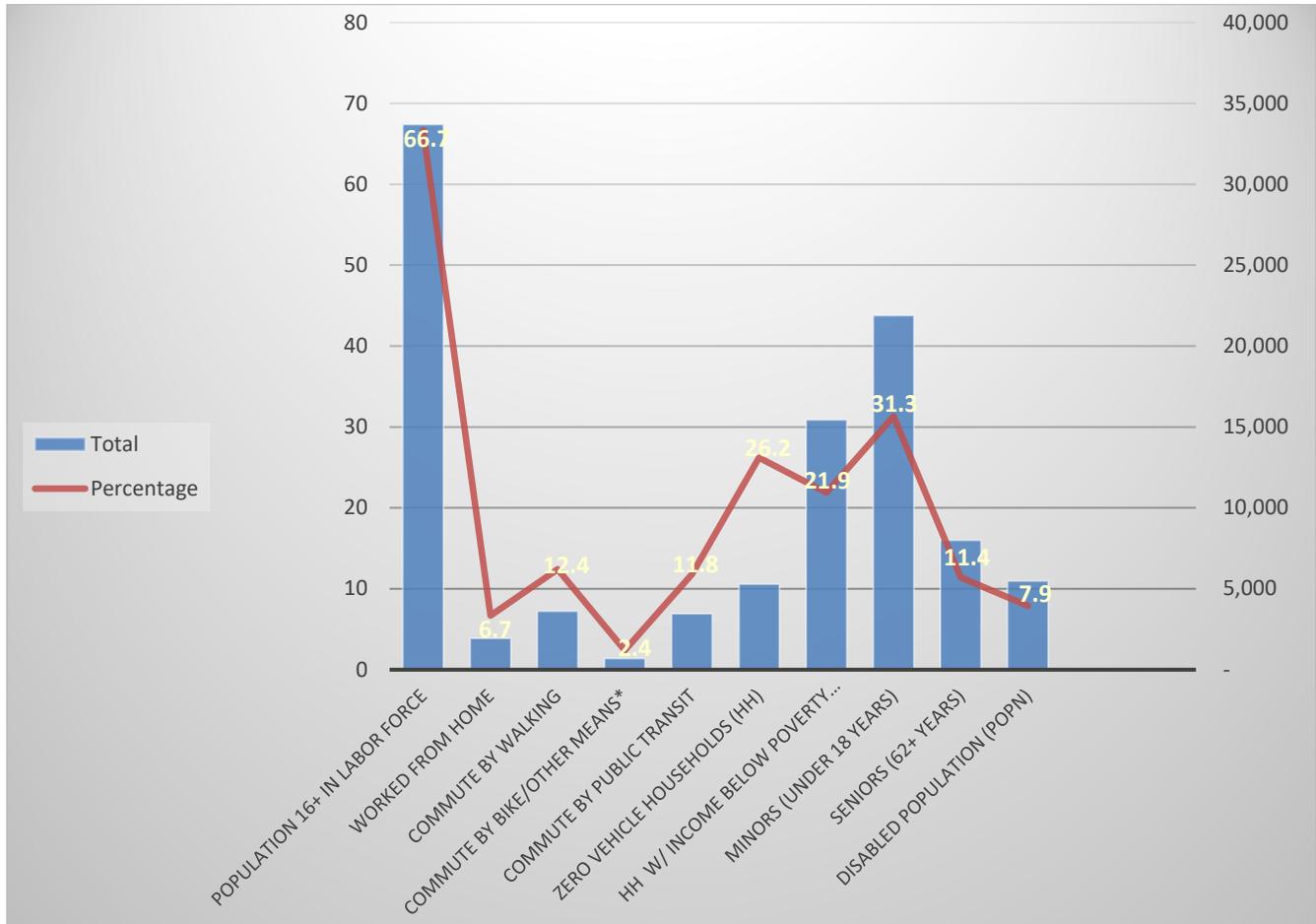


Figure 5. Key demographics likely to walk in Passaic.  
 \* Other means include other micromobility vehicles & ridesharing.  
 Source: 2018-2022 American Community Survey (ACS)

### Health Indicators<sup>3</sup>

According to the 2022 *Healthy Community Planning Report*, approximately 36.5% of Passaic City residents are considered obese. This rate is slightly higher than that of Passaic County (31%) and the state of New Jersey (28.2%). The report also highlights that 62.5% of Passaic residents have asthma, which is lower than the county rate (68.3%) but higher than the state rate (55.7%). These higher rates of obesity and asthma may be linked to environmental factors that impact Passaic residents. For instance, the report indicates that 19.3% of Passaic residents live within 1,000 feet of heavy traffic, and that residents experience an average of seven days per year of unhealthy air quality (with an Air Quality Index (AQI) greater than 100). Additionally, 15.2% of adults aged 18 and older reported that their health was "not good," and 44.1% reported no leisure-time physical activity. Lastly, high blood pressure is the most prevalent chronic disease in Passaic, affecting 72.1% of residents, while 34.2% of adults lack health insurance. These health disparities highlight the urgent need for improvements in walkability and air quality (Healthy Community Planning Report, 2022).

### Street Network

Passaic City contains 70.12 miles of roadway, of which 55.26 miles are managed and maintained by the city. Another 11.74 miles of roadway are maintained by Passaic County. The Functional Classification System for roadways in Passaic City is established by the Federal Highway Act. This Act sets forth a definition for each roadway designation according to its functional use, or according to the level of

Sources:

<sup>3</sup> 2017 County Health Rankings (<http://www.countyhealthrankings.org/measure/physical-inactivity>)

service that it is expected to provide. The functional classification system determines a roadway’s intended use as a function of access and movement and is also related to the proposed right-of-way and design standards for each road. Passaic uses the following functional classification system: freeways, principal arterials, minor arterials, major collectors, minor collectors, local streets, and paper streets. State Route 21 (3.12 miles), which runs north to south with three exits in Passaic (10, 11, 12), is the only state-managed freeway in the city and only one principal arterial, Main Ave (CR 601) exists in Passaic City.

**Table 2. Federal Highway Act Functional Classification System.**

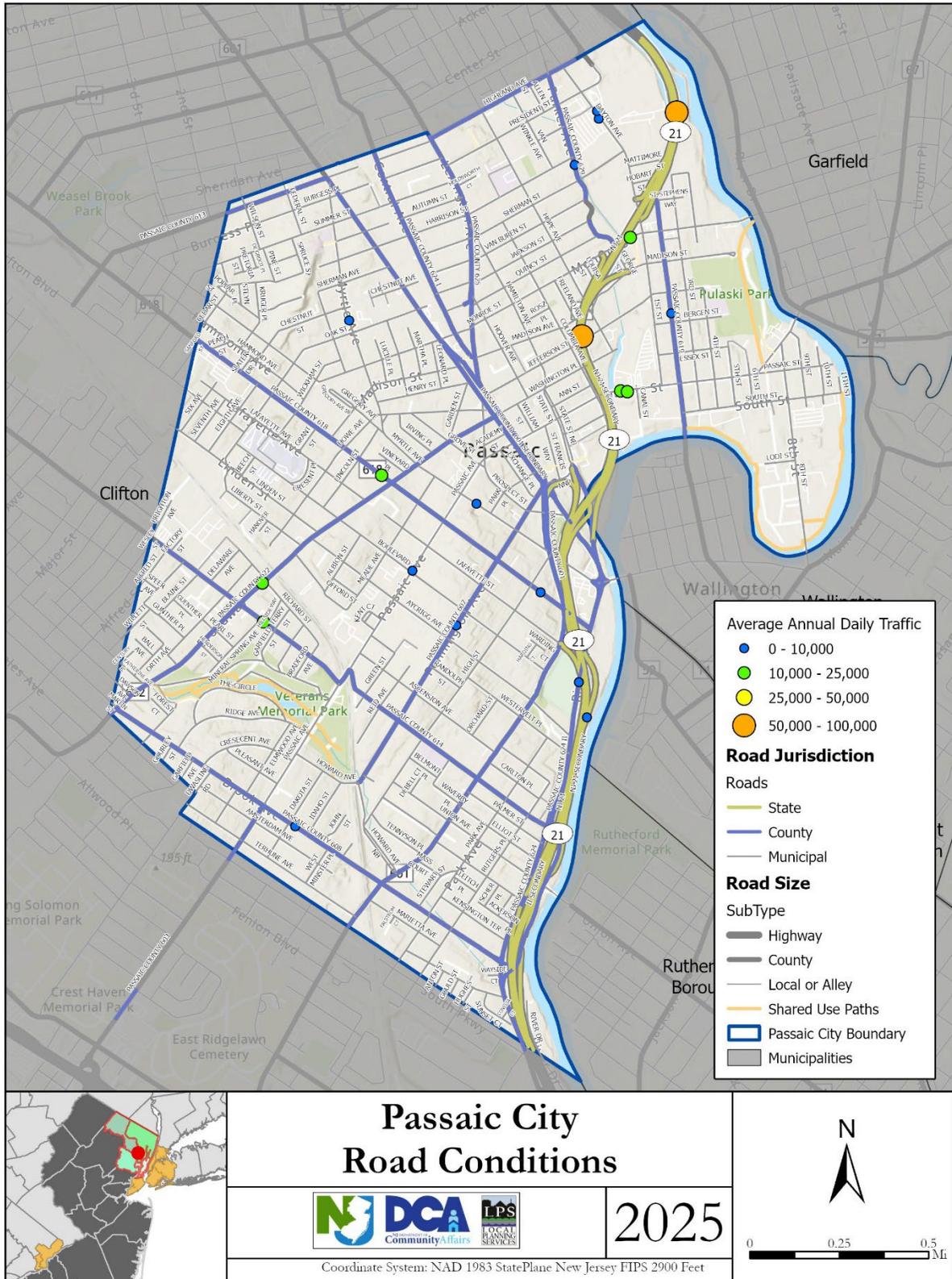
Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
<b>Arterial</b>	Longest	Few	Highest	Longest	Highest	Statewide	More
<b>Collector</b>	Medium	Medium	Medium	Medium	Medium	Medium	Medium
<b>Local</b>	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

In addition to the Functional Classification System for roadways, Passaic County adopted Complete Streets Design Guidelines in 2012, which impacts all county managed roads in Passaic City. The comprehensive guidelines for implementing complete streets in Passaic County provide principles and strategies for designing streets that accommodate all users, including pedestrians, bicyclists/micromobility users, motorists, and public transit riders, regardless of age or ability. The guidelines emphasize the importance of safety, accessibility, connectivity, and sustainability in street design, aiming to create a balanced transportation network that promotes active transportation and reduces reliance on single-occupancy vehicles. Key elements include sidewalk and crosswalk enhancements, bike lanes, traffic calming measures, transit facilities, and landscaping to enhance the pedestrian environment. The document also discusses the process for integrating complete streets principles into planning, design, construction, and maintenance practices, encouraging collaboration among stakeholders and adherence to best practices in transportation planning and engineering. Per the Complete Streets Design Guidelines, the most common Complete Streets Typologies in Passaic City are as follows:

- Community Streets: Brook Avenue; Broadway; Passaic Avenue; Pennington Avenue; River Drive; Paulison Avenue; Central Avenue, and Parker Avenue.
- Downtown Streets: Van Houten Avenue & Main Avenue.
- Neighborhood Streets: Highland Avenue.
- Regional Streets: Lexington Avenue.

A detailed description of the County’s Complete Streets typology is provided in Appendix B.

Map 3. Existing Road Traffic Conditions in Passaic.



**Principal Arterials<sup>4</sup> & Downtown Streets**

Principal arterials function as connector roads for long-distance trips, having trip length and travel density typical of inter-county or statewide travel. Principal arterial roads accommodate high-traffic volumes, measured by Annual Average Daily Traffic (AADT), and provide access roads to freeways. There are 5.75 miles of principal arterial roads in Passaic. Table 3 below lists the existing conditions of length, width, and traffic volume of principal arterial roads in Passaic City.



Figure 6. Birds eye view of Main Ave/ Downtown Passaic.  
Photo Credit: Passaic County

**Table 3. Roadway Conditions on Principal Arterials in Passaic City**

Principal Arterial	Start	End	Length (miles)	Speed (mph)	Traffic Volume (AADT)	Width (feet)	Lanes (total)	Existing Pedestrian Facilities	Complete Street Typology (County)
McCarter Highway (NJ Route 21)	Brook Avenue	Dayton Avenue	3.12	55	72,523	24-36	6	No	N/A
Main Street (CR 601)	Terhune Avenue	Highland Avenue	3.61	35	11,752	26-32	4	Yes	Downtown Street



Figure 7. Six vehicle lanes and high traffic speeds on NJ 21.<sup>5</sup>



Figure 8. Disappearing walking facilities at the intersection of Main Ave and Brook Ave.<sup>6</sup>

Downtown Streets are County managed roads, where the land use/zoning permits a mix of commercial and traditional downtown services and activities. These corridors usually serve as Central Business Districts (CBD) and Special Improvement Districts (SID), and are distinguished by unique streetscape treatments like lighting, plants/street trees, awnings/signage and/or street furniture. These streets are typically transit-oriented and bustling with pedestrian activity. They are characterized by high-volume, low-speed traffic, narrow lanes, and a mix of vehicles including cars, delivery trucks, and buses, with curbside parking often available and usually metered. In Passaic, Downtown Streets typologies are recommended for Principal and Minor Arterials only.



<sup>4</sup>NJDOT Roadway Information and Traffic Monitoring System Program (2023). Retrieved from <http://www.state.nj.us/transportation/refdata/sldiag/> (2019 Straight Line Diagrams (SLD)) and [http://www.state.nj.us/transportation/refdata/roadway/traffic\\_counts/](http://www.state.nj.us/transportation/refdata/roadway/traffic_counts/) (Interactive Traffic Count Reports).

<sup>5</sup>Photo Credit: NJDOT

<sup>6</sup>Photo Credit: NJDOT

Figure 9. Downtown Street Concept Rendering



Figure 10. Downtown Street Concept Simulation.

### Minor Arterials<sup>7</sup> & Regional Streets

Minor arterials serve as connector roads between cities and towns and other traffic generators but typically cover a smaller geographic area than principal arterials. Minor arterials also serve as access roads to the principal arterials and freeways. Table 4 below lists the length, width, and traffic volume of minor arterial roads in Passaic City.

**Table 4. Roadway Conditions on Minor Arterials in Passaic City<sup>8</sup>**

Minor Arterials	Start	End	Length (miles)	Speed (mph)	Traffic Volume (AADT)	Width (feet)	Lanes	Existing Pedestrian Facilities	Complete Street Typology (County)
Brook Avenue (CR 608)	Broadway Avenue	River Drive	0.89	25	7,200	30	2	Yes	Community Street
Van Houten Avenue (CR 614)	Brighton Avenue/Wesley St	Main Avenue	1.17	25	12,090	34	2	Yes	Downtown Street
Paulison Avenue (CR 618)	River Drive	Sanford Street	1.36	25	13,740	34-46	2	Yes	Community Street
Monroe Street (1214)	Main Avenue	Passaic River	0.95	25	14,350	32	2	Yes	N/A
Dayton Ave (1217)	Monroe St	Highland Ave	0.52	25	7,641	32	2	Yes	N/A
Market St (CR 619)	South St	Morris St	0.68	25	5,046	30	2	Yes	N/A
Highland Ave (626)	Lexington Ave	Barbour Ave	0.49	25	9,049	39	2	Yes	Neighborhood
Broadway (CR 622)	Brook Avenue/Martin Avenue	Main Avenue	1.36	25	13,193	26-32	2	Yes	Community Street
Passaic Avenue (CR 603)	Brook Avenue	Terhune Avenue	0.11	25	4,309	30	2	Yes	Community Street
Passaic Avenue (1687)	Brook Avenue	Van Houten Avenue	0.45	25	4,931	20-30	2	Yes	Community Street

<sup>7</sup> NJDOT Roadway Information and Traffic Monitoring System Program (2023). Retrieved from <http://www.state.nj.us/transportation/refdata/sldiag/> (2019 Straight Line Diagrams (SLD)) and [http://www.state.nj.us/transportation/refdata/roadway/traffic\\_counts/](http://www.state.nj.us/transportation/refdata/roadway/traffic_counts/) (Interactive Traffic Count Reports).

<sup>8</sup> [Traffic Counts in the United States \(arcgis.com\)](https://arcgis.com) and <https://www.njtms.org/map/>.

Minor Arterials	Start	End	Length (miles)	Speed (mph)	Traffic Volume (AADT)	Width (feet)	Lanes	Existing Pedestrian Facilities	Complete Street Typology (County)
Passaic Avenue (1687)	Van Houten Avenue	Main Ave	1.18	25	13,339	30	2	Yes	Community Street
Passaic Street (1687)	Main Ave	9 St	0.34	25	16,494	30	2	Yes	N/A
Wall Street (1687)	Passaic Street (1103)	Passaic River	0.19	25	13,772	30	2	Yes	N/A
Gregory Avenue (1212)	Madison Street	River Drive	0.8	25	6,856	34-49	2	Yes	N/A
Parker Avenue (CR 629)	Monroe Street	Highland Avenue	0.54	25	5,546	30	2	Yes	Community Street



Figure 11. Eastbound view on Van Houten Ave at approach to Passaic Ave intersection.<sup>9</sup>



Figure 12. A northbound view on Broadway at approach to Van Houten Ave intersection.<sup>10</sup>

A Regional Street in Passaic County is a high-traffic, multi-modal travel route that facilitates long-distance intra-county and inter-county trips, provides highway access, connects major activity centers, and is well-served by public transit. Development along regional streets are typically dedicated to a single use, such as residential or commercial, although there may be a wider variety of uses in more urban areas. Regional Streets should be designed for efficient and safe traffic movement for all users by incorporating higher design speeds and considering key elements like shoulders, medians, and bicycle facilities. These streets are crucial for moving freight.



Figure 13. Cross-Section example of a Regional Street.

<sup>9</sup>Photo Credit: [NJDOT](#)

<sup>10</sup>Photo Credit: [NJDOT](#)

**Major Collectors<sup>11</sup> & Community Streets**

Major collector roads carry intra-county traffic. Travel trips on major collector roads are typically shorter than arterial routes and vehicular speeds are lower. Major collector roads serve to connect traffic from the arterial roads to minor collector roads and/or local streets. Table 5 below lists the length, width, speed, and traffic volume of major collector roads in Passaic City.

**Table 5. Roadway Conditions on Major Collectors in Passaic City<sup>12</sup>**

Major Collectors	Start	End	Length (miles)	Speed (mph)	Traffic Volume (AADT)	Width (feet)	Lanes (total)	Existing Pedestrian Facilities	Complete Street Typology (County)
Liberty Street (1213)	Broadway (622)	Oak Street	0.33	25	5,161	30	2	Yes	N/A
Oak Street (1213)	Linden Street	Paulison Avenue	0.24	25	5,199	30	2	Yes	N/A
8th Street (1215)	Wall Street	Passaic River	0.59	25	11,875	28	2	Yes	N/A
Hamilton Avenue (1221)	Washington Place	Lexington Avenue	0.5	25	12,615	32	2	Yes	N/A
Hoover Avenue (1222)	Lexington Avenue	Washington Place	0.32	25	5,209	30	2	Yes	N/A
Pennington Avenue (CR 607)	Howard Avenue	Main Avenue	0.97	25	3,108	30	2	Yes	Community Street
River Drive (CR 624 II)	Carol Street	NJ 21 Ramp	1.67	25-40	12,496	20-32	2	Partial	Community Street
Central Avenue (CR 624)	Lexington Avenue	Highland Avenue	0.61	30	4,419	32-40	2	Yes	Community Street
Lexington Avenue (CR 625)	Main Avenue	Highland Avenue	1	25	4,769	30-36	2	Yes	Regional Street
Myrtle Avenue (1212)	Main Avenue	Gregory Avenue	0.71	25	8,421	30	2	No	N/A
Columbia Avenue (1220)	Washington Place	Madison Avenue	0.12	25	5,300	24-32	2	No	N/A
Brook Avenue (CR 608)	Main Avenue	River Drive	0.4	25	7,200	30	2	Yes	Community Street
Highland Avenue (613)	Wilson/Pine Street	Main Avenue	0.3	25	1,359	36	2	Yes	Neighborhood Street
Van Houten Avenue (CR 614)	Brighton Avenue	River Drive	0.24	25	7,070	34	2	Yes	Downtown Street
Madison Avenue (1219)	Lexington Avenue	First Street	0.25	25	6,044	28	1	Yes	N/A
Jefferson Street (1218)	Main Avenue	First Street	0.28	25	5,880	30	2	Yes	N/A
Washington Place (1210)	Main Avenue	Columbia Avenue	0.26	25	6,809	30	1	Yes	N/A
Howard Avenue (1211)	Pennington Avenue	Passaic Avenue	0.2	25	2,606	28	2	Yes	N/A

<sup>11</sup> NJDOT Roadway Information and Traffic Monitoring System Program (2017). Retrieved from <http://www.state.nj.us/transportation/refdata/slddiag/> (2015 Straight Line Diagrams (SLD)) and [http://www.state.nj.us/transportation/refdata/roadway/traffic\\_counts/](http://www.state.nj.us/transportation/refdata/roadway/traffic_counts/) (Interactive Traffic Count Reports).

<sup>12</sup> [Traffic Counts in the United States \(arcgis.com\)](http://www.arcgis.com) and <https://www.njtms.org/map/>.



Figure 14. Low maintenance and missing sidewalk along River Dr just south of Paulison Ave. <sup>13</sup>



Figure 15. Missing pedestrian infrastructure on River Dr across from Boverini Stadium in Passaic. <sup>14</sup>



Figure 16. Eastbound view on Highland Ave at approach to Main Ave intersection. <sup>15</sup>



Figure 17. Eastbound view on Brook Ave at approach to River Dr intersection. <sup>16</sup>

Community Streets help link local communities with larger regional roads and nearby commercial areas, including downtown centers. Measures to calm traffic work to improve roadway safety, while also creating a network of connected shared use paths across Passaic County. By focusing on safe pedestrian crossings and access to public transportation, the emphasis shifts from cars to people, supporting "Green Street" principles. This concept encourages more walking and biking, uses green methods to prevent flooding, and maintains a consistent canopy of trees along the streets.



Figure 18. Cross-Section example of a Community Street.

### Minor Collectors<sup>17</sup> / Neighborhood Streets

Minor collectors serve as land access roads and carry traffic from major traffic generating land uses and local streets to major collector and/or arterial roads. Table 6 below lists the length, width, speed, and traffic volume of minor collector roads in Passaic City.

<sup>13</sup> Photo Credit: [Google Streets](#)

<sup>14</sup> Photo Credit: [NJDOT](#)

<sup>15</sup> Photo Credit: [NJDOT](#)

<sup>16</sup> Photo Credit: [NJDOT](#)

<sup>17</sup> NJDOT Roadway Information and Traffic Monitoring System Program (2017). Retrieved from <http://www.state.nj.us/transportation/refdata/sldiag/> (2015 Straight Line Diagrams (SLD)) and [http://www.state.nj.us/transportation/refdata/roadway/traffic\\_counts/](http://www.state.nj.us/transportation/refdata/roadway/traffic_counts/) (Interactive Traffic Count Reports).

**Table 6. Roadway Conditions on Minor Collectors in Passaic City**

Minor Collectors	Start	End	Length (miles)	Speed (mph)	Traffic Volume (AADT)	Width (feet)	Lanes (total)	Existing Pedestrian Facilities
Temple Place (1087)	Main Ave	High St	0.17	25	4,484	30	2	Yes
Boulevard (1087)	Main Ave	Oak St	0.91	25	4,484	30	2	Yes
Columbia Ave (1188)	Jefferson St	Sherman St	0.4	25	4,679	24	2	Yes
Passaic St (1103)	Wall St	10th St	0.17	25	4,484	24	2	Yes



*Figure 19. Westbound view on Mercer St from the Pulaski Park entrance is an example of discontinued sidewalk & missing curb ramp.*

Neighborhood Streets are created with pedestrians in mind, mainly serving residents and local businesses. They're meant for local travel within the community and aren't meant for passing through. Any enhancements to these streets are aimed at directly helping those who live or own property in the neighborhood, rather than improving travel to other areas within the town or region.



*Figure 19. Cross-Section example of a Neighborhood Street.*

**Local Roads**

Local roads serve to carry neighborhood traffic and make up the largest mileage of roads in Passaic City. Local roads are, by default, all roads that are not categorized as principal or minor arterials, and major or minor collectors. Passaic City is responsible for maintaining all local roads.



Figure 20. Veterans Court, a low-speed, low-volume, two-lane road through Dundee Island Park.

**Current Levels of Walking**

According to the U.S. Census 5-year ACS data, approximately 12.4 percent of Passaic’s population commutes to work by walking (see Figure 20). This level is three times higher than Passaic County (4.1%) and four times higher than the State (2.6%). Because census figures only account for one transportation mode per user and most public transit users walk to their stops, the level of walking in Passaic is likely higher than what the commuting figures show. The City’s public transportation commuting trips (11.8%) are higher than the County’s (7%), and the State’s (9%). When public transportation trips and worked at home commuters are added, the level of walking in the city potentially increases to 30.9 percent.

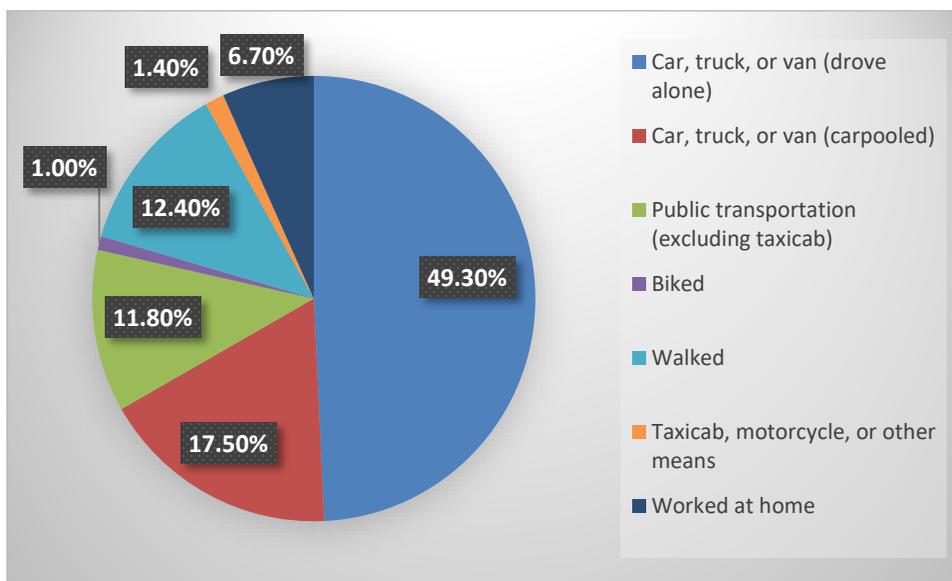


Figure 21. Passaic’s Pedestrian & Other Mode Share

In addition to commuting trips, the number of vehicles available per occupied housing units is another indicator of active transport use, i.e. walking and bicycling. In Passaic, the percent of residents with no vehicles at home (18.5%) is a little over 2 times higher than the County’s (8.5%) and almost 3 times higher than the State’s (6.4%). Table 7 below shows the commuting and vehicle availability characteristics of Passaic City residents compared to the County and the rest of the State.

**Table 7. Commuting and Vehicle Availability Characteristics of Passaic Residents**

Characteristic	Passaic City	Passaic County	New Jersey
<b>Commuting to Work</b>			
Car, truck, or van (drove alone)	49.3%	68.3%	65.4%
Car, truck, or van (carpooled)	17.5%	10.7%	7.6%
Public transportation (excluding taxicab)	11.8%	7.0%	9.0%
Biked	1.0%	0.2%	0.3%
Walked	12.4%	4.1%	2.6%
Taxicab, motorcycle, or other means	1.4%	1.1%	2.0%
Worked at home	6.7%	8.6%	13.1%
Mean travel time to work (minutes)	25.1	27.2	31.1
<b>Vehicles Available (Occupied Housing Units)</b>			
No Vehicles Available	18.5%	8.5%	6.4%
1 Vehicle Available	37.3%	25.5%	22.9%
2 Vehicles Available	29.6%	36.5%	39.7%
3 or More Vehicles Available	14.5%	29.4%	31.0%

U.S. Census 5-Year ACS (2018-2022)

In addition to 5-year ACS data, the project team reviewed trip data from Strava Labs to assist with identifying current levels of walking in Passaic City. Strava Lab is a free mobile tracking application used by walking, hiking and other sports and recreation enthusiasts to track their exercise goals and monitor their progress. Strava Metro maps this information as heatmaps. The heatmaps are representations of concentrated recreational activity. The routes taken could serve to indicate walking levels in the city. However, since users are self-selected, data from Strava users may or may not represent the larger population in Passaic. According to Strava Metro, 11,340 residents, commuters, and visitors self-reported 139,587 walking trips in 2024. Of those trips, 91% walked for recreation or leisure and 9% walked to work or as part of their commute to work trip. Walking trips increase by approximately 33% between 2023 and 2024. Walking trips have increased by 358% from pre-COVID levels and by 53% since the COVID epidemic in 2020. Figure 22 shows the 5-year trend in total walking trips taken in the City of Passaic compared to pre-COVID levels.

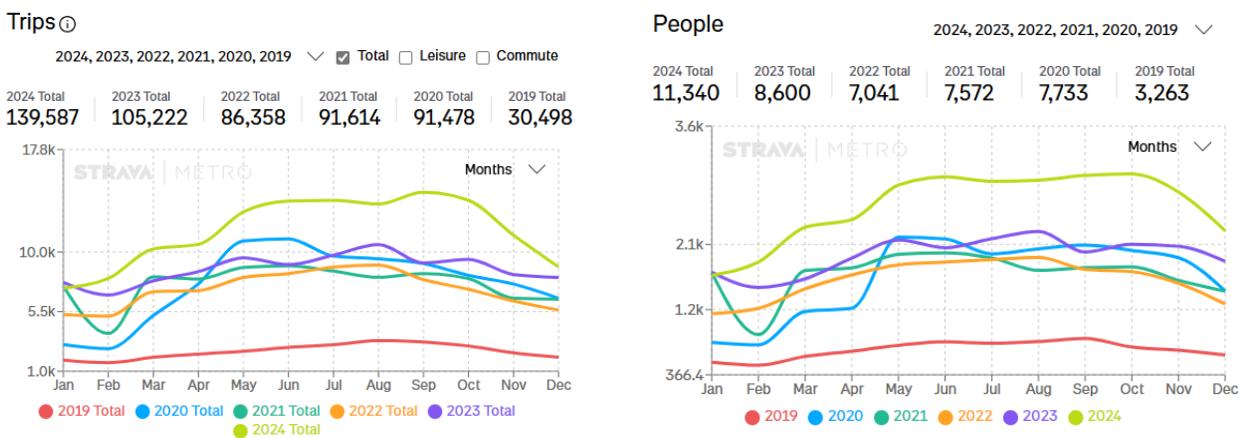


Figure 22. 5-year trend in total walking trips taken by self-reported riders in Passaic.

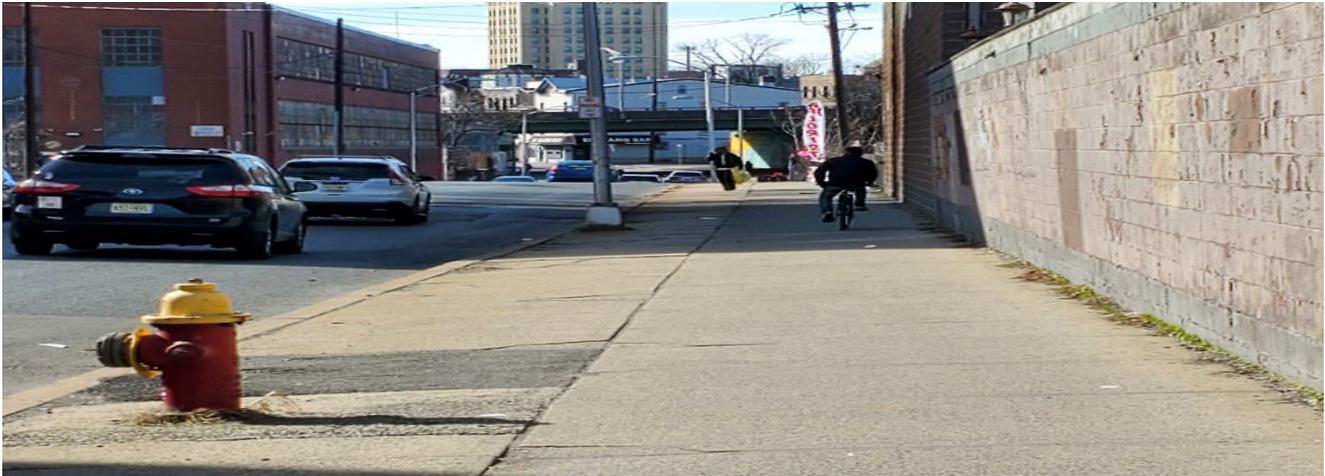
Source: Chart screenshot from <https://metroview.strava.com/>

## Pedestrian Accommodations

### Sidewalks

The MUTCD defines a sidewalk as the “portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians.”<sup>18</sup>

In Passaic City, sidewalk coverage varies by road jurisdiction, reflecting differences in maintenance responsibility, funding, and design standards across municipal, county, and state-managed roadways. The majority of streets are under municipal jurisdiction, where sidewalks are nearly universal in residential and commercial areas, contributing to the city’s dense and walkable urban environment (see Map 4). Maintenance and improvements are typically the responsibility of adjacent property owners, in accordance with local ordinances. However, aging infrastructure and obstacles such as utility poles and tree roots can hinder accessibility.



*Figure 23. A bicyclist rides along the wide sidewalk on Passaic Street between 1st and Canal Streets.*

County roads, such as Main Avenue (CR 601) and Paulison Avenue (CR 624), generally have sidewalks, especially in commercial and mixed-use areas, though gaps and inconsistencies in width are common, particularly in industrial zones and at bridge crossings. State highways, like Route 21, are managed by the New Jersey Department of Transportation (NJDOT) and lack sidewalks altogether (see Fig. 23-26). Pedestrian access along these key corridors is often limited by wide intersections, high-speed traffic, and, in some cases, few crossing opportunities.

To enhance sidewalk connectivity and accessibility, efforts should focus on closing gaps along key cross-city roads, ensuring full compliance with ADA standards for curb ramps and pedestrian crossings, and implementing targeted traffic calming measures like pedestrian refuge islands, signalized crossings, and sidewalk buffers. These improvements will foster a safer, more walkable environment, enhancing mobility for all users, particularly pedestrians with disabilities and other vulnerable road users.

<sup>18</sup> <https://mutcd.fhwa.dot.gov/hm/2009/part1/part1a.htm>

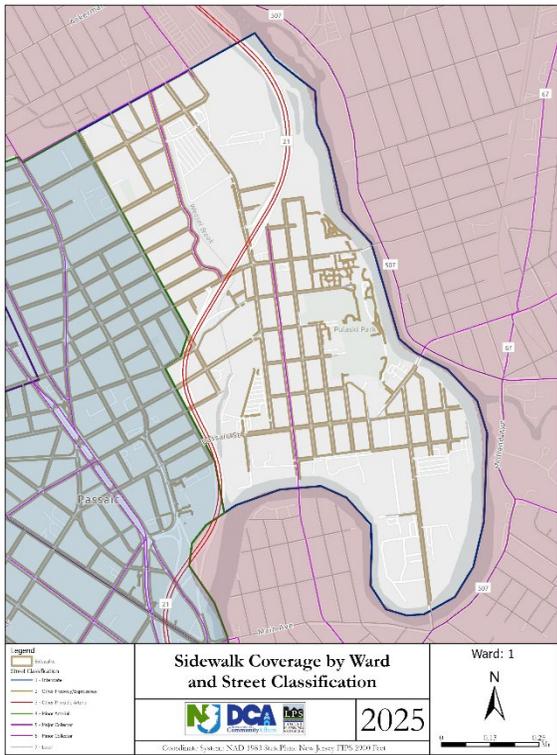


Figure 24. Ward 1 Sidewalk Coverage

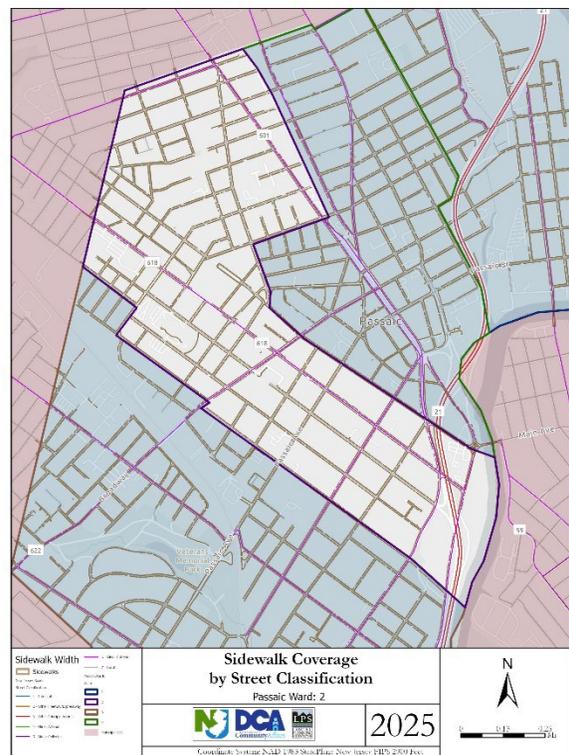


Figure 25. Ward 2 Sidewalk Coverage

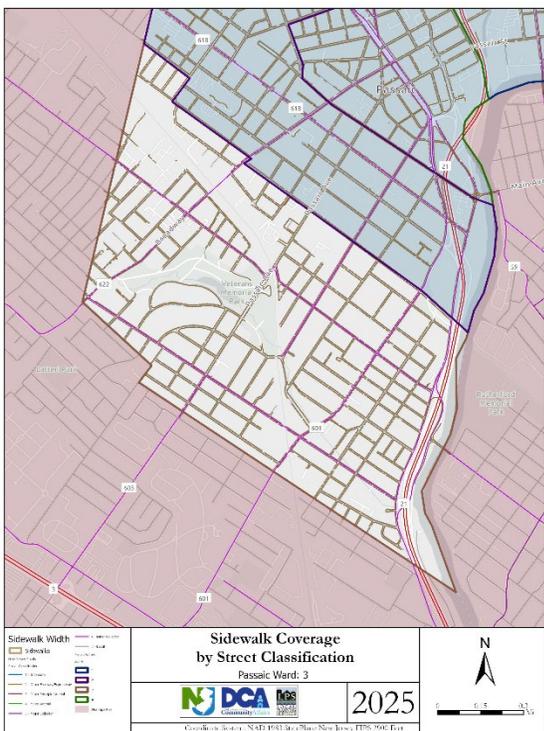


Figure 26. Ward 3 Sidewalk Coverage

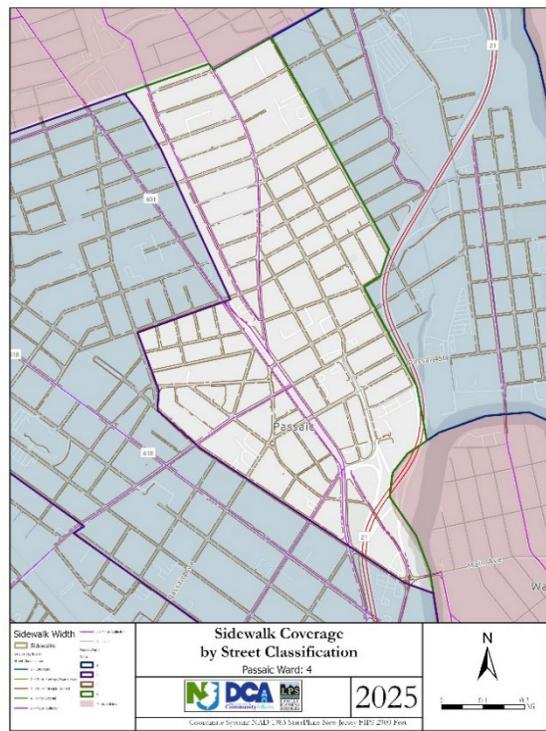


Figure 27. Ward 4 Sidewalk Coverage

### Pedestrian Crossings

Pursuant to N.J.S.A. 39:1-1, “Words and phrases defined[,]” “Crosswalk” means that part of a highway at an intersection, either marked or unmarked existing at each approach of every roadway intersection, included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the shoulder, or, if none, from the edges of the roadway; also, any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other marking on the surface.” According to N.J.S.A. 39:4-36, “The driver of a vehicle must stop and stay stopped for a pedestrian crossing the roadway within any marked crosswalk.”<sup>19</sup> Additionally, it is lesser known that the driver also “shall yield the right-of-way to a pedestrian crossing the roadway within an unmarked crosswalk at an intersection.”<sup>20</sup> However, given that most drivers are unaware of this and are therefore unlikely to expect a pedestrian to attempt

<sup>19</sup> <http://www.nj.gov/oag/hts/pedestrian.html>

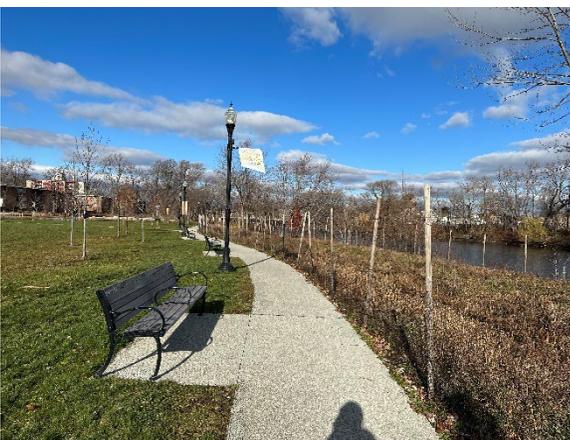
<sup>20</sup> Ibid

to cross at locations that are not marked, it can be dangerous for pedestrians to cross at unmarked crosswalks.



