



# Parking Management Plan

Township of Montclair, New Jersey

Appendix: Background Conditions Report



Kimley»Horn

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# UNIFIED PLAN OVERVIEW

The Montclair Township Unified Land Use + Circulation Element (Unified Plan) was adopted unanimously in May 2015. The final report provides a comprehensive overview of key background conditions and recommends improvements that help to frame the issues and opportunities to be addressed by the parking study. The Unified Plan is particularly useful in defining the distinctive natures, issues, and opportunities, within several of the township's mobility and activity centers, to which the Parking Management Plan will need to respond accordingly.

The first section of this report, therefore, presents a summary of these conditions, with a particular focus on issues of parking, mobility, access, transportation, and transportation-land-use coordination. Note: Where the Unified Plan is directly quoted, *text is presented in italics*.

## OVERVIEW

The Unified Plan is specifically focused on guiding development and circulation improvements for “zones and districts bordering train stations and within the downtown and commercial areas of the Township”. The plan identifies five “big ideas” which are supported by the specific recommendations contained in the final report. As listed below, three of these directly address transportation and mobility.

1. Direct future growth and development to transit-oriented, mixed-use nodes within the township.
2. Implement zoning revisions and new land use controls in select areas using form-based code or similar standard that allows increased density and/or an improved built environment.
3. Conserve neighborhood form and character.
4. Improve connectivity between neighborhoods and nodes.
5. Maximize mobility assets to make it easier for residents and visitors to walk, bike, park, and ride transit throughout the township.

## Growth Context

The report concludes that Montclair is experiencing several important shifts that will impact future municipal policy.

- Household sizes are decreasing,
- Wages are stagnant,
- Housing prices are increasing,
- More people are taking transit to the workplace, or working from home,
- The number of elderly residents is growing.
- The availability of a diverse range of housing types is lacking.

It also notes that residents have expressed concerns with congestion and parking problems in many areas of the township.

## Township Vision Statement

The Unified Plan identifies a Vision Statement for the Township, consisting of six, theme-specific summary statements.

1. Montclair is a community that makes it easy for residents to rely less on private cars via a well-linked network of alternative transportation options that facilitate convenient access to, from, and within key destinations. **Intra-township mobility**
2. The mix of housing opportunities in Montclair provides the necessary components for a vibrant and diverse community. There are options for different age groups and different socioeconomic backgrounds, all of which reinforces the cultural, ethnic, and socioeconomic diversity of the community that Montclair is known for. **Neighborhoods and housing**
3. Montclair has become a town known for the quality, accessibility and diversity of its parks and plazas, street and trail networks, and public facilities, as well as for its environmental stewardship. **Community health and environment, open space**
4. Montclair Center continues to be a premier mixed-use commercial center, with an arts and entertainment district at its core that attracts both local residents and visitors throughout the region. It is vibrant, safe, clean, and a wonderful place to live, shop and work. **Montclair Center**
5. Neighborhood commercial centers and adjoining train stations are focal points of the community, providing a critical mass that supports a variety of services serving local and regional visitors. Neighborhood Centers are compact, mixed-use, pedestrian-oriented hubs that are economically and culturally vibrant places. **Neighborhood commercial centers and train stations**
6. Montclair State University has become a part of both the neighborhoods and the town's commercial centers as shoppers, residents and as originators of new entrepreneurial businesses. **Town-gown relationship**

## Plan Goals

The Unified Plan also identifies four goals that guide the plan.

1. Ensure a variety of land uses and transportation modes that pursue a balanced mix of activities and vibrancy.
2. Generate and nurture dynamics that support economic viability.
3. Build on and expand transportation choices that ensure convenience, safety, and access.
4. Encourage public realm and private development that maintains the scale and character inherent in the diverse and historic neighborhoods of the township.

## Plan Objectives

Finally, the Unified Plan identifies 17 objectives for using the plan's land use and circulation recommendations to address identified issues and opportunities. Those most directly related to parking, mobility, and access are listed below.

- Provide convenient access for all residents to essential day-to-day goods and services.
- Optimize access options for each business district.

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- Encourage a wider mix of contextual commercial uses through zoning and redevelopment tools connected to existing transportation assets.
- Create connections between existing parks to form an open space network.
- Advance an interconnected travel system utilizing all forms and combinations of travel to access key destinations in and outside the community.
- Promote more efficient use of existing and proposed parking infrastructure.
- Promote land use, circulation and parking measures that encourage and facilitate travel once/shop thrice behaviors.
- Facilitate aging in place in the community.
- Seek development regulation that enables and encourages conservation of water and energy resources.

## **TOWNSHIP-WIDE FINDINGS**

*A reliance on automobiles as the dominant or exclusive mode of travel limits long term community sustainability, limits residential population diversity, adversely impacts human health, restricts the ability for residents to age in place and places a heavy burden on the environment due to infrastructure needs associated with roads and parking facilities.*

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**Figure 1 Existing Land Uses**

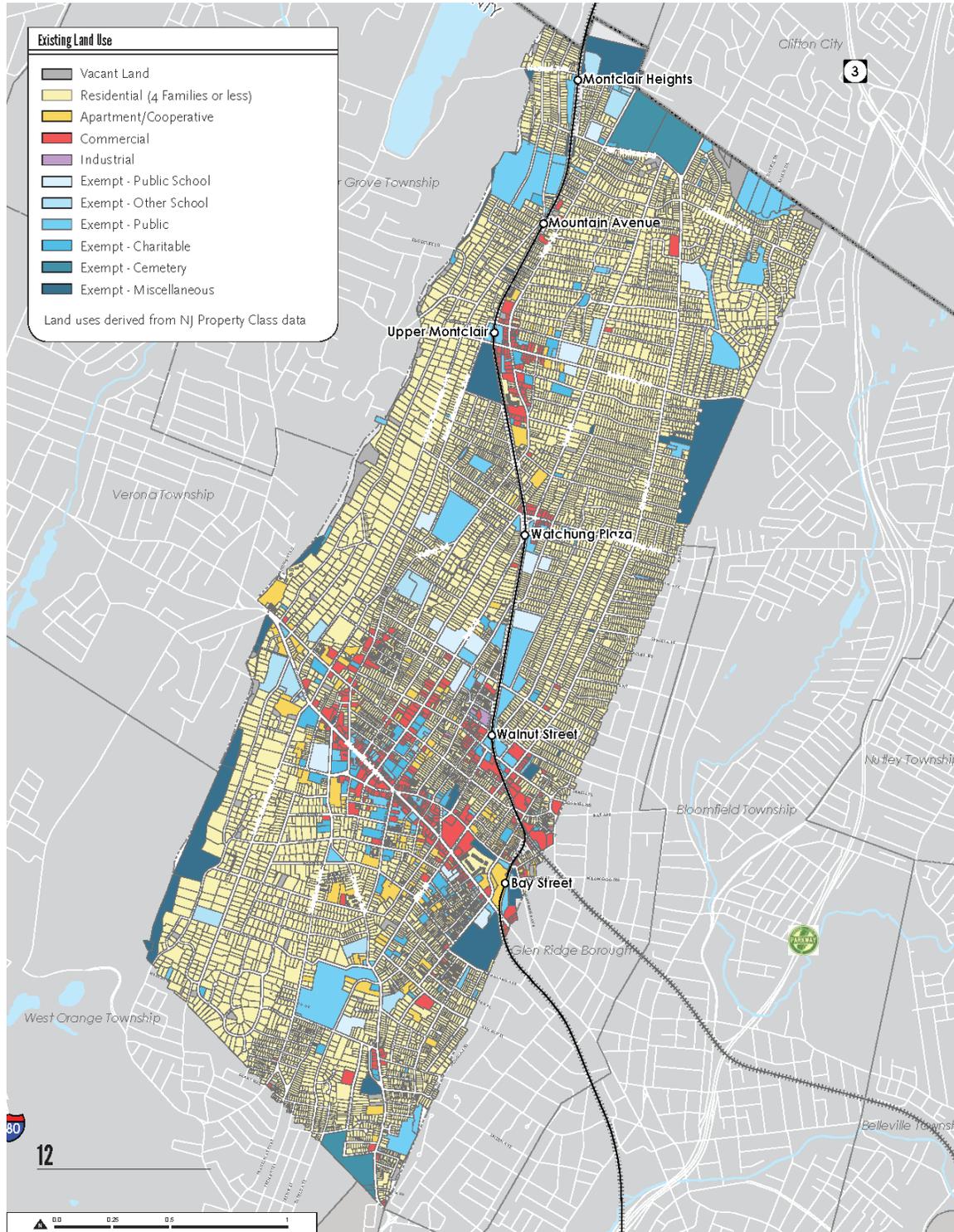


Image: Montclair Township Unified Land Use + Circulation Element, 2015

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Figure 2 Existing Transportation Assets

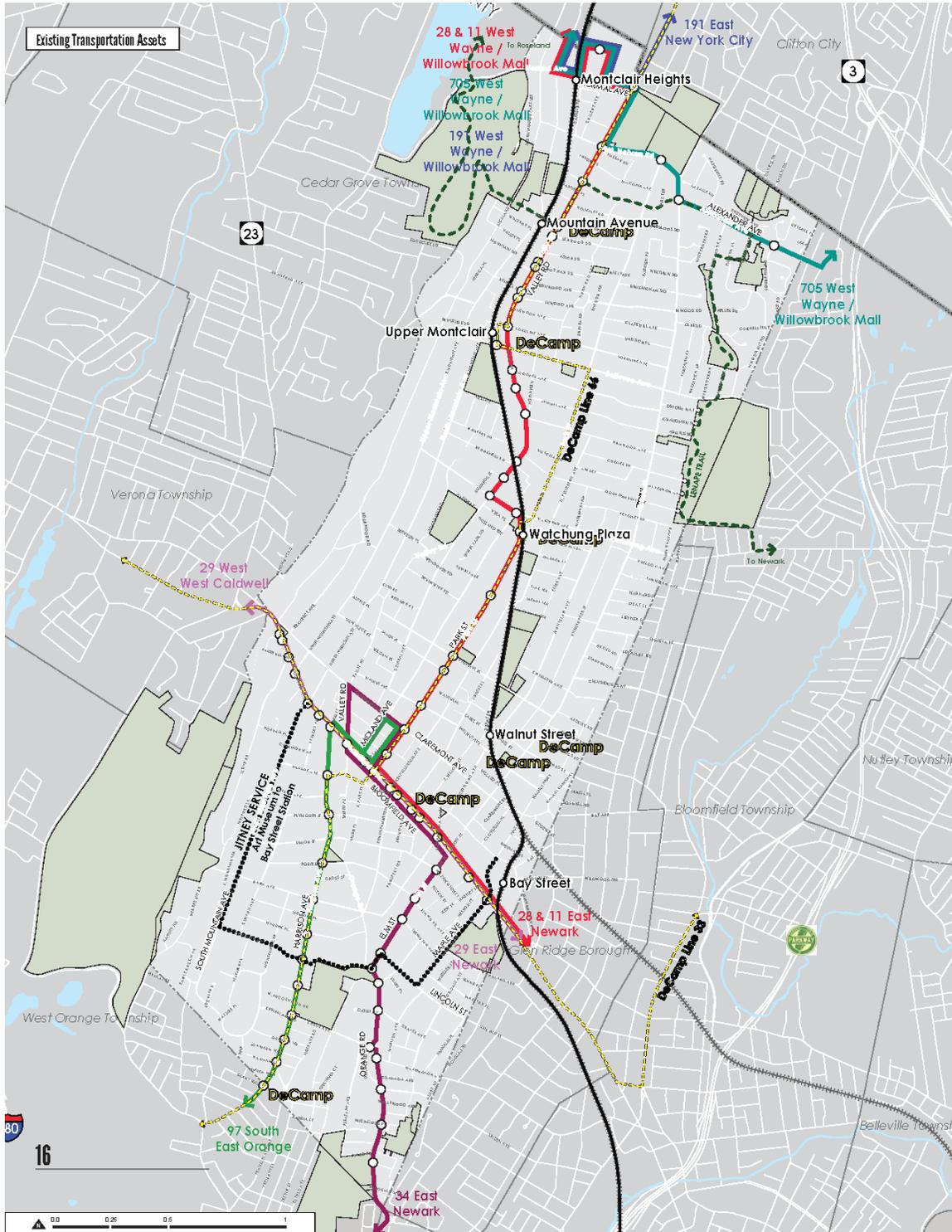


Image: Montclair Township Unified Land Use + Circulation Element, 2015

## Issues & Opportunities

*Montclair currently faces deficiencies in transit services that contribute to an overall lack of mobility options for residents. Furthermore, zoning does not permit the quality or quantity of growth residents expect to see over the next 20 years. Parking ratios that prevent development from capitalizing on or supporting transit and land use regulations that discourage walkable urban form only compound these problems.*

### Transit Service & Mobility Options

*At the core of many of the township-wide land use and circulations issues is a lack of adequate service for pedestrians, cyclists, and transit users.*

#### Rail Service

NJTransit rail service does not operate north of Bay Street Station on weekends. Residents have noted a lack of adequate bus, bike, and pedestrian connections to and accommodation at township stations.

#### Bus Routes

*The community's perception is that bus travel is unpredictable and not reliable. The prevalence of unmarked "courtesy" stops throughout the township, limits awareness of this mobility option, compared to having well-marked, -signed, and –appointed bus stops in these locations. For unfamiliar users, there is nothing to signal a "courtesy" stop, making it difficult to know which buses stop there, where they are going, or how often they arrive.*

#### Shuttle Services

Several shuttle bus services have been explored by the Township, and instituted in some cases (Montclair Shuttle, Bay Street jitney, Senior Shuttle, Farmer's Market 1-year shuttle) to connect high-traffic nodes and activity centers. Funding and ridership issues, however, have resulted in most of these services being abandoned. Currently, there is a shuttle service that primarily takes commuters home from the Bay Street Station during a few evening-peak hours.

#### Pedestrian/Bike Accommodations

Residents would like to have more and better alternatives to driving, particularly for connections to township amenities such as schools, open spaces, train stations, town centers, etc. Of particular concern are the current design, configuration, and maintenance of streets and sidewalks, which give priority to the needs of private cars over the needs of pedestrians and cyclists. As a result, many residents feel that traffic conditions make biking and walking unsafe.

#### Parking Requirements

In many areas, private-sector development is constrained by "suburbanized" parking standards that do not respond to variations in land-use density/mix contexts, or proximity to transit services.

#### Community-Identified Issues

1. *It is difficult to live in town without at least one private car.*

2. *Montclair lacks local transit that is safe, consistent, predictable, and convenient.*
3. *A majority of the NJTransit bus stops are not sanctioned but are "courtesy stops" that are unmarked and difficult to recognize. Not enough local buses, and few residents have knowledge of existing routes.*
4. *Some residents feel that there is inadequate weekend NJTransit service, as trains do not run north of Bay Street Station on the weekends.*
5. *Montclair train stations and bus stops do not provide adequate facilities, such as racks or storage, for cyclists.*
6. *Street design, configuration, and sidewalk maintenance gives precedence to the needs of private cars and does not adequately serve the needs of pedestrians and cyclists.*
7. *Montclair has a lack of safe and easy non-automobile connections to amenities (schools, open spaces, train stations, town centers, etc.).*
8. *Biking and walking, for recreation and as a form of transportation, is not safe enough.*

## **Recommendations**

*The Township should develop comprehensive multi-modal transportation options that balance the needs of all users and connects users to major destinations and commercial districts within the Township, as well as linking them to a larger regional transportation network.*

### **Establish Network for Pedestrians and Cyclists**

- A complete network of safe and attractive streetscapes, sidewalks, crosswalks, bikeways, and passageways should include improved lighting of sidewalks and crosswalks.
- Bike routes should encourage users of all experience levels to ride.
- Ample, secure bicycle parking should be available and easy to find.
- Illuminated crosswalk signs at un-signalized crosswalks

### **Upgrade Transit Service**

- Frequent weekday and weekend train service within the township and to Montclair State University.
- A comprehensive system of affordable, local bus and jitney shuttle routes that provide consistent and reliable service with clearly marked stops.
- Intra-township transit coverage integrated into the larger commuter/regional bus and rail network
- Seamless transfers between different routes and operators
- Support and encourage any University led effort to provide shuttle service for students and employees to reach the township's commercial centers.

### **Increase Shuttle Bus Service**

- Shuttle bus service expanded to provide better connections to trains and neighborhoods beyond walking distance of Montclair's train stations.

- Bus service to improve access within the Bloomfield Avenue commercial corridor, complementary to the new circulator shuttle, expanded to include a loop through the South End Business District.

### **Create Enhanced Bus Stops**

- Major bus stops improved to make the bus system more comfortable and easier to navigate, increase the viability of buses.
- Improved bus shelters with informational signage that clearly indicates stop location, plus visible route maps and schedules.

### **Implement a Complete Streets Network**

- A complete streets network based on the Township's 2009 Complete Streets Policy, as well as Essex County's 2012 policy, to help balance the needs of all modes of travel.
- Applied carefully – one size does not fit all facilities. While consideration of all modes.
- The development of plan components:
  - A Street Design Manual: Defines appropriate design standards for streets and sidewalks of various road types.
  - A Bicycle Master Plan: Identifies a comprehensive network of interconnected bicycle routes that traverse the township.
- A Safe Routes to School program to encourage more walking and biking to Township schools.

