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It should be noted that the Census data presented herein for East Orange is from the Long Form (Summary File 3) of the 2000 U.S. decennial Census. The Long Form surveys a sample population (generally 1 in 6 households) in order to compile more detailed data. Acknowledging that fact, the Census may significantly underestimate the demographic, employment, economic, and housing characteristics of the City based upon 1) sampling methods, 2) probability of accuracy, and 3) underestimated population figures. In addition, the U.S. Census does not account for the redevelopment initiatives and activities that occurred after 2000 which have added new residents, jobs and housing. It should be noted that efforts to obtain more accurate information were incorporated into the Master Plan document, where available.

INTRODUCTION

The Circulation Element provides an inventory of the existing and proposed transportation network. The primary emphasis of the Circulation Element will be the City's roads and other transportation modes, including bus and transit services. It should be noted that the major trouble spots in the City, in terms of traffic circulation, are roads under Essex County, or the State of New Jersey jurisdiction and are subject to regional traffic factors beyond the control of the City of East Orange.

ROADWAY CHARACTERISTICS

Functional Classifications

Functional classification is the systematic organization of highways and roadways into separate classes or groups, based upon their intended service function. For an urban roadway network such as East Orange, there are five (5) major classes of street systems: principal arterial, primary arterial, minor arterial, collector, and local streets. The roadway functional classifications are shown in Table 1.

The roadways within East Orange consist of Interstate, State, County and local facilities. Table 2 lists the roadways in the City of East Orange, their jurisdiction, and functional roadway classification. The "Functional Classifications and Truck Routes" Map VII-1 illustrates the location of these roadways in the City.

Table 1 – Roadway Classification System	
Principal Arterials	A freeway or expressway is a principal arterial designed to carry regional traffic or through traffic to primary arterials. An expressway is a limited access road, carrying large volumes of traffic at higher sustained speeds. An example of an expressway is the Garden State Parkway.
Primary Arterials	Primary or major arterials which also carry regional traffic volumes, act as feeders to and from freeways and serve as carriers between major regional traffic generators.
Minor Arterials	Secondary or minor arterial roads are the links between collector roads and the principal arterial roads. Minor arterials are very similar to principal arterials, but handle shorter length trips and lesser traffic volumes. The jurisdiction of minor arterials is typically part of the County road system; however state and municipal roads may also be minor arterials.
Collector	Collector roads “collect” traffic from local streets and may provide direct access to a major development. Typically, collector roads are under Municipal or County jurisdiction.
Local Access	Any street which does not meet any of the above classifications is a local access roadway. Such streets provide land access for circulation and easement for public utilities.

Insert map vii-1

Table 2 – Functional Classification System and Roadway Jurisdiction		
Principal Arterials	Functional Classification	Roadway Jurisdiction
Garden State Parkway	Principal Arterial	State
Interstate 280	Principal Arterial	State
Essex County 658 (Park Avenue)	Principal Arterial	County
Primary Arterials*		
Essex County 508 (Central Avenue)	Primary Arterial	County
Dr. Martin Luther King Jr. Boulevard	Primary Arterial	Local
Minor Arterials		
Springdale Avenue	Minor Arterial	Local
Essex County 605 (Sanford Street)	Minor Arterial	County
Essex County 653 (Thomas Boulevard)	Minor Arterial	County
Essex County 509 (Grove Street)	Minor Arterial	County
N. Park Street	Minor Arterial	Local
Evergreen Place	Minor Arterial	Local
S. Clinton Street	Minor Arterial	Local
S. Munn Avenue	Minor Arterial	Local
Wainwright Street	Minor Arterial	Local
6 th Avenue	Minor Arterial	Local
Glenwood Avenue	Minor Arterial	Local
Dodd Street	Minor Arterial	Local
Centre Street	Minor Arterial	Local
Collector		
Springdale Avenue	Collector	Local
Freeway Drive East	Collector	Local
Elmwood Avenue	Collector	Local
Ampere Parkway	Collector	Local
Hoffman Boulevard	Collector	Local
S. Arlington Avenue	Collector	Local
Tremont Avenue	Collector	Local
Local Access		
Rutledge Avenue	Local Access	Local
All other roadways	Local Access	Local

* While NJDOT does not categorize any roads in East Orange a primary arterial, it should be noted that Central Avenue (CR 508) extends from Orange to Newark, and Dr. Martin Luther King Jr. Boulevard extends from West Orange to Newark.

Principal Arterials (Freeways/Expressways)

Principal arterials are inter-regional roadways that convey traffic between centers, and are usually excluded from residential areas. The principal arterial roadways in East Orange include the following roadways: the Garden State Parkway, Interstate 280, Essex County Routes 508 and 658, and Dr. Martin Luther King Jr. Boulevard. These roadways typically have limited or no access to abutting land uses.



Route 280

The Garden State Parkway is a freeway/expressway which extends from Bergen County in northern New Jersey to Cape May County in southern New Jersey and provides direct access to a number of New Jersey municipalities, including many shore communities throughout the central corridor of the state. The Garden State Parkway can be accessed most easily from East Orange at Exit 145, where Interstate 280 and the Garden State Parkway meet, and at Exit 147 where it intersects with Springdale Avenue and Park Avenue. Interstate 280 can also be used to access other Essex County communities such as West Orange and Livingston. The other three principal arterial roadways in East Orange are Dr. Martin Luther King Jr. Boulevard, and Essex County Routes 508 and 658.

Primary Arterials

Primary arterials typically serve as connections between major traffic generators and land use concentrations, and facilitate large volumes of through traffic traveling across a community.



Springdale Avenue

Minor Arterials

A minor arterial distributes traffic between lower-order residential streets, arterials and expressways. They are designed to promote free traffic flow; therefore, parking should be prohibited and direct access to homes from minor arterials should be avoided.

The minor arterials in East Orange are Springdale Avenue (a portion), North Park Street, Evergreen Place, South Clinton Street, South Munn Avenue, Wainwright Street, 6th Avenue, Thomas Boulevard, Glenwood Avenue, Dodd Street, and Centre

Street. In addition, several Essex County Routes that traverse East Orange are classified as minor arterials. These routes are 509, 605, and 653.

Collector

While collectors carry traffic of adjoining residential streets, they are not intended to interconnect adjoining neighborhoods or subdivisions and should not carry regional through-traffic.

The collector roadways in East Orange are Springdale Avenue (a portion), Freeway Drive East, Elmwood Avenue, Ampere Parkway, Hoffman Boulevard, South Arlington Avenue, Wainwright Street, and Tremont Avenue.



Freeway Drive

Local Access Roads

Local roadways carry traffic having a destination or origin on the street itself. They carry the least amount of traffic at lowest speed.

