



# Virtual Walkable Communities Workshop

Presented by:

**Verona Neighborhood Traffic  
& Safety Committee (NTSC)**

**Wednesday  
Feb. 19th  
7pm**

*Presentation materials  
developed by NJTPA, Rutgers,  
and Sustainable NJ.*

[www.VeronaNJ.org/Neighborhood-Traffic-Safety-Committee](http://www.VeronaNJ.org/Neighborhood-Traffic-Safety-Committee)

# Complete Streets



# What is a Complete Street?

Ensures the safe and adequate accommodation of all users of the transportation system.

- Public transit riders
- Bicyclists
- Pedestrians
- Older adults
- Children
- People with disabilities
- Motorists
- Truck and delivery drivers





# A Complete Street...

Offers many travel choices

Connects to a wider network

Is fully accessible to all

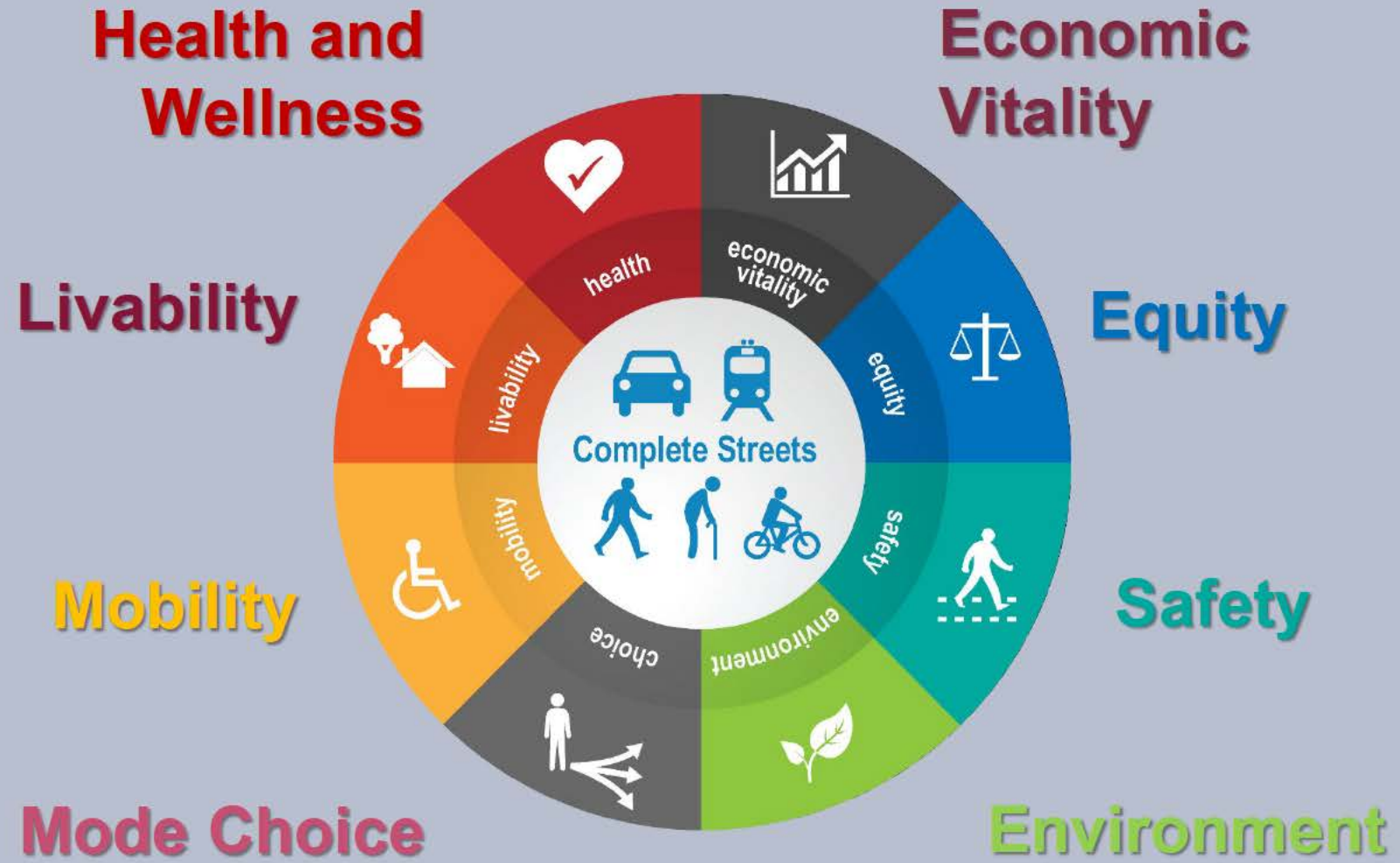
Varies according to context

Improves safety for all