### **Create a Street Design Manual**

- A design manual that defines appropriate design standards for streets and sidewalks of various road types.
- Groups and identifies roadways by type (dimensions, volume, speed, function, pedestrian activity, adjacent land uses, etc.)
- Develops ideal typical cross sections for each
- Identifies ideal typical solutions for both typical and non-typical intersections

### **Create a Bicycle Master Plan**

- Identifies a comprehensive network of interconnected bicycle routes that traverse the township, including north-south, east-west township-wide movement
- Includes a map depicting the entire network, major destinations, and connections to other bicycle networks
- Considers grade issues
- Identifies each class of bicycle facilities to be used within the township (e.g. off-street bicycle path, dedicated on-street bicycle lane, designated shared-use street, etc), provides design guidelines, and specifies what type of bicycle facility treatment should be used on each route within the township
- Includes a plan for implementation and funding

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**Figure 3 Conceptual Bike Route Network**

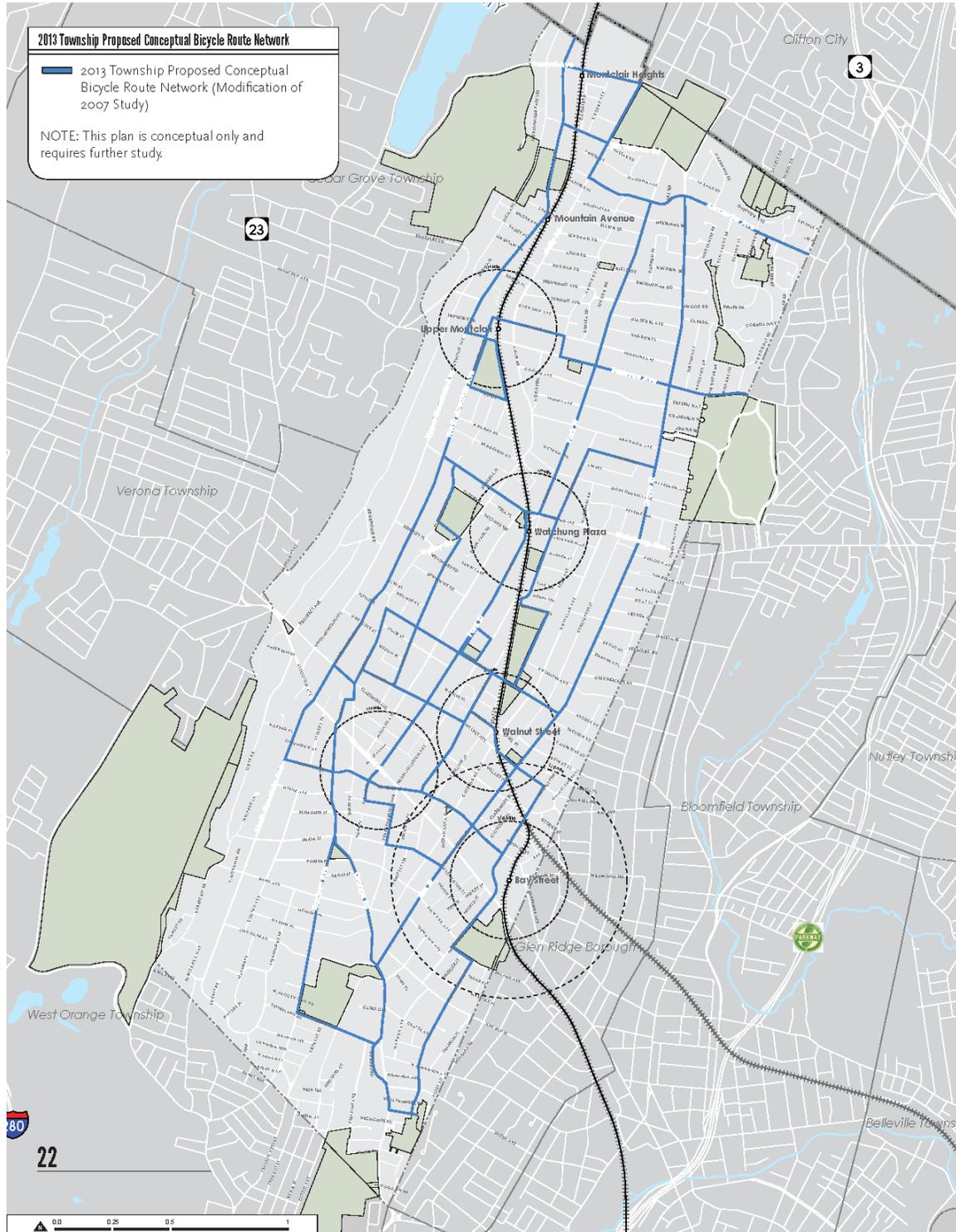


Image: Montclair Township Unified Land Use + Circulation Element, 2015

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**Figure 4 Proposed Street Classifications**

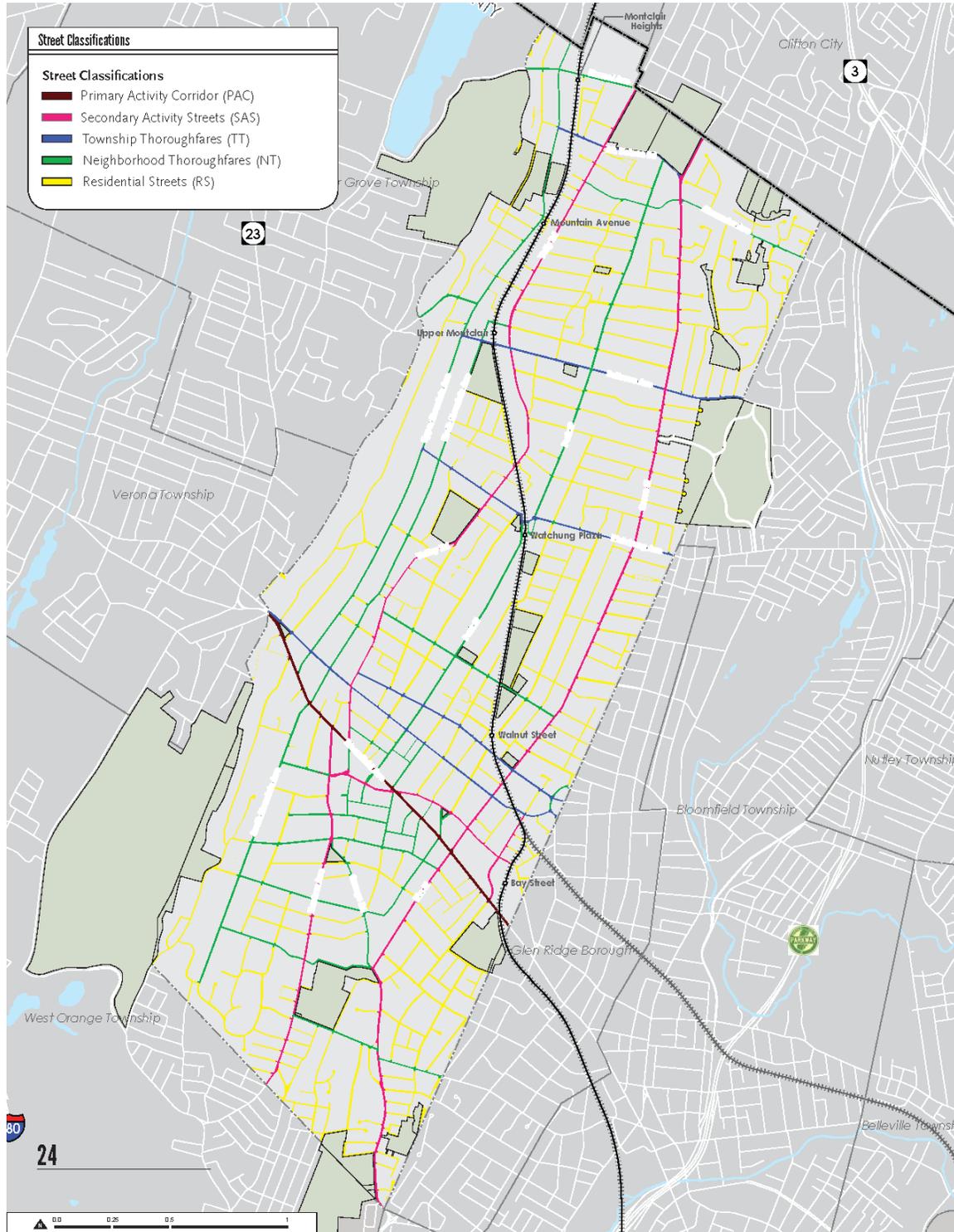


Image: Montclair Township Unified Land Use + Circulation Element, 2015

### **Enact Land Use Regulations that Promote Sustainable Development**

- Form-based code, or similar standards, to promote appropriate levels of density and walkable form to enliven the township's activity and mobility centers and promote transit use.
- Density bonuses may include *creation of new open space, affordable housing, public art, sidewalk/pedestrian infrastructure upgrades, bicycle parking infrastructure, bike share programs, and/or contributions to planned public transit improvements.*

### **Consider Revising Parking Standards**

- Reduced minimums relative to access to transit.
- Off-street parking prohibited/discouraged from being visible from the street, primarily by being located to the side or rear of street-facing buildings.
- Safe and convenient pedestrian connections from parking to street frontage, via cut-throughs and walkways.
- Developer incentives to provide alternatives to personal car ownership, such as bike racks, shower facilities, and car-share parking spots.
- Reduced minimum parking requirements for developments that share parking in mix-use districts and between complementary uses.
- An "in-lieu of" parking fee to create a shared parking structure or other parking spaces.

### **Price Curb Parking at a Premium**

- A significant differential between the price of on-street and structured parking to encourage longer term parkers to use off-street options, and keep on-street parking for shorter, higher turnover use.
- Multi-space meters and parking lanes to replace standard meters with parking stall striping, to increase the capacity of curbside parking.

### **Use Wayfinding Improvements to Reduce Parking Search Traffic**

- Improved information for motorists looking for parking.
- Safe, clean, well lit and landscaped pedestrian connections between parking lots and public sidewalks.

### **Explore Options for Shared Valet**

- Allow small, infill development to meet parking requirements off-site.
- Make efficient use of scattered, obscured parking sites.

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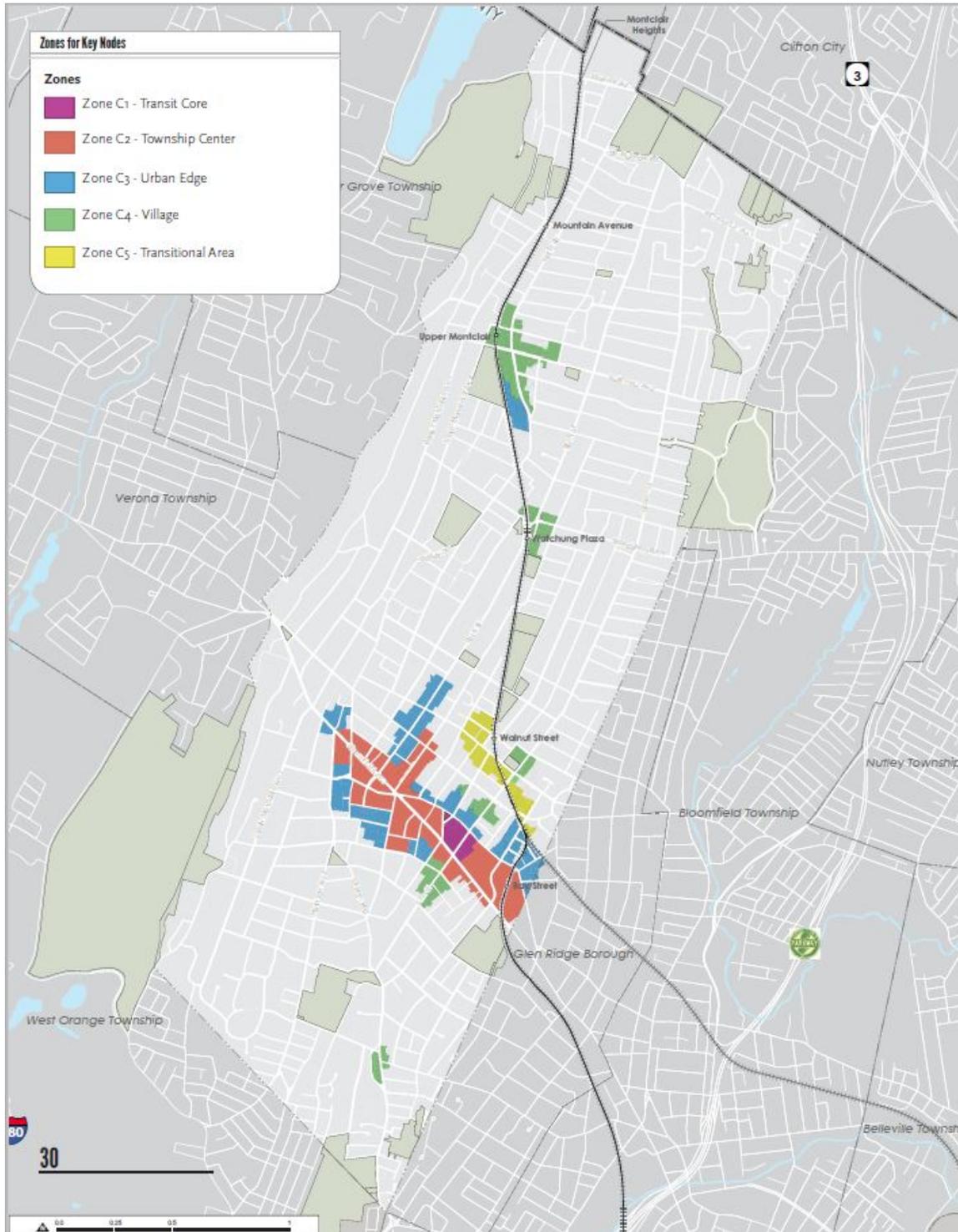


Image: Montclair Township Unified Land Use + Circulation Element, 2015

**Develop Strategic Multimodal Policies & Infrastructure**

- Complete Streets Policies

- Safe Routes to School
- Public Amenities that Support Improved Circulation
  - Address unmarked bus stops, lack of bike racks/storage at train station, poor pedestrian connections, and difficult street crossings.
  - Explore need for more benches, covered bus shelters, good pedestrian lighting, etc.
  - Any other amenities that can help translate improved transit service into increased transit use.

## SOUTH END BUSINESS DISTRICT

*Most of the South End neighborhood was not developed until after the turnoff the century, when such streets as Willow Street, Pleasant Way, and Alden Road were opened. Known as the “South End,” there is a strong sense of neighborhood that prevails in this closely knit section of town. The South End business district is strategically located along Orange Road to provide local services to the surrounding neighborhood. Orange Road wraps around the district in a one-way traffic pattern, with off-street parking provided on the southbound side of Orange Road and on-street parking provided on the northbound side of Orange Road. This traffic pattern is unique to the Township and was established in the 1950’s. It assists in controlling the traffic passing through this community at the crossroads of Orange Road, Washington Avenue, and Cedar Avenue.*

*The South End district is served by bus service and access to the Montclair-Boonton commuter rail line is available from either the Bloomfield station, which is located on Washington Street, or the Glen Ridge station which is located on Ridgewood Avenue.*

## Community-Identified Issues

The South End Commercial center suffers from a lack of maintenance, high traffic speeds on County roads, vacancies, identity issues and a lack of easy access to parking.

## Recommendations

### Circulation

- Seek Complete Streets redesign opportunities
  - Use traffic calming devices, such as curb bump-outs, enlarging the island at the southern gateway, as appropriate to slow the flow of traffic through the district.
  - Consider narrowing traffic flow northbound through the business district by widening sidewalks on Orange Road East.
  - Narrow Orange Road west to expand parking median and have the island between Orange Road and parking for planting.
  - Remove parking on both sides of Washington Avenue from Madison Avenue to Orange Road to improve traffic operations and vehicle maneuverability.
  - Work with Glen Ridge to create traffic calming measures on Washington from Ridgewood to Orange Road.
- Improve circulation for drivers, pedestrians and cyclists

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- Widen sidewalks where appropriate to accommodate comfortable benches.
- Signalize or add stop signs to crosswalks – An all-way stop sign or traffic signal should be installed to slow traffic, and allow for pedestrian crosswalks to operate.
- Require and/or improve mid-block cut-throughs – It should be easy to park in the back and walk out to Orange Road by way of an open air, landscaped pedestrian-way that is well-lit and feels secure. Work with artists to create a user-friendly, inviting walkway between the parking lot and stores that incorporates public art.
- Install pedestrian lighting – parking lot improvements should include pedestrian lighting.
- Reconfigure the intersection of Orange Road West and Cedar Avenue – the channelized right turns should be eliminated to allow vehicles to turn without stopping. These are unnecessary and unfriendly to pedestrians and cyclists. By creating a typical, right angle intersection with four legs, pedestrians will find it easier and more pleasant to walk to the South End Business District.
- Add crosswalks – Additional crosswalks should be installed at each of the intersections along the length of Orange Road
- Consider paid parking for all 30 spaces on Orange Road West side.
- Appropriately identify handicapped parking in lot of Orange Road West and provide at least one of the upgrades as a fully handicap space (preferably near the medical services).
- Ensure the presence of highly visible signs to direct individuals to parking areas.
- Support park-once with revitalization of the Montclair Shuttle.

## **MONTCLAIR CENTER/BAY STREET AREA FINDINGS**

*The Bloomfield Avenue corridor contains the largest commercial district in the Township and serves as a regional destination with a large assortment of restaurants, shopping, office and entertainment uses. The district stretches almost two miles from its eastern border at the Borough of Glen Ridge to its western border at St. Luke's Place. It contains many assets which make it a unique, successful and award-winning downtown that attracts customers and residents from a relatively large region. It is an important regional center for artistic, cultural and entertainment activities and is a hub for community activities, municipal functions and religious institutions.*

*Bloomfield Avenue is the principal east-west thoroughfare in Montclair, providing both local access to Montclair Center and regional access to surrounding communities. It also connects to major highways that link Montclair Center to the rest of New Jersey. In addition, Bloomfield Avenue is served by both train and bus service, notably the Bay Street Station at the easterly end and the confluence of several bus routes at Park Street at the westerly end. The Bloomfield Avenue corridor contains several sub districts, each defined by distinctive characteristics and land uses. These sub districts, moving from east to west, include the Transit Village district, Lackawanna Plaza district, Arts and Entertainment district and Western Gateway district.*

## Issues & Opportunities

### Poor Non-Driving Connections

- Many popular areas are not well connected to public transportation.
- Inadequate wayfinding, signage, poor urban design (building walls, parking lots, and excessive curb cuts) and dangerous pedestrian crossings cut off this area from Montclair Center.
- Pedestrian and bicycle connections are lacking or inadequate within the corridor and to adjacent neighborhoods.
- The area lacks sufficient, designated crosswalks.
- Wide, odd-angle intersections and a lack of pedestrian amenities such as street trees, wayfinding, and paths between parking and destinations reduce walkability throughout the area.
- There is minimal signage along Bloomfield Avenue providing directions to the train station.
- There is tremendous variation in sidewalk quality and condition.