All other roads within East Orange are classified as local roads.

Existing Traffic Volumes

Traffic volumes for East Orange roadways are available from the New Jersey Department of Transportation. Table 3 contains annual average daily traffic (AADT) volumes for selected East Orange roads from the most current year available. The AADT numbers represent short-term counts adjusted, as if the sites were counted for 365 days and the AADT were a true average day.

Table 3 - Annual Average Daily Traffic Volumes (AADT)	
Roadway	AADT
Interstate 280 (between Steuben Avenue and 7 th Street)	103,255 (2002)
NJ 444 (Garden State Parkway to Exit 145 – I 280)	70,000 (2000)
<i>Source: New Jersey Department of Transportation, 2005.</i>	

Truck Traffic

One of the goals of the Master Plan is to improve truck access and circulation in order to avoid conflicting vehicular movements. As can be seen on the “Functional Classifications and Truck Routes” Map VII-1, the City established a Truck



Ampere Business District

Ordinance which designated specific routes for vehicles over four tons. These include: Washington Street-North Harrison Street-South Harrison Street, Dodd Street, Glenwood Avenue, Springdale Avenue, North and South Clinton Streets, North and South Oraton Parkway, Dr. Martin Luther King Jr. Boulevard, Evergreen Place, Sussex Avenue- South Maple Avenue, Steuben Street, South Munn Avenue, 4th Avenue, and Tremont Avenue. Trucks in excess of four tons are excluded from all other municipal streets, except those under State and County jurisdiction.

Some of these truck routes traverse through residential neighborhoods on roads that are already overtaxed and in need of repair. The City should explore the possibility of redirecting some of these truck routes to roads that have the capacity to handle truck volumes appropriately and enable trucks to get to their destination with relative ease. This is especially important in light of the redevelopment that is occurring throughout the City and the extra demands that new residential and commercial development will place on the road system.

It should be noted that in February 2006, the State of New Jersey proposed emergency regulations that identify state roadways suitable for 102-inch wide trucks as the result of a U.S. Third Circuit Court of Appeals decision. The amended regulations identify permitted routes, based upon width restrictions, length requirements, access to terminals and other facilities and appeal procedures. Pertaining to East Orange, while the Garden State Parkway has not been identified as a “102-Inch Truck Network” roadway, both County Routes 508 and 509, as well as Route 280 have been identified as part of the Large Truck Network. An effort to discourage truck traffic, specifically along the City’s major commercial corridor and through its residential neighborhoods, is strongly recommended.

Traffic Accidents

Traffic accident data was obtained from the NJ Department of Transportation (NJDOT) for the 2004 time period. The following table indicates intersections with 5 or more accidents, or “hot spot” intersections. In total, there were 309 accidents, of which 18 involved pedestrian injuries, 1 fatality, and 237 vehicular injuries. As shown on Map VII-2, Freeway Drive intersections experience the greatest number of total accidents, specifically Freeway Drive East with South Oraton Parkway. The second highest accident “hot spot” occurred at South Clinton Street and Tremont Avenue, with 18 accidents. The intersections of Freeway Drive East and South Clinton, Halsted Street, South Burnett Street, South Harrison Street, Walnut Street, North Oraton Parkway, and Evergreen Place were also identified “hot spots.” Freeway Drive West also experienced a significant number of accidents, specifically at the intersections with South Burnett Street, South Clinton Street, South Harrison Street, and Halsted Street. The Williams Street and Central Avenue corridors have been identified as “hot spot” locations by the City as well. During 2004, a fatality occurred at Essex County 605 and Tremont Avenue.



“Hot Spot” on Freeway Drive

Insert map vii-2

<i>Intersection</i>	<i>Total Accidents</i>	<i>Total Injury</i>	<i>Pedestrian Injury</i>	<i>Fatalities</i>	<i>Vehicular Injury</i>
Freeway Drive East and South Oraton Parkway	20	19	0	0	19
South Clinton Street and Tremont Avenue	18	31	0	0	31
Freeway Drive East and South Clinton Street	15	20	3	0	17
Freeway Drive East and Halsted Street	14	12	0	0	12
Amherst Street and Tremont Avenue	13	9	0	0	9
Freeway Drive East and South Burnett Street	12	19	0	0	19
Essex County 508 and South Munn Avenue	12	6	4	0	2
Freeway Drive East and South Harrison Street	10	5	3	0	2
Freeway Drive East and Walnut Street	10	9	1	0	8
Essex County 508 and South Oraton Parkway	10	6	0	0	6
Freeway Drive West and South Burnett Street	9	11	0	0	11
Essex County 605 and Tremont Avenue	9	6	0	1	6
Greenwood Avenue and William Street	9	8	1	0	7
Freeway Drive West and South Clinton Street	8	8	1	0	7
Freeway Drive West and South Harrison Street	8	7	0	0	7
Essex County 508 and Halsted Street	8	2	0	0	2
Essex County 508 and Essex County 509	8	4	0	0	4
Essex County 509 and Winthrop Terrace	7	0	0	0	0
Oak Street and Tremont Avenue	7	5	0	0	5
Essex County 658 and Park Street	7	3	0	0	3
Essex County 508 and South Harrison Street	7	9	2	0	7
Halsted Street and Rhode Island Avenue	7	7	0	0	7
Essex County 509 and Main Street	7	1	0	0	1
Essex County 509 and William Street	7	5	0	0	5
Steuben Street and Sussex Avenue	7	3	0	0	3
Freeway Drive West and Halsted Street	6	4	1	0	3
Prospect Street and William Street	6	2	1	0	1
Essex County 508 and Evergreen Place	6	2	0	0	2
North Oraton Parkway and William Street	6	3	0	0	3
Freeway Drive East and North Oraton Parkway	6	2	0	0	2
Essex County 658 and Washington Street	5	4	1	0	3

<i>Intersection (continued)</i>	<i>Total Accidents</i>	<i>Total Injury</i>	<i>Pedestrian Injury</i>	<i>Fatalities</i>	<i>Vehicular Injury</i>
Rhode Island Avenue and South Clinton Street	5	5	0	0	5
Elmwood Avenue and Halsted Street	5	5	0	0	5
North Walnut Avenue and William Street	5	2	0	0	2
Essex County 508 and Shepard Avenue	5	4	0	0	4
Freeway Drive East and Evergreen Place	5	6	0	0	6
<i>Source: New Jersey Department of Transportation, 2005.</i>					

In addition to the information obtained by the NJDOT, the following “hot spot” accident locations were identified based upon input obtained at the Ward meetings and through the informational surveys. By Ward, they are:

- **Ward 1** – Clinton and Hamilton Streets; Glenwood Avenue and Dr. Martin Luther King Jr. Boulevard; Thomas Boulevard and Dodd Terrace; Midland Avenue and Park Street; and Burchard and Brighton Avenues.
- **Ward 2** – 4 way stop signs; highways; Central Avenue; South Munn Street; South Harrison Avenue and Freeway Drive East and West.
- **Ward 3** – Central Avenue; Rhode Island Avenue; Sanford Street; Tremont Avenue and Oak Street; Tremont and Grand Avenues
- **Wards 4** –Park Avenue and North Grove Street; Elmwood and Freeman Avenues; Dr. Martin Luther King Jr. Boulevard and Grove Street.
- **Wards 5**– 4th Avenue and 18th Street; Hoffman Boulevard and Rutledge Avenue; Greenwood Avenue and William Street; Springdale and Arlington Avenues.