*Figure 28. Example of existing crosswalk with thin zebra stripes on 1<sup>st</sup> St.*

### **Walking Paths**



*Figure 29. Dundee Island Park walking path.*

Passaic City features a variety of walking paths and trails within its parks, providing vital recreational and mobility options for pedestrians. Columbus Park offers approximately 0.5 miles of paved walking paths that loop around open green spaces and connect to nearby streets. Shevchenko Park includes about 0.3 miles of shorter walking trails ideal for casual strolls. Colonel Johnson Park features a network of pedestrian paths totaling 0.4 miles, running alongside sports facilities and play areas. Pulaski Park and North Pulaski Park together offer nearly 1 mile of walking trails, with Pulaski Park featuring a larger trail network that weaves through landscaped areas

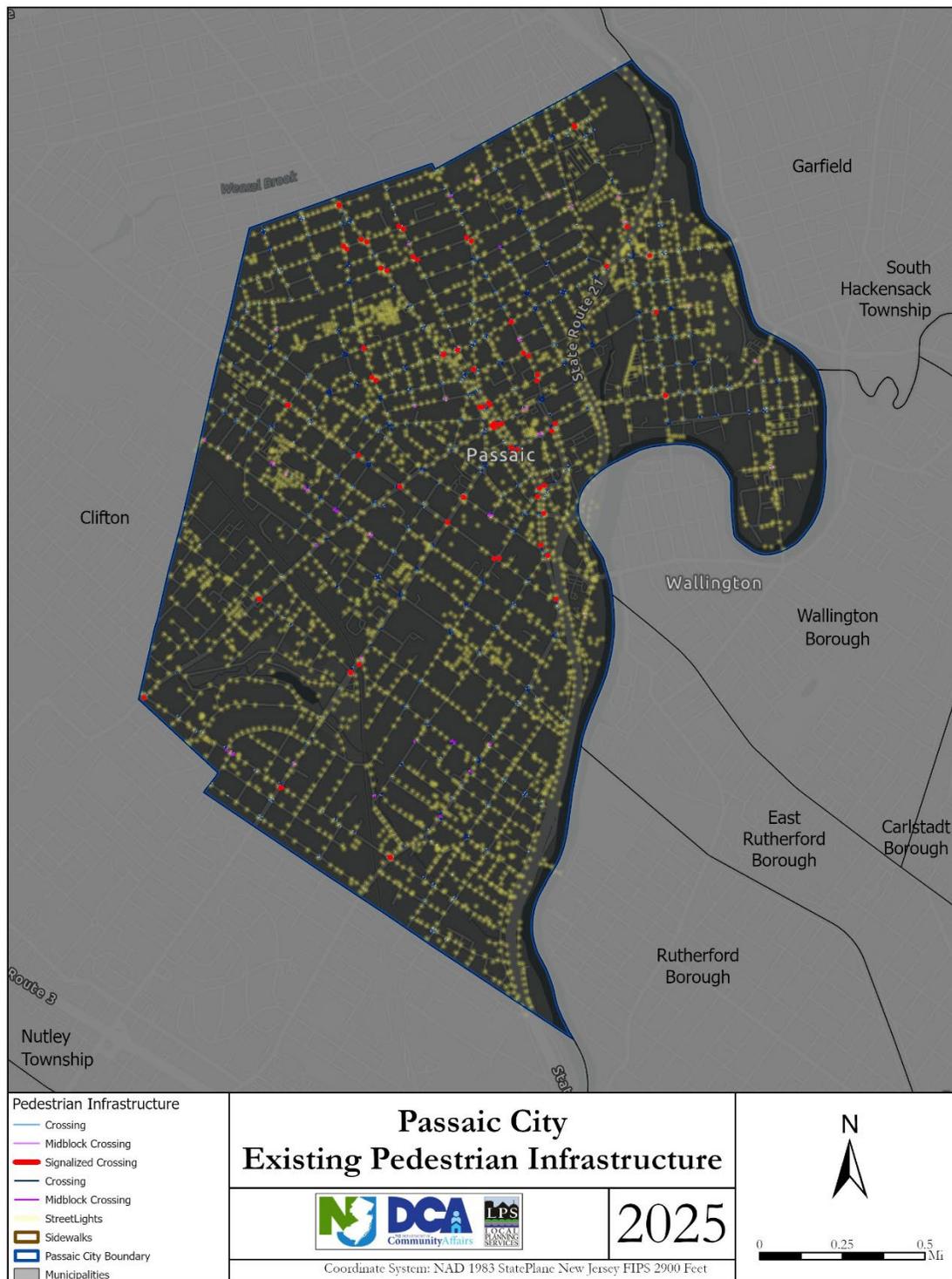
and recreational zones.

In addition, Armory Park includes 0.6 miles of well-maintained trails in a peaceful, natural setting, while Third Ward Park boasts over 1 mile of interconnected paths and trails through scenic parkland and around a central lake. Dundee Island Park offers approximately 0.7 miles of riverside walking trails, including scenic pathways along the Passaic River that connect to nearby residential streets and provide both recreational and commuting opportunities for pedestrians. These park-based walking paths complement the city's sidewalk network, offering safe, accessible spaces for walking, running, and other non-motorized activities across multiple locations throughout Passaic City totaling over 4.5 miles.



*Figure 30. Shared-use paths at Third Ward Park.*  
**Photo Credit:** [hispanonewjersey.com](http://hispanonewjersey.com)

**Map 4. Passaic City Existing Pedestrian Infrastructure**



### **Lighting**

Visibility is a major factor in pedestrian safety, particularly at night. Without streetlights, pedestrians are very difficult for drivers to see. The type of streetlight also plays a role in determining what the driver is focusing on. Reaching as high as 60 feet tall, standard streetlights are designed to allow a driver to see clearly in the distance, leading the field of vision towards the horizon. This allows for, and encourages, the driver to travel at relatively high speeds. However, in doing so this makes it difficult to notice closer objects. By contrast, pedestrian scale lighting, 12 to 16 feet tall and spaced closer together, is designed specifically to make pedestrians more visible to drivers. Pedestrian scale lighting can also help bicyclists that ride at night.

Map 5 shows the current streetlight coverage by road type and by fixture type in Passaic. The Cobra head streetlight, named for its shape, remains a popular standard street light fixture. The Box Street light fixture is also a standard streetlight. The Square Colonial streetlight is a pedestrian-scale light.

Light levels are measured in foot candles (fc) which measure the intensity or brightness of light on the illuminated object in lumens per square foot. Suggested light levels are consistent with ANSI/IES RP-8-00 American National Standard Practice for Roadway Lighting (see Table 8).<sup>21</sup>

**Pedestrian-Scale Lighting**

The level of lighting should reflect the location and level of pedestrian activity. Pedestrian scale lighting should be provided on high pedestrian volume corridors and in a consistent manner along the block. Pedestrian crosswalks and approaches to the crosswalks may be supplemented with brighter or additional lighting. In general, providing sidewalks with a minimum luminance of 0.5 fc allows pedestrians to detect obstacles, stay visually oriented, and recognize faces from 13 feet away, a comfortable distance in public spaces.<sup>22</sup> For high activity areas, brighter lighting may be considered.

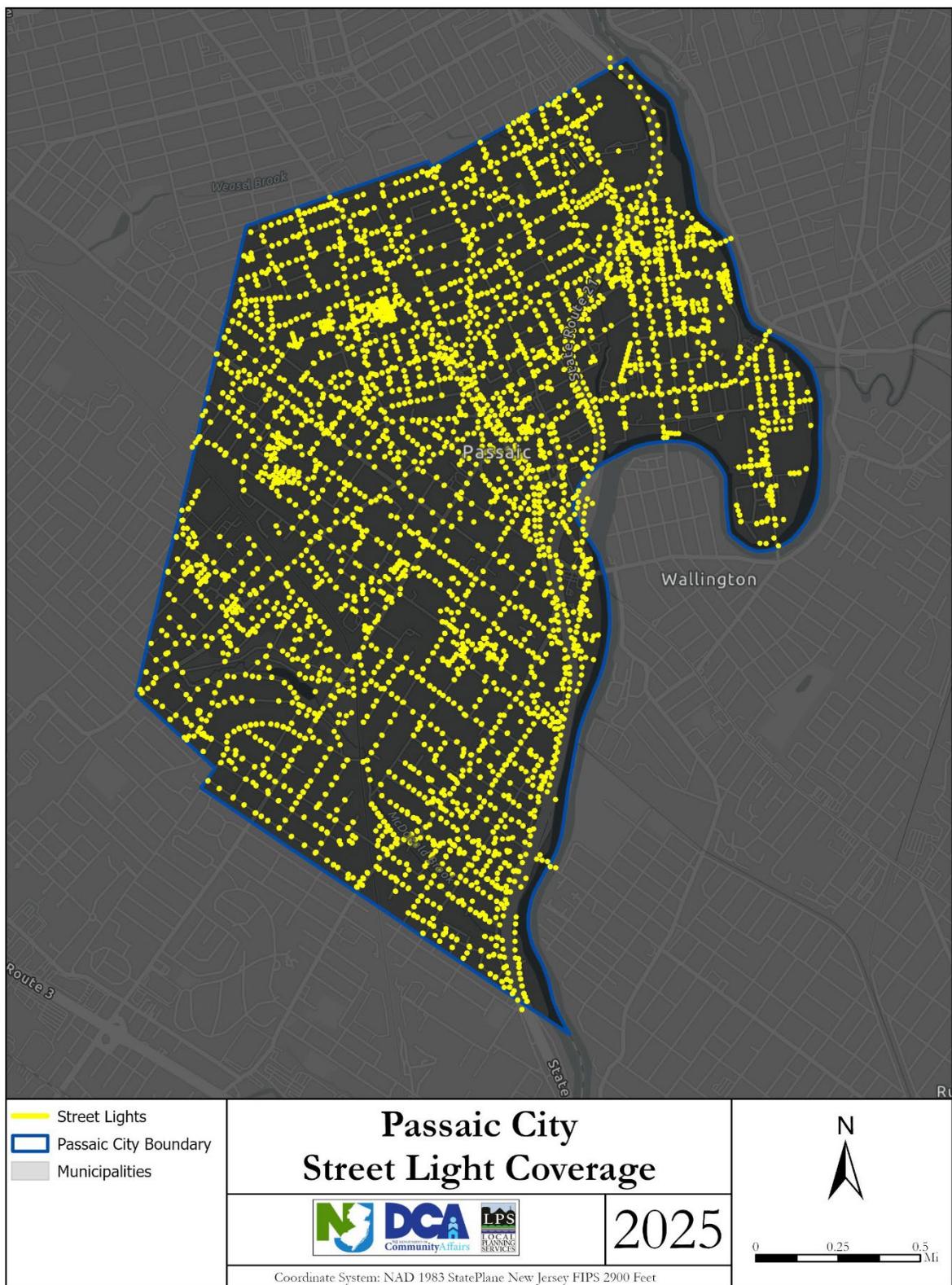
**Table 8. Pedestrian Lighting Levels**

Streetscape Type	Light Level
<b>Commercial</b>	1 fc
<b>Mixed-Use</b>	0.5 fc
<b>Residential</b>	0.3 – 0.4 fc
<b>Industrial</b>	0.3 fc
<b>Alleys and Paseos</b>	0.3 fc
<b>Special</b>	Varies

<sup>21</sup> <https://www.sfbetterstreets.org/find-project-types/streetscape-elements/street-lighting/>

<sup>22</sup> [Ibid.](#)

## Map 5. Passaic City Street Light Coverage



### Existing Programs & Policies

#### Safe Routes to School (SRTS)

Passaic City actively participates in the Safe Routes to School (SRTS) program through EZ Ride, which partners with regional stakeholders to promote safe walking and biking for students in grades K–8. SRTS activities include *Walking School Buses*, *Golden Sneaker Awards*, *School Travel Plans*, and *Traffic Safety Curriculum*, among others. Walkability audits have been completed for Casimir Pulaski School No. 8, George Washington School No. 2, and Passaic School No. 9, all of which contributed to Passaic receiving Silver-Level Recognition under the NJ SRTS Recognition Program.



Figure 31. School Children crossing at an SRTS funded crosswalk.  
Photo Credit: <http://www.saferoutesnj.org/>

While these efforts reflect a strong foundation, program reach remains limited to a subset of schools. Expansion to additional schools, especially in underserved areas, would promote broader student participation. Moreover, walk audits and School Travel Plans should be regularly updated to reflect evolving safety conditions and to secure additional funding through competitive SRTS grants.

### Walk to Work/School Challenges

According to Safe Routes NJ, walk and bike to school events support SRTS programs by creating activities and buzz aimed at getting students and/or their parents to walk or bike to school. The goal of these events is to foster a culture of active transportation to school. Passaic City schools hold walk to school challenges as part of their continued implementation of the SRTS program.

### Streets and Sidewalk Ordinance

The City of Passaic's ordinances provide detailed regulations governing the use, maintenance, and oversight of public streets and sidewalks. These rules are designed to promote public safety, accessibility, and overall community cleanliness.

Chapter 179 prohibits placing any object that obstructs pedestrian or vehicular access on public streets and sidewalks. Littering is banned throughout the city, and litter receptacles are mandated in high-traffic areas, including retail zones, parks, government buildings, gas stations, and construction sites. These receptacles must be positioned at least every quarter mile along sidewalks frequently used by pedestrians.

Chapter 245 permits sidewalk sales on private property and adjacent public sidewalks for local retailers, provided pedestrian access is maintained and nearby properties are not adversely affected.

Chapter 255 requires property owners to clear snow, ice, grass, and weeds from sidewalks within 24 hours following snowfall or ice formation. Noncompliance allows the City to clear the sidewalk and bill the property owner, with costs added as a lien.

Chapter 259 stipulates that a permit is needed to place any items, such as merchandise or signage, on public sidewalks or streets. Sidewalks must be constructed from concrete, with a minimum width of five feet in accordance with ADA standards. Permits are required for any construction or alteration of sidewalks, curbs, or driveways, and property owners are responsible for the upkeep of these areas. Utility companies must also obtain permits before conducting work and are required to repair any damage caused.

While these ordinances establish clear responsibilities for property owners, enforcement challenges persist. Inconsistent maintenance enforcement, particularly involving absentee landlords or commercial properties, is a concern. Sidewalk sales, while beneficial for businesses, can cause temporary accessibility issues if not properly managed. Additionally, there is no mandate requiring ADA-compliant upgrades during repairs or new development, limiting accessibility improvements.

## Other Pedestrian Considerations

### Freight Routes

Large trucks must abide by a hierarchy of roads consisting of the National Network, the New Jersey Access Network, and unrestricted local roads. Large trucks are expected to travel along the National Network "unless seeking food, fuel, rest, repairs or to reach a terminal by the direct route, which entails the shortest travel distance."<sup>23</sup> The National Network does not extend within Passaic. The closest National Network Road is Interstate 80 in Paterson City to the north.

Roads that are part of the New Jersey Access Network within Passaic include:

- NJ 21 from Passaic's southern boundary to its northern boundary with Clifton City.

While freight traffic may not directly interact with pedestrian traffic, the presence of trucks along a roadway can create a more stressful environment for those walking along sidewalks. Taking these locations into consideration when developing recommendations is important as wider sidewalks or greater buffer space between the sidewalk and the roadway may be appropriate to create additional comfort. In Passaic, trucks having a total of three axles or more are prohibited on ninth street from Wall Street to Passaic Street. Limiting freight traffic on certain space constrained corridors is another way to improve the pedestrian environment.

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<sup>23</sup> <https://www.nj.gov/transportation/freight/trucking/routing.shtm>

### Driveway Design

Driveway design plays a critical role in pedestrian safety for several reasons. Properly designed driveways provide the ability for drivers to see pedestrians on the sidewalks and vice versa, enhancing visibility and reducing the chance of crashes. Landscaping and other obstructions should not block the view of pedestrians and drivers. Additionally, driveway designs that encourage drivers to slow down when entering and exiting can reduce the likelihood of pedestrian crashes.

In Passaic, existing driveway conditions present unique challenges and opportunities to enhance pedestrian safety. Many driveways in Passaic are wide and frequent, increasing the number of conflict points between vehicles and pedestrians. Even though Ordinance 295-7.6 of Passaic’s land use code requires proper parking and non-interference with traffic flow, some areas suffer from poor visibility due to obstructions or insufficient lighting. Additionally, inconsistencies in sidewalk continuity and elevation across driveways can create unsafe conditions for pedestrians.

### Street Trees

Street trees have the potential to positively impact a community’s pedestrian safety, urban livability, and public health. Well-places street trees create a physical barrier between pedestrians and vehicular traffic, providing a sense of security and protection. They can also help to calm traffic by visually narrowing the street and encouraging drivers to reduce their speed. Additionally, the presence of trees enhances the aesthetic appeal of streets, encouraging more foot traffic and promoting a safer, more active community. Furthermore, street trees contribute to reducing the urban heat island effect by providing shade and cooling the air.



*Figure 32. Simulation of tree-lined streetcar street demonstrating how trees enhance the aesthetic appeal of streets.*

In Passaic, many areas lack sufficient tree cover (Map 6), leading to increased exposure to vehicular traffic and harsh weather conditions. This lack of greenery contributes to higher temperatures in the summer, exacerbating the urban heat island effect and making walking uncomfortable. Some sections of the city have older trees with large canopies. However, many other parts see inconsistent planting patterns and the absence of tree guards which can pose hazards such as tripping risks from exposed roots or debris. To protect the existing canopy, the city has a trees ordinance (Ordinance 289-2 ), which has a requirement to plant replacement trees when trees have been removed (hazard trees exempt).



*Figure 33. View of Passaic St facing east towards Market St demonstrate lack of greenery/street trees.*

### Green Infrastructure

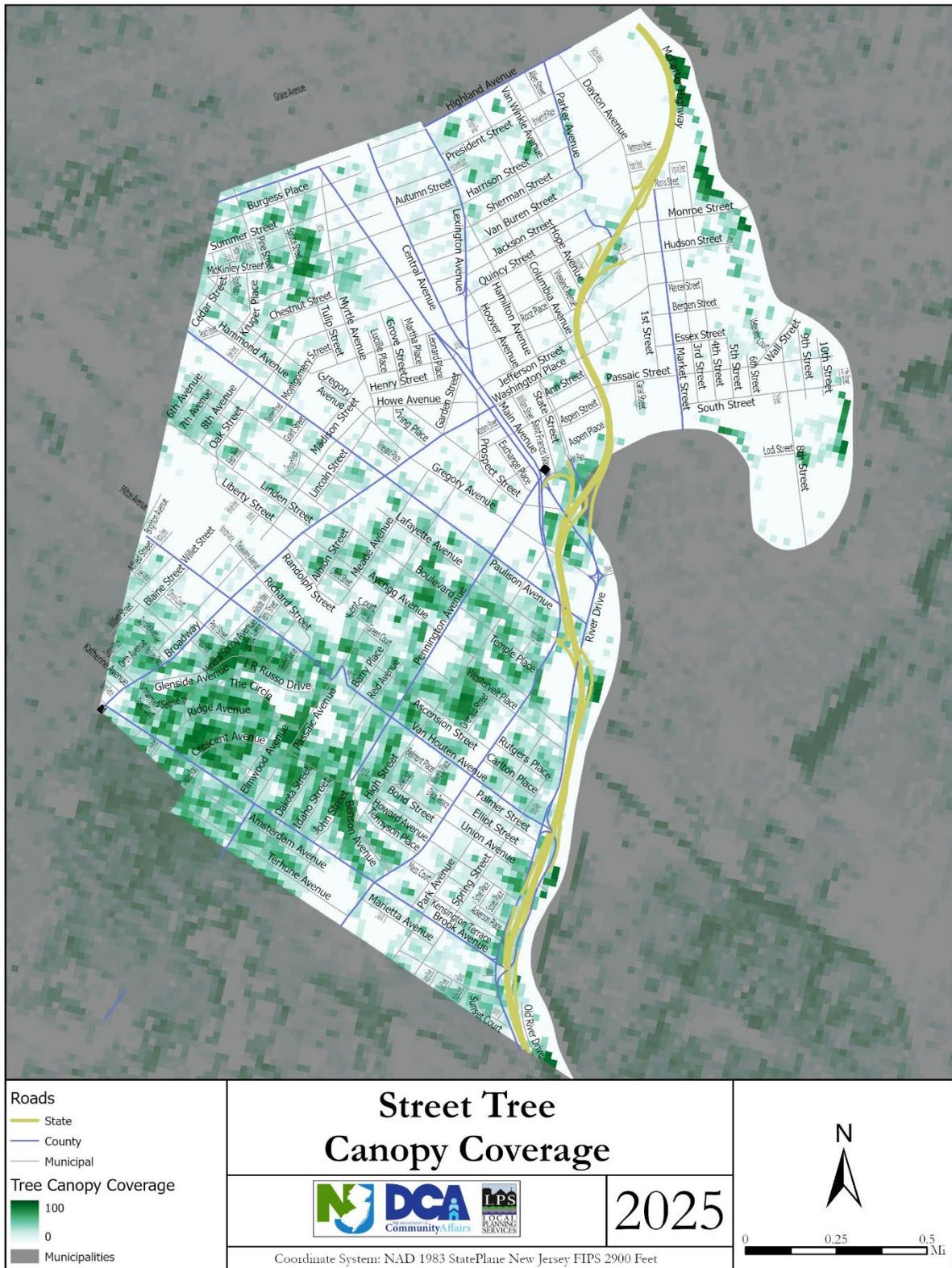
Green infrastructure is an essential component of sustainable urban design. It includes elements such as permeable pavements, rain gardens, bioswales, green roofs, and the integration of natural landscapes into urban environments. By managing stormwater runoff naturally, green infrastructure reduces the risk of flooding, which can create hazardous conditions for pedestrians. Additionally, it helps to filter pollutants from water, improving water quality and contributing to a healthier urban ecosystem.

Green infrastructure currently exists in Dundee Island Park, which has been transformed into a vibrant community space that also integrates recreation, public art, and flood-resilient infrastructure. The park features rain gardens and permeable surfaces designed to manage stormwater effectively, reducing runoff and improving water quality in the Passaic River. The City of Passaic also has a bioswale installation in Third Ward Park. however. These green infrastructure projects highlight Passaic's commitment to implementing green infrastructure solutions that address environmental challenges while enhancing community spaces.



*Figure 34. Integration of public art and tree canopy at Dundee Island Park. (Photo Credit: MKW)*

Map 6. Passaic City Street Tree Canopy Coverage.



**Bus Shelters**

NJ TRANSIT is the primary public transit provider in the State and Passaic. There are a total of 11 bus routes that service the city. The city is tasked with the maintenance of all the bus shelters and stops within the city. Bus shelters specifically are a critical element of public transportation infrastructure and provide numerous benefits. Well-designed bus shelters offer protection from the elements, such as rain, snow, wind, and extreme temperatures, making the wait for public transit more comfortable and encouraging the use of public transportation. By providing seating, lighting, and clear signage, bus shelters enhance the overall transit experience, making it more accessible and user-friendly for all passengers, including those with disabilities, the elderly, and families with children.

In Passaic, many bus stops lack adequate bus shelters. Locations that do include shelters are typically outdated and poorly maintained, lacking essential features such as seating, lighting, and real-time information. Enhancing bus shelters with modern amenities can significantly improve the transit experience. Additionally, well-placed bus shelters can serve as landmarks and community hubs.

Residents in Passaic rely heavily on public transportation yet gaps remain in the routes NJ Transit provides. To address this, the City launched its first ever Bus Shuttle and Bike Share programs earlier this year, expanding mobility options for residents, students, commuters, and visitors. These initiatives improve and expand access to underserved areas and address transit gaps while lessening reliance on private vehicles.

#### Bus Shuttle and Bike Share Services

The free bus shuttle service helps residents travel more easily across the city and to key destinations within the state. Meanwhile, the Bike Share program, supported by ongoing road upgrades to incorporate dedicated bike lanes under the City of Passaic’s Bicycle Master Plan, provides convenient stations at strategic locations. Rides under two hours are free, making biking an accessible and sustainable choice.

Transportation need is especially critical in Passaic, where approximately 70% of households own no more than one vehicle (2023 Census/American Community Survey). Recognizing this, the County recently introduced a micro-transit program in Passaic and Clifton, offering app based on- demand rides for seniors, people with disabilities and residents needing assistance with medical appointments. Appendix F shows a photo log of completed projects, including the free bus shuttle and Bike Share stations.

#### Wayfinding Signage

Effective wayfinding systems provide clear, concise, and consistent information to help pedestrians, cyclists, and motorists navigate urban environments. These signs typically include maps, directional arrows, and destination information, which can significantly reduce confusion and travel time. Wayfinding signage contributes to a safer and more pleasant urban experience by guiding people through complex areas and helping them find key locations such as transit stops, public buildings, parks, and commercial areas.

In Passaic, many areas lack adequate signage, which can lead to confusion, particularly for visitors and those unfamiliar with the city. Inconsistent or poorly placed signs can exacerbate this issue, making it difficult for people to find their way. Enhancing wayfinding signage with clear, easily understandable information can greatly benefit residents and visitors alike, promoting a more walkable and navigable city. Incorporating multilingual signs can also address the needs of diverse populations, ensuring that all residents can access important information. The City currently has six wayfinding signs located at key destinations and intersections: City Hall (Figure 35), State Street, the intersection of Prospect Street and Passaic Street, the intersection of Wall Street and Veterans Court, and the intersection of Main Avenue and Brook Avenue.

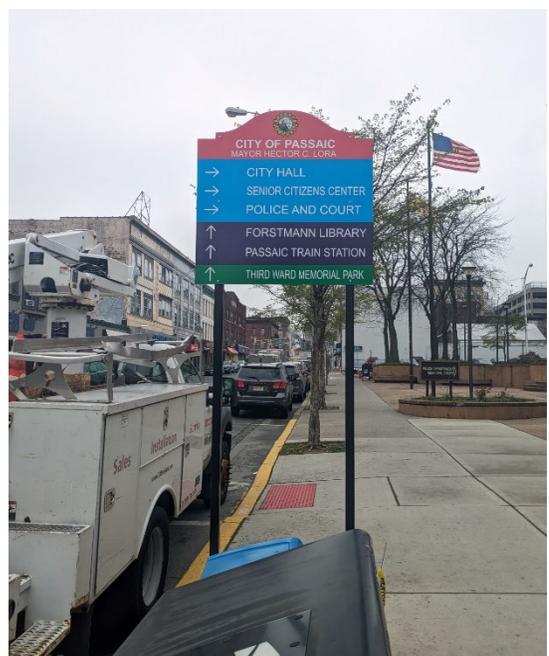


Figure 35. Informational signage at Passaic’s City Hall.

## Needs Analysis

### Sidewalk Coverage Analysis

This analysis evaluates sidewalk coverage across Passaic's roads, highlighting areas with gaps in pedestrian infrastructure that require attention. A more detailed analysis should be carried out by the City to determine which sidewalks within Passaic comply with ADA standards. ADA standards outlined in the Public Right-Of-Way Accessibility Guide (PROWAG) recommend that sidewalks be at least five feet wide to accommodate individuals in wheelchairs. Sidewalks should be constructed using slip-resistant materials and free of impediments to movement such as trees, utility poles, or broken concrete. Sidewalks should be placed at an appropriate distance away from the road to increase the level of comfort for pedestrians walking next to travel lanes. This can be achieved using a buffer with landscaping and/or street furniture. Additionally, the sidewalk's cross slope should not exceed 2%.

### State Roads

The only roadway under State jurisdiction in the City of Passaic is NJ 21. This roadway is an Urban Freeway/Expressway that does not allow pedestrian traffic and therefore does not have sidewalks. The implementation of sidewalks on this roadway is not recommended or feasible.

### County Roads

Sidewalk coverage along County roads varies across different areas, with many streets offering well-maintained pedestrian infrastructure while others present gaps in coverage or poor-quality sidewalks. These gaps can create challenges for pedestrians trying to navigate safely, especially along high-traffic roads. It is recommended that these gaps be addressed wherever feasible, particularly in areas with higher pedestrian volumes such as near schools, parks, and transit stations.

### Local Roads

While municipal roads generally exhibit comprehensive sidewalk coverage in residential and commercial zones, issues persist regarding sidewalk width, surface conditions, and obstructions. Narrow sidewalks, uneven pavement, utility pole obstructions, and root damage impede safe pedestrian movement—especially for individuals with mobility impairments, strollers, and seniors. It is recommended that sidewalk gaps be filled, and the quality of existing infrastructure be improved where feasible, particularly in areas with high pedestrian demand.

### Pedestrian Crossing Analysis

An audit of pedestrian crossings was conducted by evaluating conditions during field visits and using Google Maps. Information on the conditions of crosswalk markings, type of crosswalk marking, pedestrian crossing infrastructure, and curb ramps was collected (see Map 7). A table of the top twelve intersection crash hotspots along with information on their existing pedestrian infrastructure can be found below. This table acknowledges the presence of infrastructure; however, these items should be further evaluated to confirm ADA and MUTCD compliance. Additional information on each pedestrian infrastructure element can be found in the paragraphs below.

**Table 9. Top Twelve Intersection Crash Hotspots in Passaic.**

Intersection	Curb Ramps	Crosswalks	Pedestrian Signals	Push Button	Signage
<b>Monroe / Main</b>	Full	Partial	Full	None	None
<b>Madison / Lexington</b>	Full	Full	Full	None	None
<b>Jefferson / Main</b>	Full	Full	Full	None	Full
<b>Passaic / Main</b>	Full	Partial	Full	None	Full
<b>Brook / Main</b>	Full	Partial	Partial	None	None
<b>Broadway / Gregory</b>	Full	Full	Full	None	None
<b>Oak / Paulison</b>	Full	Partial	Full	Full	None
<b>Market / Monroe</b>	Full	Full	Full	Full	Partial
<b>1st / Monroe</b>	Full	Partial	Full	Full	Full
<b>1st / Jefferson</b>	Full	Full	Partial	Partial	Full
<b>Essex / Market</b>	Full	Full	No	None	None
<b>Van Houten / Broadway</b>	Full	Full	Full	None	None

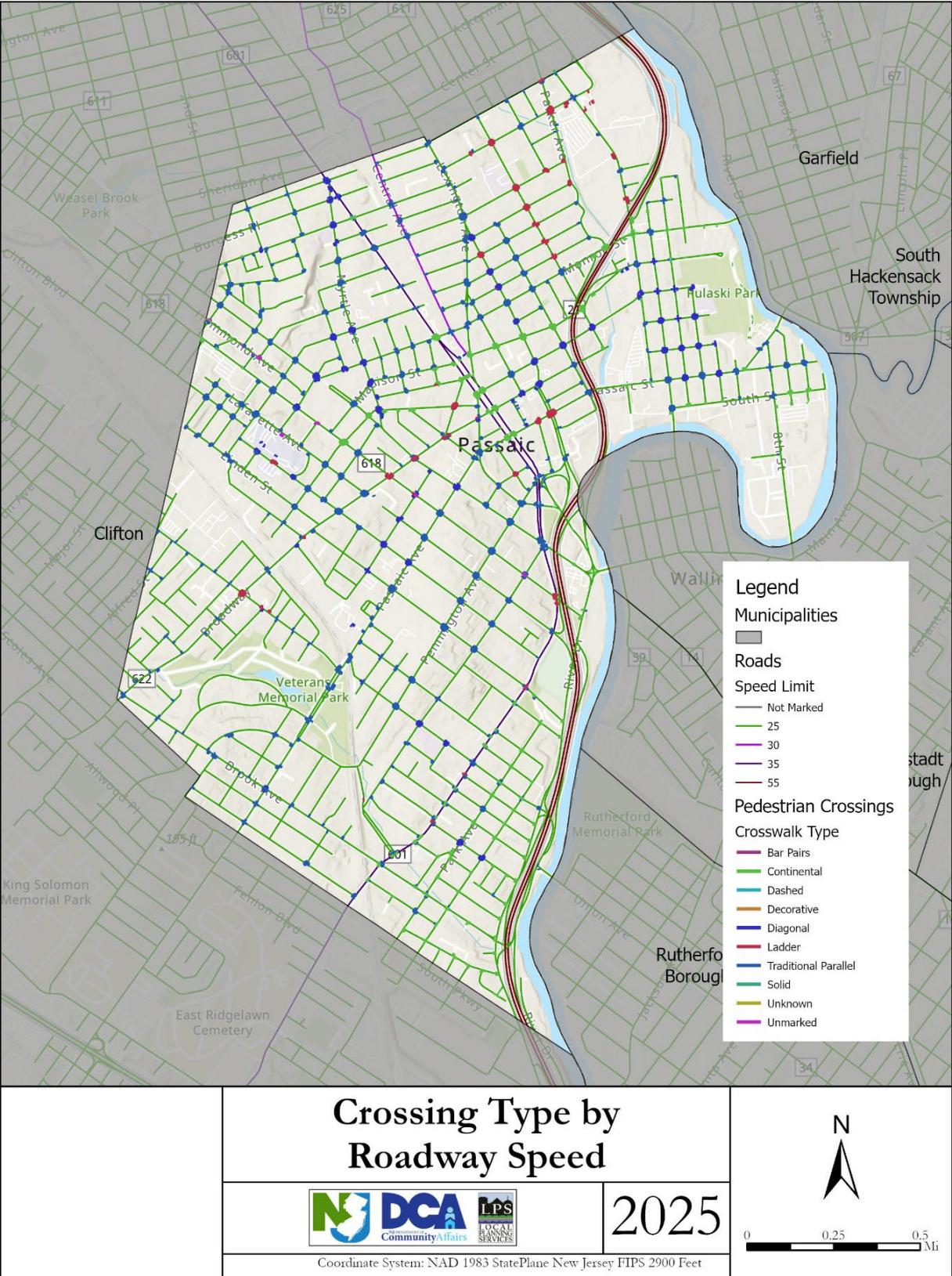
**Crosswalk Marking Type**

Crosswalk marking style can have a major impact on the visibility of pedestrians to drivers. In New Jersey, crosswalks are typically marked using either standard or high-visibility designs to enhance safety. Standard crosswalks consist of two parallel white lines and are typically used on low-traffic streets where vehicle speeds are slower. In contrast, high-visibility crosswalks, such as ladder-style or continental designs, feature thicker and more prominent markings, often with parallel bars or diagonal lines, which increase visibility. In Passaic, crosswalk markings vary in quality. While high-visibility markings are recommended in high-traffic/high pedestrian volume zones (e.g. near schools and busy intersections) many intersections still rely on faded or standard markings, reducing driver awareness and pedestrian safety. High-visibility crosswalks improve driver awareness, increase yielding rates, and reduce pedestrian crashes. Map 7 shows the current crosswalk marking type by posted speed limit on each road.



*Figure 36. High visibility design at the intersection of Hope Ave and Monroe St.*

**Map 7. Pedestrian Crossing Type by Roadway Speed.**



### Curb Ramps

Curb ramps allow individuals with mobility issues to safely enter the roadway from a sidewalk. Curb ramps should be equipped with a Detectable Warning Surface (DWS), a plate of protruding bumps that offer a physical warning that the walkway is about to enter the roadway. Curb ramps should also be designed in a way that prevents water from pooling at the point where pedestrians enter the roadway.

Across many intersections, curb ramps are inconsistently present or non-compliant. Priority concerns include ramps lacking DWS, ramps with pooled water at transition points, and ramps with inadequate grades or transitions. ADA-compliant upgrades should include tactile warning surfaces, proper drainage, and alignment with crossing directions.



*Figure 37. ADA-compliant curb ramp with detectable warning surface on 1<sup>st</sup> St and Essex St.*

### Signal Heads

Pedestrian signal heads instruct pedestrians when it is safe to cross. Newer signal heads use digital symbols of a walking person and an upraised hand, replacing the “WALK” and “DON’T WALK” signals. There should be sufficient time to allow for a pedestrian to cross the intersection (or reach a refuge island) from the point at which the upraised hand begins to flash. This can be calculated using the distance needed to safely travel to the nearest refuge point and the expected travel speed (typically 1.5 – 2.5 feet per second). The upraised hand should flash for at least this amount of time. Ideally, there will be a countdown timer on the pedestrian signal head that corresponds to the remaining time with a flashing upraised hand to inform the pedestrian how long they have to finish the crossing. Additionally, some signal heads will include auditory signals and leading pedestrian intervals (LPIs). An auditory signal, typically a series of beeps or verbal instructions, informs visually impaired individuals of the current stage of the signal cycle. An LPI allows pedestrians to begin crossing before the parallel traffic flow (typically a head start of 3 to 7 seconds), thereby increasing the visibility of pedestrian movement to drivers.



*Figure 38. Countdown pedestrian signals*

### Push Buttons

Pedestrian pushbuttons allow pedestrians to initiate the crossing procedure. This reduces the uncertainty over whether a crossing opportunity is built into the normal vehicle signal cycle. Each crosswalk should have its own push button located in an accessible location, for individuals in wheelchairs. The pedestrian push button should be parallel to the pedestrian facing the direction that they plan to cross.