### Difficult to understand Bus system

- Difficult to identify stops, determine schedules and routes for the many local and regional bus routes that service this area.
- NJTransit bus system is difficult to understand or predict because many bus stops are poorly marked and/or not official - contributing perceptions of the system's unreliability.

### Parking

- Parking resources are often strained at peak times, especially on weekend evenings.
- Off-street parking lots and garages are not sufficiently easy to find or access, and do not provide a feeling of security for the user.
- Parking requirements are typical for suburban development with limited transit and non-motorized mobility options, and no on-street parking opportunities.
- Special exemptions are provided for projects in Montclair Center along Bloomfield Avenue, Glenridge Avenue, and Church Street.
  - *Additions of less than 15% of the existing building's total square footage which do not reduce the number of off-street parking spaces that serve property, and conversions to more intensive uses, are exempt from the off-street parking requirement.*

### Community-Identified Issues

1. *Existing parking is not always easy to find or convenient to access, nor does it provide a feeling of security for the user (the Fullerton Garage reportedly does not feel safe).*
2. *Current parking requirements are the driving force in regulating the scale, form and type of development in the C-1 Zone on Bloomfield Avenue.*

3. *Bloomfield Avenue is not safe for pedestrians to cross, and doesn't have an adequate and appropriate sidewalk width throughout the length of the BID (Particularly problematic intersections include Church-Glenridge and Valley Rd).*
4. *Many of the destinations in Montclair Center are not conveniently accessed by public transit.*
5. *Significant gaps exist in the fabric of Bloomfield Avenue around Lackawanna Plaza and Bay Street, and at the DCH Site. They are currently underutilized and do not encourage pedestrian activity along the corridor.*

## Recommendations

### Land Use

- Create a new Transit Village Overlay Zone to support the existing uses surrounding the Bay Street train station.
- Create a new Lackawanna Plaza Redevelopment Plan to support the revitalization efforts for the Lackawanna Plaza area.
- Revise zoning standards, create new zoning districts:
  - **Montclair Center Core (C1):** New parking should be to the rear of buildings within new parking decks and garages faced with liner buildings of retail and residential.
  - **Montclair Center Downtown (C2):** New parking should be to the rear of buildings within new parking decks and garages faced with liner buildings of retail and residential.
  - **Montclair Center Edge (C3):** New parking should be to the rear of buildings. When appropriate it should be within new parking decks and garages faced with liner buildings of retail and residential. Parking lots, when allowed, should not be permitted to front onto streets without adequate landscaping buffers.
  - **Montclair Center Village (C4):** Parking should be limited to the rear or side of buildings.

### Circulation

- Create Enhanced Pedestrian Infrastructure
  - Maintain Bloomfield Avenue as a crucial east-west mobility spine in the Montclair Center – Special care should be undertaken not to degrade this function, especially between the Montclair Art Museum and Bay Street Station.
  - Make pedestrian improvements along Bloomfield Avenue to enhance the safety and comfort of walking along the Avenue, particularly when interacting with traffic.
  - Provide pavement markings and signage – This should be done on all driveways to warn drivers that they are crossing an active bicycle facility.
  - Provide ample secure bicycle parking – The Township should require new commercial properties to be set back from the street to provide space for bicycle parking
  - Convert Glenridge Avenue into a Secondary Activity Street that complements Bloomfield Avenue – Based on future development designed to activate the street,

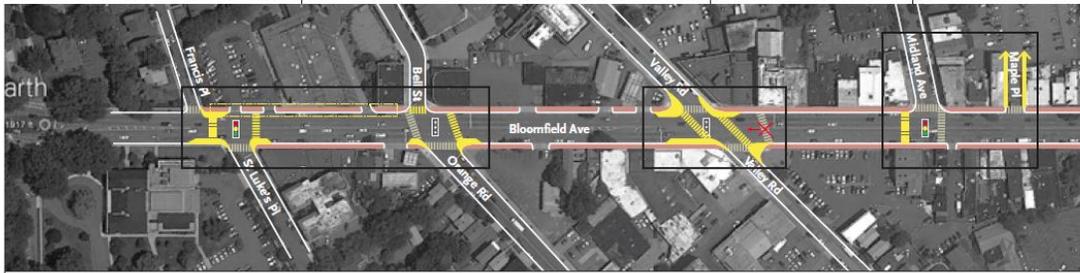
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similar improvements to those identified for Bloomfield Avenue should be applied to Glenridge Avenue, including a complete network of crosswalks and sidewalks. Specifically, the intersection of Glenridge Avenue and Grove Street should be treated with high visibility crosswalks and curb extensions to improve the safety and walking experience for pedestrians crossing the intersection.

Provide curb bump-outs and add high visibility crosswalks at Saint Luke's Place and Orange Road. Improve sidewalk conditions at curb cuts between Francis Place and Bell Street.

Add curb bump-outs and high visibility crosswalks at Valley Road, while reorienting crosswalks to parallel the existing R.O.W.

Add high visibility crosswalks and traffic signal to pedestrian-triggered walk signal at Midland Ave, and create sidewalks leading from Bloomfield Ave into Maple Place.



NOTE: The illustration above is meant to provide conceptual ideas for improvements consistent with the community's vision for the Bloomfield Avenue corridor, and would require further study to determine feasibility.

Image: Montclair Township Unified Land Use + Circulation Element, 2015

- **Improve Non-Driving Connections**
  - Strengthen mobility options independent of the automobile.
  - Implement innovative parking and parking-management strategies.
  - Create a comprehensive pedestrian improvement plan.
  - Adopt and implement a bicycle plan.
  - Tailor Township-wide recommendations to the particular needs of Montclair Center and the Bay Street Station area.
    - Add crosswalks to all approaches at signalized intersections.
    - Signalize intersections that are 500 feet or more from a crossing.
    - Install curb extensions, also known as bulb-outs (similar to recent improvements at South Park Street and Bloomfield Avenue).
    - Utilize high visibility crosswalks at high-volume intersections.
    - Reduce curb-cuts to reduce vehicle-pedestrian conflict locations.
- **Create a New Montclair Center Jitney Shuttle**
  - Connect the major transit/commercial nodes to Montclair Center.
  - Connect development along Valley Road and adjacent residential neighborhoods to Walnut Street and Bay Street Stations.
  - Meet incoming and outgoing trains at Bay Street Station.
  - Free for hop-on/hop-off shoppers within Montclair Center or the Walnut Street Station area.
  - Ensure that development within Montclair Center is connected to transit by transit.

Figure 5 Conceptual Route for a Montclair Center Shuttle



Image: Montclair Township Unified Land Use + Circulation Element, 2015

- Create an Enhanced Bus Stop at Park Street & Bloomfield Avenue
  - Create a transit node that supports area land uses and encourages and improves transit mobility, by providing a single stop to access most of the major regional and inter-municipal bus services that serve Montclair.
  - Include improved bus shelters, informational signage, and visible route maps and schedules, including train schedules for the Bay Street Station.

## WALNUT STREET STATION AREA

*The Walnut Street Area is a former manufacturing center in Montclair, partly due to its proximity to the New York and Greenwood Lake railway depot on Walnut Street. The current zoning for this area, which is largely the C-2 General Commercial and Light Manufacturing zone, reflects its industrial heritage. This is the only place in the Township where light manufacturing, distribution, storage, auto body and automotive repairs are permitted, and as a result the area contains a wide variety of uses.*

*Walnut Street between Forest Street and Depot Square has become a traditional retail district serving the surrounding neighborhood. Walnut Street between Depot Square and Grove Street contains a variety of commercial and institutional uses. There are several important historic structures in the area which should be preserved, including the former fire station on Walnut Street and the Deron School on Grove Street. On Saturdays, the commuter parking lot hosts the Township's weekly farmer's market which is a strong local and regional draw to the neighborhood. Grove Street between Walnut Street and Oxford Street contains a small neighborhood commercial center with one-story commercial structures that serve the surrounding neighborhood. Centralized parking is provided behind the stores. Kaveny Field and Erie park are important recreational and open space assets that should be maintained.*

## Issues and Opportunities

- The Walnut Street Station is adjacent to an emerging commercial center in an area with an industrial past. The train station is an asset for the area.
- Currently, poorly maintained parking lots surround the station, isolating the station from surrounding development. These lots, however, are used on weekends for the local farmer's market and to host annual Township festivals.
- Most adjacent development turns its back on the station.
- The relatively low level of residential development near the station limits the number of riders that walk to the station from the neighborhood, providing little incentive to increase weekend train service beyond Bay Street Station.

### Community Identified Issues

1. At grade train crossings at Grove and Walnut back up traffic during certain times of the day. Increased traffic will exacerbate this problem.
2. The areas surrounding train stations are underutilized, often with surface parking lots occupying land closest to the stations.
3. There's a lack of adequate bike storage at the train station and in some commercial districts.
4. Commuter overflow parking and employee parking is creating traffic problems on residential streets surrounding the train station and commercial district.
5. The Walnut Street commercial center is growing with destination restaurants and retail, however, this area still contains many light industrial uses and does not have a formal organization guiding its growth and development.

## Recommendations

### Land Use

The area is envisioned as a lively, pedestrian and bicycle friendly area. Recommendations that follow address the transportation connections, increased density, and full integration of land use and mobility options.

- Two proposed Walnut Street Zones – Village and Transition Area – are designed to reinforce a strong core around the Walnut Street Station, while transitioning to lower densities to match the character of the surrounding neighborhoods
- In all zones, the land use ordinance should include:
  - Require clear pedestrian connections between parking and the front sidewalk.
  - There should be developer-provided bicycle share and car share incentives built into zoning to further support reduced parking needs.
  - Parking requirements and density allowances should be evaluated as part of redevelopment plans, with contributions to improvements in public realm mobility assets including sidewalks, streets, and public parking improvements and sustainable implementation of the jitneys.
- Walnut Street Village (C4)

- Will be a medium-scale, dense area that consists principally of residential and office buildings. This will encourage an active mix of uses including retail uses along Grove Street, surrounded by professional office space, residential elevator flats, small local retail, mixed-use buildings, and structured parking. This zone will help bolster the viability of the commercial core along Grove Street, while also establishing a transition between the higher-density core and the well-established lower-density residential neighborhoods. Existing open space and recreational assets, such as Kaveny Field, are important community assets that should be preserved. Strategic improvements to these facilities should be carefully designed so that they continue to serve the neighborhood.
- New parking should be located to the rear or side of buildings. Surface parking lots, when allowed, should not be permitted to front onto streets without adequate landscaping buffers.
- **Walnut Street Transitional Area (C5)**
  - This area is undergoing a renaissance as structures are being adapted to new uses. Walnut Street has become a very popular commercial district, characterized by a large number of restaurants, art galleries, and similar commercial uses. Several older buildings have been adapted to residential and mixed-uses. More traditional, light industrial uses and automobile-related uses are found within the district, but not along Walnut Street. The new C-5 zone will retain the medium-scale, dense land use pattern created under the C-2 zoning, but will reflect the existing commercial character of Walnut Street and the location of light-industrial and automotive-related uses off of Walnut Street.
  - New parking should be to the rear or side of the buildings.

## **Circulation**

- **Implement pedestrian and bicycle recommendations**
  - Walnut Street is the principal commercial corridor in this area and should be enhanced to meet the circulation needs of all users. With the proposed Montclair Center jitney/shuttle in place, the road will be served by local transit, but Walnut Street should be enhanced with bicycle and pedestrian improvements:
    - Add a shared-used two-way bicycle route to Walnut Street
    - Provide bicycle facilities
    - Make intersection improvements
    - Provide sidewalks in the station parking lot
- **Create new Montclair Center Shuttle**
- **Adjust Parking Standards**
  - Encourage shared off-street parking – arrangements should be made to allow sites in the Walnut Street area that have uses with different peak demand periods to share parking. For example, office and retail (daytime and early evening demand) should be allowed to share parking spaces with residential uses (overnight demand)
  - Utilize under-utilized parking areas – steps should be taken to allow underutilized parking areas surrounding the train station to be shared with complementary uses in the area (e.g. residential use overnight, and retail use on the weekend).

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- Evaluate parking minimums – in all zones parking recommendations outlined in Section 2.2., Land Use and Parking should be further studied to see if it is feasible. This could better account for the number of residents and visitors who are anticipated to commute by transit, bike, or on foot.

**Zoning Revisions (Walnut Street)**



Image: Montclair Township Unified Land Use + Circulation Element, 2015

## VALLEY-VAN VLECK BUSINESS DISTRICT

The Valley-Van Vleck business district is a small commercial center located on Valley Road generally between Van Vleck Street and Walnut Street. This area provides a number of retail stores and services for the surrounding residential neighborhood. South of the business district is a small office zone along Valley Road containing a variety of office uses. The larger parcels on the west side of the road include office buildings, while the smaller properties contain former houses converted to office use.

### Issues and Opportunities

- Parking at many of the businesses is difficult, particularly for the businesses on the east side of Valley Road which include smaller lots.
- Parking where provided is located on individual lots behind the buildings and is difficult to access and maneuver.
- A shared or centralized parking layout, which is found in the other neighborhood business districts, would improve parking access and maneuverability without detracting from the streetscape.

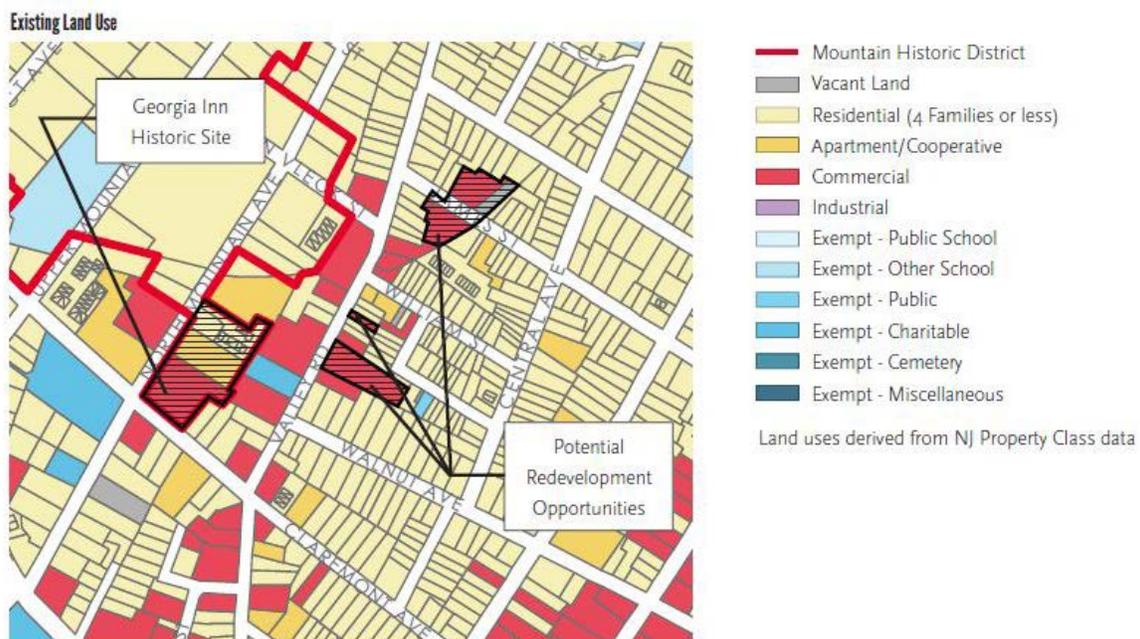


Image: Montclair Township Unified Land Use + Circulation Element, 2015

## Recommendations

### Circulation

- **Make pedestrian improvements at intersections** – these should include including crosswalks, bulb-outs, and pedestrian lighting, especially near commercial development. At signalized intersections pedestrian countdown signals should be installed.

- **Reduce the number of driveways and/or improve them** – the Township should reduce the number of driveways when possible through the creation of shared, central parking areas behind multiple lots. Sidewalk and bicycle route markings across driveways should be made more visible where needed.
- **Encourage shared off-street parking** – Work with property and business owners to find opportunities to create centralized parking for the businesses on the east side of Valley Road which include smaller lots.
- **Parking location** – The location of off-street parking should reflect the existing building line.
- **Connect area to Montclair Center through Shuttle** – The Proposed new Montclair Center shuttle route would serve the Valley-Van Vleck Business District, connecting it to both the Walnut Street and Bay Street Stations, as well as along the retail and commercial areas of Montclair Center.

## WATCHUNG PLAZA STATION AREA

*The Watchung Plaza neighborhood commercial area and the adjacent Watchung Plaza Station principally serve the immediately adjacent community.*

*As with other stations north of Bay Street Station, Watchung Plaza Station has no weekend train service and is used primarily as a commuter station for those accessing jobs outside of Montclair. With only about 75 parking spaces at the station, the great majority of riders from this station are either dropped off by others or walk from the surrounding neighborhoods. At night and on the weekends, the station parking lot is underutilized.*

*The commercial development surrounding Watchung Plaza Station consists almost exclusively of single-story local serving retail stores, primarily accessed through the complicated five-legged intersection of Watchung Avenue and Park Street. With a few significant exceptions, buildings are constructed according to traditional 'main street' standards: no building setbacks, large shop-front windows, doors that open onto the street, and signage that sits on the building (and not perpendicular to it). Parking is mostly provided on the street or behind buildings.*

*The Watchung Plaza district was developed between 1900 and 1930 as a neighborhood commercial center to serve the Watchung section of Montclair. Its history is tied to the Watchung Avenue Station of the Erie Railroad (later NJ Transit), and its development was guided in large part by the Watchung Improvement Association, a group of Montclair residents who sought appropriate and attractive development around the Watchung Avenue Station.*

*Another notable asset in the district are its two parks. Watchung Plaza Park, located between Watchung Plaza and the railroad line, provides a gathering space and focal point for the business district, providing views of the attractive buildings from Watchung Avenue and the train station. Watchung Park, located on the west side of the railroad, provides a passive open space area that frames the entrance to the business district from the west.*

## Issues and Opportunities

- There are several development opportunities in Watchung Plaza.