Ward 5- Hoffman Boulevard

Commutation Patterns

The U.S. Census Bureau tracks commutation patterns in its decennial Census. In the ten-year period from 1990 to 2000, the following trends can be discerned from the Census data as reflected in Table 5- Commutation Patterns below:

1. There are more than 26,000 East Orange residents commuting to jobs.
2. Driving to work remains the most commonly used form of transportation, whether driving alone or in a carpool arrangement. Between 1990 and 2000, 69 percent and 65 percent of East Orange workers drove to work



Bus Stop on Park Avenue

respectively. Compared to Essex County (73 percent) and New Jersey (84 percent), vehicular usage is less in East Orange.¹

3. Commuting by bus is the second most commonly used transportation option. In fact, the percentage of City residents utilizing public/private bus service remained constant between 1990 and 2000 at 20 percent. Commuting by train was used by roughly 3 percent of East Orange workers in both 1990 and 2000, even though East Orange has two train stations – the Brick Church and the East Orange stations and is also lobbying to reopen the Ampere Station.

Method of Commutation	1990		2000	
	Number	Percent (%)	Number	Percent (%)
Car, Truck, or Van; Drove Alone	17,348	53	13,519	51
Car, Truck, or Van; Carpooled	4,957	15	3,794	14
Bus or Trolley Bus	6,723	21	5,619	21
Streetcar or trolley car	20	0	16	0
Subway or Elevated	439	1	501	2
Railroad	983	3	985	4
Ferryboat	0	0	0	0
Taxicab	265	1	242	1
Motorcycle	11	0	0	0
Bicycle	30	0	161	1
Walked	1,417	4	962	4
Other Means	239	1	206	1
Worked at Home	505	2	498	2
Totals	32,937	100	26,503	100

Source: U.S. Census Bureau, 2000.

The Census also provides information about travel time to work. The following trends can be discerned from the Census data as reflected in Table 6- Commutation Time to Work below:

1. More than one-quarter of East Orange residents in 2000 commuted 45 minutes or more to work, which was an increase since the 1990 Census.
2. Within 2000, at least half of East Orange residents commuted 30 minutes or greater to work.

¹ Feasibility Study for the Restoration of NJ Transit Service for the Former Ampere Station. Draft Report. April 2005.

- The Mean Travel Time increased from 28 to 34 minutes, nearly 20 percent between 1990 and 2000.

	1990		2000	
	Number	Percent	Number	Percent
Less Than 10 Minutes	2,089	6	1,537	6
10 to 14 Minutes	4,220	13	2,457	9
15 to 19 Minutes	4,663	14	3,101	12
20 to 24 Minutes	5,190	16	4,030	16
25 to 29 Minutes	1,934	6	1,647	6
30 to 34 Minutes	5,662	17	4,558	18
35 to 44 Minutes	2,320	7	1,494	6
45 to 59 Minutes	2,780	9	3,137	12
60 to 89 Minutes	2,744	8	2,664	10
90 or More Minutes	830	4	1,380	5
Totals:	32,432	100	26,005	100
Mean Travel Time (minutes)	28		33	
<i>Source: U.S. Census Bureau, 2000.</i>				

The final Census table examined commutation patterns concerns location of employment. Table 7- Location of Employment below reflects where East Orange workers are finding employment opportunities.

In summary:

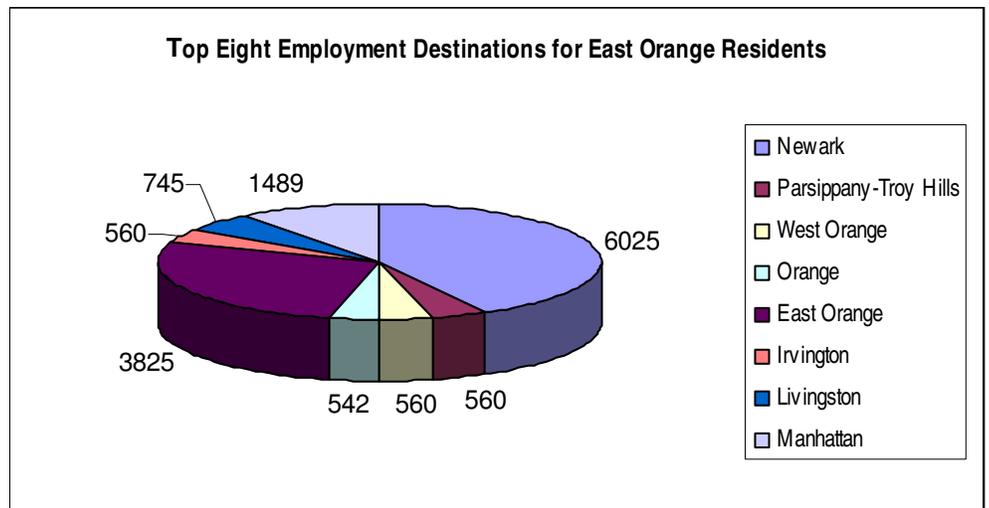
- There are 6,434 fewer working individuals since the 1990 Census.
- The number of East Orange residents who worked within East Orange dropped by 4 percent, while the number of residents working elsewhere in Essex County and those working out of state increased by 5 and 2 percent, respectively.

As Table 7 shows, there was a more than an 8 percent increase in the number of individuals commuting to work at least 45 minutes in 2000 than in 1990.

Location of Employment	1990		2000	
	Number	Percent (%)	Number	Percent (%)
In East Orange	6,000	18	3,825	14
Elsewhere in Essex	14,687	46	11,318	43
In state, other county	10,026	30	9,209	35
Work in New Jersey	30,713	94	24,352	92
Out of state	2,224	6	2,151	8
Grand Total	32,937	100	26,503	100

Source: U.S. Census Bureau, 2000.

As indicated in the Ampere Train Station Feasibility Study, the most important employment destination for East Orange residents is Newark, which generates more than 6,000 jobs for East Orange residents. Manhattan is also a major destination draw, attracting almost 1,500 East Orange residents. The following figure represents the eight most popular employment destinations for East Orange commuters.