Pedestrian signals and pushbuttons are critical for safe crossings yet are frequently absent or non-functional at key locations. These gaps limit crossing safety for both general and disabled pedestrians. Recommended improvements include ADA-compliant pushbuttons with tactile arrows, auditory signals, and Leading Pedestrian Intervals (LPIs) to improve visibility and safety at intersections



*Figure 39. Pedestrian push button.*

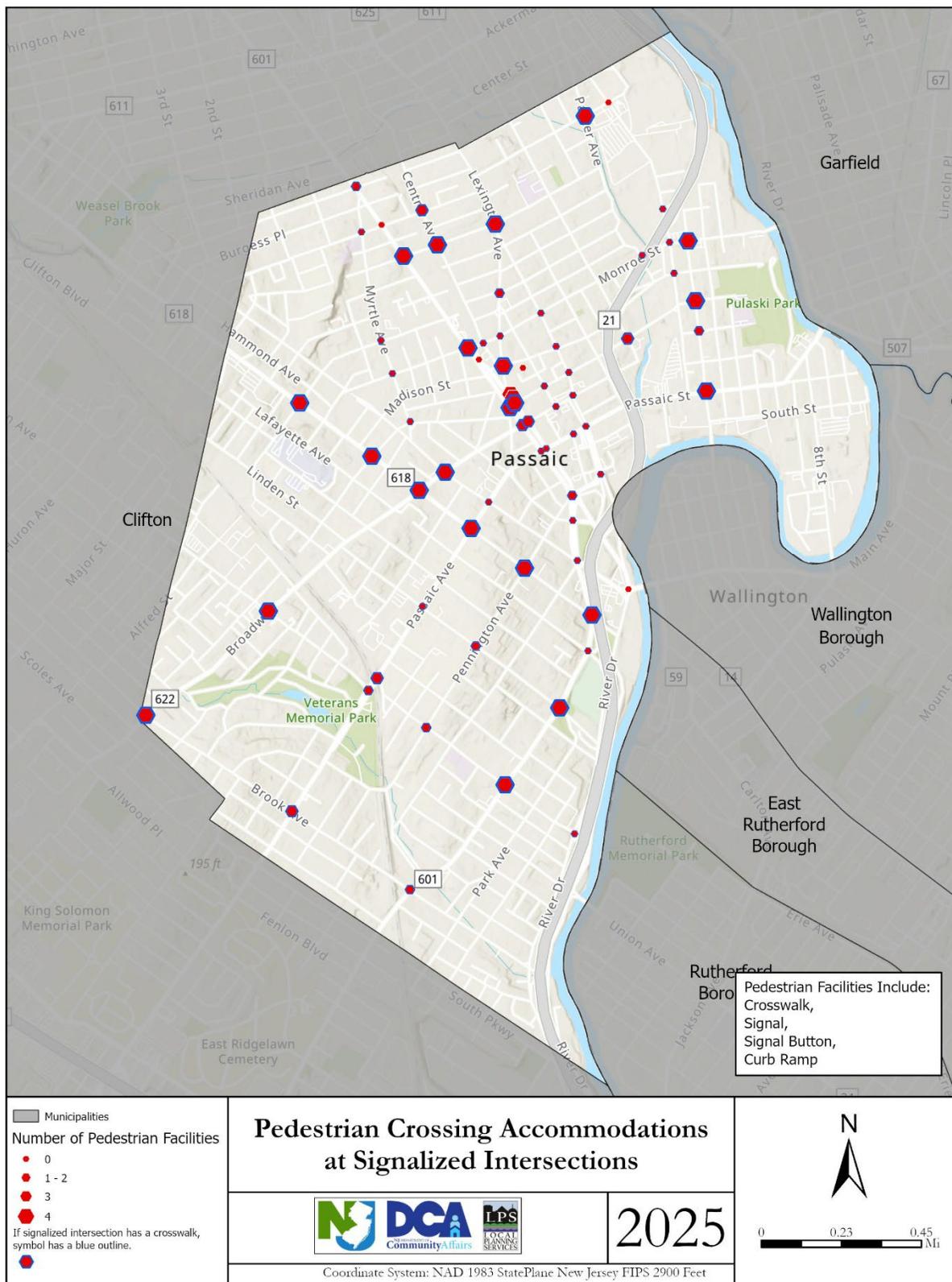
### Signage

MUTCD has designated signage in the R10-3 series that provides written and symbolized instructions notifying pedestrians on how to follow the different signals, as well as an arrow and/or road name to indicate which crossing corresponds to the adjacent pushbutton.



*Figure 40. Example of the R10-3 signage at the intersection of 1<sup>st</sup> St and Mercer St.*

**Map 8. Pedestrian Crossing Accommodations at Signalized Intersections.**



## Current and Future Demand for Active Transportation

### *Pedestrian Activity and Travel Patterns*

Passaic City exhibits a significantly higher level of pedestrian activity compared to Passaic County and the State of New Jersey. According to U.S. Census 5-year ACS data (2018–2022), 12.4% of Passaic residents walk to work, a figure three times higher than the county average (4.1%) and nearly five times higher than the state average (2.6%). Additionally, 11.8% commute via public transportation, which typically involves walking to and from transit stops. When combined with residents working from home (6.7%), approximately 30.9% of residents either walk, take transit, or have the potential to walk as part of their daily commute.

Vehicle availability data further emphasizes the city’s reliance on active transportation. 18.5% of households have no vehicles, which is over twice the county average (8.5%) and nearly triple the state average (6.4%), indicating a strong need for safe, accessible pedestrian infrastructure.

Supplemental data from Strava Metro indicates that in 2024, 11,340 users logged 139,587 walking trips in Passaic, with 91% of trips for recreation or leisure and 9% for commuting. Walking trips increased by 33% from 2023 to 2024 and have risen 358% from pre-COVID levels. This sustained growth highlights the importance of investing in pedestrian infrastructure to support both recreational and commuter needs.

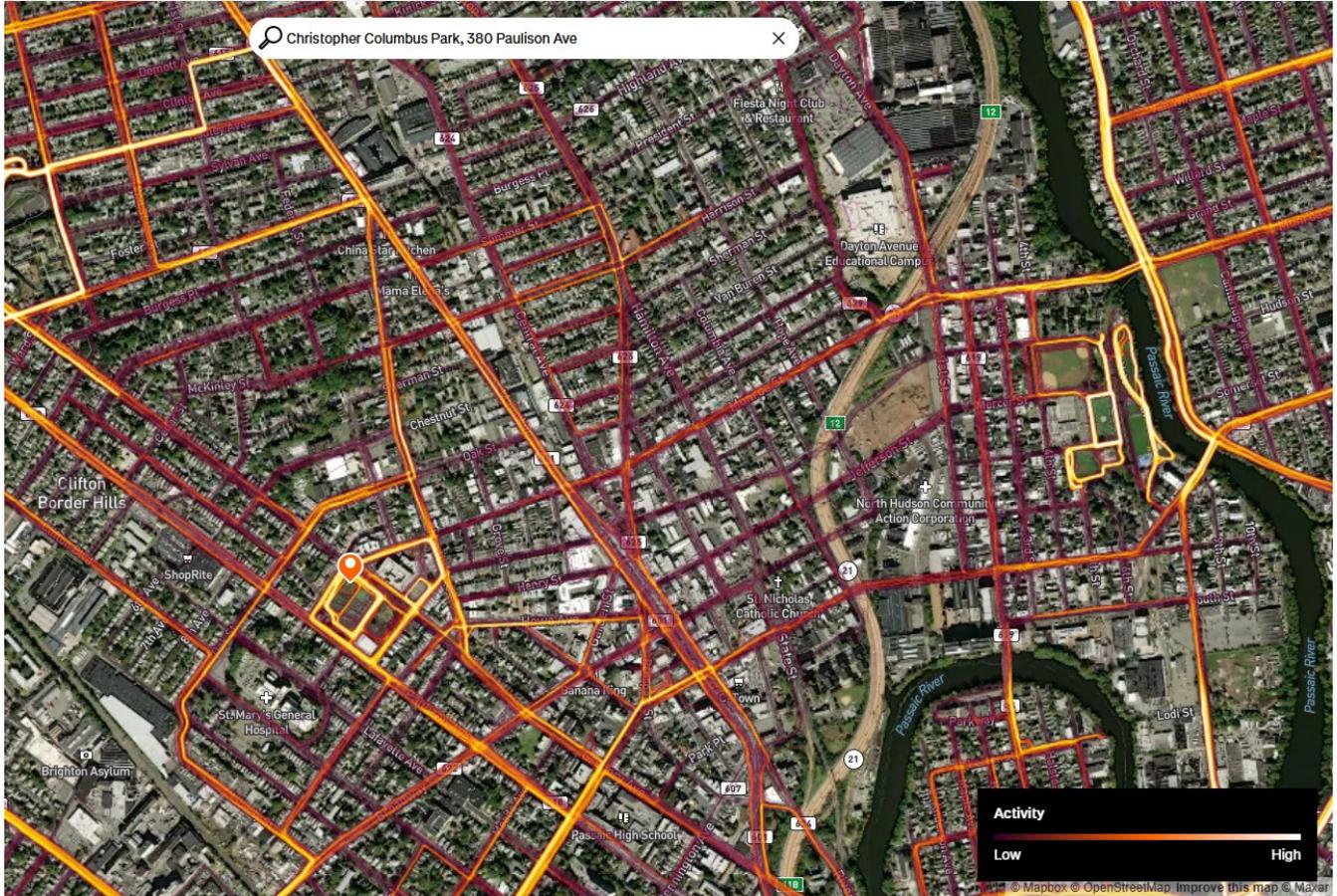


Figure 41. Walking activity heatmap around Columbus Park & Dundee Island Park.

Figure 41, the walking activity heatmap, illustrates pedestrian travel patterns in Passaic City based on data from Strava users, including walkers, hikers, and runners. The heatmap focuses on areas around Columbus Park and Dundee Island Park near the Passaic River. In the heatmap, brighter orange tones indicate higher levels of pedestrian activity, while dark burgundy tones denote lower activity levels.

The roads within and surrounding Christopher Columbus Park—notably Paulison Avenue, Gregory Avenue, Monroe Street, Montgomery Street, Madison Street, and Myrtle Avenue—show elevated levels of foot traffic and frequent use by non-motorized travelers. Similarly, in the vicinity of Dundee Island Park, streets such as Wall Street, Veterans Court, Bergen Street, Mercer Street, Hudson Street, 4th Street, and Monroe Street also demonstrate high pedestrian activity.

Beyond park areas, commercial corridors like Main Avenue and Passaic Avenue, along with school-adjacent corridors such as Highland Avenue, Harrison Avenue, and Daytona Avenue, are heavily utilized by pedestrians and other non-motorized users. Similarly, corridors adjacent to healthcare facilities, such as Oak Street and Liberty Street, experience elevated levels of pedestrian activity and consistent use by non-motorized travelers.

While all these roads are equipped with sidewalks, the accessibility and maintenance quality vary, highlighting the need for targeted infrastructure improvements in high-use zones.



Figure 42. Walking activity heatmap around Third Ward Park and Boverini Stadium.

Figure 42 above highlights pedestrian activity around Third Ward Park and Boverini Stadium. In addition to previously identified clusters, the roads and trails within Third Ward Park experience significant use by pedestrians and other non-motorized travelers. Notably, Passaic Avenue, Broadway, Van Houten Avenue, Howard Avenue, Benson Avenue, Ridge Avenue, and Brook Avenue exhibit elevated levels of foot traffic and consistent non-motorized travel.

A similar trend is observed in and around Boverini Stadium, with River Drive, Aycrigg Avenue, and Main Avenue showing frequent pedestrian use. These corridors represent key active transportation routes in Passaic City, reinforcing their importance in planning for pedestrian infrastructure and safety.

#### ***Pedestrian facility improvement preferences***

A significant majority of respondents (84.6%) identified *safer intersections and crossings* as the top priority for improving walking conditions in Passaic City. The most desired improvements, ranked by importance, include:

1. *Safer intersections or crossings* (84.6%)
2. *More dedicated walking/rolling facilities* physically separated from vehicle traffic (79.5%)
3. *More policies and programs* to support walking and biking (76.9%)
4. *Expanded sidewalks, shared-use paths, etc.* (74.4%)
5. *Regular maintenance of pedestrian/non-motorized infrastructure* (74.4%)
6. *Brighter and additional street lighting* (74.4%)

Other improvements, though selected by fewer than 70% of respondents, remain important considerations for enhancing walkability in Passaic. These include *improved connectivity between sidewalks, shared use paths, and transit* (69.2%), *better education and enforcement of traffic laws* (69.2%), *enhanced maintenance of sidewalks and shared use paths* (69.2%), and *more wayfinding and amenities for pedestrians and other non-motorized road users*.

The pie chart below highlights the top four most desired improvements for walking and other non-motorized travel in Passaic City. These findings underscore the community's strong demand for *safer, better-connected, and well-maintained pedestrian/non-motorized travel infrastructure* to support active transportation.

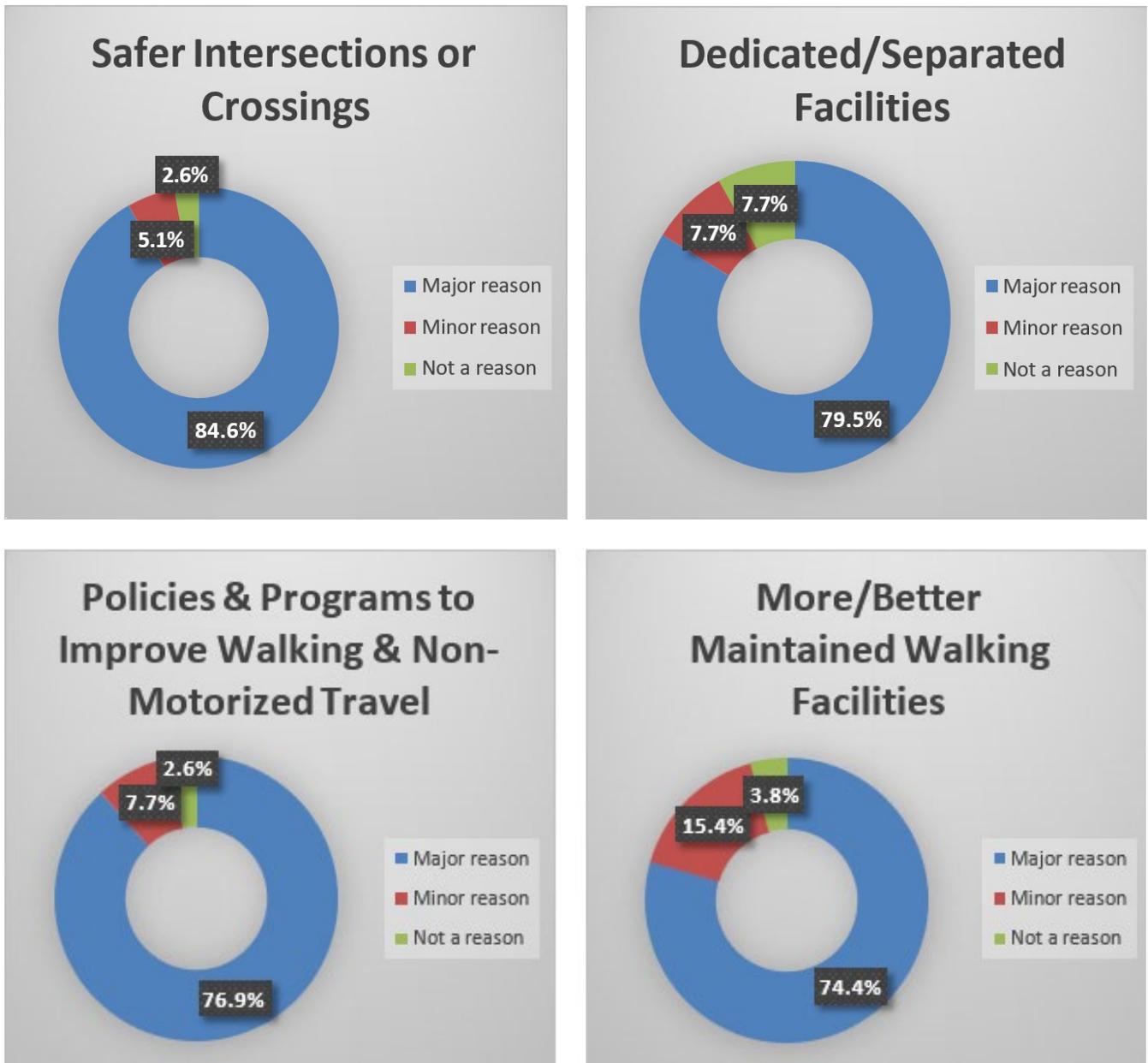


Figure 43. The top four most desired improvements for walking and other non-motorized travel in Passaic City.

**Potential use if safer walking and biking facilities were more prevalent**

When it comes to changing their behavior for when walking and biking becomes safe and convenient, respondents overwhelmingly selected exercise and recreation (66.7%) as the number one activity they would pursue. This was closely followed by non-work utilitarian trips (43.6%), getting to and from a transit stop (38.5%), and going to work (30.8%). Less than 20 percent of respondents would walk or bike to school if it was safer and more convenient to do so. This percentage is more a reflection of the demographics of the respondents, who were mostly childbearing adults and seniors, than Passaic City proper. Respondents who selected other, wrote in exercise or recreation as the activity that they would do more of. Responses to this question indicate that respondents would do more of the activity that they are already doing, when walking and biking becomes safer and more convenient.

**Land Use Attractors and Generators**

The project team identified seven categories of attractors and generators that exist within Passaic: commercial corridors, medical services corridors, recreation, government services, social or religious organizations, and schools. Most of the land use generators and attractors presented here are primarily accessible by vehicle and/or on foot/non-motorize travel due to widespread sidewalk coverage. Table 10 shows the different uses included within each category. Map 7 shows the location of these uses.

**Table 10. Attractors and Generators Categories**

Category	Included Uses
Commercial Corridor	Roads with a high concentration of commercial/retail

Category	Included Uses
Medical Services	Roads with a high concentration of hospitals, primary care physicians, and/or medical specialists
Recreation	Parks, public open space, golf courses, and recreational facilities
Schools	Elementary, middle, high schools, and community college
Government Services	Municipal buildings, library, and post office
Social or Religious Organization	Places of worship, community centers, social clubs
Transit Stop	Train and/or bus stops for NJ Transit lines

Though not specifically called out, residential areas serve as significant trip generators within the city, forming the backbone of daily mobility patterns. While parks and open spaces are crucial attractors for recreational activities and leisure, residential neighborhoods act as primary origins and destinations for a multitude of trips. These areas not only generate a high volume of trips as homes to residents but also serve as secondary attractors for visitors, whether for social gatherings, services, or other purposes. Understanding the pivotal role of residential neighborhoods in shaping travel demand is essential for ensuring that future non-motorized travel infrastructure meets the needs of residents and visitors alike.

The presence of restaurants, retail establishments, and other businesses along major and minor commercial corridors in the city underscores their importance as hubs of economic activity and community life. These corridors, such as Main Avenue, parts of Passaic Avenue, Broadway, Market Street, Monroe Street, and sections of Parker and Dayton Avenue, serve as vital arteries where residents and visitors alike can access a diverse range of goods and services. Additionally, they host a significant portion of the city's employment opportunities across various industries. Despite the varying speeds along these corridors, with the majority having a 25-mile per hour limit or unposted limits, they provide essential pedestrian infrastructure with full sidewalk coverage, albeit often interrupted by frequent curb cuts. However, the lack of amenities such as shade trees, pedestrian lighting, and wayfinding signage along many of these routes underscores the need for improved infrastructure to increase comfort and safety for pedestrians and other non-motorized travelers within the city.

The concentration of in-patient medical services at the Saint Mary's General Hospital and Kindred Hospital of East New Jersey complex on Lafayette Avenue and Boulevard, between Oak Street and Crescent Place, underscores the importance of accessible healthcare facilities within the community. Alongside these hospitals, there exists a significant amount of office space dedicated to medical-related care and services, further solidifying this area as a healthcare hub within the city. Additionally, a cluster of outpatient doctor's offices is situated in or near the Main Avenue commercial corridor, providing convenient access to healthcare services for residents and visitors alike. Plans and approvals for pedestrian and non-motorized infrastructure along the Main Avenue corridor signal a positive step towards improving accessibility to essential medical care via sustainable transportation options, ultimately contributing to the overall health and well-being of the community.

The Passaic City Hall, known as the Robert C. Hare Municipal Complex, serves as the primary government services facility in the city, situated on Passaic Street between State Street and William Street. As a central hub for civic engagement and administrative functions, accessibility to this complex is paramount for residents. Surrounding roads, including Passaic Street, State Street, and Washington Place, have either planned or approved non-motorized travel infrastructure, enhancing connectivity and accessibility to the municipal complex. However, William Street, which runs adjacent to the complex, currently lacks such infrastructure. Fortunately, planned bicycle improvements along Main Avenue, parallel to William Street and intersecting with Passaic Street and Washington Place, indicate a concerted effort to enhance accessibility to government services via sustainable transportation options. This strategic approach aligns with the broader goal of fostering inclusive and accessible civic spaces within the community.

Bicycle infrastructure plays a pivotal role in promoting safe and sustainable transportation options for students attending neighborhood schools in Passaic City. Most schools currently do not have comfortable and accessible bicycle options for their students. By providing dedicated bike lanes, paths, and racks near schools, the city can encourage more students to cycle to and from school, reducing traffic congestion and promoting physical activity. Additionally, well-planned bicycle infrastructure enhances the overall safety of students commuting by bike, creating a conducive environment for active transportation. By integrating bike-friendly infrastructure into the vicinity of neighborhood schools, Passaic will not only promote healthier lifestyles but will also foster a sense of community and connectivity among students, parents, and educators.

Recreation destinations include parks, public open space, and recreational facilities. The city has three major parks, i.e. Third Ward Park, Columbus Park, and Dundee Island/Pulaski Park, each respectively located in the southern, central, and northern sections of the city. Of the three, Third Ward Park is the only one with existing dedicated bicycle paths and racks. Dundee Island/Pulaski Park has existing bicycle racks and proposed shared-use paths and Columbus Park has none. Internal paths within Third Ward and Dundee Island/Pulaski parks offer the potential to be utilized for transportation in addition to leisure. All three major parks are adjacent to schools and/or roads with proposed bicycle improvements. Other parks within the city, such as Colonel Johnson Park, serve as neighborhood playgrounds and are dispersed in different sections of the city. Social and religious organizations are similarly dispersed geographically throughout the city.

Access to public transit is crucial for certain segments of the population, particularly those unable or unwilling to drive a vehicle. As previously noted, the Passaic Train Station and Main Avenue Bus terminal are major land use attractors. In addition, bus stops for the NJ TRANSIT lines connect land use attractors from different parts of the city to each other and to destinations beyond the city. While the two major transit stations provide bicycle racks, many if not all of the other bus stops lack bicycle racks for riders hoping to safely leave their bicycles when they transfer to the bus.

## Crash Analysis

The project team conducted a historical crash analysis to gain vital insights into pedestrian-related crashes in the City of Passaic. By examining historical crash data, we can identify high-risk areas, understand contributing factors, and pinpoint locations needing safety improvements. This data-driven approach enables us to develop targeted interventions and strategies to enhance pedestrian safety, reduce crash frequency and severity, and ultimately save lives. Furthermore, crash analyses support the prioritization of resources and the implementation of evidence-based solutions. The following sections break the crash data down based on various characteristics.

### Crash Characteristics

Crash data was obtained through Numetric, a crash database software overseen by the New Jersey Division of Highway Traffic Safety. Map 7 below shows the locations of reported vehicle crashes involving pedestrians from January 1, 2017 to December 31, 2021. It is important to note that this data set only includes crashes that were reported by the police department. Additional crashes may have occurred but were not reported; however, these unreported crashes are likely to follow similar trends.

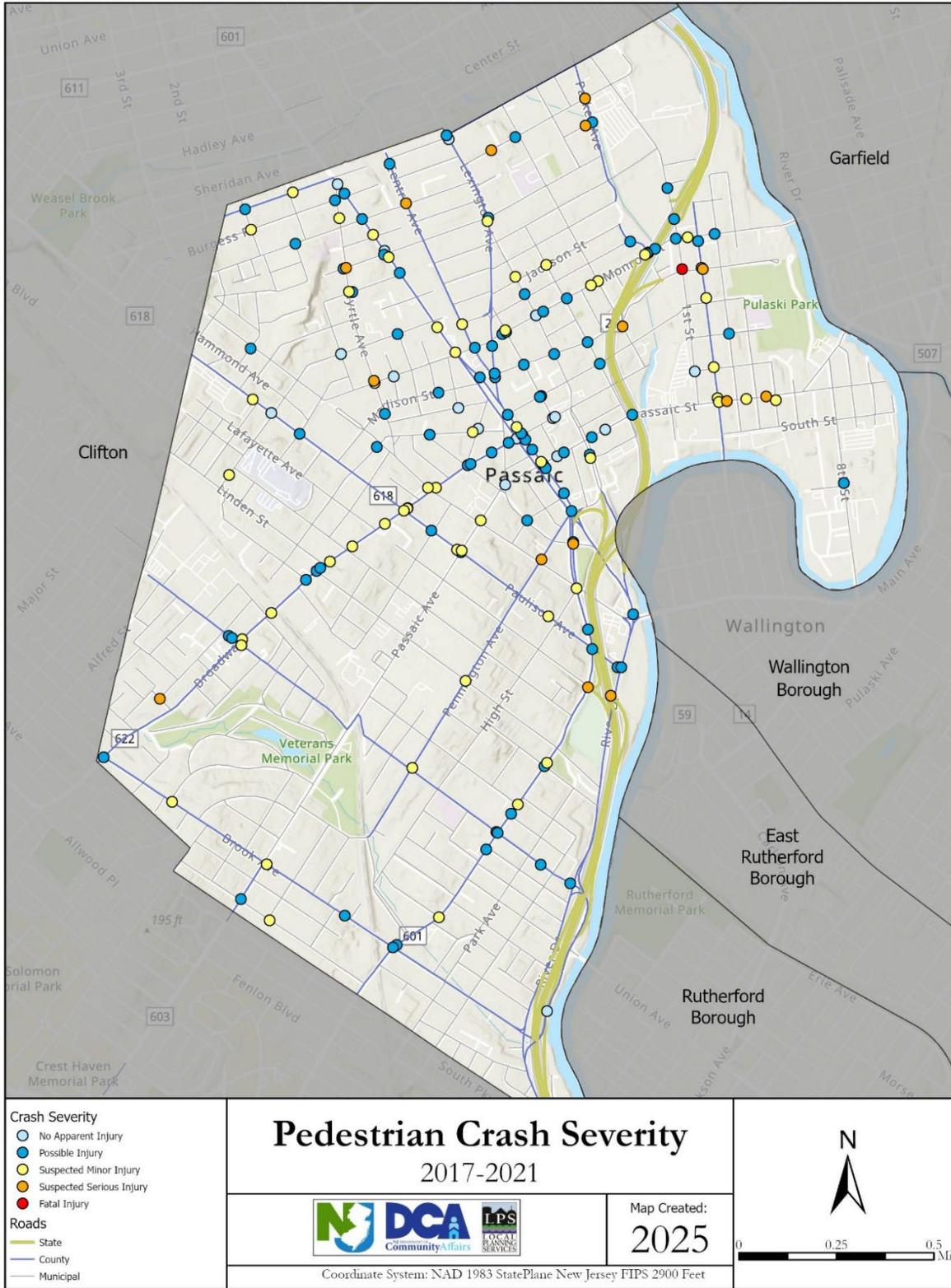
During the study period, there were a total of 381 crashes involving pedestrians. As shown in Table 11, the number of pedestrian crashes per year averaged 76.2 over the five years, with a low of 56 crashes in 2020 and a high of 97 in 2017. The table below shows the number of crashes had been decreasing until a rise in 2021.

**Table 11: Pedestrian Crashes by Year**

Years	Number of Crashes
2017	97
2018	89
2019	80
2020	56
2021	59
<b>Total</b>	<b>381</b>

Within the crash reports, law enforcement officers assign severity levels based on the Model Minimum Uniform Crash Criteria (MMUCC), created through collaboration between the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA). The MMUCC crash severity levels are: Fatal (resulting in death), Suspected Serious Injury (severe injuries preventing normal activities), Suspected Minor Injury (visible but less severe injuries), Possible Injury (reported pain or discomfort without visible injury), and No Apparent Injury (no visible or reported injuries).

### Map 9. Pedestrian Crash Severity.



Of the 381 pedestrian-vehicle crashes, a majority of victims suffered Possible Injuries (57%) while only 5% and 1% respectively suffered Suspected Serious Injuries or Fatal Injuries. The table below showcases the full breakdown by level of severity; these can also be seen on the Map above.

**Table 12: Pedestrian Crashes by Severity**

Crash Severity	Number of Crashes	Percentage of Crashes
<b>Fatal Injury</b>	2	1%
<b>Suspected Serious Injury</b>	18	5%
<b>Suspected Minor Injury</b>	92	24%
<b>Possible Injury</b>	216	57%
<b>No Apparent Injury</b>	53	14%
<b>Grand Total</b>	<b>381</b>	<b>100%</b>

Lighting conditions are another crucial factor in reviewing crash data. The majority of pedestrian-vehicle crashes during the study period occurred during Daylight hours (57%), this was followed closely by Dark – Streetlights On (Continuous) (33%). This indicates a relatively even distribution between day and night crashes.

**Table 13: Pedestrian Crashes by Lighting Condition**

Lighting Condition	Number of Crashes	Percentage of Crashes
Dark - Street Lights Not Present	5	1%
Dark - Street Lights Off	3	1%
Dark - Street Lights On (Continuous)	127	33%
Dark - Street Lights On (Spot)	12	3%
Dawn	8	2%
Daylight	217	57%
Dusk	5	1%
Unknown	2	1%
Blank	2	1%
<b>Grand Total</b>	<b>381</b>	<b>100%</b>

**Crash Location Distribution**

Understanding the location-based trends is also important. Using the Numetric tool, a spatial assessment of crashes was conducted. Most pedestrian crashes occur on municipal roadways (54%), followed by county roadways (45%). Only a few crashes occurred on state highways or private property.

**Table 14: Pedestrian Crashes by Roadway Type**

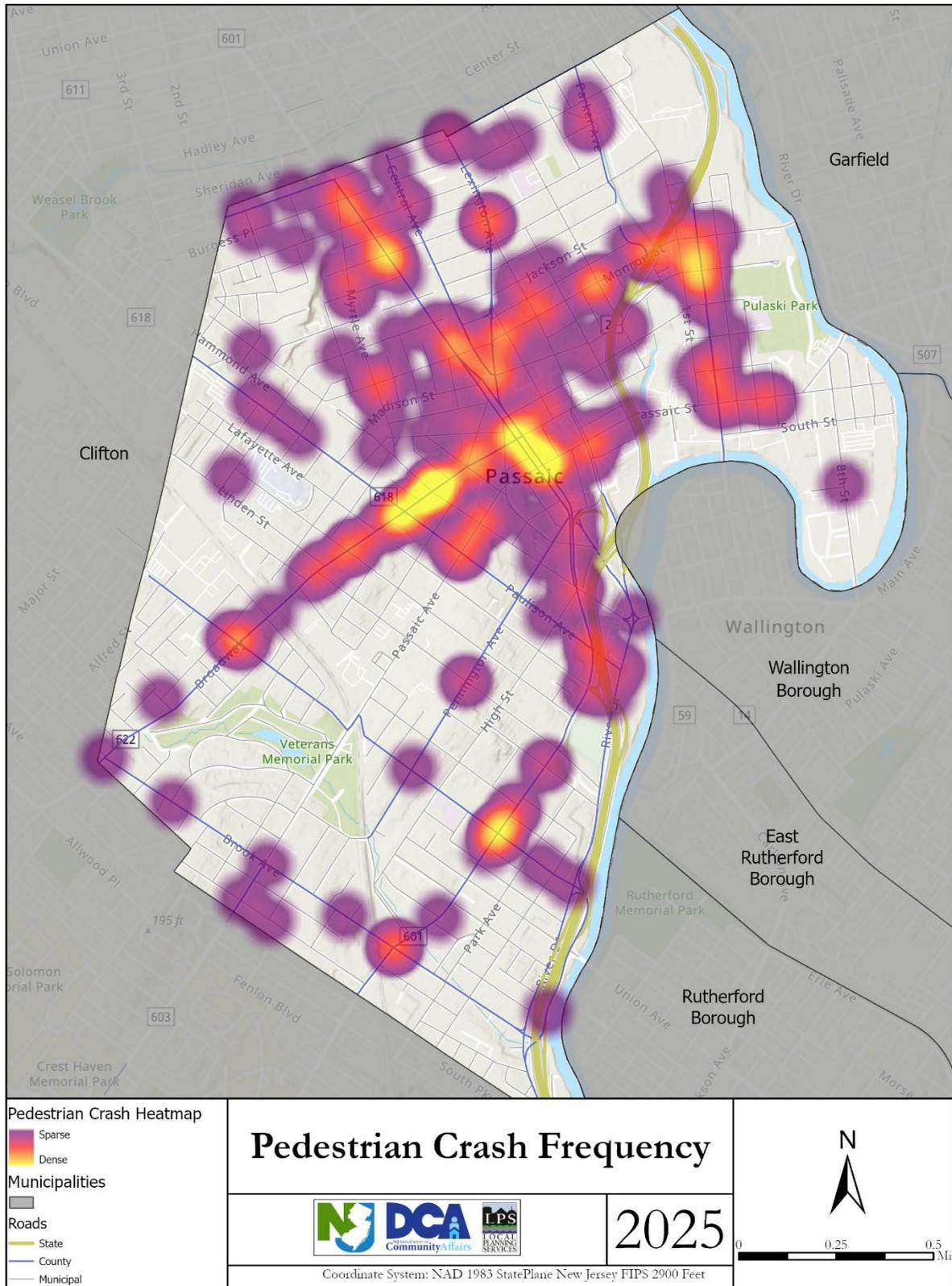
Roadway Type	Number of Crashes	Percentage of Crashes
County	170	45%
Municipal	207	54%
Private Property	3	0.8%
State Highway	1	0.2%
<b>Grand Total</b>	<b>381</b>	<b>100%</b>

Notably, nearly 50% of all pedestrian crashes during the study period occurred on the following roadways in the City of Passaic: County Road 601, County Road 622, Monroe Street, Passaic Avenue, County Road 618, County Road 619, and Harrison Street. A heatmap visualization of crash distribution highlights these corridors (see Map 8). The heatmap reveals clear clustering along these high-crash corridors, underscoring the need for targeted safety improvements in these areas.



*Figure 44. A car comes close to crashing into a pedestrian at a marked crosswalk. (Photo Credit: Getty Images /iStockphoto)*

**Map 10. Pedestrian Crash Frequency.**



Finally, the project team analyzed whether crashes occurred at intersections or along roadway segments. This distinction is crucial for identifying specific contributing factors and informing targeted safety improvements. Intersections involve complex interactions requiring different safety measures such as improved signaling, crosswalks, and visibility enhancements. In contrast, crashes along segments may highlight issues such as inadequate sidewalks, lighting, or mid-block crossing facilities. In the City of Passaic, crashes were almost equally split between intersections (54%) and segments (46%).

In summary, these findings emphasize the importance of a data-driven approach to pedestrian safety, guiding infrastructure investments, policy recommendations, and enforcement strategies. Addressing these crash patterns through engineering improvements, education campaigns, and enforcement measures can significantly enhance pedestrian safety and reduce crash severity in the City of Passaic. The following section will outline the implementation strategies for improvements.

## Priority Areas for Investment

Based on extensive data analysis, stakeholder input, and field assessments, several priority areas in Passaic City have been identified for pedestrian infrastructure investment. These areas were selected due to their high pedestrian activity, documented safety concerns, and gaps in infrastructure. High-priority corridors include:

- *Main Avenue, Monroe Street, and Passaic Avenue:* Key commercial and transit corridors with elevated pedestrian volumes but limited crossing safety features. Identified pedestrian crash hotspots and gaps in ADA-compliant infrastructure.
- *Eastside Neighborhood and Market Street Corridor:* Densely populated areas with a high concentration of schools and community facilities, exhibiting substandard sidewalk conditions and poor connectivity.
- *Columbus Park and Dundee Island Park Vicinities:* High volumes of recreational walking trips, as indicated by Strava Metro data, supporting targeted safety and amenity improvements.

Improvements in these areas will yield immediate safety, accessibility, and quality-of-life benefits.

## Equity and Health Considerations

Health and equity data underscore the urgency for pedestrian infrastructure enhancements. The 2022 Healthy Community Planning Report reveals:

- *36.5% of residents are obese and 62.5% have asthma, exceeding state averages.*
- *19.3% of residents live within 1,000 feet of heavy traffic, experiencing unhealthy air quality for an average of seven days annually.*
- *44.1% of residents report no leisure-time physical activity, contributing to 72.1% with high blood pressure.*

Improving walkability can mitigate these health disparities by promoting active transportation and reducing vehicular emissions. Transportation equity metrics further support pedestrian investment:

- *18.5% of households lack vehicle access, over twice the County average (8.5%).*
- *30.9% of residents walk, take transit, or work from home, highlighting reliance on non-vehicular mobility.*

Prioritizing improvements in high-minority, low-income areas aligns with Complete Streets equity principles and benefits vulnerable populations.

## Pedestrian Programming and Policy Recommendations

To enhance pedestrian safety, promote sustainable transportation, and improve overall urban livability, the following recommendations are proposed for Passaic City:

### Reinstate the Street Smart NJ Safety Campaign

Originally launched in 2013, Street Smart NJ is a statewide public education campaign focused on improving pedestrian, bicycle, and micromobility safety through awareness and behavior change. More than 60 municipalities have participated, leveraging events, social media outreach, and local law enforcement to reduce crashes and increase compliance with safety laws. Passaic should reintegrate this campaign into its annual programming, particularly during National Bike Month (May) and National Pedestrian Safety Month (October), utilizing available resources such as the Street Smart NJ “How-To” Guide, campaign checklist, and digital toolkit.

### Organize Social Walking/Rolling Events

Monthly social walking and rolling events can encourage active transportation while fostering community engagement. These events should target various age groups and abilities, with diverse routes that highlight local destinations and pedestrian amenities.

### Host Open Streets Events

Temporarily closing select streets to motor vehicle traffic allows residents to safely walk, bike, and roll in a low-stress environment. Potential locations for Open Streets events include riverfront areas or park-adjacent corridors, supporting active living and community interaction.

## **Celebrate National Pedestrian Safety Month (October)**

Passaic should formally recognize National Pedestrian Safety Month through a municipal resolution and support activities that promote walking and rolling, such as employee walk-to-work days, safety workshops, and public events. City-wide promotion through official communication channels will maximize engagement.

## **Implement Neighborhood Slow Zones & Driver Feedback Signs**

Identify residential areas for *Neighborhood Slow Zones*, where speed limits are reduced to 20 mph and enhanced safety measures are introduced to improve quality of life and reduce crash risk. Radar speed signs should be installed along high-speed corridors to reinforce safe driving behavior.

## **Enforce Pedestrian Safety Laws via Ordinance**

Strengthen compliance with pedestrian safety standards by adopting local ordinances that codify safe driving behavior around crosswalks, sidewalks, and pedestrian zones. Consistent enforcement will enhance safety and promote awareness.

## **Expand Police Foot Patrols**

Deploying foot patrols in pedestrian-heavy areas not only promotes community policing but also enhances visibility and public education around pedestrian safety laws. Officers serve as visible role models, reinforcing safe behavior.

## **Establish a Hotline or Website for Reporting Unsafe Conditions**

Create a toll-free hotline or online reporting platform to enable residents to report hazardous conditions such as broken sidewalks, blocked crosswalks, or damaged pedestrian signals. Timely maintenance and response will improve safety and user experience.

## **Adopt a Circulation Plan Element**

Integrate Complete Streets typologies into the City's Circulation Plan Element to ensure that all transportation projects accommodate pedestrians, cyclists, transit users, and motorists safely and equitably. Adoption of this policy also enhances eligibility for NJDOT Local Aid grants.

## **Integrate Walking/Rolling into Land Use Policies**

Ensure pedestrian and micromobility accommodations are incorporated into zoning, land use planning, and development review processes to support walkable communities and active transportation in all new developments.

## **Develop a Curbside Management Action Plan**

Design a plan to optimize the use of curb space for parking, deliveries, and pick-ups while minimizing conflicts with bike lanes, sidewalks, and traffic flow. This plan will help manage the growing demand for limited curbside space efficiently.

## **Establish a Complete Streets Advisory Committee**

Form a dedicated committee to advise on the planning, design, and funding of pedestrian and bicycle infrastructure. The committee can also assist in identifying grant opportunities and ensuring community input in project development.

