



# TOWNSHIP OF WEST ORANGE

25 Lakeside Avenue, West Orange, New Jersey 07052

## DEPARTMENT OF ENGINEERING

**SUSAN McCARTNEY**  
MAYOR

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*Director/Municipal Engineer*

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June 7, 2024

Alec Mittiga  
H2M  
1250 Route 223 North  
Butler, NJ 07405

RE: **REVISED REQUEST FOR PROPOSALS (RFP)**  
**PROFESSIONAL ENGINEERING SERVICES FOR:**  
**COMPREHENSIVE PARKING STUDY AT THE VALLEY, HEIGHTS**  
**AND ROLLING GREEN HILLS/MUNICIPAL PLAZA AREAS**

Dear Mr. Mittiga,

Due to the increase demand of parking within the Valley, Heights and Rolling Green Hills/Municipal Plaza Areas, the Department of Engineering for the Township of West Orange requests proposals from firms providing Engineering Services, which can provide a comprehensive parking study to address and meet the current and future demands of the residents. Annexed are a street map with the list of roads, a list of municipal parking yards and ordinances that can also be found at <https://ecode360.com/WE2734>.

**The objectives of the study and scope of services are:**

- Review and evaluate the current and future on-street parking demands within the study area. Make projections of future parking needs. Identify parking solutions to account for projected changes and/or growth in the study area. Provide summary of reference data in the final report;
- Parking usage observations, data gathering and analysis assessing demand for parking in the study area. This shall include but not be limited to data analysis across different days of the week to provide insight into changing dynamics in the parking demand, identify areas where there are parking spot shortages; and where there are continued surpluses. Identify congested or problem parking areas within the study area;

- Identify parking priorities and recommendations within the study area. A phased implementation plan and prioritization schedule to meet current and future parking needs shall be included.
- Identify and conduct a feasibility analysis of two (2) to three (3) sites for potential parking facilities. The study shall include, but not be limited to conceptual plans, cost estimates, and financial projections taking into account EV charging stations;
- Recommendations on how to best utilize municipally owned parking lots on the west side of the Township;
- Analyze the current ordinances in place to recommend creative solutions to meet current and future parking demands, but not limited to one-way streets, permit parking, angled and parallel parking, parking on both sides of the street considering the need for emergency vehicles such as fire engines to be able to deploy;
- Coordinate and discuss concerns with the various Township's Officials from WO Police Dept., Traffic Bureau, Fire, DPW and Engineering during the study;
- Include five (5) meetings with the Township Officials for Kickoff, Coordination, Findings, Recommendations and Public Presentation;
- Prepare a parking study report detailing the findings of the study, analysis performed of the study area and recommendations for submission to the Council;
- Assist the Township in amending the municipal ordinances based on the parking study and recommendations;
- Coordinate and discuss with the various Township's Officials from WO Police Dept., Traffic Bureau, Fire, DPW and Engineering during the amendment of the ordinance;

### **Evaluation Criteria:**

The Township's objective in soliciting Proposals is to enable it to select a respondent that will provide high quality and cost-effective services. The Township will consider Qualification Statements only from Respondents that, in the Township's sole judgment, have demonstrated the capability and willingness to provide high quality services in the manner described in this RFP. Qualification statements will be evaluated by the Township on the basis of which are the most advantageous, experience and other factors considered.

There will be a Selection Criteria for which the evaluation consideration will include the following:

1. **Experience:** Description of the qualifications and experience of the respondent to provide the desired services. In addition to relevant experience, the respondent shall provide qualifications of staff assigned to this contract.
2. **Knowledge of the Valley, Heights and Rolling Green Hills/Municipal Plaza Areas:** Respondents must include references from at least three (3) municipalities similar in size and complexity to West Orange. Also, respondent shall provide sample of study(ies) performed for other municipalities with similar scope of work.
3. **Fee Structure:** Price shall be based on lump sum cost for the scope of

services outline in this RFP. Respondents shall include hourly rates and schedules of fees for additional services with this RFP. Any services not included as part of any resulting changes to the contract scope of services must be approved and authorized by the respondent before such work is initiated.

It is the intent of this office to submit information to the Council for review and consideration. Proposals are to be submitted electronically sent to [zcarballo@westorange.org](mailto:zcarballo@westorange.org) on or before **10:00 A.M. Friday, June 28th, 2024** to the Department of Engineering and shall include a specified completion date or number of days required for completion of the work after approval is granted to proceed. Also, evidence of proper insurance shall be submitted for approval by the Township Attorney.

Very Truly yours,

*Zayibeth Y. Carballo*

Zayibeth Y. Carballo

Director/Municipal Engineer







## Heights Streets

Rolling Green Hills  
Municipal Plaza Area

## Valley Streets

|                             |                                 |                       |
|-----------------------------|---------------------------------|-----------------------|
| Alan Street                 | Ardmore Road                    | Beverly Road          |
| Alden Street                | Bradley Terrace                 | Birch Street          |
| Amelia Street               | Brennan Drive                   | Brook Drive           |
| Amos Street                 | Brookside Road                  | Carter Road           |
| Ashland Avenue              | Byrne Road                      | Cary Street           |
| Ashwood Terrace             | Clearview Terrace               | Central Avenue        |
| Babcock Place               | Condit Terrace                  | Central Place         |
| Bellevue Terrace            | Fairway Drive                   | Clonavor Road         |
| Calvin Terrace              | Gaston Street                   | Colony Court          |
| Charles Street              | Greentree Road                  | Colony Drive East     |
| Cherry Street               | Highland Place                  | Colony Drive West     |
| Chestnut Street             | Hutton Avenue                   | Cross Street          |
| Columbia Street             | Jones Place                     | Dean Street           |
| Condit Lane                 | Laird Drive                     | Elliot Place          |
| Eagle Rock Avenue (partial) | Linden Avenue                   | Forest Hill Road      |
| Eagle Terrace               | Linden Court                    | Franklin Terrace      |
| Edisonia Terrace            | Lindsley Avenue                 | Freeman Place         |
| Elm Street                  | Longview Street                 | Freeman Street        |
| Erwin Place                 | McClellan Terrace               | Glebe Street          |
| Fairmount Terrace           | Mountainview Street             | Glen Road             |
| Franklin Avenue             | Mount Pleasant Avenue (partial) | Harvard Terrace       |
| Glennon Place               | Northfield Avenue (partial)     | Hazel Avenue          |
| Grant Terrace               | Old Northfield Road             | Hillside Avenue       |
| Harriet Street              | Park Place                      | Hillside Terrace      |
| Harrison Avenue             | Randolph Place                  | Joyce Street          |
| High Street                 | Wheeler Street                  | Kingsley Street       |
| James Court                 |                                 | Lafayette Street      |
| John Street                 |                                 | Lawrence Avenue       |
| Kirk Street                 |                                 | Luddington Road       |
| Kling Street                |                                 | Meeker Street         |
| Lakeside Avenue             |                                 | Mitchell Street       |
| Liberty Street              |                                 | Nassau Street         |
| Llewellyn Avenue            |                                 | Nutman Place          |
| Main Street                 |                                 | Oakridge Road         |
| Maple Street                |                                 | Orange Heights Avenue |
| McKinley Avenue             |                                 | Osborne Place         |
| McKinley Place              |                                 | Overlook Avenue       |
| Meade Street                |                                 | Oxford Terrace        |
| Mississippi Avenue          |                                 | Pilot Place           |
| Moore Terrace               |                                 | Pine Street           |
| Mountain Avenue (partial)   |                                 | Quimby Place          |
| Nutwold Avenue              |                                 | Ridgeview Avenue      |
| Orange Place                |                                 | Riggs Place           |
| Oxford Place                |                                 | Rollinson Street      |
| Park Avenue (partial)       |                                 | Rose Terrace          |
| Park Drive North            |                                 | Silver Spring Road    |



## Heights Streets

Rolling Green Hills  
Municipal Plaza Area

## Valley Streets

[illegible]



## West Orange Municipal Parking Yards

| Parking Yard | Block    | Lot                                            | Location                                                      | Permit     | Use            |
|--------------|----------|------------------------------------------------|---------------------------------------------------------------|------------|----------------|
| 1            | 142      | 1<br>2<br>32                                   | 1-5 Mississippi Avenue                                        | <b>Yes</b> | Meter          |
| 2            | 116.01   | 81.03<br>88<br>91<br>99<br>100<br>101<br>101.1 | 23 Kling Street<br>273 Main Street<br>84-92 Washington Street | <b>Yes</b> | Meter          |
| 3            | 69       | 5                                              | 10-12 Lindsley Avenue                                         | <b>Yes</b> | Meter          |
| 4            | 18       | 48                                             | 324-330 Valley Road                                           | <b>Yes</b> | Meter          |
| 5            | 28       | 22                                             | 2-4 Hazel Avenue                                              | <b>Yes</b> | Meter          |
| 6            | 67<br>68 | 1<br>1                                         | 60-66 Main Street                                             | <b>No</b>  | Twp.Hall       |
| 7            | 155      | 41.02                                          | 10 Rooney Circle                                              | <b>No</b>  | Library        |
| 8            | 154.06   | 16<br>17                                       | 490-496 Pleasant Valley Way                                   | <b>Yes</b> | Meter          |
| 9            | 125.02   | 106                                            | 60 1/2 Cherry Street                                          | <b>No</b>  | Pool           |
| 10           | 125      | 15<br>18                                       | 161 Watson Avenue &<br>13 John Street                         | <b>Yes</b> | Permit         |
| 11           | 125.02   | 106<br>124                                     | 51 Seward Street                                              | <b>No</b>  | Pool<br>School |
| 12           | 113.01   | 58                                             | 21 Park Terrace                                               | <b>Yes</b> | Permit         |
| 13           |          |                                                |                                                               |            |                |
| 14           | 114      | 88.01                                          | 13-15 Shepard Terrace                                         | <b>Yes</b> | Permit         |
| 15           | 127      | 11                                             | 8 Cherry Street                                               | <b>No</b>  | Rec. Dept.     |
| 16           | 176.03   | 10                                             | 665 Eagle Rock Avenue                                         | <b>No</b>  | Shopping       |



*Township of West Orange, NJ  
Tuesday, May 14, 2024*

## Chapter 7. Traffic

### Article I. On-Street Regulations

#### § 7-1. DEFINITIONS.

##### § 7-1.1. Words and Phrases.

Whenever any words and phrases are used in this chapter, the meaning respectively ascribed to them in Subtitle 1 of Title 39 of the Revised Statutes of New Jersey shall be deemed to apply to such words and phrases used herein.

##### **PUBLIC HOLIDAYS**

Shall mean New Year's Day; Martin Luther King Jr.'s Birthday; Lincoln's Birthday; Presidents' Day; Good Friday; Memorial Day; July 4th; Labor Day; Columbus Day; General Election Day; Thanksgiving Day and Christmas Day.

##### § 7-1.2. Official Time Standard.

Whenever certain hours are named in this chapter, they shall mean either Eastern Standard Time or Eastern Daylight Savings Time as may be in current use.

#### § 7-2. AUTHORIZATION FOR THE CLOSING OF ANY STREET.

- a. The Mayor, and in the event of his/her absence, disability or inability to act, the Chief of Police or the ranking Police Officer is hereby authorized to provide by regulation for the closing of any street or portion thereof to motor vehicle traffic on any day or days during specified hours on any day or days whenever he/she finds that such closing is necessary for the preservation of the public safety, health or welfare.
- b. Any regulations promulgated by the Chief of Police or designee and in accordance with Subsection a above, shall provide for the posting of proper warning signs of such closing on any street or portion thereof during the time the same is closed in pursuance thereof.
- c. Any violation of this regulation promulgated thereunder shall be punished by a fine not to exceed \$50.
- d. Any regulation adopted that mandates the closing of any street for a period greater than 48 consecutive hours shall not become effective unless and until it has been submitted to and approved by the Commissioner of the Department of Transportation.

#### § 7-3. TOW-AWAY.



Any vehicle parked in violation of this chapter shall be deemed a nuisance and a menace to the safe and proper regulation of traffic, and any Police Officer may provide for the removal of that vehicle. The owner shall bear the reasonable costs of removal and storage which may result from such removal before regaining possession of the vehicle.

## § 7-4. PENALTY.

### § 7-4.1. School Zones.

[Ord. No. 1477-97 § 2]

- a. Unless another penalty is expressly provided by New Jersey Statute, every person convicted of a violation of this chapter or any supplement thereto, within a School Zone as established by § 7-33, shall be subject to the following penalties:
  1. First Offense. A fine of \$75.
  2. Second Offense. A fine of \$100.
  3. Third Offense. A fine of \$125 for each conviction and a period of community service for each conviction which shall be left to the discretion of the Municipal Court.
- b. Mandatory Court Appearance Required. Any person issued a summons charging a violation of this chapter within a School zone, except as expressly provided by New Jersey Statute, shall personally appear in Municipal Court to plead or otherwise respond thereto and may not waive the appearance by use of the mails or otherwise.

### § 7-4.2. Non-School Zones.

[Ord. No. 1477-97 § 2]

Unless another penalty is expressly provided by New Jersey Statute, every person convicted of a violation of this chapter or any supplement thereto, in a non-school zone, shall be liable to a penalty of not more than \$50 or imprisonment for a term not exceeding 15 days or both.

## § 7-5. EFFECT OF CHAPTER.

If any part or parts of this chapter are, for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this chapter.

## § 7-6. REPEAL.

All former traffic ordinances of the Township of West Orange are hereby repealed, and all ordinances or parts of ordinances in conflict with or inconsistent with the provisions of this chapter are hereby repealed, except that this repeal shall not affect or prevent the prosecution or punishment of any person for any act done or committed in violation of any ordinance hereby repealed prior to the taking effect of this chapter.

## § 7-7. PARKING.

### § 7-7.1. Regulations Not Exclusive.



The provisions of this chapter imposing a time limit on parking shall not relieve any person of the duty to observe other, more restrictive, provisions prohibiting or limiting the stopping or standing or parking of vehicles as set forth in N.J.S.A. 39:4-138, any other New Jersey Statute or as hereinafter provided.

## § 7-7.2. Parking Prohibited During State of Emergency.

- a. Upon the declaration of an emergency, there shall be no parking upon streets or sections of streets where temporary EMERGENCY NO PARKING signs are displayed. The Chief of Police or, in his/her absence, the ranking Police Officer is authorized to declare an emergency and to direct the posting of EMERGENCY NO PARKING signs when weather conditions, accidents, road construction, fire or public celebrations dictate or require avoidance of hazards or other conditions which interfere with the free flow of traffic. Notification that EMERGENCY NO PARKING signs are being or will be posted shall be given to the operator or owner of any vehicle which has been parked prior to the posting of the signs.
- b. The effectiveness of this subsection is contingent upon the signs being erected as required by law.
- c. Any unoccupied vehicle parked or standing in violation of this subsection shall be deemed a nuisance and a menace to the safe and proper regulation of traffic and any Police Officer may provide for the removal of such vehicle. The owner shall pay the reasonable costs of the removal and storage which may result from such removal, before regaining possession of the vehicle.

## § 7-7.3. Temporary Parking Prohibition for Snow Plowing and Removal.

[Ord. No. 1866-03 § 3; Ord. No. 2054-06 § 1; Ord. No. 2186-08 § 5; Ord. No. 2314-11 § 1; Ord. No. 2337-11; Ord. No. 2340-11 § 4; Ord. No. 2523-17 § 1]

- a. Whenever snow has fallen and the accumulation is such that it covers the street or highway, an emergency shall exist and no vehicles shall be parked on the following streets or highways or portions thereof listed below.  
  
The parking prohibitions listed below shall remain in effect after the snow has ceased, until the streets have been plowed significantly, and to the extent that the parking will not interfere with the normal flow of traffic.
- b. Any unoccupied vehicle parked or standing in violation of this chapter shall be deemed a nuisance and a menace to the safe and proper regulation of traffic and any Police Officer may provide for the removal of such vehicle. The owner shall pay the reasonable costs of the removal and storage which may result from such removal before regaining possession of the vehicle.
- c. The effectiveness of this subsection is contingent upon signs being erected as required by law.
- d. Unless another penalty is expressly provided by New Jersey Statute, every person convicted of a violation of this subsection or any supplement thereto, shall be liable to a penalty of not more than \$50 or imprisonment for a term not exceeding 15 days or both.

| Name of Street                                | Sides | Days | Location                                  |
|-----------------------------------------------|-------|------|-------------------------------------------|
| Ashland Avenue<br>[Repealed Ord. No. 2629-21] |       |      |                                           |
| Ashland Avenue<br>[Added Ord. No. 2629-21]    | West  |      | White Street to Lakeside Avenue           |
| Burnett Terrace                               | Both  | All  | From Walker Road west back to Walker Road |



| Name of Street                                          | Sides | Days                       | Location                                                                                           |
|---------------------------------------------------------|-------|----------------------------|----------------------------------------------------------------------------------------------------|
| Charles Street                                          | South |                            | Entire length                                                                                      |
| Cherry Street<br>[Added Ord. No. 2567-19]               | North | All                        | Entire length                                                                                      |
| Chestnut Street<br>[Added Ord. No. 2567-19]             | South | All                        | Franklin Avenue to Harrison Street                                                                 |
| Conforti Avenue                                         | Both  | All                        | Entire length                                                                                      |
| Dean Street<br>[Ord. No. 2672-21]                       | West  |                            | Joyce Street to Valley Road                                                                        |
| Elm Street<br>[Added Ord. No. 2567-19]                  | North | All                        | Franklin Avenue to Harrison Street                                                                 |
| Forest Avenue                                           | West  |                            | From Eagle Rock Avenue to Woodland Avenue                                                          |
| Forest Hill Road                                        | Both  | All                        | Entire length                                                                                      |
| Franklin Avenue<br>[Ord. No. 2523-17 § 1]               | West  |                            | From Chestnut Street to the Montclair Township Line                                                |
| Fremont Street<br>[Added 4-30-2019 by Ord. No. 2567-19] | East  | All                        | Samuel Street to Montclair Line                                                                    |
| Harrison Avenue                                         | Both  | All                        | From Mississippi Avenue to Cherry Street                                                           |
| Harrison Avenue                                         | South | All                        | From Cherry Street to Chestnut Street                                                              |
| High Street                                             | East  |                            | From Washington Street northerly to the Montclair line                                             |
| Hooper Avenue                                           | Both  | All                        | Entire length                                                                                      |
| Kirk Street<br>[Added 4-30-2019 by Ord. No. 2567-19]    | North | All                        | Franklin Avenue to Harrison Street                                                                 |
| Longview Street                                         | West  | All                        | From Randolph Place to a point 35 feet south of the southerly curbline of Lindsley Avenue extended |
| Maple Street<br>[Added 4-30-2019 by Ord. No. 2567-19]   | South | All                        | Franklin Avenue to Harrison Avenue                                                                 |
| McKinley Avenue                                         | North | Mon., Tues. & Wed.         | Entire length                                                                                      |
| McKinley Avenue                                         | South | Thurs., Fri., Sat. & Sun.  | Entire length                                                                                      |
| Mitchell Street                                         | Both  | All                        | From Rollinson Street to Gregory Avenue                                                            |
| Mountain Avenue                                         | Both  | All                        | Entire length                                                                                      |
| Old Indian Road                                         | Both  | All                        | Entire length                                                                                      |
| Orange Heights Avenue                                   | Both  | All                        | Entire length                                                                                      |
| Rollinson Street                                        | East  | Monday, Tuesday, Wednesday | From Hazel Avenue to South Valley Road                                                             |



| Name of Street                                                | Sides | Days                                        | Location                                    |
|---------------------------------------------------------------|-------|---------------------------------------------|---------------------------------------------|
| Rollinson Street                                              | West  | Thursday,<br>Friday,<br>Saturday,<br>Sunday | From Hazel Avenue to South Valley Road      |
| Saint Cloud Avenue                                            | Both  | All                                         | Entire length                               |
| South Valley Road                                             | Both  | All                                         | Entire length                               |
| Stanford Avenue                                               | Both  | All                                         | Entire length                               |
| Tremont Avenue                                                | Both  | All                                         | Entire length                               |
| Underwood Drive                                               | Both  | All                                         | From Pleasant Valley Way to Blackstock Road |
| Valley Road                                                   | Both  | All                                         | Entire length                               |
| Walker Road                                                   | Both  | All                                         | Entire length                               |
| Watchung Avenue<br>[Added 4-30-2019 by Ord.<br>No. 2567-19]   | West  | All                                         | Washington Street to Montclair Line         |
| Watson Avenue<br>[Added 4-30-2019 by Ord.<br>No. 2567-19]     | West  | All                                         | Entire length                               |
| Wellington Avenue                                             | Both  | All                                         | From Rollinson Street to Gregory Avenue     |
| Whittingham Place                                             | Both  | All                                         | Entire length                               |
| Whittlesey Avenue<br>[Added 4-30-2019 by Ord.<br>No. 2567-19] | East  | All                                         | Entire length                               |
| Woodland Avenue                                               | Both  | All                                         | Entire length                               |

## § 7-8. CONSTRUCTION ZONE: TRAFFIC CONTROLS FOR STREET AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATION AND ADOPTION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. (Municipal roads only)

### § 7-8.1. Controls Established for Construction Zone.

The Governing Body hereby finds and declares that problems of traffic control occur and traffic must be moved through or around street construction, maintenance operations and utility work, above and below ground which requires blocking the roadway and obstructing the normal flow of traffic; and that such obstructions are or can become dangerous when not properly controlled. In order to better promote the public health, safety, peace and welfare, it is necessary to establish controls and regulations directed to the safety and expeditious movement of traffic through construction and maintenance zones and to provide safety for the work force performing these operations.

The Township of West Orange, in the County of Essex, State of New Jersey, does hereby adopt the current Manual on Uniform Traffic Control Devices hereafter known as M.U.T.C.D., except as hereby supplemented and amended, as it controls and regulates whenever construction maintenance operations of utility work obstructs the normal flow of traffic. Any person, contractor, or utility who fails to comply with the provisions of M.U.T.C.D. while performing such work is in violation of this section.

## § 7-8.2. Pre-Construction Meetings.

It shall be the responsibility of the person, contractor, or in the case of a public utility agreement, wishing to conduct work on, under or above the roadway to contact the Chief of Police or his or her designee in order to arrange a pre-construction meeting in order to submit plans for the safe movement of traffic during such period of construction work. Any person, contractor or utility who fails to comply with this section prior to the start of such work or whose plans are not approved by the Chief of Police or his or her designee is in violation of this section.

## § 7-8.3. Hazardous Conditions.

The person, contractor, or utility shall provide the Chief of Police or his or her designee with at least two emergency contact phone numbers to be called in case of emergency problems at the construction or maintenance site prior to the start of any work. If for any reason the emergency contact cannot be reached, or if the emergency contact person does not respond to the call from the Chief of Police or his or her designee to correct a hazardous condition, the Township may respond to correct such hazardous condition. The reasonable fees for such emergency service by the Township shall be charged to the person, contractor, or utility for such condition.

## § 7-8.4. Hours.

There shall be no construction, maintenance operations, or utility work on any roadway in the Township before the hour of 9:00 a.m. or after 4:00 p.m., except for emergencies. This time limit may be adjusted to permit work prior to 9:00 a.m. or after 4:00 p.m. by the Chief of Police or his or her designee. If it is determined by the officer in charge that construction or maintenance operations prior to 9:00 a.m. or after 4:00 p.m. would substantially delay traffic or cause a safety or health hazard, the work shall then be permitted only between 9:00 a.m. and 4:00 p.m.

## § 7-8.5. Road Closings and Detours.

Road closings and/or traffic detours shall not be permitted unless approved by the Chief of Police or his or her designee.

## § 7-8.6. Traffic Directors.

Traffic directors shall be posted at all construction or maintenance sites when determined by the Chief of Police or his or her designee that same is necessary to provide for the safety and expeditious movement of traffic.

## § 7-8.7. Stop Work.

The Chief of Police or his or her designee shall have the authority to stop work, including the removal of equipment and vehicles, stored material within the street right-of-way, backfilling of open excavations and/or other related work, in order to abate any nuisance and/or safety hazard or for any violation of this section.

## § 7-8.8. Site Preparation.



It is to be expressly understood that no materials, vehicle or equipment are to be placed in the roadway or sidewalk or until all construction, signs, lights, devices and pavement markings are installed.

## § 7-8.9. Violations and Penalties.

Any person, contractor or utility who commits a violation of this section shall, upon conviction thereof for a first offense pay a fine of not less than \$100 nor more than \$500 and/or be imprisoned in the County jail for a term not exceeding 90 days. For a second offense, upon conviction thereof, pay a fine of not less than \$250 and/or be imprisoned in the County jail for a term not exceeding 90 days.

A separate offense shall be deemed committed on each day during or on which a violation occurs or continues.

## § 7-9. (RESERVED)

## § 7-10. STOPPING OR STANDING PROHIBITED.

### § 7-10.1. Stopping or Standing Prohibited During Certain Hours on Certain Streets.

[Ord. No. 1465-97 § 3; Ord. No. 1470-97 § 2; Ord. No. 1471-97 §§ 2, 3; Ord. No. 1474-97 § 2; Ord. No. 1475-97 § 2; Ord. No. 1476-97 § 1; Ord. No. 1480-97 § 2; Ord. No. 1481-97 § 3; Ord. No. 1506-98 § 3; Ord. No. 1538-98 § 1; Ord. No. 1683-99 § 1; Ord. No. 1709-00 § 1; Ord. No. 1730-00 § 1; Ord. No. 1771-01 § 1; Ord. No. 1781-01 § 1; Ord. No. 1782-01 § 1; Ord. No. 1783-01 § 1; Ord. No. 1786-01 § 1; Ord. No. 1801-02 § 1; Ord. No. 1803-02 § 1; Ord. No. 2045-05 § 1; Ord. No. 2082-06 § 1; Ord. No. 2141-07 § 1; Ord. No. 2225-10 § 1; Ord. No. 2387-13 § 1; Ord. No. 2465-15]

No person shall stop or stand a vehicle between the hours specified on all days upon any of the streets or parts of streets described, except where other parking regulations have been provided for.

| Name of Street  | Sides | Hours | Location                                                                                                   |
|-----------------|-------|-------|------------------------------------------------------------------------------------------------------------|
| Ashwood Terrace | Both  | All   | From the easterly curbline of Main Street to a point 75 feet east therefrom                                |
| Babcock Place   | South | All   | From the easterly curbline of Main Street 20 feet easterly therefrom                                       |
| Benvenue Avenue | South | All   | Beginning 35 feet east of the easterly curbline of Hepworth Place extended and extending 650 feet westerly |
| Boland Drive    | Both  | All   | Beginning at the easterly curbline of Prospect Avenue and extending 135 feet southeasterly                 |
| Conforti Avenue | West  | All   | From the southerly curbline of Eagle Rock Avenue to a point 113 feet south therefrom                       |
|                 | East  | All   | From the southerly curbline of Eagle Rock Avenue to a point 155 feet south therefrom                       |
| Curtis Avenue   | Both  | All   | From the west curbline of Pleasant Valley Way to a point 100 feet west thereof                             |

| Name of Street    | Sides      | Hours | Location                                                                                                                                                         |
|-------------------|------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Eagle Rock Avenue | North      | All   | From the easterly curblineline of Laurel Avenue to a point 385 feet easterly therefrom                                                                           |
|                   | North      | All   | From the westerly curblineline of Laurel Avenue to a point 365 feet west therefrom                                                                               |
|                   | North      | All   | From the easterly curblineline of Pleasant Valley Way to a point 809 feet easterly thereof                                                                       |
|                   | South      | All   | From the easterly curblineline of Laurel Avenue to a point 430 feet east therefrom                                                                               |
|                   | South      | All   | From the westerly curblineline of Laurel Avenue to a point 325 feet west therefrom                                                                               |
|                   | South      | All   | From the easterly curblineline of Beasley Street 560 feet easterly thereof                                                                                       |
|                   | North      | All   | From Harrison Avenue to Valley Way                                                                                                                               |
|                   | South      | All   | From Wilson Terrace to Harrison Avenue extended                                                                                                                  |
| Forest Avenue     | West       | All   | From the northerly curblineline of Eagle Rock Avenue to a point 123 feet north therefrom                                                                         |
|                   | East       | All   | From the northerly curblineline of Eagle Rock Avenue to a point 145 north therefrom                                                                              |
|                   | East       | All   | From the southerly curblineline of Woodland Avenue southerly to a point 50 feet south of the southerly curblineline of Nicholas Avenue extended                  |
| Franklin Avenue   | North-west | All   | Beginning 239 feet southwest of the southerly curblineline of William Street and extending to Main Street                                                        |
| Gregory Avenue    | West       | All   | Beginning at the northerly curblineline of Walker Road and extending 610 feet northerly                                                                          |
| Harrison Avenue   | North      | All   | Beginning at the P.I. formed by the easterly curblineline of Mississippi Avenue and the northerly curblineline of Harrison Avenue and extending 89 feet easterly |
|                   | South      | All   | Beginning at the P.I. formed by the southerly curblineline of Harrison Avenue and the easterly curblineline of Main Street and extending 148 feet easterly       |
| Hazel Avenue      | North      | All   | Beginning 245 feet east of the easterly curblineline of Oakridge Road and extending 70 feet easterly                                                             |
|                   | North      | All   | Beginning 200 feet west of the westerly curblineline of Rollinson Street and extending 260 feet westerly                                                         |
| Hepworth Place    | Both       | All   | Beginning at the northerly curblineline of Benvenue Avenue and extending 75 feet northerly                                                                       |



| Name of Street  | Sides | Hours | Location                                                                                                                                                                     |
|-----------------|-------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hooper Avenue   | South | All   | From the east curblin of Pleasant Valley Way to a point 100 feet east thereof                                                                                                |
|                 | North | All   | From the east curblin of Pleasant Valley Way to a point 80 feet east thereof                                                                                                 |
|                 | Both  | All   | From the westerly curblin of Carteret Street to a point 175 feet westerly therefrom                                                                                          |
| Kingsley Street | Both  | All   | From the southerly curblin of Whittingham Place to a point 160 feet south thereof                                                                                            |
|                 | East  | All   | Beginning at the southerly curblin of Riggs Place and extending 70 feet southerly                                                                                            |
| Laurel Avenue   | Both  | All   | From the southerly curblin of Eagle Rock Avenue to the Borough of Roseland Corporate Line                                                                                    |
| Main Street     | West  | All   | Beginning at the P.I. extended westerly formed by the southerly curblin of Harrison Avenue and the easterly curblin of Main Street and extending 220 feet southerly          |
|                 | East  | All   | Beginning at the P.I. formed by the southerly curblin of Harrison Avenue and the easterly curblin of Main Street and extending 84 feet southerly                             |
|                 | East  | All   | From the southerly curblin of Mt. Pleasant Avenue to a point 310 feet south therefrom                                                                                        |
|                 | West  | All   | From the northerly curblin of Mt. Pleasant Avenue to a point 460 feet north therefrom                                                                                        |
|                 | East  | All   | From the northerly curblin of Mt. Pleasant Avenue to a point 420 feet north therefrom                                                                                        |
|                 | West  | All   | From the northerly curblin of Northfield Avenue to a point 163 feet north therefrom                                                                                          |
|                 | East  | All   | Between Washington Street and Franklin Avenue                                                                                                                                |
|                 | East  | All   | Beginning at a point of intersection of the northerly curblin of Park Avenue, extended, with the easterly curblin of Main Street, extended, and extending 180 feet northerly |
|                 | East  | All   | Beginning at a point of intersection of the southerly curblin of Park Terrace extended to the easterly curblin of Main Street and extending 150 feet northerly               |
|                 | North | All   | From the easterly curblin of Ellison Avenue to a point 490 feet easterly                                                                                                     |

| Name of Street                       | Sides          | Hours | Location                                                                                                                                                          |
|--------------------------------------|----------------|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mississippi Avenue                   | West           | All   | Beginning at the P.I. formed by the westerly curblineline of Mississippi Avenue and the northerly curblineline of Harrison Avenue and extending 85 feet northerly |
|                                      | East           | All   | Beginning at the P.I. formed by the easterly curblineline of Mississippi Avenue and northerly curblineline of Harrison Avenue and extending 150 feet northerly    |
| Mitchell Street                      | North          | All   | From the westerly curblineline of Rollinson Street to Glen Road                                                                                                   |
|                                      | South          | All   | Beginning 220 feet east of the easterly curblineline of Oakridge Road extending easterly to Rollinson Street                                                      |
| Mountain Drive<br>[Ord. No. 2465-15] | South and West | All   | Entire length                                                                                                                                                     |
| Mountain Drive<br>[Ord. No. 2465-15] | East           | All   | Beginning at the northerly terminus of Mountain Drive and extending 120 feet southerly                                                                            |
| Northfield Avenue                    | North          | All   | From the westerly curblineline of Main Street to the westerly curblineline of Valley Road                                                                         |
|                                      | North          | All   | From a point 255 feet westerly from the westerly curblineline of Hutton Avenue extended to a point 810 feet westerly thereof                                      |
|                                      | North          | All   | Beginning 1,010 feet east of the easterly curblineline of Pleasant Valley Way and extending 584 feet easterly therefrom                                           |
|                                      | South          | All   | Beginning 837 feet east of the easterly curblineline of Cherry Lane and extending 315 feet easterly therefrom                                                     |
|                                      | South          | All   | From the westerly curblineline of Main Street to the easterly curblineline of Valley Road                                                                         |
|                                      | South          | All   | From a point 325 feet westerly from the westerly curblineline of Old Northfield Avenue extended to a point 890 feet westerly thereof                              |
|                                      | South          | All   | From a point 145 feet westerly from the westerly curblineline of Old Northfield Avenue extended to a point 180 feet westerly thereof                              |
| Oak Terrace                          | Both           | All   | Beginning at the northerly curblineline of Eagle Rock Avenue and extending 65 feet northerly                                                                      |
| Pleasant Valley Way                  | Both           | All   | From Dawson Avenue to Sunnyside Road-Cecil Lane Place                                                                                                             |
|                                      | East           | All   | Beginning 308 feet from the southerly curblineline of Greenwood Avenue extended to the northerly curblineline of Dawson Avenue extended                           |



| Name of Street     | Sides                                         | Hours                                        | Location                                                                                                                                    |
|--------------------|-----------------------------------------------|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
|                    | East<br>[Added 6-11-2019 by Ord. No. 2574-19] | All                                          | Beginning at the southerly curbline of Kenz Terrace extended and extending 175 feet southerly                                               |
|                    | East<br>[Added 6-11-2019 by Ord. No. 2574-19] | All                                          | Beginning 291 feet south of the southerly curbline of Kenz Terrace extended and extending 40 feet southerly                                 |
|                    | East<br>[Added 6-11-2019 by Ord. No. 2574-19] | All                                          | Beginning at the southerly curbline of Ronald Terrace extended and extending 75 feet southerly                                              |
|                    | West                                          | All                                          | Beginning 308 feet from the southerly curbline of Greenwood Avenue and extending to the northerly curbline of Dawson Avenue                 |
| Redwood Avenue     | West                                          | All                                          | From a point 290 feet north of the northerly curbline of Ellis Street continuing to Woodland Avenue                                         |
| Rock Spring Avenue | East                                          | All                                          | Beginning at the northerly curbline of Northfield Avenue and continuing 220 feet northerly                                                  |
|                    | West                                          | All                                          | Beginning at the northerly curbline of Northfield Avenue and continuing 155 feet northerly                                                  |
| Rollinson Street   | East                                          | All                                          | From Mitchell Street to a point 50 feet south of the southerly curbline of Hazel Avenue                                                     |
|                    | West                                          | All                                          | From a point 100 feet north of the northerly curbline of Mitchell Street to a point 50 feet south of the southerly curbline of Hazel Avenue |
| St. Cloud Avenue   | West                                          | All                                          | Beginning at the northerly curbline of Northfield Avenue and continuing 690 feet northerly                                                  |
|                    | East                                          | All                                          | Beginning at the northerly curbline of Northfield Avenue and extending 65 feet northerly                                                    |
|                    | East                                          | All                                          | Beginning 165 feet north of the northerly curbline of Northfield Avenue and extending 95 feet northerly                                     |
| Sheridan Avenue    | East                                          | All                                          | Beginning at the northerly curbline of Northfield Avenue and extending 485 feet northerly                                                   |
|                    | West                                          | All                                          | Beginning at the northerly curbline of Northfield Avenue and extending 160 feet northerly                                                   |
|                    | West                                          | 10:00 a.m. to 12:00 mid-night;<br>12:00 mid- | Beginning 360 feet north of the northerly curbline of Northfield Avenue and extending 100 feet northerly                                    |

| Name of Street    | Sides | Hours                 | Location                                                                                                                                                |
|-------------------|-------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |       | night to 8:00<br>a.m. |                                                                                                                                                         |
| Stanford Avenue   | North | All                   | From the westerly curblin of Pleasant Valley Way to a point 73 feet westerly.<br>[Ord. No. 2387-13 § 1]                                                 |
|                   | South | All                   | From the westerly curblin of Pleasant Valley Way to a point 68 feet westerly                                                                            |
|                   | North | All                   | Beginning 238 feet westerly of the westerly curblin of Pleasant Valley Way and extending 120 feet westerly<br>[Ord. No. 2387-13 § 1]                    |
|                   | South | All                   | Beginning 186 feet westerly of the westerly curblin of Pleasant Valley Way and extending 104 feet westerly                                              |
| Valley Road       | Both  | All                   | Beginning at the P.I. formed by the westerly curblin of Valley Road with the southerly curblin of Northfield Avenue and extending 260 feet southerly    |
| Walker Road       | Both  | All                   | From the south curblin of Northfield Road to a point 250 feet south                                                                                     |
|                   | North | All                   | Beginning at the westerly curblin of Gregory Avenue extended and extending 225 feet westerly                                                            |
|                   | South | All                   | Gregory Avenue to southeasterly corner of Lowell Avenue                                                                                                 |
| Washington Street | North | All                   | Beginning at the P.I. formed by the westerly curblin of Watchung Avenue and the northerly curblin of Washington Street and extending 82 feet westerly   |
|                   | North | All                   | Beginning at the P.I. formed by the easterly curblin of Watchung Avenue and northerly curblin of Washington Street and extending easterly 100 feet      |
|                   | South | All                   | Beginning at the P.I. formed by the easterly curblin of Watchung Avenue and the southerly curblin of Washington Street and extending 115 feet easterly  |
|                   | South | All                   | Beginning at the P.I. formed by the westerly curblin of Watchung Avenue and the southerly curblin of Washington Street and extending 200 feet westerly  |
|                   | North | All                   | Beginning 250 feet west of the westerly curblin of Whittlesey Avenue extended and extending to Main Street                                              |
|                   | East  | All                   | Beginning at the P.I. formed by the easterly curblin of Watchung Avenue and the northerly curblin of Washington Street and extending 120 feet northerly |
| Watchung Avenue   | West  | All                   | Beginning at the P.I. formed by the westerly curblin of Watchung Avenue and the                                                                         |



| Name of Street    | Sides     | Hours | Location                                                                                                                                                  |
|-------------------|-----------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |           |       | northerly curbline of Washington Street and extending 125 feet northerly                                                                                  |
|                   | East      | All   | Beginning at the P.I. formed by the southerly curbline of Washington Street and the easterly curbline of Watchung Avenue and extending 150 feet southerly |
|                   | West      | All   | Beginning at the P.I. formed by the southerly curbline of Washington Street and the westerly curbline of Watchung Avenue and extending 110 feet southerly |
| Wheeler Street    | Both      | All   | From the prolongation of the northerly curbline of Northfield Avenue to a point 125 feet north thereof                                                    |
| Whittingham Place | Both      | All   | From a point 125 feet west of the westerly curbline of Kingsley Street to a point 220 feet east of the westerly curbline of Kingsley Street               |
|                   | Northeast | All   | From a point 160 feet westerly from the westerly curbline of Old Northfield Avenue extending 50 feet northwesterly thereof                                |
|                   | Southwest | All   | From the easterly curbline of Rollinson Street to a point 550 feet southeasterly                                                                          |
| Woodland Avenue   | Both      | All   | From Prospect Avenue to a point 35 feet west of the westerly curbline of Seaman Road                                                                      |

## § 7-10.2. Stopping or Standing Prohibited During Certain Hours on Certain Streets on Certain Days.

[Ord. No. 1470-97 § 3; Ord. No. 1475-97 § 3; Ord. No. 1481-97 § 2; Ord. No. 1496-98 § 3; Ord. No. 1500-98 § 2; Ord. No. 1506-98 § 4; Ord. No. 1598-99 § 1; Ord. No. 1691-00 § 1; Ord. No. 1771-01 § 2; Ord. No. 1786-01 § 2; Ord. No. 2142-07 § 1]

No person shall stop or stand a vehicle between the hours specified on the days specified upon any of the following streets or parts of streets described, except where other parking regulations have been provided for.

| Name of Street  | Side  | Hours                                           | Days        | Location                                                                           |
|-----------------|-------|-------------------------------------------------|-------------|------------------------------------------------------------------------------------|
| Benvenue Avenue | North | 7:00 a.m. to 9:00 a.m.; 2:00 p.m. to 4:00 p.m.  | School days | From the west curbline of Hepworth Place to a point 565 feet westerly              |
| Carlson Road    | South | 8:00 a.m. to 10:00 a.m.; 2:00 p.m. to 4:00 p.m. | School days | From Ellison Avenue to Cullen Drive                                                |
| Club Boulevard  | North | 2:00 p.m. to 4:00 p.m.                          | School days | Beginning at the easterly curbline of Gilbert Place and extending 80 feet easterly |

| Name of Street  | Side      | Hours                                           | Days                  | Location                                                                                                    |
|-----------------|-----------|-------------------------------------------------|-----------------------|-------------------------------------------------------------------------------------------------------------|
| Franklin Avenue | Northwest | All                                             | Monday through Friday | Beginning 73 feet southwest of the southerly curblin of William Street and extending 166 feet southwesterly |
| Gilbert Place   | West      | 7:00 a.m. to 9:00 a.m.; 2:00 p.m. to 4:00 p.m.  | School days           | From Gregory Place to Club Boulevard                                                                        |
| Manger Road     | South     | 8:00 a.m. to 10:00 a.m.; 2:00 p.m. to 4:00 p.m. | School days           | From Ellison Avenue to Ralph Road                                                                           |

## § 7-11. PARKING TIME LIMITED ON CERTAIN STREETS DURING CERTAIN HOURS.

[Ord. No. 1450-97 § 3; Ord. No. 1471-97 § 8; Ord. No. 1496-98 § 2; Ord. No. 1498-98 § 3; Ord. No. 1835-02; Ord. No. 1916-03 § 1; Ord. No. 2135-07 § 1; Ord. No. 2437 § 1; Ord. No. 2457 § 1]

No person shall park a vehicle for longer than the time limit between the hours listed on any day upon any of the streets or parts of streets described, except where other parking regulations have been provided for.

| Name of Street                                                | Sides                  | Time Limit | Hours                   | Location                                                                           |
|---------------------------------------------------------------|------------------------|------------|-------------------------|------------------------------------------------------------------------------------|
| Ashland Avenue<br>[Repealed 2-23-2021<br>by Ord. No. 2629-21] |                        |            |                         |                                                                                    |
| Beaumont Terrace                                              | Both                   | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Entire length                                                                      |
| Central Avenue                                                | South                  | 1 hr.      | 9:00 a.m. to 6:00 p.m.  | From Valley Road east to the Orange city line                                      |
|                                                               | North                  | 1 hr.      | 7:00 a.m. to 4:00 p.m.  | From Valley Road east to the Orange city line                                      |
| Cobane Terrace                                                | Both                   | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Northfield Avenue southerly to the northerly curblin of Grand View Avenue extended |
| Colony Drive East                                             | Both                   | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Northfield Avenue southerly to the southerly curblin of Brook Place extended       |
| Dogwood Road                                                  | Both                   | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | From Northfield Avenue to the northerly curblin of Dogwood Drive                   |
| Harrison Avenue                                               | North                  | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Between Kirk Street and Maple Street                                               |
|                                                               | North                  | 1 hr.      | At all times            | From Maple Street to the Montclair line                                            |
| Joyce Street                                                  | Both (where permitted) | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Between Valley Road and Orange city line                                           |



| Name of Street                                               | Sides | Time Limit | Hours                   | Location                                                                                                     |
|--------------------------------------------------------------|-------|------------|-------------------------|--------------------------------------------------------------------------------------------------------------|
| Kingsley Street                                              | West  | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Beginning 35 feet north of the northerly curblane of Valley Road and extending to a point 115 feet northerly |
|                                                              | East  | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Beginning 35 feet north of the northerly curblane of Valley Road and extending to a point 115 feet northerly |
| Koewing Place                                                | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Entire length                                                                                                |
| Lakeside Avenue                                              | North | 1 hr.      | At all times            | From southerly curblane of Standish Avenue extended east to Orange city line                                 |
| Lindsley Avenue                                              | South | 1 hr.      | At all times            | Between Main Street and Wheeler Street                                                                       |
| Mitchell Street                                              | South | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | From Valley Road east to Orange city line                                                                    |
| Quinby Place                                                 | North | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Beginning 35 feet from the westerly curblane of Kingsley Street to a point 109 feet west thereof             |
|                                                              | South | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Beginning 50 feet from the westerly curblane of Valley Road to a point 70 feet west thereof                  |
| St. Cloud Avenue<br>[Ord. No. 2437-15]                       | East  | 1 Hr.      | 9:00 a.m. to 6:00 p.m.  | Beginning 65 feet north of the northerly curblane of Northfield Avenue and extending 100 feet northerly      |
| South Valley Road<br>[Ord. 2457-15 § 1;<br>Ord. No. 2486-16] | East  | 3 hrs.     | 8:00 a.m. to 9:00 p.m.  | Beginning 35 feet south of southerly curblane of Tremont Avenue and extending 80 feet southerly              |
|                                                              | East  | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Beginning 220 feet north of the northerly curblane of Meeker Street extending 35 feet northerly              |
|                                                              | West  | 3 hrs.     | 8:00 a.m. to 9:00 p.m.  | From Walker Road to Lawrence Avenue                                                                          |
| Watchung Avenue                                              | Both  | 1 hr.      | At all times            | From Alden Street southerly to the Orange city line                                                          |
| Washington Street                                            | South | 1 hr.      | 7:00 a.m. to 7:00 p.m.  | Between Columbia Street and Watchung Avenue                                                                  |

| Name of Street | Sides | Time Limit | Hours                                           | Location                                      |
|----------------|-------|------------|-------------------------------------------------|-----------------------------------------------|
|                | North | 1 hr.      | 7:00 a.m. to 7:00 p.m.                          | Between Whittlesey Avenue and Watchung Avenue |
| White Street   | South | 2 hrs.     | 8:00 a.m. to 6:00 p.m. (Tuesday through Sunday) | Ashland Avenue to Main Street                 |
| White Street   | South | 2 hrs.     | 12:00 noon to 6:00 p.m. (Monday)                | Ashland Avenue to Main Street                 |
| Valley Road    | East  | 1 hr.      | At all times                                    | Between Central Avenue and Dean Street        |
|                | East  | 1 hr.      | At all times                                    | Between Joyce Street and Dean Street          |