Approximately 69 percent of all work trips from East Orange are to towns that are served by NJ Transit’s commuter rail system. Given the City’s continued reliance on NJ Transit for workplace destinations, the rising population, and redevelopment initiatives near train stations, ridership is projected to increase.

Summary Findings

1. Bus and rail passengers will continue to increase with new redevelopment opportunities.
2. Residents exhibit high car usage.
3. At least 50 percent travel more than 30 minutes to work.
4. The number of residents working within East Orange dropped, and the number of those traveling to work outside of the county and state increased. However, these statistics may be an indication that East Orange and Essex County offer fewer employment opportunities than are available in surrounding counties or out of state (likely New York City). It is possible that there will be more attractive jobs to East Orange residents as the redevelopment throughout the City continues and brings in new commercial development.

PUBLIC TRANSPORTATION***Bus Service*****NJ Transit**

New Jersey Transit (also known as NJ Transit) operates the majority of the bus routes within East Orange which provide connections to a variety of destinations. COACH USA and DeCamp also provide bus service in East Orange, but their service is more limited than NJ Transit's. There are both local buses and express buses that offer the "reverse commute" to employment locations outside of East Orange. The bus schedules provide the actual time points when the buses pick up and unload passengers, but buses also stop at any bus stop sign throughout the City along their route. These routes can be seen on the "Bus and Train Routes" Map VII-3.

The buses stop at a variety of destinations including the Brick Church and East Orange Rail Stations as well as various employment, shopping, and medical service locations within the region. Many buses also travel outside of Essex County to various locations in adjoining Union and Morris counties, as well as to downtown

Newark and Newark Penn Station. Currently, at least five NJ Transit Bus lines operate along Dr. Martin Luther King Jr. Boulevard. It is recommended that during the construction of the Lower Main Street Redevelopment project and the new School Construction project, that the City work with NJ Transit to develop a long term temporary relocation of bus stops. It is suggested that bus stops be relocated to areas which limit congestion, on-street parking interference, and in locations where pedestrian accessibility is available. NJ Transit should also consider utilizing additional north-south parallel streets, such as Harrison Street to run buses along Park Avenue.

Insert map vii-3

Many of the bus routes run on weekdays, Saturdays, Sundays, and holidays and are referred to as “All Days” in the list below. A few of the routes run on a more limited basis and are identified accordingly. The following is a list of the bus routes operated within East Orange by NJ Transit:

All Days (Inbound ridership information has been provided where available)

- Bus #5 runs between Newark and East Orange: Inbound ridership- 2,328
- Bus #21 runs between West Orange and Newark: Inbound ridership- 5,666
- Bus #34 runs between Newark and Montclair: Inbound ridership- 6,289
- Bus #41 runs between Newark and Orange: Inbound ridership- 1,887
- Bus #71 runs between Newark and West Caldwell: Inbound ridership- 907
- Bus #73 runs between Newark and Livingston: Inbound ridership- 1,514
- Bus #90 runs between Irvington and Belleville: Inbound ridership- 2,056
- Bus #92 runs between Newark and South Orange: Inbound ridership- 1,455
- Bus #94 runs between Bloomfield and Linden: Inbound ridership- 6,788
- Bus #112 runs between Scotch Plains and New York: Inbound ridership- N/A

No Saturday Service

- Bus #79 runs between Newark and Parsippany: Inbound ridership- 292

No Sunday Service

- Bus #97 runs between East Orange and Montclair: Inbound ridership- N/A

These lines operate at various times throughout the day with connections including: New York City, Newark Penn Station, Parsippany, Livingston, Bloomfield, Irvington, Union, Linden, Roselle, and Roselle Park. From the NJ Transit bus schedules, there does not appear to be direct bus service to Newark Liberty International Airport, although this can be accessed from Newark Penn Station. All of the bus routes listed above are local routes except for buses #71, 73, and 79. These three buses travel westbound and have longer routes as they provide for the “reverse commute” service to jobs in suburban locations. The difference between

the local and the express buses are that the express buses offer fewer stops; therefore reducing overcrowding and increasing efficiency.

Coach USA and DeCamp

In addition to NJ Transit, there are two private bus companies that operate routes through East Orange. These companies are Coach USA and DeCamp. Coach USA operates four active routes (Buses 24, #31, #44, and #77) that provide regular service for commuters. These buses connect to such locations as the Jersey Gardens Mall in Elizabeth, East Orange Veterans Hospital, St. Barnabas Hospital and the Livingston Mall in Livingston, UMDNJ Hospital and Penn Station in Newark, as well as various locations in Maplewood and the other Oranges. The #77 bus has fewer local stops since it terminates at Port Authority Bus Terminal in New York City. DeCamp operates one bus line through East Orange, the #88 bus. This bus line runs just once a day, only on weekdays. The #88 picks up at two stops in East Orange at the intersections of Evergreen Place and Central Avenue, and Prospect Street and Springdale Avenue. Based upon input from the Ward meetings, service on this bus line may have been reduced recently. However, since this bus line terminates in New York City at the Port Authority Bus Terminal, riders can also travel by rail to New York City on the Mid-town Direct Train Service from the Brick Church Train Station. For more local stops, passengers may use the #94 or #77 buses since they run similar routes to the #88 bus.

Based upon input obtained at the Ward meetings and through the community surveys, the participants made several suggestions to improve public transit. The suggestions related to bus service include:

1. Adding more routes to New York City and the regional shopping malls.
2. Replacing older bus shelters with newer, covered shelters.
3. Implementing better safety methods and scheduling efforts.
4. Increasing frequency of stops.

In order to address these potential improvements, additional ridership information (e.g. as it relates to the time in which employees and employers begin and leave

work, and their destinations) should be analyzed to determine whether the existing service is sufficient or convenient. The City should coordinate with NJ Transit and the other public transit providers in order to address any gaps in service or suggestions for additional route.

Commuter Rail

Existing Stations

East Orange has two existing rail stations – the Brick Church and the East Orange stations. These stations are in close proximity, approximately a ½ mile from each other. The Brick Church station is located at Brick Church Place (in Ward 2) and the East Orange station is on Freeway Drive West and Dr. Martin Luther King Jr. Boulevard across from the East Orange Post Office and City Hall. Both stations are in proximity to the development and redevelopment areas planned and underway.