# Benefits of Complete Streets





# Cost of **incomplete** streets

- Exposure to risk
- Injuries and fatalities due to crashes
- Limited mobility
- Limited access to jobs and education
- Negative health impacts





# New Jersey pedestrian fatalities, 2010-2023



# Building a Place You Want

- Design affects what we do and how we do it (and how happy we are doing it)
- Build for driving...  
.....you get driving
- Build for walking and biking...  
.....you get walking and biking





# Bad Behavior

Why do people speed?

*Because wide roads make it seem safe for the driver to speed.*



# What is the speed limit?





# What is the speed limit?

50 mph



35 mph



40 mph



25 mph



# Pedestrian Friendly Design



# What is pedestrian friendly design?





# Encourage Strolling



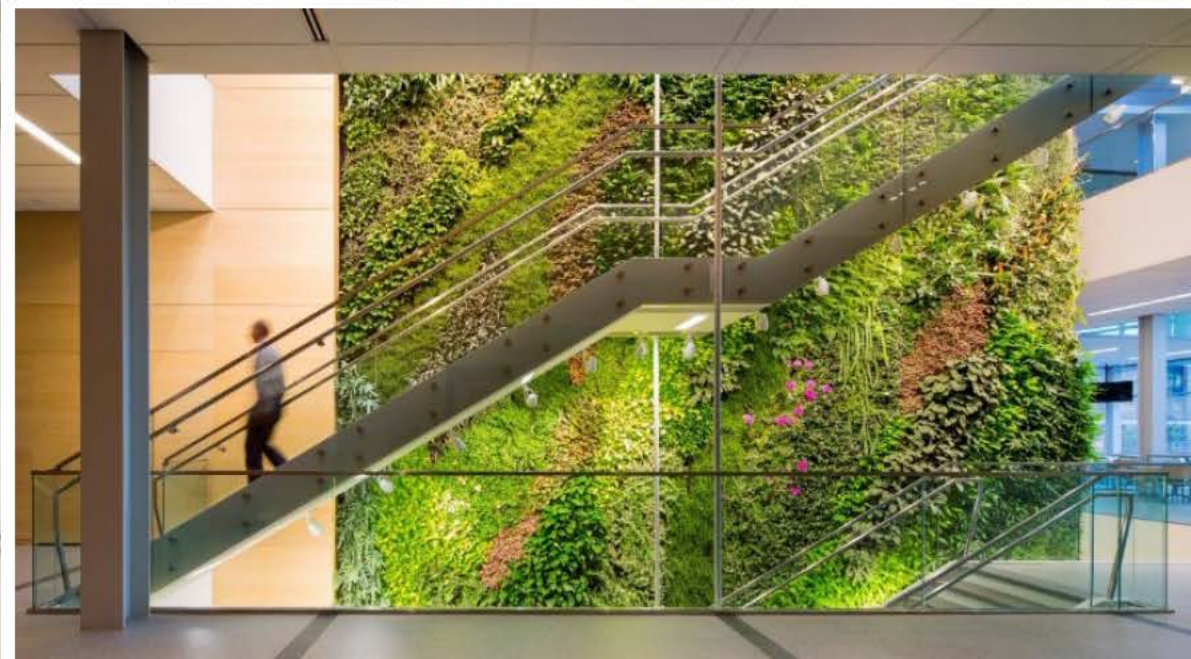
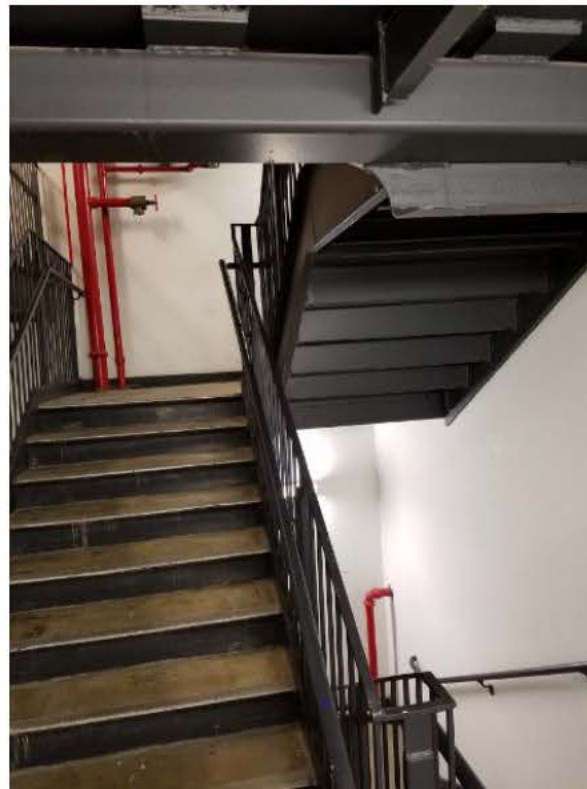