## § 7-12. PARKING PROHIBITED FOR STREET CLEANING AND MAINTENANCE.

[Ord. No. 1451-97 § 1; Ord. No. 1482-97 § 1; Ord. No. 1498-98 § 2; Ord. No. 1510-98 § 2; Ord. No. 1658-99 § 2; Ord. No. 1672-99 § 3; Ord. No. 1682-99 § 1; Ord. No. 1684-99 § 1; Ord. No. 2135-07 § 3; Ord. No. 2186 § 3; Ord. No. 2314-11 § 2; Ord. No. 2317-11 § 1; Ord. No. 2340-11 § 3; Ord. No. 2429-14 § 1; Ord. No. 2523-17 § 2]

Except for public holidays, no person shall cause or permit to be parked any motor vehicle upon certain streets between the specified hours and days described.

| Name of Street                                            | Sides | Hours and Days                   | Location                             |
|-----------------------------------------------------------|-------|----------------------------------|--------------------------------------|
| Ashland Avenue<br>[Amended 2-23-2021 by Ord. No. 2629-21] | East  | Friday 8:00 a.m. to 12:00 Noon   | White Street to Lakeside Avenue      |
|                                                           | West  | Monday 8:00 a.m. to 12:00 Noon   | White Street to Lakeside Avenue      |
| Burnett Terrace                                           | East  | Thursday 9:00 a.m. to 12:00 Noon | Walker Road to Walker Road           |
| Calvin Terrace                                            | West  | Monday 8:00 a.m. to 10:00 a.m.   | From Eagle Rock Avenue to dead end   |
| Cary Street<br>[Ord. No. 2429-14 § 1]                     | North | Monday 8:00 a.m. to 10:00 a.m.   | Valley Road to Orange Municipal Line |
| Cary Street<br>[Ord. No. 2429-14 § 1]                     | South | Thursday 8:00 a.m. to 10:00 a.m. | Valley Road to Orange Municipal Line |
| Central Place                                             | East  | Monday 8:00 a.m. to 10:00 a.m.   | Tremont Avenue to South Valley Road  |
| Charles Street                                            | North | Friday 9:00 a.m. to 12:00 noon   | Entire length                        |
| Charles Street                                            | South | Monday 9:00 a.m. to 12:00 noon   | Entire length                        |
| Cherry Street<br>[Repealed Ord. No. 2567-19]              |       |                                  |                                      |
| Cherry Street<br>[Added Ord. No. 2567-19]                 | North | Monday 9:00 a.m. to 1:00 p.m.    | Entire length                        |



| Name of Street                                          | Sides | Hours and Days                   | Location                                                                                                  |
|---------------------------------------------------------|-------|----------------------------------|-----------------------------------------------------------------------------------------------------------|
|                                                         | South | Friday 9:00 a.m. to 1:00 p.m.    | Entire length                                                                                             |
| Chestnut Street<br>[Added Ord. No. 2567-19]             | North | Monday 9:00 a.m. to 1:00 p.m.    | Franklin Avenue to Harrison Avenue                                                                        |
|                                                         | South | Friday 9:00 a.m. to 1:00 p.m.    | Franklin Avenue to Harrison Avenue                                                                        |
| Cross Street                                            | West  | Monday 8:00 a.m. to 10:00 a.m.   | From Freeman Street to Hazel Street                                                                       |
|                                                         | East  | Thursday 8:00 a.m. to 10:00 a.m. | From Freeman Street to Hazel Street                                                                       |
| Dean Street<br>[Ord. No. 2672-21]                       | East  | Thursday 9:00 a.m. to 1:00 p.m.  | Joyce Street to Valley Road                                                                               |
|                                                         | West  | Monday 9:00 a.m. to 1:00 p.m.    | Joyce Street to Valley Road                                                                               |
| Elm Street<br>[Added 4-30-2019 by Ord. No. 2567-19]     | North | Friday 9:00 a.m. to 1:00 p.m.    | Franklin Avenue to Harrison Avenue                                                                        |
|                                                         | South | Monday 9:00 a.m. to 1:00 p.m.    | Franklin Avenue to Harrison Avenue                                                                        |
| Franklin Avenue<br>[Ord. No. 2523-17 § 2]               | West  | Mondays 9:00 a.m. to 12:00 noon  | From Cherry Street to the Montclair Township Line                                                         |
| Franklin Avenue<br>[Ord. No. 2523-17 § 2]               | East  | Fridays 9:00 a.m. to 12:00 noon  | From Chestnut Street to the Montclair Township Line                                                       |
| Fremont Street<br>[Added 4-30-2019 by Ord. No. 2567-19] | East  | Monday 9:00 a.m. to 1:00 p.m.    | Samuel Street to Montclair Line                                                                           |
|                                                         | West  | Friday 9:00 a.m. to 1:00 p.m.    | Samuel Street to Montclair Line                                                                           |
| Glennon Place                                           | North | Monday 8:00 a.m. to 10:00 a.m.   | Entire length                                                                                             |
|                                                         | South | Thursday 8:00 a.m. to 10:00 a.m. | Entire length                                                                                             |
| Grant Terrace                                           | West  | Monday 8:00 a.m. to 10:00 a.m.   | Entire length                                                                                             |
| Harrison Avenue                                         | North | Monday 8:00 a.m. to 10:00 a.m.   | Mississippi Avenue to Montclair line                                                                      |
|                                                         | South | Friday 8:00 a.m. to 10:00 a.m.   | From the westerly curblin of Chestnut Street to a point 148 feet from the easterly curblin of Main Street |
| Hazel Avenue                                            | South | Thursday 9:00 a.m. to 12:00 Noon | Rollinson Street to Oakridge Road                                                                         |
| High Street                                             | East  | 9:00 a.m. to 12:00 noon, Monday  | From Washington Street northerly to the Montclair line                                                    |
| High Street                                             | West  | 9:00 a.m. to 12:00 noon, Friday  | From Washington Street northerly to the Montclair line                                                    |
| John Street                                             | North | Thursday 8:00 a.m. to 10:00 a.m. | Entire length                                                                                             |
| Kingsley Street                                         | West  | Monday 8:00 a.m. to 10:00 a.m.   | Valley Road to Riggs Place                                                                                |

| Name of Street                                        | Sides | Hours and Days                   | Location                                                                                           |
|-------------------------------------------------------|-------|----------------------------------|----------------------------------------------------------------------------------------------------|
| Kingsley Street                                       | East  | Thursday 8:00 a.m. to 10:00 a.m. | Valley Road to Riggs Place                                                                         |
| Kirk Street<br>[Added 4-30-2019 by Ord. No. 2567-19]  | North | Monday 9:00 a.m. to 1:00 p.m.    | Franklin Avenue to Harrison Avenue                                                                 |
|                                                       | South | Friday 9:00 a.m. to 1:00 p.m.    | Franklin Avenue to Harrison Avenue                                                                 |
| Lakeside Avenue                                       | North | Monday 8:00 a.m. to 10:00 a.m.   | From Main Street easterly to City of Orange line                                                   |
| Lindsley Avenue                                       | South | Thursday 8:00 a.m. to 10:00 a.m. | Main Street to Laird Drive                                                                         |
| Longview Street                                       | East  | Thursday 9:00 a.m. to 12:00 noon | From Randolph Place to a point 35 feet south of the southerly curblin of Lindsley Avenue           |
| Longview Street                                       | West  | Tuesday 9:00 a.m. to 12:00 noon  | From Randolph Place to a point 125 feet south of the southerly curblin of Lindsley Avenue extended |
| Maple Street<br>[Added 4-30-2019 by Ord. No. 2567-19] | North | Monday 9:00 a.m. to 1:00 p.m.    | Franklin Avenue to Harrison Avenue                                                                 |
|                                                       | South | Friday 9:00 a.m. to 1:00 p.m.    | Franklin Avenue to Harrison Avenue                                                                 |
| McKinley Place                                        | West  | Monday 8:00 a.m. to 10:00 a.m.   | Entire length                                                                                      |
| Meeker Street                                         | South | Monday 8:00 a.m. to 10:00 a.m.   | South Valley Road to City of Orange line                                                           |
| Mississippi Avenue                                    | East  | Monday 8:00 a.m. to 10:00 a.m.   | From Maple Street to Carol Drive                                                                   |
| Mitchell Street                                       | South | Monday 8:00 a.m. to 10:00 a.m.   | Valley Road to the City of Orange line                                                             |
| Oxford Place                                          | West  | Monday 8:00 a.m. to 10:00 a.m.   | Chestnut Street to Cherry Street                                                                   |
| Rollinson Street                                      | East  | Monday 8:00 a.m. to 10:00 a.m.   | From Hazel Avenue to South Valley Road                                                             |
|                                                       | West  | Thursday 8:00 a.m. to 10:00 a.m. | From Northfield Avenue to South Valley Road                                                        |
| Sheppard Terrace                                      | South | Monday 9:00 a.m. to 12:00 noon   | Main Street to dead end                                                                            |
| South Valley Road                                     | East  | Monday 8:00 a.m. to 10:00 a.m.   | Orange Heights Avenue to the West Orange/South Orange Border                                       |
|                                                       | West  | Thursday 8:00 a.m. to 10:00 a.m. | Walker Road to Ridgeview Avenue                                                                    |
| Tremont Avenue                                        | North | Monday 8:00 a.m. to 10:00 a.m.   | South Valley Road to City of Orange line                                                           |
| Valley Road                                           | East  | Monday 8:00 a.m. to 10:00 a.m.   | From Main Street to Freeman Street                                                                 |



| Name of Street                                             | Sides | Hours and Days                    | Location                                                                                                         |
|------------------------------------------------------------|-------|-----------------------------------|------------------------------------------------------------------------------------------------------------------|
|                                                            | West  | Thursday 8:00 a.m. to 10:00 a.m.  | From Mitchell Street southerly to Freeman Street                                                                 |
| Valley Way                                                 | East  | Monday 8:00 a.m. to 10:00 a.m.    | From Elm Street to Montclair line                                                                                |
| Watchung Avenue<br>[Amended 4-30-2019 by Ord. No. 2567-19] | East  | Friday 9:00 a.m. to 1:00 p.m.     | From Washington Street to Montclair line                                                                         |
|                                                            | West  | Monday 9:00 a.m. to 1:00 p.m.     | From Washington Street to Montclair line                                                                         |
| Watson Avenue<br>[Added 4-30-2019 by Ord. No. 2567-19]     | East  | Friday 9:00 a.m. to 1:00 p.m.     | Entire length                                                                                                    |
|                                                            | West  | Monday 9:00 a.m. to 1:00 p.m.     | Entire length                                                                                                    |
| Wheeler Street                                             | West  | Thursday, 8:00 a.m. to 10:00 a.m. | From Lindsley Avenue to a point 125 feet north of the prolongation of the northerly curblin of Northfield Avenue |
| White Street                                               | North | Friday 8:00 a.m. to 12:00 noon    | From the City of Orange Township line to Main Street                                                             |
|                                                            | South | Monday 8:00 a.m. to 12:00 noon    | From Ashland Avenue to Main Street                                                                               |
| Whittlesey Avenue<br>[Added 4-30-2019 by Ord. No. 2567-19] | East  | Monday 9:00 a.m. to 1:00 p.m.     | Entire length                                                                                                    |
|                                                            | West  | Friday 9:00 a.m. to 1:00 p.m.     | Entire length                                                                                                    |
| Wilson Terrace                                             | Both  | Monday 8:00 a.m. to 10:00 a.m.    | Entire length                                                                                                    |

## § 7-13. PARKING PROHIBITED AT ALL TIMES ON CERTAIN STREETS.

[Ord. No. 1460-97 § 1; Ord. No. 1465-97 § 1; Ord. No. 1471-97 § 1; Ord. No. 1474-97 § 1; Ord. No. 1475-97 § 1; Ord. No. 1480-97 § 1; Ord. No. 1498-98 § 1; Ord. No. 1506-98 § 1; Ord. No. 1510-98 § 1; Ord. No. 1572-98 § 2; Ord. No. 1649-99 § 1; Ord. No. 1658-99 § 1; Ord. No. 1683-99 § 2; Ord. No. 1726-00 § 1; Ord. No. 1747-01 § 1; Ord. No. 1772-01 § 1; Ord. No. 1782-01 § 2; Ord. No. 1783-01 § 2; Ord. No. 1891-03; Ord. No. 1941-04 § 1; Ord. No. 1969-04 § 1; Ord. No. 2015-05 § 1; Ord. No. 2076-06 § 1; Ord. No. 2135-07 § 4; Ord. No. 2186-08 § 2; Ord. No. 2317-11 § 2; Ord. No. 2338-11; Ord. No. 2538-18; Ord. No. 2542-18]

- No person shall park a vehicle at any time upon any streets or parts thereof described.
- Parking Prohibited on Turnaround or Traffic Circle. No person shall park a vehicle, or permit one to stand at any time within the bounds of any turnaround, cul-de-sac, or traffic circle of any street.

| Name of Street | Sides | Location                                                   |
|----------------|-------|------------------------------------------------------------|
| Alisa Drive    | North | Entire length                                              |
| Arnold Terrace | South | From the westerly curblin of Schmidt Road west to dead end |
| Ashland Avenue |       |                                                            |

| Name of Street                                          | Sides | Location                                                                                                                                                                           |
|---------------------------------------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| [Repealed 2-23-2021 by Ord. No. 2629-21]                |       |                                                                                                                                                                                    |
| Aspen Road                                              | Both  | From the westerly side of Northfield Avenue to the northerly line of Oak Crest Road                                                                                                |
| Benvenue Avenue                                         | South | Prospect Avenue to a point 35 feet east of the easterly curblineline of Hepworth Place extended                                                                                    |
|                                                         | South | Beginning 585 feet west of the westerly curblineline of Hepworth Place to Ridge-way Avenue                                                                                         |
| Beverly Road                                            | Both  | Entire length                                                                                                                                                                      |
| Boland Drive                                            | Both  | Beginning at a point 135 feet southeast of the easterly curblineline of Prospect Avenue and extending 440 feet southeasterly to the limits of the public portion of the roadway    |
| Brennan Drive                                           | Both  | Mount Pleasant Avenue to Northfield Avenue                                                                                                                                         |
| Brook End Drive<br>[Ord. No. 2538-18]                   | Both  | Entire Length                                                                                                                                                                      |
| Burnett Terrace                                         | West  | Walker Road to Walker Road                                                                                                                                                         |
| Cannon Street                                           | South | Redwood Avenue to Redwood Avenue                                                                                                                                                   |
|                                                         | North | Beginning at the easterly curblineline of Redwood Avenue at its westerly intersection with Cannon Street and extending 125 feet easterly                                           |
| Calvin Terrace                                          | East  | Entire length                                                                                                                                                                      |
| Central Place                                           | West  | Entire length                                                                                                                                                                      |
| Cherry Street                                           | North | Oxford Terrace to Franklin Avenue                                                                                                                                                  |
| Eagle Rock Avenue                                       | North | From Valley Way to Calvin Terrace                                                                                                                                                  |
| Ellis Street                                            | North | From Redwood Avenue to Forest Avenue                                                                                                                                               |
| Elm Street                                              | South | Mississippi Avenue to Valley Way                                                                                                                                                   |
| Forest Avenue                                           | East  | Beginning 145 feet north of the northerly curblineline of Eagle Rock Avenue extending northerly to a point 50 feet south of the southerly curblineline of Nicholas Avenue extended |
| Forest Avenue<br>[Added 10-29-2019 by Ord. No. 2588-19] | West  | Beginning 35 feet north of the northerly curblineline of Steven Terrace and extending southerly to a point 75 feet south of the southerly curblineline of McManus Court            |
| Forest Hill Road                                        | South | From South Valley Road 485 feet westerly thereof                                                                                                                                   |
| Freeman Place                                           | West  | Entire length                                                                                                                                                                      |
| Gaston Street                                           | East  | Mount Pleasant Avenue to Laird Drive                                                                                                                                               |
| Glebe Street                                            | North | Valley Road to Orange line                                                                                                                                                         |
| Glen Road                                               | Both  | Beginning 105 feet north of the northerly curblineline of Oakridge Road extended and extending north and then east to a point 237                                                  |



| Name of Street     | Sides | Location                                                                                                                                                                  |
|--------------------|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |       | feet west of the westerly curbline of Rollinson Street                                                                                                                    |
| Grant Terrace      | East  | Entire length                                                                                                                                                             |
| Gregory Place      | South | Gregory Avenue to Gilbert Place                                                                                                                                           |
| Harrison Avenue    | South | From Chestnut Street to the Montclair city line                                                                                                                           |
| Hazel Avenue       | North | From the westerly curbline of Rollinson Street extending 195 feet westerly                                                                                                |
|                    | North | From the easterly curbline of Oakridge Road extending 245 feet easterly                                                                                                   |
| Hooper Avenue      | North | Beginning at a point 175 feet west of the westerly curbline of Carteret Street and extending west to a point 80 feet east of the easterly curbline of Pleasant Valley Way |
| Hutton Avenue      | Both  | Northfield Avenue to Randolph Place                                                                                                                                       |
| John Street        | South | Entire length                                                                                                                                                             |
| Kenz Terrace       | Both  | Beginning at the easterly curbline of Pleasant Valley and extending 140 feet easterly                                                                                     |
| Laird Drive        | Both  | Lindsley Avenue to Mount Pleasant Avenue                                                                                                                                  |
| Lakeside Avenue    | South | Entire length                                                                                                                                                             |
| Lindsley Avenue    | North | Main Street to Laird Drive                                                                                                                                                |
| Llewellyn Avenue   | North | From Sayres Place to its westerly terminus                                                                                                                                |
| Longview Street    | West  | Beginning 40 feet south of the southerly curbline of Lindsley Avenue extended and extending 85 feet southerly                                                             |
| Longview Street    | West  | Beginning 320 south of the southerly curbline of Lindsley Avenue extended and extending 50 feet southerly                                                                 |
| Lorelei Road       | Both  | From the easterly curbline of Manger Road to a point 310 feet easterly                                                                                                    |
| Lowell Avenue      | East  | Lowell Place to Walker Road                                                                                                                                               |
| Luddington Road    | Both  | Entire length                                                                                                                                                             |
| Main Street        | West  | Beginning at the southerly curbline of Erwin Place to a point 75 feet southerly thereof                                                                                   |
| Marcella Avenue    | Both  | Entire length                                                                                                                                                             |
| Marion Drive       | Both  | Entire length                                                                                                                                                             |
| McClellan Terrace  | South | Entire length                                                                                                                                                             |
|                    | Both  | The circle                                                                                                                                                                |
| McKinley Place     | East  | Entire length                                                                                                                                                             |
|                    | West  | Fifty feet from the north curbline of McKinley Avenue                                                                                                                     |
| Meeker Street      | North | Entire length                                                                                                                                                             |
| Mississippi Avenue | Both  | Harrison Avenue to Maple Street                                                                                                                                           |
|                    | West  | Maple Street to Carol Drive                                                                                                                                               |

| Name of Street      | Sides          | Location                                                                                                                       |
|---------------------|----------------|--------------------------------------------------------------------------------------------------------------------------------|
| Mitchell Street     | North          | From Glen Road to Gregory Avenue                                                                                               |
|                     | South          | From the easterly curblin of Oakridge Road extending 220 feet easterly                                                         |
|                     | North          | From Valley Road to Orange boundary line                                                                                       |
| Mt. Pleasant Avenue | Both           | Main Street to its easterly terminus                                                                                           |
| Mt. Pleasant Place  | Both           | Brook Place to Pleasant Valley Way                                                                                             |
| Nassau Street       | North          | South Valley Road to Orange line                                                                                               |
| Northfield Avenue   | Both           | From the easterly curblin, projected, of Wheeler Street, easterly to the westerly curblin, projected, of Valley Road           |
|                     | Both           | From Moore Terrace to a point 167 feet east of the easterly curblin of Harriet Street                                          |
| Nutwold Avenue      | North          | From the easterly curblin of Harriet Street to a point 167 feet easterly                                                       |
|                     | North and West | Beginning at a point 210 feet westerly from the westerly curblin of Glen Road to a point 130 feet westerly and southerly       |
| Oakridge Road       | South and East | Beginning at a point 210 feet westerly from the westerly curblin of Glen Road to a point 110 feet southeasterly                |
|                     | East           | Entire length                                                                                                                  |
| Oxford Place        | East           | Entire length                                                                                                                  |
| Park Place          | East           | Entire length                                                                                                                  |
| Pleasant Valley Way | West           | Beginning at the southerly curblin of Marmon Terrace and extending 360 feet southerly                                          |
| Prospect Place      | South          | Entire length                                                                                                                  |
| Randolph Place      | West           | Mt. Pleasant Avenue to Hutton Avenue                                                                                           |
| Redwood Avenue      | West           | From the northerly curblin of Ellis Street to a point 290 feet northerly thereof                                               |
| Ridgehurst Road     | North          | From Main Street to dead end                                                                                                   |
| Ridgeway Avenue     | West           | From the southerly curblin of Fairview Avenue southerly to Northfield Avenue                                                   |
| Rollinson Street    | East           | From Northfield Avenue to Mitchell Street                                                                                      |
| Rooney Circle       | Both           | Entire length                                                                                                                  |
| Samuel Street       | North          | Entire length                                                                                                                  |
| Sayres Place        | East           | Entire length                                                                                                                  |
| Seaman Road         | Both           | Beginning at a point 158 feet from the northerly curblin of Woodland Avenue northerly to a point 358 feet from Woodland Avenue |
|                     | Both           | From the westerly curblin of Terrace Avenue to a point 257 feet northwesterly                                                  |
| Seward Street       | West           | Entire length                                                                                                                  |
| Shepard Terrace     | North          | From Main Street to dead end                                                                                                   |
| South Valley Road   | East           | Orange line to a point 35 feet north of the northerly curblin of Orange Heights Avenue                                         |



| Name of Street                          | Sides | Location                                                                                                                                                                                                  |
|-----------------------------------------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                         |       | extended                                                                                                                                                                                                  |
|                                         | East  | Beginning 165 feet north of the northerly curblin<br>e of Silver Spring Road extended and extending<br>northerly to a point 135 feet south of the<br>southerly curblin<br>e of Meeker Street extended     |
| South Valley Road<br>[Ord. No. 2542-18] | West  | Beginning 65 feet north of the northerly curblin<br>e of Ridgeview Avenue extended and extending<br>southerly to the Township of South Orange Village<br>line                                             |
| South Valley Road<br>[Ord. No. 2542-18] | West  | Beginning 65 feet north of the northerly curblin<br>e of Lawrence Avenue extended and extending<br>southerly to a point 50 feet south of the of the<br>southerly curblin<br>e of Lawrence Avenue extended |
| South Valley Road<br>[Ord. No. 2542-18] | West  | Beginning 10 feet south of the southerly curblin<br>e of Tremont Avenue extended to the westerly<br>curblin<br>e of South Valley Road and extending northerly<br>to the City of Orange Township line      |
| St. Cloud Avenue                        | West  | From a point 690 feet from the northerly curblin<br>e of Northfield Avenue to Old Indian Road                                                                                                             |
| Standish Avenue                         | East  | Entire length                                                                                                                                                                                             |
| Stockman Street                         | East  | From Freeman Street to 240 feet northerly and<br>Mitchell Street to 140 feet southerly                                                                                                                    |
|                                         | West  | Between Freeman Street and Mitchell Street                                                                                                                                                                |
| Stuart Terrace                          | East  | Entire length                                                                                                                                                                                             |
| Terrace Avenue                          | West  | Entire length                                                                                                                                                                                             |
| Tremont Avenue                          | South | South Valley Road to Orange line                                                                                                                                                                          |
| Union Street                            | North | South Valley Road to Orange line                                                                                                                                                                          |
| Valley Road                             | West  | Mitchell Street to Main Street                                                                                                                                                                            |
|                                         | Both  | From the northerly curblin<br>e of Glebe Street to the southerly curblin<br>e of Whittingham Place                                                                                                        |
|                                         | West  | Beginning 115 feet from the projection of the<br>northerly curblin<br>e of Freeman Street to a point 18 feet northerly                                                                                    |
|                                         | East  | From the southerly curblin<br>e of Mitchell Street 75 feet southerly                                                                                                                                      |
| Valley Way                              | West  | Entire length                                                                                                                                                                                             |
| Vosseler Terrace                        | Both  | Entire length                                                                                                                                                                                             |
| Walker Road                             | North | Beginning 225 feet west of the westerly curblin<br>e of Gregory Avenue and extending to the<br>southeasterly corner of Lowell Avenue extended                                                             |
|                                         | West  | Lowell Avenue to Undercliff Terrace South                                                                                                                                                                 |
|                                         | Both  | Valley Road to Walker Court                                                                                                                                                                               |

| Name of Street      | Sides | Location                                                                                                                                   |
|---------------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Wheeler Street      | East  | From Wheeler Street to a point 125 feet north of the prolongation of the northerly curblin of Northfield Avenue                            |
| White Street        | South | Beginning at the City of Orange Township line and extending westerly to Ashland Avenue                                                     |
| Whittingham Place   | Both  | From Valley Road to the easterly curblin of Kingsley Street                                                                                |
| Wiley Terrace       | Both  | Ridgeway Avenue to dead end                                                                                                                |
| Wilfred Street      | North | Mississippi Avenue to Valley Way                                                                                                           |
| William Street      | West  | 100 feet west of Seward Street to 440 feet west                                                                                            |
| William Street Ext. | Both  | William Street to Main Street                                                                                                              |
| Winding Way         | East  | From Sheffield Terrace to Lowell Avenue                                                                                                    |
| Woodland Avenue     | North | Beginning 35 feet west of the westerly curblin of Seaman Road continuing to a point 75 feet west of the westerly curblin of Terrace Avenue |
|                     | South | Beginning at the easterly curblin of Terrace Avenue to a point 67 feet easterly                                                            |
|                     | South | From Forest Avenue to Redwood Avenue                                                                                                       |

## § 7-14. PARKING RESTRICTIONS.

### § 7-14.1. Night Parking Restricted.

[Ord. No. 1498-98 § 4; Ord. No. 1672-99 § 2; Ord. No. 2072-06 § 1; Ord. No. 2135-07 § 5; Ord. No. 2186-08 § 2; Ord. No. 2314-11 § 3; Ord. No. 2340-11 § 2; Ord. No. 2341-11; Ord. No. 2429-14 § 2; Ord. No. 2457-15 § 2; Ord. No. 2523-17 § 3]

No person shall park a vehicle on any street between the hours of 2:00 a.m. and 5:00 a.m. of any day. The provisions of this subsection shall not apply to the following streets or parts of streets:

#### Exceptions:

- Streets or parts of streets which are subject to the restrictions and controls of § 7-13.
- Streets or parts of streets which are subject to the restrictions and controls of Subsections 7-14.6, 7-14.7 and 7-14.8.
- Streets or parts of streets which are exceptions to the provisions of this subsection are listed below.

| Name of Street                                | Side | Location                             |
|-----------------------------------------------|------|--------------------------------------|
| Ashland Avenue<br>[Repealed Ord. No. 2629-21] |      |                                      |
| Ashland Avenue<br>[Added Ord. No. 2629-21]    | Both | White Street to Lakeside Avenue      |
| Carter Road                                   | Both | Northfield Avenue to Beverly Road    |
| Cary Street<br>[Ord. No. 2429-14 § 2]         | Both | Valley Road to Orange Municipal Line |



| Name of Street                                             | Side  | Location                                                                                 |
|------------------------------------------------------------|-------|------------------------------------------------------------------------------------------|
| Charles Street                                             | Both  | Main Street to Ashland Avenue                                                            |
| Cherry Street<br>[Added Ord. No. 2567-19]                  | Both  | Entire length                                                                            |
| Chestnut Street<br>[Added Ord. No. 2567-19]                | Both  | Franklin Avenue to Harrison Avenue                                                       |
| Collamore Terrace                                          | West  | Bradford Avenue to Club Boulevard                                                        |
| Dean Street<br>[Ord. No. 2672-21]t                         | Both  | Joyce Street to Valley Road                                                              |
| Eagle Terrace                                              | West  | Eagle Rock Avenue to dead end                                                            |
| Elm Street<br>[Added 4-30-2019 by Ord. No. 2567-19]        | Both  | Franklin Avenue to Harrison Avenue                                                       |
| Franklin Avenue<br>[Ord. No. 2523-17 § 3]                  | West  | Cherry Street to the Montclair Township Line                                             |
| Franklin Avenue<br>[Ord. No. 2523-17 § 3]                  | East  | Chestnut Street to the Montclair Township Line                                           |
| Fremont Street<br>[Added 4-30-2019 by Ord. No. 2567-19]    | Both  | Samuel Street to Montclair Line                                                          |
| Glennon Place                                              | Both  | Entire length                                                                            |
| High Street                                                | Both  | From Washington Street northerly to the Montclair line                                   |
| Hillside Terrace                                           | East  | From the Village of South Orange to the cul-de-sac at the dead end                       |
| Kirk Street<br>[Added 4-30-2019 by Ord. No. 2567-19]       | Both  | Franklin Avenue to Harrison Avenue                                                       |
| Longview Street                                            | Both  | From Randolph Place to a point 35 feet south of the southerly curblin of Lindsley Avenue |
| Lorelei Road                                               | North | Carolina Avenue to Manger Road                                                           |
| Maple Street<br>[Added 4-30-2019 by Ord. No. 2567-19]      | Both  | Franklin Avenue to Harrison Avenue                                                       |
| Penn Bryn Road                                             | East  | Eagle Rock Avenue to Fairmount Terrace                                                   |
| Rainbow Terrace                                            | West  | Eagle Rock Avenue to Fairmount Terrace                                                   |
| Rollinson Street                                           | Both  | From South Valley Road to Hazel Avenue                                                   |
| South Valley Road<br>[Ord. No. 2457-15 § 2]                | East  | Tremont Avenue to Meeker Street                                                          |
|                                                            | West  | Walker Road to Ridgeview Avenue                                                          |
| Watchung Avenue<br>[Amended 4-30-2019 by Ord. No. 2567-19] | Both  | Entire length                                                                            |
| Watson Avenue<br>[Added 4-30-2019 by Ord. No. 2567-19]     | Both  | Entire length                                                                            |
| White Street                                               | Both  | From Ashland Avenue to Main Street                                                       |
| Whittlesey Avenue                                          | Both  | Entire length                                                                            |

| Name of Street                        | Side | Location      |
|---------------------------------------|------|---------------|
| [Added 4-30-2019 by Ord. No. 2567-19] |      |               |
| Wilson Terrace                        | Both | Entire length |

## § 7-14.2. Parking Prohibited During Certain Hours on Certain Streets.

[Ord. No. 1450-97 § 1; Ord. No. 1460-97 § 2; Ord. No. 1465-97 § 2; Ord. No. 1471-97 § 4; Ord. No. 1582-98 § 1; Ord. No. 1648-99 § 1; Ord. No. 1649-99 § 2; Ord. No. 1726-00 § 2; Ord. No. 1772-01 § 2; Ord. No. 1830-02; Ord. No. 2076-06 § 2; Ord. No. 2457-15 § 3]

No person shall park or stand a vehicle between the hours specified all days upon any of the streets described, except where other parking regulations have been provided for.

| Name of Street      | Sides | Hours                                              | Location                                                                                                                                               |
|---------------------|-------|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cannon Street       | North | 2:00 a.m. to 5:00 a.m.                             | Beginning 125 feet east of the easterly curblin of Redwood Avenue at its westerly intersection with Cannon Street extending easterly to Redwood Avenue |
| Collamore Terrace   | East  | 2:00 a.m. to 5:00 a.m.                             | Bradford Avenue to Club Boulevard                                                                                                                      |
| Eagle Terrace       | East  | 2:00 a.m. to 5:00 a.m.                             | Eagle Rock Avenue to dead end                                                                                                                          |
| Ellis Street        | South | 2:00 a.m. to 5:00 a.m.                             | From Redwood Avenue to Forest Avenue                                                                                                                   |
| Forest Avenue       | West  | 2:00 a.m. to 5:00 a.m.                             | Beginning 360 feet south of the southerly curblin of Steven Terrace and extending northerly to Nicholas Avenue                                         |
| Hartshorn Terrace   | North | 2:00 a.m. to 5:00 a.m.                             | Fitzrandolph Road westerly to dead end                                                                                                                 |
| Hillside Terrace    | West  | 2:00 a.m. to 5:00 a.m.                             | From the Village of South Orange to the cul-de-sac at the dead end                                                                                     |
| Main Street         | West  | 7:00 a.m. to 9:00 a.m.                             | Entire length, except between Lindsley Avenue and Northfield Avenue                                                                                    |
| Masson Place        | Both  | 8:00 a.m. to 4:30 p.m. except Sundays and holidays | Sheridan Avenue to Lenox Terrace                                                                                                                       |
| Mt. Pleasant Avenue | South | 7:00 a.m. to 9:00 a.m.                             | From Prospect Avenue easterly to Main Street                                                                                                           |
|                     | North | 4:00 p.m. to 6:00 p.m.                             | From Prospect Avenue easterly to Main Street                                                                                                           |
| Penn Bryn Road      | West  | 2:00 a.m. to 5:00 a.m.                             | Eagle Rock Avenue to Fairmount Terrace                                                                                                                 |
| Park Avenue         | South | 7:00 a.m. to 9:00 a.m.                             | Entire length                                                                                                                                          |
|                     | North | 4:00 p.m. to 6:00 p.m.                             | Entire length                                                                                                                                          |
| Prospect            | Both  | 7:00 a.m. to 9:00 a.m.; 4:00 p.m. to 6:00 p.m.     | Entire length                                                                                                                                          |



| Name of Street                              | Sides                  | Hours                                | Location                                                                                                                                  |
|---------------------------------------------|------------------------|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Rainbow Terrace                             | East                   | 2:00 a.m. to 5:00 a.m.               | Eagle Rock Avenue to Fairmount Terrace                                                                                                    |
| Redwood Avenue                              | East                   | 2:00 a.m. to 5:00 a.m.               | From the northerly curblin of Ellis Street extended to a point 290 feet northerly thereof                                                 |
| Ridgeway Avenue                             | East                   | 2:00 a.m. to 5:00 a.m.               | From Fairview Avenue extended to Northfield Avenue                                                                                        |
| South Valley Road<br>[Ord. No. 2457-15 § 3] | East                   | 2:00 a.m. to 5:00 a.m.               | From South Orange line to Meeker Street                                                                                                   |
| St. Cloud Avenue                            | East                   | 2:00 a.m. to 5:00 a.m.               | From Northfield Avenue to a point 565 feet northerly                                                                                      |
| Tremont Avenue                              | North                  | 4:30 p.m. to 6:30 p.m.               | Entire length                                                                                                                             |
| Woodland Avenue                             | South                  | 2:00 a.m. to 5:00 a.m.               | Beginning 35 feet west of the westerly curblin of Seman Road continuing to a point 75 feet west of the westerly curblin of Terrace Avenue |
| North                                       | 2:00 a.m. to 5:00 a.m. | From Forest Avenue to Redwood Avenue |                                                                                                                                           |

## § 7-14.2A. Parking Prohibited on Certain Streets During Certain Hours of Certain Days.

[Ord. No. 1672-99 § 4; Ord. No. 2045-05 § 2; Ord. No. 2095-06 § 1; Ord. No. 2129-07 § 1]

No person shall park a vehicle between the hours listed on the days specified upon any of the streets or parts of streets described:

| Name of Street  | Sides | Hours                   | Days               | Location                                                                                                                                                                             |
|-----------------|-------|-------------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Franklin Avenue | East  | 2:00 a.m. to 7:00 a.m.  | Monday to Friday   | Cherry Street to Chestnut Street                                                                                                                                                     |
| Main Street     | West  | 7:00 a.m. to 7:00 p.m.  | Monday thru Friday | Beginning 140 feet north of the intersection of the northerly curblin of McKinley Avenue extended and the westerly curblin of Main Street extended then extending 150 feet northerly |
| Oakridge Road   | Both  | 8:00 a.m. to 10:00 a.m. | Monday to Friday   | Mitchell Street to Wellington Avenue                                                                                                                                                 |
| Osborne Place   | Both  | 8:00 a.m. to 10:00 a.m. | Monday to Friday   | Entire length                                                                                                                                                                        |

## § 7-14.3. Parking Time Limited on Certain Streets During Certain Hours of Certain Days.

[Ord. No. 1717-00 § 1; Ord. No. 1916-03 § 2; Ord. No. 2130-07 § 1; Ord. No. 2135-07 § 2; Ord. No. 2141-07 § 2; Ord. No. 2142-07 § 2; Ord. No. 2171-08 § 1; Ord. No. 2178-08 § 1; Ord. No. 2254-10 § 1; Ord. No. 2387-13 § 2; Ord. No. 2416-14; Ord. No. 2493-16 § 1]

No person shall park a vehicle for longer than the time limit shown between the hours listed on the days specified upon any of the streets or parts of streets described.

| Name of Street    | Sides | Time Limit | Hours                   | Days                       | Location                                                                                                                                                               |
|-------------------|-------|------------|-------------------------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alisa Drive       | South | 2 hrs.     | 8:00 a.m. to 4:00 p.m.  | Monday through Friday      | Beginning 140 feet east of the intersection of the easterly curblane of Pleasant Valley Way with the southerly curblane of Alisa Drive and extending 140 feet easterly |
| Ardmore Road      | Both  | 2 hr.      | 8:00 a.m. to 12:00 noon | Monday through Friday      | Entire length                                                                                                                                                          |
| Barry Drive       | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday      | Entire length                                                                                                                                                          |
| Beasley Street    | East  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday, Tuesday, Wednesday | Entire length                                                                                                                                                          |
|                   | West  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Thursday, Friday           | Entire length                                                                                                                                                          |
| Bradford Avenue   | Both  | 1 hr.      | 8:00 a.m. to 12:00 Noon | Monday through Friday      | From Northfield Avenue to Collamore Terrace                                                                                                                            |
| Conforti Avenue   | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday      | Eagle Rock Avenue to Fitzrandolph Road                                                                                                                                 |
| Crestwood Drive   | Both  | 2 hrs.     | 8:00 a.m. to 4:00 p.m.  | Monday through Friday      | Beginning at the northerly curblane of the easterly intersection with Stanford Avenue and extending 110 feet northerly                                                 |
| Cunningham Drive  | South | 2 hrs.     | 8:00 a.m. to 12 noon    | Monday through Friday      | From Pleasant Valley Way to the westerly curblane of Barbara Avenue                                                                                                    |
| Fitzrandolph Road | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday      | Conforti Avenue to Hartshorn Terrace                                                                                                                                   |
| Glen View Drive   | Both  | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Monday through Friday      | From Beacon Place and ex-                                                                                                                                              |



| Name of Street                                      | Sides | Time Limit | Hours                   | Days                    | Location                                                                                                   |
|-----------------------------------------------------|-------|------------|-------------------------|-------------------------|------------------------------------------------------------------------------------------------------------|
| [Ord. No. 2416-14]                                  |       |            |                         |                         | tending 500 feet northerly                                                                                 |
| Greenwood Avenue                                    | Both  | 1 hr.      | 8:00 a.m. to 6:00 p.m.  | Monday through Friday   | From the westerly curblin of Pleasant Valley Way to a point 400 feet westerly therefrom                    |
| Holmes Street                                       | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday   | Entire length                                                                                              |
| Linden Avenue                                       | Both  | 1 hr.      | 8:00 a.m. to 12:00 noon | Monday through Friday   | From Northfield Avenue to a point 820 feet northerly thereof                                               |
| Linden Court                                        | Both  | 1 hr.      | 8:00 a.m. to 12:00 noon | Monday through Friday   | From Linden Avenue to a point 325 feet easterly thereof                                                    |
| Lowell Avenue<br>[Deleted by Ord. No. 2493-16]      |       |            |                         |                         |                                                                                                            |
| Lowell Avenue<br>[Deleted by Ord. No. 2493-16]      |       |            |                         |                         |                                                                                                            |
| Main Street<br>[Added 3-9-2021 by Ord. No. 2638-21] | East  | 2 hrs.     | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday | Starting 94 feet north of the northerly curblin of Ashwood Terrace extended, and extending 130 feet north  |
|                                                     | East  | 15 min.    | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday | Starting 269 feet north of the northerly curblin of Ashwood Terrace extended, and extending 122 feet north |
|                                                     | East  | 2 hrs.     | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday | Starting 84 feet south of the southerly curblin of Harrison Avenue extended, and extending 107 feet south  |
|                                                     | West  | 2 hrs.     | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday | Starting at the Northerly curblin of Park Drive North extended,                                            |

| Name of Street                             | Sides | Time Limit | Hours                   | Days                    | Location                                                                                                      |
|--------------------------------------------|-------|------------|-------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------|
| Main Street<br>[Added Ord.<br>No. 2697-22] |       |            |                         |                         | and extending<br>175 feet north                                                                               |
|                                            | East  | 2 hrs.     | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday | From Babcock Place northerly to a point 100 feet south of the southerly curblin of Washington Street extended |
|                                            | East  | 15 min.    | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday | Starting 50 feet south of the southerly curblin of Washington Street extended and extending 50 feet south     |
|                                            | West  | 2 hrs.     | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday | From Erwin Place northerly to a point 65 feet south of the southerly curblin of Llewellyn Avenue extended     |
|                                            | West  | 15 min.    | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday | Starting 30 feet south of the southerly curblin of Llewellyn Avenue extended and extending 35 feet south      |
| Mann Avenue                                | West  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday   | Beginning at the northerly curblin of school drive-way 64 feet northerly                                      |
| Marshall Street                            | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday   | Entire length                                                                                                 |
| Marmon Terrace                             | Both  | 2 hrs.     | 8:00 a.m. to 6:00 p.m.  | Monday through Friday   | Beginning at the westerly curblin of Pleasant Valley Way and extending 145 feet westerly                      |
| Phyllis Road                               | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday   | Conforti Avenue to Holmes Street                                                                              |
| Pitney Street                              | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday   | Entire length                                                                                                 |
| Stanford Avenue                            | North | 15 min.    | 8:00 a.m. to 4:00 p.m.  | Monday through Friday   | Beginning 358 feet westerly of the westerly curblin of Pleasant                                               |



| Name of Street                                | Sides | Time Limit | Hours                   | Days                      | Location                                                                                                       |
|-----------------------------------------------|-------|------------|-------------------------|---------------------------|----------------------------------------------------------------------------------------------------------------|
|                                               |       |            |                         |                           | Valley Way and extending to Crestwood Drive (easterly intersection.)                                           |
| Stanford Avenue                               | South | 15 min.    | 8:00 a.m. to 4:00 p.m.  | Monday through Friday     | Beginning 68 feet west of the westerly curblineline of Pleasant Valley Way and extending 118 feet westerly     |
| Stanford Avenue                               | South | 15 min.    | 8:00 a.m. to 4:00 p.m.  | Monday through Friday     | Beginning 290 feet westerly of the westerly curblineline of Pleasant Valley Way and extending to Swayze Street |
| Swayze Street                                 | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday     | Entire length                                                                                                  |
| Thorn Terrace                                 | Both  | 1 hr.      | 8:00 a.m. to 10:00 a.m. | Monday through Friday     | Conforti Avenue to Fitzrandolph Road                                                                           |
| Undercliff Terrace                            | Both  | 1 hr.      | 8:00 a.m. to 12:00 Noon | Monday through Friday     | From the southerly curblineline of Bradford Avenue to a point 500 feet southerly there-from                    |
| Washington Street<br>[Added Ord. No. 2697-22] | East  | 15 min.    | 8:00 a.m. to 8:00 p.m.  | Monday through Saturday   | From Main Street to a point 85 feet east of the easterly curblineline of Main Street extended                  |
| White Street                                  | North | 2 hrs.     | 8:00 a.m. to 6:00 p.m.  | Saturday through Thursday | Ashland Avenue to Main Street                                                                                  |
|                                               | North | 2 hrs.     | 12:00 noon to 6:00 p.m. | Friday                    | Ashland Avenue to Main Street                                                                                  |

## § 7-14.4. Parking Prohibited on Certain Days on Certain Streets.

No person shall park a vehicle on the days specified upon any of the streets described.

Excluded from the above prohibition are emergency or service vehicles while actually engaged in emergency or service calls.

| Name of Street   | Sides | Days                                             |
|------------------|-------|--------------------------------------------------|
| Beasley Street   | West  | Monday, Tuesday and until 5:00 p.m.<br>Wednesday |
|                  | East  | Thursday, Friday and Saturday                    |
| Lafayette Street | West  | Thursday and Friday                              |
| Spring Street    | West  | Thursday and Friday                              |
|                  | East  | Monday, Tuesday and Wednesday                    |

## § 7-14.5. Parking Prohibited During Certain Hours on Certain Streets in the Vicinity of the Ginny Duenkel Municipal Pool During Certain Times of the Year.

No person shall park a vehicle between the hours specified between June 15 and September 15 inclusive, of each year, upon any of the streets or parts of streets described.

| Name of Street* | Sides | Hours                            | Location                             |
|-----------------|-------|----------------------------------|--------------------------------------|
| Cherry Street   | North | 9:00 a.m. to 6:00 p.m.<br>Sunday | Oxford Place to Harrison Avenue      |
|                 | North | 9:00 a.m. to 6:00 p.m.<br>Sunday | Franklin Avenue to Whittlesey Avenue |
| Chestnut Street | North | 9:00 a.m. to 6:00 p.m.<br>Sunday | Harrison Avenue to Whittlesey Avenue |
| Franklin Avenue | West  | 9:00 a.m. to 6:00 p.m.<br>Sunday | William Street to Chestnut Street    |
| Ridge Avenue    | North | 9:00 a.m. to 6:00 p.m.<br>Sunday | Seward Street to Whittlesey Avenue   |
| William Street  | North | 9:00 a.m. to 6:00 p.m.<br>Sunday | Franklin Avenue to Whittlesey Avenue |

\*Between June 15 and September 15

## § 7-14.6. Winter Parking Restrictions.

[Ord. No. 1648-99 § 2]

In order to afford the Township the opportunity to clear the streets of snow and to open the highways of West Orange to traffic, during the period from November 15 at 12:00 midnight to April 15 at 12:00 midnight during any year, no vehicle shall be permitted to park on any of the streets or parts of streets described below.

| Name of Street*      | Side | Location                               |
|----------------------|------|----------------------------------------|
| Carolina Avenue      | East | Mt. Pleasant Avenue to Shelley Terrace |
| Cleveland Terrace    | East | South of Hoover Avenue                 |
| Colonial Woods Drive | East | Entire length                          |
| Coolidge Avenue      | West | Entire length                          |
| Fitzrandolph Road    | East | Eagle Rock Avenue to Hartshorn Terrace |
| Garfield Avenue      | East | Entire length                          |



| Name of Street*      | Side  | Location                               |
|----------------------|-------|----------------------------------------|
| Hartshorn Terrace    | North | Fitzrandolph Road westerly to dead end |
| Highwood Road        | West  | Entire length                          |
| Lorelei Road         | South | Carolina Avenue to Manger Road         |
| Mountain Avenue      | West  | Entire length                          |
| Mountain Way South   | West  | Entire length                          |
| Oxford Terrace       | East  | Entire length                          |
| Rainbow Terrace      | West  | Entire length                          |
| Waddington Avenue    | East  | Edgar Road to Old Indian Road          |
| Warren Road          | South | Entire length                          |
| Westwood Drive North | North | Entire length                          |
| Westwood Drive South | South | Entire length                          |

\* Between November 15 and April 15

## § 7-14.7. Alternate Side Parking.

[Ord. No. 1496-98 § 1; Ord. No. 1572-98 § 1; Ord. No. 1672-99 § 1; Ord. No. 1866-03 § 1; Ord. 2186-08; Ord. No. 2017-09 § 1; Ord. No. 2340-11 § 1; Ord. No. 2429-14 § 3; Ord. No. 2523-17 § 4]

The streets or parts of streets shall be subject to the following alternate side of the street parking restrictions. No person shall park a vehicle on Monday and Tuesday and no person shall park a vehicle on Wednesday until 5:00 p.m. upon the side of the streets or parts of streets indicated in Column A.