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- The parking lot in the center of Block 3402 could be expanded by purchasing properties adjacent to the lot along North Fullerton Avenue. This lot could be developed to provide mixed-use development and structured parking.
- The lots at the northwest corner of the intersection of Park Street and Watchung Avenue are extremely deep. These lots could support additional development, with additional parking provided between the buildings and the railroad line. Access to the parking could be provided through the Township parking lot at the southern end of this district.
- The gas station at the corner of Park Street and Watchung Plaza and the adjacent lot with its large surface parking lot facing the street offer additional opportunities for new development.
- The five-legged intersection of Watchung Avenue and Park Street is the primary transportation issue in this focus area, in addition to being a land use issue. Both the roadway geometry and the driveways that are used to access the gas station and surface parking lots contribute auto movements to the complicated circulation pattern. Circulation here has been identified by residents as one of the most important issues to address in this section of Montclair.

**Community-Identified Issues**

1. *There is no weekend train service north of Bay Street Station.*
2. *Parking areas surrounding train stations are poorly maintained and unkempt.*
3. *The areas immediately surrounding train stations are underutilized, often with surface parking lots occupying land closest to the stations*
4. *Some Train Station Areas lack the opportunity for retail to be in the station or immediately adjacent*
5. *There's a lack of adequate bike storage at train stations and in some commercial districts.*
6. *There are 12 at-grade crossings that were recently designated as Quiet Zones -however, there is a concern that these Quiet Zones may ultimately cause safety issues at these crossings.*
7. *Transit parking lots are under-utilized on weekends and holidays.*
8. *Insufficient parking and traffic congestion are major obstacles to transit-oriented growth at commercial centers adjacent to train stations.*
9. *Despite the availability of public transit in neighborhood commercial centers, many people still choose to drive to them.*
10. *The intersection at Watchung and Park is unsafe and problematic for both drivers and pedestrians.*
11. *The public park/plaza and train station area at Watchung Plaza is underutilized and suffers from lack of maintenance and vandalism*
12. *The gas station at Watchung Plaza is seen as a problem and an opportunity area for development.*

## Recommendations

### Land Use

- Require clear pedestrian connections between parking and the front sidewalk
- There should be a developer-provided bicycle share and car share incentives built into zoning to further support reduced parking needs
- Reduce parking requirements and coordinate with contributions to improvements in public realm circulation assets including: sidewalks, streets, and public parking improvements
- The gas station, located at the corner of Watchung Avenue and Park Street, is a prominent property that deserves a development or use that reflects the character of the district. Redevelopment of this property is an important objective for the district. Existing parking capacity available within the overall district should be considered in the redevelopment of this key corner property.
- Watchung Edge (C4)
  - Parking should be limited to the rear or side of buildings.

### Circulation

- Evaluate Watchung Avenue and Park Street Intersection
  - Traffic circulation and safety are concerns at this intersection which is currently unsignalized and operates as a confusing five-legged intersection (one approach is a driveway to a parking lot). A traffic and circulation study of the intersection should be prepared, extending to the west side of the railroad bridge, to fully evaluate the problem and address issues with circulation and safety.
- Adjust Parking Standards - Since parcels covered by the proposed zoning revisions are well within a five minute walk (1/4-mile) of the Watchung Station, it is recommended that the following parking strategies be implemented to better account for the share of visitors and residents who walk, bike, and take transit to access services:
  - Allow shared parking: arrangements should be made to allow shared parking for the parcels within all zones. Furthermore, development around the station area should use station parking as part of an overall shared parking strategy.
  - Undertake a parking study: investigate the possibility of developing shared community parking facilities for all development in the Watchung core and Watchung periphery zones.
  - These zones meet the test of being within a five minute walk (1/4 mile) of the intersection of Watchung Avenue and Park Street. Such a district parking system would provide spaces for all the uses in the area, and new development would pay a fixed rate in-lieu of building the required number of spaces under the code. Such a strategy would:
    - reduce the amount of underutilized parking spaces by facilitating shared parking;
    - decrease the cost of development by reducing the overall number of spaces needed;

- increase opportunities for development on smaller lots by eliminating the need to provide on-site parking.
- Case Study:
  - Lake Forest has had an in-lieu fee policy for approximately 15 years. The policy was put into place to preserve the historic character of the downtown. The fee is currently set at \$22,000 per stall and all funds generated through the fee must pay for parking acquisition or development. The city considers the program effective and developers have responded favorably to the fee option due to the scarcity of developable land
- Maximize the on-street parking supply: convert the designated on-street parking spaces surrounding Watchung Station into a parking lane and multi-space meters.
- Enhance pedestrian cut-throughs to off-street parking facilities: Use lighting and landscaping to encourage pedestrian circulation and facilitate shared parking for multiple shopping trips.

## UPPER MONTCLAIR

*Upper Montclair is a substantial commercial hub, with a mix of national chains and locally-owned stores that draw both local and regional customers. The buildings are comprised largely of 2 to 3-story commercial structures, with retail uses on the first floor and commercial or residential uses above.*

*The district stretches along two major roads, with Valley Road as the principal thoroughfare and Bellevue Avenue as a secondary corridor. Anderson Park, a County-owned park designed by Frederick Law Olmstead that is on the State and National Register of Historic Places, defines the western edge of the district while a small pocket park defines the southern edge of the district.*

## Issues and Opportunities

- Traffic congestion and conflicts between pedestrians, bicyclists and drivers are an issue in Upper Montclair, especially along Valley Road, which operates as one travel lane in each direction with curbside parking on both sides of the street.
- Finding parking near desired destinations has been reported as difficult, and searching for parking and maneuvering to curbside parking spaces contributes to traffic congestion. This makes it difficult to access the Upper Montclair area, particularly for an uninitiated visitor who can hold up traffic on Valley Road while trying to find a parking space. Although convenient off-street parking is available behind businesses, it is difficult to find.
- In addition, because there are no dedicated left turn lanes, northbound left turns from Valley Road onto Bellevue and Lorraine Avenues create a backup along Valley Road. Valley Road also serves buses, with DeCamp buses stopping behind Valley Road adjacent to the rail station and NJ Transit buses traveling along Valley Road.
- Existing community concerns related to traffic flow and parking, especially along Valley Road, have in the past led to community opposition to new development. Land use in Upper Montclair is principally governed by the Neighborhood Commercial Zone. This

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- zoning does little to encourage residential development within 1/4-mile of the station: in the NC zone, residential units are limited to 28 residential units per acre.
- The quality of the pedestrian experience is negatively impacted by inappropriate uses and buildings, such as drive-throughs, blank building walls at corners, and large expanses of surface parking.
  - The A&P shopping center, which forms the southern gateway to Upper Montclair, is characterized by a large surface parking lot with significant set-backs from the street. This forms an unattractive entrance that is out of character with the historic nature of Upper Montclair.
  - In the area along Valley Road near the station, much of the built form supports a walkable urban environment with no building setbacks and consistent street facades. However, these buildings are located within the NC zone which requires a minimum 20 foot front yard setback except where an existing building is being replaced or when the lot adjoins a building with a lesser setback. This ensures that lots that do not conform to this walkable urban environment will encourage further deterioration of neighborhood character on adjacent parcels if they are redeveloped.

### Community-Identified Issues

1. There is no weekend train service north of Bay Street Station.
2. Parking areas surrounding train stations are poorly maintained and unkempt.
3. There are 12 at-grade crossings that were recently designated as Quiet Zones -however, there is a concern that these Quiet Zones may ultimately cause safety issues at these crossings.
4. Transit parking lots are under-utilized on weekends and holidays.
5. The areas immediately surrounding train stations are underutilized, often with surface parking lots occupying land closest to the stations
6. Some Train Station Areas lack the opportunity for retail to be in the station or immediately adjacent
7. There's a lack of adequate bike storage at train stations and in some commercial districts.
8. Insufficient parking and traffic congestion are major obstacles to transit-oriented growth at commercial centers adjacent to train stations.
9. Despite the availability of public transit and proximity, many people still choose to drive to the busier neighborhood commercial centers.
10. Excess traffic congestion, exacerbated by multi-modal conflicts, is an issue in Upper Montclair (especially on Valley Rd) in terms of exiting, entering, passing through, and being able to find short-term and long-term parking near destinations.

### Recommendations

Upper Montclair is a successful regional commercial center that attracts both local and national retailers, as well as visitors from the region, the community, and from Montclair State University.

### Land Use

The land use strategy involves the creation of zones that build up density at the core of the commercial area, and gradually transitions density levels down to the neighborhood scale.

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Valley Road and Bellevue Avenue become key streets to activate with development, and additional zoning revisions are recommended for the area along Valley Road near the A&P grocery store and CVS.

Furthermore, in all zones, the land use ordinance should include the following

- Require clear pedestrian connections between parking and the front sidewalk.
- There should be developer-provided bicycle share and car share incentives built into zoning to further support reduced parking needs.
- Maintain the vitality and pedestrian nature of the business district by focusing retail uses on the first-floor in the village center, with a wider variety of commercial uses permitted on the first-floor at the edge of the village.
- Maintain an adequate supply of parking by continuing to require new development to provide parking at an adequate ratio to meet demand, while improving efficiency of existing parking resources by converting on-street, individually striped, parking stalls to parking lanes, implementing parking pricing and way-finding strategies, and encouraging/incentivizing bike share and car share programs.
- Buildings and infrastructure that detract from the historic nature and pedestrian feel of Upper Montclair, such as drive-throughs, large surface parking lots, and blank walls along the street line, should be redeveloped in a manner consistent with the historic feel of Upper Montclair.
- Upper Montclair Village (C3)
  - Off-street parking should generally be minimized in appearance through placement of buildings, landscaping and open space appropriate for the neighborhood context. When off-street parking is not feasible, parking should be provided in lots located to the rear of buildings.
- Upper Montclair Edge (C4)
  - Off-street parking should be limited to the rear or side of buildings.

## **Circulation**

- Make pedestrian, bicycle, and transit improvements
  - Study the potential of a north-south bicycle route using Valley Road or other Township thoroughfares: This should be addressed as part of a Bicycle Master Plan, and include specific recommendations for the Upper Montclair business district.
  - Provide ample bicycle parking: Throughout the district and around the train station, bike parking facilities should be provided to improve multi-modal access to area amenities.
  - Improve street crossings: To encourage walking throughout the area, implement pedestrian circulation enhancements such as mid-block crossings, signalized where necessary.
  - Expand rail service: Initiate Township dialogue with the county and NJ Transit to expand weekday and weekend rail and bus service to provide shoppers from outside the township with an attractive travel alternative to personal vehicles.
- Ease traffic congestion

- Implement an off-street parking way-finding system: This system should guide vehicles to the nearest parking areas to reduce parking-related traffic circulation. There is ample parking in the area and drivers should not need to “look” for a spot.
- Investigate a district-wide valet parking system: As a destination commercial district with a strong local and regional draw, the Township and the business district should investigate the feasibility of creating a shared valet parking system to ease the burden of visitors looking for parking, and to ease the burden on business owners to provide parking for visitors.
- Adjust parking standards
  - Most parcels covered by the two proposed zones are well within a five minute walk (1/4-mile) of the Upper Montclair Station,
  - Allow shared parking: Arrangements should be made to allow shared parking for the parcels within all zones. Furthermore, development around the station area should use station parking as part of an overall shared parking strategy
  - Replace individually striped on-street parking spaces: In Upper Montclair (particularly on Valley Road and Bellevue Avenue) striped spaces could be replaced with other alternatives such as multi-space meters and striped as a parking lane. Multi-space meters can increase parking supply by between 10 and 20 percent. This would maximize the on-street parking supply within Upper Montclair.
  - Make pricing of on-street spaces reflect their higher level of demand: On-street parking spaces should cost more than parking lots or future parking structures. This system would encourage drivers to stop searching for on-street parking, park in a lot or structure and then walk to their destination.
  - Develop a way-finding system that guides drivers to off-street parking facilities.
  - Implement Parking management strategies: these should include incentives for car share and bike share to reduce parking demand for development projects.
  - Improve pedestrian amenities: the Township should ensure pedestrian cut-throughs from parking to destinations are created and enhanced with inviting lighting and landscaping to encourage pedestrian circulation and making multiple trips on foot.

## MONTCLAIR HEIGHTS

*The Montclair Heights neighborhood includes the area surrounding the Montclair Heights train station which is bordered by Montclair State University to the north, Highland Avenue to the west, Mt. Hebron Road to the south and Valley Road to the east. It also includes the 500block of Upper Mountain Avenue. The Montclair Heights train station has 67 parking spaces and the Township has issued 95 parking permits. On average, the lot is usually only half full.*

*The train station is used by commuters who live nearby and students who commute to the University. The University provides shuttle service to and from the station for students.*

## Issues and Opportunities

- The Montclair Heights neighborhood has been affected by recent growth at Montclair State University (MSU), which currently has over 19,000 students, the second largest public university in New Jersey. Since 1998, enrollment at the University has grown by 37%. Enrollment is expected to continue to increase with the opening of the University's

new 107,500 square foot environmental center and 143,000 square foot business school. Sustained high levels of growth at MSU have created friction with the surrounding residential community with regards to rush-hour automobile traffic, parking, stadium noise and light and the proximity of tall parking garages and student high-rise housing to single family homes.

## **Recommendations**

### **Circulation**

- The Township should explore changes and expansion of its residential parking permit program to minimize on-street parking spillover from MSU into the residential neighborhoods.
- The Township should continue to monitor parking activity along streets in this neighborhood to ensure that student parking does not become a problem. If student parking is noticeable, then parking limitations should be enacted and enforced. The Township should study the policies and normalize the parking restrictions for the whole area with a stated preference for expanding resident permit parking.
- An extension of the sidewalk network at the south side of Normal Avenue should be prioritized to allow for improved pedestrian access to the train station.
- Bicycle facilities, such as covered bike lockers should be installed at the train station to improve the viability of multi-modal transit options in this area.
- Explore the viability of installing traffic calming measures on Highland Ave. to mitigate the negative impacts of increased traffic and drivers traversing the township above the posted speed limit.

# STAKEHOLDER INPUT

## LIFELONG MONTCLAIR

Montclair's Aging in Place Initiative, known now as Lifelong Montclair, is an initiative of the Partners for Health Foundation in collaboration with the Township of Montclair Department of Health and Human Services. The Initiative seeks to transform Montclair into a "great place in which to grow older" by focusing on public transportation, pedestrian safety, parking, housing, and activities for seniors. Lifelong Montclair releases periodic reports detailing senior-specific services and issues in Montclair such as the October 2015 *Guide to Public Transportation*, and the June 2014 *Senior Walkability Workshop* report. Lifelong Montclair's website also collects local news items relevant to senior life in Montclair.

## Mobility Workshop Report

A mobility workshop was held on June 2<sup>nd</sup>, 2014 by the New Jersey Department of Transportation's (NJDOT) Office of Bicycle and Pedestrian programs in cooperation with Lifelong Montclair to raise awareness and better understand the mobility needs of senior citizens. NJDOT holds these workshops periodically throughout the state. The Montclair Mobility Workshop was conducted by Parsons Brinckerhoff and Civic Eye Collaborative.

Montclair's relative density and six NJ Transit train stations contribute to walkable, pedestrian-oriented design in the township, but there are many issues of concern that make Montclair's pedestrian environment far from perfect. Workshop participants described several current issues in Montclair related to pedestrian mobility and safety:

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

In addition to discussing township-wide pedestrian issues broadly, participants also identified specific locations throughout Montclair that were problem areas for pedestrians, especially seniors:

## Individual Locations

- **Bloomfield Avenue at South Fullerton**  
Complex alignment complicating crossing and traffic
- **Bloomfield Avenue at Seymour Street**  
No marked crosswalk where most people attempt to cross
- **Bloomfield Avenue at Valley Road**  
Long crossing distances and no pedestrian signals
- **Bloomfield Avenue at Orange Road/Bell Street**  
Lack of pedestrian signals near a school crossing
- **Valley Road at Walnut Street**  
Un-signalized intersection with a difficult crossing
- **Park Street at Watchung Avenue**  
Un-signalized intersection with a difficult crossing
- **Grove Street at Watchung Avenue**  
Difficult crossing

## Corridors

- **Bloomfield Avenue Corridor**  
Pedestrian crossings at un-signalized locations very difficult, with large gaps between signalized crossing opportunities
- **Park Street Corridor**  
Long gaps between marked pedestrian crossings and poor lighting
- **Grove Street Corridor**  
Heaving and cracking sidewalk, long gaps between marked pedestrian crossings, poor lighting
- **Watchung Avenue Corridor**  
Cracking and heaving sidewalk, lack of marked crossings, poor lighting

## Recommendations

As part of the Mobility Workshop report, Site Specific Recommendations are outlined for the various locations throughout Montclair:

### Site Specific Recommendations

#### Bloomfield Avenue (CR 506) at South Fullerton Avenue/North Fullerton Avenue/Church Street

- Install wheel-chair compatible tree well grates at the two trees along the sidewalk between Church Street and South Fullerton Avenue, expanding the useable sidewalk width
- Patch the existing pothole within the crosswalk at the South Fullerton Avenue eastbound approach
- Upgrade all curb ramps to be ADA-compliant

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- Restripe crosswalk at the South Fullerton Avenue eastbound approach with high visibility, ladder striping during the next resurfacing project, consistent with other crosswalks at the intersection and along the corridor
- Investigate installation of curb extensions at the Bloomfield Avenue crossings to improve pedestrian visibility and reduce crossing distance
- Investigate closing Church Street to vehicular traffic and reconfiguring as a pedestrian street focused on local businesses, cafes, restaurants, and active public space, reducing some of the complexity at the intersection and creating a large public space asset

**Bloomfield Avenue (CR 506) at Seymour Street**

- Investigate installing a marked crosswalk across Bloomfield Avenue. Enhance the crossing with curb extensions on both sides of the roadway, high visibility continental or ladder striping, pedestrian crossing signage (W11-2), and in-road “stop for pedestrian” signage (R1-6a). Consider a rectangular rapid flashing beacon (RRFB), as implemented at the intersection of Bloomfield Avenue and Midland Avenue.