Collectively, these recommendations will support a safer, more walkable Passaic by enhancing infrastructure, improving policy frameworks, and encouraging community participation. Implementation will advance public health, environmental sustainability, and economic vitality through increased pedestrian and cyclist activity.

## **Pedestrian Network Improvement Recommendations**

Based on a comprehensive Pedestrian Crossing Analysis, which included both field audits and a review of current infrastructure via Google Maps, the following recommendations are provided to improve pedestrian safety, accessibility, and mobility in Passaic City, NJ. These recommendations are informed by observations at the city's twelve highest crash-prone intersections and focus on aligning existing infrastructure with ADA and MUTCD standards while enhancing the overall pedestrian experience.

## Upgrade Crosswalk Markings to High-Visibility Designs

It is recommended that all partial or standard crosswalk markings at priority intersections be upgraded to high-visibility crosswalks, such as ladder-style or continental designs. These markings significantly increase pedestrian visibility, improve driver yielding behavior, and reduce crash rates. Priority locations for crosswalk upgrades include:

- 1<sup>st</sup> Street / Monroe Street
- Monroe Street / Main Avenue
- Passaic Avenue / Main Avenue
- Brooke Avenue / Main Avenue
- Oak Street / Paulison Avenue
- 1st Street / Monroe Street

## Evaluate and Retrofit Curb Ramps for ADA Compliance

While all intersections were found to have curb ramps, these facilities should be further evaluated to confirm compliance with ADA standards, including:

- Presence of Detectable Warning Surfaces (DWS)
- Appropriate slope and grading
- Absence of water pooling or obstructions

Retrofitting may be necessary to ensure universal access for individuals with mobility impairments.

## Upgrade Pedestrian Signal Heads

Pedestrian signal heads at several intersections either lack full functionality or are absent entirely. It is recommended that all signal heads be upgraded to include:

- Countdown timers and adequate flashing duration based on crossing distances
- Auditory signals to assist visually impaired pedestrians
- Leading Pedestrian Intervals (LPIs) at high-crash locations to improve pedestrian visibility and safety

Priority intersections for signal upgrades include:

- Brooke Avenue / Main Avenue
- Essex Street / Market Street (where pedestrian signals are absent)

## Install Accessible Pedestrian Pushbuttons

Accessible pedestrian pushbuttons should be installed at all crosswalks where they are currently lacking. These pushbuttons must be:

- ADA-compliant with tactile arrows
- Positioned for wheelchair accessibility
- Clearly aligned with the intended crossing direction

Priority intersections for pushbutton installation include:

- Monroe Street / Main Avenue
- Madison Street / Lexington Avenue
- Jefferson Street / Main Avenue
- Passaic Avenue / Main Avenue
- Broadway / Gregory Avenue
- Van Houten Avenue / Broadway

## Install MUTCD-Compliant Pedestrian Signage

Where missing, pedestrian instructional signage compliant with MUTCD R10-3 standards should be installed. Signage should provide clear instructions, including arrows or street names, to assist pedestrians in navigating pushbutton-controlled crossings.

Priority locations for signage include:

- Monroe Street / Main Avenue

- Madison Street / Lexington Avenue
- Broadway / Gregory Avenue
- Essex Street / Market Street
- Van Houten Avenue / Broadway

### **Implement Enhanced Safety Measures at High-Crash Locations**

For intersections with the highest incidence of pedestrian crashes, such as Monroe Street / Main Avenue, Madison Street / Lexington Avenue, and Jefferson Street / Main Avenue, consider the following additional measures:

- Curb extensions (bump-outs) to reduce crossing distances
  - Pedestrian refuge islands, where feasible
  - Raised crosswalks or speed tables to calm traffic
  - Improved lighting to enhance nighttime visibility
- These improvements are proven to reduce crash severity and improve the pedestrian environment.

### **Improve Driveway Design for Pedestrian Safety**

Driveway design plays a critical role in pedestrian safety. In Passaic, many driveways are wide and frequent, increasing conflict points between vehicles and pedestrians. Improvements should focus on:

- Narrowing driveway widths where possible
- Ensuring clear sightlines by removing obstructions and improving lighting
- Elevating sidewalks across driveways to maintain continuity and signal pedestrian priority

These changes will enhance visibility and encourage slower vehicle speeds when entering or exiting driveways, reducing crash risks.

### **Enhance Street Tree Coverage**

Street trees contribute to pedestrian safety and urban livability by creating a buffer between pedestrians and traffic, calming vehicular speeds, and reducing heat through shade. In Passaic, areas lacking tree cover should prioritize:

- Planting new street trees with protective tree guards
- Maintaining older trees to prevent tripping hazards
- Consistent planting patterns to provide continuous coverage and shade

These actions will make walking more comfortable, reduce heat exposure, and beautify streetscapes.

### **Incorporate Green Infrastructure**

Green infrastructure improves stormwater management and pedestrian safety by reducing flooding and filtering pollutants. While Passaic has a bioswale in 3rd Ward Park, additional measures are recommended:

- Installing permeable pavements along sidewalks and crosswalks
- Integrating rain gardens and bioswales at curb extensions or near intersections

This approach supports a sustainable, safe, and attractive pedestrian environment.

### **Upgrade and Maintain Bus Shelters**

Bus shelters enhance transit accessibility and pedestrian comfort. Many bus stops in Passaic lack adequate shelters or have outdated, poorly maintained structures. Improvements should include:

- Installing new shelters with seating, lighting, and real-time transit information
- Regular maintenance to ensure cleanliness and functionality

Enhanced shelters encourage transit use and provide safe, comfortable waiting environments.

### **Expand Wayfinding Signage**

Effective wayfinding reduces confusion and enhances walkability. Passaic should implement a citywide signage strategy that includes:

- Directional signage with maps and destination information
- Multilingual signage to serve diverse populations
- Consistent placement for visibility and ease of use

This will improve navigation for residents and visitors, promoting a more pedestrian-friendly city.

## Implementation Plan

The Passaic City Pedestrian Master Plan delivers a wide-ranging set of pedestrian and mobility assisted user network recommendations intended to improve walking and travel with mobility assisted devices as a normal and regular mode of transportation. To implement the Plan, the Passaic City administration must coordinate with the Passaic County Department of Engineering and Department of Planning, NJTPA, NJDOT, and other partner agencies to pursue the opportunities identified in this Plan, as well as any unforeseen opportunities that may arise. Implementation of the network recommendations in this Plan can occur over the 5-10 years following adoption. All current resurfacing projects should incorporate the network recommendations in advance of implementation.

This section of the Plan describes Passaic City’s strategy for implementing the pedestrian/walking network and other facility improvements as well as supporting program/policy recommendations to attain the City’s vision of a place where walking and use of personal mobility assisted devices are safe, enjoyable, and convenient for all people of all ages and abilities. The implementation strategy is incorporated in the subsequent paragraphs as follows:

- **Funding Strategy and Sources:** Implementing this Plan will require a mixture of local, State, Federal, and foundational funds. This subset of the implementation chapter identifies key principles to a successful funding strategy and describes potential funding sources that will bring this Plan to life.
- **Complete Street Policy Implementation:** A Complete and Green Street Resolution and Policy was prepared for the City by EZ-Ride, which the City adopted on January 25, 2024 (see Appendix E). Complete Streets are streets that are designed to enable safe and convenient access for all users of all ages and abilities. Implementing the Complete and Green Street Policy standards and specifications will change the character of the City’s roads and streetscape. This portion of the implementation strategy focuses on updating City standards and specifications to integrate Complete Streets into future capital improvements.

**Table 15: Passaic City Pedestrian Master Plan – Implementation**

Project Category	Project Name/Type	Short-Term (0-2 yrs)	Mid-Term (3-5 yrs)	Long-Term (6-10 yrs)	Responsible Entity	Potential Funding Sources
<b>Pedestrian Safety Improvements</b>	High-Visibility Crosswalk Upgrades at Key Intersections	✓	✓		Passaic DPW, NJDOT	NJTPA Complete Streets, HSIP Grants, Local Capital Budgets
<b>Pedestrian Signal Enhancements</b>	Install Countdown Timers & LPIs at High-Crash Intersections	✓	✓		Passaic DPW, NJDOT, NJ Transit	Safe Streets to Transit, HSIP
<b>Sidewalk Upgrades</b>	Address Sidewalk Gaps & ADA Compliance Issues	✓	✓	✓	City of Passaic, Private Property Owners	CDBG, NJDOT Municipal Aid, NJIB
<b>Street Trees</b>	Expand Street Tree Canopy Along Major Pedestrian Routes	✓	✓	✓	Passaic City, Passaic County, NJDEP	NJDEP Green Acres, Urban and Community Forestry Grants
<b>Green Infrastructure</b>	Implement Rain Gardens & Bioswales in Pedestrian Zones	✓	✓		Passaic City, NJDEP, Passaic County	NJDEP Green Acres, Sustainable Jersey Grants
<b>Complete Streets Policy</b>	Align City Ordinances with Complete Streets Guidelines	✓			Passaic City Council, Planning Dept.	No direct funding needed

Project Category	Project Name/Type	Short-Term (0-2 yrs)	Mid-Term (3-5 yrs)	Long-Term (6-10 yrs)	Responsible Entity	Potential Funding Sources
Transit Accessibility	Install Bus Shelters & Wayfinding at Key Locations	✓	✓	✓	NJ Transit, Passaic City, County	Safe Streets to Transit, CMAQ
Traffic Calming Measures	Speed Humps, Raised Crosswalks, Pedestrian Refuge Islands	✓	✓		Passaic DPW, NJDOT	Safe Routes to School, NJDOT Safety Funds
Pedestrian Lighting	Install Pedestrian-Scale Lighting on High-Use Corridors	✓	✓		Passaic DPW, PSEG, NJDOT	NJDOT Safe Streets, PSE&G Municipal Lighting Program
Public Engagement & Education	Safe Routes to School & Pedestrian Safety Campaigns	✓	✓	✓	Passaic BOE, Community Groups, Police	SRTS Grants, NJ Division of Highway Safety

## Funding Strategy and Sources

To implement the Pedestrian Master Plan, the city will need to access both traditional and non-traditional sources of funding. A comprehensive set of strategies that encompass local, State, Federal, and private sector funding sources should be strategically applied to implement the Plan recommendations. Traditional sources such as municipal budget allocations, impact fees, State Municipal Aid grants, and Federal Transportation Alternative and Safe Routes to School programs are necessary pieces of the funding puzzle, as are non-traditional approaches such as local improvement districts, private sector funding/in-kind services, and partnerships. The following segment provides an overview of funding that can be accessed by the city to implement the Plan vision and recommendations. For additional details on these funding programs (see Appendix F).

### Local Funding Sources

Local funds are typically the most reliable funding source for infrastructure projects as well as for encouragement and education programs. The Federal government and NJDOT have a local match requirement for most of their transportation related grant programs. The following are local funding strategies available to the city for use in implementing the recommended pedestrian/walking network.

- *Municipal Allocations (Capital and Department Budgets)*– Municipal allocations are local budget set asides for specific projects and/or programs.
- *Impact Fees* – Impact fees are fees imposed by local governments on new developments to provide new or expanded public infrastructure for that development.
- *Adopt-A-Trail Program* – The Adopt-A-Trail is a volunteer program that allows individuals, families, friends, groups, businesses, and clubs of any size to adopt sections of trails in order to preserve the beauty and recreational value of those trails. <https://www.nps.gov>
- *Local Private-Sector Funding* – Local developers, businesses, and/or property owners can be incentivized/partnered with to implement sections of the Pedestrian Master Plan through donating funds, easements and/or property, actual construction of infrastructure, etc.
- *Local Improvement Districts* – A Business (Special, Downtown) Improvement District (BID/SID/DID) is a locally defined geographic assessment district, authorized by municipal ordinance and managed by district management corporation (stakeholders) for the benefit of the improvement district. [https://www.nj.gov/dca/divisions/lps/idp\\_faq.html](https://www.nj.gov/dca/divisions/lps/idp_faq.html)

### State Funding Sources

The following funding sources for transportation are available through the NJDOT, NJDEP, NJ Department of Law and Public Safety (NJDLPS)’s Division of Traffic Safety, and/or the New Jersey Transportation Infrastructure Bank. The City should work closely with these entities to implement the pedestrian/walking network recommendations in this Plan.

- *State Aid for Municipalities (Municipal Aid and Urban Aid)* – These programs fund transportation maintenance of roads and bridges, including pedestrian and pedestrian projects. <https://www.state.nj.us/transportation/business/localaid/municaid.shtm>
- *County Aid*- The purpose of the County Aid Program is to fund public road and bridge improvements under County jurisdiction. <https://www.state.nj.us/transportation/business/localaid/countyaid.shtm>
- *Local Aid Infrastructure Fund* –Funds pedestrian safety, pedestrian, and emergency repair projects. <https://www.state.nj.us/transportation/business/localaid/descrfunding.shtm>
- *Bikeways Grant Program* –Funds construction of dedicated pedestrian paths/infrastructure. <https://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm>
- *NJDOT Problem Statements* – The NJDOT Problem Statement process allows New Jersey municipalities to submit a problem statement directly to NJDOT regarding a particular area of concern, e.g. ADA accessibility at intersections.
- *Recreational Trails Program* – The purpose of the Recreational Trails Program is to fund new trail construction and maintenance/restoration of existing trails. <https://dep.nj.gov/greenacres/trails-program-grants/>
- *Safe Streets to Transit* – The purpose of the Safe Streets to Transit program is to improve access to transit facilities. <https://www.state.nj.us/transportation/business/localaid/safe.shtm>
- *Centers of Place* - Funds non-traditional transportation improvements that advance municipal growth management objectives. <https://www.state.nj.us/transportation/business/localaid/documents/CoPHandbook.pdf>
- *NJ Division of Highway Traffic Safety* – The Division of Highway Traffic Safety provides education as well as public awareness and enforcement of pedestrian and pedestrian traffic safety issues and laws. <https://www.nj.gov/oag/hts/bike.html>
- *New Jersey Transportation Infrastructure Bank (NJTIB)* – The purpose of the NJTIB is to make low interest loans for local transportation infrastructure projects to reduce the cost of financing critical county and/or municipal transportation projects. <https://www.njib.gov/>

#### *North Jersey Transportation Planning Authority (NJTPA) Programs*

The NJTPA is the Metropolitan Planning Organization for the northern New Jersey (13 counties, including Passaic) region. All 13 counties in NJTPA’s jurisdiction, i.e. member sub-regions, are eligible for NJTPA grant programs. Relevant NJTPA funding available to Passaic County and Passaic City for implementation of this Plan are as provided below.

- *Complete Streets Technical Assistance Program* – The purpose of the Complete Streets technical assistance program is to provide walkability workshops, pedestrian network audits, and low-cost temporary improvements, e.g. tactical urbanism. <https://www.njtpa.org/completestreets.aspx> & <https://www.sustainablejersey.com/grants/complete-streets-technical-assistance/>
- *Emerging Centers Technical Assistance Program* – Provides support to municipalities looking to create more sustainable, transit-supportive, and walkable communities or centers. <https://www.njtpa.org/PEC.aspx>
- *Local Capital Project Delivery (LCPD) Program* – The purpose of the LCPD program is to fund the preparation of local transportation projects that are in the concept development phase. <https://www.njtpa.org/lcpd.aspx>
- *MUTCD Traffic Sign Inventory and Assessment Program* – Assist NJTPA member sub-regions to comply with the Federal Highway Administration’s MUTCD standards. <https://www.njtpa.org/project-programs/project-development/mutcd-sign-inventory-program.aspx>
- *Study & Development Program (S&D)* – The purpose of the S&D program is to inventory local projects that are in the concept development, feasibility assessment, and/or preliminary design phases to advance them through to the statewide Transportation Improvement Program (TIP) for construction. [https://www.njtpa.org/Projects-Programs/Transportation-Improvement-Program-\(TIP\)/Study-Development.aspx](https://www.njtpa.org/Projects-Programs/Transportation-Improvement-Program-(TIP)/Study-Development.aspx)

## *Federal Funding Sources*

The city has access to several funding programs that support bicycle and pedestrian projects through the federal government. Most of these programs are allocated by the United States Department of Transportation (USDOT) to regional, state, and local entities who then direct these funds to local agencies through competitive grant programs. Federal funds are provided on a reimbursement basis, provided that the costs incurred are authorized in advance.

President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law on November 15, 2021. This law is a comprehensive framework for federal infrastructure investment, including surface transportation funding, and authorizes \$1.2 trillion over five years (2022–2026). Funding for IIJ Act programs available to Passaic City is allocated to the NJDOT and the North Jersey Transportation Planning Authority (NJTPA), both of whom serve as pass-through entities for all federal funding programs for the northern New Jersey region, which includes Passaic County. The following are examples of typical FAST Act programs used to fund bicycle, pedestrian, and other Complete Streets projects.

### US Department of Transportation (USDOT)

- *Better Utilizing Investments to Leverage Development (BUILD)* – Replaces the TIGER Grant and funds capital investments in surface transportation infrastructure, i.e. road, rail, transit and port projects, that achieve critical national objectives, i.e. livability, safety, environmental sustainability, economic competitiveness, etc. <https://www.transportation.gov/BUILDgrants>
- *Safe Streets and Roads for All (SS4A)*: The primary objective of the SS4A program is to reduce and ultimately eliminate roadway fatalities and serious injuries. Grant recipients are required to develop and implement comprehensive safety action plans tailored to address the most critical roadway safety challenges within their communities. <https://www.transportation.gov/grants/SS4A>

### Federal Highway Administration (FHWA)

- *Transportation Alternative Program (TAP)* – The purpose of the TAP program is to expand travel choices and enhance the transportation network.
- *Safe Routes to Schools (SRTS)* – The purpose of the SRTS program is to enable safer and more appealing transportation alternatives and to encourage/enable grades k-8 to walk and bike to school. <http://www.saferoutesnj.org/safe-routes-to-school-grants/>
- *Surface Transportation Program (STP)* – Goal is to preserve and improve conditions and performance on any federal-aid highway, public road bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects.
- *Highway Safety Improvement Program (HSIP)* – Goal is to improve safety and performance of all public roads. In New Jersey, the HSIP prioritizes lane departure, intersections, and pedestrian safety.
- *Local Safety / High Risk Rural Roads Program (HRRR)* – Support construction of quick-fix and high-impact safety improvements on county and local roads.
- *Congestion Mitigation and Air Quality Improvement Program (CMAQ)* – Goal is to improve air quality and mitigate congestion.

### National Highway Traffic Safety Administration

- *Section 402 State Highway Safety Program* – Goal is to develop education, enforcement, and research programs designed to reduce traffic crashes, deaths, severity of crashes, and property damage.
- *Section 405 Non-Motorized Safety Grants* - Goal is to reduce pedestrian and bicycle fatalities through training for law enforcement officials, enforcement mobilizations, and campaigns to enforce applicable pedestrian and bicycle safety laws, and public education and awareness programs designed to inform motorists, pedestrians, and cyclists about applicable pedestrian and bicycle safety laws.

## Federal Transit Administration

- *Enhanced Mobility of Seniors and Individuals with Disabilities* – Goal is to assist private nonprofit groups with meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate.

## *Other Funding Programs*

- *Sustainable New Jersey* – Sustainable New Jersey, a sustainability certification program for municipalities in New Jersey, provide several community grants that fund various sustainability projects from renewable energy to transportation projects and programs. <http://www.sustainablejersey.com/grants-resources/>
- *People for Bikes Community Grants* - People for Bikes, a national bicycle transport and safety advocacy organization, provides several community grants that fund projects and activities such as bicycle paths, lanes, trails, bridges, bicycle parking, repair stations and/or storage, open street events, etc. Eligible entities for funding include state, regional, county, and municipal agencies, as well as nonprofits. <https://peopleforbikes.org/our-work/community-grants/>
- *NJ Healthy Communities* – The New Jersey Healthy Communities Network provides grants to fund healthy living and active living strategies. Eligible entities for funding include New Jersey nonprofits and municipal agencies. <https://www.njhcn.org/about/grantee-benefits/>
- *NJ Health Initiatives (RWJF)* – The New Jersey Health Initiatives (NJHI) grant program, a program of the Robert Wood Johnson Foundation (RWJF), funds healthy community initiatives, including transportation related initiatives, statewide. All New Jersey based local health and human service agencies; k-12 education systems; colleges and universities; hospital systems; faith-based organizations; local governments; nonprofits; etc., are eligible for funding. <https://www.njhi.org/our-grants/>
- *NJ AHPERD* – The New Jersey Association of Health, Physical Education, Recreation & Dance, a professional association dedicated to advancing health, physical, recreation and dance education, provide several grants focused on recreation, health and physical education programming in schools. <http://www.njahperd.org/new/index.php/awards-and-grants/available-awards>

## **Complete Street Policy Implementation**

The first step in implementing Complete Streets is the adoption of the Complete and Green Street Policy by resolution and/or ordinance. Adoption of a Complete and Green Streets Policy via ordinance makes it legally binding whereas adoption by resolution only serves as an endorsement and is non-binding. Either way, both approaches officially commit the city to implementing Complete Streets on City-owned roads. As previously noted, the City adopted a Complete and Green Street Resolution and Policy on January 25, 2024 (see Appendix E) and must go through the next step of updating existing City policies, procedures, plans, and programs to reflect the Complete Street standards and specifications. Examples of City policies that should be updated are as follows:

- *Parking* – The parking ordinance should be amended to incorporate bicycle parking requirements/ratios and shared parking requirements/flexible parking, e.g. counting off-site spaces in ratio. Bicycle parking should be required as part of any new development/redevelopment, minimum 10% of total parking spaces, at all educational facilities, recreational facilities, multifamily residential dwellings, hospitals/medical centers, commercial/retail centers, transit/commuter hubs, etc. As an alternative to amending the current parking requirements, the city may adopt a separate stand-alone bicycle parking ordinance. In both instances, the bicycle parking requirements should be consistent with the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines, 2nd Edition (2010) or later.
- *Driveways* – There are numerous driveways within the city that do not meet the ADA Accessibility Guidelines (ADAAG) for driveways. It is recommended that the city amends its zoning code to incorporate the ADAAG requirements for driveways. In particular, driveways should be designed in a way that makes the pedestrian right-of-way clear and obvious, that

provide continuous and level pedestrian zones, that have a slope of less than 5% grade and a cross slope of less than 2%. In addition, the city should create a program for closing/relocating existing driveways that are within 250 feet of an intersection.

- *Street Typology* - The 2017 State of New Jersey Complete Streets Design Guide incorporate Complete Streets typologies that represent a broad-brush representation of road types and street designs typically found in New Jersey. It is recommended that the city develop Complete Street/multi-modal typologies that are appropriate to the City of Passaic and adopt a Circulation Plan Element to incorporate those street typologies. This way the city can waive the Residential Site Improvement Standards in all instances where it conflicts with the Complete Street typologies in the Circulation Plan Element.

The following street typologies from the NJ Complete Streets Design Guide are the most commonly found in Passaic:

- *Downtown Urban Core*- Downtown Urban Core streets often serve multiple modes of transportation and are surrounded by buildings, creating a constrained environment. Designing solutions for these streets requires balancing the needs of various users, including high motor vehicle volumes, commercial goods movement, heavy turn volumes, and other intensive uses, with the needs of pedestrians and cyclists.
- *Main Street* – Main Streets are the ideal streets for Complete and Green Streets retrofits because they have high volumes of pedestrians, transit vehicles/passengers, cyclists, and motorists using the space. Examples of Main Street typologies in Passaic include Main Ave and Market St.
- *Urban Residential* – Urban Residential streets have narrower cartway widths and face high demands for on-street parking, which can further complicate the design process. Urban neighborhoods support a high demand for multimodal access, and the streets should provide safe and inviting places for people to walk and bike. Design features can include stormwater management techniques, curb extensions, vertical speed control elements, and bicycle facilities.
- *Suburban Residential (Low-Volumes)* – Suburban Residential (Low-Volumes) Streets have narrow cartways that cannot allocate dedicated space for each mode of transportation. Therefore, the emphasis on street design should be on establishing safe and comfortable shared spaces, with design elements and speed limits set at 25 mph or lower.

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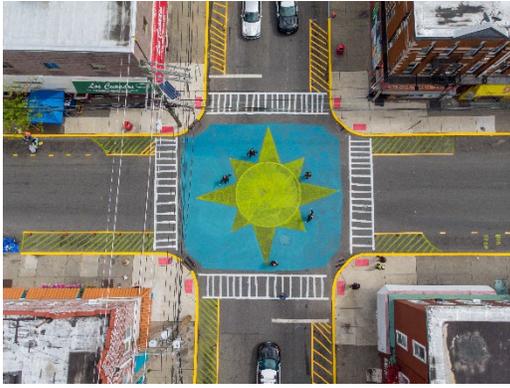
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# Appendix A: Public Engagement Summary



## City of Passaic Bicycle Master Plan + Pedestrian Master Plan Public Engagement Summary



PREPARED FOR  
THE CITY OF PASSAIC PLANNING BOARD  
October 23, 2023



Passaic  
New Jersey

**Cover Photos**

Top L-R: Hope Ave & Monroe St Complete Street Demonstration Project

Bottom L-R: Makeshift bicycle parking on 1<sup>st</sup> Ave compared to pedestrian and bicycle amenities at Dundee Island Park.

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## Introduction

The City of Passaic submitted a Local Planning Services (LPS) Application dated September 27, 2021, which it later updated on August 18, 2022, requesting assistance with the preparation of a Bicycle Master Plan and a Pedestrian Master Plan. LPS met with City representatives on August 18, 2022, to discuss and agree upon the scope of the project. Based on agreements at the project scope meeting, LPS prepared a project scope of services that the City Committee approved and adopted by resolution, Resolution 2022-09-218, on September 6, 2022. The resolution authorized the creation of a working committee for the project. The working committee included the City Administrator, the City's UEZ Project Manager, the City Engineer and Engineering Aid, the City's Traffic Safety Officer, the City's Director of Recreation & Cultural Affairs, the City's Zoning Code Official, the Passaic County Department of Planning Director's representative, and the Deputy Director of Active Transportation for EZ-Ride. Based upon the approved Scope of Work, LPS and the Project Working Committee held a kick-off meeting on December 6, 2022, which officially set in motion the work plan for the Bicycle + Pedestrian Master Plans.

The purpose of this project is to create a more comprehensive plan to improve pedestrian and bicycle infrastructure in the City of Passaic, while at the same time coordinating policies and programs that address pedestrian and bicycle connections and amenities. In particular, Passaic City seeks to prioritize improving bicycle and pedestrian access, connectivity and safety citywide, while addressing multimodal conflicts. Special attention to access/connectivity is needed along the Passaic River, in the Neighborhood Business Districts, the Market Street Commercial Corridor, and the in the Eastside Neighborhood. Concurrent priorities include wayfinding for bicyclists and improving sidewalk conditions and pedestrian amenities.

Through this project LPS will create a Bicycle Master Plan and a Pedestrian Master Plan that will serve as the City's Circulation Subplan Element for non-motorized road users.

## Working Committee Meetings

Forming a Project Working Committee is a best practice that will ensure project success using a team approach. LPS requires that all municipal planning projects, regardless of the degree of project complexity, visibility and/or sensitivity, have a Project Working Committee. Local Planning Services provides recommendations for who the municipality should consider appointing to the Working Committee based on project type and scope. However, formal appointment of all team members is entirely at municipal discretion. Once appointed, team members must commit to remain fully engaged through project completion.

Following the kick-off meeting on December 6, 2022, the working committee met on the following dates to review and offer feedback on project milestones:

- December 14, 2022 (EZ-Ride Complete Streets Demonstration Project);
- January 23, 2023;
- February 23, 2023;
- April 28, 2023 (EZ-Ride Complete Streets Demonstration Project); and
- June 5, 2023.

Following each meeting, the project team provides a summary of the agenda items discussed along with the next steps in project completion. Meeting summaries are provided in Appendix A.

## Stakeholder Questionnaire

Local Planning Services (LPS) shared a couple questionnaires with key individuals from partner stakeholder organizations, including other state/regional agencies, a metropolitan planning organization, City staff and a bicycle and pedestrian advocacy group. The questions were distributed via two separate surveys, one for the Pedestrian Master Plan and another for the Bicycle Master Plan. The questions along with the stakeholders' grouped responses are provided below.

### **Question 1: How do you rate overall walking conditions in Passaic City?**

Of the stakeholders who responded, 50 percent thought that overall walking conditions in Passaic are good, the other 50% rated walking conditions in Passaic City as fair.

### **Question 1: How do you rate overall bicycling conditions in Passaic City?**

Of the stakeholders who responded, 80 percent thought that overall bicycling conditions in Passaic are fair, the other 20% rated bicycling conditions in Passaic City as poor.

### **Question 2: What are the top three priorities that the Pedestrian Master Plan needs to address?**

Top priorities identified by the stakeholders range from ADA accessibility to educational programming. Based on responses received, the top three Pedestrian priorities are:

- Implement traffic calming at intersections and along the roadway to improve connectivity.
- Improve ADA compliance and general maintenance of sidewalks to improve mobility, including minimizing impacts of garbage and recycling days.
- Develop educational programs for the public about the environmental and health benefits of walking.

### **Question 2: What are the top three priorities that the Bicycle Master Plan needs to address?**

Top priorities identified by the stakeholders range from more bicycle infrastructure to safety education for bicyclists. Based on responses received, the top three Bicycle priorities are:

- Implement more bicycle infrastructure (bicycle lanes/routes; bicycle stations, bicycle parking) at transit stops, intersections and along the roadway to improve connectivity.
- Improve safety through separation from traffic, including incorporating trails through parks, to improve mobility.
- Develop bicycle safety education programs for residents/the public.

### **Question 3: Can you give an example of a place (local/national/global) where you enjoy walking? (Why?)**

Stakeholders identified places in New Jersey or across the country where they enjoy walking. Some of the more prominent places listed include:

- Beacon NY because of their vibrant area shops and restaurants.
- Manhattan NY because of wide sidewalks, short blocks, and safe crossings/signalized intersections.
- Any nature trail in a natural reservation in northern New Jersey or New York City.
- Passaic's Main Ave commercial district because of residents/friendly faces and store offers/discounts.

**Question 3: Can you give an example of a place (local/national/global) where you enjoy bicycling? (Why?)**

Stakeholders identified places in New Jersey and New York where they enjoy bicycling. Some of the more prominent places listed include:

- Long Island NY Wine Country because of the vineyards and scenery.
- Jersey City NJ's Liberty State Park because of the atmosphere and scenery.
- the Delaware and Raritan (D&R) Canal State Park trail because it is flat and separated from car traffic.
- Any nature trail in a park or natural reservation because of the enjoyment of nature while exercising at the same time.

**Question 4: What other individuals and/or groups (including project managers of previous/current studies/plans) should we be talking to in order to advance this project?**

The following stakeholders were identified as other individuals and/or groups to reach out to in advancing the Pedestrian Master Plan:

- Passaic City residents;
- H2M (Market Street Plan);
- NV5 (Working on the Market Street Streetscape Plan) & Main Ave redevelopment.
- Neglia, French & Parello (engineering/design consultants);
- NJ Bike and Walk Coalition; and
- NJ Safe Routes to School.

**Question 4: What other individuals and/or groups (including project managers of previous/current studies/plans) should we be talking to in order to advance this project?**

- Passaic City residents;
- H2M (Market Street Plan);
- Neglia, French & Parello (engineering/design consultants);
- NJ Bike and Walk Coalition;
- NJ Safe Routes to School;
- Sustainable NJ; and
- Rutgers University Voorhees Transportation Center.

**Question 5: Are there any independent walking/active transportation advocacy organizations in Passaic City? If so, please list them along with their contact info below?**

All respondents replied that they did not know of any independent walking/active transportation advocacy organizations in Passaic City.

**Question 5: Are there any independent bicycling/active transportation advocacy organizations in Passaic City? If so, please list them along with their contact info below.**

Most respondents replied that they did not know of any independent bicycling/active transportation advocacy organizations in Passaic City. One person suggested that the YMCA or Boys and Girls Club might be a potential advocate for bicycling.

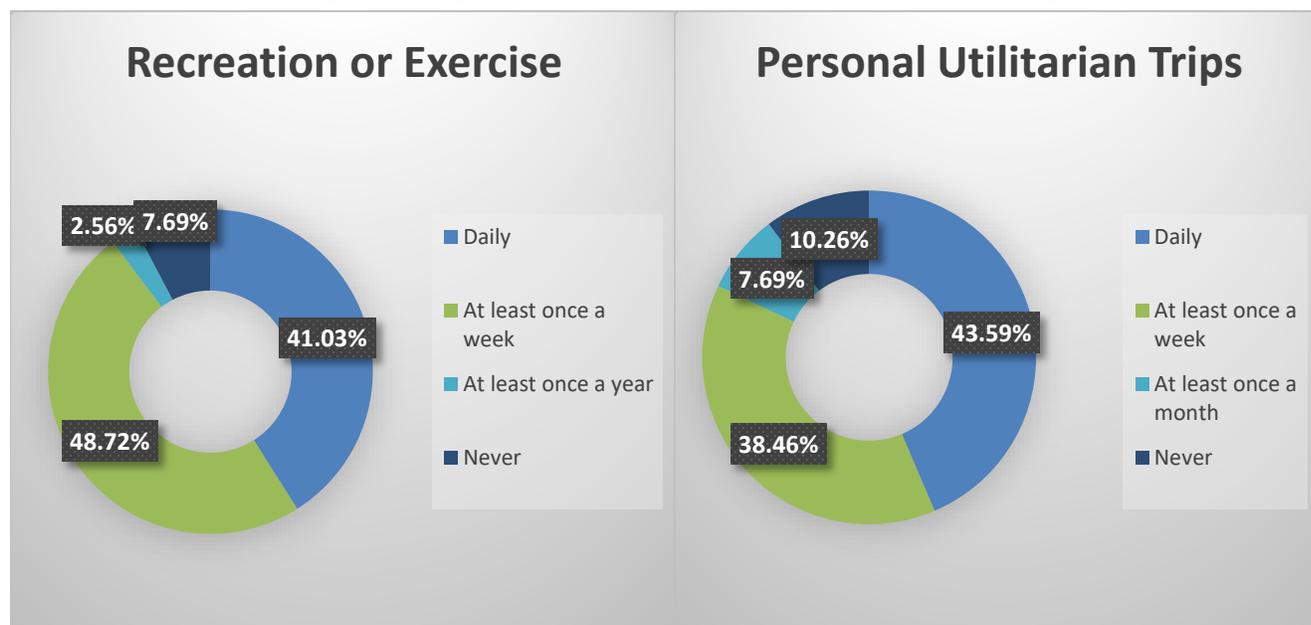
## Community Survey

LPS prepared a Bicycle Master Plan & Pedestrian Master Plan survey for Passaic City to obtain data on walking/bicycling reasons and frequency, barriers to walking/bicycling, factors that increase walking/bicycling safety and comfort, reasons they would walk/bike more if conditions were favorable, stressful or hazardous walking/bicycling locations, and recommendations for improvements to walking and bicycling facilities. The public feedback provided via this survey critically assisted the development of both the Bicycle and Pedestrian Master Plans.

The Bicycle + Pedestrian Plans' survey was available online and via a QR code. The project team and City staff marketed the online survey via the City's social media pages, email notification system, at the Complete Streets Demonstration Project with EZ-Ride, and at four of the in-person summer concert series. The survey was available online for over five months from May to September 2023. A total of 39 individuals completed and submitted the survey during that period.

### 1. On average, how frequently do you WALK outside for the following reasons?

The majority of respondents walk one or more times per week for exercise or recreation (89.8%), for non-work/personal utilitarian trips<sup>1</sup> (82.1%), for work (61.5%), for other reasons (46.1%), or to get to and from a transit stop (41.0%). Less than 21 percent of respondents indicated that they walk one or more times per week for school (20.5%). Of those who selected other, the majority indicated they walk their dog, which falls under the exercise or recreation category, or walk to church, which falls under the non-work utilitarian category. The pie chart below shows the top two reasons people walk in Passaic.



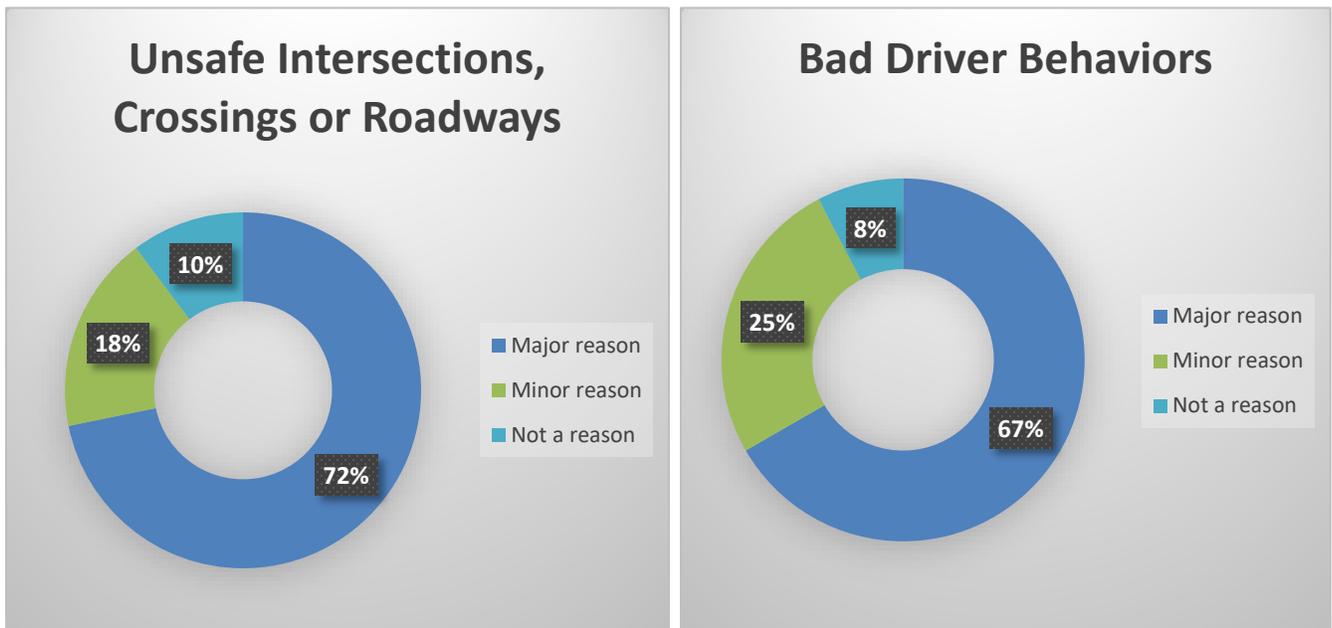
<sup>1</sup> Non-work utilitarian trips are trips made for the purpose of accessing a specific destination, e.g., library, grocery store, restaurant, doctor's office, etc., and that are not related to work.