No person shall park a vehicle on Thursday, Friday or Saturday upon the side of the streets or parts of streets indicated in Column B below. The streets included in this schedule shall not be included in any other parking regulations in this section.

The exception is Tompkins Street where alternate side parking shall be observed for the entire length on the west side on Monday and Tuesday; for the east side on Wednesday, Thursday, Friday and Saturday.

| Name of Street                                                | Column A | Column B | Location                                                                                            |
|---------------------------------------------------------------|----------|----------|-----------------------------------------------------------------------------------------------------|
| Ashland Avenue<br>[Repealed 2-23-2021 by<br>Ord. No. 2629-21] |          |          |                                                                                                     |
| Babcock Place                                                 | South    | North    | Beginning at a point 120 feet east of the easterly curblin of Main Street extending to the dead end |
| Birch Street                                                  | East     | West     | Forest Hill Road to Hazel Avenue                                                                    |
| Cary Street [Deleted by<br>Ord. No. 2429-14 § 3]              |          |          |                                                                                                     |
| Cherry Street<br>[Repealed Ord. No.<br>2567-19]               |          |          |                                                                                                     |
| Chestnut Street<br>[Amended Ord. No.<br>2567-19]              | North    | South    | Watchung Avenue to Franklin Avenue                                                                  |
| Columbia Street                                               | East     | West     | Entire length                                                                                       |

| Name of Street                                          | Column A       | Column B       | Location                                                                                      |
|---------------------------------------------------------|----------------|----------------|-----------------------------------------------------------------------------------------------|
| Condit Lane                                             | West           | East           | Entire length                                                                                 |
| Condit Terrace                                          | North          | South          | Brennan Drive to Longview Street                                                              |
| Dean Street<br>[Repealed Ord. No. 2672-21]              |                |                |                                                                                               |
| Elm Street<br>[Amended Ord. No. 2567-19]                | South          | North          | Harrison Avenue to Mississippi Avenue                                                         |
| Erwin Place                                             | South          | North          | Entire length                                                                                 |
| Franklin Avenue<br>[Ord. No. 2523-17 § 4]               | East           | West           | From William Street to Cherry Street                                                          |
| Fremont Street<br>[Repealed Ord. No. 2567-19]           |                |                |                                                                                               |
| Hazel Avenue                                            | North          | South          | Valley Road to Rollinson Street                                                               |
| Joyce Street                                            | North          | South          | Valley Road to Orange line                                                                    |
| Kingsley Street                                         | West           | East           | Beginning 160 feet south of the southerly curb-line of Whittingham Place to Riggs Place       |
| Kirk Street<br>[Amended 4-30-2019 by Ord. No. 2567-19]  | North          | South          | Harrison Avenue to Mississippi Avenue                                                         |
| Kling Street                                            | South          | North          | Entire length                                                                                 |
| Lakeside Avenue                                         | North          | South          | From southerly curblin of Stan-dish Avenue                                                    |
| Liberty Street                                          | East           | West           | Entire length                                                                                 |
| Lindsley Avenue                                         | North          | South          | From Longview Street to Brennan Drive                                                         |
| Longview Street                                         | North          | South          | From Mt. Pleasant Avenue to a point 35 feet south of the southerly curblin of Lindsley Avenue |
| Maple Street<br>[Amended 4-30-2019 by Ord. No. 2567-19] | North          | South          | Harrison Avenue to Mississippi Avenue                                                         |
| Mitchell Street                                         | South          | North          | Valley Road to Rollinson Street                                                               |
| Mt. View Street                                         | East           | West           | Entire length                                                                                 |
| Nutman Place                                            | South          | North          | Entire length                                                                                 |
| Oakridge Road                                           | North and West | South and East | From the westerly curblin of Glen Road to the northerly curblin of Mitchell Street            |
| Orange Place                                            | East           | West           | Entire length                                                                                 |
| Overlook Avenue                                         | West           | East           | From Lawrence Avenue to Luddington Road                                                       |



| Name of Street                                                   | Column A          | Column B                       | Location                                                                                            |
|------------------------------------------------------------------|-------------------|--------------------------------|-----------------------------------------------------------------------------------------------------|
| Parkside Avenue                                                  | North             | South                          | Between Valley Way and Calvin Terrace                                                               |
| Pilot Place                                                      | South             | North                          | Entire length                                                                                       |
| Pine Street                                                      | East              | West                           | From Birch Street to Hazel Avenue                                                                   |
| Quinby Place                                                     | South             | North                          | Entire length                                                                                       |
| Ridge Avenue                                                     | North             | South                          | Entire length                                                                                       |
| Riggs Place                                                      | South             | North                          | Entire length                                                                                       |
| Rose Terrace                                                     | East              | West                           | Entire length                                                                                       |
| Stockman Street                                                  | West              | East                           | Entire length, 1 way alternate parking                                                              |
| Stuart Terrace                                                   | East              | West                           | From McKinley Avenue north-easterly to dead end                                                     |
| Swaine Place                                                     | South             | North                          | Entire length                                                                                       |
| Tompkins Street                                                  | West (Mon.-Tues.) | East (Wed.-Thurs. - Fri.-Sat.) | Entire length                                                                                       |
| Virginia Avenue                                                  | North             | South                          | Entire length                                                                                       |
| Watchung Avenue<br>[Repealed 4-30-2019 by<br>Ord. No. 2567-19]   |                   |                                |                                                                                                     |
| Watson Avenue<br>[Repealed 4-30-2019 by<br>Ord. No. 2567-19]     |                   |                                |                                                                                                     |
| Wellington Avenue                                                | South             | North                          | From Freeman Street to Gregory Avenue                                                               |
| Whittingham Place                                                | South             | North                          | From Old Northfield Avenue to a point 125 feet west of the westerly curblineline of Kingsley Street |
| Whittlesey Avenue<br>[Repealed 4-30-2019 by<br>Ord. No. 2567-19] |                   |                                |                                                                                                     |
| William Street                                                   | South             | North                          | From northwesterly curblineline of Franklin Avenue to a point 560 feet westerly                     |

## § 7-14.8. Alternate Side Parking During Certain Hours or on Certain Days.

[Ord. No. 1866-03 § 2; Ord. No. 2314-11 § 4]

- a. Alternate Side Parking During Certain Hours. The streets or parts of streets listed shall be subject to the following alternate side of the street parking restrictions:
  1. No person shall park a vehicle on Monday, Tuesday or Wednesday upon the side of the street or parts of streets indicated and the times listed in Column A below.

2. No person shall park a vehicle on Thursday, Friday or Saturday upon the side of the street or parts of streets indicated and the times listed in Column B below.

| Name of Street  | Column A                           | Column B                           | Location      |
|-----------------|------------------------------------|------------------------------------|---------------|
| McKinley Avenue | North, from 8:00 a.m. to 6:00 p.m. | South, from 8:00 a.m. to 6:00 p.m. | Entire length |

- b. Alternate Side Parking on Certain Days. The streets or parts of streets listed shall be subject to the following alternate side of the street parking restrictions:

1. No person shall park a vehicle from Sunday 12:00 midnight through Wednesday 9:00 p.m. upon the side of the street or parts of streets listed under Column A:
2. No person shall park a vehicle from Wednesday 12:00 midnight through Sunday 9:00 p.m. upon the side of the street or parts of streets listed under Column B:

| Name of Street   | Column A | Column B | Location                                                                         |
|------------------|----------|----------|----------------------------------------------------------------------------------|
| Ashwood Terrace  | South    | North    | Beginning 75 feet from the last curblin of Main Street easterly to Cherry Street |
| Edisonia Terrace | North    | South    | Entire length                                                                    |
| Meade Street     | West     | East     | From Washington Street northerly to the Orange line                              |

## § 7-14.9. Parking Prohibited Adjacent to Schools.

[Ord. No. 1464-97 § 2; Ord. No. 1465-97 § 4; Ord. No. 1470-97 § 1; Ord. No. 1471-97 § 5; Ord. No. 1481-97 § 1; Ord. No. 1500-98 § 1; Ord. No. 1506-98 § 2; Ord. No. 1649-99 § 3; Ord. No. 1969-04 § 2; Ord. No. 2493-16 § 3]

No person shall park a vehicle upon that part or portion of those streets listed between the hours listed on school days.

## § 7-14.9. Parking Prohibited Adjacent to Schools.

| Name of Street                        | Side      | Location                                                                                                                | Hours                   |
|---------------------------------------|-----------|-------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Carteret Street<br>[Ord. No. 2493-16] | North     | From the westerly curblin of Conforti Avenue to a point 150 feet westerly.                                              | 8:00 a.m. and 4:00 p.m. |
| Club Boulevard<br>[Ord. No. 2493-16]  | North     | From the easterly curblin of Gilbert Place to a point 80 feet easterly.                                                 | 8:00 a.m. and 4:00 p.m. |
| Conforti Avenue<br>[Ord. No. 2493-16] | West      | From Carteret Street to Mann Avenue.                                                                                    | 8:00 a.m. and 4:00 p.m. |
| Ellison Avenue<br>[Ord. No. 2493-16]  | East      | From Carlson Road to the dead end.                                                                                      | 8:00 a.m. and 4:00 p.m. |
| Franklin Avenue<br>[Ord. No. 2493-16] | Northwest | Beginning at a point 33 feet south-west of the southerly curblin of William Street and extending 40 feet southwesterly. | 8:00 a.m. and 4:00 p.m. |



| Name of Street                      | Side  | Location                                                                                                                                                            | Hours                   |
|-------------------------------------|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Gilbert Place<br>[Ord. No. 2493-16] | East  | From the northerly curblineline of Club Boulevard to a point 658 feet northerly.                                                                                    | 8:00 a.m. and 4:00 p.m. |
| Glen Road<br>[Ord. No. 2493-16]     | North | From a point 35 feet westerly of the westerly curblineline of Rollinson Street to a point 202 feet westerly therefrom.                                              | 8:00 a.m. and 4:00 p.m. |
| Lowell Avenue<br>[Ord. No. 2493-16] | East  | Beginning 35 feet north of the northerly curblineline of Walker Road and extending northerly to a point 65 feet south of the southerly curblineline of Winding Way. | 8:00 a.m. and 3:00 p.m. |
| Linden Avenue<br>[Ord. No. 2493-16] | South | From the easterly curblineline of Gregory Avenue to a point 815 feet easterly.                                                                                      | 8:00 a.m. and 4:00 p.m. |
| Valley Way<br>[Ord. No. 2493-16]    | Both  | From Elm Street to Eagle Rock Avenue.                                                                                                                               | 8:00 a.m. and 4:00 p.m. |

## § 7-14.10. Parking of Commercial Vehicles on Streets.

[Ord. No. 1345-95 §§ 1  
5]

a. Definitions. As used in this subsection:

### COMMERCIAL VEHICLE

Shall mean any motor vehicle, truck, pickup truck or van licensed or designated for use or used for the transportation of property or other commercial purposes on the streets and highways of New Jersey such as the regular providing and delivery of goods, wares, merchandise and services.

### PARK OR PARKING

Shall mean the standing or waiting on a street, road or highway of a vehicle not actually engaged in receiving or discharging passengers or merchandise, unless in obedience to traffic regulations or traffic signs or signals.

### PERSON

Shall mean natural persons, firms, associations, partnerships and corporations.

### PICKUP TRUCK

Shall mean a truck or other motor vehicle with an open back designed, used or maintained primarily for the regular transportation of property or delivery of services.

### STORE

Shall mean keeping for safe care or custody whether temporarily or permanently.

### TRUCK

Shall mean every motor vehicle designed, used or maintained primarily for the regular transportation of property or delivery of services.

### VAN

Shall mean an enclosed motor vehicle designed, used or maintained primarily for the regular transportation of property or delivery of services.

- b. **Parking Restrictions.** No person shall park or store any commercial vehicle on any residential street, highway, right-of-way, public place or private road within the Township between the hours of 9:00 p.m. and 7:00 a.m. every day unless the following conditions are satisfied:
1. Only one commercial vehicle may be parked or stored.
  2. A commercial vehicle may only be parked or stored if it cannot be legally parked or stored in a residential zoning district as provided by Chapter **25** Land Use Regulations of the Revised General Ordinances of the Township.
  3. All equipment such as pipes, pipe racks and ladders must be removed from the vehicle daily and not exposed to public view.
  4. Any signage or commercial markings that are permanently affixed to the vehicle must be covered with a blank metallic cover that is the same color as the body of the vehicle.
  5. Any signage or commercial markings, such as magnetic lettering, that is not permanently affixed to the vehicle must be removed.
  6. Any vehicle permitted to be parked pursuant to this subsection must have a single chassis body with not more than four wheels, it shall not be more than 20 feet long and seven feet high and shall not exceed 6,000 pounds registered gross vehicle weight.
- c. **Exceptions.** Nothing herein shall be deemed to prohibit the parking or storing of commercial vehicles, or equipment related thereto, on a residential street while it is being used in the transaction of business with the owner or occupant of residential property in the area or is in the area for the purpose of installing, maintaining or performing public utility services.
- d. **Enforcement.** Enforcement of these regulations shall be the responsibility of the Police Department. It shall also be the responsibility of all the Township departments to report any suspected violations of these regulations to the Police Department.
- e. **Penalties.** Any person convicted of violating this subsection shall be liable to a fine of \$50 for each such violation and each day in which such violation continues shall constitute a separate violation or offense.

## § 7-14.11. Parking in Fire Lanes.

[Ord. No. 1822-02]

Notwithstanding the provisions of Chapter **13**, Subsections **13-8.2** et seq. of the Revised General Ordinances of the Township of West Orange, the Chief of Police is empowered to enforce unlawful parking within fire lanes established under Subsection **13-8.5** of Chapter **13**. Complaints issued by the West Orange Police Department shall be on uniform traffic complaint-summonses and addressable in the West Orange Municipal Court.

## § 7-15. PARKING OF VEHICLES PROHIBITED DURING CERTAIN HOURS.

No truck, tow truck, flat bed truck, truck tractor, trailer, semitrailer, road tractor, pole trailer, vehicle with dual rear wheels, bus or construction equipment shall be parked between the hours of 9:00 p.m. and 7:00 a.m. prevailing time on any street in the Township.

| Streets     | Hours Prohibited                |
|-------------|---------------------------------|
| All Streets | Between 9:00 p.m. and 7:00 a.m. |

## § 7-16. ROUTES FOR TRUCKS OVER FOUR TONS.



Pursuant to N.J.S.A. 40:67-16.1, the streets or parts of streets as described are hereby designated as routes for vehicles OVER four tons registered gross weight. All trucks having a total combined registered gross weight of vehicle plus load in excess of four tons shall be excluded from all streets, except for those streets listed which form a part of the system of truck routes. Vehicles will be permitted on all streets for the purpose of the pick up and delivery of materials.

Exceptions from the provisions of this section are emergency vehicles, buses, garbage trucks and public road maintenance vehicles.

| Names of Streets    | Location                                                                                                                                     |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Central Avenue      | Entire length                                                                                                                                |
| Eagle Rock Avenue   | a. From Pleasant Valley Way to Roseland line<br>b. Westbound from Main Street to Prospect Avenue                                             |
| Harrison Avenue     | Entire length                                                                                                                                |
| Main Street         | Entire length                                                                                                                                |
| Mt. Pleasant Avenue | a. Main Street to Interstate Route 280                                                                                                       |
| Northfield Avenue   | a. From Prospect Avenue to Livingston line<br>b. Westbound, Main Street to Prospect Avenue<br>c. Eastbound, Whittingham Place to Main Street |
| Pleasant Valley Way | Entire length                                                                                                                                |
| Prospect Avenue     | Entire length                                                                                                                                |
| South Valley Road   | Entire length                                                                                                                                |
| Valley Road         | Entire length                                                                                                                                |
| Washington Street   | Entire length                                                                                                                                |
| Watchung Avenue     | From Washington Street to Orange line                                                                                                        |

## § 7-17. VEHICLES OVER DESIGNATED WEIGHT EXCLUDED FROM CERTAIN STREETS.

Vehicles over the registered gross weight are hereby excluded from the streets or parts of streets described except for the pick up and delivery of materials on such streets.

| Name of Street | Weight     | Location |
|----------------|------------|----------|
|                | (RESERVED) |          |

## § 7-18. ONE-WAY STREETS.

### § 7-18.1. One-Way Streets Designated.

[Ord. No. 1497-98 § 1; Ord. No. 1578-98 § 1; Ord. No. 1713-00 § 1; Ord. No. 1725-00 § 1; Ord. No. 2527-17]

The following described streets or parts of streets are hereby designated as One-Way Streets in the direction indicated.

| Name of Street | Direction | Limits |
|----------------|-----------|--------|
| Ashland Avenue |           |        |

| Name of Street                             | Direction           | Limits                                                                                       |
|--------------------------------------------|---------------------|----------------------------------------------------------------------------------------------|
| [Repealed Ord. No. 2629-21]                |                     |                                                                                              |
| Ashland Avenue<br>[Added Ord. No. 2629-21] | Northbound          | White Street to Lakeside Avenue                                                              |
| Brennan Drive                              | Eastbound           | Mt. Pleasant Avenue to Northfield Avenue                                                     |
| Cannon Street                              | Eastbound           | Redwood Avenue to Redwood Avenue                                                             |
| Cherry Street                              | Eastbound           | Oxford Terrace to Franklin Avenue                                                            |
| Cross Street                               | Southbound          | From Hazel Avenue to Freeman Street                                                          |
| Dean Street<br>[Ord. No. 2672-21]          | Northbound          | Joyce Street to Valley Road                                                                  |
| Dogwood Drive                              | Westbound           | From Old Short Hills Road to Dogwood Road                                                    |
| Freeman Place                              | Northbound          | From Tremont Avenue to South Valley Road                                                     |
| Gaston Street                              | Southbound          | From Mount Pleasant Avenue to Laird Drive                                                    |
| Kingsley Street                            | Northbound          | Valley Road to Whittingham Place                                                             |
| Lafayette Street                           | Southbound          | From Cary Street to Joyce Street                                                             |
| Laird Drive                                | Westbound           | Lindsley Avenue to Mt. Pleasant Avenue                                                       |
| Lindsley Avenue                            | Westbound           | Main Street to Laird Drive                                                                   |
| Llewellyn Avenue                           | Eastbound           | Entire length from Sayres Place to Main Street                                               |
| Lowell Avenue                              | Northbound          | From Walker Road to Winding Way                                                              |
| Luddington Road<br>[Ord. No. 2527-17 § 1]  | West                | Entire length from South Valley Road to the intersection with Mountain Way and Lowell Avenue |
| Mount Pleasant Avenue Extension            | Eastbound           | Main Street to Ashland Avenue                                                                |
| Mount Pleasant Place                       | North and Northwest | From Mount Pleasant Avenue to Pleasant Valley Way                                            |
| Old Northfield Avenue                      | Southbound          | Northfield Avenue to Whittingham Place                                                       |
| Park Drive North                           | Westbound           | From Main Street to Park Drive West                                                          |
| Park Drive South                           | Eastbound           | From Park Drive West to Main Street                                                          |
| Park Drive West                            | Southbound          | From Park Drive North to Park Drive South                                                    |
| Prospect Place                             | Westbound           | Entire length                                                                                |
| Sayres Place                               | Northbound          | Entire length                                                                                |
| Stockman Street                            | Northbound          | From Freeman Street to Mitchell Street                                                       |
| Warnick Lane                               | Westbound           | From Northfield Avenue to Pleasant Valley Way                                                |
| White Street                               | Westbound           | Ashland Avenue to Main Street                                                                |

## § 7-18.2. One-Way Streets During Certain Times of the Year.

The streets or parts of streets set forth are hereby designated as One-Way Streets in the direction indicated, from June 15 to September 15, inclusive, during each year.



| Name of Streets* | Direction  | Location                           |
|------------------|------------|------------------------------------|
| Cherry Street    | Eastbound  | Ashwood Terrace to Franklin Avenue |
| Oxford Place     | Southbound | Chestnut Street to Cherry Street   |
| Ridge Avenue     | Eastbound  | Seward Street to Franklin Avenue   |
| Seward Street    | Northbound | William Street to Ridge Avenue     |
| William Street   | Westbound  | Seward Street to Main Street       |

\* From June 15 to September 15.

## § 7-19. THROUGH STREETS.

[Ord. No. 1467-97 § 1; Ord. No. 1650-99 § 1; Ord. No. 1657-99 § 1; Ord. No. 1665-99 § 1; Ord. No. 1674-99 § 1; Ord. No. 1718-00 § 1; Ord. No. 1746-01 § 1; Ord. No. 1770-01 § 1; Ord. No. 1853-02 § 1; Ord. No. 1873-03 § 1; Ord. No. 2084-06 § 4; Ord. No. 2085-06 § 4; Ord. No. 2086-06 § 4; Ord. No. 2087-06 § 4; Ord. No. 2088-06 § 4; Ord. No. 2118-06 § 4; Ord. No. 2226-09 § 4; Ord. No. 2229-09 § 4; beginning with Supplement No. 20 (1/15) all sources may be found with text]

Pursuant to the provisions of N.J.S.A. 39:4-140, the streets or parts of streets described are hereby designated as Through Streets. Stop signs shall be installed on the near-right side of each street intersecting the Through Street except where Yield signs are provided for in the designation.

| Name of Street                                            | Limits                                                                                                  |
|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Brennan Drive                                             | Mt. Pleasant Avenue to Northfield Avenue                                                                |
| Buckingham Road                                           | Pleasant Valley Way and Wedgewood Drive. Stop signs shall be posted on all intersecting roadways        |
| Cherry Street                                             | Franklin Avenue and Harrison Avenue                                                                     |
| Club Boulevard                                            | a. Gregory Avenue and Gilbert Place<br>b. Gilbert Place and Collamore Terrace                           |
| Conforti Avenue                                           | Eagle Rock Avenue and Hooper Avenue                                                                     |
| Edgewood Avenue<br>[Added Ord. No. 2684-22]               | a. Fairview Avenue and Old Indian Road/Gavin Road<br>b. Rock Spring Avenue and Fairview Avenue          |
| Fairview Avenue<br>[Amended Ord. No. 2675-22]             | a. Ridgeway Avenue and Edgewood Avenue<br>b. Edgewood Avenue and Chestnut Road                          |
| Forest Avenue<br>[Repealed 1-26-2021 by Ord. No. 2626-21] |                                                                                                         |
| Forest Avenue<br>[Added 1-26-2021 by Ord. No. 2626-21]    | a. Eagle Rock Avenue and Ellis Street<br>b. Ellis Street and Woodland Avenue                            |
| Forest Hill Road                                          | a. South Valley Road and Gregory Avenue<br>b. Gregory Avenue and Undercliff Terrace                     |
| Franklin Avenue                                           | Between William Street and Cherry Street;<br>Between Chestnut Street and the Township of Montclair line |
| Gregory Avenue                                            | Mt. Pleasant Avenue to northerly terminus                                                               |
| Harrison Avenue                                           | Main Street — Eagle Rock Avenue and the Township of Montclair line                                      |
| Hoover Avenue                                             | Pleasant Valley Way and Cleveland Terrace                                                               |

| Name of Street                                      | Limits                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lakeside Avenue                                     | Main Street and the City of Orange line                                                                                                                                                                                                                                                                                                                                                  |
| Lincoln Avenue<br>[Ord. No. 2430-14]                | Pleasant Valley Way and Cleveland Terrace                                                                                                                                                                                                                                                                                                                                                |
| Lowell Avenue                                       | Walker Road and Luddington Road                                                                                                                                                                                                                                                                                                                                                          |
| Mississippi Avenue                                  | Harrison Avenue and Carol Drive                                                                                                                                                                                                                                                                                                                                                          |
| Mitchell Street                                     | a. Valley Road and the City of Orange line<br>b. Oakridge Road and Gregory Avenue                                                                                                                                                                                                                                                                                                        |
| Mountain Avenue                                     | Eagle Rock Avenue and the Township of Montclair line                                                                                                                                                                                                                                                                                                                                     |
| Old Indian Road<br>[Amended Ord. No. 2675-22]       | a. Pleasant Valley Way and North Edgewood Avenue/Gavin Road<br>b. North Edgewood Avenue/Gavin Road and Ridgeway Avenue                                                                                                                                                                                                                                                                   |
| Orange Heights Avenue                               | South Valley Road and Gregory Avenue                                                                                                                                                                                                                                                                                                                                                     |
| Ridgeway Avenue<br>[Amended Ord. No. 2675-22]       | a. Northfield Avenue and Fairview Avenue<br>b. Old Indian Road and Benvenue Avenue                                                                                                                                                                                                                                                                                                       |
| Rollinson Street<br>[Amended Ord. No. 2659-21]      | a. Northfield Avenue and Riggs Place<br>b. Riggs Place and Glen Road<br>c. Glen Road and Mitchell Street                                                                                                                                                                                                                                                                                 |
| Rooney Circle/Shopping Center<br>Northerly Easement | Entire length                                                                                                                                                                                                                                                                                                                                                                            |
| Sheridan Avenue                                     | Northfield Avenue and Rodman Place                                                                                                                                                                                                                                                                                                                                                       |
| South Valley Road                                   | The City of Orange line and the Village of South Orange line                                                                                                                                                                                                                                                                                                                             |
| St. Cloud Avenue                                    | Rodman Place and Old Indian Road                                                                                                                                                                                                                                                                                                                                                         |
| Stanford Avenue                                     | Pleasant Valley Way and Ferris Drive                                                                                                                                                                                                                                                                                                                                                     |
| Valley Road                                         | a. Main Street and Whittingham Place<br>b. Whittingham Place and Kingsley Street<br>c. The intersection of Valley Road — Quinby Place, Valley Road and Kingsley Street is hereby designated as a Stop intersection. Stop signs shall be installed on the westerly approach at Valley Road and Quinby Place<br>d. Kingsley Street and the City of Orange line                             |
| Valley Way                                          | Eagle Rock Avenue and the Township of Montclair line                                                                                                                                                                                                                                                                                                                                     |
| Walker Road                                         | a. South Valley Road and Gregory Avenue<br>b. Gregory Avenue and the easterly intersection with Burnett Terrace<br>c. The easterly intersection with Burnett Terrace and the westerly intersection with Burnett Terrace<br>[Amended 4-14-2020 by Ord. No. 2600-20]<br>d. The westerly intersection with Burnett Terrace and Northfield Avenue<br>[Amended 4-14-2020 by Ord. No. 2600-20] |
| Watchung Avenue                                     | a. Washington Street and the Township of Montclair line<br>b. Washington Street and the City of Orange line                                                                                                                                                                                                                                                                              |
| Wellington Avenue                                   | Rollinson Street and Hillside Avenue                                                                                                                                                                                                                                                                                                                                                     |
| Whittingham Place                                   | Valley Road and Northfield Avenue                                                                                                                                                                                                                                                                                                                                                        |



| Name of Street                   | Limits                                                     |
|----------------------------------|------------------------------------------------------------|
| Whittlesey Avenue                | Between John Street and Ridge Avenue                       |
|                                  | Between Ridge Avenue and Chestnut Street                   |
| Whittlesey Avenue-Fremont Street | Between Chestnut Street and the Township of Montclair line |
| Woodland Avenue                  | a. Prospect Avenue and Forest Avenue                       |
|                                  | b. Forest Avenue and Pleasant Valley Way                   |

## § 7-20. STOP INTERSECTIONS.

[Ord. No. 1466-97 § 1; Ord. No. 1469-97 § 1; Ord. No. 1473-97 § 1; Ord. No. 1479-97 § 1; Ord. No. 1507-98 § 1; Ord. No. 1509-98 § 1; Ord. No. 1529-98 § 1; Ord. No. 1657-99 § 2; Ord. No. 1664-99 § 1; Ord. No. 1665-99, § 2; Ord. No. 1674-99 § 2; Ord. No. 1714-00 § 1; Ord. No. 1719-00 § 1; Ord. No. 1724-00 § 1; Ord. No. 1725-00 § 2; Ord. No. 1764-01 § 1; Ord. No. 1847-02; Ord. No. 1848-02; Ord. No. 1849-02; Ord. No. 1850-02; Ord. No. 1851-02; Ord. No. 1852-02; Ord. No. 1855-02; Ord. No. 1856-02; Ord. No. 1857-02; Ord. No. 1964-04 § 3; Ord. No. 1965-04 § 3; Ord. No. 1966-04 § 3; Ord. No. 1967-04 § 3; Ord. No. 1968-04 § 3; Ord. No. 1995-05 § 3; Ord. No. 1996-05 § 3; Ord. No. 1997-05 § 3; Ord. No. 2004-05 § 3; Ord. No. 2005-05 § 3; Ord. No. 2014-05 § 3; Ord. No. 2023-05 § 3; Ord. No. 2038-05 § 3; Ord. No. 2040-05 § 3; Ord. No. 2108-06 § 3; Ord. No. 2109-06 § 3; Ord. No. 2110-06 § 3; Ord. No. 2111-06 § 3; Ord. No. 2112-06 § 3; Ord. No. 2113-06 § 3; Ord. No. 2114-06 § 3; Ord. No. 2115-06 § 3; Ord. No. 2116-06 § 3; Ord. No. 2117-06 § 3; Ord. No. 2228-09 § 4; Ord. No. 2230-09 § 3; Ord. No. 2231-09 § 3; Ord. No. 2276 § 3; Ord. No. 2285; Ord. No. 2414-14; Ord. No. 2431-14; Ord. No. 2451-15; Ord. No. 2469-15; Ord. No. 2012-17; Ord. No. 2537-18; Ord. No. 2550-18]

Pursuant to the provisions of N.J.S.A. 39:4-140, the intersections described are hereby designated as Stop Intersections. Stop signs shall be installed as provided therein.

| Intersection                                                             | Stop Signs On:    |
|--------------------------------------------------------------------------|-------------------|
| Bakley Terrace and Coggins Lane                                          | Coggins Lane      |
| Bakley Terrace and Pring Court                                           | Pring Court       |
| Belle Terre Road and Garfield Avenue                                     | Garfield Avenue   |
| Belle Terre Road and Roosevelt Avenue                                    | Roosevelt Avenue  |
| Benvenue Avenue and Hepworth Place                                       | Hepworth Place    |
| Birch Street and Pine Street                                             | Pine Street       |
| Blackstock Road and Stone Drive                                          | Stone Drive       |
| Cannon Street and Terrace Avenue                                         | Terrace Avenue    |
| Carteret Street and Bauer Drive                                          | Bauer Drive       |
| Carteret Street and Dockery Drive                                        | Dockery Drive     |
| Chestnut Road and Sheridan Avenue                                        | Sheridan Avenue   |
| Cobane Terrace and Bradford Avenue                                       | Bradford Avenue   |
| Cobane Terrace and Grand View Avenue                                     | Grand View Avenue |
| Coggins Lane and Kinzel Lane                                             | Kinzel Lane       |
| Collamore Terrace at its northernmost intersection with Forest Hill Road | Forest Hill Road  |
| Colony Drive East and Brook Drive                                        | Brook Drive       |
| Colony Drive East and Colony Court                                       | Colony Court      |
| Colony Drive East and Colony Drive West                                  | Colony Drive West |
| Columbia Street and Liberty Street                                       | Liberty Street    |

| <b>Intersection</b>                                                       | <b>Stop Signs On:</b>                                                   |
|---------------------------------------------------------------------------|-------------------------------------------------------------------------|
| Connel Drive and Blackstock Road<br>[Ord. No. 2451-15]                    | Connel Drive                                                            |
| Crystal Avenue and Blackburne Terrace                                     | Blackburne Terrace                                                      |
| Crestmont Road and Warren Road<br>[Ord. No. 2451-15]                      | Crestmont Road                                                          |
| Crystal Avenue and Suburban Drive                                         | Suburban Drive                                                          |
| Cunningham Drive and Forest Drive                                         | Forest Drive                                                            |
| Cunningham Drive and Howell Drive                                         | Howell Drive                                                            |
| Edgar Road and Waddington Avenue                                          | Waddington Avenue                                                       |
| Edgemont Road and Greenwood Avenue                                        | Greenwood Avenue                                                        |
| Edgewood Avenue and Arverne Road<br>[Repealed Ord. No. 2684-22]           |                                                                         |
| Edgewood Avenue and Lessing Road<br>[Repealed Ord. No. 2684-22]           |                                                                         |
| Ellison Avenue and Carlson Road                                           | Carlson Road                                                            |
| Ellison Avenue and Manger Road                                            | Manger Road                                                             |
| Essex Green Main Drive Entrance and Shopping Center<br>Northerly Easement | Shopping Center Northerly Easement facing<br>southbound traffic         |
| Fairway Avenue and Barbara Avenue                                         | Barbara Avenue                                                          |
| Fairview Avenue and Chestnut Road                                         | Fairview Avenue                                                         |
| Ferris Drive and Stanford Avenue<br>[Ord. No. 2550-18]                    | Stanford Avenue                                                         |
| Fitzrandolph Road and Caldwell Terrace                                    | Caldwell Terrace                                                        |
| Fairmount Terrace and Rainbow Terrace<br>[Ord. No. 2512-17]               | Rainbow Terrace                                                         |
| Fairmount Terrace and Pen Bryn Road<br>[Ord. No. 2512-17]                 | Pen Bryn Road                                                           |
| Fitzrandolph Road and Hartshorn Terrace                                   | Hartshorn Terrace                                                       |
| Fitzrandolph Road and Thorn Terrace                                       | Thorn Terrace                                                           |
| Gavin Road, Old Indian Road and Edgewood Avenue<br>North                  | Old Indian Road southbound and east-<br>bound and Edgewood Avenue North |
| Glen Road and Oakridge Road                                               | Oakridge Road                                                           |
| Glen View Drive and Beacon Place                                          | Beacon Place                                                            |
| Grandview Avenue and Koewing Place                                        | Koewing Place                                                           |
| Greenwood Avenue and Sherwood Place                                       | Sherwood Place                                                          |
| Gregory Place and Cobane Terrace                                          | Cobane Terrace                                                          |
| Hartshorn Terrace and Johnson Road                                        | Johnson Road                                                            |
| Hazel Avenue and Birch Street                                             | Birch Street                                                            |
| Hazel Avenue and Pine Street                                              | Pine Street                                                             |
| Herbert Terrace and Beacon Place                                          | Beacon Place                                                            |
| High Street and Samuel Street                                             | Samuel Street                                                           |
| Hillcrest Avenue and Spring Hill Drive and Reid Street                    | Spring Hill Drive and Reid Street                                       |
| Holmes Street and Phyllis Road<br>[Ord. No. 2414-14]                      | Holmes Street                                                           |



| <b>Intersection</b>                                                          | <b>Stop Signs On:</b>             |
|------------------------------------------------------------------------------|-----------------------------------|
| Hooper Avenue and Carteret Street                                            | Carteret Street                   |
| James Court and Alan Street<br>[Ord. No. 2431-14]                            | James Court                       |
| Johnson Road and Caldwell Terrace                                            | Caldwell Terrace                  |
| Johnson Road and Thorn Terrace                                               | Thorn Terrace                     |
| Kingsley Street and Riggs Place                                              | Riggs Place                       |
| Kingsley Street and Swaine Place                                             | Swaine Place                      |
| Kinzel Lane and Jagger Court                                                 | Jagger Court                      |
| Kirk Street and Grant Terrace                                                | Grant Terrace                     |
| Kirk Street and Winfield Street                                              | Winfield Street                   |
| Koewing Place and Beaumont Terrace                                           | Beaumont Terrace                  |
| Lakeview Drive and Stanford Court                                            | Stanford Court                    |
| Lawrence Avenue and Florence Place                                           | Florence Place                    |
| Lawrence Avenue and Overlook Avenue<br>[Ord. No. 2537-18]                    | Overlook Avenue                   |
| Lessing Road and Birchwood Avenue                                            | Birchwood Avenue                  |
| Lindsley Avenue and Wheeler Street                                           | Wheeler Street                    |
| Llewellyn Avenue and Sayres Place                                            | Sayres Place                      |
| Lorelei Road and Lorelei Road — Roosevelt Avenue                             | Lorelei Road (northerly approach) |
| Lorelei Road and Carolina Avenue                                             | Carolina Avenue                   |
| Lorelei Road and Manger Road                                                 | Manager Road                      |
| Lowell Avenue, Mountain Way, and Luddington Road T-<br>End Type Intersection | Luddington Road                   |
| Luddington Road and Brookwood Road                                           | Brookwood Road                    |
| Manger Road and Ralph Road (southerly intersections)                         | Ralph Road                        |
| Maple Avenue and Hillcrest Avenue                                            | Hillcrest Avenue                  |
| Marshall Street and Phyllis Road<br>[Ord. No. 2414-14]                       | Marshall Street                   |
| McGuire Drive and Colonial Woods Drive                                       | McGuire Drive                     |
| Mississippi Avenue and Wilfred Street                                        | Wilfred Street                    |
| Moore Terrace and Nutwold Avenue                                             | Nutwold Avenue                    |
| Mountain Drive and Highwood Road<br>[Ord. No. 2431-14]                       | Mountain Drive                    |
| Nance Road and King Road                                                     | King Road                         |
| Nance Road and Warren Road<br>[Ord. No. 2451-15]                             | Nance Road                        |
| Nicholas Avenue and Cannon Street                                            | Cannon Street                     |
| Nutwold Avenue and Woodside Terrace                                          | Woodside Terrace                  |
| Oakridge Road and Hazel Avenue<br>[Added 5-14-2019 by Ord. No. 2568-19]      | Hazel Avenue                      |
| Oval Road and Rappleye Court                                                 | Rappleye Court                    |
| Overlook Avenue and Ridgeview Avenue<br>[Ord. No. 2550-18]                   | Ridgeview Avenue                  |

| <b>Intersection</b>                                                       | <b>Stop Signs On:</b>                                      |
|---------------------------------------------------------------------------|------------------------------------------------------------|
| Powell Drive and Blackstock Road<br>[Ord. No. 2451-15]                    | Powell Drive                                               |
| Quarry Terrace and Cliff Street                                           | Cliff Street                                               |
| Ralph Road and Lorelei Road                                               | Lorelei Road                                               |
| Randolph Place and Long View Street                                       | Long View Street                                           |
| Rappleye Court and Rappleye Court                                         | Rappleye Court (south approach)                            |
| Rappleye Court and Kinzel Lane                                            | Kinzel Lane                                                |
| Redwood Avenue and Ellis Avenue                                           | Ellis Avenue                                               |
| Redwood Avenue and Nicholas Avenue/Redwood School<br>Driveway (southerly) | Nicholas Avenue and Redwood School<br>Driveway (southerly) |
| Redwood Avenue and Redwood School Driveway<br>(northerly)                 | Redwood School Driveway (northerly)                        |
| Robertson Road and Caldwell Terrace                                       | Caldwell Terrace                                           |
| Robertson Road and Cassien Terrace                                        | Cassien Terrace                                            |
| Robertson Road and Thorn Terrace                                          | Thorn Terrace                                              |
| Rock Spring Avenue and Edgewood Avenue<br>[Repealed Ord. No. 2675-22]     |                                                            |
| Roosevelt Avenue and Elmwood Avenue                                       | Elmwood Avenue                                             |
| Roosevelt Avenue and Shelley Terrace                                      | Shelley Terrace                                            |
| Samuel Street and Watson Avenue                                           | Watson Avenue                                              |
| Seaman Road and Deerfield Drive                                           | Deerfield Drive                                            |
| Seaman Road and Terrace Avenue                                            | Terrace Avenue                                             |
| Seward Street and Ridge Avenue                                            | Ridge Avenue Seward Street (approach<br>from northeast)    |
| Sheffield Terrace and Dartmouth Road<br>[Ord. No. 2469-15]                | Sheffield Terrace                                          |
| Skyline Drive and Parson Drive                                            | Parson Drive                                               |
| Suburban Drive and Dockery Drive                                          | Dockery Drive                                              |
| Sussex Road and Colonial Woods Drive                                      | Sussex Road                                                |
| Tenney Road and Underwood Drive                                           | Underwood Drive                                            |
| Underwood Drive and Blockstock Road                                       | Blockstock Road                                            |
| Underwood Drive and Weber Road                                            | Weber Road                                                 |
| Virginia Avenue and Winfield Street                                       | Winfield Street                                            |
| Watson Avenue and John Street                                             | John Street                                                |
| Winding Way and Dartmouth Road                                            | Dartmouth Road                                             |
| Winding Way and Lowell Avenue                                             | Lowell Avenue                                              |

## § 7-20.1. Stop Intersections Near Schools, Playgrounds and Youth Recreational Facilities.

[Ord. No. 2083-06 § 1]

Pursuant to the provisions of N.J.S.A. 39:4-8(d) the intersections described are hereby designated as Stop Intersections. These intersections are located within 500 feet of a school, or of a playground or



youth recreational facility, the intersecting streets are under municipal jurisdiction and the intersection is on a street contiguous to a school, playground or youth recreational facility. Stop signs shall be installed as provided therein.

| Intersection | Stop Signs On: |
|--------------|----------------|
|              | (RESERVED)     |

## § 7-21. MULTI-WAY STOPS.

[Ord. No. 1529-98 § 1; Ord. No. 1651-99 § 1; Ord. No. 1654-99 § 1; Ord. No. 1657-99 § 3; Ord. No. 1674 § 1; Ord. No. 1719-01 § 1; Ord. No. 1746-01 § 1; Ord. No. 1853-02 § 2; Ord. No. 1873-03 § 2]  
The following intersections are hereby designated as Multi-Way Stops.

| Intersection                                                                                     | Stop Signs On                  |
|--------------------------------------------------------------------------------------------------|--------------------------------|
| Burnett Terrace and Walker Road, easterly intersection<br>[Added 4-14-2020 by Ord. No. 2600-20]  | All intersecting streets       |
| Burnett Terrace and Walker Road, westerly intersections<br>[Added 4-14-2020 by Ord. No. 2600-20] | All intersecting streets       |
| Fairview Avenue and Edgewood Avenue<br>[Ord. No. 2675-22]                                        | All intersecting streets       |
| Franklin Avenue and Cherry Street                                                                | All intersecting streets       |
| Franklin Avenue and Chestnut Street                                                              | All intersecting streets       |
| High Street and Chestnut Street                                                                  | All intersecting streets       |
| High Street and Ridge Avenue                                                                     | All intersecting streets       |
| Kingsley Street and Riggs Place                                                                  | All intersecting streets       |
| Merklin Avenue — Colonial Woods Drive and Carlson Road<br>— Morris Road                          | All intersecting streets       |
| Old Indian Road, Gavin Road and Edgewood Avenue North                                            | All intersecting streets       |
| Old Indian Road and Ridgeway Avenue<br>[Ord. No. 2675-22]                                        | All intersecting streets       |
| Rock Spring Avenue and Edgewood Avenue<br>[Ord. No. 2675-22]                                     | All intersecting streets       |
| Rollinson Street and Mitchell Street                                                             | All intersecting streets       |
| Rollinson Street and Wellington Avenue                                                           | All intersecting streets       |
| Valley Road and Quinby Place                                                                     | The right side of each roadway |
| Valley Road and Whittingham Place                                                                | All intersecting streets       |
| Watson Avenue and Chestnut Street                                                                | All intersecting streets       |
| Watson Avenue and Ridge Avenue                                                                   | All intersecting streets       |
| Wellington Avenue and Hillside Avenue                                                            | All intersecting streets       |
| Whittlesey Avenue and Chestnut Street                                                            | All intersecting streets       |
| Whittlesey Avenue and Ridge Avenue                                                               | All intersecting streets       |
| Woodland Avenue and Forest Avenue                                                                | All intersecting streets       |

### § 7-21.1. Multi-Way Stops Near Schools, Playgrounds and Youth Recreational Facilities.

[Ord. No. 2083-06 § 2; Ord. No. 2084-06 § 3; Ord. No. 2085-06 § 3; Ord. No. 2086-06 § 3; Ord. No. 2087-06 § 3; Ord. No. 2088-06 § 3; Ord. No. 2118-06 § 3; Ord. No. 2226-09 § 3; Ord. No. 2228-09 § 3; Ord. No. 2229-09 § 3]

Pursuant to the provisions of N.J.S.A. 39:4-8(d) the intersections described are hereby designated as Multi-Way Stops. These intersections are located within 500 feet of a school, or of a playground or youth recreational facility, the intersecting streets are under municipal jurisdiction and the intersection is on a street contiguous to a school, playground or youth recreational facility. Stop signs shall be installed as provided therein.

| <b>Intersection</b>                                                     | <b>Stop Signs On</b>     |
|-------------------------------------------------------------------------|--------------------------|
| Club Boulevard and Gilbert Place                                        | All intersecting streets |
| Forest Avenue and Ellis Street<br>[Added 1-26-2021 by Ord. No. 2626-21] | All intersecting streets |
| Franklin Avenue and William Street                                      | All intersecting streets |
| Gregory Place and Gilbert Place                                         | All intersecting streets |
| Mitchell Street and Oakridge Road                                       | All intersecting streets |
| Ridgeway Avenue and Fairview Avenue                                     | All intersecting streets |
| Ridgeway Avenue and Benvenue Avenue                                     | All intersecting streets |
| Rollinson Street and Hazel Avenue                                       | All intersecting streets |
| Rollinson Street and Riggs Place<br>[Ord. No. 2659-21]                  | All intersecting streets |
| Rollinson Street and Glen Road<br>[Ord. No. 2659-21]                    | All intersecting streets |
| Sheridan Avenue and Rodman Place                                        | All intersecting streets |
| St. Cloud Avenue and Rodman Place                                       | All intersecting streets |
| Whittlesey Avenue and John Street                                       | All intersecting streets |

## § 7-22. YIELD INTERSECTIONS.

[Ord. No. 2276 § 4]

Pursuant to the provisions of N.J.S.A. 39:4-140, the intersections described are hereby designated as Yield Intersections. Yield signs shall be installed as provided therein.

| <b>Intersection</b>                  | <b>Yield Signs On</b> |
|--------------------------------------|-----------------------|
| Collamore Terrace and Club Boulevard | Club Boulevard        |
| Mountain Way and Sylvan Place        | Sylvan Place          |
| Waddington Avenue and Gavin Road     | Gavin Road            |