# Engage the Senses





**Remember,  
design  
affects  
behavior!**





# Designing for the Public Right Of Way

# Pedestrian Accessibility

- **Public Right-of-Way Accessibility Guidelines**
  - Width: Federal minimum was 36"
  - NEW – 48" min, exclusive of curb
  - Wider is always better!
- **Be careful with:**
  - Vertical obstructions
  - Protruding objects
  - Slope





# Pedestrian Safety

Is the surface smooth?



Are there any other infrastructure issues?





# Crosswalk Ramps

- Should face crosswalk
- Can't be too steep
- Smooth transition at bottom
- Truncated domes for the blind

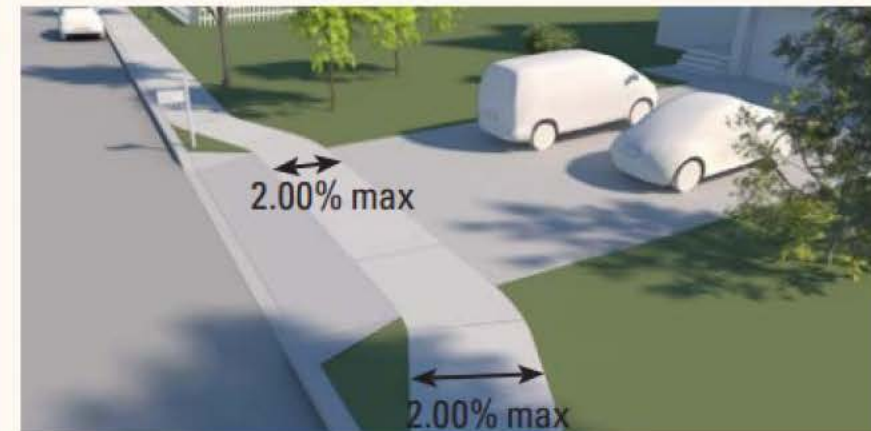
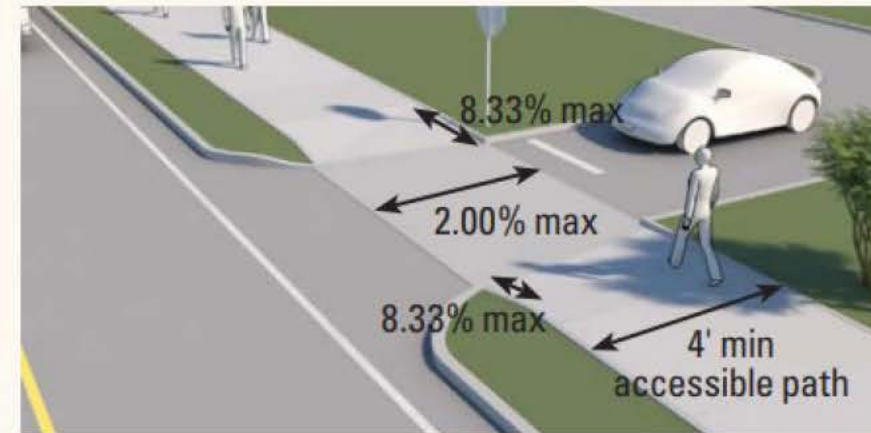
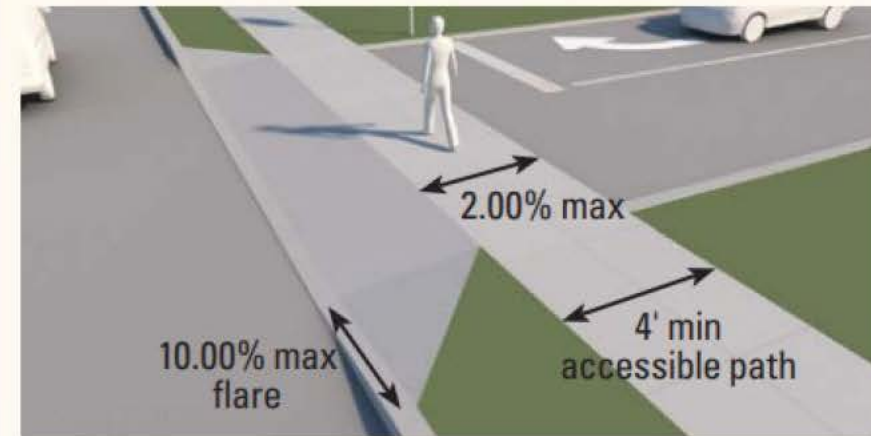


ADA Curb Ramp Improvement Example  
in Arnada Neighborhood



# Driveways

- Steep grades and cross slopes at driveways are dangerous
- Provide as level a surface as possible
- Sidewalks should NOT stop at driveways





# Pedestrian Amenities

- Shade and shelter
- Seating
- Lighting and signage
- Trash cans
- Bicycle Parking
- Fitness Stations
- Water fountains
- Shops and stands





# Crosswalk Visibility

- High-visibility markings
- Improved lighting
- Parking restrictions on crosswalk approaches
- Curb extensions
- Advanced “Stop” markings and signs
- In-Street “Stop” signs



# Crosswalk Visibility



Low  
Visibility



High  
Visibility



# Crosswalks

- Follow shortest natural path
- Width depends on pedestrian volume
- Lighting above
- Safety islands
- Raised crosswalk
- Signage





# Visibility of Pedestrian in Crosswalk





# Curb Extensions





# Pedestrian Signals and Beacons



**Pedestrian Activated  
HAWK Signal**

*(High-Intensity Activated  
crossWalk beacon)*



**Rectangular Rapid  
Flashing Beacon  
(RRFB)**



**Diagonal Crosswalk**



# Pedestrians



ANY QUESTIONS?