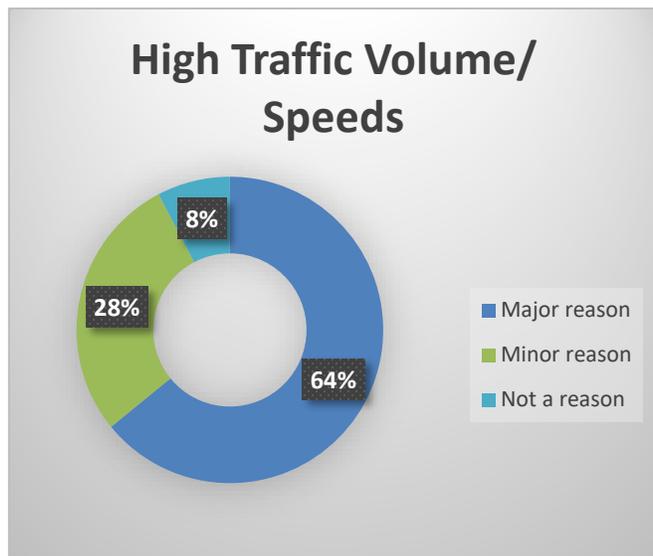
## 2. How would you rate the following as reasons that you do not WALK more frequently

Safety is the primary reason many respondents do not walk more often. Top five reasons respondents don't walk more often are (in order of most importance):

- Unsafe intersections, crossings or roadways (72%)
- Bad driver behaviors (67%)
- High automobile traffic volume and/or speeds (64%)
- Personal safety concerns (61%)
- Travel with small children (54%)

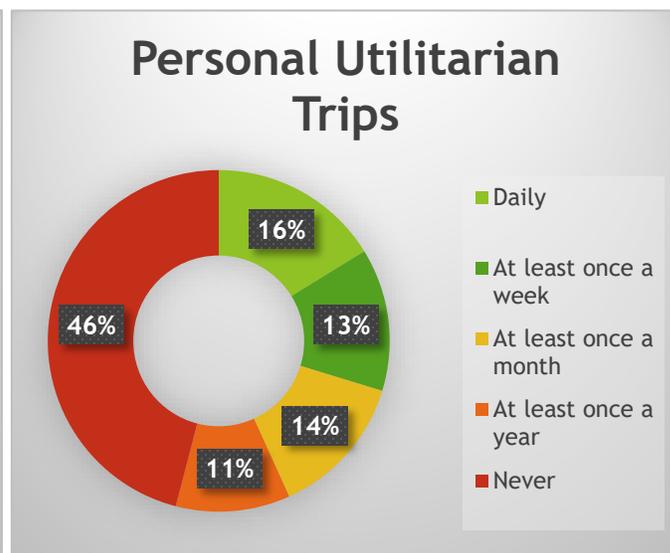
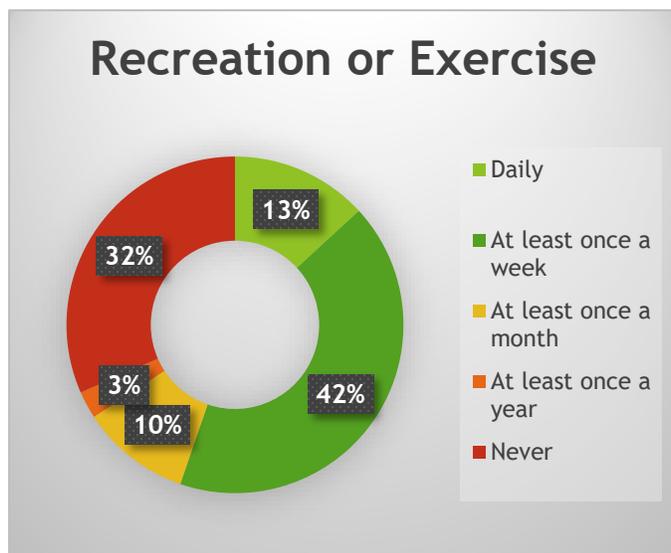
All of the remaining reasons on the list of options were selected less than 50% of the time as a reason that respondents don't walk more frequently: lack of amenities along preferred route (51.3%); lack of worksite amenities (51.3%); Sidewalks/shared use paths in poor condition (46.1%); physical or other health condition (43.6%); visually unappealing surroundings (38.5%); destinations are too far away (38.5%), and no sidewalks and/or shared use paths (35.9). The pie chart below shows the top four reasons people don't walk more frequently in Passaic.





### 3. On average, how frequently do you BICYCLE for the following reasons?

The majority of respondents bike one or more times per week for exercise or recreation (53.8%), for non-work utilitarian trips (28.2%), or to get to and from a transit stop (20.5%). Less than 16 percent of respondents indicated that they bike one or more times per week for other reasons (15.4%), work (12.8%), or school (10.3%). Of those who selected other, everyone indicated that they bike to socialize with friends. The pie chart below shows the top two reasons people bike in Passaic.

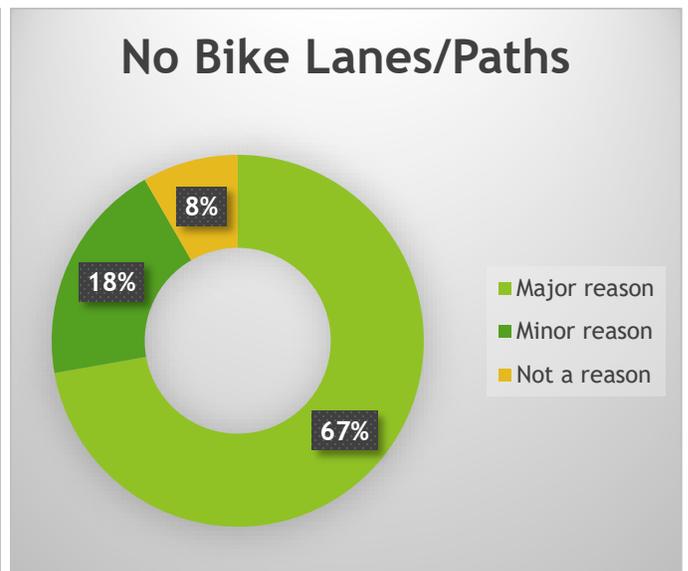
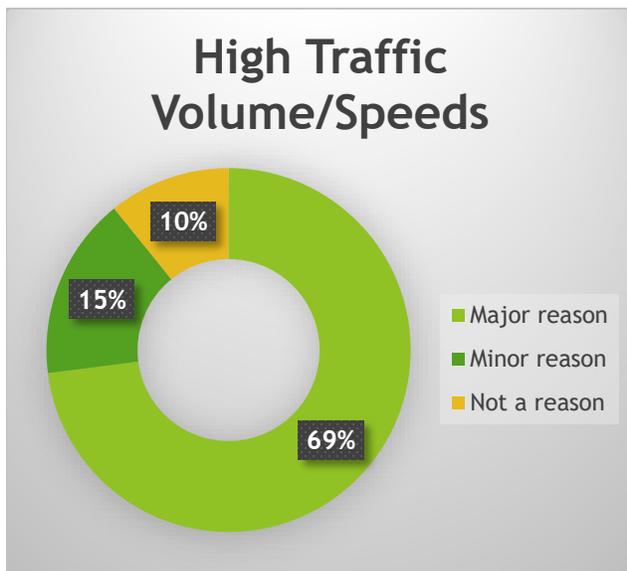


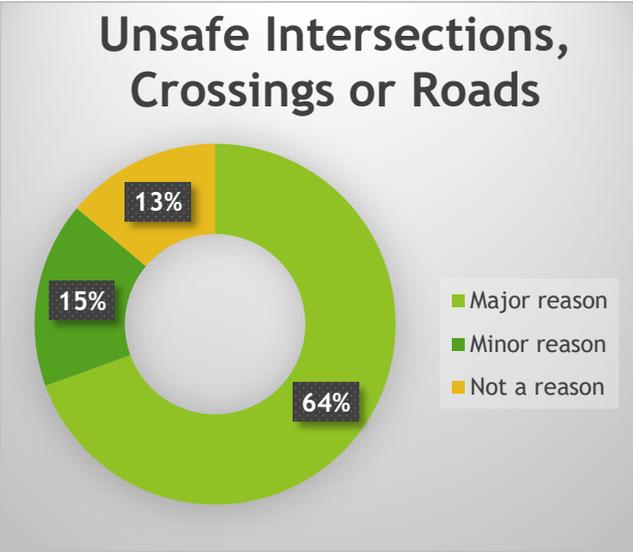
#### 4. How would you rate the following as reasons that you do not BICYCLE more frequently?

Separation from traffic and safety are the primary reasons many respondents do not bike more often. The Top five reasons respondents don't bike more often are (in order of most importance):

- High automobile traffic volume and/or speeds (69%)
- No bike lanes and/or shared use paths (67)
- Unsafe intersections, crossings or roadways (64%)
- Bad driver behaviors (61%)
- Bike lanes and/or shared use paths in poor condition (59%)
- I do not have a bike (59%)

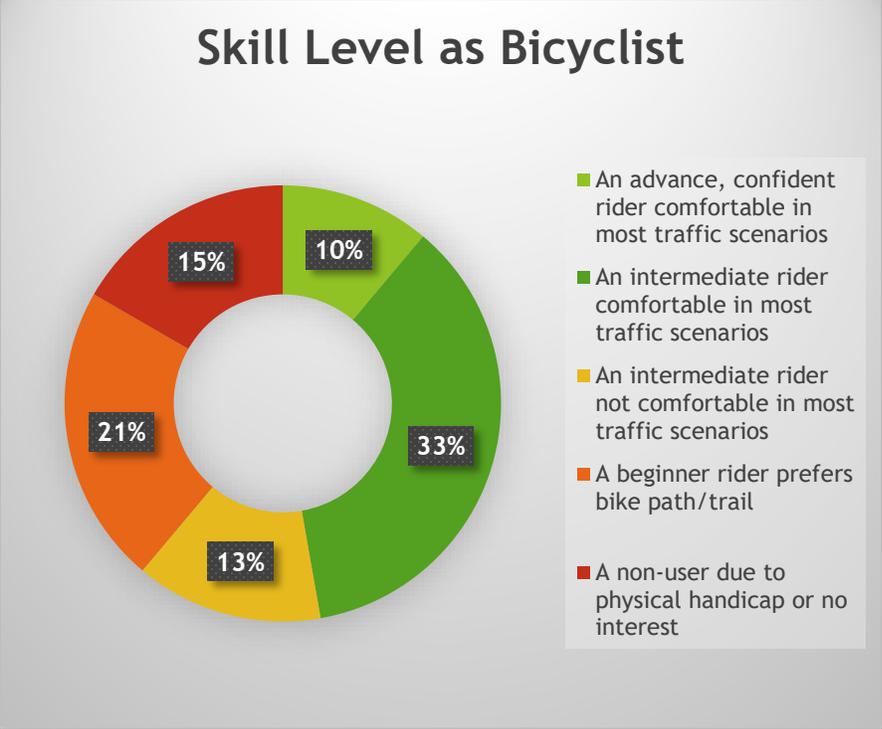
All of the remaining reasons on the list of options were selected less than 57% of the time as a reason that respondents don't bike more frequently: Travel with small children (56.4%); Personal safety concerns (56%); Physical or other health condition (51.3%); Destinations are too far away (41.0%); No bicycle parking (38.5%); Bad weather (38.5%); Visually unappealing surroundings (38.5%); and Lack of worksite amenities (20.5%). The pie chart below shows the top four reasons people don't bike more frequently in Passaic.





**5. What skill level do you consider yourself as a bicyclist?**

Most respondents identified as an intermediate rider who are comfortable riding in most traffic situations (33.3%). Approximately 20.5% identified themselves as a beginner rider who prefer to stick to the bike path or trail. Close to 15.4% of respondents are not interested in bicycling or is physically unable to ride a bicycle. Less than 13% of the remaining respondents identified as an intermediate rider who is not really comfortable riding in most traffic situations or an advanced, confident rider who is comfortable riding in most traffic situations. The pie chart below shows the skill level of bicyclists in Passaic who responded to the survey.



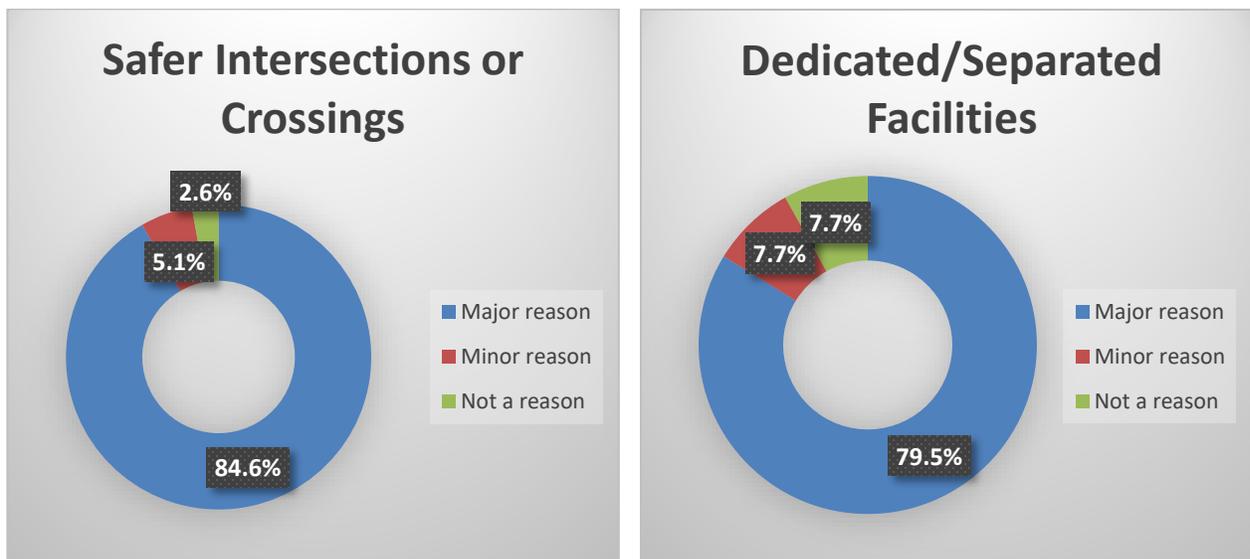
## 6. How important do you think the following improvements would be in supporting walking and bicycling in Passaic City?

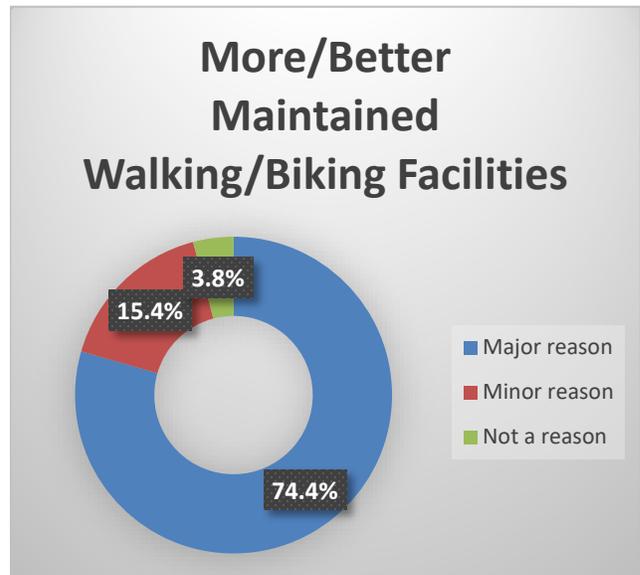
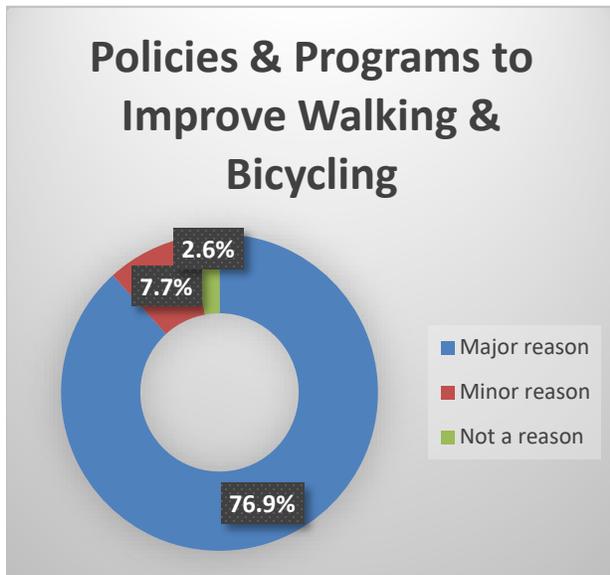
Many respondents want safer intersections or crossings (84.6%) as the primary improvement in Passaic City. The Top improvements desired by the majority of respondents are (in order of most importance):

- Safer intersections or crossings (84.6%)
- More dedicated walking or biking facilities physically separated from motor vehicle traffic (79.5%)
- More policies and programs to improve walking and biking (76.9%)
- More sidewalks / shared use paths / bike lanes / signed bike routes (74.4%)
- Maintenance of sidewalks, shared use paths, bike lanes, signed bike routes (74.4%)
- More or brighter streetlights (74.4%)

All of the remaining improvements desired to support walking and bicycling were selected less than 70% of the time:

Improved connections between sidewalks, bikeways and transit (69.2%); More education opportunities for motorists, pedestrians, & bicyclists (69.2%); Better enforcement of traffic laws for motorists, pedestrians, & bicyclists (69.2%); More secure, convenient and available bicycle parking (69.2%); Bike lane, shared use path, and sidewalk snow removal and sweeping (69.2%); More convenient and available walking amenities (66.7%); More low speed neighborhood routes with wayfinding to destinations (61.54%); and More convenient and available worksite amenities (41.0%). The pie chart below shows the top four most desired improvements to walking and bicycling in Passaic.





**7. If it were safe and convenient, how likely would you be willing to walk or bike for the following reasons?**

When it comes to changing their behavior for when walking and biking becomes safe and convenient, respondents overwhelmingly selected exercise and recreation (66.7%) as the number one activity they would pursue. This was closely followed by non-work utilitarian trips (43.6%), getting to and from a transit stop (38.5%), and going to work (30.8%). Less than 20 percent of respondents would walk or bike to school if it was safer and more convenient to do so. This percentage is more a reflection of the demographics of the respondents, who were mostly childbearing adults and seniors, than the Passaic City proper. Respondents who selected other, wrote in exercise or recreation as the activity that they would do more of. Responses to this question indicates that respondents would do more of the activity that they are already doing, when walking and biking becomes more safe and more convenient.

**8. Identify locations you see as particularly stressful or hazardous for walking or bicycling, or other suggestions for improving the safety and connectivity of Passaic's pedestrian and bicycle network.**

Most respondents who provided feedback indicated that the most dangerous intersections in Passaic City are located on Main Ave. Following Main Avenue, Passaic St has the second greatest number of dangerous intersections. Monroe Street is listed in third place as having the most elevated number of dangerous intersections. Broadway and Lexington Ave also feature high on the list of most dangerous roads for bicyclists and/or pedestrians. Specific intersections that were called out by respondents include the following:

- Washington pl and Main Ave;
- Monroe Street and Main Ave;
- Main Ave and Lexington Ave;
- Main Ave and Benson Ave;



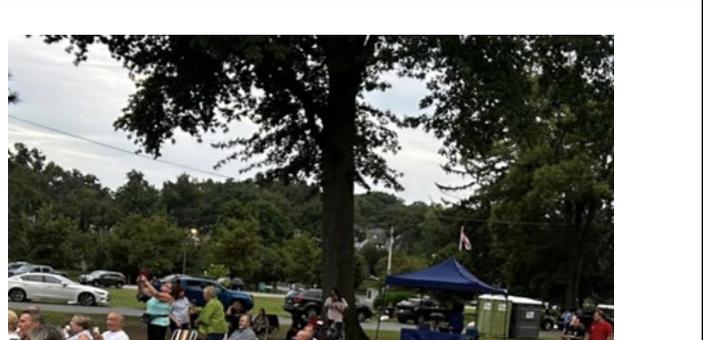
## Community Events

As part of public outreach and participation, LPS staff collaborated with EZ Ride to coordinate and install a Complete Streets demonstration project at the intersection of Hope Avenue and Monroe Street on May 1, 2023. EZ Ride and LPS staff painted an intersection mural, high visibility striped crosswalks, curb extensions, bus stop area, and installed delineators to prevent parking and daylight corners. Goals were to demonstrate safer infrastructure at the intersection, calm traffic, make drivers aware of pedestrians, improve visibility for pedestrians and motorists, and encourage community aesthetics. EZ Ride and LPS staff set up tables to collect community feedback and to elicit input on the City's Bike and Pedestrian Plan. We utilized online surveys in English and Spanish and collected input regarding the community's perception of safety at that specific intersection (EZ-Ride) and at different intersections and roadways across the city (DCA-LPS). EZ-Ride published the results of its survey which showed that 95 percent of respondents want to make the temporary intersection improvements permanent (See Appendix B).

In addition to the Demonstration Project at the Hope Ave and Monroe St, DCA's Local Planning Services project team attended four events in the summer of 2023 to expose the project to a larger public and obtain greater participation for the online survey and interactive map. At each of the events, the project team shared flyers in English and Spanish with QR codes to obtain resident's feedback on the project. EZ-Ride and LPS collaborated at one of the events with EZ Ride providing biking and walking safety pamphlets and helmet give aways at the event in addition to the LPS project promotion materials. Similar to the survey results discussed in this report, event participants shared a strong desire for safer and/or separate facilities for bicyclists and pedestrians.

The table that follows list the events that the LPS project team attended along with the event details and sample photos from the event. Although the project team engaged 20 to 35 people each event, this was not reflected in the survey completion rate, which hovered between 14 and 25 percent.

*Table 1. Community Events (Sounds of Passaic Summer Concert Series)*

<b>Date</b>	<b>Event Name</b>	<b>Location</b>
<i>August 14, 2023</i>	<i>Swingman &amp; The Misfit Mutts</i>	<i>Third Ward Park</i>
		
		
<i>August 17, 2023</i>	<i>Total Soul</i>	<i>Dundee Island Park</i>
		

Date	Event Name	Location
<i>August 28, 2023</i>	<i>Valarie Adams &amp; the Dimension Band</i>	<i>Christopher Columbus Park</i>



<i>August 31, 2023</i>	<i>Jimmy Sturr &amp; His Orchestra</i>	<i>Third Ward Park</i>
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## APPENDIX A: BICYCLE + PEDESTRIAN MASTER PLAN: PROJECT WORKING COMMITTEE MEETINGS.

### DECEMBER 6, 2022 AGENDA ITEMS

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#### *Item (Facilitator)*

##### **1. Welcome & Introductions (Passaic City/LPS)**

The meeting took place virtually and in-person. Those in attendance virtually were:

- City of Passaic:
  - Neglia Engineering Associates:
    - Yasseen Saad – Engineering Project Manager
    - Maria F. Rivero – Engineering Aid
- Passaic County:
  - Massiel Ferrara – Planning Director
- NJDCA Local Planning Services:
  - Melania Verzbickis, Planner Trainee

Those who were in attendance in-person were asked to sign in and are listed below:

- City of Passaic:
  - Ricardo Fernandez – Business Administrator & Director of Planning
  - Joe Buga - Urban Enterprise Zone (UEZ) Project Manager
  - Lt. Patrick Burnett – Traffic Safety [Police] Officer
  - Julio Santana – Zoning Officer
- Passaic County:
  - Andras Holzmann – Planning Supervisor
- EZ Ride TMA:
  - Lisa Lee – Deputy Director of Bicycle and Pedestrian Programs
  - Adam Iaccheo – Assistant Program Coordinator, Bike & Pedestrian Programs
- NJDCA Local Planning Services:
  - Ramond Joseph, Project Team Lead

A total of 12 people, including the LPS project team, were in attendance for this meeting. The meeting attendees were provided a copy of the meeting agenda, project scope of work, and working committee guidelines in advance of the meeting. Paper copies of all three documents were provided to all who did not already have it at the in-person meeting.

##### **2. Review of the Scope of Work (LPS Project Team)**

Ramond gave a summary of the project scope and schedule. Final deliverables are a:

- Bicycle Master Plan; and
- Pedestrian Master Plan.

Tasks to be completed by LPS include:

- Data collection.

- Existing conditions review.
- Active transportation/planning studies review.
- Interviews with active transportation stakeholders.
- Draft existing conditions summary.
- Conduct at least two public input/open house meetings.
- Draft summary of public engagement process and results.
- Conduct bicycle and pedestrian needs analysis.
- Network improvements

recommendations/Implementation plan. The following schedule/timeline were discussed:

- A first draft is anticipated to be completed within a year of the kick-off meeting to be followed by final draft and planning board presentation about a month after comments/revisions from the Planning Board.
- Previous studies/efforts that will guide the progress of the project include the:
  - Main Avenue Redesign Project
  - Passaic County Bicycle Master Plan
  - North Jersey Transportation Authority (NJTPA) bicycle/pedestrian counts
  - Rutgers University Main Avenue Corridor study/report
  - Rutgers University/TCNJ complete street rendering
    - State St. going into Hamilton St.
    - Terminates at the intersection of Hamilton and Lexington – “V” intersection
    - City engineer, Yasseen Saad, to provide background documents
- Timing of public input sessions will also guide the progress of the project. Session timing is anticipated as follows:
  - One after the existing conditions summary.
  - A second one after the initial network improvement/policy recommendations.
- LPS will conduct the public input sessions and Passaic City will host and publicize the meetings.
  - An in-person open house will require working committee assistance with setting up and staffing different voting stations.
  - A virtual open house can also be accommodated.
- Ramond will create and share a Dropbox link so everyone can share and have access to project documents.

### **3. Review of Goals and Objectives (Working Committee Members)**

#### *Bicycle Plan Priorities:*

1. Safety
2. Connectivity/Access
3. Wayfinding

#### *Pedestrian Plan Priorities*

1. Safety
2. Connectivity/Access
3. Pedestrian Amenities (ped lights, benches, shade structures/trees, etc.)

- |   |  |
|---|--|
| <i>4. Passaic River Greenway</i>                    | <i>4. Improved Sidewalk Conditions</i>         |
| <i>5. Bike/car circulation conflicts</i>            | <i>5. Passaic River Greenway</i>               |
| <i>6. Adopt Complete &amp; Green Streets Policy</i> | <i>6. Pedestrian/car circulation conflicts</i> |
| <i>7. Implement bikeshare system</i>                |  |

As part of the goals and objectives review discussion, Ramond reviewed the following priorities from the scope of work meeting (see full list above):

- Safety
- Connectivity
- Pedestrian amenities
  - Benches
  - Trees
  - Lighting
- Greenway along the river to connect Dundee Island and Pulaski parks
- Access

Lisa suggested the addition of a Complete & Green Streets Policy as goal/priority. Andras indicated that Passaic County has already adopted one, which can serve as a baseline for the City. Andras recommended adding connections to transit to the goal/priority list as well. Lisa recommended the use of tactical urbanism demonstration as part of the public input process.

Rick gave an overview of actions that the City has taken to further active transportation. These actions include:

- Acquiring funding for a new bus station/hub on Main Ave that is located halfway between the Garfield and Passaic train stations; and
- Approaching several bikeshare companies, i.e., Citi Bike and Lime, to implement a bikeshare program in the City.

Rick indicated that the discussions with the bike share companies did not bear fruit because the companies approached could not justify their costs with the current level of bike share demand in the City. Rick indicated that each section of the City has a major park/open space sufficient to attract bicycle demand. In particular, the City was looking to connect both Pulaski Park and Third Ward Park to the Passaic train station via a bike share system. Lisa indicated that EZ-Ride is looking for a municipality to partner with on a bike share or e-scooter share program. Rick expressed interest in partnering with EZ-Ride on a bike share pilot program. Lisa asked as to the City's preference between bicycles and e-scooters. Both Rick and Lt. Patrick stated that the City would prefer bicycles over scooters. They added that they have a strong preference for bike share systems that have a docking station for the bikes. They indicated that there is enough room at the train station to install a docking station. A bike share system can also connect the new bus hub on Main Ave, which is halfway between the Garfield and Passaic train stations, to both train stations and parks via Passaic Street. Rick shared his vision for having bicycle docking stations at Pulaski Park, Main Avenue Transit Hub, Passaic Train Station, Third Ward Park, and Second Ward Park. These locations are where the City hosts many of its activities and events (tree lighting ceremony, ball drop for New Year's Day, Independence Day Fire Works, Mexican Day Parade, indoor recreation

facility, ice skating rink, Hughes Lake, etc.) Rick also indicated that Passaic St, which connects all these activities, and Market St have the lowest car ownership rates in the State of New Jersey. Rick asked for examples of other NJ municipalities that have implemented e-scooter share systems. Lisa responded that Newark, Asbury Park, New Brunswick, and Highland Park all have e-scooter and/or bike share systems that can be modeled after. Massiel mentioned that Hoboken uses [Social Bicycles](#) (SoBi) bikeshare system, which is a dockless system. She mentioned that bike litter will not be an issue because the turnaround time is about 15 minutes from when a bike is left off to when it is picked up by a SoBi truck. She specified that Hoboken did not want to tie into Jersey City's Citi Bike system. This decision forced other northern municipalities in Hudson County to go with SoBi as well since Hoboken is their main transportation hub. The City of Passaic is supportive of partnering with other surrounding municipalities on a bikeshare program to have a more regional bike system.

Adam asked about the population and population density in the City to gauge demand for a bike share system. Rick responded that the City has over 70,000 counted residents and approximately 15,000 uncounted residents in 3.2 square miles. Passaic is one of the densest cities in the United States (U.S.) Per capita rental unit car ownership in Passaic is the lowest car ownership rates in New Jersey. The City rezoned the Main Avenue corridor to allow mixed use residential and commercial to encourage more walking and bicycling. During the pandemic, the City reorganized its school district into a walking or community school (k-8) district. This means that all k-8 students are located within walking distance of a school. In addition, the entire city has sidewalks, which provides great connectivity for pedestrians. Rick mentioned that the City revised the parking ordinance on Dayton Avenue to accommodate the Dayton Avenue Educational Complex, which has four schools. Parking is hard to come by in Passaic, which is another why a bikeshare system is needed. Ramond mentioned that addressing car/pedestrian conflicts in school zones is also one of the goals/priorities as is improving wayfinding. Rick stated that drop off/pedestrian conflicts exist at Public School No. 1, which is located on Broadway and Van Houten Ave, and Public School No. 3, located on Van Houten Ave and Waverly Pl. Currently no teacher parking or pickup/drop-off routes exist at those schools. Adam mentioned that some cities close off the street for half an hour during pickup and drop-off time. Lt. Patrick shared that this is currently being done for Public School No. 20 (located on Henry St & Howe Ave) where Prospect St is closed off to traffic for 30 minutes during drop-off and pickup. The City receives Safe Routes to School grants every year. They have addressed safety issues on the corridor to the high school (Paulison Ave), Dayton Ave (Public School No. 23), Parker Ave (Public School No. 10), etc.

Rick shared that a parking garage has been approved/funded and is ½ a block from the Passaic train station. He mentioned that bike parking can be added at the new garage. In addition, 10 bike racks have been added throughout the City. The City is working the County on the River Walk between Pulaski Park and Dundee Island Park. In addition, the City is in talks with developers to continue and expand the riverwalk around the "bell curve" and Dundee Island Park. The City is committed to sensory play equipment and has a blue park initiative for children on the autism spectrum.

#### **4. Working Committee Roles & Responsibilities (*LPS Project Team*)**

- *Evaluate project goals and objectives.*
- *Assess needs, issues or problems addressed by the project.*
- *Review and sanction project revisions, changes, modifications especially*

*if scope, and schedule are affected.*

- *Represent the needs of all the affected stakeholders.*
- *Ensure that the project has adequate resources and a well-designed plan to meet the project deliverable(s).*
- *Provide feedback on project milestones to help move the project process forward.*
- *Assist with community outreach inclusive of stakeholders for public participation sessions.*
- *Champion the final Plan and help implement the Plan post Planning Board adoption.*

The working committee did not go over the Working Committee Guidelines due to timing constraints. However, the committee did have a chance to discuss member composition. The committee agreed to add a representative from the Boys and Girls Club, A representative from the School Board, and a representative from the City's Recreation Department.

#### **5. Next steps (*Ramond Joseph, LPS*)**

The next steps are as follows:

- a. LPS to continue background research, data collection, and drafting of Existing Conditions summary
- b. LPS to prepare surveys and conduct interviews with stakeholder agencies/organizations
- c. LPS to schedule: 1.) Site Visit(s); 2) Next Working Committee Meeting; 3) Community Input/Public Outreach

The meeting adjourned at approximately 3:45 PM

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## **January 23, 2023 AGENDA ITEMS**

### ***Item (Facilitator)***

#### **1. Welcome & Introductions (Passaic City/LPS)**

The meeting took place virtually over MS Teams. Those in attendance were:

- City of Passaic:
  - Joe Buga - Urban Enterprise Zone (UEZ) Project Manager
  - Lt. Patrick Burnett – Traffic Safety [Police] Officer
  - Julio Santana – Zoning Officer
  - Cindy Gomez – Recreation Department Rep.
  - Maria F. Rivero – Engineering Aid
  - Neglia Engineering Associates:

- Yasseen Saad – Engineering Project Manager
- Passaic County:
  - Massiel Ferrara – Planning Director
  - Andras Holzmann – Planning Supervisor
- EZ Ride TMA:
  - Lisa Lee – Deputy Director of Bicycle and Pedestrian Programs
- NJDCA Local Planning Services:
  - Ramond Joseph, Project Team Lead
  - Melania Verzbickis, Assistant Planner
  - Joseph Naylor, GIS Specialist

A total of 12 people, including the LPS project team, were in attendance for this meeting. Ramond shared the PowerPoint Presentation live at the meeting.

## **2. Overview of Existing Bicycle Conditions (*LPS Project Team*)**

Ramond started the presentation by talking about key demographics. Key demographics are the main beneficiaries of the Bicycle/Pedestrian Master Plan and are also the target audience of this project. As sourced from the 2017-2021 5-year ACS survey, these beneficiaries are:

- Children aged 17 & under – 32.2%
- Households' w/ Income Below Poverty Level – 31.9%
- Zero Vehicle Households – 31%
- Population within 1000 feet away of heavy traffic – 19%
- Commute by Public Transit – 13%
- Commute by Walking – 13%
- Seniors aged 65 & over – 8.5%
- Disabled Population – 8.3%
- Commute by Bicycling – 1%

Then he discussed the highlights from relevant previous plans and or studies. These plans/studies and highlights are as follows:

- Passaic County Bicycle Master plan
  - 17.3-mile bicycle network - Bike Lanes (8.6 mi); Bike Boulevard (7 mi); Buffered Bike Lanes (0.2 mi); Shared-Use Path (1.5 mi)
  - Concept Plan for Passaic Clifton Regional Connection
  - Adopt a Complete and Green Street Policy
  - Create a Vision Zero Action Plan
  - Conduct Bike/Ped Road Safety Audits and Assessments
  - Consider piloting a bike and micro mobility share program
  - Develop a plan for bicycle wayfinding signage
  - Work with partners to support demonstration pilot projects
- Main Ave Local Development Concept Plan
  - This study looked at 4 built scenarios for redesigning Main Ave in order to replace the parking island in the Study Area (Main Ave from Monroe St to Gregory Ave)

- Scenario 2: Pocket Park (60 ft), 145 pkg spaces, 12-14 ft sidewalk, & bike lane
  - Scenario 3: Promenade w/ Reverse Angle Parking, 175 pkg spaces, 30 ft landscape & seating, 15 ft sidewalk, bike lane
  - Scenario 4: Promenade w/ Wide Sidewalks, 155 pkg spaces, 30 ft landscape & seating, 25 ft sidewalk, bike lane
  - Scenario 5: Landscape median, 175 pkg spaces, 20 ft landscape, 30 ft sidewalk, bike lane
  - Joe Buga interjected to confirm that the City selected Scenario 3, Promenade w/ Reverse Angle parking.
- Main Avenue Redevelopment Plan
  - Study Area: Approx. 28 blocks on Main Ave (Monroe St – State St)
  - Requires adherence to Complete Streets design
  - Parking provided offsite at new Parking Deck
  - Requires 5% EV Ready parking spaces
  - New bus terminal funded
  - Bicycle parking requirements
    - 1 per 2 units indoor; 1 per 10 units outdoor
    - 1 per 2,500 sq ft indoor; 1 per 5,000 sq ft outdoor
- Complete Streets Conceptual Renderings
  - State St. going into Hamilton St. terminating at the intersection of Hamilton and Lexington – “V” intersection
  - Hamilton Ave Concepts: 3 Scenarios
    - Bike lane;
    - Parking protected bike lane; or
    - Two-way cycle-track.
  - State St Concepts: 2 Scenarios
    - Reverse angled parking w/ bike lane southbound, parallel parking w/ bike lane northbound; or
    - Remove median, add 2-way bicycle track, widen sidewalk (west side).
    - Yasseen Saad interjected and indicated that the City selected the removal of the median and reverse angled parking w/ bike lanes as the concept plan for State St. For Hamilton St, the City selected the 2-way cycle track concept plan.
- Existing Road Conditions:
  - 70.14 total miles of roadways
  - State - 3.2 miles – connects counties within the State
  - County - 13.82 miles – connects municipalities within the County.
  - City - 53.2 miles – connects neighborhoods within the City.
- Existing Transit Network:
  - City is transit rich with train station w/ one-seat ride to NYC, bus terminal and 10 bus routes that connect the City to the region.
  - The retired rail tracks through Pulaski and Dundee Island Parks will

be converted to multiuse trails.

- Existing/Planned Bicycle Network
  - 17.3 Miles Planned -8.6 mi Bike Lanes; 7.0 mi Bike Boulevard; 0.2 mi Buffered Bike Lanes; 1.5 mi Shared-Use Path
  - Most of the planned infrastructure are on county roads.
  - The project team will use the County plan as a base for expanding bicycle coverage throughout the City.
- Land Use Attractors
  - Uses that attract higher pedestrian and bicycle trips:
    - Commercial Corridor (Main Ave, Passaic Ave, Monroe St, Market St, etc.)
    - Healthcare Facilities
    - Parks & Recreation Facilities
    - Schools
    - Government Services
    - Transit Stops
- Crash Analysis
  - Project team looked at crash data from January 2016 through December 2021.
    - 154 crashes involved bicyclists
    - 398 crashes involved pedestrians
    - 2 pedestrian fatalities
  - Highest concentration of crashes took place downtown and/or on county roads.
- Bicycle Level of Traffic Stress (LTS)
  - Evaluates how bicycle friendly a road is based on the riders' comfort
    - LTS I → appropriate for almost all bicyclists (minors to seniors)
    - LTS II → appropriate for “interested but concerned” bicyclists
    - LTS III → appropriate for “enthused and confident” bicyclists.
    - LTS IV → only appropriate for “strong and fearless” bicyclists
  - Almost all City roads are LTS I (mph = 25)
  - Almost all County roads are LTS III (mph ≥ 35), and State roads are LTS IV
  - Source data came from the Passaic County Bicycle Master Plan

### **3. Review any feedback from the Working Committee (Working Committee Members)**

- Lisa Lee → Requested that the project team share the online survey in order to assist with distribution to schools and other target audience. Ramond indicated that the survey will be shared with the Working Committee prior to being made available to the public. Lisa also suggested moving up the demonstration project in March to assist with passing out the survey. Ramond indicated that we could keep the survey open for two months so that we can use the Demo project to garner additional input into the survey.
- Andras Holzmann → Explained that the County focused mostly on county roads and not so much on the city roads. They made suggestions for city roads where needed but did not study them in depths. The County looks forward to assisting with the analysis and recommendations to city roads to come out of this report.

- Ramond inquired about the proposed speed limits on roads where bicycle boulevards are being proposed.
  - Andras indicated that the County would lower the speed for some of them and in others look at different traffic calming options based on the context.
  - The County is open to additional recommendations on the proposed bicycle infrastructure through this project.
- Andras Holzmann → How many stakeholders?
  - TBD
- Lisa Lee → Inquired about the Complete and Green Street Policy document. Joe Buga responded that Rick Fernandez would be following up with that activity/task. Lisa then shared drafts of potential demonstration projects to select from:
  - Market & Bergen by School 2
  - Market & Mercer in front of Angie's
  - Monroe & Daytona
  - Montgomery & Gregory
    - Lt. Burnett's preferred option for demo project
  - Market & Hudson
  - Broadway, Grove & Garden
  - Everyone agreed on doing the demo project on Montgomery St & Gregory St. The recommendation is to complete the demo at the start of the week and leave it for a week or longer until it rains. Lt. Burnett, Rick, & Joe Buga will follow up with Lisa with dates for demo.
- Yasseen Saad → Indicated that the City passed a parking ordinance that extends parking zones during overnight hours until 7 AM because of limited amount of parking in the City.
  - Same as Hoboken ordinance. Allows parking within 15 feet of crosswalk during overnight hours. Parking is typically prohibited within 25 feet from crosswalk.

#### 4. Next steps (*Ramond Joseph, LPS*)

The next steps are as follows:

- Online Survey and Interactive Map
- Stakeholder Interviews
- Pedestrian Existing Conditions
- Community Input/Public Open House

The meeting adjourned at approximately 3:15 PM.