## § 7-23. TURNS RESTRICTED.

### § 7-23.1. Turn Prohibitions.

[Ord. No. 1453-97 § 1; Ord. No. 1468-97 § 1; Ord. No. 1512-98 § 1; Ord. No. 1518-98 § 1; Ord. No. 1578-98 § 2; Ord. No. 1583-98 § 1; Ord. No. 1653-99 § 1; Ord. No. 1716-00 § 1; Ord. No. 1731-00 § 1; Ord. No. 1749-01 § 1; Ord. No. 1752 § 1; Ord. No. 1947-04 § 1; Ord. No. 2107-06 § 1; Ord. No. 2344-12; Ord. No. 2345-12; Ord. No. 2346-12; Ord. No. 2414-14; Ord. 2420-14; Ord. 2428-14; Ord. 2437-15 § 2; Ord. No. 2555-18]



No person shall make a turn at any location listed and only in the manner described.

| Intersection                                                                                   | Turn Prohibited | Hours/Days                                                       | Movement Prohibited                                                                                                                                               |
|------------------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Benvenue Avenue and Northfield Avenue                                                          | Right           | All                                                              | Westbound on Northfield Avenue to northbound on Benvenue Avenue                                                                                                   |
| Benvenue Avenue and Northfield Avenue                                                          | Left            | All                                                              | Southbound on Benvenue Avenue to eastbound on Northfield Avenue                                                                                                   |
| Birch Street and Hazel Avenue<br>[Ord. No. 2420-14]                                            | Right           | 7:30 a.m. to 9:00 a.m.;<br>2:30 p.m. to 4:00 p.m.<br>School Days | Northbound on Birch Street to eastbound on Hazel Avenue                                                                                                           |
| Bradford Avenue and Northfield Avenue                                                          | Left            | All                                                              | Northbound on Bradford Avenue to westbound on Northfield Avenue                                                                                                   |
| Eagle Rock Avenue and Oak Terrace                                                              | Left            | 7:00 a.m. to 9:00 a.m.;<br>4:00 p.m. to 6:00 p.m.                | Eastbound on Eagle Rock Avenue to northbound on Oak Terrace                                                                                                       |
| Eagle Rock Avenue and Woodhull Avenue                                                          | Left            | All                                                              | Westbound on Eagle Rock Avenue to southbound on Woodhull Avenue                                                                                                   |
| 464 Eagle Rock Avenue at the easterly driveway for 464 Eagle Rock Avenue; Block 153.14, Lot 33 | Left            | All                                                              | Northbound out of the easterly driveway for 464 Eagle Rock Avenue to westbound on Eagle Rock Avenue                                                               |
| Ellison Avenue and Manger Road                                                                 | Left            | 8:00 a.m. to 9:30 a.m.;<br>2:30 p.m. to 4:00 p.m.<br>School days | Southbound on Ellison Avenue to Eastbound on Manger Road                                                                                                          |
| Grandview Avenue and Northfield Avenue                                                         | Left            | All                                                              | Northbound on Grandview Avenue to westbound on Northfield Avenue                                                                                                  |
| Gregory Avenue and Brook Drive                                                                 | Right           | 7:00 a.m. to 9:00 a.m.;<br>Monday thru Friday                    | Northbound on Gregory Avenue to eastbound on Brook Drive                                                                                                          |
| Gregory Avenue at Solomon Schechter School Driveway 122 Gregory Avenue, Block 79, Lot 21       | Left            | 2:00 p.m. to 4:00 p.m.<br>School days                            | Southbound on Gregory Avenue to eastbound on Solomon Schechter School driveway Westbound out of Solomon Schechter School driveway to southbound on Gregory Avenue |
| 4 Haller Road (Driveway of Parking Yard 13)<br>[Ord. No. 2555-18]                              | Left            | All                                                              | Westbound out of driveway of 4 Haller Road for Parking Yard 13 to southwesterly on Haller Road                                                                    |
| Hazel Avenue and Hazel Avenue School easterly driveway<br>[Ord. No. 2420-14]                   | Left            | 7:30 a.m. to 9:00 a.m.;<br>2:30 p.m. to 4:00 p.m.<br>School Days | Southbound on Hazel Avenue School easterly driveway to eastbound on Hazel Avenue                                                                                  |
| Main Street and Edison Middle School driveway                                                  | Left            | All                                                              | Westbound on Edison Middle School driveway to south-                                                                                                              |

| Intersection                                                                                        | Turn Prohibited | Hours/Days                                                       | Movement Prohibited                                                                   |
|-----------------------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|                                                                                                     |                 |                                                                  | bound on Main Street                                                                  |
| Main Street and Franklin Avenue                                                                     | Left            | All                                                              | Southbound on Main Street to northbound on Franklin Avenue                            |
| Marion Drive and Mt. Pleasant Avenue                                                                | Left            | All                                                              | Southbound on Marion Drive to eastbound on Mt. Pleasant Avenue                        |
| Mitchell Street and Colony Drive East                                                               | Left            | 7:00 a.m. to 9:00 a.m.<br>Monday thru Friday                     | Eastbound on Mitchell Street to northbound on Colony Drive East                       |
| Mount Pleasant Avenue and driveway for 80 Main Street                                               | Left            | All                                                              | Southbound from driveway for 80 Main Street to eastbound on Mount Pleasant Avenue     |
| Mount Pleasant Avenue and driveway for 303 Main Street<br>[Added 6-11-2019 by Ord. No. 2575-19]     | Left            | All                                                              | Eastbound on Mount Pleasant to northbound into driveway for 303 Mount Pleasant Avenue |
|                                                                                                     |                 |                                                                  | Southbound from driveway 303 Mount Pleasant Avenue to eastbound onto Mount Pleasant   |
| Nicholas Avenue and Prospect Avenue                                                                 | Left            | All                                                              | Eastbound on Nicholas Avenue to northbound on Prospect Avenue                         |
| Northfield Avenue and Cobane Terrace                                                                | Right           | All                                                              | Eastbound on Northfield Avenue to southbound on Cobane Terrace                        |
| Northfield Avenue and Bradford Avenue                                                               | Right           | All                                                              | Eastbound on Northfield Avenue to eastbound on Bradford Avenue                        |
| Northfield Avenue and Grandview Avenue                                                              | Right           | All                                                              | Eastbound on Northfield Avenue to eastbound on Grandview Avenue                       |
| Northfield Avenue and Colony Drive East                                                             | Left            | 3:00 p.m. to 6:00 p.m.<br>Monday thru Friday                     | Westbound on Northfield Avenue to southbound on Colony Drive East                     |
| Northfield Avenue and Glen View Drive<br>[Ord. No. 2428-14]                                         | Left            | All                                                              | Eastbound on Northfield Avenue to northbound on Glen View Drive                       |
| Northfield Avenue at Kenny Rogers Restaurant Driveways, 563 Northfield Avenue, Block 168, Lot 27.02 | Left            | All                                                              | Southbound out of Northfield Driveways to eastbound on Northfield Avenue              |
| Oak Ridge Road and Hazel Avenue<br>[Ord. No. 2420-14]                                               | Right           | 7:30 a.m. to 9:00 a.m.;<br>2:30 p.m. to 4:00 p.m.<br>School Days | Northbound on Oak Ridge Road to eastbound on Hazel Avenue                             |
| Oak Ridge Road and Hazel Avenue                                                                     | Left            | 7:30 a.m. to 9:00 a.m.;<br>2:30 p.m. to 4:00 p.m.                | Southbound on Oak Ridge Road to eastbound on Hazel                                    |



| Intersection                                                                                                  | Turn Prohibited | Hours/Days                                        | Movement Prohibited                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------|-----------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| [Ord. No. 2420-14]                                                                                            |                 | School Days                                       | Avenue                                                                                                                                      |
| Old Short Hills Road and Dogwood Drive                                                                        | Left            | All                                               | Westbound on Dogwood Drive to southbound on Old Short Hills Road                                                                            |
| Pleasant Valley Way and Marmon Terrace                                                                        | Right           | 7:00 a.m. to 9:00 a.m.;<br>4:00 p.m. to 6:00 p.m. | Southbound on Pleasant Valley Way to westbound on Marmon Terrace                                                                            |
| Pleasant Valley Way and West Orange High School northerly driveway                                            | Left            | All                                               | Westbound on West Orange High School northerly driveway to south-bound on Pleasant Valley Way                                               |
| Prospect Avenue at Exxon Service Station Driveways, 270 Prospect Avenue, Block 111, Lot 1.06                  | Left            | All                                               | Westbound out of Prospect Avenue driveways to south-bound on Prospect Avenue                                                                |
| Prospect Avenue and Crystal Avenue                                                                            | Right           | All                                               | Southbound on Prospect Avenue to westbound on Crystal Avenue                                                                                |
| Prospect Avenue and Crystal Avenue                                                                            | Left            | All                                               | Northbound on Prospect Avenue to westbound on Crystal Avenue                                                                                |
| Prospect Avenue and Harrington Terrace                                                                        | Left            | All                                               | Northbound on Prospect Avenue to westbound on Harrington Terrace                                                                            |
| Rock Spring Avenue at the driveway for 481 Northfield Avenue (at Rock Spring Avenue); Block 159.01, Lot 61.01 | Right           | All                                               | Southwesterly bound out of the Rock Spring Avenue driveway for 481 Northfield Avenue to northwesterly bound on Rock Spring Avenue           |
| St. Cloud Avenue and Stagg Field southerly driveway<br>[Ord. No. 2437-15 § 2]                                 | Left            | 8:00 a.m. to 9:00 a.m.;<br>School Days            | Eastbound on Stagg Field southerly driveway to north-bound on St. Cloud Avenue                                                              |
| St. Cloud Avenue and Stagg Field northerly driveway<br>[Ord. No. 2437-15]                                     | Right           | 8:00 a.m. to 9:00 a.m.;<br>School Days            | Eastbound on Stagg Field northerly driveway to south-bound on St. Cloud Avenue                                                              |
| Solomon Schechter School driveway at Pleasant Valley Way                                                      | Left            | All                                               | Westbound on driveway to southbound on Pleasant Valley Way                                                                                  |
| Underwood Drive and Pleasant Valley Way opposite Solomon Schechter driveway                                   | Left, thru      | 8:00 a.m. to 6:00 p.m.                            | Eastbound on Underwood Drive to northbound on Pleasant Valley Way, east-bound on Underwood Drive to eastbound on Solomon Schechter driveway |
| Woodhull Avenue at the driveway for 464 Eagle                                                                 | Right           | All                                               | Eastbound out of Woodhull Avenue driveway for 464                                                                                           |

| Intersection                         | Turn Prohibited | Hours/Days | Movement Prohibited                                            |
|--------------------------------------|-----------------|------------|----------------------------------------------------------------|
| Rock Avenue Block 153.14, Lot 33     |                 |            | Eagle Rock Avenue to southbound on Woodhull Avenue             |
| Woods End Road and Northfield Avenue | Left            | All        | Southbound on Woods End Road to eastbound on Northfield Avenue |

## § 7-23.2. No Turns.

[Ord. No. 1731-00 § 2; Ord. No. 1750-01 § 1; Ord. No. 1751-01 § 1]

No person shall make a turn at any of the locations described

| Intersection                                          | Movement Prohibited                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mt. Pleasant Avenue (N.J. Route 10 and Skyline Drive) | Left and right turns from Mt. Pleasant Avenue eastbound and westbound onto Skyline Drive southbound                                                                                                                                                                                                                  |
| Prospect Avenue and Crystal Avenue                    | Left turn from Crystal Avenue eastbound onto Prospect Avenue northbound<br>Right turn from Crystal Avenue eastbound onto Prospect Avenue southbound                                                                                                                                                                  |
| Prospect Avenue and Harrington Terrace/Boland Drive   | Left turn from Prospect Avenue southbound onto Boland Drive eastbound<br>Right turn from Prospect Avenue southbound onto Harrington Terrace westbound<br>Left turn from Harrington Terrace eastbound onto Prospect Avenue northbound<br>Right turn from Harrington Terrace eastbound onto Prospect Avenue southbound |

## § 7-23.3. U-Turn Prohibitions.

[Ord. No. 2374-13]

No person shall make a U-turn at any of the locations described.

| Location            | Limits                                                            |
|---------------------|-------------------------------------------------------------------|
| Central Avenue      | From Valley Road to Orange line                                   |
| Eagle Rock Avenue   | From Main Street to Roseland line                                 |
| Franklin Avenue     | From Main Street to Montclair line                                |
| Gregory Avenue      | From Mt. Pleasant Avenue to South Orange line                     |
| Harrison Avenue     | From Main Street to Montclair line                                |
| Main Street         | From Orange line to Harrison Avenue                               |
| Mt. Pleasant Avenue | From Prospect Avenue easterly to the City of Orange boundary line |
| Northfield Avenue   | From Main Street to Livingston line                               |
| Pleasant Valley Way | From Northfield Avenue to Verona line                             |
| Stanford Avenue     | From Pleasant Valley Way to Crestwood Drive westerly intersection |



**Location**

Valley Road and South Valley Road

**Limits**

From Northfield Avenue to South Orange line

## § 7-23.4. Trucks - Right and Left Turn Prohibitions.

No person shall make a right or left turn with a vehicle over four tons wherever indicated at any of the locations described:

| Intersection                      | Turn Prohibited | Movement Prohibited                                         |
|-----------------------------------|-----------------|-------------------------------------------------------------|
| Northfield Avenue and Valley Road | Right           | Eastbound on Northfield Avenue to southbound on Valley Road |

## § 7-24. NO TURN ON RED.

[Ord. No. 1530-98 § 1; Ord. No. 1652-99 § 1; Ord. No. 1731-00 § 3; Ord. No. 1753-01 § 1; Ord. No. 1920-03 § 1; Ord. No. 1956-04 § 1]

No person shall make a right turn on the red signal at any location listed:

From westbound on Boland Drive to northbound on Prospect Avenue

From westbound on Central Avenue to northbound on Valley Road

From northbound on Laird Drive to eastbound on Mt. Pleasant Avenue

From northbound on Main Street to eastbound on Renna Plaza (formerly Mt. Pleasant Avenue Extension)

From southbound on Main Street to westbound on Mt. Pleasant Avenue

From northbound on Valley Road to eastbound on Central Avenue

From eastbound on Woodland Avenue to southbound on Prospect Avenue

## § 7-25. LOADING ZONES.

[Ord. No. 1449-97 §§ 1, 2; Ord. No. 1464-97 § 3; Ord. No. 1470-97 § 4; Ord. No. 1471-97 § 6; Ord. No. 1475-97 § 5; Ord. No. 1481-97 § 4; Ord. No. 1615-99 § 1; Ord. No. 1672-99 § 3; Ord. No. 1767-01 § 1; Ord. No. 1786-01 § 3; Ord. No. 1806-02 § 1; Ord. No. 1897-03 § 1; Ord. No. 2001-05 § 1; Ord. No. 2016-05 § 1; Ord. No. 276-06 § 3; Ord. No. 2082-06 § 2; Ord. No. 2141-07 § 3; Ord. No. 2142-07 § 3; Ord. No. 2336-11; Ord. No. 2387-13 § 3]

The locations described are hereby designated as Loading Zones. No person shall park a vehicle in these locations during the times indicated other than for the loading or unloading of goods, materials and passengers.

| Street       | Hours/Days | Sides | Location                                                                                                                      |
|--------------|------------|-------|-------------------------------------------------------------------------------------------------------------------------------|
| Alden Street | All        | South | Beginning at a point 190 feet east of the easterly curblineline of Main Street and extending to a point 75 feet east thereof  |
|              | All        | South | Beginning at a point 540 feet east of the easterly curblineline of Main Street and extending to a point 50 feet east thereof  |
|              | All        | North | Beginning at a point 190 feet east of the easterly curblineline of Main Street and extending to a point 100 feet east thereof |

| Street                                                                                            | Hours/Days                                                                              | Sides     | Location                                                                                                                                         |
|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Ashland Avenue<br>[Amended 3-5-2019 by<br>Ord. No. 2562-19; 2-<br>23-2021 by Ord. No.<br>2629-21] | Monday to<br>Thursday 8:00<br>a.m. to 5:00<br>p.m.                                      | East      | Beginning at a point 228 feet southerly of<br>the southerly curblineline of Park Avenue and<br>extending to a point 98 feet southerly<br>thereof |
|                                                                                                   | Monday to<br>Thursday 9:00<br>a.m. to 4:00<br>p.m. Friday<br>12:00 noon to<br>4:00 p.m. | East      | Beginning at a point 280 feet north of the<br>northerly curblineline of White Street and ex-<br>tending to a point 30 feet northerly thereof     |
|                                                                                                   | All                                                                                     | West      | Beginning 105 feet south of the southerly<br>curblineline of Lakeside Avenue extended and<br>extending 151 feet southerly                        |
|                                                                                                   | Monday 12:00<br>noon to 4:00<br>p.m.; Tuesday<br>to Friday 9:00<br>a.m. to 4:00<br>p.m. | West      | Beginning at a point 258 feet north of the<br>northerly curblineline of White Street and ex-<br>tending to a point 30 feet northerly thereof     |
| Ashwood Terrace                                                                                   | Sunday 9:00<br>a.m. to 12:00<br>Noon                                                    | South     | Beginning at a point 140 feet east of the<br>easterly curblineline of Main Street and extend-<br>ing to a point 85 feet easterly thereof         |
| Charles Street<br>[Added 3-5-2019 by<br>Ord. No. 2562-19]                                         | All                                                                                     | North     | Beginning at the westerly curblineline of<br>Ashland Avenue and extending to a point<br>80 feet westerly therefrom                               |
| Columbia Street                                                                                   | All                                                                                     | West      | Beginning at a point 140 feet south of the<br>southerly curblineline of Kling Street and ex-<br>tending to a point 60 feet south thereof         |
|                                                                                                   | All                                                                                     | North     | Beginning at a point 34 feet west of the<br>westerly curblineline of Liberty Street and ex-<br>tending westerly 75 feet to a point thereof       |
| Ellison Avenue                                                                                    | School days<br>8:00 a.m. to<br>4:00 p.m.                                                | East      | From Manger Road to Carlson Road                                                                                                                 |
| Franklin Avenue                                                                                   | School days<br>8:00 a.m. to<br>4:00 p.m.                                                | Southeast | Beginning 35 feet southwest of the<br>southerly curblineline of William Street and ex-<br>tending 240 feet southwestly                           |
| Franklin Avenue                                                                                   | Monday to<br>Friday 7:00<br>a.m. to 6:00<br>p.m.                                        | East      | Cherry Street to Chestnut Street                                                                                                                 |
| Lakeside Avenue                                                                                   | All                                                                                     | North     | Between a point 231 feet of the eastern cur-<br>blineline of Main Street to a point 311 feet east<br>of the eastern curblineline of Main Street  |
| Lindsley Avenue                                                                                   | Monday<br>through<br>Saturday 9:00<br>a.m. to 5:00<br>p.m.                              | South     | Beginning 35 feet east of the easterly cur-<br>blineline of Wheeler Street and extending 25<br>feet easterly                                     |



| Street            | Hours/Days                                        | Sides | Location                                                                                                                                                                              |
|-------------------|---------------------------------------------------|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Nassau Street     | All                                               | South | Beginning at a point 65 feet east of the easterly curblineline of South Valley Road and extending to a point 40 feet easterly thereof                                                 |
| St. Cloud Avenue  | School days<br>8:00 a.m. to<br>4:00 p.m.          | East  | Beginning 422 feet north of the northerly curblineline of Northfield Avenue and extending 143 feet northerly                                                                          |
| Sheridan Avenue   | 8:00 a.m. to<br>10:00 a.m.                        | West  | Beginning 360 feet north of the northerly curblineline of Northfield Avenue and extending 100 feet northerly                                                                          |
| South Valley Road | All                                               | East  | Beginning 35 feet south of the southerly curblineline of Meeker Street extended and extending 100 feet southerly                                                                      |
| Standish Avenue   | All                                               | West  | Beginning at a point 302 feet northerly from the northerly curblineline of Park Avenue and extending northerly 40 feet to a point thereof                                             |
| Standish Avenue   | Monday to<br>Friday, 8:00<br>a.m. to 6:00<br>p.m. | West  | Beginning at a point 240 south of the southerly curblineline of Lakeside Avenue and extending to a point 75 feet southerly thereof                                                    |
| Stanford Avenue   | School Days,<br>8:00 a.m. to<br>4:00 p.m.         | North | Beginning 73 feet west of the westerly curblineline of Pleasant Valley Way and extending 165 feet westerly.<br>[Ord. No. 2387-13 § 3]                                                 |
| Washington Street | 7:00 a.m. to<br>6:00 p.m.<br>Monday to<br>Friday  | North | Beginning at a point 100 feet east of the easterly curblineline of Watchung Avenue as extended to meet the northerly curblineline of Washington Street and extending 22 feet easterly |

## § 7-26. BUS REGULATIONS.

### § 7-26.1. Bus Stops.

[Ord. No. 1464-97 § 1; Ord. No. 1471-97 § 7; Ord. No. 1474-97 § 4; Ord. No. 1475-97 § 1; Ord. No. 1487-97 § 1; Ord. No. 1500-98 § 3; Ord. No. 1615-99 § 2; Ord. No. 1666-99 § 1; Ord. No. 1786-01 § 4; Ord. No. 1803-02 § 2; Ord. No. 1981-04 § 1; Ord. No. 1982-04 § 1; Ord. No. 2073-06 § 1; Ord. No. 2082-06 § 1; Ord. No. 2141-07 § 4; Ord. No. 2142-07 § 4; Ord. No. 2173-08 § 1; Ord. No. 2178-08 § 2; Ord. No. 2265-10 § 1; Ord. No. 2360-12; Ord. No. 2396; Ord. No. 2437-15 § 3; Ord. No. 2493-16 § 2; Ord. No. 2514-17]

The locations described are hereby designated as Bus Stops. No vehicle other than an omnibus, picking up or discharging passengers, shall be permitted to occupy the location between the hours indicated.

| Street                                                                                                                                 | Hours |
|----------------------------------------------------------------------------------------------------------------------------------------|-------|
| Bus Route #21                                                                                                                          |       |
| Along Main Street, northbound on the easterly side thereof at:                                                                         |       |
| Between the boundary line of the City of Orange and the Township of West Orange and White Street (mid-block). Beginning 600 feet north | All   |

| Street                                                                                                                                                                                                                    | Hours |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| of the boundary line and extending 110 feet northerly thereof.                                                                                                                                                            |       |
| White Street (far side). Beginning at the northerly curblineline and extending 110 feet northerly thereof.                                                                                                                | All   |
| Park Avenue (far side). Beginning at the point of intersection of the northerly curblineline of Park Avenue, extended, with the easterly curblineline of Main Street, extended, and extending 180 feet northerly thereof. | All   |
| Charles Street (far side). Beginning at the northerly curblineline of Charles Street and extending 110 feet northerly thereof                                                                                             | All   |
| Lakeside Avenue (far side). Beginning at the northerly curblineline of Lakeside Avenue and extending 120 feet northerly thereof                                                                                           | All   |
| Alden Street (far side). Beginning at the northerly curblineline of Alden Street and extending 150 feet northerly thereof.                                                                                                | All   |
| Kling Street (far side). Beginning at the northerly curblineline of Kling Street and extending 110 feet northerly thereof                                                                                                 | All   |
| Franklin Avenue (far side). Beginning at the northerly curblineline of Franklin Avenue and extending 110 feet northerly thereof.                                                                                          | All   |
| Ashwood Terrace<br>[Repealed 3-9-2021 by Ord. No. 2638-21]                                                                                                                                                                |       |
| Ashwood Terrace (far side). Beginning at the northerly curblineline of Ashwood Terrace and extending 94 feet northerly.<br>[Amended 3-9-2021 by Ord. No. 2638-21]                                                         | All   |
| Along Main Street, southbound on the westerly side thereof at:                                                                                                                                                            |       |
| Park Drive North (far side). Beginning at the southerly curblineline of Park Drive North and extending 105 feet southerly thereof.                                                                                        | All   |
| Park Terrace (near side).<br>[Deleted by Ord. No. 2514-07]                                                                                                                                                                | All   |
| McKinley Avenue (near side). Beginning at the northerly curblineline of McKinley Avenue and extending 125 feet northerly thereof.                                                                                         | All   |
| Llewellyn Avenue (near side). Beginning at the northerly curblineline of Llewellyn Avenue and extending 110 feet northerly thereof.                                                                                       | All   |
| Erwin Place (far side). Beginning at the southerly curblineline of Erwin Place and extending 150 feet southerly thereof.                                                                                                  | All   |
| Edisonia Terrace (far side). Beginning at the southerly curblineline of Edisonia Terrace and extending 105 feet southerly thereof.                                                                                        | All   |
| Lakeside Avenue (near side). Beginning at a point 25 feet north of the northerly curblineline of Lakeside Avenue and extending 105 feet northerly.                                                                        | All   |
| Charles Street (far side). Beginning at the southerly curblineline of Charles Street and extending 105 feet southerly thereof.                                                                                            | All   |
| Park Way (near side). Beginning at the northerly curblineline of Park Way and extending 105 feet northerly thereof.                                                                                                       | All   |
| Lindsley Avenue (near side). Beginning at the northerly curblineline of Lindsley Avenue and extending 105 feet northerly thereof.                                                                                         | All   |
| Along Mississippi Avenue, northbound on the easterly side thereof at:                                                                                                                                                     |       |
| N.J. Transit Loop (mid-block). Beginning 265 feet north of the northerly curblineline of Harrison Avenue and extending 170 feet northerly thereof.                                                                        | All   |



| Street                                                                                                                                                                | Hours |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Along Mississippi Avenue, southbound on the westerly side thereof at:                                                                                                 |       |
| Harrison Avenue (near side). Beginning at the northerly curblane of Harrison Avenue and extending 150 feet northerly thereof                                          | All   |
| Bus Route #73                                                                                                                                                         |       |
| Along Northfield Avenue, westbound on the northerly side thereof at:                                                                                                  |       |
| Wheeler Street (far side). Beginning at the westerly curblane of Wheeler Street and extending 110 feet westerly thereof                                               | All   |
| Hutton Avenue (far side). Beginning at the westerly curblane of Hutton Avenue and extending 150 feet westerly thereof                                                 | All   |
| Seton Hall Prep School driveway (far side). Beginning at the westerly curblane of the Seton Hall Prep School driveway and extending 135 feet westerly thereof.        | All   |
| Linden Avenue (far side). Beginning at the westerly curblane of Linden Avenue and extending 105 feet westerly thereof.                                                | All   |
| Gregory Avenue (far side). Beginning at the westerly curblane of Gregory Avenue and extending 110 feet westerly thereof.                                              | All   |
| North Koewing Place (far side). Beginning at the westerly curblane of North Koewing Place and extending 110 feet westerly thereof.                                    | All   |
| Grandview Avenue (near side). Beginning at the easterly curblane of Grandview Avenue and extending 135 feet easterly thereof.                                         | All   |
| Prospect Avenue (far side). Beginning at the westerly curblane of Prospect Avenue and extending 110 feet westerly thereof.                                            | All   |
| Between Prospect Avenue and Ridgeway Avenue (mid-block). Beginning 700 feet west of the westerly curblane of Prospect Avenue and extending 135 feet westerly thereof. | All   |
| Ridgeway Avenue (far side). Beginning at the westerly curblane of Ridgeway Avenue and extending 110 feet westerly thereof.                                            | All   |
| Westview Road (far side). Beginning at the westerly curblane of Westview Road and extending 110 feet westerly thereof.                                                | All   |
| Walker Road (far side). Beginning at the westerly curblane of Walker Road and extending 110 feet westerly thereof.                                                    | All   |
| Rock Spring Avenue (far side) Beginning at a point 50 feet west of the westerly curblane of Rock Spring Avenue extended and extending 175 feet westerly thereof.      | All   |
| Sheridan Avenue (near side). Beginning at the easterly curblane of Sheridan Avenue and extending 135 feet westerly thereof.                                           | All   |
| Warnick Lane (near side). Beginning 75 feet east of the easterly curblane of Warnick Lane and extending 120 feet easterly thereof.                                    | All   |
| Woods End Road (far side). Beginning at the westerly curblane of Woods End Road and extending 150 feet westerly thereof.                                              | All   |
| Vizcaya Boulevard (far side). Beginning at the westerly curblane of Vizcaya Boulevard and extending 100 feet westerly thereof.                                        | All   |
| Dogwood Road (near side). Beginning 30 feet east of the prolongation of the easterly curblane of Dogwood Road and extending 105 feet easterly thereof.                | All   |
| Along Northfield Avenue, eastbound on the southerly side thereof at:                                                                                                  |       |
| Dogwood Road (near side). Beginning at the westerly curblane of                                                                                                       | All   |

| Street                                                                                                                                                               | Hours |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Dogwood Road and extending 110 feet westerly thereof.                                                                                                                |       |
| Between Dogwood Road and Aspen Road (mid-block). Beginning 750 feet east of the easterly curblane of Dogwood Road and extending 135 feet easterly thereof.           | All   |
| Aspen Road (far side). Beginning at the easterly curblane of Aspen Road and extending 105 feet easterly thereof.                                                     | All   |
| Warnick Lane (far side). Beginning at the easterly curblane of Warnick Lane and extending 105 feet easterly thereof.                                                 | All   |
| St. Cloud Avenue (far side). Beginning at the easterly curblane of St. Cloud Avenue and extending 135 feet easterly thereof.                                         | All   |
| Sheridan Avenue (far side). Beginning at the easterly curblane of Sheridan Avenue and extending 135 feet easterly thereof.                                           | All   |
| Rock Spring Avenue (far side). Beginning at the easterly curblane of Rock Spring Avenue and extending 135 feet easterly thereof.                                     | All   |
| Walker Road. Beginning at a point 50 feet easterly of Walker Road and extending 175 feet easterly thereof.                                                           | All   |
| Ridgeway Avenue (far side). Beginning at the easterly curblane of Ridgeway Avenue and extending 135 feet easterly thereof.                                           | All   |
| Prospect Avenue. Beginning at the prolongation of the easterly curblane of Prospect Avenue and extending 105 feet easterly.                                          | All   |
| Bradford Avenue (far side). Beginning at the easterly curblane of Bradford Avenue and extending 105 feet easterly thereof.                                           | All   |
| Koewing Place (far side). Beginning at the easterly curblane of Koewing Place and extending 150 feet easterly thereof                                                | All   |
| Gregory Avenue (far side). Beginning at the easterly curblane of Gregory Avenue and extending 100 feet easterly thereof.                                             | All   |
| Colony Drive East (far side). Beginning at the easterly curblane of Colony Drive East and extending 150 feet easterly thereof.                                       | All   |
| Carter Road (far side). Beginning at the easterly curblane of Carter Road and extending 150 feet easterly thereof.                                                   | All   |
| Seton Hall Prep School driveway (near side). Beginning at the westerly curblane of Seton Hall Prep School driveway and extending 120 feet westerly thereof.          | All   |
| Hutton Avenue (near side). Beginning at the westerly curblane of Hutton Avenue and extending 120 feet westerly thereof.                                              | All   |
| Wheeler Street (near side). Beginning at the westerly curblane of Wheeler Street and extending 120 feet westerly thereof.                                            | All   |
| Bus Route #97                                                                                                                                                        |       |
| Along Watchung Avenue, northbound on the easterly side thereof at:                                                                                                   |       |
| Alden Street (far side). Beginning at the northerly curblane of Alden Street and extending 135 feet northerly thereof.                                               | All   |
| Between Alden Street and Washington Street (mid-block). Beginning 500 feet north of the northerly curblane of Alden Street and extending 150 feet northerly thereof. | All   |
| Washington Street (near side). Beginning at the southerly curblane of Washington Street and extending 105 feet southerly thereof.                                    | All   |
| Along Watchung Avenue, southbound on the westerly side thereof at:                                                                                                   |       |



| Street                                                                                                                                                                   | Hours |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Washington Street (far side). Beginning at the southerly curblin of Washington Street and extending 150 feet southerly thereof.                                          | All   |
| Between Washington Street and Alden Street (mid-block). Beginning 500 feet south of the southerly curblin of Washington Street and extending 150 feet southerly thereof. | All   |
| Alden Street (near side). Beginning at the northerly curblin of Alden Street and extending 105 feet northerly thereof.                                                   | All   |
| Along Washington Street, eastbound on the southerly side thereof at:                                                                                                     |       |
| Liberty Street (far side). Beginning at the easterly curblin of Liberty Street and extending 135 feet easterly thereof.                                                  | All   |
| Along Watson Avenue, northbound on the easterly side thereof at:                                                                                                         |       |
| Washington Street (far side). Beginning at the northerly curblin of Washington Street and extending 150 feet northerly thereof.                                          | All   |
| John Street (far side). Beginning at the northerly curblin of John Street and extending 120 feet northerly thereof.                                                      | All   |
| Ridge Avenue (far side). Beginning at the northerly curblin of Ridge Avenue and extending 120 feet northerly thereof.                                                    | All   |
| Along Watson Avenue, southbound on the westerly side thereof at:                                                                                                         |       |
| Chestnut Street (mid-block). Beginning 75 feet south of the southerly curblin of Chestnut Street and extending 135 feet southerly thereof.                               | All   |
| Ridge Avenue (far side). Beginning at the southerly curblin of Ridge Avenue and extending 120 feet southerly thereof.                                                    | All   |
| John Street (far side). Beginning at the southerly curblin of John Street and extending 120 feet southerly thereof.                                                      | All   |
| Washington Street (near side). Beginning at the northerly curblin of Washington Street and extending 105 feet northerly thereof.                                         | All   |
| Along Chestnut Street, westbound on the northerly side thereof at:                                                                                                       |       |
| Between Whittlesey Avenue and Franklin Avenue (mid-block). Beginning 50 feet from the westerly curblin of Whittlesey Avenue and extending 100 feet westerly thereof.     | All   |
| Franklin Avenue (far side). Beginning at the westerly curblin of Franklin Avenue and extending 110 feet westerly thereof.                                                | All   |
| Oxford Place (far side). Beginning at the westerly curblin of Oxford Place and extending 110 feet westerly thereof.                                                      | All   |
| Harrison Avenue (near side). Beginning at the easterly curblin of Harrison Avenue and extending 105 feet easterly thereof.                                               | All   |
| Along Chestnut Street, eastbound on the southbound side thereof at:                                                                                                      |       |
| Harrison Avenue (far side). Beginning at the easterly curblin of Harrison Avenue and extending 150 feet easterly thereof.                                                | All   |
| Oxford Place (far side). Beginning at the easterly curblin of Oxford Place and extending 110 feet easterly thereof.                                                      | All   |
| Franklin Avenue (far side). Beginning at the easterly curblin of Franklin Avenue and extending 110 feet easterly thereof.                                                | All   |
| Whittlesey Avenue (far side). Beginning at the easterly curblin of Whittlesey Avenue and extending 135 feet easterly thereof.                                            | All   |
| Along Harrison Avenue, northbound on the easterly side thereof at:                                                                                                       |       |

| Street                                                                                                                                                             | Hours |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Elm Street (near side). Beginning at the southerly curblineline of Elm Street and extending 105 feet southerly thereof                                             | All   |
| Maple Street (far side). Beginning at the northerly curblineline of Maple Street and extending 120 feet northerly thereof.                                         | All   |
| Kirk Street (far side). Beginning at the curblineline of Kirk Street and extending 120 feet northerly thereof.                                                     | All   |
| Virginia Avenue (near side). Beginning at the southerly curblineline of Virginia Avenue and extending 105 feet southerly thereof.                                  | All   |
| Along Harrison Avenue, southbound on the westerly side thereof at:                                                                                                 |       |
| Kirk Street (far side). Beginning at the southerly curblineline of Kirk Street and extending 120 feet southerly thereof.                                           | All   |
| Elm Street (far side). Beginning at the southerly curblineline of Elm Street and extending 120 feet southerly thereof.                                             | All   |
| Bus Route #71                                                                                                                                                      |       |
| Along Mt. Pleasant Avenue, eastbound on the southerly side thereof at:                                                                                             |       |
| Crestmont Road (far side). Beginning at the easterly curblineline of Crestmont Road and extending 120 feet easterly thereof.                                       | All   |
| Merklin Avenue (far side). Beginning at the easterly curblineline of Merklin Avenue and extending 120 feet easterly thereof.                                       | All   |
| Ellison Avenue (far side). Beginning at the easterly curblineline of Ellison Avenue and extending 120 feet easterly thereof.                                       | All   |
| Summit Street (near side). Beginning at the westerly curblineline of Summit Street and extending 110 feet westerly thereof.                                        | All   |
| Skyline Drive (far side). Beginning at the easterly curblineline of Skyline Drive and extending 120 feet easterly thereof.                                         | All   |
| Carolina Avenue (far side). Beginning at the easterly curblineline of Carolina Avenue and extending 120 feet easterly thereof.                                     | All   |
| Along Mt. Pleasant Avenue, westbound on the northerly side thereof at:                                                                                             |       |
| Carolina Avenue (far side). Beginning at the easterly curblineline and extending 105 feet easterly thereof.                                                        | All   |
| Between Carolina Avenue and Ellison Avenue (mid-block). Beginning 600 feet east of Ellison Avenue and extending 110 feet easterly thereof.                         | All   |
| Ellison Avenue (near side). Beginning at the easterly curblineline of Ellison Avenue and extending 105 feet easterly thereof.                                      | All   |
| Merklin Avenue (near side). Beginning at the easterly curblineline of Merklin Avenue and extending 105 feet easterly thereof                                       | All   |
| Crestmont Road (far side). Beginning at the westerly curblineline of Crestmont Road and extending 120 feet westerly thereof.                                       | All   |
| Along Pleasant Valley Way, northbound on the easterly side thereof at:                                                                                             |       |
| Mt. Pleasant Avenue (far side). Beginning at the northerly curblineline of Mt. Pleasant Avenue and extending 150 feet northerly thereof.                           | All   |
| Elmwood Avenue (near side). Beginning at the northerly curblineline of Elmwood Avenue and extending 120 feet northerly thereof.                                    | All   |
| Buckingham Road and Wessman Drive (mid-block). Beginning 335 feet north of the northerly curblineline of Buckingham Road and extending 135 feet northerly thereof. | All   |



| Street                                                                                                                                                                        | Hours |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Belle Terre Road (far side). Beginning at the northerly curblin of Belle Terre Road and extending 120 feet northerly thereof.                                                 | All   |
| Wessman Drive (far side). Beginning at the northerly curblin of Wessman Drive and extending 100 feet northerly thereof.                                                       | All   |
| Hooper Avenue (near side). Beginning at the southerly curblin of Hooper Avenue and extending 105 feet southerly thereof.                                                      | All   |
| Alisa Drive (far side). Beginning at the northerly curblin of Alisa Avenue and extending 110 feet northerly thereof.                                                          | All   |
| Stanford Avenue (far side). Beginning at the northerly curblin of Stanford Avenue and extending 120 feet northerly thereof.                                                   | All   |
| Greenwood Avenue (near side). Beginning at the southerly curblin of Greenwood Avenue and extending 120 feet southerly thereof.                                                | All   |
| Along Pleasant Valley Way, southbound on the westerly side thereof at:                                                                                                        |       |
| Between Eagle Rock Avenue and Greenwood Avenue (mid-block). Beginning 75 feet from the southerly corner of Eagle Rock Avenue and extending 110 feet southerly thereof.        | All   |
| Greenwood Avenue (far side). Beginning at the southerly curblin of Greenwood Avenue and extending 120 feet southerly thereof.                                                 | All   |
| Lakeview Drive (far side). Beginning at the southerly curblin of Lakeview Drive and extending 120 feet southerly thereof.                                                     | All   |
| Sunnyside Road (far side). Beginning at the southerly curblin of Sunnyside Road and extending 135 feet southerly thereof.                                                     | All   |
| Dawson Avenue (far side). Beginning at the southerly curblin of Dawson Avenue and extending 120 feet southerly thereof.                                                       | All   |
| Belle Terre Road (near side). Beginning at the northerly curblin of Belle Terre Road and extending 110 feet northerly thereof.                                                | All   |
| Mt. Vernon Avenue (far side). Beginning at the southerly curblin of Mt. Vernon Avenue and extending 110 feet southerly thereof.                                               | All   |
| Between Mt. Pleasant Avenue and Elmwood Avenue (midblock). Beginning 200 feet north of the northerly curblin of Mt. Pleasant Avenue and extending 135 feet northerly thereof. | All   |
| Along Eagle Rock Avenue, eastbound on the southerly side thereof at:                                                                                                          |       |
| Beasley Street (near side). Beginning at the westerly curblin of Beasley Street and extending 110 feet westerly thereof.                                                      | All   |
| Mann Avenue (far side). Beginning at the easterly curblin of Mann Avenue and extending 120 feet easterly thereof.                                                             | All   |
| Conforti Avenue (far side). Beginning at the prolongation of the easterly curblin of Forest Avenue and extending 100 feet easterly.                                           | All   |
| Barry Drive (far side). Beginning at the easterly curblin of Barry Drive and extending 110 feet easterly thereof.                                                             | All   |
| Fitzrandolph Road (near side). Beginning at the westerly curblin of Fitzrandolph Road and extending 110 feet westerly thereof.                                                | All   |
| Johnson Road (far side). Beginning at the easterly curblin of Johnson Road and extending 120 feet easterly thereof.                                                           | All   |
| Blackburne Terrace (near side). Beginning at the westerly curblin of Blackburne Terrace and extending 110 feet westerly thereof.                                              | All   |

| Street                                                                                                                                                                                                               | Hours |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Woodhull Avenue (near side). Beginning at the westerly curblin of Woodhull Avenue and extending 110 feet westerly thereof.                                                                                           | All   |
| Along Eagle Rock Avenue, westbound on the northerly side thereof at:                                                                                                                                                 |       |
| Between Prospect Avenue and Terrace Avenue (mid-block). Beginning 100 feet westerly from the prolongation of the westerly curblin of Woodhull Avenue and extending 105 feet westerly.                                | All   |
| Robertson Road (far side). Beginning at the westerly curblin of Robertson Road and extending 120 feet westerly thereof.                                                                                              | All   |
| Terrace Avenue (near side). Beginning at the easterly curblin of Terrace Avenue and extending 110 feet easterly thereof.                                                                                             | All   |
| Phyllis Road (far side). Beginning at the westerly curblin of Phyllis Road and extending 120 feet westerly thereof.                                                                                                  | All   |
| Conforti Avenue (far side). Beginning at the westerly curblin of Conforti Avenue and extending 120 feet westerly thereof.                                                                                            | All   |
| Beasley Street (near side). Beginning 50 feet east of the easterly curblin of Beasley Street and extending 110 feet easterly thereof.                                                                                | All   |
| Along Prospect Avenue, southbound on the westerly side thereof at:                                                                                                                                                   |       |
| Between Eagle Rock Avenue and Harrington Terrace (mid-block). Beginning 180 feet south of the southerly curblin of Eagle Rock Avenue and extending 110 feet southerly thereof.                                       | All   |
| Harrington Terrace (far side). Beginning at the southerly curblin of Harrington Terrace and extending 120 feet southerly thereof.                                                                                    | All   |
| Between the northerly leg of Rooney Circle and the southerly leg of Rooney Circle. Beginning 500 feet south of the southerly curblin of the northerly leg of Rooney Circle and extending 105 feet southerly thereof. | All   |
| Along Prospect Avenue northbound on the easterly side thereof at:                                                                                                                                                    |       |
| Guerino Drive (near side) (private road opposite Essex Green Shopping Center). Beginning at the southerly curblin of Guerino Drive and extending 135 feet southerly therefrom.                                       | All   |
| Boland Drive (far side). Beginning at the northerly curblin of Boland Drive and extending 100 feet northerly therefrom.                                                                                              | All   |
| Between Eagle Rock Avenue and Harrington Terrace (mid-block). Beginning 200 feet south of the southerly curblin of Eagle Rock Avenue and extending 135 feet southerly therefrom (at Exxon Service Station).          | All   |
| Along Mt. Pleasant Avenue, east-bound on the southerly side thereof at:                                                                                                                                              |       |
| Ridge Road (near side). Beginning at the westerly curblin of Ridge Road and extending 105 feet westerly thereof.                                                                                                     | All   |
| Jones Place (far side). Beginning at the easterly curblin of Jones Place and extending 120 feet easterly thereof.                                                                                                    | All   |
| Byrne Road (far side). Beginning at the easterly curblin of Byrne Road and extending 120 feet easterly thereof.                                                                                                      | All   |
| Gregory Avenue (far side). Beginning at the easterly curblin of Gregory Avenue and extending 110 feet easterly thereof.                                                                                              | All   |
| Greentree Road (far side). Beginning at the easterly curblin of Greentree Road and extending 120 feet easterly thereof.                                                                                              | All   |



| Street                                                                                                                                                       | Hours |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Randolph Place (far side). Beginning at the easterly curblin of Randolph Place and extending 120 feet easterly thereof.                                      | All   |
| Longview Street (near side). Beginning at the westerly curblin of Longview Street and extending 110 feet westerly thereof.                                   | All   |
| Gaston Street (far side). Beginning at the easterly curblin of Gaston Street and extending 120 feet easterly thereof.                                        | All   |
| Along Mt. Pleasant Avenue, westbound on the northerly side thereof at:                                                                                       |       |
| Gaston Street (near side). Beginning at the easterly curblin of Gaston Street and extending 120 feet easterly thereof.                                       | All   |
| Brookside Road (far side). Beginning 100 feet west of the westerly curblin of Brookside Road and extending 150 feet westerly thereof.                        | All   |
| Greentree Road (near side). Beginning at the easterly curblin of Greentree Road and extending 120 feet easterly thereof.                                     | All   |
| Highland Place (near side). Beginning at the easterly curblin of Highland Place and extending 105 feet easterly thereof.                                     | All   |
| Byrne Road (near side). Beginning at the easterly curblin of Byrne Road and extending 105 feet easterly thereof                                              | All   |
| Bradley Terrace (far side). Beginning at the westerly curblin of Bradley Terrace and extending 120 feet westerly thereof.                                    | All   |
| Jones Place (far side). Beginning at the westerly curblin of Jones Place and extending 120 feet westerly thereof.                                            | All   |
| Between Tulip Road and Prospect Avenue (mid-block). Beginning 1,000 feet west of the westerly curblin of Tulip Road and extending 135 feet westerly thereof. | All   |

| Street                                                                                                                                                                               | Hours                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| <b>Bus Stops (At Various School Locations)</b>                                                                                                                                       |                                     |
| Along Stanford Avenue westbound on the northerly side thereof:                                                                                                                       |                                     |
| (Reserved)                                                                                                                                                                           | All                                 |
| Along St. Cloud Avenue, northbound on the easterly side thereof:                                                                                                                     |                                     |
| Between Northfield Avenue and Rodman Place beginning 260 feet from the northerly curblin of Northfield Avenue and extending 100 feet northerly thereof                               | 8:00 a.m. to 4:00 p.m. School days  |
| Between Northfield Avenue and Rodman Place beginning 65 feet north of the northerly curblin of Northfield Avenue and extending 100 feet northerly thereof.<br>[Ord. No. 2437-15 § 3] | 8:00 a.m. to 9:00 a.m.; School Days |
| Along Lowell Avenue, northbound on the easterly side thereof [Deleted by Ord. No. 2493-16]                                                                                           |                                     |
| Along Hazel Avenue, westbound on the northerly side thereof at:                                                                                                                      |                                     |
| Between Rollinson Street and Oakridge Road beginning 315 feet east of the easterly curblin of Oakridge Road and extending 60 feet easterly.                                          | All                                 |
| Along Sheridan Avenue, southbound on the westerly side thereof:                                                                                                                      |                                     |
| Between Northfield Avenue and Rodman Place beginning 160 feet from the northerly curblin of Northfield Avenue and extending 200 feet northerly thereof.                              | All                                 |

| Street                                                                                                                                          | Hours                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| <b>Bus Stops (At Various School Locations)</b>                                                                                                  |                                    |
| Along Gilbert Place, northbound on the easterly side thereof at:                                                                                |                                    |
| Between Club Boulevard and Gregory Place beginning 45 feet from the northerly curblineline of Club Boulevard and extending 150 feet northerly.  | 8:00 a.m. to 4:00 p.m. School days |
| Between Club Boulevard and Gregory Place beginning 195 feet from the northerly curblineline of Club Boulevard and extending 170 feet northerly. | All                                |
| Between Club Boulevard and Gregory Place beginning 365 feet from the northerly curblineline of Club Boulevard and extending 190 feet northerly. | 8:00 a.m. to 4:00 p.m. School days |
| Along Club Boulevard, westbound on the northerly side thereof at:                                                                               |                                    |
| Between Gilbert Place and Gregory Avenue beginning 80 feet from the easterly curblineline of Gilbert Place and extending 210 feet easterly.     | 2:00 p.m. to 4:00 p.m. School days |

| Street                                                                                                                                                  | Hours |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| <b>Bus Route #75</b>                                                                                                                                    |       |
| Along Prospect Avenue, northbound, on the easterly side thereof at:                                                                                     |       |
| Woodland Avenue (near side). Beginning at the southerly curblineline of Woodland Avenue and extending 105 feet southerly therefrom.                     | All   |
| Along Prospect Avenue, southbound, on the westerly side thereof at:                                                                                     |       |
| Nicholas Avenue (far side). Beginning at the southerly curblineline of Nicholas Avenue and extending 100 feet southerly therefrom.                      | All   |
| <b>Bus Route #29X</b>                                                                                                                                   |       |
| Along Pleasant Valley Way, northbound, on the easterly side thereof at:                                                                                 |       |
| Woodland Avenue — (near side) Beginning at the southerly curblineline of Woodland Avenue and extending 105 feet southerly therefrom.                    | All   |
| Along Pleasant Valley Way, southbound, on the westerly side thereof at:                                                                                 |       |
| Fairway Avenue — (far side) Beginning at the southerly curblineline of Fairway Avenue and extending 100 feet southerly therefrom.                       | All   |
| Rosemont Terrace — (far side) Beginning at the southerly curblineline of Rosemont Terrace and extending 100 feet southerly therefrom.                   | All   |
| Woodland Avenue — (far side) Beginning at the prolongation of the southerly curblineline of Woodland Avenue and extending 100 feet southerly therefrom. | All   |

## § 7-26.2. Buses Prohibited on Following Streets.

[Ord. No. 2032-05 § 1]

No buses shall travel on any street other than a scheduled bus route. The practice of "deadheading" whereby buses return to the garage via other than their scheduled routes is specifically prohibited on the following named streets.

| Street         | Hours |
|----------------|-------|
| Calvin Terrace | All   |



| Street            | Hours |
|-------------------|-------|
| Elm Street        | All   |
| Fairmount Terrace | All   |
| Kirk Street       | All   |
| Maple Street      | All   |
| Moore Terrace     | All   |
| Wheeler Street    | All   |

### § 7-26.3. Unscheduled Bus Stops.

[Ord. No. 2093-06 § 1]

The driver of a bus except school buses, commuter shuttle buses, summer shuttle buses, senior citizens buses and buses for the handicapped and disabled, shall not stop the vehicle upon any street other than at a designated Bus Stop to pick up or drop off passengers.