East Orange Rail Line

Both the Brick Church and East Orange rail stations are on NJ Transit's Morris and Essex Line which offer service to Newark, Hoboken, and New York City (mid-town) as well as various suburban communities within Morris and Essex counties. The Brick Church Station has been designated by NJ Transit as the station in East Orange to provide Midtown Direct service, however, at certain times, including during the peak periods, riders need to transfer at the Newark Broad Street station to the Montclair line in order to access New York Penn Station. According to the NJTPA, two long-term transit projects are being planned that will affect East Orange. The first is the "Trans-Hudson Express" that will add a third transit tunnel under the Hudson River. It is anticipated that this project will be completed in 2015. As a result, ridership is anticipated to increase by 50 percent on all train lines from Secaucus to Penn Station-New York. The second project is a program for double stacked railroad cars that is anticipated to increase capacity by 20 percent. Currently 100 cars are expected to arrive in 2006 and take affect in 2008. Another 150 cars are expected for 2008. Final determination is yet to be made regarding which NJ Transit lines these double stacked cars will go on. If implemented in East Orange, these new cars would help alleviate overcrowding that has been reported on the Brick Church line.

Due to structural deterioration and extensive water leakage, the Brick Church and East Orange rail stations are undergoing rehabilitation. These historically significant stations and their associated viaducts are undergoing extensive structural repairs and waterproofing. These repairs and improvements are expected to be completed by June 2006. Improvements are also underway to upgrade the stations for ADA compliancy, thereby providing easier access to the rail stations for people with disabilities.



Former Ampere Rail Line

Ampere Rail Station

The former Ampere Rail Station in East Orange is located on NJ Transit's Montclair-Boonton Line within Ward 5. The Montclair-Boonton Line provides access to Hoboken and mid-town Manhattan. The station was once an active rail station with more than 60 trains running to and from Hoboken on a daily basis, but it is no longer operational. In April 2005, a Feasibility Study evaluated an area of one-half mile around the former train station to determine the need and feasibility for reopening the Ampere Station was submitted to NJ Transit.

The Study found that the mixture of land uses around the Ampere Rail Station is transit-oriented, consisting of high-density residential and neighborhood commercial uses. In addition, there are several redevelopment areas in proximity to the Ampere Station: Upsala, Greenwood, North Walnut Street, Rutledge, Arcadian, Multiplex, and Ward's Bakery.

The Feasibility Study concluded that re-opening the Ampere Rail station offers significant potential to serve as a catalyst for development and investment in the area. Potential Ampere Station ridership has been estimated for the year 2000, using Census data, and for the planning year 2020, using regional growth forecasts and the City's redevelopment activity near the Ampere Train Station.

	Year 2000	Year 2020	New Riders (Year 2000)	New Riders (Year 2020)
Peak Direction (Low End)	389	452	53	86
Peak Direction (High End)	586	640	121	156
Reverse Peak	6	36	0	15
Total (Low End)	395	546	53	101
Total (High End)	592	676	121	171
<i>Source: Feasibility Study for the Restoration of NJ Transit Service for the Former Ampere Station. Draft Report. April 2005.</i>				

Total ridership in 2000 at the Ampere Station is estimated to be between 395 and 592 daily boardings. It is anticipated that the ridership by the year 2020 would be between 546 and 676, an increase of 9 to 16 percent over the 20-year timeframe.

Based upon input obtained at the Ward meetings and the community surveys, participants made several suggestions to improve commuter rail. The suggestions related to rail service include:

1. Cleaner and safer train stations, with better lighting and more police presence.
2. Reopening the Ampere Train Station (which further supports the findings discussed above).
3. Implementing better safety methods and scheduling.

Community Shuttle Program

Another discussion item at the Ward meetings was the implementation of a citywide jitney or shuttle service. A Community Shuttle Program is offered by NJ Transit to provide another means of non-automobile transportation services throughout the City. NJ Transit provides funding and technical support in the development of a shuttle service for all municipalities in New Jersey. The purpose of the shuttle in East Orange is to provide service to areas that are not serviced by buses. During peak hours, NJ Transit requires that the shuttle provide service to and from the rail

stations or bus stops. During non-peak hours, the shuttle may be used for any other commutation purpose.

In discussions with NJ Transit, it is recommended that the City pursue funding and assistance from NJ Transit, and the route that is developed by the City should run frequently enough to assist commuters in getting to and from the rail stations or bus stops (i.e. no less than once every half hour). Especially in light of the redevelopment occurring throughout the City, NJ Transit recommended that the City follow Maplewood's example in developing its own route and schedule, which is a requirement of the Community Shuttle Program application. In Maplewood, volunteers surveyed people at the Maplewood rail station to help determine the most effective route and schedule for their shuttle.

As part of the program, NJ Transit purchases the vehicles, and municipalities lease the shuttle vehicle at no cost from NJ Transit. NJ Transit also provides half of the municipality's operating expenses for the first three years of the shuttle program to help offset the costs to the municipal budget as the program is getting up and running. It is the municipality's responsibility to provide a back up vehicle in case the primary vehicle needs repair or maintenance and to pay for the other operating costs not covered by NJ Transit.

Shuttles may also be used to transport users from rail or bus stops to employment centers. For example, as part of Roselle Park's shuttle program, Schering Plough donated a vehicle that transports Schering Plough employees between their offices and Roselle Park. This vehicle serves as the municipality's required back-up vehicle. East Orange officials should explore this option with local employers.

STATE TRANSPORTATION PROJECTS

Capital Improvements

According to the NJTPA, there are two projects identified for East Orange in the Transportation Improvement Program for Fiscal Years (FY) 2006-2008. They are:

- **Central Avenue Roadway Resurfacing and Improvements (\$6 million):**

This project will include roadway resurfacing, traffic signal improvements, construction of pedestrian ramps, restriping, upgrading the existing storm drainage system, from Valley Road in Orange to Dr. Martin Luther King Jr. Boulevard in Newark. This project is scheduled for FY 2007.

The sponsor of this project is Essex County, and will also include the municipalities of Orange, Newark, and West Orange, in addition to East Orange.

- **Garden State Parkway, Interchange 145 (\$10.712 million):**

This project will widen the existing Ramp D over Interstate 280 in order to increase the ramp from one to two lanes. This project is scheduled for FY 2006 and 2007.

The sponsor of this project is the New Jersey Department of Transportation.

LOCAL TRANSPORTATION PROJECTS

Capital Improvements



Prospect Avenue Pedestrian Improvements

Local transportation improvement projects fall under the purview of the City. Specifically, the East Orange Department of Public Works is responsible in a number of areas related to infrastructure and public amenity, maintenance and improvement. The responsibility most relevant to the Circulation Element is the Department’s oversight of local roadway improvements. Since the 1990 Master Plan, the East Orange Department of Public Works was reorganized, and it now oversees citywide roadway improvements. In 1996 the water, sanitary sewerage and storm water systems were transferred to the East Orange Water Commission (EOWC).