***Item (Facilitator)***

**1. Welcome & Introductions (Passaic City/LPS)**

The meeting took place virtually over MS Teams. Those in attendance were:

- City of Passaic:
  - Lt. Patrick Burnett – Traffic Safety [Police] Officer
  - Cindy Gomez – Recreation Department Rep.
  - Maria F. Rivero – Engineering Aid
  - Neglia Engineering Associates:
    - Yasseen Saad – Engineering Project Manager
- Passaic County:
  - Massiel Ferrara – Planning Director
  - Andras Holzmann – Planning Supervisor
- EZ Ride TMA:
  - Lisa Lee – Deputy Director of Bicycle and Pedestrian Programs
  - Erlea Maldonado - EZ Ride
  - Adam Iaccheo, EZ Ride
  - Mike Johnson – EZ Ride
  - Jensy Jimenez – EZ Ride
- NJDCA Local Planning Services:
  - Ramond Joseph, Project Team Lead
  - Melania Verzbickis, Assistant Planner
  - Joseph Naylor, GIS Specialist

A total of 15 people, including the LPS project team, were in attendance for this meeting. Ramond gave a status update via PowerPoint Presentation and presented the survey live at the meeting.

**2. Overview of the project status (*LPS Project Team*)**

Ramond provided an overview of the project status. Current project tasks in progress are the:

- Pedestrian Existing Conditions;
- Online survey and interactive map;
- Stakeholder interviews; and
- Community Input/Public Open House.

Then he discussed the survey questions and their objectives. These plans/studies and highlights are as follows:

- Walking/Pedestrian Questions
  - Walking reasons and frequency (work/school/transit stop/non-work utilitarian trips/recreation or exercise)

- Barriers to walking (no sidewalk or shared-use path/walking facilities poorly maintained/unsafe intersections or crossings/unsafe or unpredictable driver behavior/traffic speed and volume/personal safety or fear of crime etc.)
  - Factors that increase walking safety and comfort (more sidewalks and/or shared use paths/better intersections or crossings/better street lighting/more separation from traffic/traffic education and/or enforcement etc.)
  - Reasons would walk more if conditions allowed (work/school/transit stop/non-work utilitarian trips/recreation or exercise etc.)
  - Stressful or hazardous walking locations
  - Recommendations for improvements
- Bicycling/Rolling Questions
    - Bicycling reasons and frequency (work/school/transit stop/non-work utilitarian trips/recreation or exercise)
    - Barriers to bicycling (no bicycle parking/no bike lanes or shared-use path/bicycling facilities poorly maintained/unsafe roadways, intersections or crossings/unsafe or unpredictable driver behavior/traffic speed and volume/personal safety or fear of crime etc.)
    - Factors that increase bicycling safety and comfort (more bike lanes, signed bike routes and/or shared use paths/better maintenance of bike lanes and/or shared use paths/better connections between bikeways and transit/better intersections or crossings/better street lighting/more separation from traffic/traffic education and/or enforcement etc.)
    - Reasons would bike more if conditions allowed (work/school/transit stop/non-work utilitarian trips/recreation or exercise etc.)
    - Stressful or hazardous bicycling locations
    - Recommendations for improvements

### **3. Review of Bike/Ped Survey/feedback from the Working Committee (Working Committee Members)**

- Erlea Maldonado → Include a Spanish version of the survey. Ramond explained that ESRI has a built-in language convertor that allows the Survey to be available in several languages, including Spanish. He will share both English and Spanish version of the survey with the Working Committee for testing.
- Lisa Lee → List amenities such as benches, bike racks, trash bins, pedestrian lighting, street trees, etc. Ramond explained that the project team will add an option under question 5 that list better amenities such as benches, trash bins, street trees, pedestrian lighting, etc.
- Erlea Maldonado → Noted that 5g should be split into two options, one for education and one for enforcement. Ramond indicated that separating the combined option into two is doable.
- Lt. Patrick Burnett → Noted that personal safety option is too broad and should specify crime to be clearer. Recommends changing automobile traffic option to traffic volume/speed and personal safety option to fear of crime.

- Lisa Lee → Recommends changing the bad driver behavior option to distracted/aggressive driver behavior. Lt. Burnett recommends keeping bad driver behavior as an umbrella category. Ramond indicated that the project team will revise the bad driver behaviors options (3d, 4e) to add examples, such as distracted/aggressive driving.
- Andras Holzmann → Add definitions and/or pictures of some of the terms being used in the survey. Ramond explained that the project team will add a popup to question 8 that explains/show the technical terms being used.

#### 4. Next steps (*Ramond Joseph, LPS*)

The next steps are as follows:

- Revise online Survey and Interactive Map for testing by working committee.
- Stakeholder Interviews
- Pedestrian Existing Conditions
- Community Input/Public Open House

The second portion of the meeting dealt with the demonstration project that E-Z ride was planning for the intersection of Montgomery St, Monroe St, and Gregory Ave in May. During the meeting, it was discovered that there is already a safe route to school grant for that intersection. Alternative intersections were discussed. A selection will be made in consultation with the City. The meeting adjourned at approximately 4:30 PM.

## JUNE 5, 2023 AGENDA ITEMS

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### *Item (Facilitator)*

#### 5. Welcome & Introductions (*Passaic City/LPS*)

The meeting took place virtually over MS Teams. Those in attendance were:

- City of Passaic:
  - Joseph (Joe) Buga –
  - Cindy Gomez – Recreation Department Rep.
  - Lissett Lopz – Recreation Department Rep.
  - Kathy Martin – Conf. Assistant to Mayor
  - Neglia Engineering Associates:
    - Yasseen Saad – Engineering Project Manager
- Passaic County:
  - Andras Holzmann – Planning Supervisor
- NJTPA:
  - Keith Hamas - Safety Planning

- EZ Ride TMA:
  - Lisa Lee – Deputy Director of Bicycle and Pedestrian Programs
- NJDCA Local Planning Services:
  - Ramond Joseph, Project Team Lead

A total of 9 people, including the LPS project team, were in attendance for this meeting. Ramond went over the agenda for the virtual public open house via a PowerPoint Presentation, including a live demonstration of the interactive map.

## **6. Working Committee Feedback (*Working Committee Members*)**

Ramond provided an overview of the agenda for the virtual public open house. The agenda for the meeting is as follows:

- Plan Overview
  - Overview of Project
  - Interactive Mapping
- Breakout Stations
  - Bike Ped Programming (Lisa – EZ Ride)
  - Bicycle + Pedestrian Safety Toolbox (Ramond – LPS)
- Discuss
  - Breakout Station Reports
  - Plan Vision & Goals

EZ-Ride shared they have updates to the Street-Smart Campaign that they will be sharing with the city staff. The working committee members discussed potential dates for the virtual and in-person open house meetings. Both NJTPA and EZ-Ride shared logistical recommendations for the in-person pop-up public open house meetings.

## **7. Next steps (*Ramond Joseph, LPS*)**

The next steps are as follows:

- Virtual Community Input/Public Open House – Mid-July.
- In-Person Public Open House – 4<sup>th</sup> of July Festival (June 30<sup>th</sup> – July 4<sup>th</sup>, Pulaski/Dundee Island Park) and/or Tuesday/Thursday: Movie/Concert Series at 3 Park Locations.
- In-Person Public Open House – National Night Out (2<sup>nd</sup> Tuesday/August 8<sup>th</sup> at Passaic City Hall).
- In-Person Public Open House – August Festival (August 16<sup>th</sup>-20 – Christopher Columbus Park) and/or Tuesday/Thursday: Movie/Concert Series at 3 Park Locations.

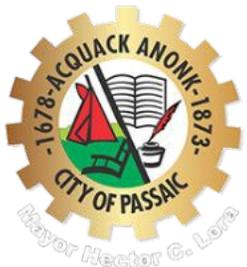
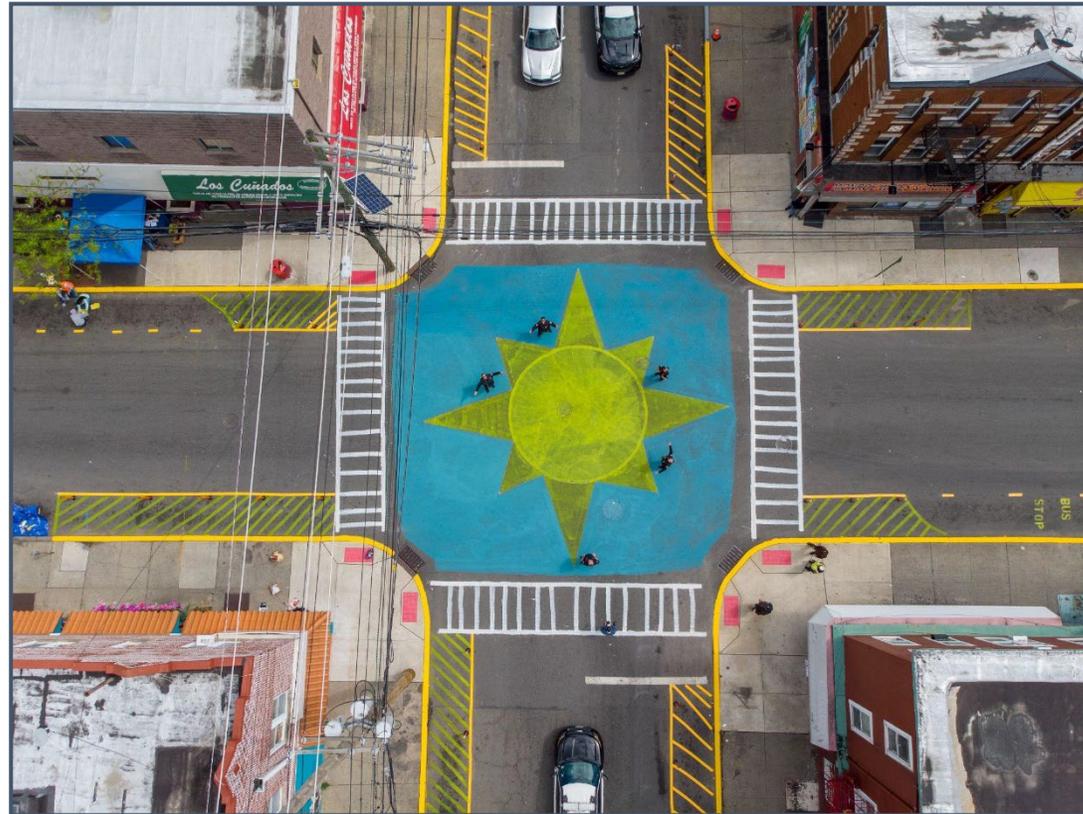
- In-Person Public Open House –September Festival (7th-10th (Third Ward Park) and/or Tuesday/Thursday: Movie/Concert Series at 3 Park Locations.

NJTPA shared that they have been working on a regional Active Transportation Plan will be ready for publication by June 30<sup>th</sup>, 2023. The meeting adjourned at approximately 4:15 PM.

**APPENDIX B. PASSAIC COMPLETE STREETS DEMONSTRATION PROJECT & IMPACT.**

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# Passaic Complete Streets Demonstration Project & Impact



Community Affairs

NORTH JERSEY  
TRANSPORTATION  
PLANNING AUTHORITY





# Passaic Demonstration Project

## The Situation in Passaic

### Crash Data

- 461 pedestrian & cyclist crashes (2018-20) in Passaic.
- 4 ped. crashes, 4 cyclist crashes, 48 car crashes at Hope Ave. & Monroe St. Jan. 2020 to date.
- No fatalities.

### Action Plan

EZ Ride started a partnership with the City and School District in 2016 to improve Bike & Pedestrian safety using Safe Routes to School activities. We established an action plan with goals:

- Conduct safety education for students & residents
- Assist the City with audits and demonstration projects to identify needed improvements
- Encourage District to adopt SRTS policy and get schools involved in SRTS program

- **Encourage City to adopt and implement Complete Streets Policy**
- **Help secure federal grants for infrastructure improvements to improve safety**

# Passaic Demonstration Project

## Complete Streets Project Background

- **Partner with Passaic to install a temporary art-based demonstration project**
- **Intersection of Hope Avenue & Monroe Street**
- **Use paint to make the intersection safer**
  - **Striped high visibility crosswalks to alert drivers to presence of pedestrians.**
  - **Painted curb extensions to shorten crosswalks, prevent parking, and help drivers see pedestrians waiting to cross.**
  - **Intersection mural to slow drivers, promote community aesthetics**

# Passaic Demonstration Project

## Project Description & Goals

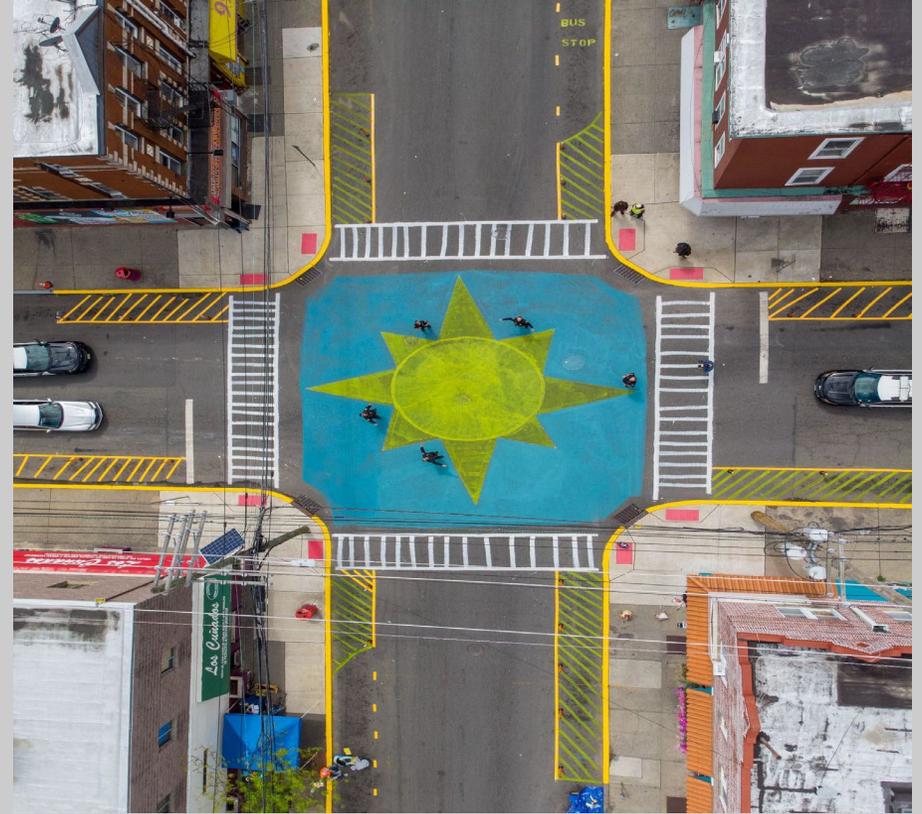
- **Date**
  - May 1, 2023, 9:30 am - 4:30 pm
- **Purpose:**
  - Demonstrate how intersection can be safer for vulnerable road users as part of Bike & Pedestrian Plan
  - Collect community input
  - If feedback is positive, make the mural permanent
- **Partners**
  - EZ Ride, City of Passaic, Passaic Police



**Department, Passaic DPW, NJ DCA - Planning  
Division, NJTPA**

# Passaic Demonstration Project

## Intersection Before and After



# Passaic Demonstration Project

## Intersection Project Plans



- **Passaic Traffic Police suggested three intersections**
- **EZ Ride proposed designs for each intersection**
- **City selected one design & intersection**
- **EZ Ride used materials from NJTPA demonstration library**
- **Police and DPW closed down intersection on May 1**
- **EZ Ride brought materials and equipment and installed the project**

# Passaic Demonstration Project

## Promotion & Photos

- Flyers
- City Website
- Social Media Posts (2)
- Media Advisory & Press Release
- Mayor live-streamed event on Facebook/Instagram
- Schools promoted
- Drone photography

**Hope & Safety for City of Passaic**  
We would like your feedback on the temporary mural and other improvements installed at the Intersection of Hope Ave and Monroe St.

The purpose of this installation is to improve safety and add art to the community.

If these improvements are successful, they could be made permanent, and similar installations could be added at other intersections in Passaic.

**Hope Ave & Monroe St Complete Streets Pilot Project**

**Benefits**

- Mural and crosswalks slow down drivers
- Curb extensions shorten crosswalks and prevent illegal parking that obstructs driver and pedestrian view
- Street art develops community pride

**Project Features**

- Intersection mural
- High visibility crosswalks
- Painted Curb Extensions
- Delineators at edge of curb extensions
- Painted Bus Stop

Project materials provided by NJTPA & EZ Ride

ezride NJTPA We want to get your input on the improvements! Scan the code or click this link: <https://bit.ly/3Hrbk3Z>

**Esperanza y Seguridad Ciudad de Passaic**  
Nos gustaría conocer su opinión acerca del proyecto mural temporal y medidas de seguridad que se instalarán en la intersección de Monroe St. & Hope Ave.

El propósito de este proyecto es mejorar la seguridad y añadir arte a la comunidad.

Si el proyecto tiene éxito se podrá extender y hacerse permanentes en otras intersecciones en la ciudad.

**Monroe St. & Hope Ave Complete Streets Proyecto Piloto**

**Beneficios**

- El mural y los pasos de peatones reducirán la velocidad de los conductores
- Las pinturas de extensiones en los aceros acortan los pasos de peatones y evitan paradas ilegales que obstruyen la visión de conductores y peatones
- El arte anunciará el orgullo de la comunidad

**Características del Proyecto**

- Mural en intersección
- Cruces peatonales de alta visibilidad
- Extensiones pintadas en los bordes de las aceras
- Delineadores a lo largo de la extensión de la acera
- Parada de autobús pintada

Los materiales para proyecto serán proporcionados por NJTPA & EZ Ride

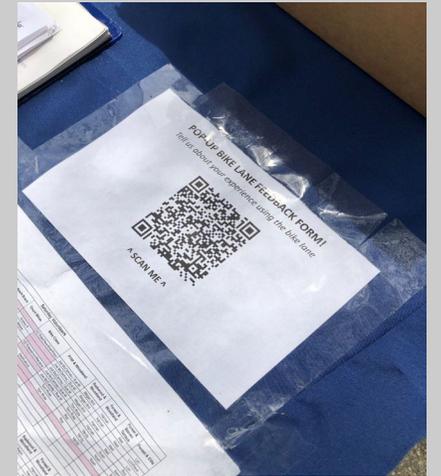
ezride NJTPA Queremos conocer tu opinión sobre las mejoras. Escanea el código: o haga clic en este link: [bit.ly/3AlBbM](https://bit.ly/3AlBbM)

# Passaic Demonstration Project

## Evaluation Methodology

Feedback was collected online using a QR code surveys and on-site

1. Age of participants (child & adult)
2. Mural Satisfaction
3. Intersection Safety
4. Other locations for improvements
5. Participant comments



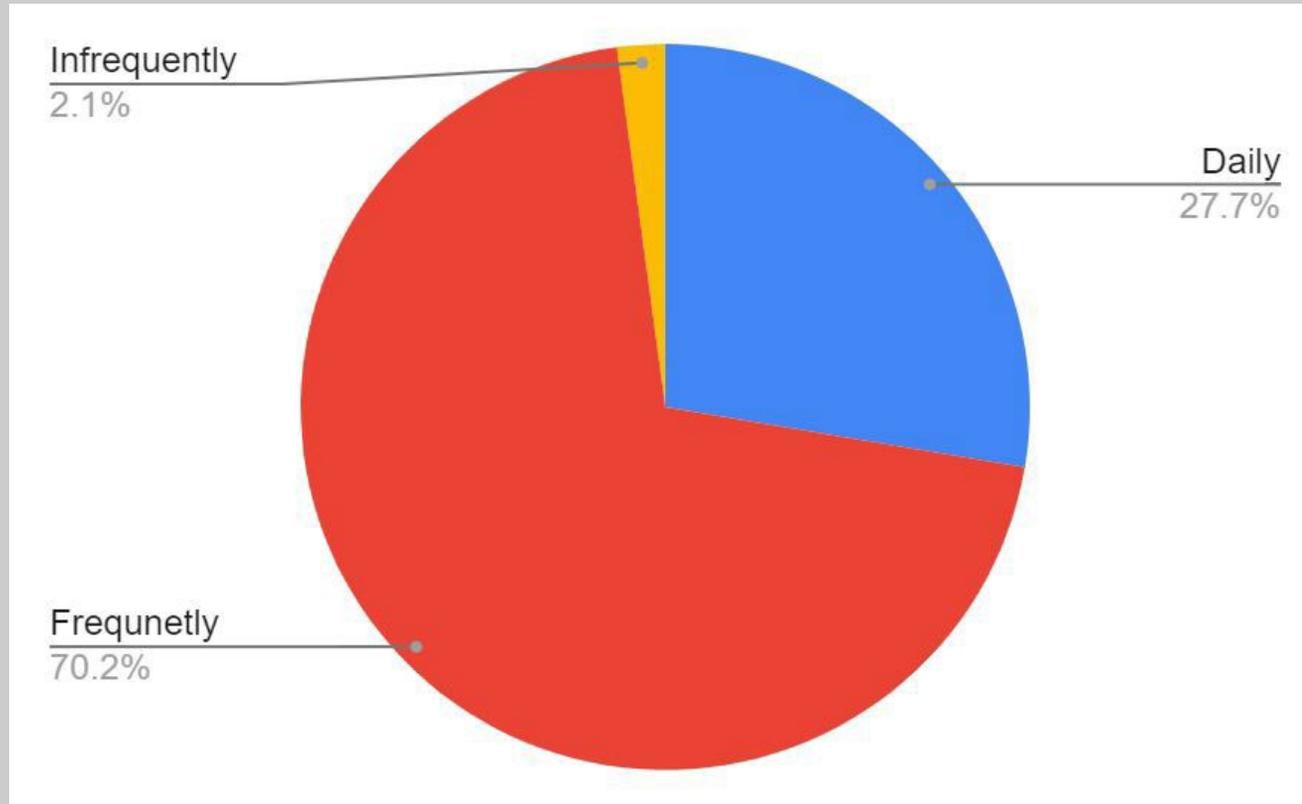
# Passaic Demonstration Project

## Evaluation from Community Participants



# Passaic Demonstration Project Feedback

## Frequency of Travel Through Intersection

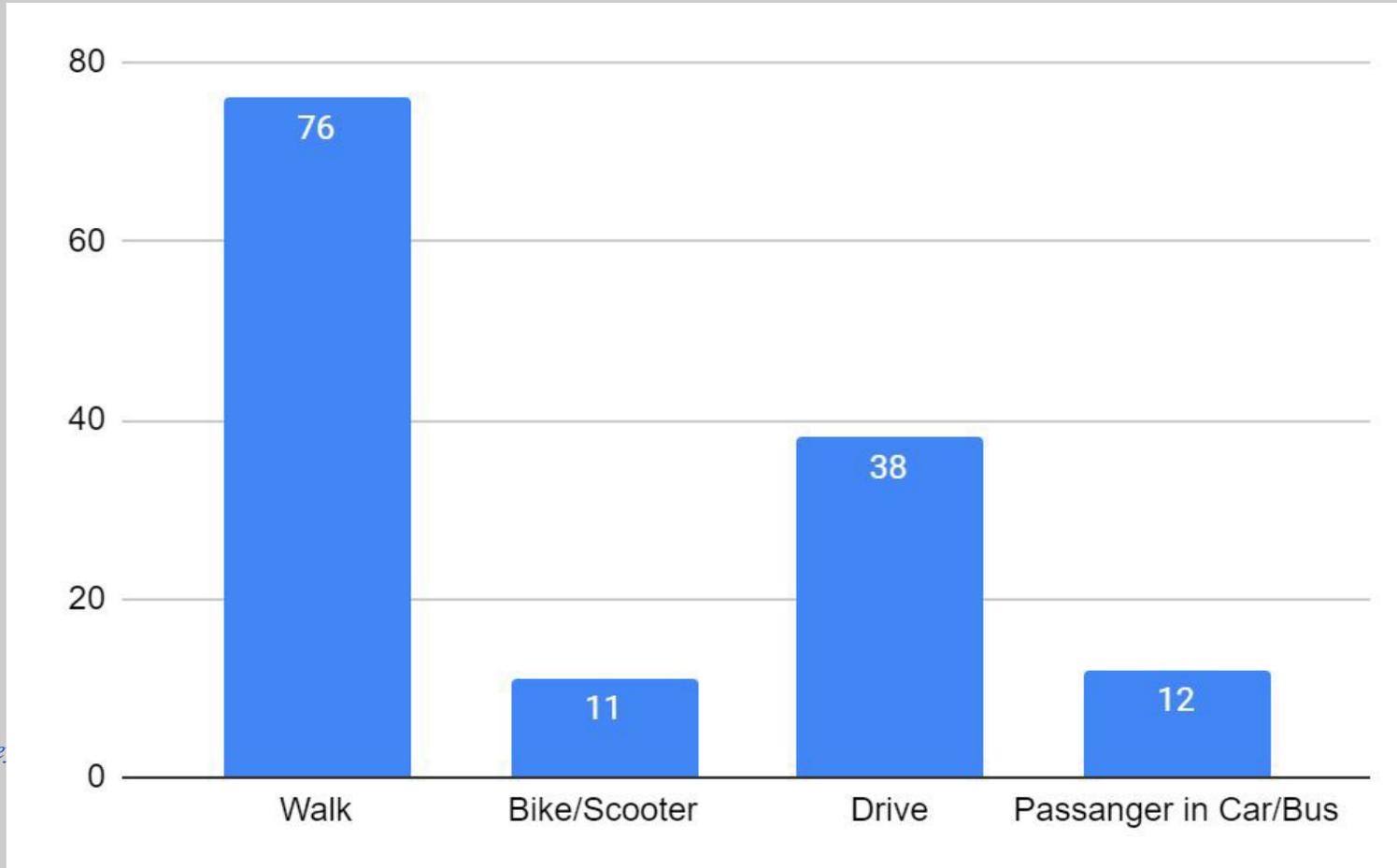


**97.9% (92) of participants travel through the intersection daily or frequently**

- **27.7% (26) daily**
- **70.2% (66) frequently**

# Passaic Demonstration Project Feedback

## Mode of Transportation Used At Intersection



**Most common mode of transportation:**

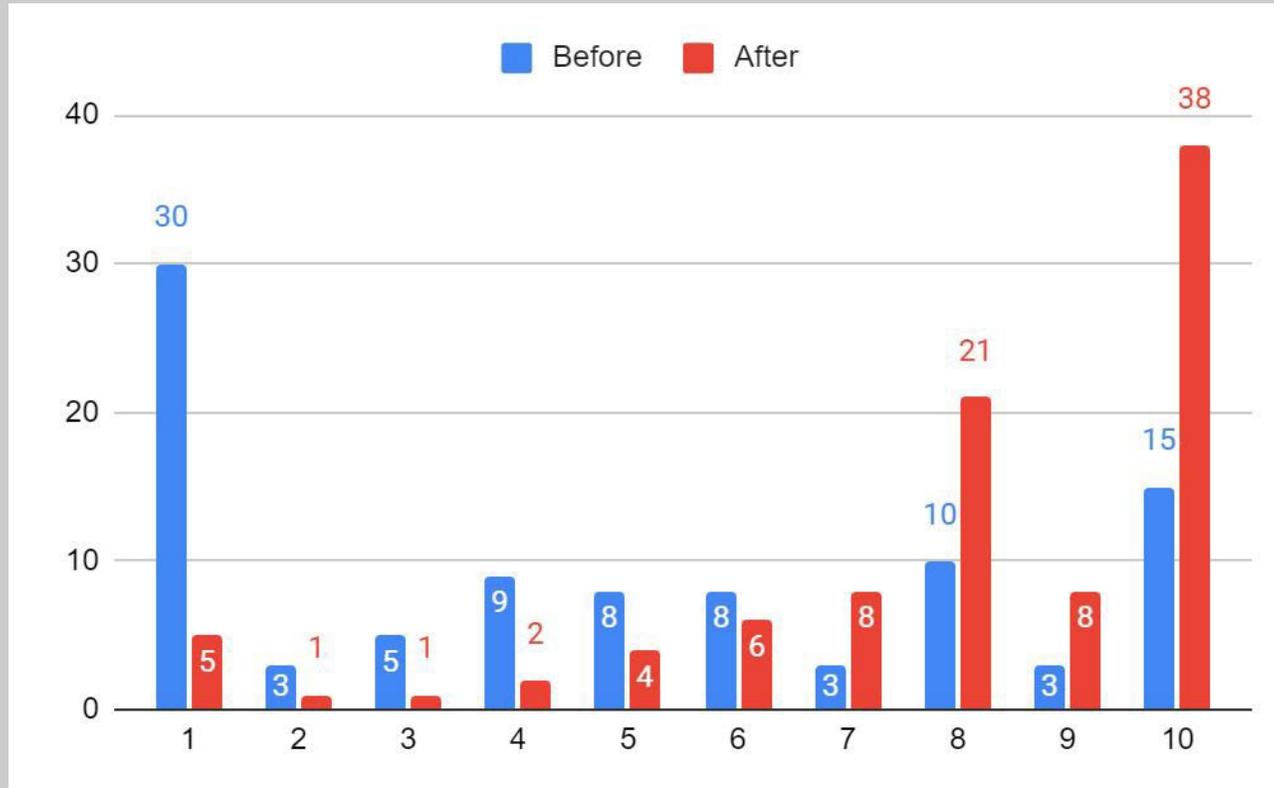
- **Walking: 76 (55.5%)**
- **Driving: 38 (27.7%)**
- **Passenger: 12 (8.8%)**
- **Bike/Scooter: 11 (8%)**

produced 137 responses

# Passaic Demonstration Project Feedback

## Rate the Safety of the Intersection

### How Safe Does This Intersection Feel Before and After Project?



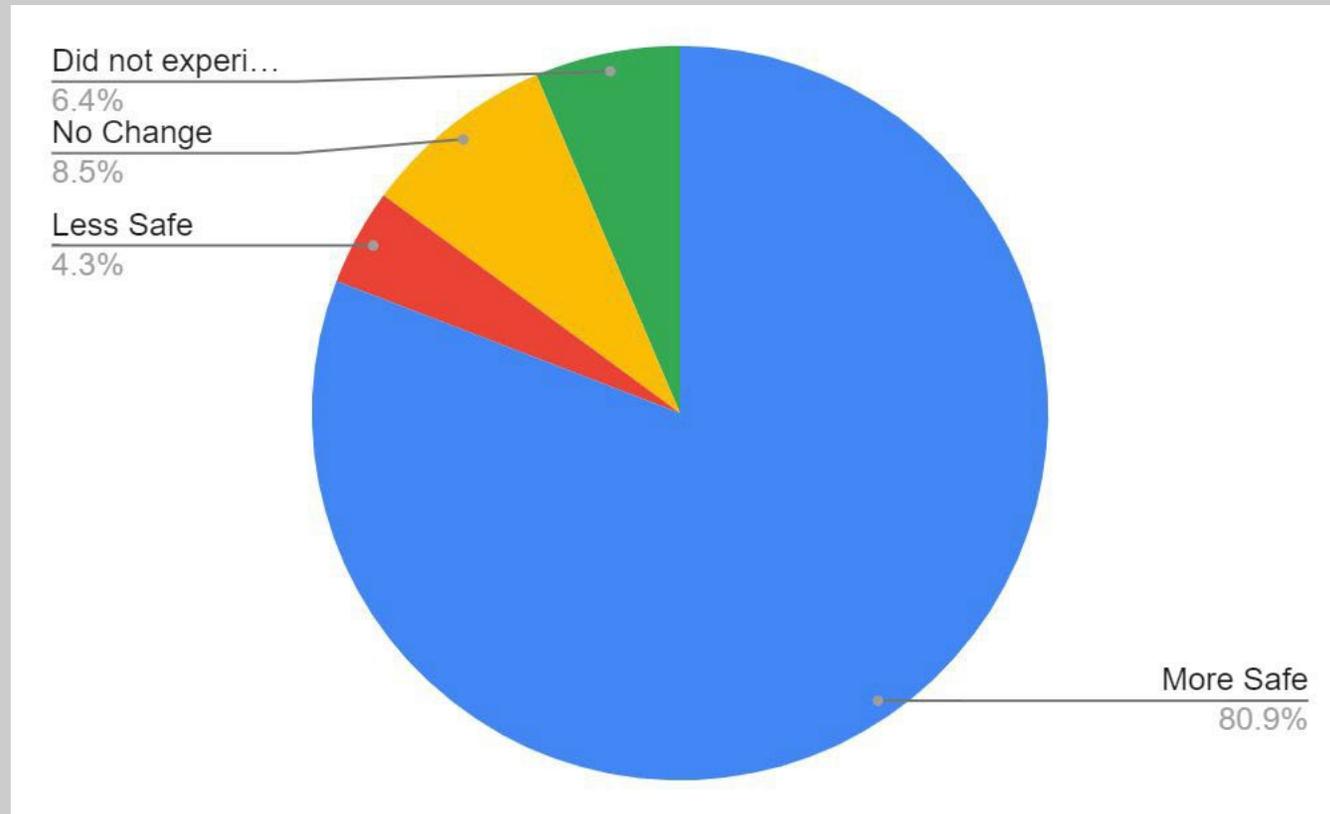
1= Not Very Safe, and 10 = Very Safe

Survey results suggest the intersection mural generally made survey participants feel safer

# Passaic Demonstration Project Feedback

## Intersection Safety

### Do Changes Make You Feel More or Less Safe?



- **More Safe: 80.9% (76)**
- **Less Safe: 4.3% (4)**
- **No Change: 8.5% (8)**
- **Not Present: 6.4% (6)**

94 survey responses

# Passaic Demonstration Project Feedback

## Comments on Intersection Changes

### Comments from the online survey:

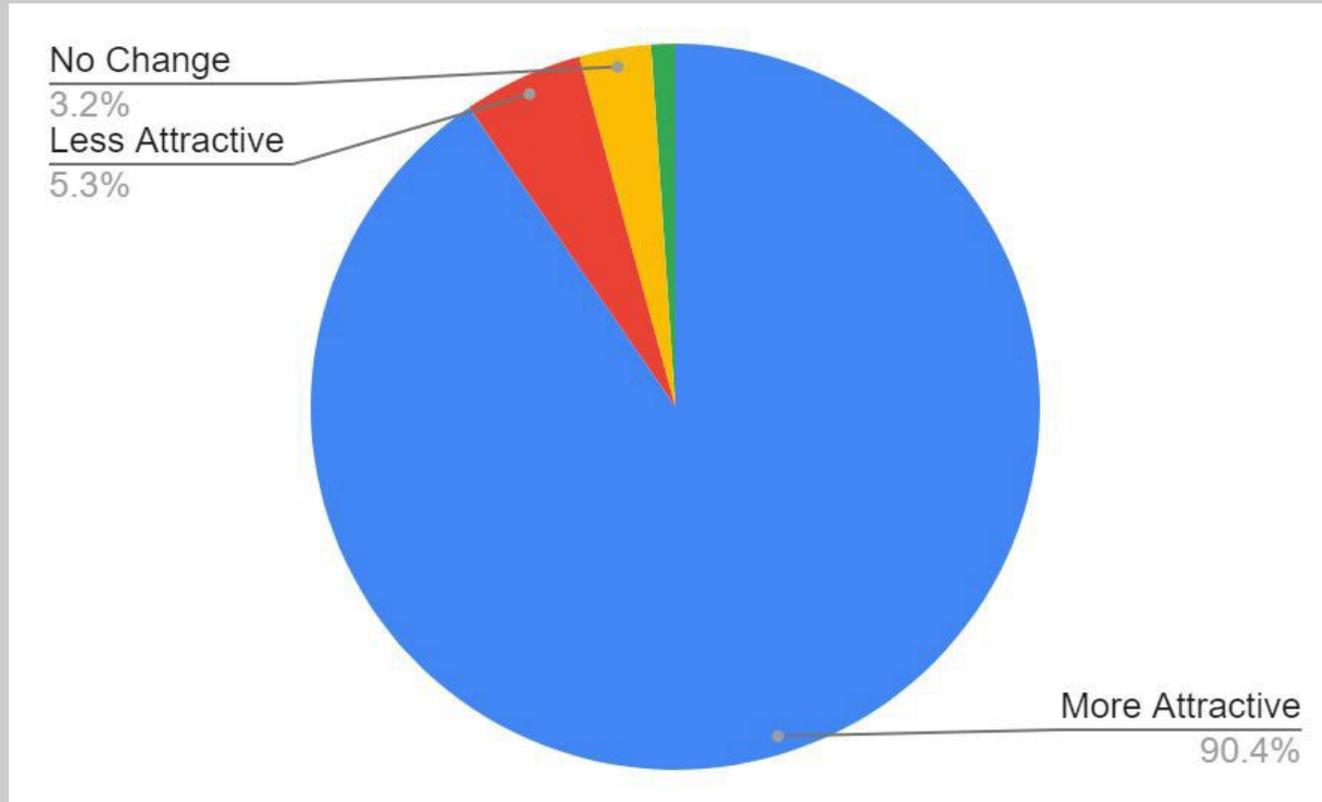
- “Visible striping on street may help to slow cars”
- “You are able to see more without cars parked on corner
- “Improvement in visibility when making turns.”
- “It allows drivers to slow down”
- “There is more focus on the intersection due to the new, unusual painting”
- “It is an amazing idea and makes Passaic look beautiful



# Passaic Demonstration Project Feedback

## Project Satisfaction

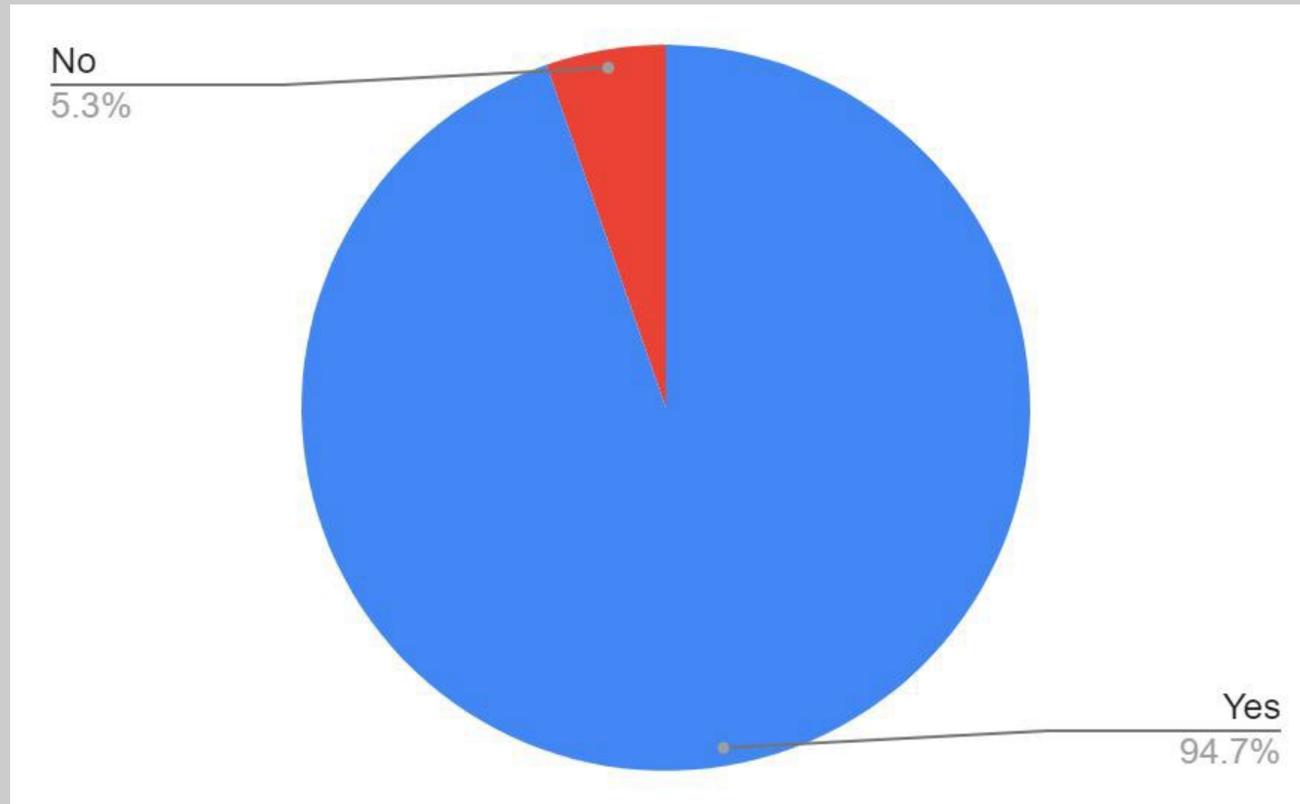
### Are the Changes More or Less Attractive?