### § 7-26.4. Buses, Parking, Stopping and Standing Prohibited.

[Ord. No. 2093-06 § 2]

The parking, stopping or standing of any bus on any public street is prohibited except in Bus Stops as specified in Subsection 7-26.1 and where permitted by Subsection 7-26.3.

### § 7-27. TAXI STANDS.

[New]

The locations described are hereby designated as Taxi Stands. No vehicle other than a taxi shall be permitted to occupy these locations during the times indicated.

| Name of Street | No. of Taxis | Long of Stand | Location |
|----------------|--------------|---------------|----------|
| (RESERVED)     |              |               |          |

### § 7-28. LANE USE RESERVATIONS.

The lane locations described are designated as lane use reservations and traffic shall move as indicated.

| Intersection                | Movement                                                                                                                                                                                                                                                                                     |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Eagle Rock Avenue           | a. The northbound right and left lanes of Prospect Avenue reserved for right and left turns only, respectively.<br>b. The southbound left lane of Prospect Avenue reserved for left turn only<br>c. The eastbound and westbound left lanes of Eagle Rock Avenue reserved for left turns only |
| Main Street and Park Avenue | The right lane of the northerly approach of Main Street shall be for right turns only                                                                                                                                                                                                        |

### § 7-29. SPEED LIMITS.

## § 7-29.1. Speed Limits in General.

[Ord. No. 1478-97 § 1; Ord. No. 1483-97 § 1; Ord. No. 2488-16 § 1; Ord. No. 2501-17; Ord. No. 2553-18]

The streets or parts of streets described shall have the speed limits designated.

Regulatory and warning signs, conforming to the current Manual on Uniform Traffic Control Devices for Streets and Highways, shall be erected and maintained to effect the above-designated speed limit(s).

| 7-29.1 Speed Limits in General                                         |            |             |                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------|------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Name of Street                                                         | Direction  | Speed Limit | Location                                                                                                                                                                                                                                                                                                                                                                          |
| Brennan Drive                                                          | Southbound | 30 m.p.h.   | Entire length                                                                                                                                                                                                                                                                                                                                                                     |
| Laurel Avenue                                                          | Both       | 35 m.p.h.   | Entire length: Eagle Rock Avenue to the Roseland line                                                                                                                                                                                                                                                                                                                             |
| Lowell Avenue<br>[Ord. No. 2501-17]                                    | Northbound | 25 m.p.h.   | 25 m.p.h. statutory speed limit from Walker Road to Winding Way except for a school speed limit of 15 m.p.h. while children are going to and from school during opening and closing hours and during recess                                                                                                                                                                       |
| Marion Drive                                                           | Both       | 25 m.p.h.   | Entire length                                                                                                                                                                                                                                                                                                                                                                     |
| Mt. Pleasant Avenue<br>[Added Ord. No. 2692-22]                        | Both       | 25 m.p.h.   | From Prospect Avenue to Jones Place                                                                                                                                                                                                                                                                                                                                               |
| Pleasant Valley Way<br>[Ord. No. 2488-16 § 1]                          | Both       | 40 m.p.h.   | 40 m.p.h. from the center of N.J. State Highway Route No. 10 (Mt. Pleasant Avenue) to 325 feet south of center of Greenwood Avenue, except for a School Speed Limit of 25 m.p.h. from 100 feet north of the center of Cecil Lane Place to the northerly limits of this speed zone as described above while children are going to and from school during opening and closing hours |
| Pleasant Valley Way<br>[Ord. No. 2488-16 § 1;<br>Ord. No. 2534-17 § 1] | Both       | 40 m.p.h.   | From the center of Northfield Avenue to the center of State Highway No. 10, Mt. Pleasant Avenue, except for a school speed limit of 25 MPH from 490 feet north of the center of Brook End Drive to 585 feet north of the center of Underwood Drive                                                                                                                                |
| Pleasant Valley Way<br>[Ord. No. 2488-16 § 1]                          | Both       | 30 m.p.h.   | 30 m.p.h. from 325 feet south of the center of Greenwood Avenue to the center of Marmon Terrace — Kenz Terrace except for a school                                                                                                                                                                                                                                                |



**7-29.1 Speed Limits in General**

| <b>Name of Street</b>                                | <b>Direction</b> | <b>Speed Limit</b> | <b>Location</b>                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------|------------------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      |                  |                    | speed limit of 25 m.p.h. from 100 feet north of the center of Greenwood Avenue to the southerly limits of this speed zone as described above while children are going to and from school during opening and closing hours                                                                                                                                                         |
| Pleasant Valley Way<br>[Ord. No. 2488-16 § 1]        | Both             | 40 m.p.h.          | 40 m.p.h. from the center of Marmon Terrace — Kenz Terrace to the Municipal Boundary with Verona                                                                                                                                                                                                                                                                                  |
| Pleasant Valley Way<br>[Ord. No. 2553-18]            | Both             | 40 m.p.h.          | 40 m.p.h. from the center of N.J. State Highway Route No. 10 (Mt. Pleasant Avenue) to 325 feet south of center of Greenwood Avenue, except for a School Speed Limit of 25 m.p.h. from 100 feet north of the center of Cecil Lane Place to the northerly limits of this speed zone as described above while children are going to and from school during opening and closing hours |
| Pleasant Valley Way<br>[Ord. No. 2553-18]            | Both             | 30 m.p.h.          | 30 m.p.h. from 325 feet south of the center of Greenwood Avenue to the center of Marmon Terrace — Kenz Terrace except for a school speed limit of 25 m.p.h. from 100 feet north of the center of Greenwood Avenue to the southerly limits of this speed zone as described above while children are going to and from school during opening and closing hours                      |
| Pleasant Valley Way<br>[Ord. No. 2553-18]            | Both             | 40 m.p.h.          | 40 m.p.h. from the center of Marmon Terrace — Kenz Terrace to the Municipal Boundary with Verona                                                                                                                                                                                                                                                                                  |
| Rock Spring Road<br>[Added Ord. No. 2702-22]         | Both             | 20 m.p.h.          | From Northfield Avenue to end                                                                                                                                                                                                                                                                                                                                                     |
| Walker Road<br>[Added 4-14-2020 by Ord. No. 2601-20] | Northbound       | 25 m.p.h.          | 25 m.p.h. statutory speed limit from Gregory Avenue to the westerly intersection with Lowell Avenue except for a school speed limit of 15 m.p.h. while children are going to                                                                                                                                                                                                      |

**7-29.1 Speed Limits in General**

| Name of Street | Direction | Speed Limit | Location                                         |
|----------------|-----------|-------------|--------------------------------------------------|
|                |           |             | and from school during opening and closing hours |

**§ 7-29.2. Speed Limits for Buses and Trucks on Certain Streets.**

Buses and trucks over four tons registered gross weight shall use a lower gear in descending steep declivities and this gear shall cause the buses or trucks not to exceed the speed limits set forth.

**7-29.2 Speed Limits for Buses and Trucks on Certain Streets**

| Name of Street        | Direction | Speed Limit | Location                                                                |
|-----------------------|-----------|-------------|-------------------------------------------------------------------------|
| Eagle Rock Avenue     | Westbound | 20 m.p.h.   | From 860 feet west of Prospect Avenue to 370 feet west of Forest Avenue |
|                       | Eastbound | 20 m.p.h.   | From 1,800 feet east of Prospect Avenue to Main Street                  |
| Mount Pleasant Avenue | Eastbound | 20 m.p.h.   | From 550 feet east of Prospect Avenue to 90 feet east of Gaston Street  |
| Northfield Avenue     | Eastbound | 20 m.p.h.   | From Prospect Avenue to Whittingham Place                               |

**§ 7-30. MID-BLOCK CROSSWALKS.**

[Ord. No. 1539-98 § 1; Ord. No. 1788-01 § 1; Ord. No. 2514-17 § 2]

A Mid-Block Crosswalk shall be established and maintained at the following locations:

| Name of Street                        | Distance from Intersection                                                                                                                                                                                                         |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Redwood Avenue                        | Beginning at a point 113 feet south of the southerly curblin of Nicholas Avenue and then 10 feet therefrom                                                                                                                         |
| St. Cloud Avenue                      | a. Beginning at a point 385 feet north of the northerly curblin of Northfield Avenue and then 10 feet therefrom<br>b. Beginning at a point 225 feet north of the northerly curblin of Northfield Avenue and then 10 feet therefrom |
| Main Street<br>[Ord. No. 2514-17 § 2] | Beginning at a point 35 feet north of the intersection of the northerly curblin of Park Terrace extended and the westerly curblin of Main Street extended and 10 feet therefrom                                                    |
| Sheridan Avenue                       | Beginning at a point 270 feet north of the northerly curblin of Northfield Avenue and then 10 feet therefrom                                                                                                                       |

**§ 7-31. NO PASSING ZONES.**

[Ord. No. 1673-99 § 1; Ord. No. 1824-02; Ord. No. 1825-02]

No Passing Zones are hereby established and shall be maintained upon the following described streets or parts thereof:<sup>[1]</sup>



| Name of Street    | Sketch Dated                                                                                  | Sketch No. |
|-------------------|-----------------------------------------------------------------------------------------------|------------|
| Burnett Terrace   | December 19, 1974                                                                             | NPZ-1515   |
| Edgemont Road     | July 26, 1974                                                                                 | NPZ-1404   |
| Stanford Avenue   | November 2, 1973                                                                              | NPZ-676    |
| Underwood Drive   | March 15, 1974                                                                                | NPZ-1010   |
| Walker Road       | November 7, 1973                                                                              | NPZ-698    |
| Franklin Avenue   | Between Main Street and Virginia Avenue                                                       |            |
| South Valley Road | Between the South Orange-West Orange corporate line and the Orange-West Orange corporate line |            |
| Whittingham Place | Between Northfield Avenue and Valley Road                                                     |            |
| Woodland Avenue   | Between Pleasant Valley and Prospect Avenue                                                   |            |

[1] *Editor's Note: All sketches are on file in the office of the Municipal Clerk.*

## § 7-32. HANDICAPPED PARKING.

### § 7-32.1. Handicapped Parking on Streets.

[Ord. No. 1805-02 § 1; Ord. No. 1828-02; Ord. No. 1912-03 § 1; Ord. No. 1937-04 § 1; Ord. No. 2179-08 § 1; Ord. No. 2182-08 § 1; Ord. No. 2193-09 § 1; Ord. No. 2368-13; Ord. No. 2427-14; Ord. No. 2461-15; Ord. No. 2497-16 § 1; Ord. No. 2539-18]

In accordance with the provisions of N.J.S.A. 39:4-197, the following on-street locations are designated as handicapped parking places. Such spaces are for use by persons who have been issued special identification cards or plates or placards by the New Jersey Motor Vehicle Commission, or a temporary placard issued by the Chief of Police. No other person shall be permitted to park in these places.

| Name of Street                                                  | Side      | No. of Spaces | Location                                                                                                              |
|-----------------------------------------------------------------|-----------|---------------|-----------------------------------------------------------------------------------------------------------------------|
| Ashland Avenue                                                  | East      | 1             | Beginning 50 feet north of the northerly curblin of Park Avenue and extending 18 feet northerly.                      |
| Ashland Avenue<br>[Ord. No. 2427-14; repealed Ord. No. 2701-22] |           |               |                                                                                                                       |
| Ashland Avenue<br>[Ord. No. 2497-16]                            | East      | 1             | Beginning 54 feet north of the northerly curblin of Charles Street extended and extending 20 feet northerly           |
| Charles Street                                                  | South     | 1             | Beginning 120 feet east of the easterly curblin of Main Street and extending 20 feet easterly                         |
|                                                                 | North     | 1             | Beginning 60 feet east of the easterly curblin of Main Street and extending 20 feet easterly                          |
| Harrison Avenue<br>[Ord. No. 2461-15]                           | Northwest | 1             | Beginning 40 feet southwest of the southwesterly curblin of Maple Street extended and extending 18 feet southwesterly |
| Hazel Avenue<br>[Added 3-23-2021 by Ord. No. 2639-21]           | South     | 1             | Beginning 40 feet west of the westerly curblin of Rollinson Street extended and extending 20 feet west                |

| Name of Street                                              | Side      | No. of Spaces | Location                                                                                                                                                     |
|-------------------------------------------------------------|-----------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High Street<br>[Ord. No. 2461-15]                           | East      | 1             | Beginning 35 feet south of the southerly curblin<br>e of Ridge Avenue extended and extending 25 feet southerly                                               |
| Llewellyn Avenue                                            | South     | 1             | Beginning 80 feet west of the westerly curblin<br>e of Main Street extended and extending 20 feet westerly                                                   |
| Longview Street                                             | East      | 1             | Beginning 95 feet south of the southerly curblin<br>e of Lindsley Avenue and extending 21 feet southerly                                                     |
|                                                             | East      | 1             | Beginning 218 feet south of the southerly curblin<br>e of Lindsley Avenue and extending 20 feet southerly                                                    |
|                                                             | East      | 1             | Beginning 116 feet south of the southerly curblin<br>e of Lindsley Avenue extended and extending 20 feet southerly                                           |
|                                                             | West      | 1             | Beginning 127 feet south of the southerly curblin<br>e of Lindsley Avenue extended and extending 18 feet southerly                                           |
|                                                             | West      | 1             | Beginning 151 feet south of the southerly curblin<br>e of Lindsley Avenue extended and extending 22 feet southerly<br>[Ord. No. 2427-14]                     |
| McClellan Terrace                                           | North     | 1             | Beginning 400 feet west of the westerly curblin<br>e of Randolph Place and extending 17 feet westerly                                                        |
| Mitchell Street<br>[Added 8-13-2019 by<br>Ord. No. 2581-19] | South     | 1             | Beginning 35 feet east of the easterly curblin<br>e of Valley Road extended and extending 20 feet east                                                       |
| Pleasant Valley Way<br>[Ord. No. 2539-18]                   | West      | 1             | Beginning 236 feet south of the southerly curblin<br>e of Greenwood Avenue extended and extending 20 feet southerly                                          |
| Randolph Place                                              | East      | 1             | Beginning 30 feet north of the northerly curblin<br>e of McClellan Terrace extended and extending 18 feet northerly                                          |
|                                                             | Northeast | 1             | Beginning 120 feet southeast of the southeasterly curblin<br>e of Longview Street extended and extending 20 feet southeasterly                               |
| Ridge Avenue<br>[Added 4-28-2020 by<br>Ord. No. 2602-20]    | North     | 1             | Beginning 35 feet west of the westerly curblin<br>e of Watchung Avenue extended and extending 20 feet west                                                   |
| Sayers Place                                                | West      | 1             | Beginning 35 feet south of the southerly curblin<br>e of Llewellyn Avenue and extending 22 feet southerly                                                    |
| Shelley Terrace<br>[Added 4-28-2020 by<br>Ord. No. 2602-20] | South     | 1             | Beginning 154 feet east of the easterly curblin<br>e of Garfield Avenue extended to the southerly curblin<br>e of Shelley Terrace and extending 20 feet east |
| Valley Road                                                 | Southeast | 1             | Beginning 316 feet west of the westerly curblin<br>e of Dean Street extended and extending                                                                   |



| Name of Street                                           | Side | No. of Spaces | Location                                                                                                                                                   |
|----------------------------------------------------------|------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| [Added 11-12-2019 by Ord. No. 2589-19]                   |      |               | 22 feet southwesterly                                                                                                                                      |
| Watchung Avenue<br>[Added 4-28-2020 by Ord. No. 2602-20] | East | 1             | Beginning 35 feet south of the southerly curblineline of Ridge Avenue extended to the easterly curblineline of Watchung Avenue and extending 20 feet south |
| Watson Avenue<br>Added 9-8-2020 by Ord. No. 2612-20]     | East | 1             | Beginning 67 feet north of the northerly curblineline of Washington Street and extending 18 feet northerly                                                 |

## § 7-32.2. Restricted Parking Zones.

[Ord. No. 1461-97 § 1; Ord. No. 1571-98 § 1; Ord. No. 1596-99 § 1; Ord. No. 1621-99 § 1; Ord. No. 1675-99 § 1; Ord. No. 1687-00 § 1; Ord. No. 1707-00 § 1; Ord. No. 1777-01 § 1; Ord. No. 1787-01 § 1; Ord. No. 1829-02; Ord. No. 1843-02; Ord. No. 1867-03; Ord. No. 1868-03; Ord. No. 1917-03 § 1; Ord. No. 1918-03 § 1; Ord. No. 1937-04 § 2; Ord. No. 1986-04 § 1; Ord. No. 2006-05 § 1; Ord. No. 2039-05 § 1; Ord. No. 2094-06 § 1; Ord. No. 2136-07 § 1; Ord. No. 2149-07 § 1; Ord. No. 2159-07 § 1; Ord. No. 2163-08 § 1; Ord. No. 2179-08 § 2; Ord. No. 2182-08 § 2; Ord. No. 2193-09 § 2; Ord. No. 2213-09 § 1; Ord. No. 2218-09 § 1; Ord. No. 2249-09 § 1; Ord. No. 2271-10; Ord. No. 2277-10; Ord. No. 2286-10; Ord. No. 2298-10; Ord. No. 2318-11 § 1; Ord. No. 2332-11; Ord. No. 2339-11; Ord. No. 2365-12; Ord. No. 2372-13; Ord. No. 2386-13; Ord. No. 2397-13; Ord. No. 2411-14; Ord. No. 2434-14; Ord. No. 2453-15; Ord. No. 2460-15; Ord. No. 2470-15; Ord. No. 2497-16 § 2; Ord. No. 2506-17; Ord. No. 2516-17; Ord. No. 2524-17; Ord. No. 2533-17; Ord. No. 2545-18; Ord. No. 2551-18; Ord. No. 2561-18]

Pursuant to N.J.S.A. 39:4-197.6, Restricted Parking Zones, as defined in N.J.S.A. 39:4-207.6e, are established in front of the following residences, as indicated on the Tax Maps of the Township of West Orange, at the specified locations. Parking within a specific zone is restricted to the motor vehicle issued a permit pursuant to N.J.S.A. 39:4-197.7. In accordance with N.J.S.A. 39:4-197.6, parking is permitted in the Restricted Parking Zone except when prohibited in front of the residence by other sections of this chapter.

### 7-32.2 Restricted Parking Zones

| Residence Address                                                           | No. of Spaces | Location                                                                                                          |
|-----------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------|
| 54 Ashland Avenue<br>[Ord. No. 2497-16]                                     | 1             | Beginning 125 feet south of the southerly curblineline of Charles Street extended and extending 18 feet northerly |
| 81 Ashland Avenue<br>[Added Ord. No. 2701-22]                               | 1             | Beginning 242 feet south of the southerly curblineline of Park Avenue and extending 20 feet south                 |
| <del>86 Ashland Avenue [Deleted by Ord. No. 2506-17]</del>                  |               |                                                                                                                   |
| 89 Ashland Avenue<br>[Ord. No. 2551-18]                                     | 1             | Beginning 362 feet south of the southerly curblineline of Park Avenue extended and extending 19 feet south        |
| 24 Ashwood Terrace<br>[Ord. No. 2497-16]                                    | 1             | Beginning 340 feet east of the easterly curblineline of Main Street and extending 18 feet easterly                |
| <del>89 Cherry Street [Ord. No. 2453-15; Deleted by Ord. No. 2506-17]</del> |               |                                                                                                                   |
| <del>91 Cherry Street [Deleted by</del>                                     |               |                                                                                                                   |



**7-32.2 Restricted Parking Zones**

| <b>Residence Address</b>                                               | <b>No. of Spaces</b> | <b>Location</b>                                                                                                                  |
|------------------------------------------------------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Ord. No. 2506-17]                                                      |                      |                                                                                                                                  |
| 3 Chestnut Street Apart 2<br>[Ord. No. 2516-17]                        | 1                    | Beginning 90 feet west of the westerly curblin<br>of Watchung Avenue extended and extending<br>20 feet westerly                  |
| 18 Chestnut Street<br>[Ord. No. 2506-17; repealed<br>Ord. No. 2693-22] |                      |                                                                                                                                  |
| 55 Chestnut Street<br>[Ord. No. 2506-17]                               | 1                    | Beginning 90 feet northwest of the northwest-<br>erly curblin of Whittlesey Avenue and extend-<br>ing 18 feet northwesterly      |
| 111 Chestnut Street<br>[Added Ord. No. 2693-22]                        | 1                    | Beginning 214 feet west of the point of the west-<br>erly curblin of Orange Place extended, and ex-<br>tending 22 feet west      |
| 138 Chestnut Street<br>[Added Ord. No. 2693-22]                        | 1                    | Beginning 252 feet east of the easterly curblin<br>of Harrison Avenue extended, and extending 21<br>feet east                    |
| 40 Columbia Street [Deleted by<br>Ord. No. 2506-17]                    |                      |                                                                                                                                  |
| 8 Cross Street<br>[Added 2-9-2021 by Ord. No.<br>2630-21]              | 1                    | Starting at a point 101 feet south of the<br>southerly curblin of Hazel Avenue extended,<br>and extending 20 feet south          |
| 9 Cross Street<br>[Ord. No. 2551-18]                                   | 1                    | Beginning 109 feet south of the southerly cur-<br>blin of Hazel Avenue extended and extending<br>19 feet south                   |
| 11 Cross Street [Deleted by Ord.<br>No. 2506-17]                       |                      |                                                                                                                                  |
| 13 Cross Street<br>[Ord. No. 2497-16]                                  | 1                    | Beginning 182 feet south of the southerly cur-<br>blin of Hazel Avenue and extending 20 feet<br>southerly                        |
| 28 Cross Street<br>[Ord. No. 2470-15; repealed<br>Ord. No. 2693-22]    |                      |                                                                                                                                  |
| 16 Dean Street<br>[Added 4-28-2020 by Ord. No.<br>2602-20]             | 1                    | Beginning 220 feet north of the northerly cur-<br>blin of Joyce Street extended, and extending<br>20 feet north                  |
| 17 Dean Street<br>[Added 11-12-2019 by Ord. No.<br>2589-19]            | 1                    | Beginning 259 feet south of the southerly cur-<br>blin of Valley Road extended, and extending<br>20 feet south                   |
| 18 Dean Street<br>[Ord. No. 2460-15]                                   | 1                    | Beginning 193 feet north of the northerly cur-<br>blin of Joyce Street extended and extending<br>20 feet northerly               |
| 22 Dean Street                                                         | 1                    | Beginning 130 feet north of the northerly cur-<br>blin of Joyce Street and extending 22 feet<br>northerly.<br>[Ord. No. 2397-13] |
| 32 Edisonia Terrace<br>[Added 11-12-2019 by Ord. No.<br>2589-19]       | 1                    | Beginning 12 feet east of the curblin at the<br>western terminus of Edisonia Terrace and ex-<br>tending 20 feet east             |



**7-32.2 Restricted Parking Zones**

| <b>Residence Address</b>                                    | <b>No. of Spaces</b> | <b>Location</b>                                                                                                                                     |
|-------------------------------------------------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| 8 Elm Street                                                | 1                    | Beginning 103 feet from the northwesterly curbline of Franklin Avenue and extending 24 feet northwesterly                                           |
| 18 Elm Street                                               | 1                    | Beginning 236 feet west of the westerly curbline of Franklin Avenue and extending 22 feet westerly                                                  |
| 56 Elm Street                                               | 1                    | Beginning 305 feet from the easterly curbline of Harrison Avenue and extending 21 feet easterly                                                     |
| 106 Elm Street<br>[Added Ord. No. 2693-22]                  | 1                    | Beginning 313 feet east of the easterly curbline of Mississippi Avenue extended, and extending 21 feet east                                         |
| 10 Fremont Street<br>[Ord. No. 2453-15]                     | 1                    | Beginning 96 feet south of the southerly curbline of Amelia Street extended and extending 20 feet southerly                                         |
| 14 Fremont Street<br>[Added 3-23-2021 by Ord. No. 2639-21]  | 1                    | Beginning 215 feet north of the northerly curbline of Samuel Street extended to the westerly curbline of Fremont Street and extending 20 feet north |
| 14 Glennon Place<br>[Ord. No. 2652-21]                      | 1                    | South side. Beginning 219 feet west of the westerly curbline of Sayers Place extended, and extending 22 feet west                                   |
| 16 Glennon Place<br>[Added 5-14-2019 by Ord. No. 2569-19]   | 1                    | Beginning 272 feet west of the westerly curbline of Sayers Place extended and extending 22 feet east                                                |
| 67 Harrison Avenue<br>[Added 4-28-2020 by Ord. No. 2602-20] | 1                    | Beginning 150 feet southwest of the southwest-erly curbline of Elm Street and extending 20 feet southwest                                           |
| 28 High Street<br>[Added Ord. No. 2701-22]                  | 1                    | Beginning 323 feet north of the northerly curb line of Chestnut Street and extending 18 feet north                                                  |
| 124 High Street<br>[Added Ord. No. 2693-22]                 | 1                    | Beginning 36 feet north of the northerly curbline of Ridge Avenue, and extending 20 feet north                                                      |
| 172 High Street<br>[Ord. No. 2646-21]                       | 1                    | Beginning 386 feet north of the northerly curbline of Washington Street extended, and extending 20 feet north                                       |
| 179 High Street<br>[Added 9-22-2020 by Ord. No. 2618-20]    | 1                    | East side. Beginning 267 feet north of the northerly curbline of Washington Street Extended and extending 20 feet northerly                         |
| 7 Kirk Street<br>[Ord. No. 2434-14]                         | 1                    | Beginning 160 feet west of the westerly curbline of Franklin Avenue and extending 18 feet northwesterly                                             |
| 11 Kirk Street<br>[Ord. No. 2453-15]                        | 1                    | Beginning 220 feet west and northwesterly of the westerly curbline of Franklin Avenue and extending 22 feet northwesterly                           |
| 76 Kirk Street [Deleted by Ord. No. 2506-17]                |                      |                                                                                                                                                     |
| 41 Liberty Street<br>[Ord. No. 2646-21]                     | 1                    | West side. Beginning 330 feet north of the northerly curbline of Columbia Street extended,                                                          |



**7-32.2 Restricted Parking Zones**

| <b>Residence Address</b>                                                          | <b>No. of Spaces</b> | <b>Location</b>                                                                                                            |
|-----------------------------------------------------------------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------|
|                                                                                   |                      | and extending 22 feet north                                                                                                |
| 48 Liberty Street<br>[Ord. No. 2665-21]                                           | 1                    | East side. Beginning 265 feet north of the northerly curblineline of Columbia Street extended, and extending 20 feet north |
| 75 Lindsley Avenue<br>[Ord. No. 2453-15; repealed 11-12-2019 by Ord. No. 2589-19] |                      |                                                                                                                            |
| 83 Lindsley Avenue<br>[Added 11-12-2019 by Ord. No. 2589-19]                      | 1                    | Beginning 256 feet east of the easterly curblineline of Longview Street extended and extending 20 feet east                |
| 14 Llewellyn Avenue<br>[Ord. No. 2453-15]                                         | 1                    | Beginning 246 feet west of the westerly curblineline of Main street and extending 18 feet westerly                         |
| 20 Llewellyn Avenue<br>[Ord. No. 2411-14; deleted by Ord. No. 2506-17]            |                      |                                                                                                                            |
| 52 Llewellyn Avenue<br>[Ord. No. 2545-18]                                         | 1                    | Beginning 43 feet west of the westerly curblineline of Sayers Place extended and extending 19 feet west                    |
| 56 Llewellyn Avenue                                                               | 1                    | Beginning 131 feet west of the westerly curblineline of Sayers Place extended then extending 20 feet westerly              |
| 58 Llewellyn Avenue                                                               | 1                    | Beginning 146 feet west of the westerly curblineline of Sayers Place and extending 20 feet westerly. [Ord. No. 2386-13]    |
| 64 Llewellyn Avenue<br>[Added 9-8-2020 by Ord. No. 2612-20]                       | 1                    | Beginning 61 feet east of the dead end of Llewellyn Avenue and extending 22 feet easterly                                  |
| 68 Llewellyn Avenue                                                               | 1                    | Beginning 300 feet from the westerly curblineline of Sayers Place and extending 25 feet westerly                           |
| 135 Main Street<br>[Added 11-12-2019 by Ord. No. 2589-19]                         | 1                    | Beginning 155 feet south of the southerly curblineline of Charles Street extended and extending 20 feet south              |
| 140 Main Street                                                                   | 1                    | Beginning 93 feet from the southerly curblineline of Charles Street extended and extending 23 feet southerly               |
| 27 McClellan Terrace                                                              | 1                    | Beginning 362 feet west of the westerly curblineline of Randolph Place and extending 18 feet westerly                      |
| 15 McKinley Avenue                                                                | 1                    | Beginning 334 feet west of the westerly curblineline of Main Street and extending 22 feet westerly                         |
| 18 McKinley Avenue<br>[Ord. No. 2545-18]                                          | 1                    | On McKinley Place, beginning 50 feet north of the northerly curblineline of McKinley Avenue and extending 18 feet north    |
| 47 Mississippi Avenue [Deleted by Ord. No. 2506-17]                               |                      |                                                                                                                            |
| 64 Mitchell Street<br>[Ord. No. 2453-15]                                          | 1                    | Beginning 275 feet west of the westerly curblineline of Valley Road and extending 18 feet westerly                         |
| 72 Mitchell Street                                                                |                      |                                                                                                                            |



**7-32.2 Restricted Parking Zones**

| <b>Residence Address</b>                                           | <b>No. of Spaces</b> | <b>Location</b>                                                                                                                                                                                        |
|--------------------------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| [Repealed 11-12-2019 by Ord. No. 2589-19]                          |                      |                                                                                                                                                                                                        |
| 85 Mitchell Street<br>[Added Ord. No. 2701-22]                     | 1                    | Beginning 353 feet east of the easterly curblin of Rollinson Street and extending 22 feet west                                                                                                         |
| 16 Mountain Avenue<br>[Added 5-14-2019 by Ord. No. 2569-19]        | 1                    | Beginning 35 feet south of the southerly curblin of Murray Street extended and extending 22 feet south                                                                                                 |
| 79 Mitchell Street                                                 | 1                    | Beginning 345 feet west of the westerly curblin of Valley Road and extending 18 feet westerly                                                                                                          |
| 58 Mountain Avenue [Deleted by Ord. No. 2506-17]                   |                      |                                                                                                                                                                                                        |
| 24 Nutman Place<br>[Ord. No. 2679-22]                              | 1                    | South side. Beginning 290 feet west of the westerly curblin of Valley Road extended, and extending 20 feet west                                                                                        |
| 12 Orange Place<br>[Ord. No. 2386-13; deleted by Ord. No. 2506-17] |                      |                                                                                                                                                                                                        |
| 31-33 Park Avenue<br>[Added Ord. No. 2701-22]                      | 2                    | On Ashland Avenue beginning 43 feet north of the northerly curblin of Park Avenue and extending 38 feet north                                                                                          |
| 7 Park Drive West                                                  | 1                    | Along the westerly curblin of Park Drive West beginning 42 feet south of the southerly curblin of Park Drive North extended to the westerly curblin of Park Drive West and extending 22 feet southerly |
| 5 Park Drive South [Deleted by Ord. No. 2506-17]                   |                      |                                                                                                                                                                                                        |
| 24 Park Terrace<br>[Ord. No. 2533-17]                              | 1                    | Beginning 373 feet west of the westerly curblin of Main Street extended and extending 22 feet west.                                                                                                    |
| 34 Park Terrace<br>[Ord. No. 2665-21]                              | 1                    | South side. Beginning 503 feet west of the westerly curblin of Main Street extended, and extending 20 feet west                                                                                        |
| 36 Park Terrace<br>[Added Ord. No. 2701-22]                        | 1                    | Beginning 523 feet west of the westerly curblin of Main Street and extending 20 feet west                                                                                                              |
| 72 Park Terrace<br>[Ord. No. 2524-17]                              | 1                    | Beginning 969 feet west of the westerly curblin of Main Street extended and extending 20 feet westerly                                                                                                 |
| 13 Prospect Place                                                  | 1                    | Beginning 247 feet west of the intersection of the westerly curblin of Main Street and the northerly curblin of Prospect Place and extending 23 feet westerly                                          |
| 41 Ridgehurst Road<br>[Added 5-14-2019 by Ord. No. 2569-19]        | 1                    | Beginning 241 feet east of the curblin at the western terminus of Ridgehurst Road and extending 18 feet east                                                                                           |
| 46 Riggs Place<br>[Ord. No. 2460-15; deleted by Ord. No. 2506-17]  |                      |                                                                                                                                                                                                        |

**7-32.2 Restricted Parking Zones**

| <b>Residence Address</b>                                        | <b>No. of Spaces</b> | <b>Location</b>                                                                                                                                                |
|-----------------------------------------------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 82 Riggs Place<br>[Repealed Ord. No. 2693-22]                   |                      |                                                                                                                                                                |
| 53 Rollinson Street<br>[Ord. No. 2679-22]                       | 1                    | West side. Beginning 171 feet south of the southerly curblineline of Glen Road extended, and extending 20 feet south.                                          |
| 72 Rollinson Street<br>[Ord. No. 2581-19; Ord. No. 2589-19]     | 1                    | On Nutman Place, beginning 35 feet east of the easterly curblineline of Rollinson Street and extending 20 feet east                                            |
| 82 Riggs Place                                                  | 1                    | Beginning 470 feet east of the easterly curblineline of Rollinson Street and extending 20 feet easterly.<br>[Ord. No. 2386-13]                                 |
| 112 Rollinson Street [Deleted by Ord. No. 2506-17]              |                      |                                                                                                                                                                |
| 128 Rollinson Street                                            | 1                    | Beginning 198 feet south of the southerly curblineline of Wellington Avenue and extending 17 feet southerly                                                    |
| 108 Roosevelt Avenue<br>[Ord. No. 2545-18]                      | 1                    | Beginning 191 feet south of the southerly curblineline of Elmwood Avenue extended to the westerly curblineline of Roosevelt Avenue and extending 20 feet south |
| 4 Rose Terrace [Deleted by Ord. No. 2506-17]                    |                      |                                                                                                                                                                |
| 8 Shepard Terrace                                               | 1                    | Beginning 215 feet west of the westerly curblineline of Main Street and extending 18 feet westerly.<br>[Ord. No. 2411-14]                                      |
| 20 Shepard Terrace [Deleted by Ord. No. 2506-17]                |                      |                                                                                                                                                                |
| 68 South Valley Road                                            | 1                    | Beginning 189 feet south of the southerly curblineline of Freeman Place and proceeding 22 feet southerly                                                       |
| 160 South Valley Road<br>[Ord. No. 2665-21]                     | 1                    | East side. Beginning 153 feet north of the northerly curblineline of Meeker Street extended, and extending 20 feet north                                       |
| 256 South Valley Road<br>[Added 11-10-2020 by Ord. No. 2620-20] | 1                    | Beginning 130 feet north of the Township of South Orange village line and extending 20 feet northerly                                                          |
| 100 Swaine Place<br>[Added 5-14-2019 by Ord. No. 2569-19]       | 1                    | Beginning 35 feet east of the easterly curblineline of Rollinson Street extended and extending 22 feet east                                                    |
| 7 Tompkins Street [Deleted by Ord. No. 2506-17]                 |                      |                                                                                                                                                                |
| 20 Valley Way<br>[Ord. No. 2434-14]                             | 1                    | Beginning 182 feet north of the northerly curblineline of Amos Street extended and extending 18 feet northerly                                                 |
| 82 Valley Way                                                   | 1                    | Beginning 25 feet north of the northerly curblineline of Maple Street extended and extending 18 feet north.                                                    |



**7-32.2 Restricted Parking Zones**

| <b>Residence Address</b>                                      | <b>No. of Spaces</b> | <b>Location</b>                                                                                                                                                           |
|---------------------------------------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                               |                      | [Ord. No. 2533-17]                                                                                                                                                        |
| 464 Valley Road                                               | 1                    | Beginning 170 feet from the westerly curblin of Dean Street and extending 18 feet westerly                                                                                |
| 571 Valley Road<br>[Added 2-9-2021 by Ord. No. 2630-21]       | 1                    | Beginning 113 feet south of the southerly curblin of Hazel Avenue extended, and extending 15 feet south                                                                   |
| 29 Virginia Avenue                                            | 1                    | Beginning 242 feet west of the westerly curblin of Winfield Street and extending 20 feet westerly.<br>[Ord. No. 2386-13]                                                  |
| 24 Watchung Avenue<br>[Ord. No. 2506-17]                      | 1                    | Beginning 218 feet northeast of the northeasterly curblin of Chestnut Street extended to the southeasterly curblin of Watchung Avenue and extending 18 feet northeasterly |
| 121 Watchung Avenue<br>[Added 8-13-2019 by Ord. No. 2581-19]  | 1                    | Beginning 45 feet south of the southerly curblin of Ridge Avenue extended and extending 20 feet south.                                                                    |
| 138 Watchung Avenue<br>[Ord. No. 2561-19]                     | 1                    | Beginning at a point 155 feet south of the southerly curblin of Ridge Avenue extending to the easterly curblin of Watchung Avenue and extending 20 feet south             |
| 149 Watchung Avenue<br>[Added Ord. No. 2693-22]               |                      | Beginning 362 feet south of the southerly curblin of Ridge Avenue, and extending 20 feet south                                                                            |
| 205 Watchung Avenue<br>[Added 11-12-2019 by Ord. No. 2589-19] | 1                    | Beginning 143 feet south of the southerly curblin of Washington Street extended and extending 20 feet south                                                               |
| 219 Watchung Avenue<br>[Added 8-13-2019 by Ord. No. 2581-19]  | 1                    | Beginning 286 feet south of the southerly curblin of Washington Street extended and extending 21 feet south                                                               |
| 221 Watchung Avenue<br>[Added 4-28-2020 by Ord. No. 2602-20]  | 1                    | Beginning 301 feet south of the southerly curblin of Washington Street extended, and extending 20 feet south                                                              |
| 286 Watchung Avenue [Deleted by Ord. No. 2506-17]             |                      |                                                                                                                                                                           |
| 31 Watson Avenue<br>[Ord. No. 2551-18]                        | 1                    | Beginning 340 feet south of the southerly curblin of Samuel Street extended and extending 20 feet south                                                                   |
| 44 Watson Avenue [Deleted by Ord. No. 2506-17]                |                      |                                                                                                                                                                           |
| 56 Watson Avenue<br>[Ord. No. 2516-17]                        | 1                    | Beginning 115 feet south of the southerly curblin of Chestnut Street extended and extending 22 feet southerly                                                             |
| 65 Watson Avenue<br>[Added 5-14-2019 by Ord. No. 2569-19]     | 1                    | Beginning 200 feet south of the southerly curblin of Chestnut Street extended and extending 21 feet south                                                                 |
| 92 Watson Avenue                                              | 1                    | Beginning 392 feet north of the intersection of the easterly curblin of Watson Avenue and the                                                                             |

**7-32.2 Restricted Parking Zones**

| <b>Residence Address</b>                                    | <b>No. of Spaces</b> | <b>Location</b>                                                                                                                                                           |
|-------------------------------------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                             |                      | northerly curblineline of Ridge Avenue and extending 20 feet northerly                                                                                                    |
| 101 Watson Avenue [Deleted by Ord. No. 2506-17]             |                      |                                                                                                                                                                           |
| 115 Watson Avenue<br>[Added 4-28-2020 by Ord. No. 2602-20]  | 1                    | Beginning 98 feet north of the northerly curblineline of Ridge Avenue extended, and extending 18 feet north                                                               |
| 110 Watson Avenue                                           | 1                    | Beginning 171 feet north of the intersection of the easterly curblineline of Watson Avenue and the northerly curblineline of Ridge Avenue and extending 20 feet northerly |
| 131 Watson Avenue<br>[Added 11-12-2019 by Ord. No. 2589-19] | 1                    | Beginning 80 feet south of the southerly curblineline of Ridge Avenue extended and extending 20 feet south                                                                |
| 132 Watson Avenue<br>[Ord. No. 2545-18]                     | 1                    | Beginning 109 feet south of the southerly curblineline of Ridge Avenue extended and extending 20 feet south                                                               |
| 9 Wheeler Street                                            | 1                    | Beginning 168 feet from the southerly curblineline of Lindsley Avenue and extending 21 feet southerly                                                                     |
| 21 White Street [Deleted by Ord. No. 2506-17]               |                      |                                                                                                                                                                           |
| 23 White Street [Deleted by Ord. No. 2506-17]               |                      |                                                                                                                                                                           |
| 112 Whittlesey Avenue                                       | 1                    | Beginning 24 feet south of the southerly curblineline of William Street extended to the easterly curblineline of Whittlesey Avenue and proceeding 20 feet southerly.      |
| 120 Whittlesey Avenue [Deleted by Ord. No. 2506-17]         |                      |                                                                                                                                                                           |
| 124 Whittlesey Avenue [Deleted by Ord. No. 2506-17]         |                      |                                                                                                                                                                           |

**§ 7-32.3. Handicapped Parking in Municipal Parking Lots and Board of Education Property.**

[Ord. No. 1687-00 § 2]

In accordance with the provisions of N.J.S.A. 39:4-197 the following off-street parking yards and Board of Education property are designated as Handicapped Parking areas. Such spaces are for use by persons who have been issued special identification cards, plates or placards issued by the New Jersey Motor Vehicle Commission, or a temporary placard issued by the Chief of Police. No other person shall be permitted to park in these spaces.

| <b>Parking Lots</b> | <b>Parking Space</b> |
|---------------------|----------------------|
| 1                   | No. 42 and No. 51    |
| 2                   | No. 48 and No. 49    |
| 4                   | No. 14 and No. 15    |



| Parking Lots | Parking Space    |     |
|--------------|------------------|-----|
| 5            | No. 1 and No. 12 |     |
| 8            | No. 1 and No. 21 |     |
|              | Block            | Lot |
| Colgate Park | 125.06           | 106 |

## § 7-32.4. Handicapped Parking on Private Property Open to the Public and to Which the Public Is Invited (Retail Business).

In accordance with the provisions of N.J.S.A. 40:48-2.46, the following off-street parking yards are designated as handicapped parking areas. Such spaces are for use by persons who have been issued special identification cards, plates or placards by the Motor Vehicle Commission, or a temporary placard issued by the Chief of Police. No other person shall be permitted to park in these spaces.

| Property                          | Block  | Lot  |
|-----------------------------------|--------|------|
| Essex Green Shopping Plaza        | 155.21 | 40   |
| 217 Main Street                   | 116.02 | 1.01 |
| 101 Old Short Hills Road          | 164    | 1.03 |
| West Orange Plaza Shopping Center | 152.24 | 1445 |

## § 7-32.5. Handicapped Parking on All Other Private Property.

In accordance with the provisions of N.J.S.A. 39:5A-1, the following off-street parking locations are designated as handicapped parking. Such spaces are for use by persons who have been issued special identification cards, plates or placards by the Motor Vehicle Commission, or a temporary placard issued by the Chief of Police. No other person shall be permitted to park in these spaces.

| Property   | No. of Spaces | Location |
|------------|---------------|----------|
| (RESERVED) |               |          |

[1]

[1] *Editor's Note: All sketches are on file in the office of the Municipal Clerk.*

## § 7-32.6. Signs, Pavement, Markings, Installation and Maintenance.

The owners of the premises referred to in Subsections 7-32.2 and 7-32.3 shall provide and install signs and pavement markings for each parking space reserved for the use of handicapped persons, which signs and markings shall be in accordance with the manual on Uniform Traffic Control Devices. The cost of procurement and installation of the signs and pavement markings shall be the responsibility of the owner of the property. The owner shall subsequent to initial procurement and installation, maintain such signs and pavement markings in good condition at no cost or expense to the Township. The owner shall be responsible for the repair and restoration or replacement of same.