# Reducing Speeding



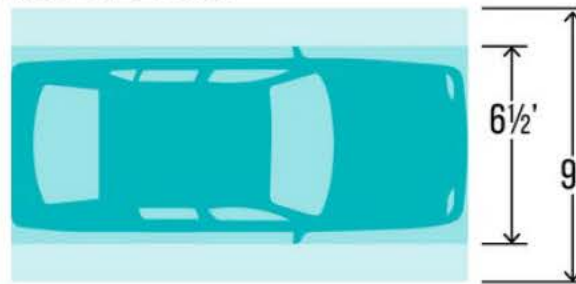
# Reducing Speeding

- Design for lower speeds
- Wide = fast
- Narrow the view

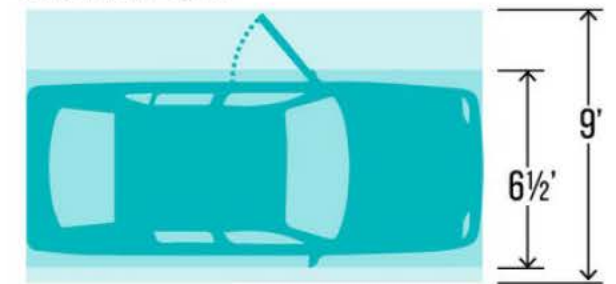
STANDARD 40' BUS



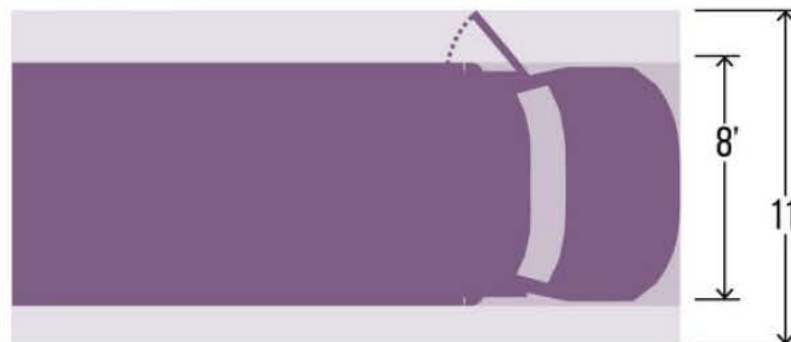
MID-SIZE CAR



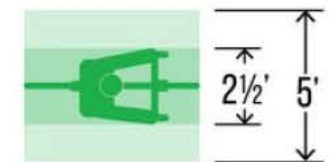
PARKED CAR



BOX TRUCK



BICYCLIST





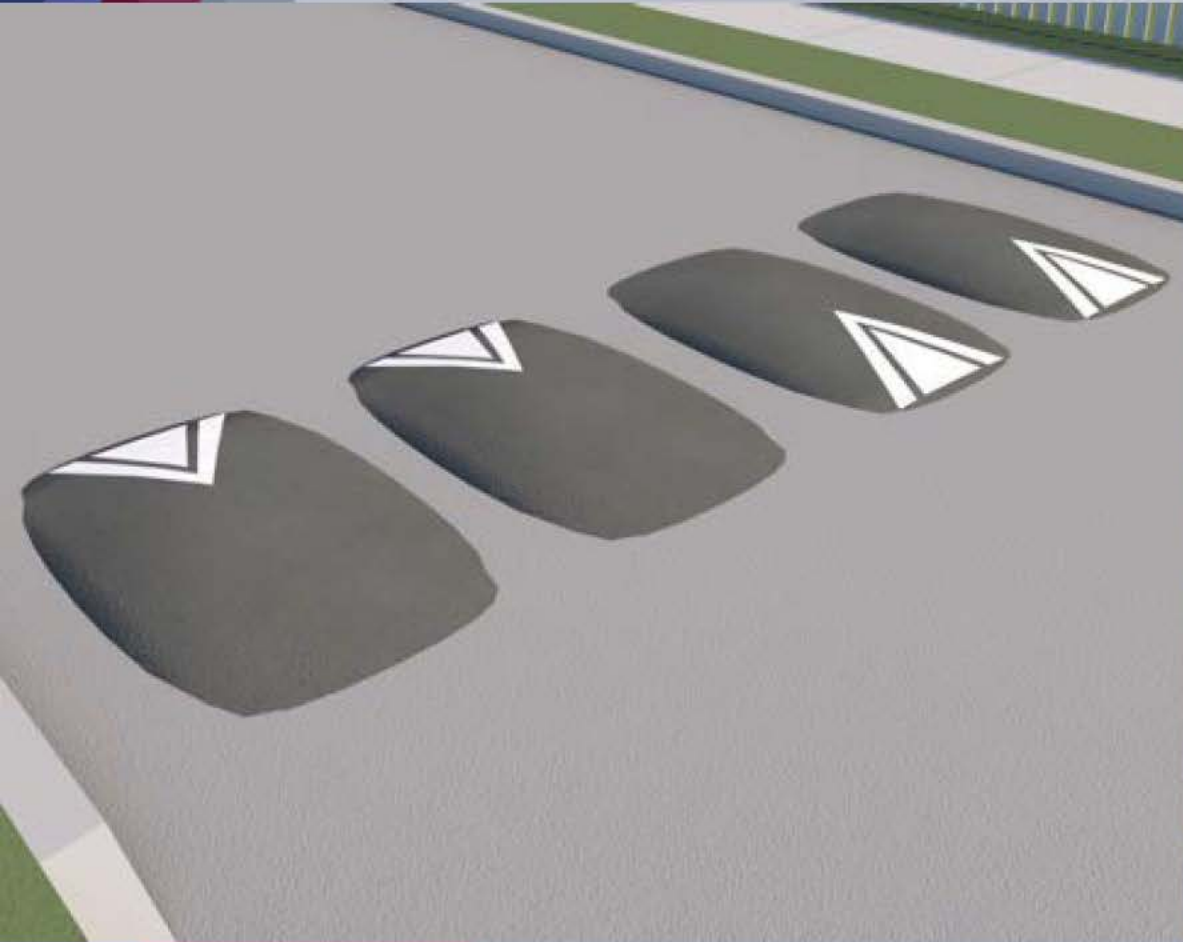