**Bloomfield Avenue (CR 506) at Valley Road**

- Upgrade existing traffic signal equipment to current standards with pedestrian signal heads, countdown timers, and push-buttons, per MUTCD
- Realign crosswalks to be perpendicular to the roadway, shortening the crossing distances and crossing times. Install curb ramps that are perpendicular to the roadway and channel pedestrians directly into the crosswalks, rather than diagonal curb ramps at the apex of each corner
- Install detectable warning surface at the curb ramp at the southeast corner to make it ADA-compatible
- Install high-visibility ladder crosswalk and ADA compliant curb ramps at the southbound approach to the intersection on Bloomfield Avenue
- Install raised right-turn island at the eastbound approach of Valley Road, replacing the existing striping and serving as a pedestrian refuge island

**Bloomfield Avenue (CR 506) at Orange Road/Bell Street**

- Upgrade existing traffic signal equipment to current standards with pedestrian signal heads, countdown timers, and push-buttons, per MUTCD
- Realign crosswalks to be perpendicular to the roadway, shortening the crossing distances and crossing times. Install curb ramps that are perpendicular to the roadway and channel pedestrians directly into the crosswalks, rather than diagonal curb ramps at the apex of each corner
- Install high-visibility ladder crosswalk and ADA compliant curb ramps at the northbound approach to the intersection on Bloomfield Avenue

**Valley Road at Walnut Street**

- Install in-road “stop for pedestrian” signage (R1-6a)
- Install pedestrian crossing signage (W11-2) with retro-reflective signpost

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- Restripe crosswalk at the Walnut Street northbound approach with high visibility, ladder striping during the next resurfacing project, consistent with other crosswalks at the intersection and along the corridor

**Park Street at Watchung Avenue (CR 655)**

- Install high-visibility, ladder crosswalk and ADA-compliant curb ramps at the Watchung Avenue crossing
- Reduce the curb radii at the intersection, reducing the crossing distance of Watchung Avenue and forcing vehicles to make turn more slowly
- Investigate opportunities to improve lighting at the pedestrian crossings, which provide direct access to the Watchung Avenue rail station, as well as pedestrian-scale lighting along Park Street in the vicinity of the station

**Grove Street (CR 623) at Watchung Avenue (CR 655)**

- Upgrade existing traffic signal equipment to current standards with pedestrian signal heads, countdown timers, and push-buttons, per MUTCD
- Complete sidewalk network along the southbound approach along Grove Street (approximately 200 feet)
- Investigate opportunities to improve lighting at the pedestrian crossings

**Corridor Recommendations**

**Bloomfield Avenue (CR 506)**

- Repair and maintain sidewalk network
- Ensure planters, street furniture, and signs along the furniture zone and frontage zone do not protrude into the travel zone and excessively reduce the effective sidewalk width
- Install ADA-compliant curb ramps where they are missing
- Provide enhanced pedestrian crossings at all un-signalized intersections in the downtown corridor with high visibility striping, curb extensions, and signage (W11-2 and/or R1-6a) (e.g. at Seymour Street and Maple Place)
- Consider the recommendations currently being developed by the Bloomfield Avenue Complete Corridor Plan, funded by Together North Jersey. Within the downtown core in particular, evaluate traffic calming options that would maintain appropriate capacity for peak hour conditions, while also making roadway geometric changes that would reduce off-peak travel speeds and make the roadway design consistent with its 25 mph speed limit and surrounding land use context. Potential options include reducing lane widths, reducing the number of travel lanes, a center median with landscaping, and curb extensions.

**Park Street (Bloomfield Avenue to Watchung Avenue)**

- Repair and maintain sidewalk network
- Install additional marked crossings of Park Street at un-signalized intersections and pedestrian-only path crossings (e.g. Mid Park Lane). Prioritize locations near bus stops. Enhance the crossings where necessary with high-visibility striping and signage (W11-2 and/or R1-6a)

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- Install ADA-compliant curb ramps where they are missing
- Investigate lighting improvements to fully illuminate pedestrian crossing locations and bus stop locations

**Grove Street (CR 623; Bloomfield Avenue to Watchung Avenue)**

- Repair and maintain sidewalk network
- Install additional marked crossings of Grove Street at un-signalized intersections. Enhance the crossings where necessary with high-visibility striping and signage (W11-2 and/or R1-6a).
- Install ADA-compliant curb ramps where they are missing
- Investigate lighting improvements to fully illuminate pedestrian crossing locations

**Watchung Avenue (CR 655; Grove Street to Park Street)**

- Repair and maintain sidewalk network
- Install additional marked crossings of Grove Street at un-signalized intersections. Enhance the crossings where necessary with high-visibility striping and signage (W11-2 and/or R1-6a)
- Install ADA-compliant curb ramps where they are missing
- Investigate lighting improvements to fully illuminate pedestrian crossing locations

**General Recommendations**

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

**Education**

- Distribute public service announcements (PSAs) and brochures on topics such as speeding, safe bicycling tips, how to bicycle with traffic, proper helmet usage, and safe pedestrian behavior at the public library, municipal building, schools, and/or Township events.

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- Provide education programs for schools. Providing educational programs tailored for children and young adults should be an important element of an overall town-wide campaign.
- Partner with local community groups, schools, the police department, businesses, local advocacy groups, or other interested parties to organize bicycle training through the **League of American Bicyclists (LAB)**.
- Provide training for Township officials, planners, engineers, and public works staff about Complete Streets and its implementation.

**Encouragement**

- Publicize and participate in International Walk to School Day, typically held in October
- Publicize and participate in Bike Month activities, typically held in May
- Encourage the use of “Walking School Buses” to promote physical activity for children and parents traveling to and from schools
- Utilize resources through SRTS to provide activities that encourage bicycling and walking at local schools, such as bike rodeos or other events
- Continue to utilize crossing guards at critical intersections along school routes, which make drivers more aware of pedestrian activity and makes walking to school more comfortable and convenient for parents and children
- Provide incentives for Township employees to walk or bike to work. Publish an online bike map on the Township’s website, highlighting the location of bike lanes, off-road facilities, preferred on-road cycling routes, bike parking, and major destinations (schools, businesses, Township offices, etc)
- Provide inexpensive or free safety equipment such as reflectors, vests, and lights at the public library, schools, or Town Hall to promote safe cycling and walking after dark
- Partner with local cycling clubs, businesses, schools, parent groups, the police department, and other interested organizations to promote higher bicycle helmet utilization in the township
- Highlight pedestrian and bicycle improvements that accompany transportation projects through press releases, the Township website, and social media
- Apply to become a Bicycle or Walk Friendly Community through the League of American Bicyclists

**Enforcement**

- Target pedestrian safety enforcement (PSE). A key resource for local police departments is the PSE program sponsored by the NJ Division of Highway Traffic Safety (NJDHTS) with support from NJDOT. The PSE program provides a structured approach to crosswalk compliance enforcement, with training and support for local police officers.
- Use variable message signage and mobile radar units on roadways throughout the township to make motorists more aware of their actual travel speed and the posted speed limit
- Implement a “Drive 25” campaign near key destinations on low speed limit roadways, such as near the Township’s schools

## BIKE&WALK MONTCLAIR

*Founded as “Bike Montclair” in 2002, Bike & Walk Montclair (BWM) is a volunteer led non-profit, non-partisan 501(c)(3) organization whose mission is to advocate for a community that embraces safe bicycling and walking for all. BWM provides bicycling and walking education and encouragement for Montclair and its surrounding communities. BWM also advocates for transportation policies and funding priorities that proportionally reduce biking and walking related collisions, injuries, and fatalities, and result in integrated and safe infrastructure and supporting facilities across the Montclair region.*

*More specifically, BWM’s goals include:*

- *An increase in the number of people who bike or walk daily by 50% from 2011 levels for people of all ages and backgrounds by 2017*
- *An increase in annual participation by 50% in bicycle safety, educational activities, and awareness programs for people of all ages and backgrounds by 2017*
- *A reduction of biking and walking related collisions, injuries, and fatalities by 50% from 2010 levels by 2017*

## Statement on Bicycle Mobility

The BWM Board of Directors identified issues and opportunities regarding bicycle mobility related subjects in Montclair. The collective summary of these issues are as follows:

### Policy & Implementation

Prioritizing biking and walking in the capital budget is always a struggle because these measures are often treated as inessential supplementary elements of other projects. For example, Montclair’s current Complete Streets policy mandates that new and reconstructed street projects be designed and constructed as Complete Streets, but must only be done so “whenever feasible” and does not include maintenance as a part of new or reconstructed street projects. Since its adoption, the policy has also been modified in 2009 to remove a requirement to develop a bicycle plan, and in 2011 to require Council approval for projects whose bicycle, pedestrian, or transit projects meet certain proportional budget thresholds.

Further, there is currently no existing comprehensive or systematic approach to how connected bike/walk/transit networks would or should be laid out. As a result infrastructure improvements such as sharrows, shoulder stripes, and crosswalks, etc., are implemented on a case by case basis at the discretion of the Town Engineer and the Director of Community Services. For example, the sharrows painted on roadways including Union Street, Glen Ridge Avenue, and South Park Street are welcome, but as “improvements” they don’t necessarily follow a plan. The lack of a plan also leaves the Town Engineer and other decision makers more susceptible to public pressure, such as when proposed bike lanes on Grove Street were abandoned due to fears of liability and public backlash for loss of on-street parking.

### Transportation vs. Recreation

Unfortunately, bicycling is often viewed as a recreational or sporting activity instead of a necessary and valid form of transportation, and therefore can be treated as if it is a luxury. In reality, though, supportive policies and infrastructure that allows for biking and walking to be

used safely and effectively as a primary form of transportation is a social equity issue. Biking to work, school, shopping, etc., puts vulnerable users on some of the busiest streets. For example, restaurant staff or other workers in Montclair's downtown must bike on Essex County's most dangerous roadway, Bloomfield Avenue, to access their places of employment. Also, for many others, having safe, convenient, and accessible transit options is vital to accessing services like health care or community centers.

### **Infrastructure and Safety**

Montclair has so many destinations, including the city's beautiful parks, that people could ride to with their families if they felt safer getting there on their bikes. Unfortunately, that's currently not the case, as there are not enough bike friendly pathways on our roads, and the posted and actual motor vehicle speeds on some of the roads are too fast for riders to be comfortable. Major roadways that currently have significant motor vehicle speed issues include Valley Road, Park Street, Grove/Elm Street, and Upper Mountain Avenue, Claremont Avenue, and Bloomfield Avenue, which is in dire need of a road diet. These roadways are a significant problem, and pose a threat to school children and bus commuters alike.

Although more and more people are biking both for recreation/sport and for transportation, we haven't reached the point where there is safety in numbers. And while effective enforcement will certainly help to improve conditions, we can't wait for roadway users to behave better through increased enforcement to build a better network. A built environment that supports multiple modes, includes quality bicycle, pedestrian, and transit facilities, and utilizes effective traffic calming measures will result in increased bike demand, while simultaneously helping drivers self-enforce and reduce their speeds naturally.

### **Bike Parking**

In addition to the obvious practical functions, the availability of safe and convenient bike parking helps contribute to a more inclusive view of transportation options, and sends the message that bikes are welcome and planned for, rather than being outliers in a otherwise car-centric environment. Unfortunately, many destinations in the city haven't even begun to offer truly secure bike parking. Often, where parking exists, it is inadequate in quality, quantity, or both.

Currently, there is no known municipal policy for systematically providing bicycle parking in the township. As it stands, in theory, bicycle parking may be purchased at public buildings (town hall, library, etc) and public parks by request, though it is not inherently clear which department or official is responsible for such requests, nor is it clear how or to whom such requests should be made. Also, no known process exists for providing bicycle parking when it is requested by businesses or residents, for requiring bicycle parking as part of developer approvals, or for the maintenance of existing bicycle parking. The provision and maintenance of bicycle parking at the schools, on the other hand, are the responsibility of, and at the discretion of, the School Board.

For the reasons mentioned, BWM has proposed to the Montclair Township Traffic and Parking Advisory Committee that the Township develop and implement a Municipal Bike Parking Program that includes the adoption of best-practice design guidelines and policies for maintenance and liability. A Municipal Bike Parking Program, and its related bike parking installations, will create bicycle parking spaces that are high-quality, safe and convenient for bicycle riders to use, while helping to reduce demand for car parking.

## Safe Passing Law & Traffic Enforcement

In the absence of dedicated or separated bike infrastructure, in combination with sometimes razor thin or non-existent shoulders that are often occupied by parked motor vehicles or other obstructions, the only place for bike riders to go is the active travel lane. As such, we need a safe passing ordinance specifying that cars need to leave a safe distance when passing people on bikes. We also need effective sustained enforcement campaigns, similar to measures used to increase awareness that drivers must stop for pedestrians in the crosswalk, to increase awareness that drivers must accommodate bike riders using the entire lane to which they are entitled to. Additionally, increased enforcement of traffic laws to combat fast, reckless, or otherwise aggressive driving would go a long way.

## TOWNSHIP TRAFFIC AND PARKING ADVISORY COMMITTEE (TPAC)

During the TPAC's December meeting, members identified several "key and recurring" traffic and parking issues, many of which had been brought directly to the TPAC by Township stakeholders, which should be taken into consideration as part of the study. These were summarized and presented to the consultant team as follows.

These issues and recommendations are not meant to be inclusive of all issues related to traffic and parking, but are issues that the committee believes are important to the 2016 Montclair Parking Study.

## Demand Management

- Reduce demand by recommending feasible and convenient alternatives to driving and to balance the needs of customers/employees, commuters, and residents.
- Create a more unified payment system at all parking locations, including the capacity to pay for all parking with a mobile phone or credit card.
- Implement a pilot (unadvertised) courtesy system for meter parking.
  - Installation of clocks that provide a five minute grace period between the moment that the purchased time expires and a violations ticket is issued.
- Implement a new summons rate change for the Township of Montclair.
- Use pricing to encourage downtown patrons to utilize off-street parking when possible.
  - Price on-street parking higher than off-street/deck to encourage utilization of off-street spaces.
  - Consider an on-street pricing system that increases in price for 2<sup>nd</sup> hour.
- Evaluate "event parking" fees to reflect that parking is provided to support downtown business and economic development.
  - As a short term goal, add a bright creative sign for Crescent Deck that informs potential users before entering the Deck that Event Parking fees are in effect.
  - Create an "address" for the Crescent Deck so event promoters can include it in GPS Directions
- Priority Parking should be reserved for high-occupancy parking, electric vehicles, and car share, as well as Senior Citizens

- The Senior Citizens Advisory Committee (SCAC) is currently working on Transit Access and parking priority for seniors.
- Montclair now has Zip Car and should consider prime on-street car share locations similar to Hoboken.

## **Signage, Information, and Wayfinding**

- Add consistency and simplicity to wayfinding and parking in the Montclair Central Business District.
- Develop a comprehensive parking signage program (auto, bicycle, and pedestrian signage) to guide citizens and visitors to all public parking.
- Create a GPS address for all parking facilities open to the general public (excluding permit-only lots) to assist with wayfinding.
- Improve township capacity to best serve both metered and permit parking, possibly by adding reserved spaces in our parking lots where there are more renters.
  - At present, neither meter customers nor permit customers are optimally accommodated.
  - During retail hours, too many cars roam in search of a parking space. Meanwhile "permit only" spots are vacant.
  - However, at night the number of "permit only" spaces is insufficient to accommodate the growing number of residents who seek to purchase a permit space.

## **Supply Expansion/Management**

- Driveway Setbacks – implement a system to make sure cars do not park too close to residents' driveways.
- Loading Zones – Standards for what different times and weekdays the township implements enforcement and when they could be used as parking spots as shared parking.
- Seasonal street parking – when it is winter do one side parking on the street for three months or when it begins to snow.
- Expand public parking capacities/opportunities, through shared arrangements to use private lots, particularly during events and after hours.
  - There are many private spots throughout the town that can be shared on weekends. (office bldgs, e.d. old Katherine Gibbs school, lot at Hillside school and next to new office bldg, that used to be the Christian Scientist church).
  - Also, a situation like the Hahnes unused lot (across from Christ Church – next to Unitarian Church) should never ever be allowed - private ownership should have a system where the public 'good' is considered.especially in a commercial area.
  - Strategies should include options for the Township and Parking Utility to address insurance issues related to the added liability for private lot owners.
- Overnight Parking – examine the current procedures and fees for overnight parking permits. An ongoing theme is that Overnight parking regulations and fees disproportionately affect renters and homeowners with no parking.

## Multimodal Mobility Improvements

- Bicycle Parking should be provided, maintained, and managed by the Montclair Parking Utility.
  - Develop a Bike Parking category (and budget) under the Parking Utility
  - Develop a Procedure to Apply for Bike Racks in business centers or at public buildings
  - Develop Municipal Design Specifications
  - Incorporate Maintenance Procedures
- Develop a Bicycle Ordinance to increase availability and quality of bicycle parking including revisions to developer parking requirements.
  - Standards for minimum number and design of bicycle facilities; allows for conversion of existing automobile parking spaces into bicycle spaces.
- Traffic Calming – a critical issue in Montclair is traffic speeds and methods of traffic calming should be implemented that might coordinate with street parking design, bicycle parking and infrastructure,
- SAFE/Complete Streets Capital Improvement Plan – a preliminary engineering plan is in the process of being developed looking at bicycle, pedestrian, motor vehicle and transit circulation and access. Although the timing of the Capital Improvement Plan won't directly coincide with The Parking Study, it would be beneficial if anticipated conflicts could be addressed in the Parking Study so there are guidelines for prioritizing parking vs. other benefits (traffic calming, bike lanes, bump-outs at mid-block crossings, chicanes, bike boxes, green street draining systems, and other best-practice designs) as the Capital Plan moves forward.
- Electric Vehicle Charging Stations – certain spaces in public lots are reserved as electric vehicle charging stations.

## MONTCLAIR RESIDENTS

An online survey was designed and distributed to gain input from township residents regarding their concerns, preferences, and experiences with parking in Montclair.

### Survey Respondents

Over 700 residents completed the Residents Survey. The average participant has lived in Montclair for over 17 years, while many respondents noted being residents for more than 50 years. 145 respondents have been residents for 30 years or more. 33 have lived in Montclair for 50 or more years.