## § 7-33. SCHOOL ZONES.

[Ord. No. 1477-97 § 1; Ord. No. 2488-16; Ord. No. 2534-17; Ord. No. 2553-18]

The streets or parts of streets contiguous to territory occupied by a school building or where school crossings are established in the vicinity of a school listed below are hereby established as School Zones.

| School                         | Street           | Location                                                                                                                   |
|--------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------|
| Gregory Elementary School      | Gregory Avenue   | From Walker Road inclusive of the intersection to a point 610 feet north of the northerly curblineline of Walker Road      |
|                                | Walker Road      | From Gregory Avenue inclusive of the intersection through the most westerly intersection with Lowell Avenue                |
|                                | Lowell Avenue    | From Walker Road to Winding Way inclusive of the intersections                                                             |
|                                | Winding Way      | From Lowell Avenue inclusive of the intersection through the intersection with Dartmouth Road                              |
| Hazel Elementary School        | Rollinson Street | From Mitchell Street to Hazel Avenue inclusive of the intersections                                                        |
|                                | Mitchell Street  | From Rollinson Street inclusive of the intersection to a point 220 feet east of the easterly curblineline of Oakridge Road |
|                                | Hazel Avenue     | From Rollinson Street to Birch Street inclusive of the intersections                                                       |
| Mt. Pleasant Elementary School | Manger Road      | From Ellison Avenue inclusive of the intersection to a point 490 feet east of the easterly curblineline of Ellison Avenue  |
|                                | Ellison Avenue   | From Manger Road inclusive of the intersection northerly to the dead end                                                   |
|                                | Carlson Road     | From Ellison Avenue to Cullen Drive inclusive of the intersections                                                         |
| Pleasantdale Elementary School | Stanford Avenue  | From Pleasant Valley Way to Whitman Street/Crestwood Drive inclusive of the intersections                                  |
| Redwood Elementary School      | Woodland Avenue  | From Redwood Avenue to Forest Avenue inclusive of the intersection                                                         |
|                                | Forest Avenue    | From Woodland Avenue to Ellis Street inclusive of the intersections                                                        |
|                                | Ellis Street     | From Forest Avenue to Redwood Avenue inclusive of the intersections                                                        |
|                                | Redwood Avenue   | From Ellis Street to Woodland Avenue inclusive of the intersections                                                        |
| St. Cloud Elementary School    | St. Cloud Avenue | From Northfield Avenue to a point 690 feet north of the northerly curblineline of Northfield Avenue                        |
|                                | Sheridan Avenue  | From Northfield Avenue to a point 485 feet north of the northerly curblineline of Northfield Avenue                        |
| Washington Elementary School   | Main Street      | From Washington Street to Franklin Avenue inclusive of the intersections                                                   |



| School                                                                                                     | Street              | Location                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                            | Franklin Avenue     | From Main Street to William Street inclusive of the intersections                                                                             |
|                                                                                                            | Washington Street   | From Main Street inclusive of the intersection east to a point 305 feet west of the westerly curblineline of Whittlesey Avenue                |
| Edison Middle School                                                                                       | William Street      | From Franklin Avenue inclusive of the intersection northerly to the dead end                                                                  |
| Roosevelt Middle School                                                                                    | Gilbert Place       | From Club Boulevard to Gregory Place inclusive of the intersections                                                                           |
|                                                                                                            | Gregory Place       | From Gilbert Place to Gregory Avenue inclusive of the intersections                                                                           |
|                                                                                                            | Club Boulevard      | From Gilbert Place to Dartmouth Road inclusive of the intersections                                                                           |
| West Orange High School/Kelly (Pleasantdale) Elementary School<br>[Ord. No. 2488-16 § 2; Ord. No. 2553-18] | Pleasant Valley Way | From 100 feet north of the center of Cecil Lane Place to 100 feet north of the center of Greenwood Avenue                                     |
| West Orange High School                                                                                    | Conforti Avenue     | From Carteret Street inclusive of the intersection to a point 110 feet north of the northerly curblineline of Marshall Street                 |
| Our Lady of Lourdes School                                                                                 | Eagle Rock Avenue   | From Main Street to Valley Way inclusive of the intersections                                                                                 |
|                                                                                                            | Valley Way          | From Eagle Rock Avenue to Elm Street inclusive of the intersections                                                                           |
|                                                                                                            | Elm Street          | From Valley Way to Mississippi Avenue inclusive of the intersections                                                                          |
|                                                                                                            | Mississippi Avenue  | From Elm Street to Harrison Avenue inclusive of the intersections                                                                             |
| Solomon Schechter School                                                                                   | Gregory Avenue      | From Northfield Avenue inclusive of the intersection to a point 410 feet north of the northerly curblineline of Northfield Avenue             |
|                                                                                                            | Northfield Avenue   | From Gregory Avenue inclusive of the intersection to a point 415 feet east of the easterly curblineline of Gregory Avenue                     |
| Golda Och Academy, Eric F. Ross Upper School Campus<br>[Ord. No. 2534-17 § 2]                              | Pleasant Valley Way | From 490 feet north of the center of Brook End Drive to 585 feet north of the center of Underwood Drive                                       |
| St. Joseph's School                                                                                        | Benvenue Avenue     | From Hepworth Place inclusive of the intersection extending westerly to a point 380 feet east of the easterly curblineline of Ridgeway Avenue |

§ 7-34. through § 7-36. (RESERVED)

## Article II. Traffic Regulations for Municipal, Board of Education, Private Property or on Other Public Properties

## § 7-37. CONTROL FOR MOVEMENT AND THE PARKING OF TRAFFIC ON PUBLIC AND PRIVATE PROPERTY.

### § 7-37.1. Regulation for the Movement and Parking of Traffic on Municipal and Board of Education Property.

[Ord. No. 1641-99 § 1; Ord. No. 1667-99 § 1; Ord. No. 1774-01 § 1; Ord. No. 2503-17 § 1; Ord. No. 2555-18]

In accordance with the provisions of N.J.S.A. 39:4-197, the following Municipal and Board of Education property shall have the movement of traffic controlled by the type of regulation indicated. No person shall operate, or park a vehicle in violation of the regulations indicated.

- a. **Parking Prohibited at All Times in Certain Designated Areas.** No person shall park a vehicle or other encumbrance at any time upon any of the areas described. These areas shall be posted as required under the provisions of N.J.S.A. 39:4-197g. The provisions of this subsection are not applicable to Fire, Police and other emergency vehicles.

| Name of School                   | Street Address                          | Location                                                                                                                                                                                        |
|----------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Board of Education Main Offices  | Valley Way                              | Entire driveway to the north end                                                                                                                                                                |
| Edison Middle School             | William Street                          | In the entire driveway to the north of the building, and in the area in the immediate front of both doors on south side of parking lot                                                          |
| Gregory Elementary School        | Gregory Avenue                          | In driveway off Walker Road, and in the entire perimeter of west side of school, 35 feet out                                                                                                    |
| Hazel Avenue Elementary School   | Hazel Avenue                            | In driveway between Hazel Avenue and Mitchell Street to east side of school, and in driveway to west of school from Hazel Avenue north for approximately 80 feet                                |
| West Orange High School          | Pleasant Valley Way and Conforti Avenue | In drive off Pleasant Valley Way, to west of west building, and along north of perimeter of both east and west buildings to a point 35 feet out, and in service drive between these 2 buildings |
| Mount Pleasant Elementary School | Manger Road                             | In drive off of Manger Road to the northwest section of school, and along perimeter of building from area at gym to cafeteria                                                                   |
| Pleasantdale Elementary School   | Pleasant Valley Way                     | Along both perimeters of school, both north and west of school, and in driveway off of Stanford Avenue, and in driveway off of Pleasant Valley Way                                              |
| Redwood Elementary School        | Redwood Avenue                          | In drive off of Redwood Avenue to the east of the school, and in service drive off of Woodland Avenue                                                                                           |



| Name of School                | Street Address    | Location                                                                                                                                       |
|-------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Roosevelt Middle School       | Gilbert Place     | Along the perimeter of the building to the rear (east) of this school, and in the access drive through the parking lot off of Vosseler Terrace |
| Saint Cloud Elementary School | Sheridan Avenue   | In driveway off Sheridan Avenue                                                                                                                |
| Washington Elementary School  | Washington Street | On the entire perimeter of this school, approximately 35 feet out, and in the driveway off of Washington Street                                |

- b. Municipal Parking Yards; Metered Parking, Permit Parking, Time Limited Parking. The following parcels, as shown on the tax maps of the Township are hereby established as Municipal Parking Yards.<sup>[1]</sup>

| Parking Yard No. | Block  | Lot        | Location                                          |
|------------------|--------|------------|---------------------------------------------------|
| 1.               | 142    | 1          | 1-5 Mississippi Avenue                            |
|                  |        | 2          |                                                   |
|                  |        | 32         |                                                   |
| 2.               | 116.01 | 81.03      | 23 Kling Street                                   |
|                  |        | 91         | 273 Main Street                                   |
|                  |        | 99         | 84-92 Washington Street                           |
|                  |        | 100        |                                                   |
|                  |        | 101        |                                                   |
|                  |        | 101.1      |                                                   |
| 3.               | 69     | 5          | 10-12 Lindsley Avenue                             |
| 4.               | 18     | 48         | 324-330 Valley Way                                |
|                  |        | 49         |                                                   |
|                  |        | 50         |                                                   |
|                  |        | 50.01      |                                                   |
| 5.               | 28     | 22         | 2-4 Hazel Avenue                                  |
| 6.               | 67     | 1          | 60-66 Main Street                                 |
|                  |        | 27         |                                                   |
|                  |        | 10, 12, 13 |                                                   |
|                  |        | 1.01, 1.02 |                                                   |
|                  | 68     | 27         |                                                   |
| 7.               | 68     | 28         | 46 Mt. Pleasant Valley                            |
|                  |        | 30         |                                                   |
|                  |        | 32         |                                                   |
| 8.               | 154.06 | 16         | 490-496 Pleasant Valley Way                       |
|                  |        | 17         |                                                   |
| 9.               | 127    | 11         | 8 Cherry Street                                   |
| 10.              | 125    | 15         | 161 Watson Avenue                                 |
|                  |        | 18         | 13 John Street (Corner Whittlesey Avenue and John |

| Parking Yard No. | Block  | Lot           | Location<br>Street)                               |
|------------------|--------|---------------|---------------------------------------------------|
| 11               | 125.02 | 106,124       | 51 Seward Street<br>[Ord. No. 2503-17]            |
| 12.              | 113.01 | 58            | 21 Park Terrace                                   |
| 13.              | 176.05 | 12.13         | 4 Haller Road (behind 471<br>Pleasant Valley Way) |
| 14.              | 114    | 87 and 88     | 13-15 Shepard Terrace                             |
| 15.              | 125.02 | 103, 104, 106 | 60 1/2 Cherry Street                              |
| 16.              | 176.03 | 10            | 665 Eagle Rock Avenue                             |

[1] *Editor's Note: See also Article III and IV, Regulations for Use of Parking Meters and Parking Permits.*

## § 7-37.2. Regulation for the Movement and the Parking of Traffic on Private Property Open to the Public and to Which the Public Is Invited (Retail Business).

In accordance with the provisions of N.J.S.A. 40:48-2.46, the following private property that is open to the public and to which the public is invited, the movement of traffic shall be controlled by the types of regulations indicated. No person shall operate or park a vehicle in violation of the following regulations.

| Property | Regulation |
|----------|------------|
|          | (RESERVED) |

Violations of Provision of Chapter.

For a violation of the provision of this chapter or any supplement thereto for which no specific penalty is provided, the offender shall be liable to a penalty of not more than \$50 or imprisonment for a term not exceeding 15 days, or both; except that for a violation of a section of article 11 [N.J.S.A. 39:4-80 et seq.], 13 [N.J.S.A. 39:4-105 et seq.], 14 [N.J.S.A. 39:123 et seq.] or 17 [N.J.S.A. 39:4-140 et seq.] of this chapter or any supplement thereto for which no specific penalty is provided, the offender shall be liable to a penalty of not less than \$50 or more than \$200 or imprisonment for a term not exceeding 15 days, or both.

## § 7-37.3. Regulation for the Movement and the Parking of Traffic on All Other Private Property.

In accordance with the provisions of N.J.S.A. 39:5A-1 the regulations of Subtitle 1 of the Title 39 are hereby made applicable to the properties listed below.

| Name of School | Street Address | Location                  |
|----------------|----------------|---------------------------|
|                |                | (RESERVED) <sup>[1]</sup> |

[1] *Editor's Note: At the request of the New Jersey Department of Transportation, the regulations contained in this section have been deleted from the Code until they receive approval.*

## § 7-37.4. Parking Prohibited at All Times on Certain Private Streets.



Pursuant to N.J.S.A. 39:5A-1, no person shall park a vehicle at any time upon any of the privately-owned streets or parts of streets described below:

| Name of Street            | Sides | Location |
|---------------------------|-------|----------|
| (RESERVED) <sup>[1]</sup> |       |          |

[1] *Editor's Note: At the request of the New Jersey Department of Transportation, the regulations contained in this section have been deleted from the Code until they receive approval.*

## § 7-37.5. Signs, Pavement Markings, Installation and Maintenance.

The owners of the premises referred to in this section shall provide and install signs and pavement markings as required, which signage and markings shall be in accordance with the Manual of Uniform Traffic Control Devices. The cost of procurement and installation of the signs and pavement markings shall be the responsibility of the owner of the property. The owner shall, subsequent to the initial procurement and installation, maintain such signs and pavement markings in good condition at no cost or expense to the Township. The owner shall be responsible for the repair and restoration or replacement of same.

## § 7-38. through § 7-44. (RESERVED)

## Article III. Permit Parking

### § 7-45. PERMIT PARKING IN SENIOR CITIZENS HOUSING PARKING YARDS.

#### § 7-45.1. Eagle Rock Senior Citizens Housing Association and/or E.R.S.C.H.A. - Degnan House Parking Yard.

- a. Location Established. The following parcels as shown on the tax maps of the Township of West Orange are hereby established as a parking yard within the facility described below:

| Parking Yard                                                                    | Block  | Lot   | Location        |
|---------------------------------------------------------------------------------|--------|-------|-----------------|
| Eagle Rock Senior Citizens Housing Association and/or E.R.S.C.H.A.-Degnan House | 113.01 | 27.01 | 430 Main Street |

- b. Parking Permit Required. No person shall park any vehicle, except emergency vehicles, in any of the above parking yards unless such vehicle bears a parking permit issued by the Board of Trustees of the Eagle Rock Senior Citizens Housing Association and/or E.R.S.C.H.A. — Degnan House unless the individual parking the vehicle has been authorized to do so by the above referred Board of Trustees.
- c. Stopping, Standing or Impeding Traffic Flow Prohibited. No person shall stop or stand a vehicle or impede the flow of traffic in any aisle of the parking yard.
- d. Park in Turning Circle Prohibited. No person shall park a vehicle in a turning circle of the parking yard.

- e. **Handicapped Parking Spaces.** There shall be established a group of parking spaces identified with the International Symbol of "Parking for Physically-Handicapped" drivers. No person shall park any vehicle, except emergency vehicles, in any of the spaces so designated unless the vehicle bears a special permit issued by the Board of Trustees of the Eagle Rock Senior Citizens Housing Association and/or E.R.S.C.H.A.-Degnan House indicating the driver's eligibility for the use of such spaces.

## § 7-45.2. West Orange Senior Citizens Housing Association and/or W.O.S.C.H.A. —

### Fairmount House Parking Yard.

- a. **Location Established.** The following parcels as shown on the tax maps of the Township of West Orange are hereby established as a parking yard within the facility described below:

| Parking Areas                                                                                | Block | Lot | Location |        |
|----------------------------------------------------------------------------------------------|-------|-----|----------|--------|
| West Orange Senior Street Citizens Housing Association and/or W.O.S.C.H.A. — Fairmount House | 68    | 18  | 10       | Gaston |

- b. **Parking Permit Required.** No person shall park any vehicle, except emergency vehicles, in any of the above parking yards unless such vehicle bears a parking permit issued by the Board of Trustees of the West Orange Senior Citizens Housing Association and/or W.O.S.C.H.A. — Fairmount House unless the individual parking the vehicle has been authorized to do so by the above referred Board of Trustees.
- c. **Stopping, Standing or Impeding Traffic Flow Prohibited.** No person shall stop or stand a vehicle or impede the flow of traffic in any aisle of the parking yard.
- d. **Parking in Turning Circle Prohibited.** No person shall park a vehicle in a turning circle of the parking yard.
- e. **Handicapped Parking Spaces.** There shall be established a group of parking spaces identified with the International Symbol of "Parking for Physically-Handicapped" drivers. No person shall park any vehicle, except emergency vehicles, in any of the spaces so designated unless the vehicle bears a special permit issued by the Board of Trustees of the West Orange Senior Citizens Housing Association and/or W.O.S.C.H.A. — Fairmount House indicating the driver's eligibility for the use of such spaces.

## § 7-46. RESTRICTED PARKING STREET; PERMIT REQUIRED.

### § 7-46.1. Restricted Parking Street, Defined.

[Ord. No. 1525-98 § 1; Ord. No. 2202-09 § 1]

A restricted parking street is a street or portion of a street which exclusively or primarily services residential land uses, and where parking is prohibited during certain hours on certain days or parking time is limited during certain hours on certain days, except by permit, and which permits are only issued to residents of that street. The street's proximity to other land uses, including but not limited to commercial and business establishments, multifamily housing complexes such as apartment buildings or complexes on a noncontiguous street, residential cooperative complexes on a noncontiguous street, residential condominium complexes on a noncontiguous street, schools, houses of worship, parks and playgrounds or the street's proximity to transportation centers and corridors, results in that street being used for parking by the operators of vehicles, whose operators do not reside on that street. Restricted parking streets are identified in Subsection 7-46.2 and Subsection 7-46.3.



## § 7-46.2. Parking Prohibited During Certain Hours on Certain Days on Certain Streets Servicing Residential Land Uses, Except by Permit.

[Ord. No. 1525-98 § 2; Ord. No. 1538-98 § 2; Ord. No. 1618-99 § 1; Ord. No. 1709-00 § 2; Ord. No. 1784-01 § 1; Ord. No. 1790-01 § 1; Ord. No. 1831-02; Ord. No. 1919-03 § 1; Ord. No. 1941-04 § 2; Ord. No. 2143-07 § 1; Ord. No. 2150-07 § 1; Ord. No. 2151-07 § 1; Ord. No. 2202-09 § 2; Ord. No. 2416-14; Ord. No. 2502-17]

No person shall park a vehicle between the hours specified on the days specified upon any of the streets or portions of streets described which primarily service residential land uses and referenced by a zone number, except by permit.

| Name of Restricted Parking Street                       | Zone | Sides | Hours                                                       | Days                 | Location                                                                                             |
|---------------------------------------------------------|------|-------|-------------------------------------------------------------|----------------------|------------------------------------------------------------------------------------------------------|
| Calvin Terrace<br>[Added 9-24-2019 by Ord. No. 2587-19] | 10   | West  | All                                                         | All                  | Entire length                                                                                        |
| Carter Road                                             | 4    | Both  | 9:00 a.m. to 1:00 p.m.                                      | Monday thru Friday   | From Northfield Avenue to Beverly Road                                                               |
| Carteret Street                                         | 1    | Both  | 5:00 a.m. to 12:00 Midnight;<br>12:00 Midnight to 2:00 a.m. | All                  | Conforti Avenue to Bauer Drive                                                                       |
| Eagle Terrace                                           | 8    | West  | 11:00 p.m. to 7:00 a.m.                                     | All                  | Entire length                                                                                        |
| Eagle Terrace                                           | 8    | East  | 11:00 p.m. to 2:00 a.m.; 5:00 a.m. to 7:00 a.m.             | All                  | Entire length                                                                                        |
| Edgewood Avenue                                         | 2    | Both  | 6:00 p.m. to 2:00 a.m.                                      | All                  | From Rock Spring Avenue to Elf Road                                                                  |
| Glen View Drive<br>[Ord. No. 2416-14]                   | 9    | Both  | 5:00 a.m. to 12:00 Midnight;<br>12:00 Midnight to 2:00 a.m. | All                  | From Northfield Avenue to Beacon Place                                                               |
| Haller Road                                             | 3    | Both  | All                                                         | All                  | From Eagle Rock Avenue to Sherwood Place                                                             |
| Hillside Avenue                                         | 7    | Both  | 8:00 a.m. to 10:00 a.m.                                     | Monday thru Friday   | From Mitchell Street to Wellington Avenue                                                            |
| Kenz Terrace                                            | 6    | Both  | 7:00 a.m. to 6:00 p.m.                                      | Monday thru Saturday | Beginning 140 feet east of the easterly curbline of Pleasant Valley Way and extending 785 feet east- |

| Name of Restricted Parking Street | Zone | Sides          | Hours                          | Days                       | Location                                                                                                                                                                |
|-----------------------------------|------|----------------|--------------------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Marmon Terrace                    | 3    | Both           | 8:00 a.m. to 6:00 p.m.         | Monday thru Friday         | erly to the dead end<br>Beginning 145 feet from the westerly curbline of Pleasant Valley Way extending westerly to the easterly curbline of Schmitt Road                |
| Mitchell Street                   | 7    | South          | 8:00 a.m. to 10:00 a.m.        | Monday thru Friday         | From Oakridge Road to Elliott Place                                                                                                                                     |
| Nymph Road                        | 2    | Both           | 6:00 p.m. to 2:00 a.m.         | All                        | Entire length                                                                                                                                                           |
| Oak Terrace                       | 3    | Both           | 8:00 a.m. to 6:00 p.m.         | Monday thru Friday         | Beginning 65 feet from the northerly curbline of Eagle Rock Avenue and extending northerly to Marmon Terrace                                                            |
| Oakridge Road                     | 7    | South and East | 2 hours 8:00 a.m. to 4:00 p.m. | Monday, Tuesday, Wednesday | From the westerly curbline of Glen Road to the northerly curbline of Mitchell Street                                                                                    |
| Oakridge Road                     | 7    | North and West | 2 hours 8:00 a.m. to 4:00 p.m. | Thursday, Friday           | From the westerly curbline of Glen Road to the northerly curbline of Mitchell Street                                                                                    |
| Rock Spring Avenue                | 2    | East           | 6:00 p.m. to 2:00 a.m.         | All                        | Beginning at a point 220 feet north of the northerly curbline of Northfield Avenue and extending to a point 610 feet north of the northerly curbline of Edgewood Avenue |
|                                   | 2    | West           | 6:00 p.m. to 2:00 a.m.         | All                        | Beginning at a point 155 feet north of the northerly curbline of Northfield Avenue and extending to a point                                                             |



| Name of Restricted Parking Street    | Zone | Sides | Hours                                                        | Days | Location                                                                                         |
|--------------------------------------|------|-------|--------------------------------------------------------------|------|--------------------------------------------------------------------------------------------------|
|                                      |      |       |                                                              |      | 650 feet north of the northerly curbline of Edgewood Avenue extended                             |
| Sherwood Place                       | 5    | Both  | 5:00 a.m. to 12:00 Midnight;<br>1 2:00 Midnight to 2:00 a.m. | All  | Beginning 55 feet north of the northerly curbline of Haller Road and extending 60 feet northerly |
| Wilson Terrace<br>[Ord. No. 2502-17] | 10   | Both  | All                                                          | All  | Entire length                                                                                    |

### § 7-46.3. Parking Time Limited During Certain Hours on Certain Days on Certain Streets Servicing Residential Land Uses, Except by Permit.

[Ord. No. 1969-04 § 3]

No person shall park a vehicle for longer than the time specified between the hours listed on the days specified upon any of the streets or portions of streets described which primarily service residential land uses and referenced by zone number, except by permit.

| Name of Restricted Parking Street | Zone | Sides | Time Limit | Hours                  | Days                  | Location                                                                                                             |
|-----------------------------------|------|-------|------------|------------------------|-----------------------|----------------------------------------------------------------------------------------------------------------------|
| Glen Road                         | 7    | Both  | 2 hours    | 8:00 a.m. to 4:00 p.m. | Monday through Friday | From Mitchell Street to a point 105 feet north of the northerly curbline of Oakridge Road extended                   |
|                                   | 7    | South | 2 hours    | 8:00 a.m. to 4:00 p.m. | Monday through Friday | Beginning 60 feet west of the westerly curbline of Rollinson Street extending to a point 177 feet westerly therefrom |

## § 7-46.4. Issuance of Permits and Temporary Permits; Residents, Visitors of Residents.

[Ord. No. 1525-98 § 4]

- a. Permits will be issued to persons who are residents of a dwelling unit on or along any street or portions of a street upon which parking is restricted by Subsection 7-46.2 or Subsection 7-46.3 for every vehicle owned or leased by such person and registered in the State of New Jersey for the zone in which the dwelling unit is located. Permits will be issued to passenger vehicles only.
- b. Permits will be issued to persons who are residents of a dwelling unit on or along any street or portions of a street upon which parking is restricted by Subsection 7-46.2 or Subsection 7-46.3 for the zone in which the dwelling unit is located for vehicles of their visitors. However, no more than four such permits shall be issued and outstanding at any one time for the use of visitors of any one dwelling unit on or along any said street upon which parking is restricted by Subsection 7-46.2 or Subsection 7-46.3.
- c. Temporary permits, valid for only one day, will be issued to persons who are residents of a dwelling unit on or along any street or portions of a street upon which parking is restricted by Subsection 7-46.2 or Subsection 7-46.3 for the zone in which the dwelling unit is located for vehicles of their visitors. However, no more than four such temporary permits shall be issued and outstanding at any one time for the use of visitors of any one dwelling unit on or along any said street upon which parking is restricted by Subsection 7-46.2 or Subsection 7-46.3.

## § 7-46.5. Application for Permit.

[Ord. No. 1525-98 § 5]

- a. Application for parking permits under § 7-46 shall be made in writing to the Chief of Police or his/her designee, upon such forms as may be provided.
- b. An applicant for a parking permit(s) under § 7-46 shall show to the Chief of Police, or his/her designee, satisfactory evidence that he fulfills all the conditions required for the issuance of such permit. It shall be unlawful for any person to represent that he/she is entitled to a permit hereunder when he/she is not so entitled.
- c. Permits will only be issued to passenger vehicles with valid registrations issued by the State of New Jersey.
- d. An applicant may only apply for a permit for the zone in which he/she resides.

## § 7-46.6. Expiration and Validity of Permits; Surrender of Permits.

[Ord. No. 1525-98 § 6]

- a. Permits issued pursuant to Subsections 7-46.4a and 7-46.4b shall have no expiration date. Permits issued pursuant to Subsection 7-46.4c will only be valid for the day listed on the permit, and they will expire at the end of that day. Permits issued pursuant to Subsection 7-46.4a will remain valid during the ownership period of such vehicle, provided the applicant still resides in the dwelling unit for which the permit was issued. Permits issued pursuant to Subsection 7-46.4b will remain valid provided the applicant still resides in the dwelling unit for which the permits were issued.
- b. Whenever the conditions upon which any permits were issued under Subsections 7-46.4 and 7-46.5 no longer exist, any person holding such permit shall surrender the same to the Chief of Police or his/her designee. It shall be unlawful to fail to surrender a permit to which he/she is no longer



entitled or to park a vehicle displaying such permit at any time when the holder of such permit is not entitled to hold it.

- c. Each permit shall only be valid in the zone for which it is issued and as identified on the permit.

## § 7-46.7. Form of Permit; Placement on Vehicle.

[Ord. No. 1525-98 § 7]

- a. The permits issued to residents under Subsection **7-46.4a** will be in the form of a sticker which shall be affixed to the left rear window or left rear windshield of the vehicle for which the permit was issued. All permit stickers will identify the Municipality-Township of West Orange, New Jersey; the type of permit-On Street Residential Parking Permit; the Zone Number; and the Permit Number.
- b. The permits issued to residents under Subsection **7-46.4b** will be in the form of a placard which shall be hung from the interior rear view mirror of the vehicle of a visitor of the resident to which the permit was issued. All permit placards will identify the Municipality - Township of West Orange, New Jersey; the type of permit - Visitor, On Street Residential Parking Permit; the Zone Number; and the Permit Number.
- c. The temporary permits issued to residents under Subsection **7-46.4c** will be in the form of a paper placard which shall be placed on the dashboard of the vehicle of a visitor of the resident to which the permit was issued. All permit placards will identify the Municipality - Township of West Orange, New Jersey; the type of permit - Temporary, On Street Residential Parking Permit; the Zone Number; and the Permit Number.

## § 7-46.8. Limitations.

[Ord. No. 1525-98 § 8]

- a. All other on street parking regulations as established by this chapter that pertain to streets established as restricted parking streets in Subsection **7-46.2** or Subsection **7-46.3** remain in effect.
- b. All other on street parking regulations as established by this chapter, the chapter pertaining to General Police Regulations and the chapter pertaining to Land Use Regulations as they pertain to the on-street parking of commercial vehicles, trucks, tow trucks, flat bed trucks, truck tractors, trailers, semitrailers, road tractors, pole trailers, vehicles with dual rear wheels, busses, construction equipment and recreational vehicles remain in effect.

## § 7-46.9. Exceptions.

[Ord. No. 1525-98 § 9; Ord. No. 2208-09 § 1]

Service or delivery vehicles, including trucks, which are being used to make service calls or deliveries to persons who are residents of a dwelling unit on or along any street or portions of a street upon which parking is restricted by Subsection **7-46.2** or Subsection **7-46.3** are exempt from the restrictions established by § **7-46**.

- a. Zone 7, Glen Road and Oakridge Road — Eight visitor permits issued to the administration of the Hazel Avenue School for use by school teachers, school staff and school visitors.
- b. Zone 8, Eagle Terrace — One permanent residential permit and four visitor permits issued to the management of Llewellyn Terrace Garden Apartment, 234 Eagle Rock Avenue, for use by their tenants.

## § 7-46.10. Fees.

[Ord. No. 1525-98 § 10]

- a. No fees shall be charged for:
  1. The issuance of permits pursuant to Subsection **7-46.4a** for parking stickers;
  2. For up to four placards per dwelling unit pursuant to Subsection **7-46.4b**; and
  3. For temporary placards issued pursuant to Subsection **7-46.4c**.
- b. Fees for replacement placards issued pursuant to Subsection **7-46.4b** shall be \$50 each.
- c. Upon the change in occupancy of a dwelling unit on or along any street or portions of a street upon which parking is restricted by Subsection **7-46.2** or Subsection **7-46.3**, up to four placards will be issued pursuant to Subsection **7-46.4b** at no fee to the new occupants provided the placards in the possession of the previous occupant were returned as required by Subsection **7-46.6**. The fee to reissue unreturned placards shall be \$50 each.

## § 7-46.11. Violations and Penalties.

[Ord. No. 1525-98 § 11]

Any person who violates any provision of § **7-46** shall, upon conviction thereof, be punished by a fine of \$50 for each such violation, and each day in which such violation continues shall constitute a separate violation or offense.

## § 7-47. through § 7-49. (RESERVED)

# Article IV. Metered Parking

## § 7-50. PARKING METERS.

[1] *Editor's Note: Prior ordinance history includes portions of 1972 Code § 14-3; Ord. No. 1441-97, Ord. No. 1496-98; Ord. No. 1498-98; Ord. No. 1641-99, Ord. No. 1667-99; Ord. No. 1774-01.*

### § 7-50.1. Definitions.

[Ord. No. 1951-04 § 7-50.1; Ord. No. 2410-14]

As used in this section:

#### **COIN**

Shall mean a coin of the United States of America.

#### **PARKING**

Shall mean the standing or waiting on a street, road or highway of a vehicle not actively engaged in receiving or discharging passengers or merchandise, unless in obedience to traffic regulations or traffic signs or signals.

#### **PARKING METERS**

Shall mean and include any mechanical or electronic device, including central pay stations which may regulate one or more spaces, not inconsistent with this chapter, placed or erected for the regulation of parking by authority of this chapter.

#### **PARKING YARDS, PARKING LOTS, AND PARKING FACILITIES**



Shall mean and include any municipally owned or leaded lands set aside for the parking of vehicles pursuant to this chapter.

## § 7-50.2. Parking Meters in Streets.

[Ord. No. 1951-04 § 7-51.2]

- a. Construction and Applicability. This section is an additional provision for the regulation of traffic and parking in zones provided herein. It shall not affect bus stops, taxi stands, and prohibited and restricted parking established by the State of New Jersey, County of Essex, or Township of West Orange.
- b. Establishment of Parking Meter Zones (Time Limit Parking). There are hereby established zones to be known as parking meter zones in the following streets or parts of streets:

| Name of Street    | Sides   | Location                                                         |
|-------------------|---------|------------------------------------------------------------------|
| Harrison Avenue   | Both    | From Mississippi Avenue to Cherry Street                         |
| Main Street       | a. Both | From the Orange City line to Lindsley Avenue                     |
|                   | b. East | From Charles Street to the southerly curbline of McKinley Avenue |
|                   | c. East | From Ashwood Terrace to Harrison Avenue                          |
|                   | d. West | From Erwin Place to Ridgehurst Road                              |
|                   | e. West | From Park Drive South to Harrison Avenue                         |
| Prospect Place    | North   | From Main Street to a point 100 feet westerly                    |
| Valley Road       | Both    | From Mitchell Street to Freeman Street                           |
| Washington Street | Both    | From Main Street to Columbia Street                              |

- c. Scope of Regulation. The Township Council shall cause parking meters to be installed within the parking meter zones established in Subsection 7-50.2b, and shall cause parking spaces to be designated, and shall fix the time limitations for lawful parking within these zones, not inconsistent with the time limitations of existing ordinances or ordinances hereafter adopted.

The following time limits and fees are established per space on all meters. Time limitations and fees shall be posted as the legend on every parking meter authorized under Subsection 7-50.2b.

1. \$0.25 per 1/2 hour.
2. A sixty-minute maximum time limit is imposed in the following areas designated in Subsection 7-50-2b between the hours of 8:00 a.m. to 6:00 p.m. and a two hour time limit is imposed between the hours of 6:00 p.m. and 10:00 p.m. prevailing time:

Harrison Avenue  
 Main Street (Subsection a)  
 Main Street (Subsection c)  
 Main Street (Subsection d)  
 Main Street (Subsection e)  
 Prospect Place  
 Washington Street

3. A fourteen-hour time limit is established on all other parking meters (8:00 a.m. to 10:00 p.m. prevailing time)

- d. **Authority to Purchase, Install, and Maintain.** The Township Council shall provide for the purchase, installation, regulation, control, operation, maintenance and use of the parking meters provided for in this chapter.
- e. **Use of Parking Meter Fees.** All revenue collected pursuant to this chapter will provide for proper regulation and control of traffic upon public streets, and also for the cost of purchasing, supervising, protecting, inspecting, installing, maintaining, controlling and use of parking meters.
- f. **Installation and Operation.** Parking meters installed within the parking meter zones established in Subsection **7-50.2b** shall be placed upon the curb or berm immediately adjacent to the individual parking places described in Subsection **7-50.2g**. Each parking meter shall be placed in such a manner as to display a signal that the corresponding parking space is or is not legally in use.
- g. **Designating Parking Space.** Suitable lines or marking shall be provided upon the street adjacent to each parking meter for the purpose of designating the parking space for which the meter is to be used and for the use of the vehicle parked within the line or markings.
- h. **Parking Within Designated Parking Space.** Each Vehicle parked adjacent to any parking meter shall be parked within the lines or markings described in Subsection **7-50.2g**. It shall be a violation of this chapter to park any vehicle across any lines or markings, or to park a vehicle in such a position that it shall not be entirely within the marked area.
- i. **Manner of Parking.** When a parking space in any parking meter zone is parallel with the adjacent curb or sidewalk in an area using single-meter posts, any vehicle parked in the designated space shall be parked so that the front most part of the vehicle shall be nearest to the parking meter. In an area having double-meter posted between two designated spaces, one vehicle shall have its front most part nearest the meter while the other vehicle has the rear most part nearest the meter.
- j. **Placing Meter in Operation; Deposit of Coin.** Except in a period of emergency determined by a Police Officer, or in compliance with the directions of a Police Officer or official traffic control device, or at times designated by the Mayor or Council, when any vehicle is parked in a metered space between the hours of 8:00 a.m. and 10:00 p.m. prevailing time on any day except Sundays or holidays, the operator shall immediately, upon occupying the space, deposit or cause to be deposited a coin or coins as designated on the meter in accordance with the time designated. Failure to deposit coin(s) shall constitute a violation of this chapter.
- k. **Lawful and Unlawful Parking Time Defined.** Upon deposit of the required coin(s), the designated space may be lawfully occupied by that vehicle during the period of time that has been prescribed for that part of the street where the parking space is located. If the vehicle remains parked in any parking space beyond the time fixed for that parking space, the vehicle shall be considered as parked overtime and beyond the period of lawful parking time; the parking meter shall indicate unlawful parking. Parking overtime shall constitute a violation of this chapter.
- l. **Overtime Parking Prohibited.** It shall be unlawful for any person to cause, allow, permit, or suffer any vehicle registered in the name of or operated by such person to be parked overtime or beyond the period of legal parking time established for any parking meter zone.

It shall be unlawful for any person to cause, allow, permit, or suffer a vehicle to remain or be placed in any designated space adjacent to any parking meter while the meter displays a signal indicating that the vehicle occupying that designated space has already been parked beyond the period of time prescribed for that space.
- m. **Extending Parking Time Prohibited.** It shall be unlawful for any person to deposit or cause to be deposited in a parking meter any coin(s) for the purpose of increasing or extending the parking time of any vehicle beyond that which has been established as the maximum time permitted.
- n. (Reserved)
- o. (Reserved)



- p. **Enforcement; Collection of Coins; Report by Chief of Police.** It shall be the duty of the Police Department and of any other person(s) lawfully delegated for that purpose by the Township Council or appropriate authority to enforce the provisions of this chapter. Collection of the coins deposited into parking meters shall be made under the direction and supervision of the Director of Public Works. The Director shall cause the collected coins to be turned over to the Township Treasurer in conformance with law.

The Chief of Police shall promptly report or cause to be reported any inoperable, broken, defaced, or otherwise damaged parking meters or meter posts to the Director of Public Works and shall maintain a record of such notification.

- q. **Duty of Police to Tag Vehicle.** It is the duty of Police Officers, or delegated person(s) to attach a summons to any vehicle that is parked in violation of this chapter in compliance with the current law on summons service.
- r. **Removing and Impounding Unlawfully Parked Vehicles.** Any vehicle unlawfully parked within any parking meter zone for a period in excess of 24 hours, may be impounded by the Police Department. The vehicle owner or agent shall be responsible for all reasonable towing and storage charges.

### § 7-50.3. Parking Meters in Parking Yards.

[Ord. No. 1951-04 § 7-51.3; Ord. No. 2021-05 § II; Ord. No. 2258-10 § II; Ord. No. 2498-16; Ord. No. 2503-17 § 2]

- a. **Maintenance of Parking Yards and Meters.** The Director of Public Works shall have the authority to enter into contract(s), following approval by the Township Council, for the protection and maintenance of municipal parking yards, and for the purchase and maintenance of parking meters contained therein, and to pay for such parts, protection, and maintenance from the revenues generated from the parking meters and sales of parking permits.
- b. **Designation of Parking Space.** The Director of Public Works shall cause the marking of the pavement within the parking yards to designate specific parking spaces. Vehicles shall be parked within the limits of a single parking space.
- c. **Legend on Parking Meter.** Every parking meter shall contain a legend indicating the number and type of coin(s) that must be deposited. The legend shall also indicate the period(s) of time that each coin, if more than one, shall entitle the vehicle to be parked in the space adjacent to the meter. Parking yards shall contain sufficient signage to advise the public of the parking regulations.
- d. **Fees and Time Limits.** The following schedule of time limits and coinage required shall be posted as the legend, and shall be established as the parking fees charged by the Township for parking within a metered space in a parking yard;
  - 1. \$0.25 per hour (8:00 a.m. to 10:00 p.m.).
  - 2. \$2 all day parking (8:00 a.m. to 6:00 p.m. only).
- e. **Use of Coin Revenue.** All revenue collected pursuant to this subsection will provide for proper regulation, control and maintenance of the parking yards, and also for the cost of purchasing, supervising, protecting, inspecting, installing, maintaining, controlling and use of parking meters.
- f. **Parking Permits, Time Limited.**
  - 1. Notwithstanding the fees provided for in Subsection 7-50.3d, the Chief of Police or designee, as authorized by the Township Council, shall have the authority to issue permits for use in municipal parking yards. Fees for these permits shall be established by resolution of the Township Council. There shall be four types of permits that shall be valid for twenty-four-hour parking, see Subsection 7-50.3f,3. These permits shall be in the form of a sticker that shall be

affixed to the left rear window or rear windshield-left side, of the vehicle for which the permit was issued and shall bear the month, year, and parking yards for which it was issued.

2. Parking permits shall only be issued to vehicles with valid registrations and current insurance. Parking permits shall be issued to passenger vehicles, and commercial vehicles registered under 8,000 lbs. Applicants must produce a valid registration and proof of current insurance prior to the permit being issued. Permits shall become null and void if the vehicle becomes unregistered or uninsured during the period that a permit is valid. Permits are nontransferable and are automatically void upon any transfer of ownership of the vehicle, nor shall any refund be provided if a vehicle is sold or transferred prior to the expiration date of the permit. Permits are not valid for on-street parking. Permits shall be issued on a first come, first served basis, with an initial limit of two per household, except as indicated in Subsection 7-50.3f,2(a). Additional permits may be issued to each household after a period of 24 hours following the opening of sales for the particular month/quarter/half-year/year they are being sold. Full payment must accompany all applications along with any other required proof(s). Failure to provide the required proof(s) shall render the application null and void.
  - (a) Permit applicants who are age 65 or older, or who have a disability limiting their ability to ambulate (as verified by certification by a physician licensed to practice medicine in the State of New Jersey) are exempt from the first come, first served requirement and shall be given preference for automatic renewal of their permit.
  - (b) Permits eligible for automatic renewal shall be applied for and paid in full no later than the 1st day of the first month for which it is valid.
  - (c) Permits not automatically renewed shall be reallocated to the open pool of available permits for general use.
  - (d) Only annual and semi-annual permits are eligible for automatic renewal under the above provisions, Subsections 7-50.3f,2(a) and 7-50.3f,2(b).
  - (e) Applicants for automatic renewal privileges must be bona fide residents of the Township of West Orange.
3. The following fee schedule is established for permits in municipal parking yards:
  - (a) Monthly permit, \$15 per month, per space.
  - (b) Quarterly permit, \$40 per quarter, per space. Quarterly shall mean January through March, April through June, July through September, October through December.
  - (c) Semi-annual permit, \$70 per six months, per space. Semi-annual shall mean January through June and July through December.
  - (d) Annual permit, \$140 per calendar year, per space. Annual shall mean from January through December of the prevailing year.
4. In lieu of the charges provided for in Subsection 7-50.3d, and the parking permit requirements of Subsection 7-50.3f, the Township Council designates the following municipal parking yards or portions of municipal parking yards as Non-Metered and Non-Permit Time Limited Parking, with the time limits, hours, days and spaces designated. No person shall park, or cause a vehicle to be parked for longer than the time limit posted.

| Parking Yard # | Time Limit | Hours                   | Days                    | Space               |
|----------------|------------|-------------------------|-------------------------|---------------------|
| 13             | 1 hour     | 7:00 a.m. to 9:00 p.m.  | Monday through Saturday | All                 |
| 15             | 1 hour     | 8:00 a.m. to 10:00 p.m. | All                     | Non-employee spaces |



Yard #13 (463-481 Pleasant Valley Way)

Yard #15 (Cherry Street at Franklin Avenue)

- g. Use of Parking Space. Every vehicle parked in any municipal parking yard shall be parked wholly within the parking space marked upon the pavement adjacent to the meter regulating the space. A vehicle shall not continue to occupy the space after or while the parking meter shows a violation, except however, in those instances where the vehicle has conspicuously affixed to it, the permit provided for in Subsection 7-50.3f.
1. Vehicles parked in any municipal parking yard or space must be in operating condition. Wrecked vehicles are prohibited, regardless of whether the vehicle has a valid permit. For purposes of this section, wrecked vehicle shall include any vehicle with damage that renders it incapable of being lawfully operated or parked on any public roadway.
  2. Vehicles cannot be used solely as storage repositories, regardless of whether the vehicle has a valid permit.
- h. Prohibited Parking. It shall be unlawful for any person to cause, allow, permit or suffer any vehicle registered to his/her name or occupied by him/her to be parked in any municipal parking yard, lot, or facility except in the manner provided in Subsections 7-50.3d and 7-50.3f, and with the following additions:
1. No vehicle shall occupy any space designated for permit parking, at any time, without a parking permit, valid for the lot in which the vehicle is parked.
  2. Parking Yard #7 on Mount Pleasant Avenue is intended solely for the use of library patrons and employees. Parking is permitted in this parking yard only during library hours.
  3. No person shall park in any municipal parking yard, lot, or facility that has been designated and reserved by the Business Administrator, with or without meters, for the exclusive use of authorized Township employees and authorized Township personnel. All such areas shall be marked and posted by the Business Administrator, who shall cause to be issued to all Township employees and authorized Township personnel, an official sticker insignia that shall be affixed to the left rear window of any vehicle authorized in these reserved areas. It shall be unlawful and a violation of the provisions of this subsection for any unauthorized use of designated municipal parking yards, lots, or facilities.
  4. For Municipal Parking Yard #13:
    - (a) Public parking is prohibited between the hours of 9:00 p.m. and 7:00 a.m. each day and all day Sunday.
    - (b) Vehicles registered greater than 8,000 GVW are prohibited from parking in Yard #13.

Parking Yard #13 includes the portions of lots 12 and 14 of Block 176.05, commonly known as 463-481 Pleasant Valley Way, depicted on the plan entitled "Pleasantdale Presbyterian Church Parking Lot Improvement" prepared by the Engineering Division of the Township of West Orange, April 1999.
  5. Parking Yard #15 on Cherry Street is intended solely for the use of the employees of the West Orange Recreation Department, visitors to the Recreation Department offices at 60 1/2 Cherry Street, patrons of the Ginny Duenkel Municipal Pool, and visitors of Colgate Field. Six parking stalls are restricted for use by Recreation Department employees. The remaining four stalls are for use by the other persons authorized above and are subject to a one hour time limit.
  6. With the exception of Parking Yard #5 on Hazel Avenue and Parking Yard #13, parking in any lot between the hours of 2:00 a.m. and 5:00 a.m. is prohibited unless the vehicle bears a permit as provided in Subsection 7-50.3f.
  7. For Municipal Parking Yard #5 on Hazel Avenue, parking is prohibited between the hours of 6:00 p.m. and 6:00 a.m. unless the vehicle bears a permit as provided in Subsection 7-50.3f.