Pedestrian Improvements

There have been a number of recent pedestrian-oriented improvements that include:

- South Harrison Boulevard – This project includes reconstruction of South Harrison Boulevard and installation of sidewalks, curbs, and street trees.
- Prospect Avenue – This project includes construction of a pedestrian median, with landscaping, paving, and ornamental street lights. The pedestrian median and landscaping have been completed.
- Additional construction is also planned on Springdale Avenue, and 4th Avenue, where all sections are in need of reconstruction. This project will also include ADA compliant curb cuts, bike grades and NJDES inlets.
- Construction is planned for Greenwood Avenue in its entirety with \$350,000 funding from NJDOT.

According to East Orange’s 5 Fiscal Plan, there are a number of planned capital improvements that are scheduled for the 2005 and 2006. These are indicated in Table 9.

Table 9 Scheduled Street Improvements			
Ward	Street	Location	Month
1	Long Street		June
1	North Park Street		June
1	Charles Street		June
1	North Clinton Street	Park Avenue to Springdale Avenue	July
1	Hamilton Street		July
1	Midland Avenue	Dodd Street to Boundary Line	August
1	Laurel Avenue		August
1	Fulton Street		August
1	Colonial Terrace		August
1	Morse Avenue		August
1	Netherwood Terrace		August
1	Kenmore Terrace		August
1	Crescent Road		September
1	Edgewood Road		September
1	Franklin Street		September
1	Glenwood Place		September
1/2	Lincoln Street	Dr. Martin Luther King Jr. Boulevard to Hamilton Street	July
2	Halsted Street	Central Avenue to Freeway Drive East	May
2	Washington Street		May
2	Washington Terrace		May
2	Ashland Avenue	William Street to Summit Street	June
3	South Clinton Street	Central Avenue to South Orange Avenue	May
3	Eppirt Street	Central Avenue to Elmwood Avenue	July
4	Dr. Martin Luther King Jr. Boulevard	Garden State Parkway Bridge East to City Boundary	May
4	Eaton Place		June
4	City Hall Plaza		June
4	North 15 th Street		June
4	North 16 th Street		June

<i>Ward (cont.)</i>	<i>Street (cont.)</i>	<i>Location (cont.)</i>	<i>Month (cont.)</i>
4	North 17 th Street		June
4	Hollywood Avenue	Central Avenue to Winthrop Terrace	July
4	South Arlington Avenue	Central Avenue to Elmwood Avenue	July
4	Whittlesey Avenue		July
4/5	North Maple Avenue	New Street to North Arlington Avenue	September
5	North 20 th Street	Fourth Avenue to Springdale Avenue	June
5	North 21 st Street	Fourth Avenue to Springdale Avenue	June
5	North Arlington Avenue	Springdale Avenue to Boundary Line	September
5	Renshaw Avenue		August
5	Rutledge Avenue	North Grove Street to Hoffman Boulevard	August
5	Ellington Street		August
	First Avenue		August
<i>Source: East Orange Public Works Department, 2005.</i>			

From the Ward meetings and the community surveys, participants indicated the following additional roadways need improvements or lack sidewalks. By Ward, they are:

1. **Ward 1** - Dodd Terrace, Edgerton Terrace, Fernwood Road, Springdale Avenue, Hamilton Street, and North Park Street.
2. **Ward 2** – Summit Street and Central Avenue.
3. **Ward 3** – Grand Avenue and the Terraces. (Ward 3 participants also indicated that throughout the Ward most roads have potholes).
4. **Wards 4 and 5** – Lower Main Street (Dr. Martin Luther King Jr. Boulevard), Leslie Street, North 19th Street, and Hoffman Boulevard.



On-going Roadway Improvements

City officials may wish to consider adding these roadways to the list of scheduled street improvements.

In addition, East Orange has several planned improvements that are not limited to the actual roadway. In the following locations, improvements are planned for:

- Second River Channel – Reconstruction of channel walls to the headwater with Montclair, where erosion of embankment exists.

- Salt Storage Dome – New salt dome at the Midland Avenue public works facility.
- Re-lamping all traffic signs on local roadways (1,600 lamps).
- Re-lamping all public buildings.



Second River

The Public Works Department has also identified that additional staffing is needed to keep up with the demands on the Department. Improvements are needed on many roadways within the city – many have been scheduled and are named in Table 8 above. In the City's Redevelopment Areas, the Department will oversee construction of the roadways with contribution from the redeveloper.

Parking Issues and Improvements

The City has examined the parking situation and various ways to address it. These efforts include the *Central Avenue Parking and Arcade Demolition Study* of January 2004; the Central Avenue Business Improvement District budget; the East Orange Parking Authority's assessment of public parking lots; review of the overnight parking ban; and the Ward surveys and input from Ward meetings were reviewed in writing this element.

The *Central Avenue Parking and Arcade Demolition Study* inventoried parking along Central Avenue and identified opportunities and constraints to improve parking activities along the corridor.

The study's objectives were to:

- Determine on-street and off-street parking supply.
- Ascertain the parking demand.
- Project future parking demand.
- Estimate the availability of space for additional parking following the removal of the Central Avenue arcade.
- Propose alternative means of additional parking.
- Outline Central Avenue arcade removal.

The study found that on-street parking utilization ranges between 65 to 85 percent, with midday peak having the highest utilization along Central Avenue. While, off-street parking utilization along Central Avenue was 45 to 60 percent. Parking behind the stores are underutilized and in poor condition and require additional lighting, landscaping and fencing. In addition, improvements should be designed to enhance safety, appearance, and usage.

The Ward surveys provided additional observations and recommendations in regarding parking in the downtown area include:

- Some difficulty finding parking.
- Allowing overnight parking.
- Additional parking of all types (internal, surface, and structured) is favored.
- Additional on-street parking is needed.
- Additional off-street parking and central parking lots are needed.
- Better lighting and security for parking areas.

Recommendations outlined in the Central Avenue Parking and Arcade Demolition Study included:

- Limiting on-street parking to two hours with the installation of parking meters for a short period.
- Proposed execution of the arcade removal on Central Avenue.
- Utilization of van pool/car pool spots.
- Installation of signage, telephones, mailboxes, trash receptacles, and public art.
- Revisiting the sign ordinance to better regulate sign location, type, size and appearance.
- Developing shared parking requirements.
- Increased police presence.

In addition to the Central Avenue Parking study, within the Central Avenue Business Improvement District (BID)'s first-year budget, there is funding dedicated to security, and to sidewalk and parking lot clean-up through the City's Urban Enterprise Zone (UEZ) funding. Following the arcade removal on Central Avenue,

streetscape, sidewalks, and building facade improvements are planned as part of the recommendations from the *Central Avenue Parking and Arcade Demolition Study*.