**Narrow View**



*Hopewell Borough, NJ*



# Vertical Speed Control: *Speed Bumps*





# Vertical Speed Control: *Raised Crosswalks*





# Horizontal Speed Control: *Neckdowns / Chicanes*





# Chicanes





# Horizontal Speed Control: *Tighter Turns*



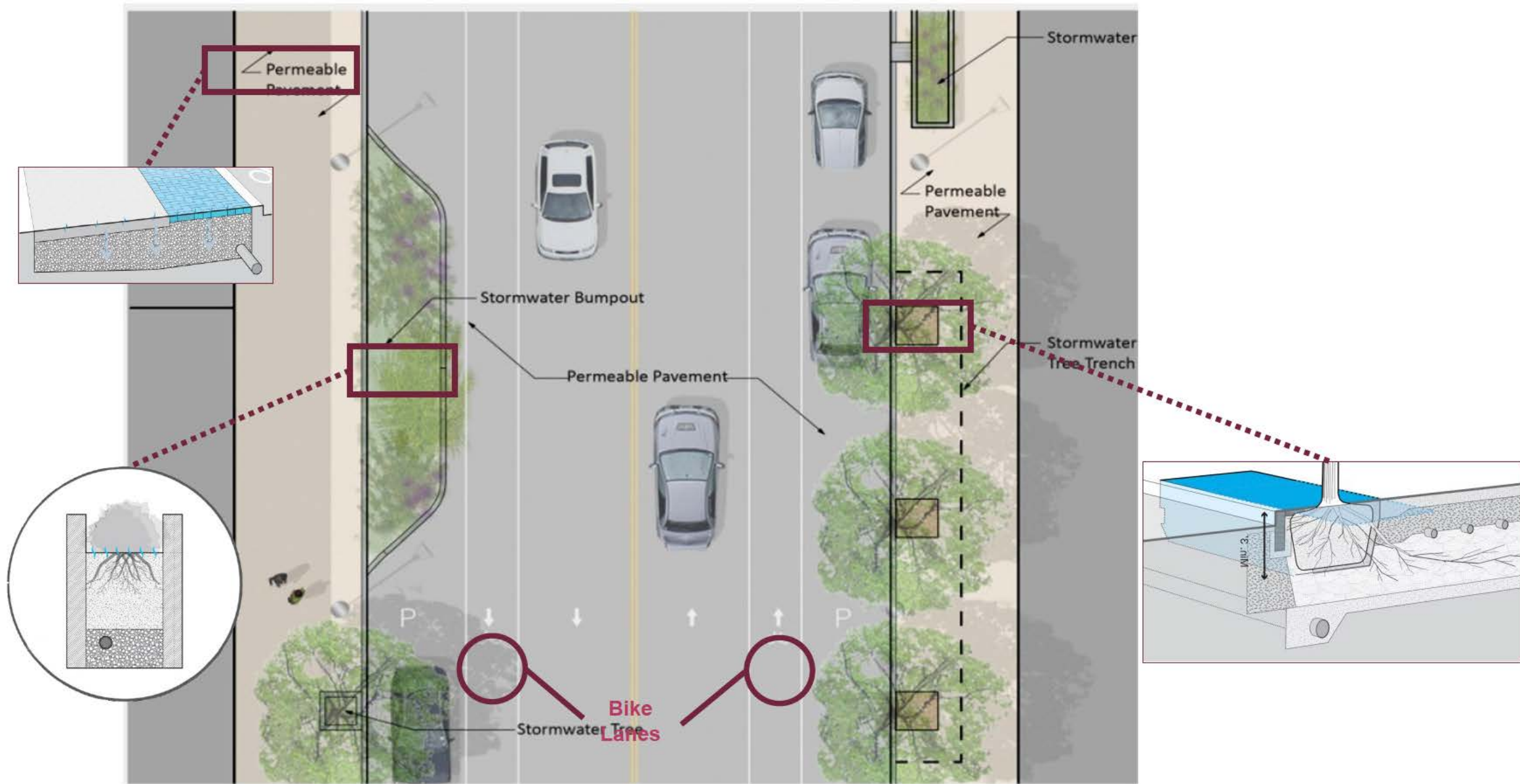


# Horizontal Speed Control: *Traffic Diversions*





# Green Streets







# Street Trees



Lower average speed