8. For Municipal Parking Yard #11 on Seward Street, parking by commercial vehicles as defined in Subsection 7-14.10 is hereby prohibited.
- i. (Reserved)
  - j. (Reserved)
  - k. Duty of Police to Tag Vehicle. It is the duty of Police Officers, or delegated person(s) to attach a summons to any vehicle that is parked in violation of this subsection in compliance with the current law on summons service.
  - l. Removing and Impounding Unlawfully Parked Vehicles. Any vehicle unlawfully parked within any municipal parking yard, lot, or facility, metered or non-metered, for a period in excess of 24 hours, may be impounded by the Police Department. The vehicle owner or agent shall be responsible for all reasonable towing and storage charges.
  - m. Loading Zones. No person shall park a vehicle at any time in a designated loading zone in a municipal parking yard, lot, or facility unless actively engaged in the loading or unloading of persons or materials. No person shall load or unload freight for commercial purposes in any municipal parking yard, lot, or facility except in the designated loading zones.
  - n. Impeding Traffic. No person shall stop, stand, or park a vehicle, or impede the flow of traffic in the aisles of municipal parking yards, lots, or facilities.
  - o. Overtime Parking. No person utilizing a parking stall in a municipal parking yard, lot, or facility shall park in that stall for a period in excess of the time for which money had initially been deposited in the meter, or in excess of the time limit established by Subsection 7-50.3d and 7-50.3f. No person shall be permitted to extend the time on a meter by depositing additional coins or by moving the vehicle to a different parking stall in the same parking yard, lot, or facility.

## § 7-51. (RESERVED)

- [1] *Editor's Note: Former § 7-51, Temporary Handicapped Parking, previously codified herein and containing portions of Ordinance No. 1950-04 was repealed in its entirety by Ordinance No. 1961-04.*





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June 28, 2024

Ms. Zayibeth Carballo, P.E.  
Director / Municipal Engineer  
Township of West Orange  
25 Lakeside Avenue  
West Orange, NJ 07052

**Re: *Proposal for Professional Services for  
Comprehensive Parking Study at the Valley, Heights, and Rolling Green Hills /  
Municipal Plaza Areas  
Township of West Orange, NJ  
Our File No.: 115.WO00500.P01***

Dear Ms. Carballo:

Thank you for considering our Firm for the above referenced work and allowing us to submit this proposal for Professional Services associated with the Comprehensive Parking Study at the Valley, Heights, and Rolling Green Hills / Municipal Plaza Areas.

### **Introduction**

It is our understanding that the Township has experienced an increase in parking demand within the Valley, Heights, and Rolling Green Hills / Municipal Plaza Areas. The Township has expressed interest in a comprehensive parking study to address and meet the current and future demands of the residents.

The Township expects the following objectives in the study and scope of services:

- Review and evaluate the current and future on-street parking demands within the study area. Make projections of future parking needs. Identify parking solutions to account for projected changes and/or growth in the study area;
- Parking usage observations, data gathering and analysis assessing demand for parking in the study area. This shall include but not be limited to data analysis across different days of the week to provide insight into changing dynamics in the parking demand, identify areas where there are parking spot shortages; and where there are continued surpluses. Identify congested or problem parking areas within the study area;
- Identify parking priorities and recommendations within the study area. A phased implementation plan and prioritization schedule to meet current and future parking needs shall be included;



Ms. Zayibeth Carballo, P.E.

June 28, 2024

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- Identify and conduct a feasibility analysis of two (2) to three (3) sites for potential parking facilities. The study shall include, but not be limited to conceptual plans, cost estimates, and financial projections taking into account EV charging stations;
- Recommendations on how to best utilize municipally owned parking lots on the west side of the Township;
- Analyze the current ordinances in place to recommend creative solutions to meet current and future parking demands, but not limited to one-way streets, permit parking, angled and parallel parking, parking on both sides of the street considering the need for emergency vehicles such as fire engines to be able to deploy;
- Coordinate and discuss concerns with the various Township's Officials from West Orange Police Dept., Traffic Bureau, Fire, DPW, and Engineering during the study;
- Include five (5) meetings with the Township Officials for Kickoff, Coordination, Findings, Recommendations and Public Presentation;
- Prepare a parking study report detailing the findings of the study, analysis performed of the study area and recommendations for submission to the Council;
- Assist the Township in amending the municipal ordinances based on the parking study and recommendations;
- Coordinate and discuss with the various Township's Officials from WO Police Dept., Traffic Bureau, Fire, DPW and Engineering during the amendment of the ordinance

Our proposal has considered all the elements of the work, and our Firm has the capabilities of providing the necessary Professional Engineering Services associated with the Project.

### **Experience**

It is our intention to assign Mr. Trevor Taylor, P.E., P.P., C.M.E., as the Client Manager and Mr. James C. Watson, P.E., PTOE, as the Project Manager for this project as well as Mr. Kevin E. Chen, P.E., PTOE, as the Principal Traffic Engineer for this project. Mr. Taylor has over 26 years of experience communicating with Municipal Clients, County Clients, the State, and the regulatory agencies and has established positive Client relations with them. Mr. Watson has over 20 years of experience in traffic and transportation engineering and has performed and overseen the development of traffic studies, parking studies, traffic designs, and parking designs of numerous intersections, roadways, parking facilities, etc. during his career. Mr. Chen has over 16 years





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experience in traffic and transportation engineering and has written several traffic studies, parking studies, and designed numerous traffic intersections, roadways, etc. during his career.

### **References and Samples of Other Work**

We have previously performed parking studies in Red Bank and Rahway. We observed AM and PM parking space occupancy for the downtown areas and reviewed available data for the existing surface parking lots and parking garages. We performed multiple site visits to observe current parking facility operations and layouts including time limits, circulation, parking rates, method of fee collection, and restrictions. We obtained and reviewed residential parking information from both Municipalities to establish time periods of current and future expected parking shortages. We reviewed and identified potential areas where additional on-street and off-street parking space supply could be achieved through reconstruction and restriping. We quantified the amount of additional parking spaces possible to add through the introduction of additional on-street and off-street parking spaces. We developed parking improve alternatives to satisfy the short term and long term parking space needs.

We also performed a traffic study to review potential impacts associated with upcoming school improvement projects at the four schools in the Borough of Metuchen. The study included elements similar to the parking study, including but not limited to site visits to observe operations related to parking and circulation, review of the plans to identify potential parking and traffic issues on the school grounds and adjacent roadways, bus circulation at the schools, parking conditions at the schools, impacts to existing and displaced parking areas and other operations during construction, develop recommendations for bus drop off / pickup, parent drop off / pickup, and walking ingresses and egresses for each school during the construction projects.

We have performed parking studies in the following locations and clients:

- City of Rahway: Contact Mayor Raymond Giacobbe – 732-827-2004  
mayor@cityofraahway.com
- Borough of Red Bank: Contact Marc Slavin of MarcParc – 202-437-0176  
marcs@marcparc.com
- Borough of Metuchen School District: Contact Michael Harvier, Business Administrator –  
732-321-8700, X1017 – maharvier@metboe.k12.nj.us



Ms. Zayibeth Carballo, P.E.

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### **Task 1 – Parking Data Collection and Processing**

Based on our review of the RFP we anticipate the need for the following Traffic Engineering Tasks:

- The collection of existing parking counts at the Municipal parking lots and the streets within the Valley, the Heights, and the Rolling Green Hills / Municipal plaza areas for two 3-hour time periods during each of the two weekdays and one 3-hour period for each of the 2 weekend days;
- Contacting the Township to evaluate if any approved but not yet constructed developments will alter the parking inventory in the near future;
- Reviewing traffic/parking studies to review the proposed parking or generating parking via the Parking Generation Manual found in Institute of Transportation Engineers

Parking counts will be collected by our subcontractor TechniQuest through the use of personnel deployed throughout the Township. The plan is to perform the parking counts on a Tuesday, Thursday, Saturday, and Sunday, outside of known holidays, and preferably within the school calendar year.

Compensation for the Data Collection and Processing will be the lump sum:

|                                                            |             |
|------------------------------------------------------------|-------------|
| Parking Data Collection:                                   | \$31,200.00 |
| Parking Data Processing:                                   | \$ 4,444.00 |
| Total for Task 1 – Parking Data Collection and Processing: | \$35,644.00 |

This will cover all labor, materials and deliverables specified in this section.

### **Task 2 – Meetings and Coordination with Township of West Orange Staff**

Based on our review of the RFP, we have included the efforts for Five (5) Meetings with Township Officials.

The Five (5) Meetings with Township Staff are anticipated to be Kickoff, Coordination, Findings, Recommendations and Public Presentation.

|                                                  |             |
|--------------------------------------------------|-------------|
| Total for Task 2 – Meetings with Township Staff: | \$ 5,740.00 |
|--------------------------------------------------|-------------|

This will cover all labor, materials and deliverables specified in this section.





Ms. Zayibeth Carballo, P.E.

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### **Task 3 – Short Term Parking Analysis**

We will review the ordinances, the parking data, to develop solutions to increase parking in congested areas for both the on-street parking areas and the Municipal parking lots. Solutions may include but not be limited to permit parking, metered parking, modifying the street direction from two-way to one-way, eliminating restrictions where practical, angled parking, and parallel parking. Typical figures will be presented to illustrate dimensions of parking spaces, aisle widths, and driveway ingresses and egresses.

Total for Task 3 – Short Term Parking Analysis: \$12,900.00

This will cover all labor, materials and deliverables specified in this section.

### **Task 4 – Long Term Parking Analysis**

We will review with the Township the 2-3 areas the Township is considering for new parking lots, new parking garages, etc. We will analyze the selected areas, provide concept plans where necessary, provide cost estimates for proposed parking areas which will also take into account electric vehicle spaces. The concept plans will be overlaid on top of existing aerial photography illustrating the parking spaces, the parking aisles, the driveway ingresses and egresses, pedestrian circulation, ADA parking, and electric vehicle parking.

Concept plans produced for the new parking lots and garages will take into account the need for ingress, egress, the number of ADA accessible spots required, the number of van accessible ADA parking spots required, the number of electric vehicle parking spaces required, the number of accessible electric vehicle parking spaces required.

Total for Task 4 – Long Term Parking Analysis: \$23,220.00

This will cover all labor, materials and deliverables specified in this section.

### **Task 5 – Parking Report Preparation**

We will prepare a written report summarizing the data, our analyses, our recommendations for short term and long term parking solutions and submit it to the Township.

Total for Task 5 – Parking Report Preparation: \$10,320.00

This will cover all labor, materials and deliverables specified in this section.



Ms. Zayibeth Carballo, P.E.

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### **Cost Proposal**

Accordingly, based upon the above outlined Scope of Services, we find that the necessary services can be provided for a lump sum fee based upon the following breakdown:

|                                                 |                           |
|-------------------------------------------------|---------------------------|
| Task 1 – Parking Data Collection and Processing | \$35,644.00               |
| Task 2 – Meetings with Township Staff           | \$ 5,740.00               |
| Task 3 – Short Term Parking Analysis            | \$12,900.00               |
| Task 4 – Long Term Parking Analysis             | \$23,220.00               |
| Task 5 – Parking Report Preparation             | <u>\$10,320.00</u>        |
| <b>Total</b>                                    | <b><u>\$87,824.00</u></b> |

### **Schedule**

Based on the above scope of services, we estimate the schedule for the Project to be as follows:

|                                  |         |
|----------------------------------|---------|
| Meetings .....                   | 30 Days |
| Data Collection .....            | 30 Days |
| Parking Analysis .....           | 60 Days |
| Parking Report Preparation ..... | 30 Days |

We are of the opinion the above schedule is realistic; however, the same is subject to a timely authorization for the design of the Project from the Township. It should be noted that we anticipate parking data collection to start in September during the school calendar year.

### **Exceptions**

This proposal does not include any additional traffic tasks that may be requested by regulatory agencies such as NJDOT or the County during the review process.

No additional site design work has been included in this proposal.

No permit preparation or associated fees have been included in this proposal.

No work associated with obtaining NJDOT Access Permits have been included in this proposal.

No Land Surveying Work has been included in this proposal.

Should any of these services be required they can be performed at our hourly rates subject to receipt of authorization from the Township.





Ms. Zayibeth Carballo, P.E.

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**Summary**

Please be advised that the estimated cost for the above referenced individual tasks may vary and is subject to the actual time necessary to complete same. Accordingly, we have estimated the total cost associated with the proposed services at \$87,824.00 based upon the above breakdown.

Should this fee estimate meet your approval, please provide our office with a professional services agreement or resolution as an indication of the work to proceed. In the meantime, should you have any questions concerning this matter, please do not hesitate to contact this office.

Very truly yours,

CME Associates

Trevor J. Taylor, PE, PP, CME, CFM  
*For the Firm*

# **Response to RFP**

## **Professional Engineering Services**

**For**

### **Comprehensive Parking Study at the Valley, Heights and Rolling Green Hills/Municipal Plaza Areas**



**Submitted to:**

**Township of West Orange  
Department of Engineering  
25 Lakeside Avenue  
West Orange, NJ 07052**

**Attn: Zayibeth Y. Carballo, Director of Engineering/Municipal Engineer**

**June 26, 2024**

**Prepared by:**



**1904 Main Street  
Lake Como, NJ 07719  
(732) 681-0760**



**34 Lark Avenue  
Old Bethpage, NY 11804  
(516) 756-4750**



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- Certificate of Employee Information Report
- Certificate of Insurance – For Evidence Only

# **SECTION 1**

## **COVER LETTER**



June 26, 2024  
(via email - zcarballo@westorange.org)

Township of West Orange  
Department of Engineering  
25 Lakeside Avenue  
West Orange, NJ 07052

Attn: Zayibeth Y. Carballo,  
Director of Engineering/Municipal Engineer

**RE: Response to Request for Proposals  
Professional Engineering Services for  
Comprehensive Parking Study  
West Orange, Essex Co, NJ  
DT #: P24-02262**

Dear Ms. Carballo,

Dynamic Traffic is pleased to provide this response to the Township's request for proposals to provide professional engineering services for a comprehensive parking study to be conducted in the Valley, Heights and Rolling Green Hills/Municipal Plaza study areas.

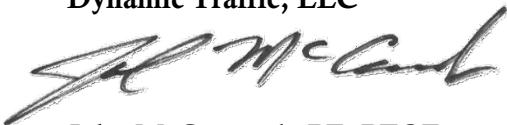
The Dynamic Traffic, LLC / Level G Associates team brings decades of experience and industry knowledge to the table. Our team specializes in developing transportation management/parking plans for venues and suburban centers throughout the state and looks forward to working with the Township to improve the West Orange parking experience.

I will be your primary point of contact during your review of the RFP as well as through the duration of the project. Gerard "Gerry" Giosa, president of Level G Associates, is one of the nation's leading parking consultants and has been instrumental in the development of numerous successful parking programs in New Jersey. Gerry and I have a long-standing working relationship. We are both very hands on and will be involved in every aspect of your project and at every meeting with the Committee.

The Dynamic/Level G team is excited for this opportunity, and we are available to meet with you at your convenience to further discuss this project.

Sincerely,

**Dynamic Traffic, LLC**



John McCormack, PE, PTOE  
Senior Principal

**Level G Associates**



Gerard Giosa  
President



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## **SECTION 2 SCOPE OF WORK & FEE SUMMARY**



### **SCOPE OF WORK AND FEE SUMMARY**

It is our understanding that the Township is looking to address the increased demand for parking within the Valley, Heights and Rolling Green Hills/Municipal Plaza Areas. The Township wishes to complete a comprehensive parking study to address and meet the current and future parking demands of the residents within these areas.

The Dynamic Traffic/Level G team offers the following approach to the scope of work in accordance with the RFP. In general, we intend to review and evaluate the current and future on-street parking demands within the study area, make projections of future parking needs, identify parking solutions to account for projected changes and/or growth in the study area, review current parking regulations to determine if they could be adjusted or recalibrated to better serve Township residents and/or businesses, analyze sites for potential additional parking, review existing Township lots for potential repurposing or monetization and provide a summary by way of a final report.

The following is a discussion on the specific tasks outlined in the RFP

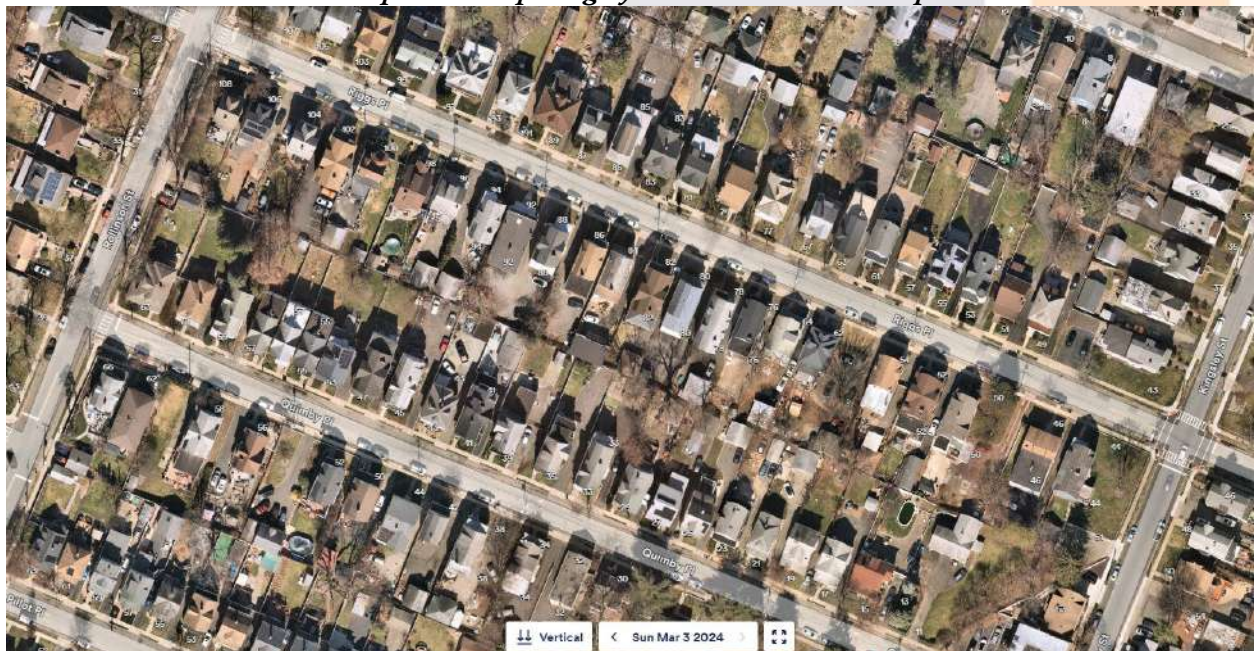
#### **Task A – Parking Demand**

This task includes parking usage observations, data gathering and analysis assessing demand for parking in the study area. Specifically, this task will include data analysis across different days of the week and different times of the day in order to provide insight into changing dynamics in the parking demand, identify areas where there are parking shortages/surpluses and identify congested or problem parking areas within the study areas.

#### **Parking Inventory**

The Dynamic Team will utilize *Nearmap* aerial photography to develop clear and concise basemaps of the available parking resources. These basemaps will be the basis of the graphics developed during the course of the project.

*Sample Nearmap imagery to be utilized as basemap*



A detailed and accurate existing inventory is the foundation for the evaluation. The Dynamic Team will conduct the inventory with the utmost attention to detail. This inventory will be conducted for each street and parking area and will manually record and identify the various parking opportunities and/or restrictions. All parking areas will be identified and mapped, and a summary will be prepared which contains (at a minimum) the following information:

- Street Name / Lot Name
- Number of spaces (by section of the lot or block)
- Alternate side parking regulations
- Time limits
- Parking restrictions (i.e. No Parking 2am-5am)
- Type of spaces (general, permit, employees, reserved, ADA, etc.)
- Payment type (free, meter, pay station, permit, etc.)

The summary will be provided graphically (map and/or tabular form). Other information such as general condition of the lot, size of the parking spaces, ability for patrons to see and comprehend the regulatory signs, driveway access, pedestrian access, and other issues that may affect the use of the parking area will be identified and noted. For instance, Parking Lot #9 on Cherry Street is a gravel lot that is unlined, so the exact number of spaces is variable depending on how the residents and/or DPW vehicles park.

The inventory will be conducted utilizing available mapping, aerial images and any plans that may be publicly available.

*Sample parking inventory table \**

| <i><b>Parking Area</b></i> | <i><b>Total Spaces</b></i> | <i><b>Undesignated</b></i> | <i><b>Metered</b></i> | <i><b>Res'd</b></i> | <i><b>ADA</b></i> | <i><b>Other</b></i> | <i><b>Comments</b></i>                                       |
|----------------------------|----------------------------|----------------------------|-----------------------|---------------------|-------------------|---------------------|--------------------------------------------------------------|
| 1                          | 100                        | 98                         |                       |                     | 2                 |                     |                                                              |
| 2                          | 150                        | 75                         |                       | 50                  | 10                | 15                  | reserved for patients; Other spaces are reserved for doctors |
| 3                          | 15                         |                            | 15                    |                     |                   |                     | 2-hour time limit; \$1 per hour                              |
| 4                          | 24                         |                            | 24                    |                     |                   |                     | 8-hour time limit; \$1 per 2 hours                           |
| 5                          | 50                         | 40                         |                       | 5                   | 5                 |                     | reserved for xyz customers; 15-minute parking                |
| <b>Totals</b>              | <b>339</b>                 | <b>213</b>                 | <b>39</b>             | <b>55</b>           | <b>17</b>         | <b>15</b>           |                                                              |
| <b>Percentages</b>         |                            | <b>63%</b>                 | <b>12%</b>            | <b>16%</b>          | <b>5%</b>         | <b>4%</b>           |                                                              |

*\* Please note that the sample table is for illustrative purposes only and that custom graphics, tables and charts will be developed*



### Parking Utilization

Parking utilization studies will be conducted upon completion of the inventory. The exact study program will be discussed with the Township prior to implementation; however, for purposes of this proposal, it is envisioned that the parking utilization study will be conducted during the critical time periods including weekday-day, weekday-evening and weekend-day time periods. Currently it is envisioned to conduct general observations of on-street and off-street parking patterns on a Wednesday and a Thursday in order to identify the parking characteristics during both of the alternate side parking regulation periods. (It is noted that some streets restrict parking on Monday/Tuesday/Wednesday while others restrict parking on Thursday/Friday/Saturday.) In addition, it is envisioned to conduct recordings on a Saturday to identify weekend parking characteristics. Finally, depending on feedback from Township officials, we may also conduct spot overnight occupancy counts to ascertain and quantify residential parking demand characteristics in selected study areas.

It is proposed to conduct the utilization study during the critical time periods of the day. The different time periods will provide a sense of the turnover of the spaces and will allow us to make informed decisions when developing recommendations. The recordings will identify legally parked vehicles as well as any illegally parked vehicles. Once recorded, the parking data will be properly summarized and tabulated for presentation. Below is a sample parking utilization summary table.

= 0% - 49% Occupied

= 50% - 74% Occupied

= 75% - 89% Occupied

= 90% Or Greater Occupied

Thursday, 10/25/18

Saturday, 11/03/18

| Location                                              | Parking Restriction | Section | Side of Street | Supply | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM |
|-------------------------------------------------------|---------------------|---------|----------------|--------|----------|----------|----------|---------|---------|---------|---------|---------|---------|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|
| Bloomfield Avenue<br>Municipal Lot<br>(Upper Portion) | Free                | C       |                | 28     | 27       |          | 27       | 25      | 23      |         | 21      | 24      | 22      | 17       | 17       | 19       | 21      | 18      | 20      | 18      | 13      | 10      | 11      |
|                                                       |                     | D       |                | 34     | 35       |          | 34       | 32      | 31      |         | 30      | 32      | 23      | 21       | 23       | 30       | 30      | 23      | 24      | 20      | 21      | 22      | 24      |
|                                                       |                     | E       |                | 23     | 20       |          | 23       | 20      | 17      |         | 19      | 18      | 14      | 2        | 4        | 9        | 11      | 9       | 8       | 7       | 6       | 5       | 6       |
|                                                       |                     | F       |                | 18     | 13       |          | 15       | 13      | 12      |         | 11      | 8       | 7       | 2        | 3        | 2        | 2       | 5       | 7       | 8       | 8       | 8       | 10      |
|                                                       | Permit              | C       |                | 19     | 7        |          | 8        | 9       | 8       |         | 5       | 6       | 7       | 10       | 9        | 7        | 5       | 6       | 6       | 5       | 3       | 4       | 3       |
|                                                       |                     | D       |                | 33     | 10       |          | 9        | 9       | 8       |         | 1       | 2       | 0       | 0        | 1        | 0        | 0       | 1       | 0       | 0       | 3       | 2       | 1       |
|                                                       | Commuter            | A       |                | 29     | 27       |          | 29       | 28      | 26      |         | 24      | 16      | 21      | 13       | 17       | 19       | 16      | 18      | 15      | 18      | 17      | 20      | 23      |
|                                                       |                     | Total   |                | 184    | 137      |          | 146      | 136     | 125     |         | 111     | 106     | 94      | 65       | 74       | 86       | 85      | 81      | 80      | 76      | 71      | 71      | 78      |

*\* Please note that the sample table is for illustrative purposes only and that custom graphics, tables and charts will be developed.*

The presentation of this data is critical, as simple tabular summaries may not completely “tell the story”. In order to get the full feel of the parking situation (including the location of the available parking spaces) we typically utilize heat mapping on aerial photography. This illustrative summary allows all members of the team and stakeholders to easily identify the parking demand, by specific location and intensity (or lack of intensity) and get a true feel of the parking situation. Below is a sample parking utilization summary graphic using aerial mapping.



### **Task B – Parking Recommendations**

The Dynamic Team will identify parking priorities and recommendations within the study area. A phased implementation plan and prioritization schedule to meet current and future parking needs will be included.

Upon completion of the utilization recordings, it will be clear and evident which streets and/or downtown areas experience high/low parking demand and which may have regulations that are inappropriate or are leading to unhealthy parking practices. The Dynamic Team will analyze the collected data in order to form a complete picture of the parking situation throughout each area. We will develop appropriate recommendations which will likely be a mix of physical improvements, time limit modifications, policies and programs. Each of the components plays a part in a coordinated, understandable and healthy parking system. The team will use the outcome of the parking data analysis and other evaluations to develop recommendations. In addition, we will bring and employ knowledge gained through our many years of conducting similar parking studies throughout the state of New Jersey.

Each of the three (3) areas outlined in the RFP are distinct in that they provide differing types of housing which typically equates to differing parking characteristics. In addition to the residential, each of the areas contains business districts (some smaller than others) as well as a mix of schools and community uses.

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The Heights Area consists of a mix of single family and multi-family homes (most of which provide driveways) along with numerous schools, the community pool, historic district, and linear business districts along the main corridors. The provision of driveways is a tremendous benefit for the single-family homes; however, the numerous driveway openings tend to limit the on-street parking supply.

It is evident that the parking demand is high along the residential streets in this area and vehicles parking on both sides of the roadway result in a narrow travel way for opposing vehicles to maneuver. This narrowness is evident on Chestnut Street where the parking demand is seemingly so high that parking needs to be allowed on both sides of the street. Therefore, the street cleaning restrictions are only in effect for a very targeted time (Mondays 9am-1pm on one side and Fridays 9am to 1pm on the other side). It is envisioned there are numerous sideswipe crashes and property damage crashes (driver side mirrors, etc.) along these roads. This type of roadway network and grid-like system of streets could be a candidate for one-way roads which will then allow safe passage of motor vehicles.

The Rolling Green Hills/Municipal Plaza Area is characterized by several apartment complexes surrounded by single family homes, the municipal complex and the Main Street/Valley Road/Municipal Lots 3&4 business district in the eastern portion of the study area. The density of the apartment complexes is evident as was the heavy parking demand. The density of the single-family homes is significantly less in this area than in the other two areas. The municipal plaza area provides sizable public parking lots that are shared amongst the downtown uses and managed by way of signing and permits. It is envisioned that these lots are in high demand during business hours when City Hall is open and especially when the municipal court is in session. There is also evidence of school-related parking demand pushing up against residential areas. As a result, our utilization recordings will be conducted on school days in these areas.

The Valley Area primarily consists of single-family homes (most of which provide driveways) along with numerous schools and linear business districts primarily along Valley Road. A hot spot that we anticipate is in the vicinity of Valley Road/Mitchell Street considering the location of the Luna Stage Performing Arts Center and various restaurants. Another hotspot may be Valley Road (just south of Rt 280) where there are several auto related businesses. These types of businesses routinely utilize street parking for staging of vehicles (particularly during business hours). The study area around the Hazel Avenue Elementary school may also be in need of some regulatory updates.

### **Task C – Parking Feasibility Analysis**

The Dynamic Team will identify and conduct a feasibility analysis of two (2) to three (3) sites for potential parking facilities. The analysis will be high level and will include basic conceptual plans using aerial mapping, order of magnitude cost estimates, and financial projections.

Some evaluations may take into account installation/utilization of EV charging stations and the infrastructure upgrades needed to support their existence. While residents of single-family homes have the luxury of charging their vehicles overnight on their own property, residents in certain apartment complexes or multi-family dwellings without on-site charging stations need to be more creative. We will review the pros and cons of government-provided or public-private partnership (PPP) EV charging stations with Township officials as part of this effort and will look for input from the Township to identify these opportunities.

Underutilized commercial properties will be considered for common parking areas centrally located. There could also be an opportunity to remove a dilapidated home (or two) in order to create a small



---

pocket parking lot for the residents of the street. Similar to the existing pocket parking lots on Park Terrace and Shephard Terrace.

Finally, the Dynamic/Level G team will evaluate re-striping, perimeter expansion, land-banking and other traditional parking expansion options as well as more creative approaches such as PPP parking facilities where private parking areas can be made available for public parking during certain days and/or time periods. For example, Level G recently assisted the Morristown Parking Authority (MPA) in successfully negotiating an agreement with a local bank where the bank's 80-space parking lot becomes an MPA-operated public parking facility on Saturdays, Sundays, and weeknights after 6pm. The lot is located on DeHart Street in a very active bar/restaurant/entertainment district.

#### **Task D – Municipal Lot Utilization**

The Dynamic Team will develop recommendations on how to best utilize municipally owned parking lots on the west side of the Township. It is our understanding that this task references Lots 7, 8 and 16 as contained within the list RFP.

Lots 8 and 16 serve the Pleasantdale commercial district. It appears that these lots are currently free of charge and serve as overflow parking for the various restaurants and commercial businesses. Consideration can be given to monetizing these lots by way of parking space leasing, or perhaps one of them could be utilized as employee permit or valet parking for times when the restaurants are busy.

Lot 7 could be a candidate for redevelopment since it is very unlikely that the library requires the significant parking supply. This lot is located between the municipal library, newer apartment complexes, shopping center, and hotels; therefore, an apartment complex could be considered among numerous other uses.

#### **Task E – Ordinance Evaluation and Amendment**

The Dynamic Team will analyze the current ordinances to recommend creative solutions to meet current and future parking demands. Aspects that will be considered include designation of one-way streets (similar to the earlier discussion regarding Chestnut Street), permit parking, angled and parallel parking, emergency vehicle access, etc. The appropriateness of the current overnight restrictions will be evaluated, considering the high residential parking demand and the effort related to managing the residential permit system.

This task will also include an evaluation of available technology, such as Automated License Plate Readers (ALPR), that could potentially be used to institute the establishment of more widespread Residential Parking Zones (RPZ) within the Township. In recent years, the cost of ALPR has come down while the plate read accuracy of the cameras and software has increased, making it a viable option even for municipalities on a tight budget.

The Dynamic Team will then assist the Township in amending the municipal ordinances based on the parking study results plus input and feedback from Township officials.

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**Task F – Meetings and Project Coordination**

As outlined in the RFP, the Dynamic Team will coordinate and discuss concerns with the various Township's Officials from the West Orange Police Department, Fire Department, Department of Public Works, and Engineering Department during the study. The intensity, methods and frequency of communications required for a project varies from client to client and project to project but is essential to executing the project successfully. Our fee proposal includes routine project communications such as conference calls/zoom calls with the Township's project manager. Additionally, the proposal includes the following five (5) project meetings with the Township Officials:

- Project Kickoff meeting (in-person)
- Project Coordination meeting (after completion of inventory) to discuss “preliminary thoughts” and schedule of counts/field studies (virtual);
- Findings meeting (after completion of counts/studies) to discuss the meaning of collected data and optional corrective strategies as appropriate (virtual);
- Recommendations meeting to discuss the final recommended parking program in advance of final report preparation (virtual);
- Public Presentation / formal presentation of the final report to Township Council (in-person)

At the option of the Township, one of the proposed virtual meetings may be a hybrid meeting attended in-person by either Dynamic or Level G and virtually by the other. In addition, personnel from the Dynamic/Level G team will be in West Orange on numerous occasions supervising and/or participating in data gathering and parking observations and, to the extent possible, will make ourselves available for impromptu meetings or study area tours with Township officials to exchange thoughts and ideas.

**Task G – Report and Deliverables**

The Dynamic Team will prepare a parking study report detailing the analysis, findings and recommendations of the study for submission to the Council. The report will describe the evaluation process and will contain all data and information collected as well as all charts, tables and illustrations as needed. This report will provide an itemized and prioritized list of recommendations and improvements with brief narrative scope, potential implementation timeline and order of magnitude/planning level cost estimates. The final report will be suitably illustrated (with a complete Appendix) for presentation to the Township.

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### **REIMBURSABLE EXPENSES**

Reimbursable costs and expenses incurred by Dynamic Traffic in connection with the work outlined in this proposal including but not limited to postage, travel expenses, printing and mileage will be included in the lump sum project fee as noted below.

### **PROJECT SCHEDULE**

It is anticipated that the Comprehensive Parking Study can be completed within nine (9) months (approximately 270 days) from receipt of the "Notice to Proceed" from the Township. Note it is highly recommended that the parking observations be performed while local schools are in regular session during the Fall or Spring. Depending on when the Notice to Proceed is issued relative to the beginning and end of the school year as well as the Winter weather season, there could be impacts to the project schedule.

### **NOTES AND ASSUMPTIONS**

This proposal is limited to the scope of services specifically defined herein. Any additional services or out-of-scope work items that are requested or are determined to be necessary will be invoiced separately and in accordance with Dynamic Traffic's *Professional Services Rate Schedule* enclosed.

### **PROJECT FEE**

For the cost of the above scope of work which was developed in accordance with the Township RFP we propose a **Lump Sum Fee of \$98,000.00**. Appended is the hourly rate schedule which will be applicable for any additional services requested by the Township.



## **SECTION 3 FIRM PROFILE**





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## **FIRM PROFILE**

**Dynamic Traffic, LLC** provides transportation planning services ranging from traffic impact & parking studies to large scale design and transportation planning services. Dynamic Traffic currently provides transportation, planning and design services for several municipalities and counties throughout the state. Our strengths lie in the relationships we have forged over numerous years of working in both the private and public sectors.

Dynamic Traffic is a privately held corporation established and incorporated in 2012 which consists of a team of licensed professionals led by a team of 9 principals supported by 17 staff/engineers. Communication with the client and stakeholders is critical to the success of a project and Dynamic Traffic will ensure complete communication with the client along with diligent follow up. Our unique attention to customer service and client satisfaction will help you meet your project objectives. Our focus on providing traffic engineering services at a superior value will also help to ensure your project is successful and within your budget.

Our Typical Services include:

- All Way Stop Control Evaluations
- Traffic Signal Optimization
- Traffic Impact Studies
- Corridor Studies
- Traffic Signal Design
- Signing and Striping Design
- Traffic Calming Designs
- Traffic Control Plans
- Parking Studies
- Traffic Signal Warrant Analyses
- Accessible Curb Ramp Design
- Geometric Design and Layout

Our firms have worked together over the past couple of years and Mr. McCormack and Mr. Giosa have worked together for over 15 years. They have successfully completed numerous parking planning, evaluation and design projects of similar size and scope. Examples include Downtown Toms River, Township of Harrison, City of Harrisburg, Rutgers University/University Hospital in Newark and Village of Roslyn, NY.

Our team is well versed in the parking standards and practices being implemented in surrounding downtowns. Mr. McCormack has created a multi-phase traffic and parking management plan for the NJ Performing Arts Center, has served as the transportation and parking consultant for the Red Bull Arena for more than 8 years and has recently completed a downtown parking evaluation for the Downtown Denville Business Improvement District (BID). Mr. Giosa is currently serving as parking consultant to the Morristown Parking Authority, the Pompton Lakes BID, and the City of Long Branch among others.

Mr. Giosa was the lead parking consultant for six projects that received NJ Futures Smart Growth Redevelopment Awards and is the co-author of "Parking Matters: Designing, Operating, and Financing Structured Parking in Smart Growth Communities" a publication supported by the NJ EDA and the Urban Land Institute.

We look forward to bringing our expertise and experience to benefit the Township.

# About The Firm

Level G Associates is an independent company specializing in parking consulting services. Many public and private entities turn to Level G for high level advice and guidance regarding a wide variety of parking and transportation opportunities and challenges.

Our firm is organized to collect and/or analyze data and assist clients in the development and delivery of cost efficient parking programs. Our parking expertise is applied to a diverse range of services, including:

- Parking Studies of all types;
- Parking Management and Operating Guidance;
- Parking Garage Feasibility Studies;
- Redevelopment Studies;
- Shared Parking Studies;
- Parking System Master Plans;
- Parking Revenue Systems / Procurement & Implementation Assistance;
- Parking Garage & Lot Functional Planning;
- Valuation, Outsourcing, Sale / Lease Transactions;
- On-Call Services;
- Special Reports; and many other parking-related services.

These services have been performed to enhance the parking experience in Central Business Districts, Government / Courthouse Complexes, Airports, Hospitals, Rail Stations, Shopping Centers, and Universities.

Either independently or in cooperation with your staff, Level G will help you develop successful, well received, and cost effective parking solutions.

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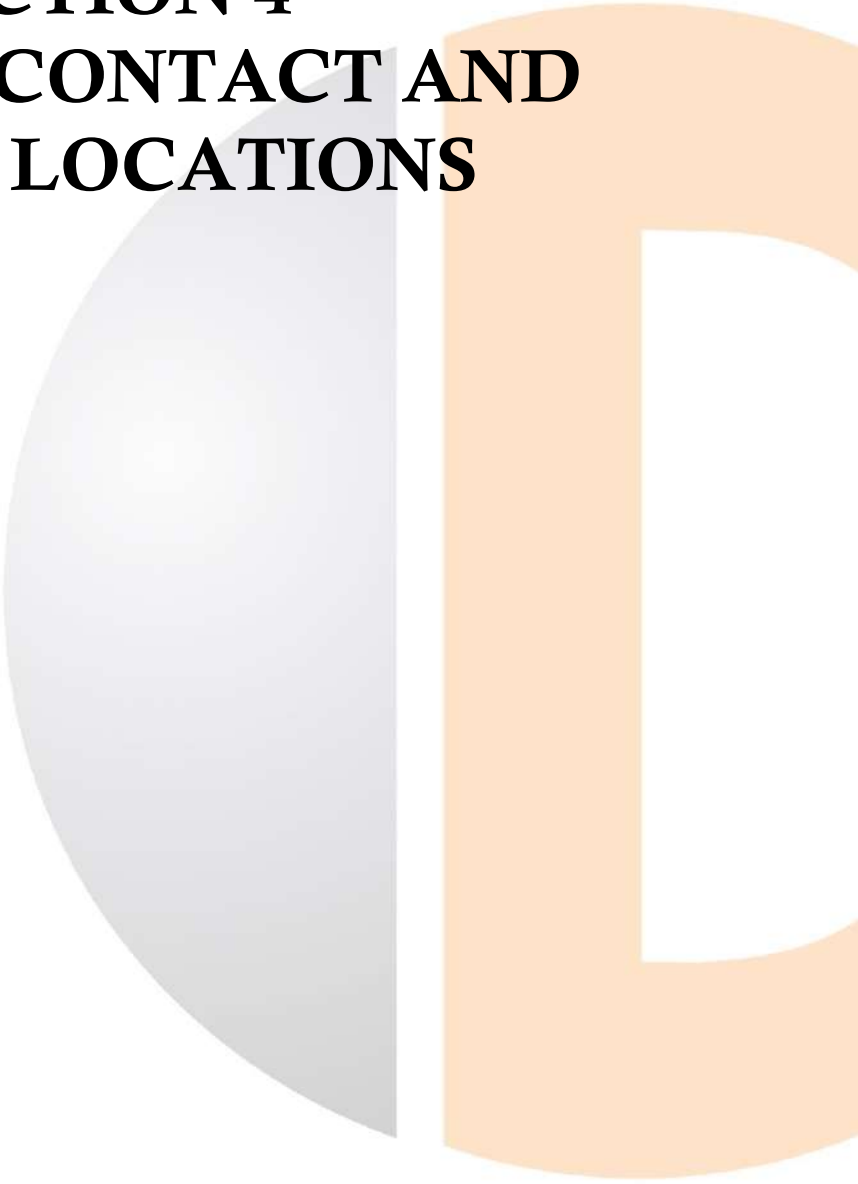
*What you should know about Level G Associates:*

- Level G projects and principals have received numerous awards, on both national and regional levels, in recognition of innovative and quality work, including seven (7) New Jersey Smart Growth awards;
- Level G has been longtime parking consultant to the Morristown Parking Authority and the Montclair Planning Board;
- Level G has prepared parking garage feasibility studies that launched Parking Revenue Bond Issues totaling more than \$500 million.



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# **SECTION 4 POINT OF CONTACT AND OFFICE LOCATIONS**



## POINT OF CONTACT AND OFFICE LOCATIONS



### Contact Person:

**John McCormack, PE, PTOE**  
**Senior Principal**

**P:** 732.681.0760

**F:** 732.974.3521

**E:** [jmccormack@dynamictraffic.com](mailto:jmccormack@dynamictraffic.com)

**W:** [www.dynamictraffic.com](http://www.dynamictraffic.com)

### Corporate Headquarters:

Dynamic Traffic, LLC  
1904 Main Street  
Lake Como, NJ 07719

### Other Offices:

#### **Belmar**

825 8<sup>th</sup> Avenue  
Belmar, New Jersey 07719

#### **Toms River**

40 Main Street, 3<sup>rd</sup> Floor  
Toms River, New Jersey 08753

#### **Philadelphia**

1515 Market Street, Suite 1920  
Philadelphia, Pennsylvania 19102

#### **Austin**

901 Mopac Expressway South  
Barton Oaks Plaza One, Suite 300  
Austin, Texas 78746

#### **Marlton**

5 Greentree Centre  
525 Route 75 North, Suite 406  
Marlton, New Jersey 08053

#### **Newtown**

826 Newtown Yardley Road, Suite 201  
Newtown, Pennsylvania 18940

#### **Delray Beach**

100 NE 5<sup>th</sup> Avenue, Suite B2  
Delray Beach, Florida 33483

#### **Dallas**

714 S. Greenville Avenue, Suite 100  
Allen, Texas, 75002

#### **Newark**

50 Park Plaza, Suite 901  
Newark, New Jersey 07102

#### **Lehigh Valley**

95 Highland Avenue, Suite 170  
Bethlehem, Pennsylvania 18017

#### **Annapolis**

125 West Street  
Annapolis, Maryland 21401

#### **Houston**

6925 Portwest Drive, Suite 100  
Houston, Texas 77024



### Contact Person:

**Gerry Giosa**  
**President**

**P:** 516.756.4750

**F:** 516.587.3964

**E:** [ggiosa@levelgassociates.com](mailto:ggiosa@levelgassociates.com)

**W:** [www.levelgassociates.levelgassociates.com/home](http://www.levelgassociates.levelgassociates.com/home)

### Headquarters:

34 Lark Avenue  
Old Bethpage, NY 11804

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# **SECTION 5 RESUMES AND PROFESSIONAL LICENSES**







John McCormack is a Senior Principal at Dynamic Traffic. Mr. McCormack holds a license in Professional Engineering in New Jersey and New York as well as a certification as a Professional Traffic Operations Engineer

John has 30 years of experience working on various traffic engineering and transportation planning projects for both private client and public agencies. Mr. McCormack is responsible for the management of the civil engineering and traffic engineering aspects of the transportation improvement projects. These projects involve all aspects of traffic calming, traffic signal design, bicycle and pedestrian safety and on-street parking. Mr. McCormack also performs traffic impact studies, NJDOT access studies, major event traffic/pedestrian planning, corridor progression studies and parking studies. Mr. McCormack serves as the traffic consultant to various municipalities, planning and zoning boards, and counties. He also prepares traffic & pedestrian management plans for major event venues and Amazon Fulfillment Centers across the country.

#### Licenses:

- New Jersey Professional Engineer License
- New York Professional Engineer License
- Professional Traffic Operations Engineer

#### Education:

- Villanova University  
Bachelor of Science, Civil Engineering, 1994

#### Agency Experience:

- Port Authority of New York and New Jersey
- North Jersey Transportation Planning Authority
- Ocean County Division of Engineering
- Monmouth County Division of Engineering
- Essex County Division of Engineering
- Morris County Division of Engineering
- Atlantic County Division of Engineering
- Borough of Allenhurst
- City of Asbury Park
- Bloomfield Township
- Borough of Caldwell
- Denville Township
- City of East Orange
- City of Elizabeth
- City of Jersey City
- Maplewood Township
- Millburn Township
- Montclair Township
- Neptune Township
- City of Newark
- Borough of Point Pleasant Beach
- Borough of River Edge
- Borough of Ringwood
- Sea Girt Borough
- Spring Lake Heights
- Stafford Township
- City of Summit
- Toms River Township
- Woodbridge Township

#### Expert Testimony:

Mr. McCormack has testified before dozens of boards throughout the State of New Jersey. He regularly provides traffic and parking testimony at Land Use Boards in support of his client's projects.