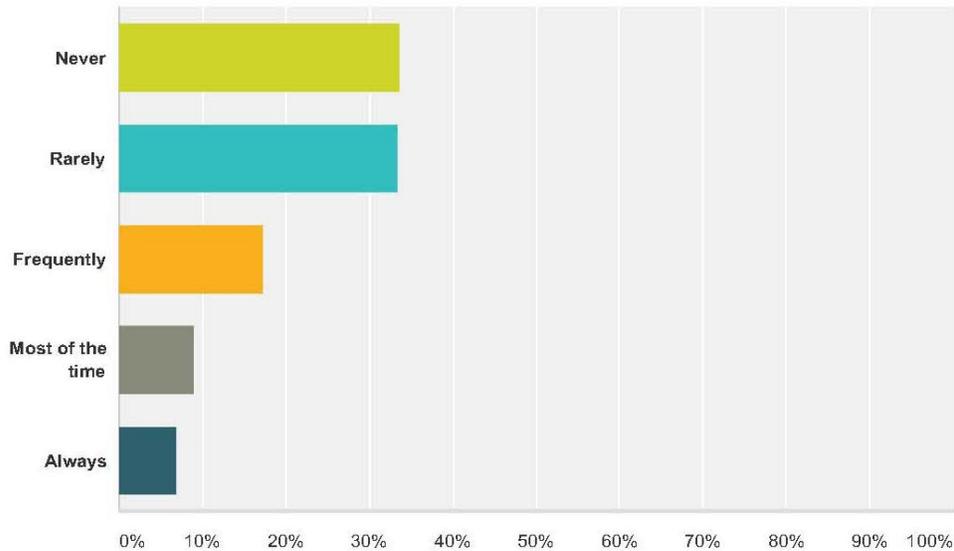
### Curbside Parking Restrictions

Well over half of respondents noted that there are no regulations restricting parking on the street in front of their homes, other than the township-wide ban on overnight parking. One-third of respondents indicated that the curb in front of their homes is restricted to two-hour parking, without exception. Another 5% have two-hour parking, except for those with resident permits. Roughly 6% of respondents have 4-hour parking on the street in front of their homes.

## Curbside Parking Access

Over two-thirds of respondents indicated that they rarely or never have an issue finding a space on the street, near their homes. By contrast, just over 17% noted that they “frequently” have an issue finding such a space, and almost 16% noted that they have issues with this most of the time, or “always”.

Figure 6 How Often Residents Lack Can't Find Curbside Parking Near Home



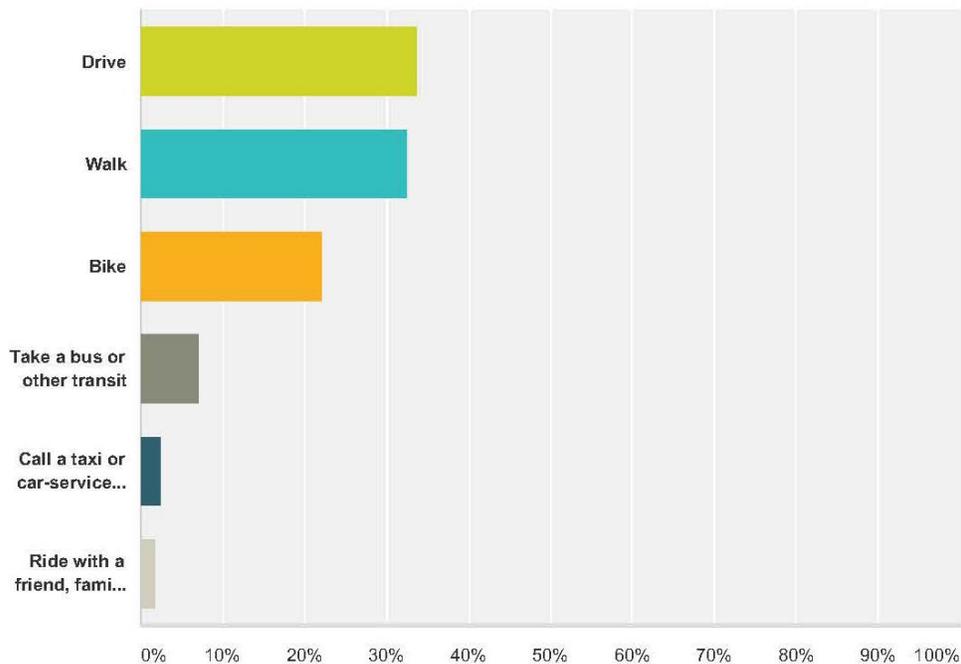
## Local Travel

### Frequency and Mode

Nearly half of respondents stated that they travel to Montclair destinations every day, while another nearly 40% indicated that they do so several times a week. Over 95% of respondents travel to Montclair destinations at least weekly. Over three-quarters of all respondents indicated that they usually drive when they travel within Montclair, while nearly 20% usually walk.

When asked if they would rather use any particular mode more frequently for these trips, just over one-third indicated that they would like to drive more frequently, while just under one-third would prefer to walk more often. Another 22% stated that they would like to use a bike more frequently for local trips, and almost 10% are looking for better transit, taxi, or car-service options.

Figure 7 Local Travel Modes Residents Would Like to Use More Often



**Taken together, almost two-thirds would like to do use driving alternatives more frequently.**

Among those looking to drive more frequently, parking was the key barrier preventing this from happening. Poor sidewalks, distance, and weather were commonly cited barriers to walking more frequently, while road safety, traffic, and “drivers” were the most often-cited barriers to more cycling. For others, the lack of more or better local transit options was the most popular barrier.

### Parking Preferences

Three-quarters of respondents typically park on-street when they drive to Montclair destinations. Those who park off-street primarily use Montclair Parking Utility lots or decks. There is very little mention of using parking provided at specific destinations. Combined, this reflects a very high reliance upon public parking resources and management, underscoring the level of impact that strategic improvements can have on travel patterns, mobility options, and sustainable growth opportunities.

## Regional Transit Use

### Frequency

Just over 13% of respondents indicated that they are daily users of Montclair’s regional rail or bus services. About 8% indicated that they use one or more of these services several times a week, while 7% are weekly riders. Somewhat surprisingly, nearly half of respondents indicate that they rarely (~37%) or never (~11%) use these transit options. Distance and safety concerns are the biggest barriers for those who want to walk more often, while those who would like to drive more most often cited both the lack of parking options, or the cost of the options that are available, as barriers to doing so.

## Mode of Access

Just over 61 percent of residents who use these transit services usually walk to their station or bus stop, while roughly 27% typically drive. Just about 5% are dropped off, while just over 2% ride a bike. About one-third of respondents would prefer to walk to their station/stop more frequently, while the same number would prefer to drive more frequently.

## Parking Preferences

Over one-third of those who drive to transit indicated that they most frequently park on the street. Less than one-third mentioned parking in a station lot or deck, or other off-street facility. Many responses indicated that residents use different options, depending on what is available at the time.

## Most Common Parking Issues

Residents were asked to identify issues for the study to address. The most commonly-cited are listed in the table below.

Figure 8 Common Resident Concerns

Issue	Share of Responses
Broken Parking Meters	32.92%
Cost	13.25%
Neighborhood Parking Issues	13.09%
Allocation of Space in Lots	11.04%
Access to Commuter Permits	9.20%

## Open-Ended Comments

The following statements are representative of the range of pressing issues and concerns expressed among survey respondents via open-ended comments.

- I have to park off-street, 5p-9a due to no parking at my apt; then I have to move my car during the day because of time limits; hate living in Montclair.
- The biggest problem is for the sizeable group of renters who commute, because renters generally don't have a driveway to leave their cars parked in all day while at work. This means that this demographic must move their cars, from their overnight parking spots, by 8am, to the street where they will be ticketed at some point during the work day because they're not there to move their cars or feed the meters, whatever the case may be.
- Not enough space at the bike rack
- Pedestrian safety
- Bike parking is not covered, this means bikes get rained on when it's wet out at the Watchung station
- I have been on a waitlist for a permit for 3 years and still no openings
- No space for bikes

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- There is no designated "pick-up" area at the train station
- A lack of overnight parking options if I decide to stay in the city because there isn't a viable way to get back to Montclair past the 12:30 or 1:30 train from Penn station.
- Walking to the Watchung Plaza train station is a challenge, I have to cross where there is no crosswalk every day.
- We need parking decks!
- I go into NY for sports events in the evenings and frequently cannot find parking spots that enable me to pay for enough time
- Need adequate drop off locations for train
- Safety of cycling through town; we need bike lanes.
- Need a bus to take to the station
- No bike infrastructure
- More lighting during winter months
- I would also love to bike to the station, but biking on the street terrifies me; a designated bike lane would be great.
- Streets are too dangerous for bikes
- My walking route to train station is dark and slippery in the winter.
- We need "safe routes" programs, to transit, schools, and for seniors.
- I would love it if we had a jitney that went to walnut street station; I frankly can't afford yet another parking permit to park at the train and there is a waiting list anyway.
- I ride my bike to the train, except in the winter when it's too cold/icy; A jitney service at Walnut Street would help
- If I'm traveling into NYC, I 'm coming home late and don't want to walk from the bus or train.
- I am one mile away from the closest Montclair station, which is fine for walking in nice weather, but not great during the winter. It would be nice to have a shuttle to train stations in town.
- Being tired after the return commute and having to walk home.
- Car pooling with a parking pass holder would work for me
- Everything needs to be better lit; crosswalks and street lights; our slate sidewalks are treacherous -- made more so when you can't see it.
- I don't drive because the Bay Street/Walnut Street parking deck & lot are usually full, but I live within 10 minutes walking distance, so it hasn't been a major issue for me so far.
- Two hours is too short near the Bellevue Theater.

## **TRANSIT COMMUTERS**

An online survey was designed and distributed to users of Montclair's primary commuter transit services to gain feedback on their parking needs and experiences.

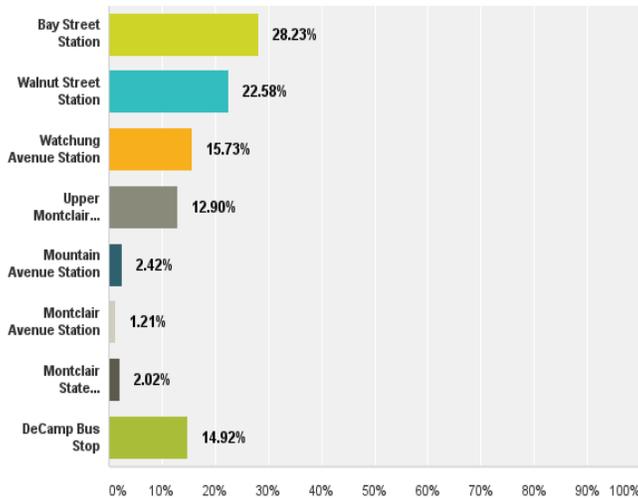
### **Survey Respondents**

Over 250 commuters completed this survey.

## Commute Origins

Commuters were asked the station or location where they most frequently begin their transit commute. Almost a third of them begin their transit commute from Bay Street Station, 22% begin at Walnut Street, 16% start at Watchung Avenue Station, and 15% start at DeCamp bus stop, as shown in Figure 9.

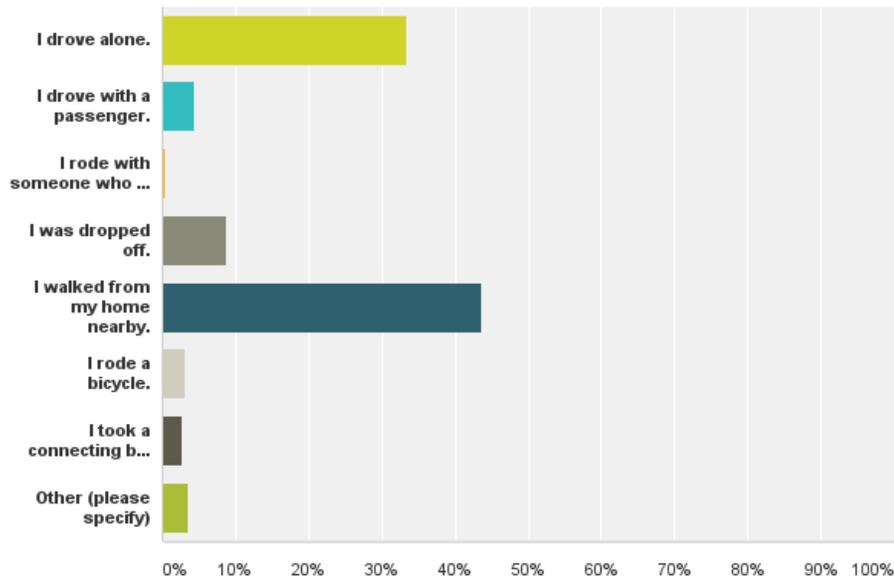
Figure 9 Most Frequent Commute Origin



About 67% of commuters reported that they commute from the same station/location daily, 15% commute from the station/location weekly, and 7% begin at this location monthly. About 10% of commuters begin their commute from this location infrequently, less than once a month, on average.

As shown in Figure 10, when asked how they arrived at the station/location where they began their commute trip, most commuters responded that they walked from their home nearby (44%), drove alone (33%), or were dropped off (9%). Only 4% drove with a passenger, 3% rode a bicycle, and 3% took a connecting bus service.

Figure 10 Travel Mode for Arriving at Commute Origin Location



## Employer Reimbursement

Commuters were asked if their employer reimburses them for any portion of their transit commuting costs. The majority of commuters (76%) are not reimbursed for any transit commuting costs, 15% are reimbursed for a portion of their transit commuting costs, and only 2% are reimbursed for all transit commuting costs. A few commuters noted that they take advantage of the federal programs that allow them to pay for transit with pre-tax dollars.

## Parking Location

The 37% of commuters who either drove alone or drove with a passenger were asked where they parked. About 78% of these “parkers” said that they parked in a lot or garage at the station, while 10% parked on a nearby street, and 3% parked in a nearby lot or garage. 82% of parkers said that where they parked is their preferred parking location.

The 18% of parkers who said that where they parked is not their preferred location were asked why they did not park at their preferred location. 43% responded that they are not able to get a permit for their preferred location because there is a waitlist, 21% remarked that permits are too expensive, and 14% said that lack of time prevents them from using their preferred location.

## Parking Convenience

Parkers were split on whether parking options are convenient (33%), slightly inconvenient, but not unreasonable (31%), and inconvenient (36%).

## Parking Supply Policy

Parkers were asked for their opinion on how the parking supply should be structured (shown in Figure 11). Overall, most parkers agreed that the most important thing about station area parking is that there is ample parking. They were also in agreement that parking should be provided as a

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public amenity, but the cost should only be paid by those who use it. Parkers also thought that station-area parking should balance supply needs with context sensitivity.

On the other hand, most parkers did not think that station area parking should be minimal to encourage walking, biking and drop off access to transit.

Figure 11 Interest in Alternative Modes

Mode	Agree	Do Not Agree
Parking should be provided as a public amenity, with taxes used to reduce rates.	46.44%	46.92%
Parking should be provided as a public amenity, but rates should reflect demand.	54.02%	35.55%
Parking should be provided as a public amenity, but the cost should only be paid for by those who use it.	71.57%	22.75%
The most important thing about station-area parking is that there is an ample supply.	78.14%	16.75%
The most important thing about station-area parking is that it does not dominate the station area, visually, physically, or via excess commuter traffic.	47.11%	45.68%
Station-area parking should balance supply needs with context sensitivity.	66.66%	21.43%
Station-area parking should be minimal to encourage walking, biking, and drop-off access to transit	24.17%	67.30%

## Paying for Parking

When asked how they pay for parking, about 42% of parkers said that they paid the hourly or daily rate of a parking garage or lot because they do not have a monthly permit. Another 34% have a permit for Montclair Parking Utility, 9% said that they parked for free, and 3% have a paid arraignment with a private owner. One parker noted that he parks illegally.

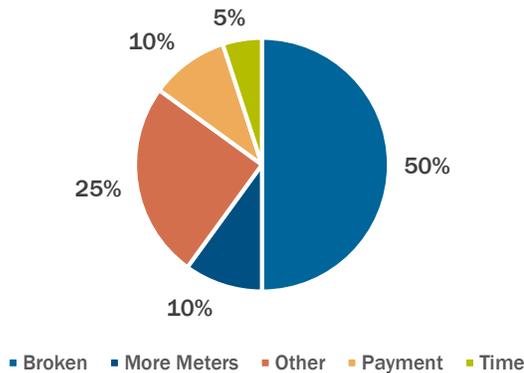
About 88% of parkers are not reimbursed for any portion of their parking costs by their employer, while 5% of parkers are reimbursed for a portion of their parking costs, and only 1% are reimbursed for their entire parking costs. Several parkers noted that they take advantage of the federal pre-tax parking benefit.

## Desired Improvements

Parkers were asked to choose a parking improvement that would provide the largest benefit to their trip. About 26% want better shuttle connections so they do not have to drive to their train or bus. Another 20% would like parking permits to be more available even if the rates needed to be increased, and 15% want parking permits to be more available, but would not pay higher rates. Another 24% of parkers want more free parking, more on-street parking, or lower prices for permit parking.

Parkers also noted issues and problems related to parking meters that might make their parking experience better. About half of parkers noted that parking meters are frequently broken, 10% want more meters, 10% want additional payment options, and 5% want different time increments.

Figure 12 Parking Problems related to Meters



## Alternative Modes

Commuters were asked to indicate whether they are very interested, somewhat interested, not very interested, or not interested at all in the following alternative modes of arriving at their train station or bus pickup: walking, cycling, bus connections, drop-off or rideshare (carpooling), taxi, Uber, or Lyft, as shown in Figure 13.

### Findings:

- Overall, commuters are more disinterested in alternative modes than interested.
- The modes that are most interesting to commuters are walking, cycling, taking the bus, or carpooling.
- Commuters are overwhelmingly disinterested in taking a taxi, Uber, or Lyft during their commute.