- **More Attractive: 90.4% (85)**
- **Less Attractive: 5.3% (5)**
- **No Change: 3.2% (3)**
- **Did not experience: 1% (1)**



# Should the Project Be Permanent?



- **Yes: 94.7% (89)**
- **No: 5.3% (5)**



# Passaic Demonstration Project Feedback

## Why Should the Project Be Permanent?

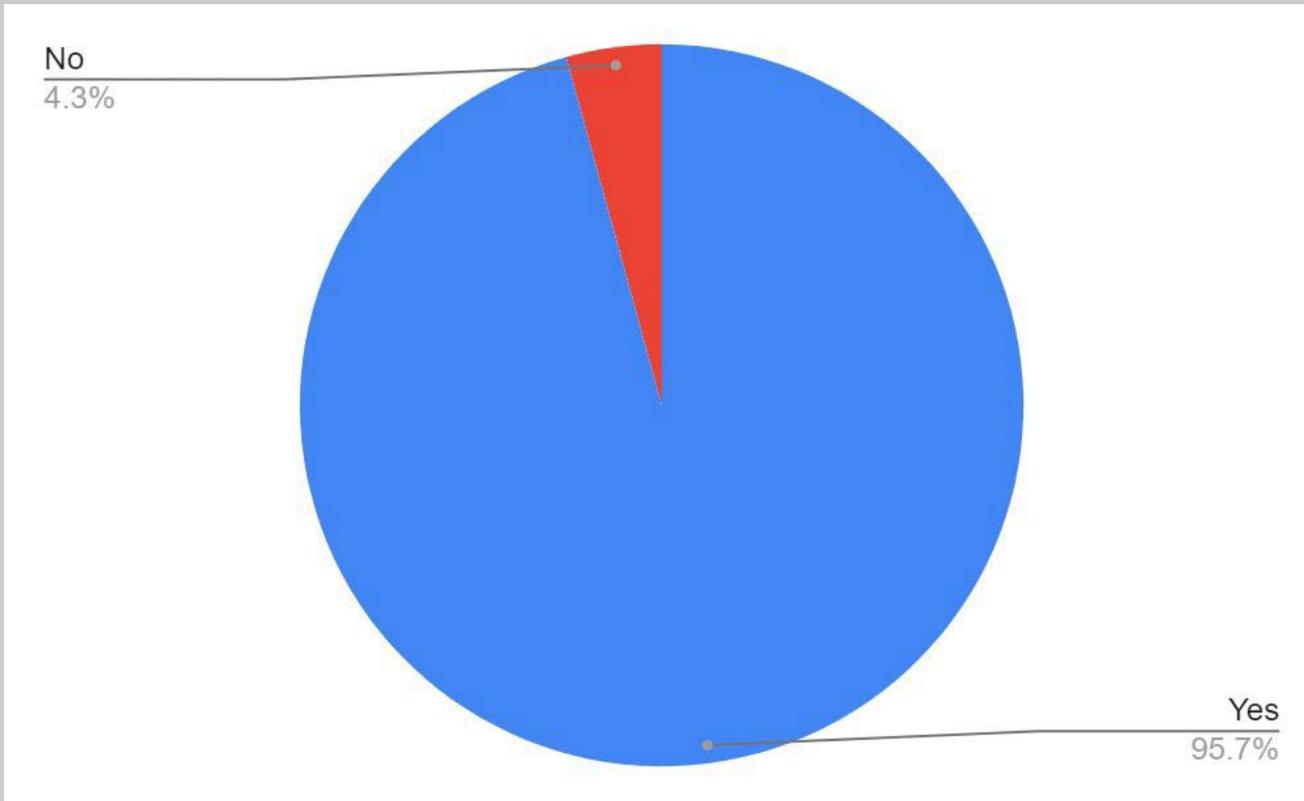
### Comments from Online Survey:

- “It can make Monroe Street more safe”
- “Curb appeal and a must need for safety”
- “It makes us safer”
- “It’s more helpful for others around”
- “Show us where to drive/walk”
- “Something like this would be useful to everyone in our city and make it look great”
- “It makes it look more welcoming”
- “Beautiful sun design”
- “I love it”



# Passaic Demonstration Project Feedback

## Should Similar Projects Be Installed at Other Locations?



- **Yes: 95% (90)**

- **No: 4.3% (4)**

94 survey responses

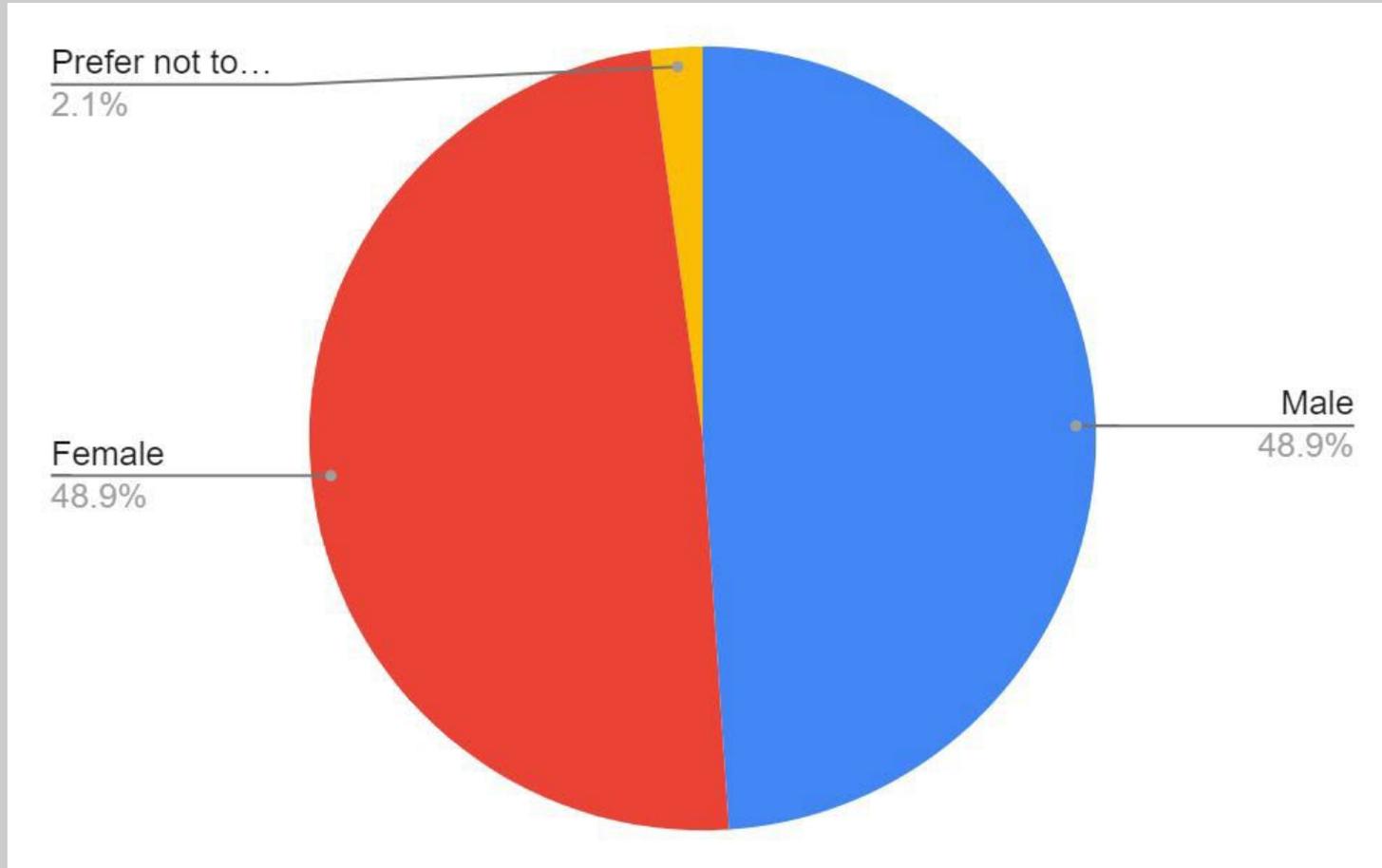
# Passaic Demonstration Project Feedback

## Where Else Can Complete Streets Help?

- **Main Avenue (& Monroe): 8**
- **Columbia Ave & Monroe St: 3**
- **Lexington & Monroe: 3**
- **President & Parker Ave: 2**
- **Passaic St. (& State St.): 2**
- **Hope & Harrison: 2**
- **First & Jefferson: 1**
- **Meade & Gregory: 1**
- **Market Street: 1**
- **By schools & parks: 4**

# Passaic Demonstration Project Feedback

## Gender

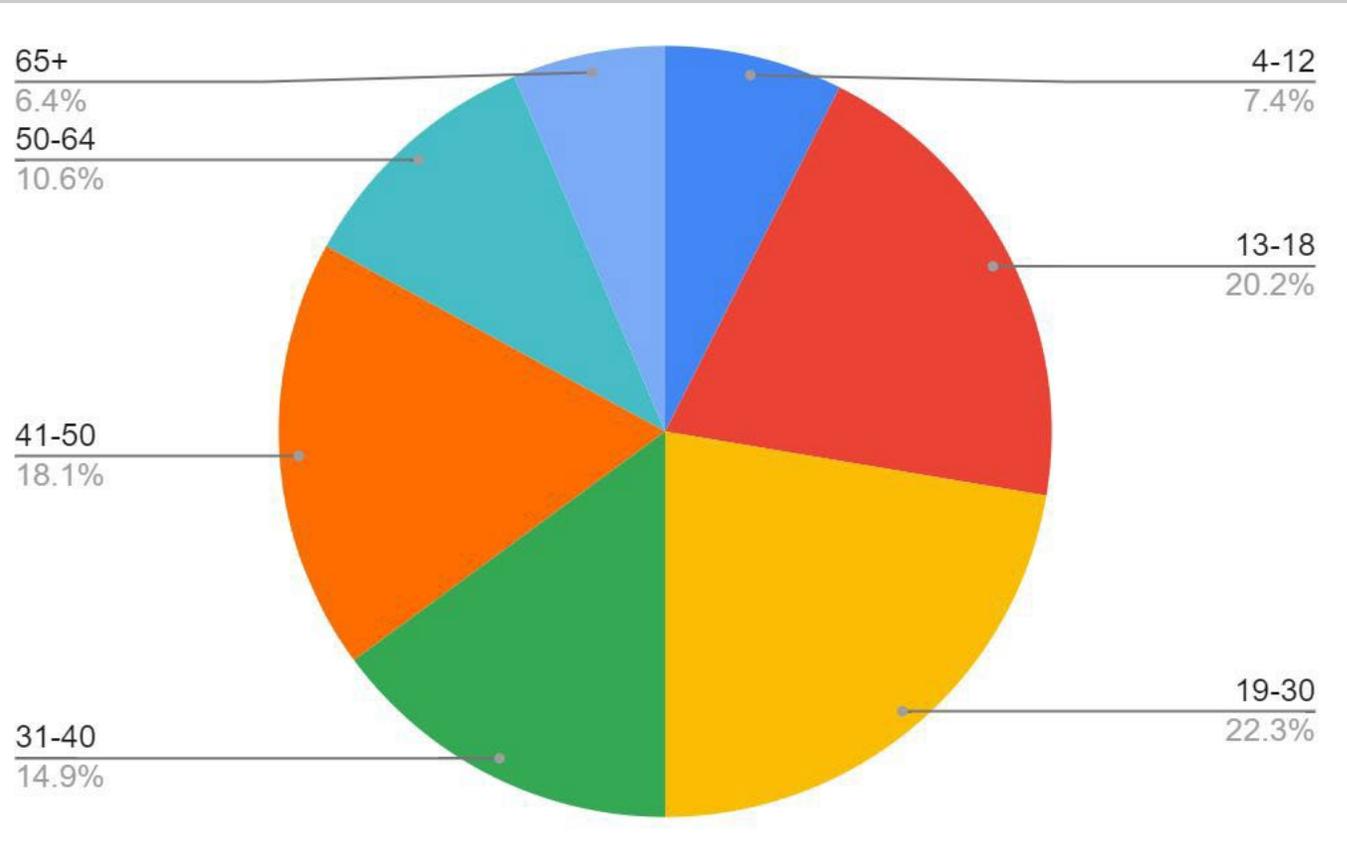


- The number of males and females surveyed was 46 each
- 2.1% (2) didn't indicate gender

94 survey responses

# Passaic Demonstration Project Feedback

## Participant Ages



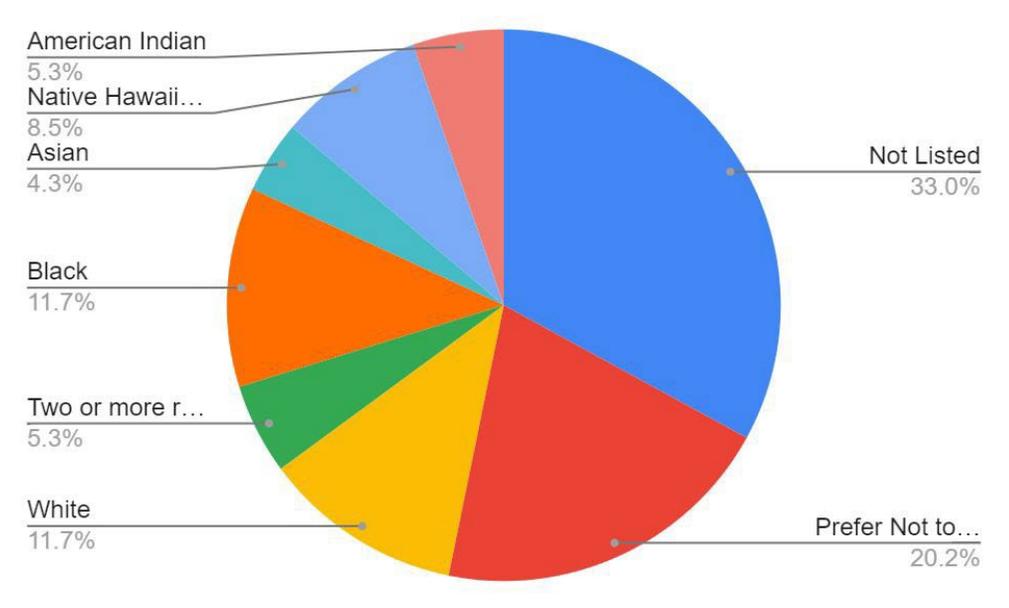
- **Largest group: age 19-30, 22.3% (21)**
- **Second largest group: age 13-18, 20.2% (19)**
- **Third largest group: age 41-50, 18.1% (17)**

94 survey responses

# Passaic Demonstration Project Feedback

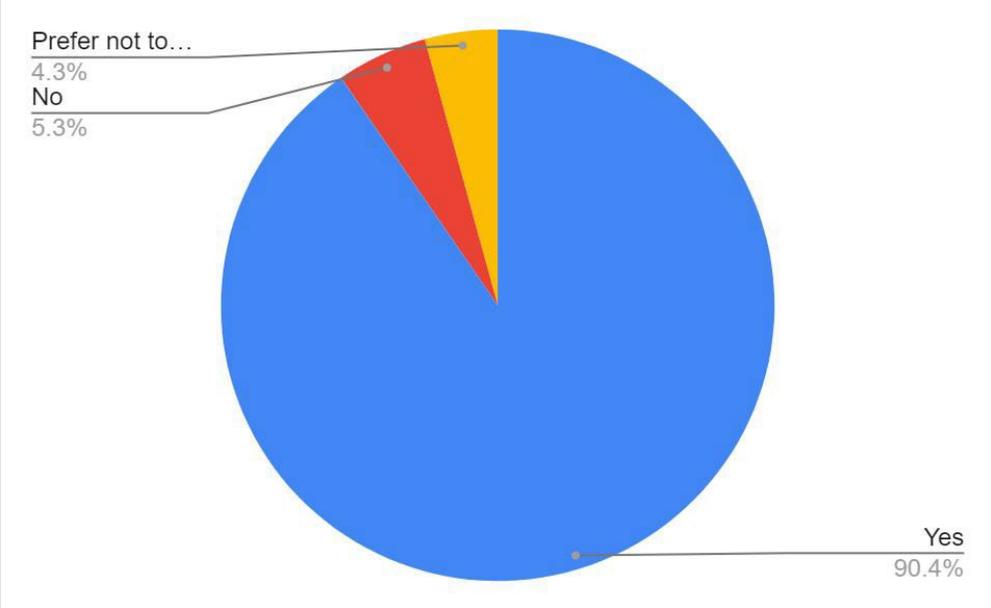
## Racial/Ethnic Background

### Racial Background



**53.2% (50) of participants did not list racial background**

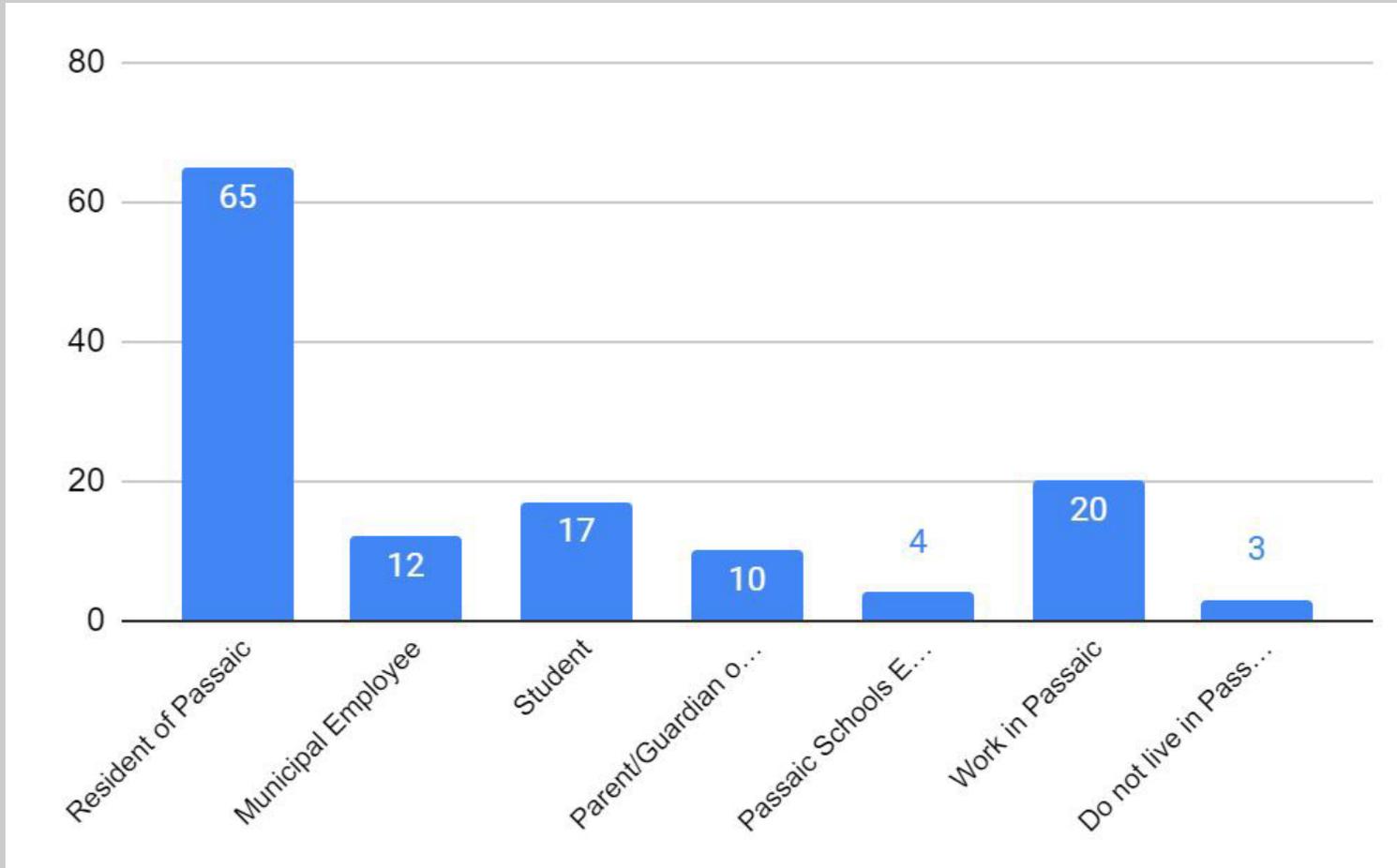
### Hispanic or Latino



**More than 90% (85) of participants identify as Hispanic or Latino**

# Passaic Demonstration Project Feedback

## Residency and Occupation



- **Most participants are residents: 65**
- **Work and/or own a business in Passaic: 20**
- **Students: 17**

94 survey participants produced 131 responses

# Recommendations



## Infrastructure

- **Install high visibility crosswalks, curb extensions and delineators to prevent parking at corners and increase pedestrian and motorist visibility**
- **Install flashing solar-powered stop signs - two or four way which are more affordable than traffic signals. Pedestrian-activated solar-powered rectangular rapid flashing beacons are also a good affordable solution**
- **Consider raised crossings, built curb extensions and signals if funds are available**
- **Aim to do a six-month demo to collect more data post installation**

## Education and Encouragement

- **Continue work with schools and community education**

## Evaluation

- **Post-observations and community surveys**
- **Conduct post-speed study and assess crash data**

### NextSteps

- **ST: Create/share report/case study**
- **ST: Pursue grant to make the design permanent**
- **Mid-Term: Install another CS demo in Passaic**
- **Mid-Term: Pass a Complete Streets Ordinance**
- **LT: Make the mural permanent**
- **LT: More CS Projects (at intersections)**

### LessonsLearned

- **Wait for good weather conditions to paint**
  - **More promotion in City**
  - **Police and DPW essential to close streets and prepare intersection**
  - **Extra broomsticks for rollers**
-

ezride®



# Project Contributors:

## EZ Ride

Lisa Lee, Mike Johnson, Erlea Maldonado, Adam Iaccheo, & Jensy Jimenez

## DCA

Raymond Joseph & Melania Verzbickis

## City of Passaic

Hector Lora, Mayor

Rick Fernandez, City Administrator  
Kathy Martin & Renee Nunez, Mayor's  
Office

Lt. Patrick Burnett,  
Police Joe Buga, City of  
Passaic UEZ Passaic  
DPW

**NJTPA**

Provided materials library

Thank You!

**EZ Ride Bike & Pedestrian  
Program info@ezride.org,  
201-939-4242 ext. 3**

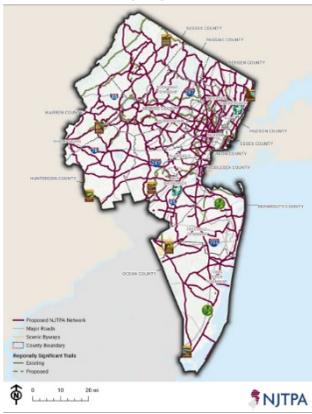
**<https://ezride.org/transportation/bikepedestrian-program/>**



# Appendix B: Planning Document Review

# NJTPA & County Level Plans

## Regional Active Transportation Network Recommendation (2023)



This report outlines a conceptual network of active transportation routes for the North Jersey Transportation Planning Authority (NJTPA) region. The goal is to create a safe, functional, and connected system for walking and biking throughout the region, serving local and regional trips.

### Key Considerations:

- The network prioritizes connections between population centers, transit stations, and regional destinations.
- It considers both existing infrastructure and potential improvements to create a seamless network.
- The recommendations are designed to be adaptable to future development and local needs.

### Network Development:

- The document details the process used to develop the network, including data analysis, public input, and consideration of existing trails and roadways.
- Roadway types prioritized for the network include high-volume roads with shoulders, lower-volume roads with signage, and separated bike lanes or paths.
- Local roads are also seen as important for connecting to the regional network, and future improvements are encouraged.

### Network Benefits:

- The proposed network would significantly expand active transportation opportunities in North Jersey.
- It would improve connectivity between communities and destinations, promoting walking and cycling for utilitarian trips and recreation.
- The network is designed to be accessible for people of all ages and abilities.

### Next Steps:

- The NJTPA will work with local jurisdictions to implement the network recommendations.
- This will involve identifying suitable facilities, securing funding, and prioritizing projects.
- The NJTPA will also continue to monitor and update the network as needed.

Overall, the 2023 Regional Active Transportation Network Recommendation report represents a significant step towards creating a more walkable and bikeable North Jersey. By prioritizing connectivity, safety, and accessibility, the proposed network has the potential to improve public health, reduce traffic congestion, and enhance the overall quality of life in the region.

## BIKEPassaicCounty: Passaic County Bicycle Master Plan (06/30/2022)

### Vision and Goals



BIKEPassaicCounty serves as a guide to develop a comprehensive, county-wide multimodal mobility network that prioritizes safety, equity, and access for people of all ages and abilities. The plan outlines a vision for a bicycle network that connects destinations throughout Passaic County, encouraging increased ridership and promoting a healthier, more sustainable community.

### Key Findings

- Existing Conditions: Passaic County currently has a limited bicycle network, with only 14.4 miles of existing facilities. Traffic congestion, high-speed traffic volumes, and a lack of separated bike lanes are cited as major barriers to cycling.
- Equity and Environmental Justice: The plan emphasizes equitable distribution of bicycle

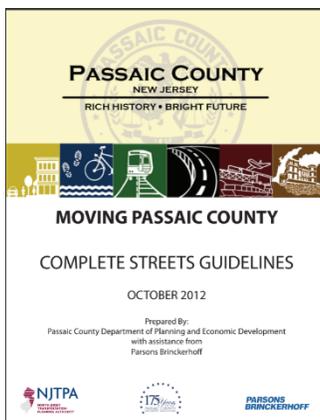
facilities throughout the county, ensuring all residents have safe and convenient cycling options regardless of background or income.

### Plan Recommendations

- **Proposed Network:** The plan proposes a 311-mile countywide bicycle network with a variety of on-street and off-street facilities tailored to different roadway types. This network prioritizes separated bike lanes and paths for safety and encourages connections between key destinations.
- **Implementation Strategies:** The plan recommends a multi-pronged approach for implementation, including design guidance, collaboration with municipalities, public outreach, and grant applications. An implementation committee is proposed to oversee the plan's progress and secure funding for construction.

Overall, BIKEPassaicCounty offers a strategic vision to transform Passaic County into a bicycle-friendly community. By prioritizing safety, equity, and connectivity, the plan aims to create a more sustainable and healthy transportation network for all residents.

### Moving Passaic County: Complete Streets Guidelines (2012)



This 2012 document outlines Passaic County's approach to creating "Complete Streets," which are designed to be safe and accessible for all users, including pedestrians, cyclists, motorists, public transportation riders, and people with disabilities.

#### Key Points:

- *Goal:* Transform Passaic County's transportation network to prioritize safety, accessibility, and a variety of travel options.
- *Benefits:* Improved safety for all users, increased connectivity, economic development, and a more livable environment.
- *Implementation:* Integrates Complete Streets principles into all planning and design projects on County roadways.
- *Prioritization:* Considers factors like land use, existing traffic patterns, and potential benefits for various user groups.
- *Flexibility:* Encourages a flexible approach, adapting guidelines to specific project needs while maintaining core Complete Street principles.

#### Guidelines and Considerations:

- *Pedestrians:* Sidewalks, crosswalks, pedestrian signals, and accessible pathways.
- *Bicycles:* Bike lanes, shared lanes, separated bike facilities, and secure bike parking.
- *Public Transportation:* Bus stops, shelters, improved signage, and connections to other transportation modes.
- *Motor Vehicles:* Maintaining traffic flow while considering other users' needs.
- *Context-Sensitive Design:* Tailoring improvements to the specific character of a street and surrounding area.
- *Safety:* Prioritizing safety for all users through design elements and traffic calming measures.
- *Accessibility:* Ensuring everyone can access and use the street network, regardless of ability.

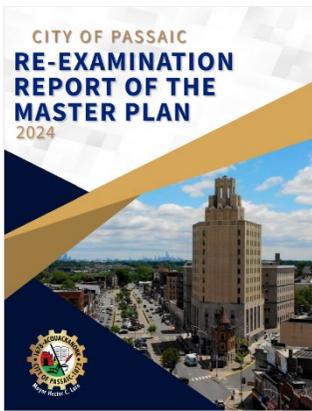
#### Additional Information:

- The document references the New Jersey Department of Transportation's (NJDOT) Complete Streets policy and design guidance.
- It emphasizes the importance of involving the public in the planning process.
- A checklist is included to help project designers incorporate Complete Streets principles.

Overall, the "Moving Passaic County: Complete Streets Guidelines" is a valuable resource for promoting safe, accessible, and multimodal transportation throughout Passaic County.

## City Level Plans

### City of Passaic Master Plan Reexamination Report (2024)



The City of Passaic’s 2024 Master Plan Reexamination Report fulfills the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-89), providing a strategic update to the City’s 2013 Master Plan and subsequent planning initiatives. Over the past decade, Passaic has demonstrated remarkable resilience, transforming underutilized sites through targeted redevelopment, expanding affordable housing opportunities, and investing in infrastructure and community facilities. The City continues to balance rapid urban growth with challenges such as aging infrastructure, housing affordability, and climate vulnerability, positioning itself for sustainable and inclusive progress in the years ahead.

This Reexamination Report outlines a clear vision of “A Clean, Safe, and Welcoming Community for All,” emphasizing five key planning priorities: strategic redevelopment, diverse and affordable housing, economic revitalization, sustainable mobility, and climate resilience. Notable accomplishments since 2013 include over 1,000 new housing units—many through redevelopment initiatives—major park and streetscape improvements, expansion of the Urban Enterprise Zone program, and significant infrastructure investments such as roadway reconstruction, flood control, and EV readiness. The City’s commitment to inclusive planning and equitable investment ensures continued revitalization of its neighborhoods and commercial corridors.

Looking forward, the Report sets forth an actionable framework for coordinated implementation. Near-term priorities include completing the State Street parking deck, advancing flood mitigation projects, securing Transit Village designation for Main Avenue, and expanding homeownership programs. Longer-term strategies aim to enhance mobility, strengthen economic opportunity, and integrate climate adaptation into all municipal operations. By maintaining its proactive approach to redevelopment, affordability, and sustainability, Passaic will continue to evolve as a vibrant, connected, and resilient urban center—an exemplar of smart growth and community stewardship in New Jersey.

### Passaic Transit Hub Plan - A Vision for Downtown Passaic (2024)

The Passaic Transit Hub Plan, developed by volunteer planners from New Jersey’s Community Planning Assistance Program, outlines a comprehensive vision for revitalizing downtown Passaic. The plan centers around a forthcoming new bus terminal on Main Avenue and aims to enhance multimodal connectivity, introduce a new shuttle line, and pursue the city’s designation as a Transit Village. This initiative seeks to build upon Passaic’s historical connection to transit, addressing current needs for improved accessibility, mobility, and economic development while ensuring equitable outcomes for all residents.

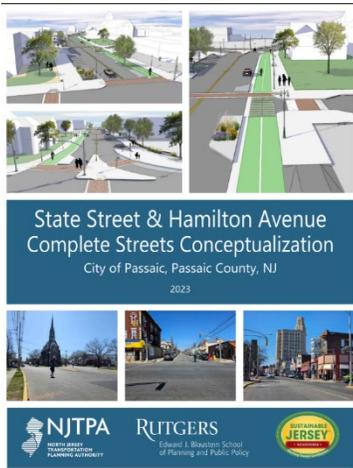
The Transit Hub Plan focuses on three primary goals:

1. *Improve Multimodal Access:* Develop strategies to enhance multimodal access to the new bus terminal. The study area for this goal encompasses one block in each direction from the terminal, including the planned parking garage, with a focus on safe walking conditions to Main Avenue.
2. *Transit Village Designation:* Formulate a plan for the City to achieve Transit Village designation. This requires a 1/2-mile radius study area centered around the bus terminal, integrating existing redevelopment plans, such as the Main Avenue Redevelopment Plan Area.
3. *Shuttle Service Development:* Create a high-level plan for a shuttle bus service connecting the bus terminal to nearby rail stations (Passaic Station on the NJT Main Line and Garfield Station on the NJT Bergen Line). The shuttle service also considers connectivity to key commercial districts (Main Avenue, Broadway, and Bistro Districts) and senior housing sites.

The Passaic Transit Hub Plan represents a significant opportunity to transform downtown Passaic into a modern, accessible, and equitable transit-oriented community. The plan’s focus on multimodal connectivity, Transit Village designation, and shuttle services, combined with a

strong emphasis on equity and community engagement, positions Passaic for sustainable growth and improved quality of life for its diverse population. The Planning Board's review and support are crucial for advancing this vital initiative.

## State Street and Hamilton Avenue Complete Streets Conceptualization (2023)



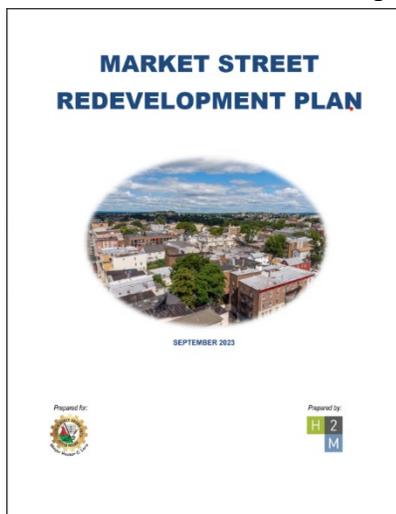
The 2023 Passaic State St Concept Report outlines a plan to redesign the State Street and Hamilton Avenue corridor in Passaic, New Jersey, to create a greener and more complete street. The project is a collaboration between the City of Passaic and the North Jersey Transportation Planning Authority (NJTPA).

The corridor currently lacks features that would make it safe and accessible for pedestrians and cyclists. The report details the benefits of Complete Streets, including improved public health, economic vitality, and transportation equity. It also highlights that New Jersey is a leader in the Complete Streets movement, and that many communities throughout the state have adopted Complete Streets policies.

The document outlines the existing conditions on the corridor, including traffic volumes, crash history, and bicycle infrastructure. The existing conditions data was used to inform the development of three conceptual designs for the corridor. The preferred concept includes wider sidewalks, angled parking, and a protected two-way bicycle path along the entire corridor. The report concludes by recommending that the City of Passaic adopt a Complete Streets ordinance and consider conducting a demonstration project to test the proposed redesign. The appendices include potential funding resources and recommended design guides.

## Market Street Redevelopment Plan (2023)

The Market Street Redevelopment Plan has been prepared for the Market Street Area in Need of Rehabilitation within the City of Passaic, Passaic County, New Jersey. The redevelopment plan area encompasses approximately 294 non-contiguous parcels located in an area that is generally bounded by 1st Street to the west, South Street to the south, New Jersey Route 21 to the north, and the Passaic River to the east.



The plan outlines the development regulations and other standards to guide the redevelopment of the area. The redevelopment area is situated on the opposite side of Route 21 from the City's downtown area along Main Street and acts as a secondary commercial and mixed-use area for the city. The Passaic City Council determined on July 21, 2020, by Resolution 20-07-208 that these properties qualified as an "area in need of rehabilitation" in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J.S.A. 40A:12A-14.

This plan serves as a catalyst for further investment that will benefit the city and its residents. The recent public investments into this area, such as the recently completed creation of Dundee Island Park, as well as redevelopment and rehabilitation of private properties in this area, present an opportunity for the City to proactively plan for further investment.

## Ageing-Friendly Land Use Plan (2023)



The *Ageing-Friendly Land Use Plan* provides a comprehensive assessment of Passaic’s policies, land use patterns, and infrastructure with the goal of improving livability for older adults. Funded through a statewide ageing-friendly communities initiative, the plan evaluates the city’s suitability for ageing across six domains: administration, planning, mixed-use centers, housing, transportation, and public amenities/open space.

Key findings from the report are as follows:

*Demographics & Equity Context:* Only 24.3% of Passaic’s population is aged 50+, lower than the statewide rate. Poverty rates among older adults (22.8%) are significantly higher than the state average (8.8%). The city is highly diverse (73.4% Hispanic or Latino) and has low vehicle access in key neighborhoods.

*Community Feedback:* Engagement with older residents highlighted urgent needs for safer pedestrian infrastructure, better transportation access (especially off-peak), more intergenerational programming, and affordable, accessible housing.

*Built Environment Gaps:* Older adults face challenges with unsafe or poorly maintained sidewalks, long waits for buses, inaccessible public facilities, and limited green space near downtown housing. Rental cost burdens are higher among older renters and homeowners.

Priority recommendations from the report are as follows:

*Mobility & Safety:* Implement traffic calming, repair sidewalks, enhance bus stops with seating/shelter, and expand senior shuttle options.

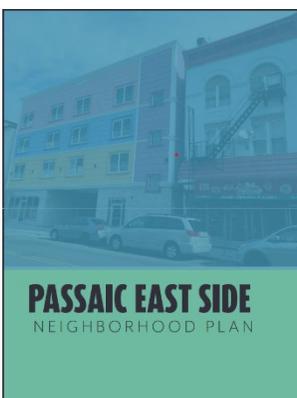
*Housing:* Encourage accessory dwelling units, affordable age-friendly housing near amenities, and support ageing-in-place retrofits.

*Open Space & Programming:* Create more shaded, accessible public spaces with senior-friendly amenities. Explore year-round indoor recreation options.

*Civic Planning:* Establish a permanent Ageing-Friendly Advisory Committee. Incorporate ageing-friendly criteria into capital planning and zoning updates.

*Mixed-Use Redevelopment:* Support upper-story residential uses and pedestrian improvements on Main Avenue and in Eastside. Prioritize walkability and transit access in redevelopment plans.

## The Passaic East Side Neighborhood Plan (2022)



The Passaic East Side Neighborhood Plan is a revitalization effort completed in 2022 and led by the Boys & Girls Club of Paterson and Passaic and their partner, Paterson Habitat for Humanity. The plan identifies the neighborhood’s assets, describes its needs, and outlines a vision for the future.

The Eastside Neighborhood is a historic area that has served as a launching pad for numerous families, businesses, and waves of immigrants. The neighborhood has experienced some tough times, but it also has a strong and resilient community. In recent years, the neighborhood has benefited from private, local, state, and federal investment. This investment has helped to improve the neighborhood’s safety, building conditions, housing, and overall attractiveness.

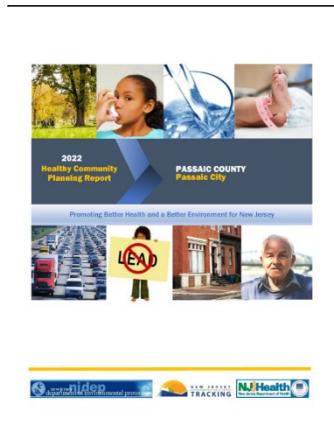
The Boys & Girls Club of Paterson and Passaic has a long history of serving the Eastside Neighborhood. The Club offers after-school and summer academic, athletic, and artistic programming for children and young people. The Club’s redevelopment work will be overseen by its Chief Executive Officer, Wendy McGuire.