East Orange Parking Authority

The East Orange Parking Authority manages 13 public parking areas located throughout the City. These are provided in Table 10.

The table indicates the need for maintenance and upkeep at many of the City-owned lots. Restriping and repaving are the activities that are most often cited, although the Ampere lot at North 17th and North 18th Streets within Ward 1 needs expansion or acquisition due to high public demand for this facility. Specific recommendations to increase revenues generated by the parking facilities are:

- Increase the number of Parking Enforcement Officer to greater enforce parking violations.
- Additional scooters/cars for Parking Enforcement Officers.
- Additional parking meters and lots in locations where parking demand is high.
- Encourage greater cooperation between the Parking Authority, Planning Department and Public Works.

Other recommendations provided by the Parking Authority include:

- Increase staffing.
- Replacing all manual meters with more updated electronic meters for better revenue collection.
- Better coordination between the City and Parking Authority, especially related to parking needs as required by the redevelopment areas.
- Parking meter replacement program to address meters that are removed for existing areas, including those eliminated or replaced as part of a redevelopment area.
- Place meters in all commercial areas. The City should explore implementing 15-minute parking meters at high volume business locations within the business district to help alleviate parking needs.

- Developing a detailed management strategy in conjunction with the Departments of Policy, Planning and Development and Public Works for all parking decks constructed in the City.
- Developing an adequate parking plan to address high demand parking in the City Hall vicinity to accommodate City staff, Post Office employees and consumers and the current police department.
- Seek additional parking lots by 4th Avenue, Dodd Street and in the Greenwood Area.
- Develop parking stalls in proximity to the East Orange Train Station to accommodate the parking needs of City Hall, the Post Office and visitors.
- Seek funding from State and Federal grants and private resources to help supplement the City's meters, parking permits and rental space revenue source.
- Prioritize parking improvements.
- Widen streets to better enhance the parking experience for users, particularly in busy business and shopping corridors.
- Utilize the City's grants personnel to help benefit the needs of the parking authority.
- Seek funding for additional administrative staff, meter collection and facility maintenance.
- Install signage to identify parking lots and meters.

Table 10- Parking Authority Lots				
Location	# of Spaces	Metered	Annual Revenue Collected	Condition of the Lot
147 South Harrison Street	134	No	\$18,000 (decals)	Fair condition- needs repaving
174 Evergreen Place at Halsted Street	174 (14 behind bank)	Yes	\$33,000 (rental) \$5,400 (bank)	Good condition, needs restriping, section behind bank needs repaving
Cambridge and Sanford Streets	23	No	\$13,356 (rental)	Good condition
Auto-Zone- Amherst at Halsted Streets	69	Yes	Very low revenue	Good condition
Evergreen Place at Harvard Street	75	No	\$13,500 (rental)	Good condition, needs restriping
Supermarket- Winans and Walnut Streets	119	Yes	\$1,400 for 3 spaces	Good condition, needs restriping
Library- South Arlington and Lenox Avenues	52	Yes	\$3,744 (decals)	Fair condition, needs repaving
Ampere- North 17 th and 18 th Streets	35	-	\$9,000 (decals)	Insufficient parking space, need repaving, expansion or additional lot on that location to meet the public demand
Stockton School- North 18 th and North 19 th Streets	80	No	\$5,400 (decals)	Good condition, needs restriping
North Ward Place- between North 17 th and North 15 th Streets	40	-	-	Inactive
North 19 th Street- at Park Avenue	44	No	\$7,200 (decals)	Fair condition, needs repaving
Franklin Street	54	No	\$7,900 (decals)	Fair condition, needs repaving
South Munn Avenue	33	No	\$7,920	Good condition
<i>Source: East Orange Parking Authority, 2005.</i>				

Overnight Parking Ban

As indicated in the 1990 Master Plan, and further stated in the 2004 Reexamination, parking is a major concern in the city. The City’s Parking Ordinance prohibits the parking of any vehicle, truck or trailer on any street between the hours of 2:00 a.m. and 6:00 a.m. of any day. The ordinance further prohibits parking entirely along

several of the City's major commercial corridors, and within many of the City's main residential areas, including in areas where on-site parking has not been provided.

For example, parking is strictly prohibited at all times on the following roadways:

- Central Avenue North: Between Hawthorne Avenue and South Oraton Parkway (east).
- Central Avenue South: Between Watson and Whittlesey Avenues.
- City Hall Plaza North: Between North Arlington and North Munn Avenues.
- Dodd Street North: Between North Park Street and Orange City line.
- Dodd Street South: Between Orange City line and Bloomfield Town line.
- East Park Street South: Between Washington Street and Burchard Avenue.
- Glenwood Avenue East: Between Washington Street and Chelsea Place.
- Glenwood Place North: Between Glenwood Avenue and Prospect Street.
- Halsted Street North: Between Evergreen Place and Halsted Street.
- Halsted Street: Between Tremont Avenue and Dr. Martin Luther King Jr. Boulevard.
- Lincoln Street West: Between Dr. Martin Luther King Jr. Boulevard and William Street.
- Dr. Martin Luther King Jr. Boulevard: Between North and South Arlington Avenues.
- Dr. Martin Luther King Jr. Boulevard: Between Washington and Prospect Streets.
- North Arlington Avenue: Between Park Avenue and Bloomfield Town line.
- North Arlington Avenue: Between Bloomfield Town line and Renshaw Avenue.
- Segments of North/South Munn Avenue.
- Segments of North Walnut Street.
- Segments of Park Street.
- Segments of South Arlington Avenue.

- Segments of South Burnet Street.
- Segments of Springdale Avenue.

In other locations, parking may be permitted, but limited to certain times of the day, or specific sides of the street. However, the lack of overnight street parking leads to many residents inconvenienced by the ban; concerns over business parking in residential neighborhoods, and street cleaning and other maintenance issues, and limited parking for businesses and employees. It also contributes to residents parking cars in their yards.

In order to alleviate some parking concerns expressed, the overnight parking ban should be reconsidered. Other alternatives include imposing a resident parking permit program or alternative side street parking rules. Permitting overnight on-street parking would also make redevelopment efforts (particularly housing rehabilitation) much more feasible.

Transit Village Opportunities

As mentioned previously in this element, East Orange has two rail stations – the Brick Church and the East Orange stations that are in close proximity to each other, as well as the Upper and Lower Main Street area. As a result, the City is seeking to take advantage of the state’s “Transit Village Initiative.”

The Transit Village Initiative is a multi-agency Smart Growth partnership, spearheaded by NJ Transit and NJDOT. A Transit Village is a compact and mixed-use community that contains a substantial residential base, concentrated within a quarter to half a mile of a transit station where infrastructure already exists. This program focuses on renewing or upgrading a community’s transportation system as well as redevelopment and revitalization around the transit facilities. Therefore, benefits of a Transit Village are greater use of public transportation, decreased reliance on the automobile, enhanced public safety and air quality, and neighborhood improvement.