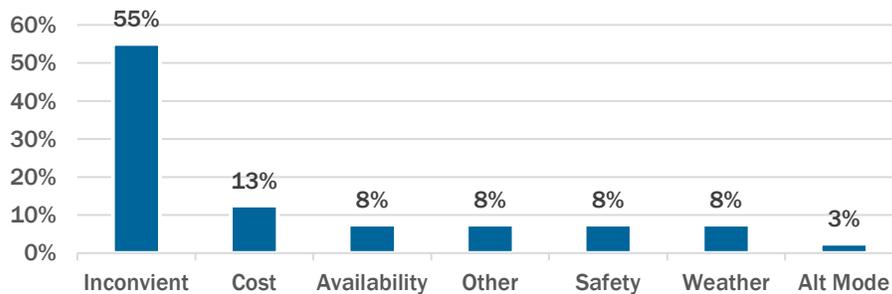
Figure 13 Interest in Alternative Modes

Mode	Interested	Not Interested
Walking	52.56%	47.43%
Cycling	40.00%	60.00%
Bus Connections	40.28%	59.72%
Drop-Off or Ride-share (carpooling)	39.19%	60.81%
Taxi	18.57%	81.42%
Uber, Lyft, etc.	26.03%	73.98%

Commuters were asked to identify the single, biggest barrier to using these alternative modes more frequently, as shown in Figure 14. About 55% of commuters responded that these other

modes are inconvenient, 13% remarked that the cost was too high, and about 24% noted that the other modes were unavailable, unsafe, or unreliable due to weather.

Figure 14 Barriers for using Alternative Modes



## Biking and Bike Parking

As stated above, about 3% of commuters rode their bicycle to the transit stop/station where they started their trip. The reasons that these “bikers” chose to bike instead of other options are varied; an equal number of bikers said that they bike to save money, for the exercise, reduce environmental impact, because they enjoy it, and because they do not drive. About 25% of bikers said that they bike because there is no car parking available.

About half of the bikers thought that their commute trip could be improved by more and/or better bike routes to the station/location. Other bikers thought that more bike parking options and better road conditions could improve their experience.

Bikers were asked if they were happy with the bike parking options available at the stop/station. About 37% responded that they were happy with the bike parking options, 25% said that they weren’t happy that time, but other times they are happy, and about 13% said that they are never happy because the options are always bad.

## Public Bus

The 3% of commuters who connect to their transit stop or location via public bus connection were asked what improvements would provide the greatest benefit to their future commute trips. This group overwhelmingly (75%) desired more and/or better parking options, so they could drive to their transit connection instead of taking the bus.

## Walking

The largest percentage of commuters (44%) walk from their home to the transit station/stop. 33% of these “walkers” thought that better sidewalks would improve their walking experience, while 25% would prefer better lighting. 14% thought that slower automobile speeds would improve their walking experience. Only 7% wanted pedestrian countdown signals, 4% wanted longer crossing times at major intersections, and 2% wanted more curb extensions at intersections.

## Open-Ended Comments

The following statements are representative of the range of pressing issues and concerns expressed among commuters.

### **Lack of Station Parking Options**

- I park a Bloomfield as there are no available spaces for the tax payers of Montclair.
- Parking is always full so have been using Bloomfield. If parking weren't a problem would use Upper Montclair which is closest to my home.
- I have to go to Bloomfield because I'm on a 5 year waiting list.
- None of the 7 stations in my town of Montclair has available permits!
- I don't always leave early mornings, so I need spaces to be available mid morning.

### **Alternative Parking Options**

- I park on a not-so-nearby street.
- I park illegally.
- I rent a nearby driveway.
- MSU garage

### **Park and Ride Alternatives**

- Uber
- I would rather leave my car parked in front of my apartment building and walk/ bike to the train, but you're not allowed to do this.
- There is a wait list, but living only a little over a mile away, I walk when I can.
- It doesn't matter how you get to your bus or train, you still have to leave your car on the street during the day if you are a renter and you will get ticketed daily.

### **Barriers to Preferred Park and Ride Alternatives**

- It's pitch dark and scary to walk home at night.
- I don't want strangers coming to my home, as in Uber drivers, knowing my schedule.
- I can't always handle bad weather, so what do I do when I can't walk & the parking lot is full?
- Lack of safe bike lanes, not enough enforcement of traffic laws
- Weather
- Bike parking outside is no secure, bikes are frequently stolen; the inside bike parking is inconvenient and costly — you shouldn't have to pay to lock your bike at a rail station
- There is no current shuttle or bus from my street in the estate section.
- The hill; walking down in the morning is one thing; walking back up in the evening, in the dark, is quite another.
- Dangerous, aggressive drivers who threaten the safety of cyclists.
- The Watchung/Park and Fullerton/Bloomfield intersections are poorly painted and dangerously confuse drivers.
- The streets are ill-lit at night and riding is dangerous.
- Lighting at crosswalks, worried about getting hit by a car when I cross the streets at dusk.
- Cars not stopping at pedestrian crosswalks, specifically on Claremont between North Fullerton and Grove

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- Hard to cross streets in Watchung Plaza
- People don't shovel their sidewalks, including NJ Transit.
- Trying to cross Claremont Ave. to get to Walnut St (drivers don't stop).
- Trying to not get run over from by my fellow commuters after I disembark from the train and start walking home. The commuters that get in their cars after they disembark tend to drive like a bat out of hell.

### **Enforcement**

- I have a scratch-off pass, but get tickets even when the date is scratched off properly.

### **Changes Desired**

- That more spaces and permits were given to TOWN RESIDENTS FIRST.
- Make sure spots are available for permit holders. Too many daily permits sold via parking app.
- More daily parking spaces.
- I am a senior on a fixed income who has medical appointments in the city; I cannot and should not be made to purchase a parking permit!
- Weekend parking should be free.
- Construct parking decks with ground floor retail at the train station surface lots.
- More parking spaces - willing to pay per hour rate via ParkMobile, especially if I can pay only for actual use /time.
- More daily parking options for those without permits.
- Add more ParkMobile options.
- 12-hour meters near the train stations, if more permits do not become available.
- Jitneys, shuttles.
- I used the shuttle bus at Bay Street a few times but since there isn't one in the morning it's kind of useless.
- More parking garages. I already ride share.
- I would definitely use a shuttle to Bay Street if it ran for the morning and evening commute.
- We need bike lanes with clear markings as well as better enforcement.
- Need more bike racks
- Better bike routes & covered parking are critical to a bike commute.
- Improved road conditions for bike/ped safety.
- Sidewalks installed on Highland Avenue/Normal Avenue
- Slower traffic, curb extensions, safer crosswalks (and more of them), better lighting

## MONTCLAIR AREA EMPLOYEES

An online survey was designed and distributed to local Montclair employees to gain feedback on their parking needs and experiences.

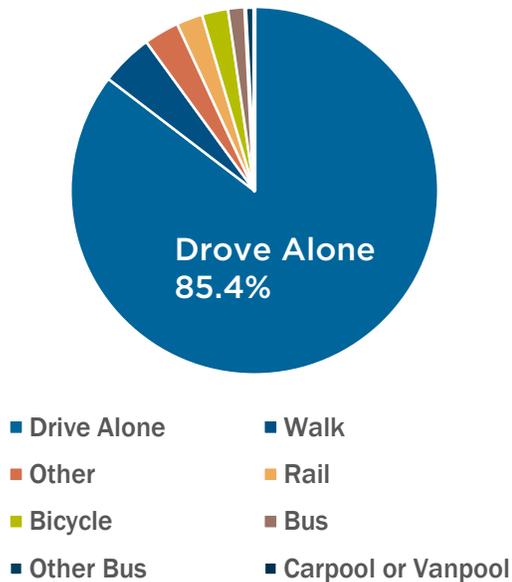
### Survey Respondents

130 employees completed the employee survey. 37% of respondents work in Montclair Center, 32% work in Upper Montclair, and 8% work in the Walnut Street commercial Area. Other participants work in the South End Business District, the Bay Street Station area, the Watchung Plaza Station area, or the Valley-Van Vleck Business District.

### Commute Modes

Employees were asked identify their primary mode of travel to their job. The vast majority (85%) responded that they drive to work alone. Another 4% of employees walk to work, 3.5% take transit, and 2% ride a bicycle.

Figure 15 Commute Modes

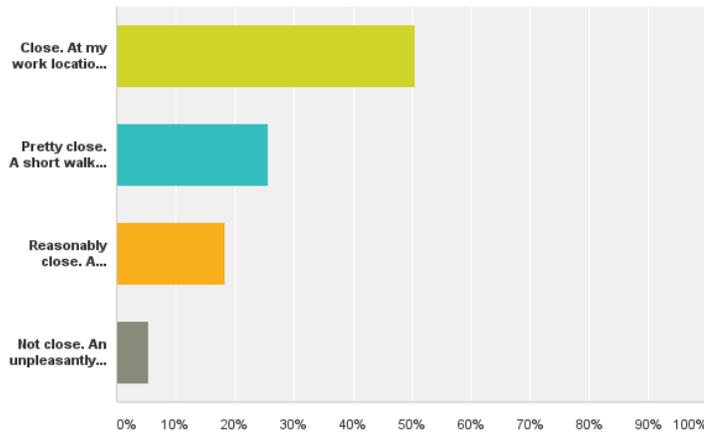


### Parking Location

Of the 85% who drive to work, about 48% park in off-street garages or lots that are provided or arraigned for by their employer, 38% park on the street, and 13% park off-street in a space that they arraign independent from their employer.

About half of employees who drive alone are typically able to park close to work, either at their work location or within a very short walk. About 25% are able to park a short walk away, and 18% park reasonably close to their work, a distance that may be fine in good weather, but unpleasant in poor or cold weather. About 5% of them park a distance away from work that is unpleasantly long in any weather.

Figure 16 Parking Proximity to Work



## Alternative Modes

Walking commuters like not having to park and generally live close enough to enable timely commutes. Some noted that sidewalks along their route to work are unsafe and a lack of lighting on some blocks. Sidewalk improvements, crosswalk countdowns, and traffic calming measures were identified as improvements that could encourage more walking commutes.

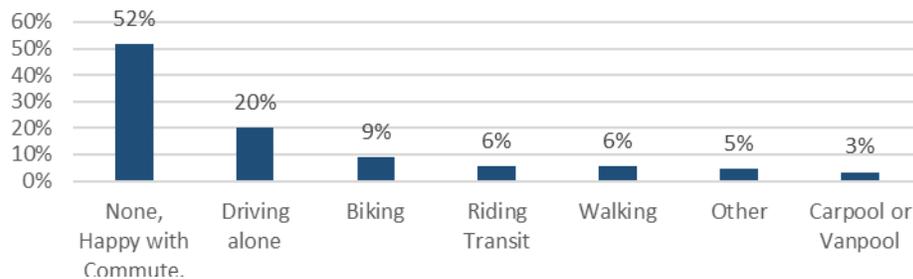
Transit commuters are generally happy with the location of their bus stops relative to their jobs.

Bike commuters and those who would like to bike to work would like better access to safe and secure parking at or near their jobs. Better lighting and safer street/traffic conditions were identified as improvements that could encourage more bicycling to work.

## Preferred Commute Alternatives

Just over half of survey participants indicated that they are happy with their commute and are not interested in using any other mode more frequently. About 20% would prefer to drive alone more often, 9% would like to bike more, and 6% would prefer to use transit more frequently. Those interested in using non-driving options more often identified health benefits and avoiding parking as primary motivators. Time and cost were some of the bigger barriers to using preferred modes more frequently.

Figure 17 Preferred Alternative Commute Option



## Employer Benefits

Nearly half of survey participants receive free parking from their employers. Few employees indicated that they are aware that they can pay for transit with pre-tax income, or of any of the commuter benefits provided by EZ Ride (formerly, Meadowlink TMA: [zride.org](http://zride.org)), which include carpool ride matching, a vanpool program, and emergency rides home for non-driving commuters.<sup>1</sup>

## Commute Likes and Dislikes

Among drive-alone commuters the best liked aspects of their commute were travel time (36%) flexibility and control of one's schedule (27%) and cost (12%). The least popular aspects of drive-alone commuting were identified as parking (34%), traffic (30%), and the amount of time it takes to commute (8%).

## Open-Ended Comments

The following statements are representative of the range of pressing issues and concerns expressed among survey respondents.

### Lack of Suitable Parking Options

- Nowhere to park that allows more than four hours.
- No permits available for long-term parking.
- I hate parking on the street, but spots in our parking lots are given out by seniority.
- Low paid workers in Upper Montclair cannot find long-term parking within a reasonable distance from the Valley Road/Bellevue.

### Alternative Parking Options

- There's often not off-street parking, so I park on-street and move my car throughout the day
- I have employees (3) that park on the street, which is very difficult.
- When I can't bike, I have to park in metered spots and leave my job multiple times throughout the day to pay the meter or move my car, and get tickets when I forget.

<sup>1</sup> <http://www.ezride.org/2-0-0-CommuterTransportation.asp>

- I am rarely in my office for more than two hours, but get ticketed if the parking person sees my car on the same street more than once, even in a different parking spot.

### **Non-Driving Options**

- I bike if the weather is ok otherwise I drive.
- I don't currently own a vehicle, though I need to get one out of necessity soon because I often begin my work day at 5:30am when no train or bus is available, so I spend \$10 per Uber ride to get to work when I need to.
- I can, and sometimes do walk or bike, but driving to work in 3 minutes is great.

### **Barriers to Preferred Park and Ride Alternatives**

- The wide crossing at Valley Road near the Police Station is unsafe.
- The sidewalks are a mess.
- Drivers do not yield to pedestrians, especially on Bloomfield Ave, and especially at the corners.
- Where the access road to the Crescent Deck meets South Fullerton. In the morning, vehicles coming off of South Fullerton move fast and don't always stay in their lane.
- If there was a safe place to store my bike, I would ride it to work.
- If the weather is good I take my bike. If not I take the car.
- There is no shelter or bench at my bus stop.
- The cost of the train
- Infrequency of buses, no early buses
- Safety, and no bike racks

### **Enforcement**

- I frequently get ticketed even when I have my permit displayed.

### **Best-Liked Aspects of Current or Preferred Commute**

- My commute is only about 15 minutes, there's no real traffic, and Upper Montclair is a beautiful area.
- I have a very short commute (after years of long commutes) and guaranteed parking; it just doesn't get any better!!
- Schedule flexibility
- Having options: drive, bike or walk
- Having the option to walk
- I like how close to my workplace the bus puts me.
- The time of day in which I travel to avoid traffic.
- Being in Montclair
- Cost savings, health benefits of walking, time saved.
- I like the combination of walking + transit, the exercise and that I do not have to deal with the hassle of driving and parking.

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- Don't have to deal with parking, traffic
- I can read, sleep, or work on my commute.
- Healthy, happy, less stressed, don't have to deal with parking
- The train is more reliable
- I enjoy conserving gas and the general flow of riding the train to work; I like bike riding.
- It's a nice way to relax before my work day.
- I love biking to work, it makes me feel happy.
- No car expense and exercise

### **Least Liked Aspects of Current Commute**

- Having to feed meters, move spots, walking to my car at night.
- Bus is too infrequent and often not on time
- Traffic in Upper Montclair
- Travel time, constant traffic, bad parking situations, high cost of tolls, gas, car repairs, etc.
- Traffic
- TRAFFIC
- Poor sidewalk conditions
- Road rage and POOR road design for bicycle access
- The fact that I pay for a permit and when I arrive to work there are never any spaces available.
- Travel time, infrequency of buses
- Double Parked Cars, illegal turns, broken meters, impatient, arrogant drivers not stopping at crosswalks for pedestrians....and that's just on Bloomfield Ave!
- The expense of the permits; I own a business and pay for parking for twelve employees, which is very hard for small businesses.
- I least like cars driving too fast, driving too close to me and no other bicyclists
- Parking is four blocks away.
- Traveling down Bloomfield Avenue is dangerous. Many drivers change lanes too abruptly to avoid being behind buses
- Weather and lack of shelter

### **Changes Desired**

- More lighting, better conditions by the bus stops
- Crosswalk countdowns, slower traffic, less lanes, protected crosswalks
- Smaller parking permits, so you can leave them hanging at all times
- Workers (often close to minimum wage) who staff shops for Montclair residents should receive free permits allowing them to park longer than 4 hours on certification by their employer.
- Parking spaces should be angled to promote correct one -way driving!

# THE MONTCLAIR PARKING UTILITY

Montclair Township manages a large and complex inventory of roughly 2,100 public parking spaces, consisting of the following.

- 32 off-street parking lots, including 6 transit lots leased by NJ Transit from the Township
- 3 parking decks: Crescent, Bay St. Station, and the North Fullerton
- Several dozen blocks of on-street parking spaces, including 748 metered spaces which are primarily located within several commercial centers

The Montclair Parking Utility (MPU) is responsible for overseeing management and operations of these resources. Specific parking-system functions are also performed by distinct departments within Township government. Following is an overview of how key management functions and operations are coordinated within the MPU and between the MPU and its Township government partners.

## ESTABLISHMENT & MISSION

On January 1, 2013, the Montclair Parking Authority (MPA) was restructured as the Montclair Parking Utility. The MPA had been in control of parking meters, tickets and parking lot permits. With the disbanding of this organization, control of these system elements was shifted to the Township Manager.

## STRUCTURE

The MPA had maintained a Manager of Operations; this position does not exist under the MPU. There are plans to add and fill a Director position, but this role is now the responsibility of the Project Administrator who oversees all current functions, and is supported by 2 customer service clerks. The MPU maintains its facilities with 1 full-time-equivalent staff member, who is dedicated to most maintenance functions. All MPU parking revenue, including parking leases, is accounted for by the Parking Office of the Parking Utility.

## OPERATIONS AND RESPONSIBILITIES

### Off-Street Facility Operations

The MPU operates three parking decks, as follows.

- Crescent Deck- 13 The Crescent- 430 of spaces
- Bay St. Parking Deck- 21 Pine Street- 247 of spaces
- North Fullerton Deck-14 North Fullerton Ave- 202 of spaces

The Bay St and Crescent Decks have credentialed access with proximity cards. Transient parkers use the ticketing system to enter the facility and pay either at a Pay on Foot (POF) station or upon exit. Currently, there are 8 POF stations in the Crescent Deck and 4 POF stations in the Bay St. Deck.