The plan outlines a three-pronged approach to revitalization: creating a vibrant and connected mixed-use neighborhood; improving the neighborhood’s schools and educational opportunities; and creating a safe and healthy environment. The plan also identifies a number of strategies and activities that will be

undertaken to achieve these goals. These include improving the streetscapes, creating new parks and green spaces, and promoting business development.

The Passaic East Side Neighborhood Plan is a comprehensive and ambitious plan that has the potential to transform the Eastside Neighborhood into a thriving and sustainable community.

## Healthy Community Planning Report (2022)



The 2022 Community Planning Report for Passaic City, New Jersey, provides a snapshot of the city's health and environmental data. It compares Passaic City's data with Passaic County and New Jersey overall. The report is designed to help community members understand potential areas for improvement.

### Demographics

- Passaic City has a higher poverty rate (52.8%) than Passaic County (22.1%) and New Jersey (10.0%).
- The majority of Passaic City residents are minorities (84.4%).
- A significant number of residents lack health insurance (24.1%).

## Environment

- Passaic City's air quality index (AQI) is better than the county and state averages. There were 5.5 days with an AQI above 100 over a three-year period.
- The report found no private wells tested that exceeded primary standards for drinking water.
- Most of the land area (85.7%) has a designated use that is not supported, likely due to surface water quality issues.
- Passaic City has a higher percentage of pre-1950 housing compared to Passaic County and New Jersey.

## Public Health

- The childhood blood lead testing rate in Passaic City is lower than the county and state averages.
- Asthma rates in Passaic City are higher than the state average.
- Heart disease death rates in Passaic City are higher than the state average.
- Smoking rates in Passaic City are higher than the county and state averages.
- Obesity rates in Passaic City are higher than the county and state averages.

## Limitations

The report acknowledges that there may be a time lag between when data is collected and when it is published. Additionally, the indicators used in the report may not capture all potential environmental health issues.

## Main Avenue Local Concept Development Study (2021)

The Main Avenue Local Concept Development Study, concluded in 2021, was a collaborative effort between Passaic County and the City of Passaic, with financial backing from the NJTPA's Local Capital Project Delivery Program. Focused on the stretch from Monroe Street to Gregory Street, the study aimed to enhance various aspects of the corridor, including travel safety, traffic management, transit accessibility, pedestrian friendliness, and economic vitality. One of the key recommendations from the study involves transforming a central parking area into a green space and promenade, featuring amenities such as shade trees, plantings, a pedestrian walkway, and seating. Additionally, this proposal incorporates designated bicycle lanes and proposes the reduction of travel lanes from two in each direction to one, thereby decreasing pedestrian crossing distances.



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shade trees, plantings, a pedestrian walkway, and seating. Additionally, this proposal incorporates designated bicycle lanes and proposes the reduction of travel lanes from two in each direction to one, thereby decreasing pedestrian crossing distances.

Furthermore, the study suggests the conversion of the Main Avenue, Pennington Avenue, State Street, and River Drive intersection into a modern roundabout. This proposed infrastructure change aims to

enhance both safety and traffic flow in the area, reflecting a comprehensive approach to improving the overall functionality and aesthetic appeal of the Main Avenue corridor.

## Main Avenue Redevelopment Plan (2021)



The Main Avenue Redevelopment Plan is a document outlining the revitalization efforts for a 28-block area centered around Main Avenue in Passaic, New Jersey. The plan, which was adopted on January 12, 2021, designates the area as an Area in Need of Rehabilitation and establishes guidelines for future development.

Designated an Area in Need of Rehabilitation in 2020 under N.J.S.A. 40A:12A-1 et seq., the Plan responds to decades of disinvestment, the dominance of auto-oriented development, and underutilized commercial parcels. It is aligned with broader planning initiatives such as the NJTPA Local Concept Development Study, NJ Transit's proposed new bus terminal, and the City's parking infrastructure improvements.

The vision and goals of the redevelopment plan are as follows:

- *Promote Economic Development:* Expand job opportunities, revitalize commercial corridors, and leverage programs like the Urban Enterprise Zone.
- *Housing Opportunities:* Introduce mixed-income and workforce housing, especially through adaptive reuse of upper floors.
- *Public Realm & Architecture:* Encourage high-quality architecture, active ground floor uses and create attractive public spaces.
- *Multimodal Mobility:* Improve pedestrian safety, enhance transit access, and reduce reliance on cars via Complete Streets design.
- *Streetscape Enhancements:* Guide implementation of context-sensitive streetscapes consistent with future NJTPA study recommendations.

Key components of the redevelopment plan include:

- *Land uses:* The plan specifies the types of uses that will be permitted in the redevelopment area, including commercial, residential, and office uses.
- *Zoning (MX-1):* Permits mid- to high-rise mixed-use development (up to 10 stories), with active ground-floor use requirements, workforce housing mandates, and a broad range of residential, commercial, and institutional uses.
- *Zoning (MX-2):* Allows similar uses but with a lower intensity (maximum 5 stories), geared towards surrounding local streets.
- *Bulk standards:* These standards regulate the size and scale of buildings in the redevelopment area.
- *Design criteria:* These criteria address the architectural design of buildings in the redevelopment area.
- *Workforce Housing Requirements:* These apply to new construction with five or more units. 15–20% of units must be affordable to households earning 60–100% of AMI.
- *Building requirements:* These requirements specify the materials and methods of construction that must be used in the redevelopment area.
- *Transportation & Parking:* Encourages structured and shared parking, off-site parking agreements, and payment in lieu of parking. Requires bicycle facilities and Complete Streets-oriented design.

The Main Avenue Redevelopment Plan provides a clear, ambitious framework for revitalizing downtown Passaic while preserving its cultural character and promoting equitable growth. The Planning Board is responsible for reviewing projects in alignment with this vision and

ensuring that development supports community goals and adopted standards.

## The Passaic School No. 9 Travel Plan (2020)



Prepared By:  
Meadowlands Transportation Brokerage Corporation  
d/b/a MeadowLink  
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Wood-Ridge, NJ 07075  
(201) 938-4242  
[www.ezride.org](http://www.ezride.org)  
November 17, 2020



The Passaic School No. 9 Travel Plan is a document that outlines a plan to encourage and increase the number of students walking or bicycling to school. It was developed in 2020 by a task force comprised of community members, school officials, and parents.

The plan identifies a number of barriers that currently prevent students from walking or biking to school, such as a lack of sidewalks, crosswalks, and safe routes. The plan also outlines a number of recommendations to address these barriers, such as the installation of new crosswalks and sidewalks, and the creation of a walking school bus program.

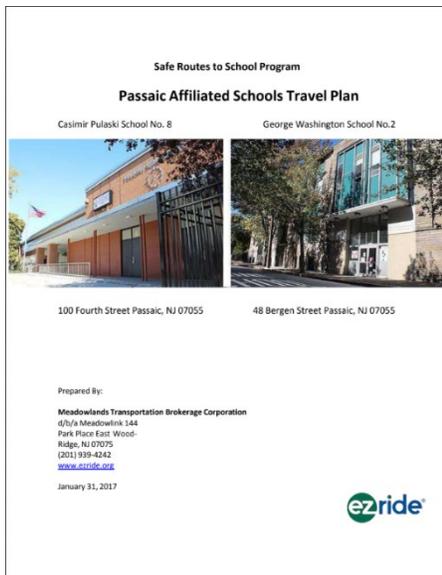
The Passaic School No. 9 Travel Plan is a comprehensive document that outlines a plan to make walking and biking to school a safer and more realistic option for students.

Here are some of the key findings and recommendations from the

Passaic School No. 9 Travel Plan:

- Findings
  - The rate of children in poverty in Passaic County is 22 percent which is the highest in the state.
  - The uninsured rate in Passaic County is 13 percent which is the highest in NJ.
  - The rate of those unemployed in Passaic County is 5.1 percent, which is 5th highest in NJ.
  - In Passaic County, 28 percent of adults over age 20 report no leisure-time physical activity.
  - Violent crime rates are seven times higher than the NJ state average.
  - In January 2017, Passaic School No. 9 teachers conducted a School Travel Tally to determine how students travel to and from school. The analysis found that about 78 percent to 85 percent of the children walk. 12 percent to 19 percent of the trips were in personal cars. 2 percent of students carpooled. School bus service accounted for 0.7 percent of the trips. As for bicycles, only 0.2 percent to 0.8 percent of students reported riding bikes to school.
- Recommendations
  - Paint/repaint high visibility crosswalks along Third Street, Jefferson Street and Hope Avenue, Jefferson Street and Columbia Avenue, Columbia Avenue and Madison Street, Madison & Rt. 21 off ramp.
  - Install truncated dome pads at Third & Passaic, Third & Monroe, and Third & Mercer, Mercer & Front, Jefferson & First.
  - Work with the City to have garbage removal completed before school starts.
  - Work with the City and businesses to not block sidewalks with garbage, signs or work items.
  - Install curb ramp at mid-block crossing of Jefferson St. & First St.

## The Passaic-Affiliated-Schools-No-2-and-No-8-STP (2017)



The Passaic-Affiliated-Schools-No-2-and-No-8-School Travel Plan is a Safe Routes to School (SRTS) travel plan for Passaic School No. 2 and No. 8. The document was created in 2017 by a task force comprised of representatives from the schools, the city, and community organizations.

The goals of the SRTS plan are to:

- Increase the number of students who walk or bike to school.
- Identify safety hazards in the walking and biking routes around the schools.
- Develop recommendations to improve the safety of the walking and biking routes.

The document includes a description of the existing walking and biking conditions around the schools, as well as a list of recommendations for improvement. Some of the

recommendations include:

- Painting new crosswalks and improving lighting.
- Installing stop signs and crosswalk signals.
- Repairing sidewalks and curbs.
- Implementing a walking school bus program.

The SRTS plan is a valuable resource for the schools and the city as they work to improve the safety of walking and biking routes for students.

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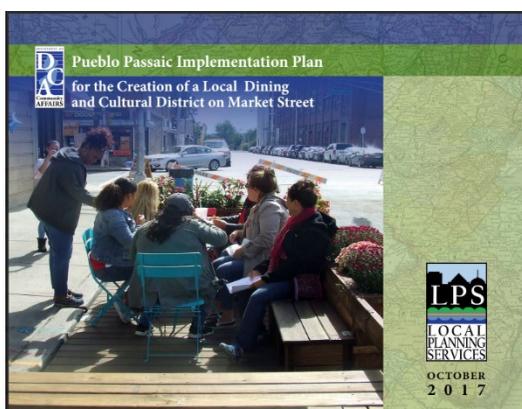
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The SRTS plan is a valuable resource for the schools and the city as they work to improve the safety of walking and biking routes for students.

## Pueblo Passaic Report (2017)



The 2017 LPS Pueblo Passaic Report outlines a plan to create a regional authentic Latino dining and shopping district along Market Street in Passaic, New Jersey. The plan calls for the branding of the district as "Pueblo Passaic" and the establishment of an ad-hoc group of local merchants called "Comite Pueblo Passaic" to promote the district. The implementation strategy focuses on the creation of Parklets, which are sidewalk extensions that can be used by restaurants for outdoor seating, and streetscape improvements. The report estimates that the number of dining establishments will increase, and the revenue of the existing restaurants will

triple in the next five years based on similar experiences in other themed districts.

The report builds on several prior planning efforts and recommendations, including the City of Passaic Master Plan, the Together North Jersey Passaic Eastside TOD Strategy, and the Local Foods, Local

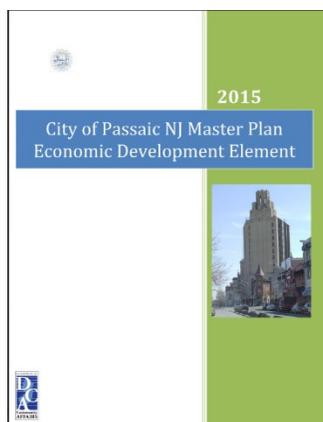
Places Recommendation Report. These documents all highlight the potential of Market Street to become a destination district and recommend strategies for its development.

Here is a summary of the key recommendations of the LPS Pueblo Passaic Report document:

- Establish district boundaries: The proposed Pueblo Passaic project boundaries follow Market Street from halfway up the block from South Street to halfway up the block to Monroe Street.
- District branding: The report recommends the use of the brand "Pueblo Passaic" for labeling and marketing the district.
- Establishment of Comite Pueblo Passaic: An ad-hoc group of local merchants to promote the district.
- Creation of Parklets: The report recommends the adoption of a Parklet Ordinance by the City to allow restaurants to use parking spaces in front of their establishments to create outdoor seating areas.
- Streetscape improvements: The report recommends streetscape improvements such as entrance arches and colorful pedestrian crossings to enhance the visual appeal of the district.

The LPS Pueblo Passaic Report document concludes that the implementation of these recommendations will create a vibrant and successful Latino cultural district in Passaic, New Jersey.

## Master Plan Economic Development Element (2015)



The City of Passaic adopted its Master Plan in 2013 to provide a guide for the use of lands within the city in a manner which protects the public health and safety and promotes the general welfare. The Master Plan looks at the “community capitals” which exist in the City of Passaic, i.e., the natural, cultural, human, social and built capitals, as a basis for making recommendations to promote the health and welfare of the city.

This Master Plan Economic Development Element is intended to provide background on the current economic development efforts in the city and offer a blueprint for actions that can promote the health of current business, the expansion of business and the attraction of new capital investment to provide jobs and increase the city tax base.

### Current Conditions and Future Trends

The City of Passaic is 3.25 square miles and is located in Passaic County, New Jersey. Passaic is within 20 minutes (13 miles) of midtown Manhattan and in close proximity to Newark, Jersey City, Paterson and Clifton. The city is strategically situated in the densely populated New York City Metropolitan Area and benefits from its proximity to a complex regional highway network and the Newark Liberty International Airport. State Route 21 links the city with the Garden State Parkway, Interstate 80, State Route 3 and the New Jersey Turnpike. Location and access give the City of Passaic a competitive advantage for attracting regional businesses.

The last half of the nineteenth century and the first part of the twentieth century before World War I were great growth years for Passaic’s numerous factories and mills, which provided jobs for a growing population. Some of the mills/factories that employed a vast number of Passaic’s citizens were the Botany Worsted Woolen Mills, the Forstmann Woolen Mills, Passaic Cotton Mills, the Okonite Company, the Pantasote Company and U.S. Rubber Company. The population during this time increased tenfold and peaked to over 70,000 in the decade after World War I. The numerous factories developed during this time frame attracted workers, including many European immigrants. Although many of these factories have closed or have been repurposed, the city remains a city of immigrants. Since the 1970’s many Hispanic immigrants from Central America, South America, Mexico and the Caribbean have made the City of Passaic their home. In fact, the 2010 census shows the population of 69,781 residents to be 71% Hispanic.

### Goals, Objectives and Strategies

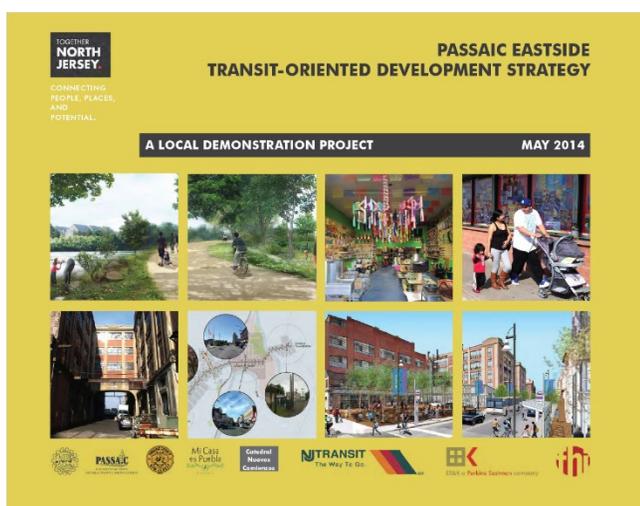
The general goals identified for Passaic’s economic development are as follows:

- Commercial Corridors and Districts
  - Facilitate business formation, preservation, and expansion.
  - Foster business and pedestrian friendly atmosphere.
  - Foster cohesive commercial communities within the city.
  - Identify, embrace, and promote the unique identity of each of the major commercial corridors and districts within Passaic.
- Latin American Food Products Import/Distribution and Industrial and Redevelopment Areas
  - Support the existing Latin American import/distribution businesses.

- Formulate a welcoming strategy to attract and retain import and distribution businesses.
- Provide for an environment that will attract new businesses to the industrial and redevelopment areas.
- Ensure industrial and redevelopment areas are utilized to the highest and best use.
- Plan efficient traffic circulation through industrial and redevelopment areas while ensuring pedestrian safety.
- Better define and link commercial and industrial uses.
- Education and Workforce Development
  - Increase number of students that complete high school and are prepared to join the workforce through vocational opportunities or higher education available at neighboring colleges and universities including Montclair State University, William Paterson University, Fairleigh Dickinson University, Passaic County Community College, Bergen County Community College, and Felician College.
  - Expand and improve career development efforts.
  - Develop and expand English as a Second Language (ESL) programs throughout the City's public schools.

The Implementation Table included in this plan itemizes the Goals, Objectives and Strategies and recommends responsible parties and time frames for each. Resources as well as links to resources are also provided.

## The Passaic Eastside Transit-Oriented Development Strategy (2015)



The *Passaic Eastside Transit-Oriented Development (TOD) Strategy* outlines a comprehensive redevelopment framework for Passaic's Eastside, historically an industrial hub, aiming to transform it into a livable, economically vibrant, and transit-friendly neighborhood. This plan was part of the Together North Jersey Local Demonstration Project (LDP) Program and funded by a HUD Sustainable Communities Regional Planning Grant. The plan focuses on four main themes: creating a more livable environment, creating great places to integrate new redevelopment with the

surrounding fabric, making the Eastside more transit-friendly, and supporting and growing the Eastside's food distribution industry cluster.

The vision and goals for the TOD area are as follows:

1. *Greening the Eastside*: Develop parks, plant 1,500 trees, introduce a riverfront trail, and manage truck traffic to improve livability and public health.
2. *Creating Great Places*: Promote mixed-use redevelopment integrated with existing neighborhoods, particularly around Passaic, Market, and First Streets.
3. *Transit and Pedestrian Access*: Improve bus service, walkability, and connectivity to the Main Avenue Bus Terminal and Garfield Train Station.
4. *Economic Development*: Support the Eastside's food distribution cluster while balancing residential needs, including growth opportunities for local businesses.

One of the major challenges facing the Eastside is the need to manage truck traffic associated with the food distribution businesses located along First Street. These businesses are a major source of employment in the area, but the truck traffic creates safety hazards for pedestrians.

The plan proposes a number of recommendations, including the creation of a new Market Square at the intersection of Passaic and Market Streets, the improvement of streetscapes along Passaic Street and Market Street, and the creation of a new riverfront trail. The Planning and Implementation Agenda (PIA) outlines a set of priorities for the City of Passaic and other parties to pursue in order to implement the recommendations of the plan as follows:

- *Access & Mobility*: Streetscape upgrades, parking reform, truck management, and transit incentives.
- *Design & Zoning*: Updated guidelines to support form-based development and

resilience.

- *Economic Drivers*: Support for food distribution and potential establishment of a Special Improvement District.
- *Riverfront Access*: Open space planning and river trail design.
- *State Coordination*: Includes recommendations from a “Walk, Talk & Act” tour with NJDEP, NJDOT, NJTPA, and others.

## City of Passaic Master Plan (2013)



### Community-Focused Approach:

- The plan utilizes a "Community Capitals" approach, analyzing existing assets and how they can be leveraged for future development.

### Passaic's Strengths:

- 3.25 square miles with significant parkland (1.25 sq mi).
- Designated Urban Enterprise Zone with benefits for businesses.
- Low-cost industrial and office space available.
- Four major industrial centers and competitive utility rates.
- Affordable labor force and HUD entitlement community status.
- Active redevelopment areas with ongoing plans.

### Economic Development Objectives:

- Increase jobs within the city to match resident employment needs.
- Strategically redevelop obsolete industrial buildings.
- Rehabilitate key commercial corridors and vacant lots.
- Improve business district appearance through streetscape upgrades.
- Encourage upper-story commercial space occupancy.
- Market the city to attract businesses in growing industries.
- Upgrade infrastructure to support existing and future businesses.
- Explore opportunities for large-scale commercial redevelopment.
- Enhance communication with businesses and explore public-private partnerships.
- Assess the feasibility of creating culturally based shopping districts.
- Develop the Passaic River waterfront as an attraction.

### Challenges and Opportunities:

- Redevelopment of contaminated industrial sites is crucial due to limited developable land.
- Leverage the city's diverse population with a high percentage of foreign-born residents (49%).
- Address the needs of a relatively young population with many children.
- Strategically improve parking in key business areas throughout the city.
- Consider form-based code development regulations.

### Data and Analysis:

- The plan includes a vacant land analysis, population synopsis, and workforce data breakdown.
- Over 71% of the population is Hispanic.
- The document offers insights into the purpose of commercial and industrial zones.
- Redevelopment projects and implementation strategies are clearly outlined.

### Additional Resources:

- The plan includes a color-coded zoning map, existing land use map, proposed zoning map, and school site maps.
- An Economic Development Element for the Master Plan is planned as part of the implementation matrix.

Overall, the 2013 City of Passaic Master Plan presents a comprehensive strategy for economic development, focusing on rehabilitation, redevelopment, and leveraging the city's unique assets to create a vibrant and sustainable future.



# Appendix C: Executive Order Adopting “Vision Zero” Initiative

**AN EXECUTIVE ORDER OF THE MAYOR OF THE CITY OF PASSAIC ADOPTING A "VISION ZERO" INITIATIVE AND CREATING A VISION ZERO TASK FORCE TO DRAFT AN ACTION PLAN**

Pursuant to the authority vested in the Mayor of the City of Passaic by law, I hereby issue the following Executive Order:

WHEREAS, in the 1990s, officials in Sweden adopted a set of traffic management policies which fundamentally differed from traditional traffic safety policies and set the goal of eliminating traffic related deaths and severe injuries; and

WHEREAS, this set of policies became known collectively as "Vision Zero" and its guiding principle is that deaths and injuries caused by traffic crashes should be treated as a public health problem which can be eliminated through better planning, not as an inevitable by-product of the vehicle-based transportation system; and

WHEREAS, since officials in Sweden began Vision Zero, officials in cities all over the world, including 59 cities in the United States, have adopted their own versions of the Vision Zero initiative; and

WHEREAS, Passaic adopted a Bicycle Master Plan on (DATE), a Pedestrian on (DATE) and a Complete Streets Policy on (DATE), which mandated that all public streets be designed to safely accommodate travel by pedestrians and bicyclists as well as motorized vehicles; and

WHEREAS, the City currently averages approximately 31 traffic crashes involving bicyclists, 80 traffic crashes involving pedestrians and one traffic fatality within the City per year, inclusive of crashes on State and County roadways, with an average of zero fatal crashes per year occurring on City streets; and

WHEREAS, children, the elderly, people of color, and people in low-income communities face a disproportionate risk of traffic injuries and fatalities; and

WHEREAS, more needs to be done to eliminate traffic crashes within the City and it is clear that Passaic would benefit from formally adopting its own Vision Zero Initiative, based on the following five fundamental principles shared by the Vision Zero Network:

1. Deaths and severe injuries caused by traffic crashes are preventable;
2. Human life and health should be prioritized in all transportation systems and in all aspects of transportation planning;
3. Human error is inevitable, and transportation systems should be forgiving;
4. Transportation planning should focus on systems-level changes above influencing individual behavior; and
5. Speed is the single most important factor in crash severity.

WHEREAS, a commitment to Vision Zero will also create opportunities to invite meaningful community engagement, including communities that historically have been underserved, as well as collaboration between relevant governmental agencies.

NOW THEREFORE, pursuant to the authority vested in me by law as Mayor of the City of Passaic, I hereby issue the following Executive Order formally adopting the Vision Zero Initiative and creating a multi-disciplinary Vision Zero Task Force to lead the planning effort and draft an Action Plan.

A. Adoption of a Vision Zero Initiative tailored for the City of Passaic  
The City of Passaic formally adopts the Vision Zero Initiative with the goal of eliminating traffic fatalities and severe injuries on Passaic roadways by the year 2031.

B. Creation of a Vision Zero Task Force  
There is hereby created a Vision Zero Task Force, which shall draft a Vision Zero Action Plan within one (1) year from the date of this Executive Order for the City Council's consideration.

C. Duties of the Vision Zero Task Force  
The Task Force shall:

1. Publish a Vision Zero Action Plan, which shall provide policy makers with a comprehensive proposal to eliminate traffic fatalities and severe injuries on Passaic roadways within seven (7) years, and which shall propose both short-term and long-term data-driven strategies complete with measurable goals;
2. Develop assurances against racial profiling and targeting as it pertains to Vision Zero enforcement and to ensure that communities of color, the Department of Public Safety, and community leadership are included in the decision-making and development of enforcement plans or policies;
3. Solicit information and input for the Vision Zero Action Plan from the public;
4. Report quarterly on the Task Force's findings and progress; and
5. Create a public website, which shall include crash data and provide regular updates on the Action Plan's

progress as well as provide a feature to solicit feedback from the public on traffic safety concerns.

D. Membership, Terms and Removal

1. The Vision Zero Task Force shall consist of thirteen (13) members, **including the City Engineer from the Department of Public Works, and the City's Director of Planning, Redevelopment & Economic Development**, who shall serve as Co-Chairs of the Task Force. In addition, the task force shall consist of the following members:

- a) The city attorney or his/her designee.
- b) The Chief of Police or his/her designee.
- c) The Bureau Chief of the Bureau of Fire Safety or his/her designee.
- d) The Director of the Department of Public Works or his/her designee.
- e) The Health Officer of the Passaic County Department of Health or his/ her designee.
- f) The Director of the Department of Engineering or his or her designee.
- g) The Director of the Passaic County Department of Engineering or his/ her designee.
- h) The Director of the Planning, Redevelopment & Economic Development Department or his/her designee.
- i) The Mayor or his designee;
- j) A representative from EZ-Ride Transportation Management Association (TMA), the area's primary bicycle and pedestrian safety organization;
- k) One representative for all schools in Passaic City.

2. The Vision Zero Task Force shall expire after one year following the issuance of this Order and it shall be renewable at the option of the Mayor. All the members shall be appointed by the Mayor and shall serve for a term of one (1) year. Vacancies created by resignation or otherwise shall be filled by the Mayor for the completion of the term.

3. All members of the Task Force, with the exception of the Co-Chairs, shall serve at the pleasure of the Mayor and can be removed from the Task Force by the Mayor at any time and for any reason.

4. The Task Force shall meet at least once every quarter at a time fixed by the Chairpersons. The Chairpersons may call special meetings as necessary.

5. The meetings shall not be subject to the Open Public Meetings Act.

E. Clerical and Technical Assistance

For the purposes of effectuating the goals of this Order, the Co-Chairs shall have the authority to create a budget, subject to the approval of the Mayor and City Council, to meet the material needs of the Task Force. The Co-Chairs shall be empowered to use their staff and resources to provide for the clerical and technical needs of the Task Force.

F. Cooperation with City Departments and Agencies

**The DPW Division of Engineering and the Police Department** and all City departments and agencies shall cooperate with the work of the Task Force to the degree possible and permitted by law.

G. Effective Date

This Order shall be effective immediately. It shall be kept on file in the Offices of the City Clerk and the Business Administrator, and it will also be made available to the public upon request.

---

Mayor Hector C. Lora  
City of Passaic Mayor

cc.  
City Council Members  
Business Administrator  
City Attorney  
City Clerk  
All Department Directors

# Appendix D: Complete Streets Policy & Resolution

**RESOLUTION# 24-01-032**

**RESOLUTION IN SUPPORT OF ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY IN THE CITY OF PASSAIC**

**WHEREAS,** safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation for all users is a priority of City of Passaic; and

**WHEREAS,** Complete Streets is a means to provide a comprehensive, integrated, connected multi-modal network of transportation options through planning, design, construction, maintenance, and operation of new and retrofit transportation facilities along the entire right-of-way for all roadway users of all ages and abilities; and

**WHEREAS,** Complete Streets allow for safe, accessible, and convenient travel, reducing serious injuries and fatalities for all users of the roadway; and

**WHEREAS,** "all users" include motorists, bicyclists, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods, persons with disabilities, older adults, and residents of Priority Communities; and

**WHEREAS,** Complete Streets allow for multiple modes of travel, aside from personal automobiles, so that those who are unable to drive, who cannot afford a car, or choose to reduce their car usage may travel by transit, by bicycle, or on foot safely; and

**WHEREAS,** Complete Street policies support the goals of the City of Passaic's master plan and supporting elements; and

**WHEREAS,** New Jersey is federally designated as a Pedestrian and Bicycle Safety Focus State due to high numbers of pedestrian/bicycle-involved fatalities, and New Jersey's pedestrian fatality rate continues to significantly exceed the national average; and

**WHEREAS,** traffic crashes are preventable and the only acceptable number of traffic deaths for the City of Passaic is zero; and

**WHEREAS,** Complete Streets that incorporate sustainable Green Streets design elements, such as green storm water infrastructure, traffic calming treatments, shade trees, and the use of recycled materials, protect and create a healthier natural and social environment, improve air and water quality, and reduce localized flooding; and

**WHEREAS,** Complete Streets implementation enhances access to local businesses, encourages reinvestment, increases property values and employment, and

**WHEREAS,** Complete Streets encourage an active lifestyle through increased physical activity, social connectivity, and sense of community belonging, thereby lowering risk of obesity, reducing chronic disease, improving mental health, and promoting wellness; and

**WHEREAS,** Complete Streets implementation provides the opportunity to enhance the historic character of our communities and our understanding of our shared history in a way that promotes the economic and social vitality of our communities and should be considered in the design or infrastructure improvements; and

**WHEREAS,** procedures should be implemented that ensure fair treatment, equitable funding and resource distribution and meaningful involvement of all communities in all phases from selection, planning, and design to construction and long-term maintenance; and

**WHEREAS,** a balanced and flexible transportation system where all people can easily and safely walk and bicycle to everyday destinations -- such as schools, shops, restaurants, businesses, parks, transit, and jobs -- enhances neighborhood economic vitality and livability; and

**WHEREAS,** low- and moderate-income areas, whether in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists, especially for children walking and biking to school, due to long-standing infrastructure disparities and higher concentration of streets with faster-moving and higher-volume traffic; and

**WHEREAS,** implementation of the Complete Streets policy should not negatively impact the affordability of the neighborhood for current residents; and

**WHEREAS,** the Complete Streets policy applies to new, reconstruction, retrofit, and resurfacing projects, including design, planning, construction, maintenance and operations, for the entire right-of-way; and

**WHEREAS,** requests for all exceptions must be submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and

**WHEREAS,** all initial planning, concept and design studies of infrastructure projects consider design elements that improve public health, environment, economy, equity, and safety.

**NOW THEREFORE, BE IT RESOLVED,** by the City Council of the City of Passaic that the City of Passaic supports the Complete Streets Policy; and

**BE IT FURTHER RESOLVED,** that copies of this Resolution shall be forwarded to all City departments within thirty (30) days of the adoption of this Resolution.

INTRODUCED BY COUNCILPERSON: Terrence Love

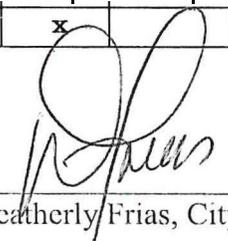
SECONDED BY COUNCILPERSON: Maritiza Colon-Montanez

Record of Council Vote on Final Passage	Aye	Nay	Abstain	Absent
COLON-MONTANEZ, M.	x			
GARCIA, J.	x			
LOVE, T	x			
MELO, T	x			
MUNK, C.	x			
SCIAER, G.	x			
SCHWARTZ, D.		x		

ADOPTED ON: ~~January~~

January 25, 2024

Gary S. Schaer, Council President

  
Weatherly/Frias, City Clerk



# Appendix E: Funding Programs & Sources

<b>Program Category</b>	<b>Eligible Applicants</b>	<b>Purpose</b>	<b>Direct Links</b>	<b>Deadlines</b>
<b>Municipal Aid (NJDOT)</b>	All municipalities	Bike/ped improvements & streetscaping	<a href="https://www.njdotlocalaidrc.com/federalaid/municipal-aid/">https://www.njdotlocalaidrc.com/federalaid/municipal-aid/</a>	Typically opens in Spring; check site
<b>Bikeway Grants (NJDOT)</b>	Municipalities/counties	Dedicated bike paths	<a href="https://www.njdotlocalaidrc.com/programs/bikeways/">https://www.njdotlocalaidrc.com/programs/bikeways/</a>	Typically opens in Spring; check site
<b>Safe Streets to Transit</b>	Municipalities/counties	Ped links to transit	<a href="https://www.njdotlocalaidrc.com/programs/safe-streets-to-transit/">https://www.njdotlocalaidrc.com/programs/safe-streets-to-transit/</a>	Typically opens in Spring; check site
<b>Transit Village Grants</b>	Designated municipalities	Walk/bike/transit near stations	<a href="https://www.nj.gov/transportation/business/localaid/transitvillagef.shtm">https://www.nj.gov/transportation/business/localaid/transitvillagef.shtm</a>	Rolling basis for designated communities
<b>TAP, SRTS (Federal via NJDOT/MPO)</b>	Municipalities + partners	Bike/ped non-traditional infrastructure	<a href="https://www.njdotlocalaidrc.com/federalaid/transportationalternatives/">https://www.njdotlocalaidrc.com/federalaid/transportationalternatives/</a>	Varies by MPO; typically annual
<b>HSIP</b>	State/local governments	Safety improvements inclusive of bike/ped	<a href="https://www.fhwa.dot.gov/hsip/">https://www.fhwa.dot.gov/hsip/</a>	Ongoing, state-coordinated
<b>SS4A &amp; RCP (USDOT)</b>	Municipalities/counties	Safe street planning & reconnection projects	<a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>	Annual Notice of Funding Opportunity (NOFO) in spring
<b>I-Bank Loans</b>	Municipalities/counties	Capital financing for infrastructure	<a href="https://www.njib.gov/">https://www.njib.gov/</a>	Rolling; quarterly deadlines
<b>Planning Assistance (BPPA)</b>	Municipalities/counties	Free technical studies & planning support	<a href="https://www.state.nj.us/transportation/community/bikeped/">https://www.state.nj.us/transportation/community/bikeped/</a>	Rolling basis
<b>AARP Community Challenge</b>	Municipalities, nonprofits	Small-scale bike/ped and public space projects	<a href="https://www.aarp.org/livable-communities/community-challenge/">https://www.aarp.org/livable-communities/community-challenge/</a>	Spring annually
<b>Rails-to-Trails Conservancy Trail Grants</b>	Nonprofits, local governments	Trail planning, activation, or maintenance	<a href="https://www.railstotrails.org/grants/">https://www.railstotrails.org/grants/</a>	Rolling; varies by opportunity
<b>County Trust Funds (varies by county)</b>	Municipalities (county-specific)	Open space, trails, sidewalks (depending on county)	Check individual county websites	Varies by county
<b>Developer Impact Fees / Mitigation Funds</b>	Municipalities via local approvals	Site access and connectivity tied to development	Depends on local ordinances	Project-driven/rolling

<b>Carbon Reduction Program (CRP)</b>	Municipalities, MPOs, DOTs	Emissions reduction, including bike/ped infrastructure	<a href="https://www.fhwa.dot.gov/environment/sustainability/energy/crp/">https://www.fhwa.dot.gov/environment/sustainability/energy/crp/</a>	Announced annually by FHWA/MPOs
<b>PROTECT Formula and Discretionary Grants</b>	Municipalities, counties, DOTs	Resilient infrastructure incl. bike/ped in flood zones	<a href="https://www.transportation.gov/grants/protect-discretionary-grant-program">https://www.transportation.gov/grants/protect-discretionary-grant-program</a>	Announced annually via USDOT
<b>Urban and Community Forestry Grants (NJDEP)</b>	Municipalities, counties, schools	Tree planting and shade canopy for walkability	<a href="https://dep.nj.gov/njforests/urban-and-community-forestry/">https://dep.nj.gov/njforests/urban-and-community-forestry/</a>	Typically early spring annually
<b>Congestion Mitigation and Air Quality (CMAQ)</b>	Municipalities via MPOs	Air quality improvements; may fund bike/ped	<a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/">https://www.fhwa.dot.gov/environment/air_quality/cmaq/</a>	Rolling; through MPO project solicitation
<b>Local Foundations and Philanthropy</b>	Municipalities, nonprofits	Varies; may support community bike/ped projects	Search local foundations (e.g., Dodge Foundation)	Varies widely

# Appendix F: Photo Log of Projects Completed to Date



High Street



Exchange Place

**Bike Share Station -  
Monroe St & Myrtle**

**Mayor Lora rides  
on bike share bikes**

**Bike Share Station –  
City Hall**



**Chestnut Avenue**



**Myrtle Avenue**



Henry Street



**Monroe St &  
Columbia Ave**



**Municipal Parking Deck**



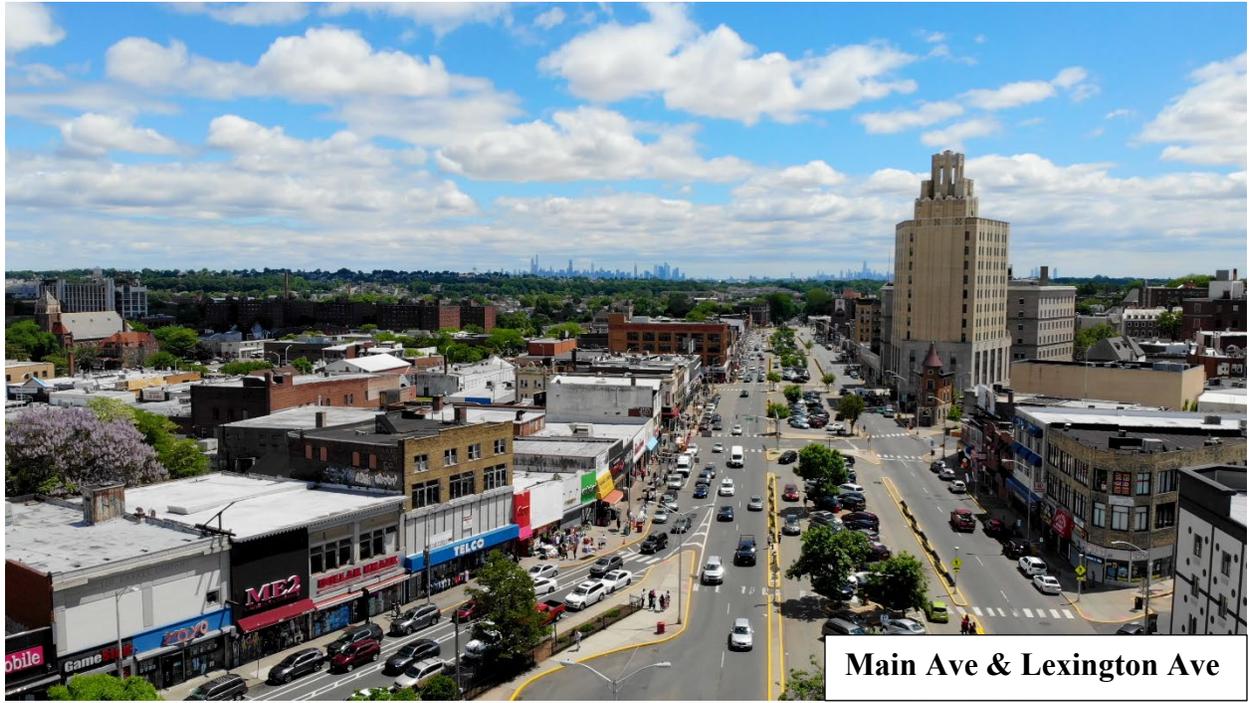
**Hope Ave & Monroe St**



**Hope Ave & Monroe St**



**Main Ave**



Main Ave & Lexington Ave



**Myrtle Avenue Redesign**



**Municipal Parking Deck**



**Third Ward Park Trail**



**Free Shuttle Bus**