Reduced stormwater runoff



Improved air quality and health



Increased property values



Lower crime rates



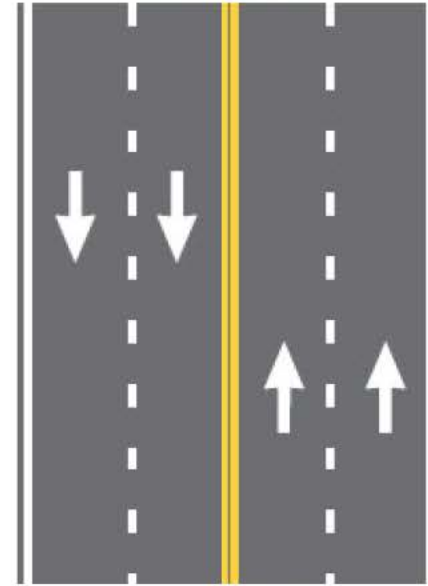
Reduced urban heat island effect



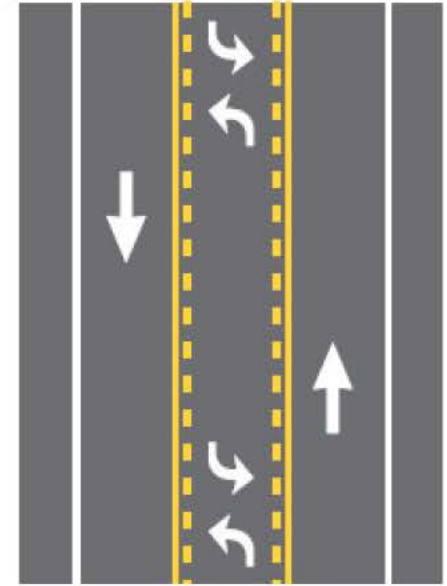
# Speed Strategies

- Road Diet
- Reduce congestion
- Other options:
  - Wider sidewalks
  - Bike paths
  - Diagonal parking
  - Green space