## **Curbside Rates & Restrictions**

Hourly on-street meter rates vary by location, ranging from \$.50, \$.75, or \$1.00, with the majority of the system set at \$1.00 per hour. Duration and other restrictions are also applied to most streets. The current range of restrictions is listed below.

- 1 Hr Parking 8-4 (M-F)
- 1 Hr Parking 8-6 (M-F)
- 1 Hr Parking 8-7 (M-F)
- 15 Min. Parking 8-6 (M-F)
- 2 Hr Parking 7-4 (M-F)
- 2 Hr Parking 7-4 (M-F) Except Permit
- 2 Hr Parking 7A-7P
- 2 Hr Parking 8:30-4 (M-F)
- 2 Hr Parking 8-4 (M-F)
- 2 Hr Parking 8-6 (M-F)
- 2 Hr Seasonal Parking 8-6 (M-F)
- 3 Hr Parking 8-6 (M-F)
- 30 Min. 2-4 School Days
- 4 Hr Parking 7-4 (M-F)
- 4 Hr Parking 7-4 (M-F) Except Permit
- 4 Hr Parking 8-4 (M-F)
- 4 Hr Parking 8-6 (M-F)
- No Parking 7A-7P (M-F)
- No Parking 8-4 (M-F)
- No Parking 8-6 (M-F)
- No Parking 8-8:50
- No Parking Except 8-10 (M-Th) 8-6 (F)
- No Parking M-F
- No Parking Sat-Sun
- Permit Only Board of Education
- Permit Parking Only 2A-5P
- Teacher Parking by Permit 8-4 (M-F)

## Enforcement

The MPU has a Parking Enforcement Supervisor with a staff of 4 who oversee parking enforcement. There are two enforcement shifts, from 8am-5pm, and from 10am-7pm. These coverage hours provide full-staff coverage during the middle of the day. After hours, Township Police assume enforcement responsibilities.

Parking Enforcement Officers (PEO's) use handheld ticketing devices. These devices include a printer, but do not have the camera or GPS function enabled. On average, the MPU enforcement staff writes about 3,000 tickets a month, at an average of \$30 per ticket, creating \$90K of citation revenue per month.

## Revenue Collection

Revenue collected within parking meters is handled by the MPU's Senior Meter Employee, who is also responsible for maintenance on the meters and the pay on foot machines. The senior meter employee conducts daily collection runs and returns to the MPU office with the canisters. These canisters are then counted by the customer service employee at the front desk.

Booth attendants (ProPark staff) at staffed facilities use a drop safe with a rotational collection done by Operational Supervisors.

## Meter Maintenance

- MPU meter maintenance and all general equipment maintenance are handled by the MPU Senior Meter Collector.
- Broken Meters can be reported on the MPU website.
- Meter repair is conducted daily, based upon observation of a malfunctioning meter by the senior meter collector while in the field.
- DPW workers available to the Traffic Division straighten meter poles, dig holes, and set poles for parking meter installation and replacement. Sometimes there is not an available technician, so the MPU has purchased a hydraulic digger in the event a technician is not available for digging.

## Facility Maintenance, Cleaning, and Litter Removal

There is no formal maintenance, repair, and resurfacing program in effect for the MPU off-street parking facilities. Garage access equipment is maintained via private contract.

## Permits

MPU is responsible for creating, issuing, and defining the terms and conditions of all Township parking permits. They also establish and adjust permit fees and fee schedules. These have not been adjusted since 2007. Today there are 12 different permit types, including the following categories of permits.

- B-Permit
- C-Permit
- M-Permit
- O-Permit
- R-Permit
- S-Permit
- W-Permit
- Overnight Permit
- G-Permit
- L-Permit
- FD-Permit
- FN-Permit

## Information

The MPU maintains a parking information page within the Township website, and is responsible for updating this information. Any work on wayfinding signs, either being installed, removed, or repaired, is done by the Township's Department of Public Works.

## PARTNERS

### Department of Public Works

The Department of Public Works (DPW) is responsible for maintaining on-street spaces, not limited to striping and cleaning. They are also responsible for meter installation. DPW also completes regular conditions-assessments of all MPU parking facilities. It provides 1 FTE dedicated to the maintenance of all MPU surface lots.

### Traffic and Parking Advisory Committee

The Montclair Traffic and Parking Advisory Committee is appointed by Township Council to study parking issues and concerns and advise on solutions and policies. Members of this council are made up of Township Employees with parking/traffic expertise and volunteers who are residents and business owners with a strong interest in parking and traffic.

### Police Department

The Township Police Department is responsible for evening and overnight parking enforcement. The police department team writes about 2,000 tickets per month for an average of \$30 per ticket, creating \$60K of citation revenue per month.

### ProPark

The management of the off-street parking decks is operated by ProPark America, through a management contract. Current ProPark staffing includes 9 booth attendants and 2 operational supervisors. ProPark reports to the MPU from an operational standpoint.

## SYSTEM REVENUE & EXPENSE

### Meter Revenue

Recent MPU meter revenue:

- FY 16 – Budget of \$800K
- FY 15 – Actuals of \$647,459
- FY 14 – Actuals of \$734,000.

The MPU is likely to see an increase of revenue from the implementation of new on-street meters that provide a variety of payment options (credit card, coins, or pay by phone) to the on-street portion of this revenue stream.

### Monthly Permit Revenue

Recent parking permit revenue:

- FY 2016 – Budget \$1.9M
- FY 2015 – Actuals \$1.9M
- FY 2014 – Actuals \$2.0M

### Capital Improvements

Capital improvement needs are identified by the MPU, which makes a formal request that goes through the DPW. Budget allocations for MPU facilities are not always identified with a specific purpose. Maintenance issues are prioritized, then a decision is made about which of those issues will be remediated. If remediation costs exceed the budgeted amount, the MPU requests funds from the Renewal and Replacement (Bond) funds.

Currently, there are two substantial capital requests for deck repairs. There is a request for the Fullerton Deck for \$40K and a \$230K request for the Crescent Deck that includes gate repairs, sealing, a charging station and expansion repair. These are very specific requests.

## RECENT IMPROVEMENTS

- Meter functionality: In the fall of 2015, the Township initiated the replacement of all its parking meters, which was completed in early 2016.
- Security: Cameras are being installed at key locations around township, including the parking decks.
  - Currently, there are 16 Cameras in the Bay St. Garage and 14 in the Crescent Deck.
  - These cameras are located in the entry and exit plazas, stairwells and provide coverage on the top of the decks.

## KEY CHALLENGES

- Debt: The current debt service on the garages is about \$1.2M.
- Lack of a formal Director.

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- Wayfinding in the township is not consistent.
- There are safety issues with parking on some of the township's more narrow streets.
- The lack of consistency in the on-street rate structure and the number of different types of permits are difficult to manage.
- The enforcement technology has more capabilities than are being used today.
- Limited Preventative Maintenance Programs could affect future asset value.
- Meter Maintenance personnel also conducting collections could be flagged as a conflict of interest issue.
- Between newly installed meters and contracted staff for off street, reporting and analytics should improve.
- Current limited staffing will limit operational efficiencies.

## KEY ISSUES & OPPORTUNITIES

Issue	Identified By	Implications for Parking Management	Related Opportunities	Identified By
The number of elderly residents is growing.	Unified Plan	Without safe, comfortable, and convenient alternatives the city's growing elderly population could become reliant on automobile use to maintain their independence of mobility.	Lifelong Montclair is a standing resource for identifying the evolving mobility needs for this expanding population	Lifelong Montclair
Residents have expressed concerns with congestion and parking problems in many areas of the township.	Unified Plan	Managing parking demand can improve parking access and reduce traffic congestion. By comparison, expanding supplies often fails to make parking more accessible, and risks making congestion worse.	<ul style="list-style-type: none"> <li>The Vision for Montclair as a community that makes it easy for residents to rely less on private cars</li> <li>Build on and expand transportation choices that ensure convenience, safety, and access.</li> <li>Optimize access options for each business district.</li> <li>Promote more efficient use of existing and proposed parking infrastructure.</li> </ul>	Unified Plan
Bus services in Montclair are seen as unreliable and unpredictable (due in part to a system of prevalent unmarked "courtesy" stops). Rail service is limited on weekends.	Unified Plan, Residents, Employee Surveys	Poor transit services and connections lead to an over-reliance on automobile trips.	<ul style="list-style-type: none"> <li>Despite the inefficiencies (real or perceived), more people are taking transit to the workplace, or working from home, than were previously, which indicates a willingness to shift from automobile use.</li> <li>The Unified Plan recommends several transit service upgrades including frequent rail services to all city stops on all days of the week, an increase in shuttle bus services, and the creation of enhanced bus stops to improve the clarity of the bus system.</li> <li>Several shuttle bus services have been explored by the Township, and instituted in some cases</li> <li>A partnership with Montclair State might help fund shuttle bus services that connect students and other area populations to commercial centers.</li> <li>A Bloomfield Avenue shuttle could help better connect nearby, but currently isolated, commercial centers (Bay Street, South End, Valley-Van Vleck)</li> </ul>	Unified Plan
Street network design, configuration, and maintenance, in addition to traffic conditions, preclude bicycle mobility choices in much of the city.	Unified Plan, Bike/Walk Montclair, Resident Survey	Many trips that could or would be taken by bicycle are instead taken via a private automobile. Key areas and destinations such as schools, commercial and leisure areas, rail stations etc., often lack sufficient end-of-trip facilities (particularly bicycle parking) that would allow people to confidently choose a bicycle as their mode of transportation instead of an automobile.	<ul style="list-style-type: none"> <li>Nearly a quarter of residents indicated that they would prefer to bike more for trips within Montclair, and nearly half of current bicycle commuters indicated that their commute could be improved by infrastructure improvements to their location.</li> <li>The Unified Plan recommends the establishment of a complete network for bicyclists and pedestrians including related infrastructure and signage, as well as the creation of a Street Design Manual and a Bicycle Master Plan.</li> <li>Both the Unified Plan and the NJDOT Mobility Workshop Report recommend the continued implementation of Complete Streets policies.</li> </ul>	Resident Survey, Unified Plan, NJDOT Mobility Workshop Report
Lack of supportive bicycle facilities (particularly bike parking) in key areas/destinations.	Unified Plan, Bike/Walk Montclair, Resident Survey	Limited facilities, particularly adequate allocation of safe, useful bicycle parking options, limits the amount of people who choose to bicycle to key destinations.	<ul style="list-style-type: none"> <li>The Unified Plan recommends a provision of ample, secure, bicycle parking,</li> <li>Bike/Walk Montclair has proposed a Municipal Bike Parking Program which includes the adoption of best-practice design guidelines and policies for maintenance and liability.</li> <li>The TPAC has recommended that Bicycle Parking should be provided, maintained, and managed by the Montclair Parking Utility.</li> </ul>	Unified Plan, Bike/Walk Montclair, TPAC

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Issue	Identified By	Implications for Parking Management	Related Opportunities	Identified By
Concerns about safe street crossings are common in many commercial centers and train-station areas. There is significant unmet demand for bike parking at many train stations	Residents, Lifelong Montclair, Employee Survey	These issues reduce access to Montclair’s transit resources, and increase parking demand at stations.	<ul style="list-style-type: none"> <li>The Unified Plan and many stakeholders have called for more bike parking at stations.</li> <li>The Unified Plan recommends a Safe Routes to School program, which could be complemented by a Safe Routes to Transit program</li> </ul>	Resident Survey, Unified Plan, NJDOT Mobility Workshop Report
Aging in Place opportunities are currently hampered by unsafe pedestrian conditions, particularly at many street crossing, and a lack of comprehensive local transit service	Lifelong Montclair	This is another segment of the population that is, and will increasingly be, looking for driving alternatives to getting around Montclair. Meeting this demand can help reduce parking needs, and make walking, cycling, and transit options better/safer for all.	<ul style="list-style-type: none"> <li>The Lifelong Montclair report provides a “blue print” for transforming local streets and transportation networks to facilitate Aging in Place</li> <li>The Senior Citizens Advisory Committee (SCAC) is currently working on Transit Access and parking priority for seniors.</li> <li>The Unified Plan recommends a Safe Routes to School program, which could be complemented by a Safe Routes for Seniors program</li> </ul>	Lifelong Montclair, TPAC, Unified Plan
The city lacks formal bicycle/pedestrian policies and programs, and revisions to the Complete Streets policy have slowed its implementation.	Bike/Walk Montclair	Without supportive policies and programs, and with slow implementation of existing policy, residents who might otherwise walk or bike to Montclair destinations remain auto-dependent, placing a strain on the parking supply.	<ul style="list-style-type: none"> <li>The Unified Plan recommends the creation of a Street Design Manual and a Bicycle Master Plan.</li> <li>Both the Unified Plan and Lifelong Montclair recommend the continued implementation of the Complete Streets Policy.</li> <li>Bike/Walk Montclair recommends the adoption of a safe passing ordinance, and sustained enforcement campaigns to combat fast, reckless, and/or aggressive driving.</li> </ul>	Unified Plan, Lifelong Montclair, Bike/Walk Montclair
Overall, non-driving mobility options for Montclair residents are limited	Unified Plan	The reliance on automobile use that accompanies the lack of mobility options places a strain on the parking supply, particularly at peak times.	Almost two-thirds of Montclair Residents would like to use non-driving modes more frequently.	Resident Survey
Parking standards for new development are often not appropriate for their location, land-use type, etc.	Unified Plan	“Suburban” parking standards that are not appropriate for the various land-use types/densities create an oversupply of parking, and discourage/prevent development that improves transit connections, walkability, etc.	The Unified Plan recommends form based codes (or similar standards) to promote appropriate levels of density and transit use, as well as revised parking standards including reduced minimums relative to transit access and for shared parking developments, incentives for developers to provide automobile alternatives, and a in-lieu parking fee.	Unified Plan
The potential for Montclair’s rail stations to facilitate Montclair’s economic growth and Transit-Oriented Development goals is limited by their large surface parking lots.	Unified Plan	Redeveloping these lots, while maintaining access to the transit services on-site, will require developing a “parking replacement” policy/strategy and identifying a TOD vision that is attractive to developers/investors. A similar approach had led to construction on Metuchen, NJ’s largest park/ride lot.	Surface lots can serve as “land banks” for Transit-Oriented Development, allowing the Township to formalize a strategic vision for these areas.	Represented by efforts to shape Lackawanna Station redevelopment
Montclair Parking Utility has limited staff, a lack of consistency in the on-street rate structure, and a range of differing permit types, all complicating parking management.	MPU	Between a limited staff and a complicated rate schedule and permit system, efficiently managing, operating, and enforcing current and future parking assets is difficult.	Between newly installed meters and contracted staff for off street, reporting and analytics should improve. The enforcement technology has more capabilities than are currently being utilized.	MPU
Off-street parking facilities in some areas are undesirable because of poor maintenance, security concerns, etc.	Residents	An aversion towards, or inability to conveniently access, certain off-street parking areas leads to congestion at, and lack of availability among, nearby on- street parking, which in turn leads to a perception that the parking supply in an area is inadequate.	<ul style="list-style-type: none"> <li>The MPU has identified this as a priority need</li> </ul>	MPU

**COMPREHENSIVE PARKING STUDY | BACKGROUND CONDITIONS REPORT**  
Township of Montclair, NJ

Issue	Identified By	Implications for Parking Management	Related Opportunities	Identified By
Off-street parking facilities are difficult to find and access in many areas.	Unified Plan	This intensifies the demand gap between on- and off-street locations, which generates driver frustration and a general perception that supplies are inadequate.	<ul style="list-style-type: none"> <li>The TPAC has identified the need to increase the consistency and simplicity of parking wayfinding</li> <li>The Unified Plan recommends improved wayfinding to parking areas, as well as improved pedestrian connections between parking areas and street frontages.</li> <li>It also recommends premium pricing for on-street parking to encourage more use of off-street parking.</li> <li>TPAC Objectives identify similar pricing strategies, including “progressive” rates that increase for longer stays</li> <li>The Unified Plan recommends exploring “Shared Valet” in some commercial areas so that off-street parking can accommodate demand for on-street convenience</li> </ul>	TPAC, Unified Plan
Three-quarters of Montclair residents typically park on-street when they drive to Montclair destinations, and those who park off-street primarily use MPU lots or decks.	Resident Survey	There is a very high reliance on public parking resources and management in general, and, specifically, on the on-street parking supply.	<ul style="list-style-type: none"> <li>The reliance on public parking resources and management shows the level of impact that strategic improvements can have on travel patterns, mobility options, and sustainable growth opportunities.</li> <li>The Unified Plan recommends premium on-street pricing to encourage long-term parkers to park in an off-street facility, and the use of multi-space meter technology and striping to increase on-street capacity.</li> </ul>	Resident Survey, Unified Plan
One-third of surveyed residents identified broken meters as a parking issue that needs to be addressed.	Resident Survey	Broken parking meters make enforcement difficult, complicate the parking search, and damage the relationship between residents and the Parking Utility when parking at broken meters is not allowed.	<ul style="list-style-type: none"> <li>In the fall of 2015, the Township initiated the replacement of all its parking meters, which was completed in early 2016.</li> <li>Create a more unified payment system at all parking locations, including the capacity to pay for all parking with a mobile phone or credit card.</li> </ul>	MPU, TPAC Objectives
Few Montclair-area employees are aware that they can pay for transit with pre-tax income, or of any other benefits available to them.	Employee Survey	Increased awareness and use of available commuter benefit options could reduce automobile commuting.	Reduce demand by recommending feasible and convenient alternatives to driving and to balance the needs of customers/employees, commuters, and residents.	TPAC Objectives
Overnight parking has been identified by many Montclair residents as a poorly met need that is common in many areas of the township	Resident Survey	This will become a more common issue as demand for multifamily housing is strong and growing in many areas of the township, and meeting that demand will be key to Montclair’s sustainability and growth objectives.	Overnight Parking has been identified by TPAC as a priority issue that disproportionately affects renters and homeowners with no parking. The Unified Plan recommends revisiting the Township’s resident permit parking program to better serve resident parking needs in neighborhoods	TPAC, Unified Plan