Transit Village designation by the State provides a municipality with the following:

- State of New Jersey commitment to the municipality's vision for redevelopment.
- Coordination among the state agencies that make up the Transit Village task force.
- Priority funding from state agencies including NJDOT, NJ Transit, the Department of Community Affairs, the Economic Development Authority, the New Jersey Redevelopment Authority, the Office of Smart Growth, the Housing and Mortgage Finance Agency, and others.
- Technical assistance from state agencies.
- Eligibility for grants from the \$1 million annual allocation of Transit Village funds.

In 2004, the City applied for Transit Village designation which included both train stations and their surrounding neighborhoods. Through the creation of a Transit Village in East Orange, the City sought to promote new tax ratables, a funding source for clean-up parking lots and sidewalk improvements, and new employment opportunities, among other benefits. The City's various redevelopment plans serve as a resource to the Transit Village initiative as they will support and strengthen each other.

Unfortunately, due to the program's competitive nature and the number of applications received, the City was not awarded the designation in 2004. The City has submitted and is awaiting a response to the 2005 Request for proposals issued by the State. Since 2004, implementation of the North Walnut Street redevelopment plan, as well as other redevelopment initiatives in proximity of the train station has occurred, and the City may be in a better position for designation based upon the state's criteria.

Some of the planned development activities near the train stations include:

- Construction of the Walnut Street Parking Deck.
- Construction of a new parking deck in the Lower Main Street Redevelopment Area, potentially funded by private developers, NJDOT

architectural and engineering grants/funds, and City bonds or other funding sources.

- Construction of an 800 seat school/community auditorium in new high school.
- Black box Theater near Brick Church station.
- Development of a plaza/green space across the street from City Hall.
- Investigation of creating retail space under the railroad viaducts.
- Creation of an Arts-Related District around the Brick Church station.
- Artists housing as a permitted use near the train stations.

In addition, the neighborhood surrounding the Brick Church station is a designated redevelopment area. Known as the Muir's Berkeley Redevelopment Area, the plan includes a mix of new residential, retail, and parking areas, and the construction is approximately 90 percent complete. As a result, new stores are opening continuously, and other tenants are being identified by the City and the developer.

These development initiatives together with Transit Village designation will complement and strengthen the initiatives already undertaken by East Orange and help to create a more viable City. Designation as a Transit Village would also supplement and strengthen the state's investment into the restoration of the train stations described previously.

ESSEX COUNTY TRANSPORTATION PROJECTS

The Essex County Public Works Department has implemented a number of improvements to the county roads in East Orange over the years. As shown on Map VII-1, the Essex County roadways in East Orange are Routes 508 (Central Avenue), 509 (Grove Street), 605 (Sanford Street), 653 (Thomas Boulevard), and 658 (Park Avenue). Approximately 10-12 years ago, the County completed curbing, pavement installation, and traffic signal improvements to Routes 509 and 658. The center island was removed and new stormwater inlets were added on Route 658, and the cut-through to Route 508 was established on Route 605.

In addition, the County is overseeing the regional Route 508 Traffic Signal Improvement and Roadway Design project which applies to Central Avenue. Currently in the design phase, these improvements will occur along the stretch of Route 508 from Valley Road in West Orange to Dr. Martin Luther King Jr. Boulevard in Newark. During the design phase, the County will be outreaching and meeting with all of the affected municipalities for their feedback and to report on the progress of the project.

The County advised that East Orange should continue to monitor the Route 508 improvements and consider the implications of development in surrounding municipalities. Most notably, the Pabst Redevelopment project in Newark could impact Route 509 between South Orange Avenue and Central Avenue. Newark has also built several new schools which could impact traffic patterns and volume in East Orange.

RECOMMENDATIONS

The Action Plan provides implementation time frames and identifies responsible party/funding sources for each recommendation of this element. The following list briefly summarizes the circulation recommendations:

- Implement a City-wide jitney.
- Reduce thru traffic and truck routes negatively impacting residential neighborhoods.
- Enforce the City's Truck Ordinance.
- Increase parking supply and improve distribution, security and pedestrian connections.
- Improve roadway conditions.
- Identify "Hot Spot" accident locations and work with the appropriate roadway jurisdiction to develop implementation and preventive strategies.
- Continue to pursue reopening Ampere Train Station.
- Upgrade intersections for ADA compatibility and pedestrian improvements.
- Regulate speeds throughout the City.

- Reduce pedestrian and vehicular conflicts by installing pedestrian crosswalks, yield-to-pedestrian stanchions, and push buttons at all major intersections.
- Increase beautification efforts along Freeway Drive, and I-280 and Garden State Parkway, through routine maintenance and clean up efforts, increased signage and pedestrian safety improvements.
- Market transit facilities and options to residents and visitors alike.
- Improve Saturday and Sunday bus service.
- Reduce overcrowding and increasing efficiency through increased bus routes.
- Adding more routes to New York City and the regional shopping malls.
- Replacing older bus shelters with newer, covered shelters.
- Implementing better safety methods and scheduling efforts.
- Increasing frequency of stops.
- Coordinate with NJ Transit and the other public transit providers to address any gaps in service or suggestions for additional route.
- Improve conditions at the train stations, including better lighting and more police presence.
- Work with the Department of Public Works (DPW) to identify and prioritize roadways in need of improvements or lack sidewalks.
- Conduct a City-wide inventory of existing and potential parking areas (including vacant and undersized lots).
- Identify parking conditions throughout the City, including supply, signage, lighting and security.
- Installation of street furniture, including bike racks, trash receptacles and benches.
- Revisiting the sign ordinance to better regulate sign location, type, size and appearance.
- Revisit City's parking ordinance, and consider other alternatives, including developing shared parking requirements, imposing a resident parking permit program or alternative side street parking rules.
- Work with the East Orange Parking Authority to identify existing deficiencies, and upgrading the City's parking lots.

- Increase enforcement through additional parking authority officers, scooters/cars, and meters.
- Develop parking stalls in proximity to the East Orange Train Station to accommodate the parking needs of City Hall, the Post Office and visitors.
- Seek funding from State and Federal grants and private resources to help supplement the City's meters, parking permits and rental space revenue source.
- Continue to monitor the Route 508 improvements and consider the implications of development in surrounding municipalities.
- In an effort to mitigate traffic within proximity to redevelopment projects, the city should work with New Jersey Transit to reduce bus routes along Dr. Martin Luther King, Jr. Boulevard, and utilize parallel and side streets.