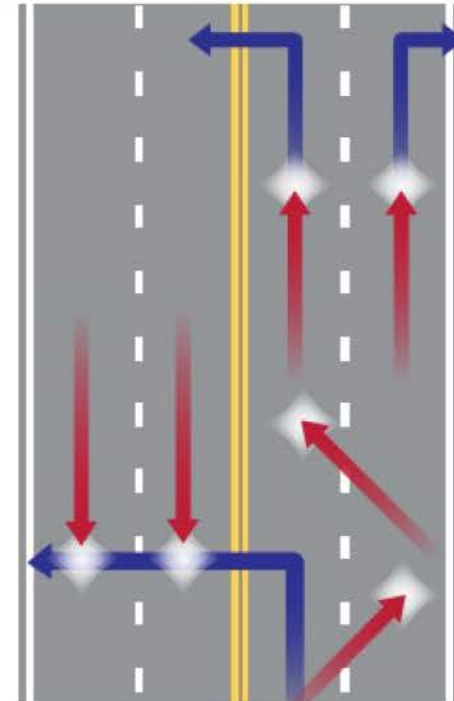
BEFORE



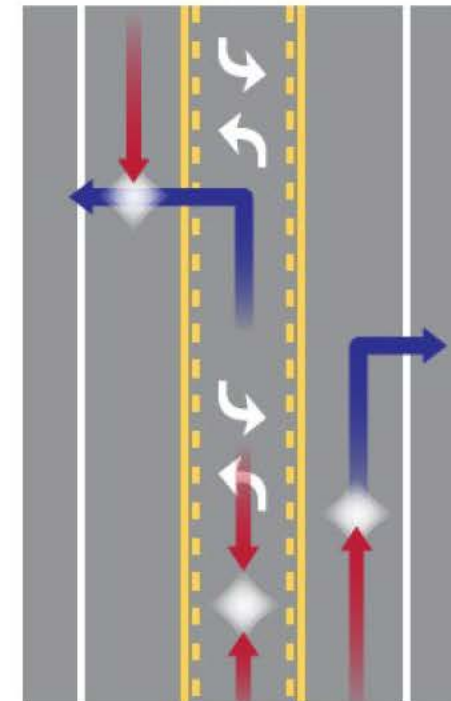
AFTER



BEFORE



AFTER





# Questions?





# ESSEX

## SAFE STREETS 4 ALL



### Action Plan





# ESSEX

SAFE STREETS 4 ALL



Your input is critical to improve street safety in Essex County.

# 1

## Survey & Map

Take the survey & map your ideas to make Essex County's roads safer!



TAKE THE SURVEY HERE:  
<https://bit.ly/essex-survey>



## Ways to Participate

# 2

## Virtual Community Meetings

Join us to share your concerns, experiences, and ideas to create a safer and more connected Essex County!

★ **Thursday, February 27, 2025**  
6:30 PM – 8:00 PM

★ **Tuesday, March 4, 2025**  
6:30 PM – 8:00 PM

Presentation to learn about Safe Streets for All will begin promptly at **6:30 PM**. After the presentation, participants will have a chance to provide feedback in small group breakout rooms.



REGISTER AT:  
<https://bit.ly/essex-ss4a>

We want  
to hear from  
YOU!





## UPCOMING DATES

- Feb. 19th Walkable Communities Workshop
- Feb. 24th Essex County Transportation monthly meeting
- Feb. 26th. SAFE Network webinar <https://njbwc.org/safe/>
- Feb. 27th Essex County Virtual Community Meeting #1
- Mar. 4th. Essex County Virtual Community Meeting #2
- Mar. 11th Verona Neighborhood Traffic & Safety Committee meeting
  - Verona Linden Ave. Technical Assistance Program Final Report to be discussed
  - Verona Complete Streets Policy Final Draft ready for committee's approval to recommend to Town Council





**TOWNSHIP OF**  
*Verona*

**Thank  
You!**

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