#### Employment History:

- 2018 – Present Dynamic Traffic, LLC,  
Senior Principal
- 2010 – 2018 Sam Schwartz, Transportation  
Consultants, Director of Traffic Engineering
- 1994 – 2010 CMX/Schoor DePalma

#### Event Traffic Planning Experience:

- Red Bull Arena
- Nassau Coliseum
- NJ Performing Arts Center
- MetLife Stadium
- Wrigley Field
- Soldier Field
- Nationals Park
- NY Road Runners Queens 10K
- Pope Francis' 2015 Visit to Philadelphia
- Amazon Fulfillment Center

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**State Of New Jersey**  
**New Jersey Office of the Attorney General**  
**Division of Consumer Affairs**



THIS IS TO CERTIFY THAT THE  
**Board of Prof. Engineers & Land Surveyors**

HAS LICENSED

**JOHN M. MC CORMACK**  
**200 HANCE ROAD**  
**Fair Haven NJ 07704**

**FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer**

**04/10/2024 TO 04/30/2026**  
VALID

**24GE04170100**  
LICENSE/REGISTRATION/CERTIFICATION #

A blue ink signature of John M. McCormack.  
\_\_\_\_\_  
Signature of Licensee/Registrant/Certificate Holder

A blue ink signature of Cari Zaris.  
\_\_\_\_\_  
ACTING DIRECTOR

# Gerard P. Giosa

## Education:

Bachelor of Science - Economics

## Employment History:

2005 to Present - President & Founder; Level G Associates  
1996 to 2005 - Director of Parking Services; Wiley Engineering  
1982 to 1996 - Vice President; Ramp Associates, a division of Urbitran Associates

## Qualifications:

Mr. Giosa is a nationally recognized parking consultant with over 35 years of experience in the planning, design, and implementation of successful and innovative parking programs throughout the United States and Canada. His reputation as one of the industry's top parking consultants is evidenced by the following:

- principal co-author of "Parking Matters: Designing, Operating, and Financing Structured Parking in Smart Growth Communities", a publication funded by New Jersey EDA and the Urban Land Institute;
- served as a resource team member for the Long Island Index's ParkingPLUS Design Competition, the New Jersey Mayor's Institute on Community Design at Princeton University, and Pace University's Land Use Leadership Alliance;
- selected by Eisenhower Fellowships to host candidate Liliana Hermont, a Brazilian architect and urban planner, to relay past experience and discuss innovative approaches to improving the urban parking experience;
- served as an instructor for the International Parking Institute's CAPP program, Monmouth University's Kislak Real Estate Institute, and the Lorman Educational Institute's CEU series;
- contributor to "Transit Friendly Parking Structure Guidelines – Planning and Design" a guidebook prepared by NJIT School of Architecture and sponsored by NJ Transit;
- selected to address a number of national and regional audiences lecturing on a variety of topics of interest to the transportation and parking communities.

Mr. Giosa has completed a wide range of assignments designed to improve the function and delivery of parking and parking related services for municipalities and parking systems across the country. He is also called upon to assist clients in the development of strategic parking programs and specializes in downtown parking studies, the analysis and development of redevelopment parking programs, shared parking models, and the preparation of parking garage feasibility studies.

## Selected Project Experience:

CBD Parking Studies: Highland Park (NJ); Northport (NY); Bay Shore (NY); Summit (NJ); Dover (NJ); Floral Park (NY); Mineola (NY); Roslyn (NY); Elizabeth (NJ); Freehold (NJ); Windham (CT); Northampton (MA); Englewood (NJ); Huntington (WV); Fort Lauderdale (FL); West Palm Beach (FL); Rockville Centre (NY); Des Moines (IA); Bloomfield (NJ); Brandon (Manitoba).





Rail Station Parking Planning / Design: Copiague (NY); Penn Station / Farley (NYC); Copiague (NY); Amityville (NY); Mount Vernon (NY); South Norwalk (CT); Ramsey (NJ); Hackensack (NJ); River Edge (NJ); South Orange (NJ); Maplewood (NJ); Bay Shore (NY); Patchogue (NY).

Parking System Management Plans / Master Plans: Town of Islip (NY), Manayunk / Philadelphia (PA); Village of Patchogue (NY), Town of Brookhaven (NY), City of Long Beach (NY); Morristown (NJ) Parking Authority; Bloomfield (NJ) Parking Authority; Borough of Bound Brook (NJ); City of Long Branch (NJ), The Bronx Zoo, Bronx (NY); Village of Great Neck Plaza (NY).

Parking Garage Feasibility Studies: Justice Center Garage in Yonkers (NY); New Street Deck, Paterson Street Garage, Morris Street Garage, and Plum Street Garage in New Brunswick (NJ); Jack Dalton Garage and De Hart Street Garage in Morristown (NJ); Elm Street Parking Garage in New Haven (CT); Morgan Street Parking Garage in Hartford (CT); Mid Core Parking Garage in St. Petersburg (FL); Center Street Park & Ride Garage in Des Moines (IA), and many others.

Redevelopment / Shared Parking Evaluations: Wyandanch Village (NY); South Norwalk (CT); Pompton Lakes (NJ); Epstein's Redevelopment in Morristown (NJ); Gateway and Orange Road Redevelopments in Montclair (NJ), South Orange (NJ) Third & Valley Redevelopment Plan; Pier Village & Broadway Arts Center in Long Branch (NJ); Bloomfield Center (NJ) Redevelopment Plan; West Orange (NJ) Redevelopment; Somerville (NJ) Town Center; many others.

Hospital and University Parking Studies / Programs: Cold Spring Harbor Laboratory (NY); Nyack Hospital (NY); St. Barnabas Hospital (NY); St. Josephs Regional Medical Center (NJ); Massachusetts Eye & Ear Institute (MA); University of Medicine & Dentistry of New Jersey; Good Samaritan Hospital (NY), Bridgeport Hospital (CT), Westchester County Medical Center (NY); Englewood Hospital (NJ); Stony Brook (NY) University; Marshall University (WV).

Airport Parking Studies / Programs: Trenton Mercer Airport (NJ); Des Moines (IA) International; Bradley International in Windsor Locks (CT); Spokane (WA) International; LaGuardia International (NY); JFK International (NY); Palm Beach (FL) International.

Parking Garage Functional Planning: Route 17 Parking Garage in Ramsey (NJ); Fort Belvoir Twin Parking Garages (VA); Court Avenue and Ninth & Grand Garages in Des Moines (IA); Westchester County Medical Center Garage (NY); Northampton Municipal Garage (MA); Englewood Hospital Garage (NJ); Palm Beach County Judicial Center Garage (FL).

Valuations, Outsourcing, Sale / Lease Transactions: Virginia DOT Park & Rides; Virginia Public University System; Harrisburg (PA) Parking System; Worcester (MA) Parking System; City of Springfield (MA) Parking System; City of St. Petersburg (FL) Parking System; Civic Square Parking Deck in New Brunswick (NJ); Ann-Bank Parking Garage in Morristown (NJ); Enforcement Function Bloomfield (NJ) Parking Authority.

## **Awards:**

*NJ Futures - Smart Growth Awards (7 Total):* Gateway Transit Village, Heldrich Center & Arts District Redevelopment, New Brunswick; Bloomfield Center Redevelopment; 14 Maple Avenue & Epstein's Redevelopment, Morristown; Broadway Arts Center, Long Branch.

*USDOT Award of Honor:* Center Street Park & Ride Garage; Des Moines, Iowa

*International Parking Institute – Best Design of a Garage over 800 spaces:* Ninth & Grand Garage in Des Moines, Iowa

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## **SECTION 6 PROJECT EXPERIENCE**



## Contact:

Ryan Gleason  
Downtown Denville  
Business Improvement District  
P.O. Box 333  
Denville, NJ 07834  
(973) 886 – 9624  
rgleason@downtowndenville.com

## Period of Performance

Aug 2018 – Feb 2019

## Key Staff:

John McCormack, PE, PTOE  
Patrick Downey, PE, PTOE



Dynamic Traffic, LLC was retained by the Downtown Denville Business Improvement District (BID) to identify strategies to best satisfy current and future parking needs for all users (shoppers, employees, commuters, etc.) within the Township's downtown area.

The project began with detailed inventory of available parking spaces in the study area. The total parking supply, consisting of close to 1,000 spaces, included a combination on-street parking, municipal parking lots, time limits, permit only spaces, parking meters, etc. which were individually categorized and assessed.

Parking counts were conducted between morning and evening hours on both weekday and weekend days to identify peak parking demand. Additionally, these counts included license plate surveys on an individual space-by-space basis to identify typical parking duration / turnover characteristics that are critical in downtown areas.

A comprehensive report was prepared which included detailed analysis figures (duration/turnover analyses, parking demand heat mapping, etc.), findings, and recommendations such as upgraded parking technology, proper allocation of public/reserved spaces, wayfinding signage, and improved pedestrian circulation.

|      | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM |
|------|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|
| 0%   | 0%       | 0%       | 20%      | 30%     | 20%     | 0%      | 0%      | 0%      | 0%      | 10%     |
| 27%  | 18%      | 0%       | 36%      | 18%     | 18%     | 18%     | 18%     | 18%     | 0%      | 0%      |
| 0%   | 64%      | 9%       | 18%      | 9%      | 0%      | 0%      | 27%     | 27%     | 73%     |         |
| 10%  | 30%      | 30%      | 70%      | 60%     | 60%     | 60%     | 80%     | 100%    | 100%    |         |
| 67%  | 33%      | 100%     | 83%      | 67%     | 83%     | 50%     | 83%     | 83%     | 100%    |         |
| 56%  | 33%      | 78%      | 89%      | 89%     | 44%     | 44%     | 78%     | 100%    | 100%    |         |
| 75%  | 38%      | 88%      | 88%      | 38%     | 75%     | 50%     | 75%     | 88%     | 63%     |         |
| 0%   | 50%      | 100%     | 100%     | 50%     | 0%      | 50%     | 100%    | 100%    | 50%     |         |
| 5%   | 42%      | 11%      | 16%      | 26%     | 5%      | 5%      | 11%     | 37%     |         |         |
| 23%  | 34%      | 33%      | 47%      | 38%     | 30%     | 24%     | 40%     | 44%     | 55%     |         |
| 75%  | 75%      | 63%      | 50%      | 67%     | 63%     | 63%     | 38%     | 50%     | 100%    |         |
| 85%  | 90%      | 95%      | 100%     | 90%     | 65%     | 80%     | 80%     | 80%     | 100%    |         |
| 55%  | 61%      | 100%     | 90%      | 97%     | 68%     | 81%     | 97%     | 87%     | 100%    |         |
| 54%  | 100%     | 100%     | 100%     | 100%    | 100%    | 100%    | 92%     | 100%    | 100%    |         |
| 44%  | 78%      | 100%     | 100%     | 100%    | 100%    | 100%    | 78%     | 100%    | 100%    |         |
| 65%  | 82%      | 94%      | 88%      | 88%     | 76%     | 76%     | 59%     | 24%     | 24%     |         |
| 100% | 82%      | 100%     | 94%      | 100%    | 100%    | 65%     | 47%     | 41%     | 65%     |         |
| 93%  | 87%      | 100%     | 100%     | 107%    | 100%    | 47%     | 60%     | 53%     | 20%     |         |
| 94%  | 88%      | 94%      | 88%      | 81%     | 75%     | 69%     | 50%     | 19%     | 6%      |         |
| 74%  | 80%      | 93%      | 88%      | 91%     | 79%     | 74%     | 67%     | 61%     | 72%     |         |





**Contact:**

George Sourlis  
The Galleria  
2 Bridge Avenue  
Red Bank, NJ 07701  
sourlisinternational@gmail.com  
(732) 530 – 7300

**Period of Performance**

October 2022 – April 2023

**Key Staff:**

- John McCormack, PE, PTOE
- Nicole Dahl, EIT



Dynamic Traffic, LLC was retained by Sourlis International (The Galleria) to evaluate the parking conditions for the mixed-use building/complex which serves as the gateway to the Borough of Red Bank. The peak parking demand was identified and strategies were developed to best satisfy current and future parking needs for all users (shoppers, employees, business visitors and restaurant guests) within this iconic building complex.

The project began with detailed inventory of available parking spaces on the property and the surrounding roadways. The parking supply consists of a mix of permit and visitor parking spaces on property and metered on-street parking along Bridge Avenue. Each parking space was individually categorized and assessed.

Parking counts were conducted during the afternoon and evening hours on both weekday and weekend days to identify peak parking demand. These counts were conducted during peak shopping and dining times as well as on an event day for the adjacent Two River Theater.

A comprehensive report was prepared which included detailed tables, figures, and findings. This report was presented to the Borough Planning Board in support of the project approval.



| Parking Area                                             | Section | Type of Parking Space | Supply | Number of Vehicles Parked |         |         |         |         |     |
|----------------------------------------------------------|---------|-----------------------|--------|---------------------------|---------|---------|---------|---------|-----|
|                                                          |         |                       |        | 2:00 PM                   | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM |     |
| Main Area                                                | A       | Permit                | 24     | 21                        | 29      | 20      | 15      | 11      |     |
|                                                          |         | ADA                   | 2      | 1                         | 1       | 1       | 0       | 0       |     |
|                                                          | B       | Visitor               | 39     | 52                        | 55      | 55      | 59      | 55      |     |
|                                                          |         | Permit                | 49     | 31                        | 23      | 30      | 24      | 23      |     |
|                                                          | D       | Permit                | 58     | 29                        | 28      | 30      | 23      | 11      |     |
|                                                          |         | Visitor               | 12     | 13                        | 11      | 9       | 9       | 4       |     |
|                                                          | F       | Permit                | 6      | 5                         | 6       | 3       | 2       | 4       |     |
|                                                          |         | Permit                | 1      | 2                         | 2       | 2       | 2       | 1       |     |
| VIP Area                                                 | A       | Permit                | 6      | 6                         | 6       | 6       | 3       | 3       |     |
|                                                          |         | ADA                   | 1      | 1                         | 1       | 1       | 1       | 0       |     |
|                                                          | B       | Permit                | 10     | 8                         | 10      | 10      | 6       | 5       |     |
|                                                          |         | ADA                   | 1      | 1                         | 1       | 1       | 1       | 0       |     |
| West Side Fenceline                                      | A       | Visitor               | 10     | 8                         | 9       | 7       | 8       | 5       |     |
|                                                          | B       | Visitor               | 11     | 5                         | 6       | 5       | 4       | 2       |     |
| Navesink River Overflow Lot                              |         |                       |        | 14                        | 11      | 10      | 6       | 3       |     |
| Total Demand (including vehicles parked in overflow lot) |         |                       |        | 283                       | 279     | 275     | 245     | 199     |     |
| % Occupied                                               |         |                       |        | -                         | 87%     | 86%     | 80%     | 73%     | 54% |
| Bridge Street                                            | A       | Metered               | 13     | 2                         | 2       | 3       | 3       | 11      |     |
|                                                          |         | Metered               | 8      | 2                         | 0       | 2       | 2       | 8       |     |
|                                                          | B       | ADA                   | 1      | 0                         | 0       | 0       | 0       | 0       |     |
|                                                          |         | Metered               | 12     | 5                         | 3       | 1       | 0       | 2       |     |
| Bridge Street                                            | D       | Metered               | 11     | 0                         | 0       | 2       | 4       | 8       |     |

**Contact:**

City of Harrisburg Parking Authority  
123 Walnut St, 2nd Floor  
Harrisburg, PA 17101

**Period of Performance:**

2012

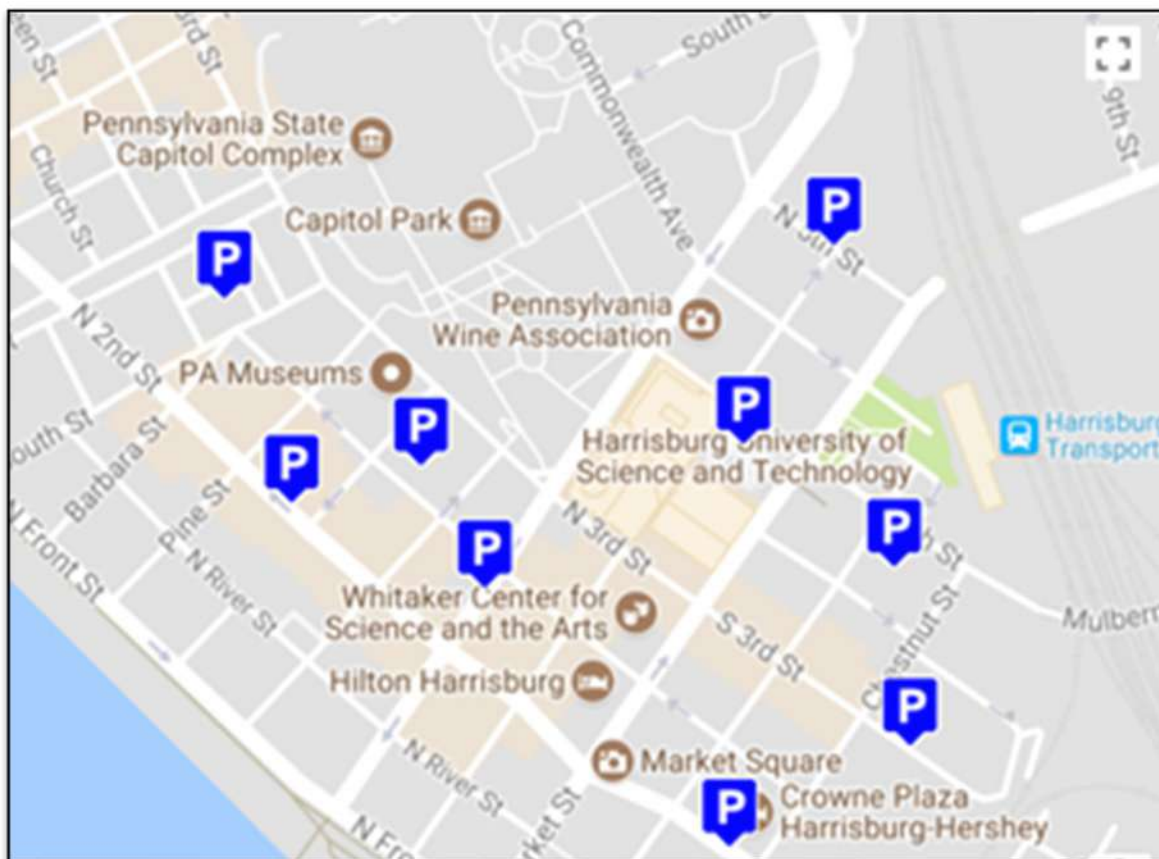
**Key Staff:**

John McCormack, PE, PTOE



Staff of Dynamic Traffic LLC, as part of previous employment, assisted Morgan Stanley with the due diligence efforts and provided a detailed analysis for the entirety of the Harrisburg Parking Authority asset list which includes 9,119 parking spaces contained in 10 garages and 5 surface lots as well as 1,250 metered parking spaces.

The purpose of this analysis was to provide due diligence related to the parking supply and demand, maintenance and condition of the parking facilities, use of technology as well as the cost and revenue aspects over the life of the agreement.







## PARKING STUDY REDEVELOPMENT AREA

Township of Harrison, Hudson County, New Jersey

### Contact:

Richard Miller  
The Pegasus Group  
115 Broadway Suite 1702  
NY, NY 10006  
(201) 222-3700

### Period of Performance:

2015-2016

### Key Staff:

John McCormack, PE, PTOE



Staff of Dynamic Traffic LLC, as part of previous employment, was responsible for a comprehensive parking study throughout the redevelopment area in Harrison, NJ. The project consisted of a comprehensive parking inventory of all streets and parking facilities in the study area, identifying user groups and parking regulations (meter regulations, time limits, street cleaning rules, and fee structure), and identifying the actual parking demand. The study area included on-street parking spaces, off-street public lots, off-street private lots, and other areas that were used for parking by either commuters or residential permit holders. Upon completion of the evaluation a written report was prepared that included recommended parking requirements for the remainder of the residential redevelopment as well as various recommendations for improvements to the parking system and township parking policies.





## Contact:

Paul Kittner, PE  
Township Engineer  
574 Valley Street  
Maplewood, NJ 07040  
973-762-8120  
PKittner@maplewoodnj.gov

## Period of Performance

September 2020 - Present

## Key Staff:

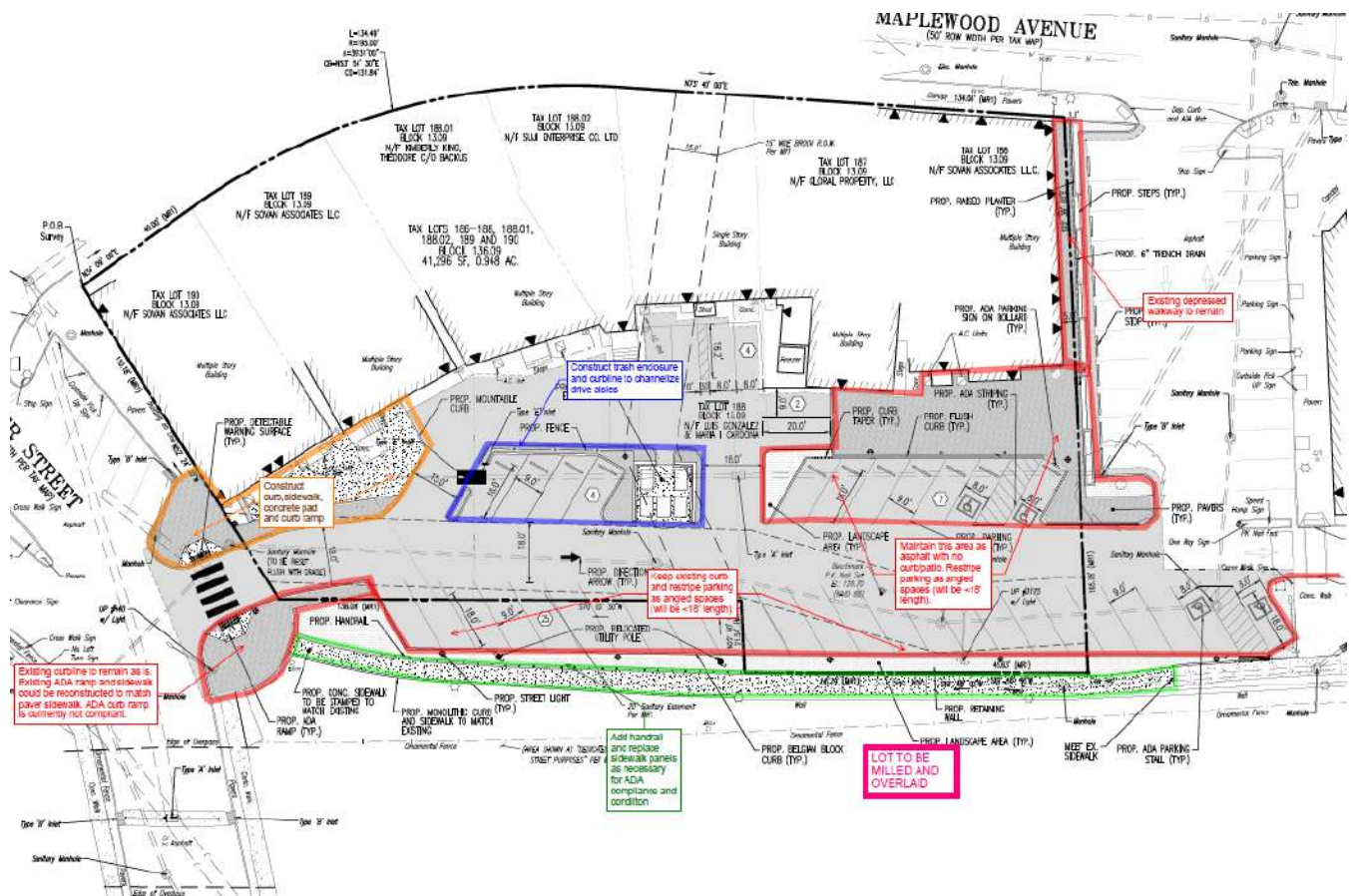
John McCormack, PE, PTOE  
Patrick Downey, PE, PTOE



Dynamic Traffic, LLC was retained by the Township to investigate potential circulation and safety improvements within the Maplewood Village parking lot located on the corner of Maplewood Avenue and Baker Street. A traffic and pedestrian safety evaluation was prepared to identify existing deficiencies and opportunities for improvement within the lot. The lot is operated by the Township in partnership with the owners of the adjacent businesses located between the lot and Maplewood Avenue therefore coordination with those owners was critical to the success of these improvements.

Parking demand data was collected and physical improvements and recommendations were prepared and presented to the Township for their consideration. The decision was made to convert the drive aisle to one-way in order to better organize the flow of traffic and simplify the intersection with Baker Street. Additionally, a shared delivery area and refuse area was created in order to improve the aesthetics of the “back-of-house” operations for the business owners. Pedestrian safety benefits were also added in the form of intersection curb extensions, sidewalk extensions, and ADA, lighting, railing improvements to the sidewalk utilized by commuters to walk between the train station and parking lot.

The project was presented to the Township Committee as well as the Maplewood Village Business Alliance members and approved. The full bid package was prepared including plans, specifications and cost estimate.



### Contact:

Mike Stotts  
Managing Director  
Paper Mill Playhouse  
22 Brookside Dr  
Millburn, NJ 07041  
mstotts@papermill.org  
(973) 315-1640

### Period of Performance

January 2020 – June 2020

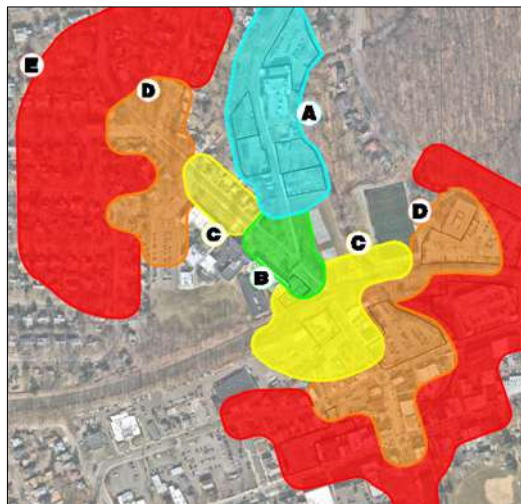
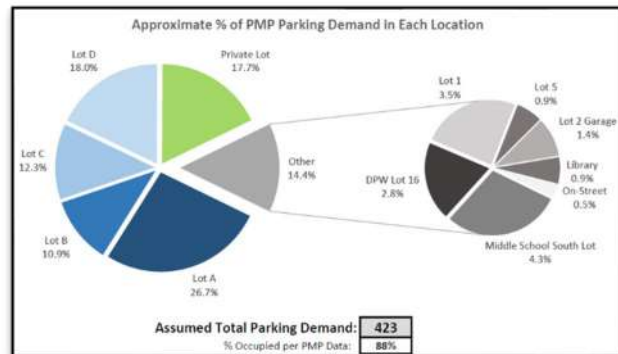
### Key Staff:

John McCormack, PE, PTOE  
Patrick Downey, PE, PTOE

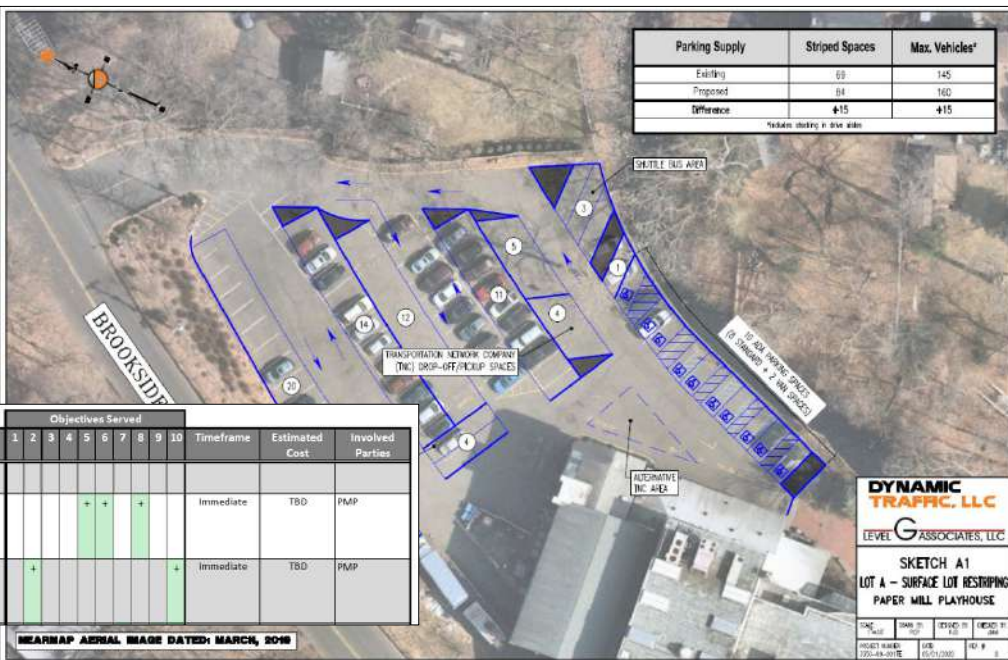
PAPER MILL  
PLAYHOUSE

Dynamic Traffic was retained by Paper Mill Playhouse to prepare a comprehensive parking and transportation management evaluation to recognize any existing parking deficiencies and to identify new and creative solutions for improvement that can be implemented. A detailed parking assessment was conducted in order to gain a complete understanding of the existing parking conditions including the parking lots immediately surrounding the Playhouse as well as off-site parking locations utilized in downtown Millburn. This evaluation included quantitative analysis of parking supply, parking demand, vehicle occupancy, patron feedback, etc. Additionally, qualitative observations of the currently employed traffic and parking management strategies in place at the Playhouse were performed. The collected data and observations, as well as input from the Paper Mill Playhouse staff regarding historic parking concerns, formed the basis of the evaluation and subsequent recommendations.

A list of “objectives” was created and each recommendation was measured against these objectives to ensure that all improvements would work in unison towards a common vision for the Paper Mill Playhouse parking operations. The overall objectives to be served by the recommendations include:



1. Increase patron parking supply in close proximity to the Playhouse.
2. Reduce patron parking demand.
3. Improve compliance with ADA regulations.
4. Improve compliance with parking lot design standards.
5. Improve traffic flow.
6. Improve pedestrian safety.
7. Empower patrons with informed choices.
8. Improve patron experience.
9. Increase synergy with downtown and surrounding uses.
10. Increase parking profitability.



| # | Recommendations                                                                                                                                                                                                                                                                           | Objectives Served |   |   |   |   |   |   |   |   |    | Timeframe | Estimated Cost | Involved Parties |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---|---|---|---|---|---|---|---|----|-----------|----------------|------------------|
|   |                                                                                                                                                                                                                                                                                           | 1                 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |           |                |                  |
|   | <b>POLICY RECOMMENDATIONS</b>                                                                                                                                                                                                                                                             |                   |   |   |   |   |   |   |   |   |    |           |                |                  |
| 1 | Assign a Traffic & Parking Coordinator. Responsibilities should include:<br>- Manage traffic and parking on-site and outside during each event<br>- Coordinate with parking lot operators, police department, etc.<br>- Tabulate event statistics (parking, traffic, etc.) for each event |                   |   |   |   | + | + |   | + |   |    | Immediate | TBD            | PMP              |
| 2 | Relocate show staff parking off-site<br>- Recommend relocating to Lot 2 Garage, Library, or Train lots<br>- Staff should pay to park in near lots<br>- See #33 for related recommendations                                                                                                |                   | + |   |   |   |   |   |   | + |    | Immediate | TBD            | PMP              |





## EMPLOYEE AND VISITOR PARKING SURVEY RUTGERS UNIVERSITY & UNIVERSITY HOSPITAL

Township of Newark, Essex County, New Jersey

### Contact:

Jenn Stuart  
Manger of Transportation Planning  
Rutgers University  
(848) 932-4807  
JLane@aps.rutgers.edu

### Period of Performance:

2013

### Key Staff:

John McCormack, PE, PTOE



RUTGERS

Staff of Dynamic Traffic LLC, as part of previous employment, was responsible to conduct parking surveys of nearly 6,000 parking spaces at the Rutgers University Newark/University Hospital Campus. The hourly utilization of these spaces was identified as well as percentage of Rutgers University versus University Hospital users. This information was utilized as the basis for an agreement on cost and revenue sharing between Rutgers and the Hospital. Parkers were surveyed using the iSURVEY application on iPads.





### Contact:

Graeme McWhirter  
Chief Financial Officer  
The Pennington School  
112 West Delaware Avenue  
Pennington, NJ 08534  
(609) 559-5202

### Period of Performance

Sept 2021 – June 2022

### Key Staff:

John McCormack, PE, PTOE  
Patrick Downey, PE, PTOE



Dynamic Traffic, LLC was retained by The Pennington School to evaluate the traffic access, circulation and parking aspects of Phase I of the Master Plan expansion program. The proposed Master Plan improvements included access modifications which closed an existing substandard driveway and created a one-way visitor driveway access loop at the front of the school. On-site circulation improvements were made to the drive aisles, intersection geometry and student drop-off/pick-up areas.



The project began with observations of current traffic operations, student drop-off/pick-up operations, and parking demand recordings both on-site and on the surrounding roadways. The analyses identified that the surrounding roadway system would continue to operate efficiently with the access and circulation changes proposed by the school. The assessment identified on-site circulation improvements, parking design adjustments, pedestrian safety improvements that improve traffic efficiency, drop-off/pick-up operations and student safety. The project was presented to the Pennington Borough Planning board and was approved.



# Pennington School

## Parking Demand Recordings On-Campus Parking Areas

Friday, January 14, 2022

### LEGEND

100%  
 75%  
 50%  
 25%  
 0%

| Location | Category | Time | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | 9:15 | 9:30 | 9:45 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 1:00 | 1:15 | 1:30 | 1:45 | 2:00 | 2:15 | 2:30 | 2:45 | 3:00 | 3:15 | 3:30 | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 | 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**Contact:**

Pam Piner  
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Toms River Parking Authority  
33 Washington Street  
Toms River, NJ 08753  
(732) 240-2800

**Period of Performance:**

2015

**Key Staff:**

John McCormack, PE, PTOE



Staff of Dynamic Traffic LLC, as part of previous employment, was responsible for the parking evaluation of the Toms River Downtown Area to address present and future parking issues, needs and improvements. The focus of the study was to identify the existing parking inventory and the current peak period utilization in order to provide improvement recommendations and evaluate the potential for future development that would impact parking. The information gathered and the findings of the evaluation were utilized to develop a series of recommendations to address the parking shortages and/or uneven distribution of parking demand within the downtown.



## **Downtown Parking & Redevelopment Study**

Highland Park, NJ



### **Owner**

Borough of Highland Park, NJ

### **Role on Project**

Parking Study & Recommended Parking Program Plan

### **Project Description**

Highland Park (NJ) has an active CBD with high levels of redevelopment interest. Level G completed a parking study that measured current parking demand levels, then layered over various redevelopment scenarios to gauge the effectiveness of redevelopment parking programs and/or the municipal parking supply to accommodate overflow parking demand. The study looked at maximizing the capacity of existing on-street and off-street parking resources and included an on-line survey that garnered more than 850 responses from local residents and businesses.

## **TOD Parking Impact Study**

Bound Brook, NJ



### **Owner**

Borough of Bound Brook, NJ

### **Role on Project**

Parking Consultant

### **Project Description**

Level G recently completed a parking study evaluating the impacts of a series of new and proposed redevelopment projects in the vicinity of the train station in downtown Bound Brook (NJ). The study contemplates and sizes a new developer funded parking structure that would serve several proposed projects as well as existing commuter and downtown parking activity.



## **Downtown Parking Study**

Englewood, New Jersey



### **Owner**

City of Englewood, NJ

### **Role on Project**

Parking Consultant

### **Project Description**

Downtown Englewood was experiencing congested on-street parking, uneven use of municipal parking lots and an underutilized parking garage. Level G met with community leaders and conducted parking utilization studies to begin understanding the root causes of parking patterns and issues. We developed strategies designed to redistribute parking demand and improve mobility and presented them to the city for input and feedback. The resulting report included a 21-point parking management program that will improve parking conditions and opportunities via time limit changes, pricing strategies, an employee permit program, wayfinding signage, parking facility beautification, and other improvements.

## **Parking System Review & Evaluation**

Summit, New Jersey



### **Owner**

City of Summit, NJ

### **Role on Project**

Parking Consultant

### **Project Description**

The last thing the City of Summit wanted was “another parking study”. That is why they selected Level G to conduct this assignment to make sense of several recently completed parking and planning studies and to take an in depth look at their parking system programs and policies. The resulting report included cost-benefit analyses of some of their newer programs and technology purchases such as Pay-by-Plate / License Plate Recognition and provided some new direction on parking facility planning. The report also included a recommended re-calibration of parking rates and time limits that have been successfully implemented and well received.

## **Manayunk Business District Parking Study**

Philadelphia, PA



### **Owner**

Manayunk Development Corporation

### **Role on Project**

Parking Study & Recommended Parking Program Plan

### **Project Description**

Manayunk is an energetic nightclub and restaurant district in northern Philadelphia that is sandwiched between a busy commuter rail station, a popular residential neighborhood and the Schuylkill River. Level G was part of a team that studied the existing parking conditions in the district and prepared a series of parking recommendations, coordinated with other district amenities such as bicycle and pedestrian facilities that are designed to improve motorist and pedestrian experiences.

## **Downtown Parking Study & Parking Management Plan**

Northport, NY



### **Owner**

Village of Northport, NY

### **Role on Project**

Parking Study & Recommended Parking Program Plan

### **Project Description**

Level G completed a parking study of downtown Northport (NY), an historic village with a Performing Arts Theatre and a vibrant nightlife nestled along the Long Island Sound. The study recommendations included a series of operational and physical solutions designed to maximize utilization and increase the municipal parking supply. In addition, a Parking Management Plan was developed that included an employee parking program, pricing strategies, monetization of key downtown parking lots, and a program enabling free or reduced rate parking for village residents.

## **Downtown Parking Study**

Floral Park, NY



### **Owner**

Village of Floral Park, NY

### **Role on Project**

Downtown Parking Study

### **Project Description**

Floral Park is an established and vibrant village of 16,000 located in western Nassau County. The village has a busy central business district, two other business districts and a LIRR station providing a 35 minute one seat ride to New York's Penn Station. In addition, the Village is entertaining redevelopment proposals and has schools bordering residential and commercial areas. The parking study examined a number of parking issues specific to the downtown district including enforcement, signage and a high volume of commuter parking. Also included were analyses of a controversial redevelopment project and parking / loading issues at two schools bordering the CBD.

## **Downtown Parking & Traffic Study and Follow-up Services**

Roslyn, NY



### **Owner**

Village of Roslyn, NY

### **Role on Project**

Downtown Parking Study & Consulting to the Zoning Board of Appeals

### **Project Description**

Roslyn is a picturesque and historic Village of about 2,700 located at the head of Hempstead Harbor on the north shore of Long Island. It is the oldest settlement in Nassau County and was once the busiest and most important commercial centers in the region. Today, the quaint central business district includes shops, a movie theatre, and some of the most popular and highly rated restaurants in the region. Level G conducted a parking and traffic study that addressed some of the most pressing parking and traffic issues facing the village including concerns about parking shortages, overdevelopment, valet parking policies and congestion. In addition, Level G serves as parking consultant to the Zoning Board of Appeals to assist in the analysis of applications with potential parking issues.



## **Downtown Parking Study**

Mineola, NY



### **Owner**

Village of Mineola, NY

### **Role on Project**

Downtown Parking Study & Follow-up Services

### **Project Description**

The Village of Mineola is one of the most active, diverse and progressive municipalities on Long Island boasting a busy LIRR train station, a major regional hospital, and several award-winning TOD projects all within a walkable and vibrant central business district. The village engaged Level G Associates to conduct a comprehensive downtown parking study in order to determine a parking management program capable of accommodating the diverse parking needs of the village and its parking generators. The final report includes a comprehensive parking management program including over 70 coordinated recommendations – from simple to complex. One of the major components of the plan is a strategically located 550-car parking deck (under construction - pictured above) that opened in 2022.

## **Downtown Parking Study & Parking Management System**

Patchogue, NY



### **Owner**

Village of Patchogue, NY

### **Role on Project**

Parking Study; Functional Design of Parking Wayfinding Sign System; Design & Procurement of Downtown Parking Meter Program

### **Project Description**

The recent revitalization of downtown Patchogue, NY is a local success story and is becoming a model for downtown redevelopment on Long Island. This revitalization, however, has attracted additional cars into the downtown area that have put pressure on the public parking supply. Level G conducted parking studies that measured and classified the downtown parking issues then crafted a parking management plan designed to alleviate these problems. The parking management plan includes changing parking time limits, creating employee parking zones, and the installation of parking meters along Main Street and other areas where parking space turnover needed to be improved. Level G also worked with the Village to implement the program including meter procurement, public outreach, signage, and coordination.

## **SECTION 7 REFERENCES**



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## REFERENCES

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amahmood@essexcountynj.org

**Ali Majd**

Senior Engineer  
Atlantic County Dept of Regional Planning &  
Development, Division of Engineering  
101 New Road  
Northfield, NJ 08225  
(609) 645-5898  
Majd\_ali@aclink.org

**James Winckowski**

County Engineer  
Camden County Department of Public Works  
2311 Egg Harbor Road  
Lindenwold, NJ 08021  
(856) 365-3272  
James.winckowski@camdencounty.com

**Mark Jehnke**

Assistant County Engineer  
Ocean County Engineering  
129 Hooper Avenue, 15<sup>th</sup> Fl  
Toms River, NJ 08754  
(732) 929-2130  
m.jehnke@co.ocean.nj.us

**Paul Kittner**

Township Engineer  
Maplewood Township  
574 Valley Rd  
Maplewood, NJ 07040  
(973) 762-8120  
PKittner@maplewoodnj.gov

**Dan Loomis**

City Engineer  
City of Elizabeth  
50 Winfield Scott Plaza  
Elizabeth, NJ 07201  
(908) 820-4269  
dloomis@elizabethnj.org

**James Bonanno**

Transportation Director  
City of Asbury Park  
One Municipal Plaza  
Asbury Park, NJ 07712  
(732) 502-5762  
James.Bonanno@cityofasburypark.com

**Jeff Yuhas**

Borough Engineer  
Borough of Ringwood  
60 Margaret King Avenue  
Ringwood, NJ 07456  
(973) 475-7110  
jyuhas@ringwoodnj.net

**Aaron Schrager**

City Engineer  
City of Summit  
512 Springfield Avenue  
Summit, NJ 07901  
(908) 273-9400  
schrager@cityofsummit.org

**Joseph May**

Director of Public Works/Borough Engineer  
Borough of Spring Lake Heights  
555 Brighton Avenue  
Spring Lake Heights, NJ 07762  
732-449-3500  
jmay@springlakehts.com



## REFERENCES – LEVEL G ASSOCIATES

Contact: Ms. Teri Jover  
Borough Administrator & Redevelopment Director  
Borough of Highland Park  
221 S. Fifth Avenue  
Highland Park, NJ 08904  
Phone: 732-819-3789  
Email: tjover@hpboro.com

Project(s): Downtown Parking Study, Woodbridge Avenue Corridor Study,  
Redevelopment/Shared Parking Evaluations, Parking Lot  
Expansion/Consolidation Studies

\* \* \* \* \*

Contact: Ms. Nicole S. Fox, Executive Director  
Morristown Parking Authority  
14 Maple Avenue  
Morristown, NJ 07960  
Phone: 973-539-4810  
Email: nfox@mpanj.org

Project(s): Downtown Parking Study, Parking Garage Feasibility Studies (3), Shared  
Parking/ Parking Demand Modeling, Public-ization of Private Lots

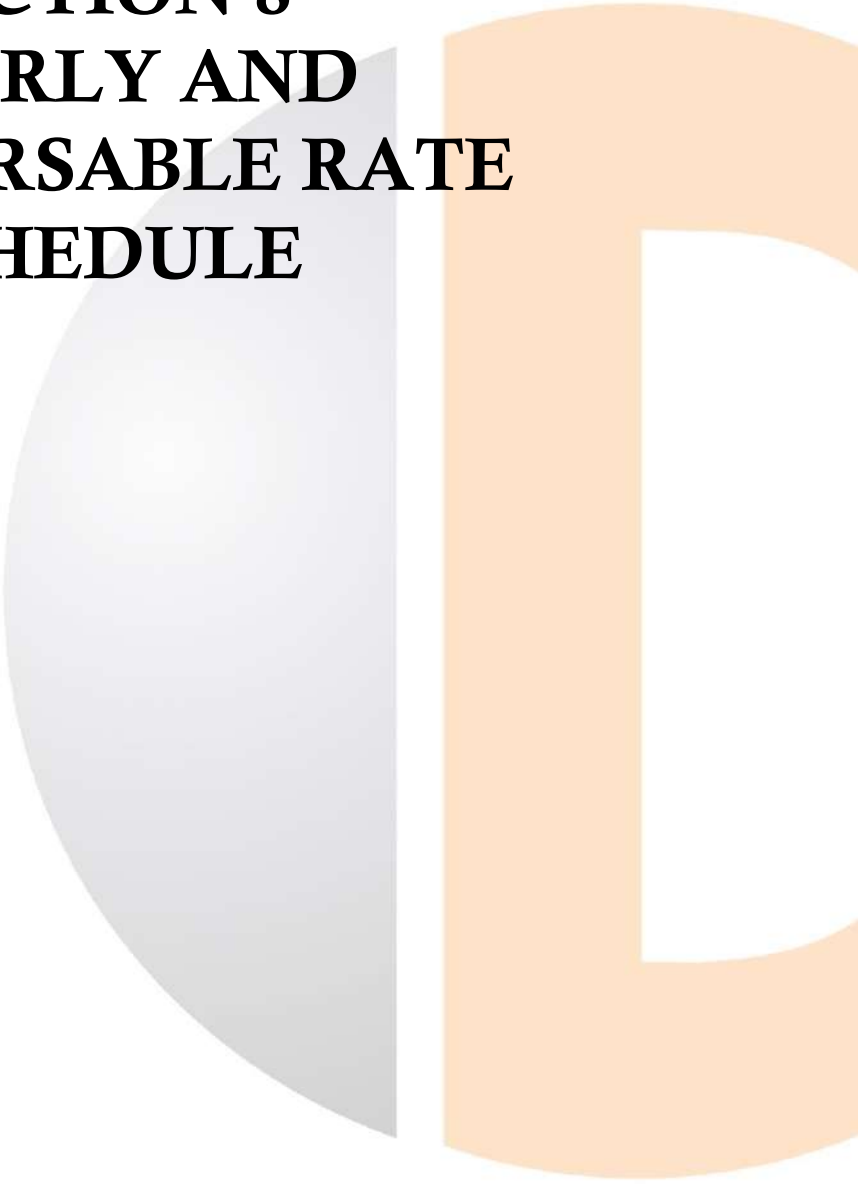
\* \* \* \* \*

Contact: Ms. Janice Talley, PP/AICP  
Director of Planning and Community Development  
Township of Montclair  
205 Claremont Avenue  
Montclair, NJ 07042  
Phone: 973-509-4954

Project(s): Analyze, evaluate and advise the Planning Board on the parking aspects of  
complicated projects under review by Board

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# **SECTION 8 HOURLY AND REIMBURSABLE RATE SCHEDULE**



## 2024 GOVERNMENTAL PROFESSIONAL SERVICES RATE SCHEDULE

|                                                            |               |
|------------------------------------------------------------|---------------|
| Licensed Professional Engineer – Director/Senior Principal | \$240.00/hour |
| Licensed Professional Engineer – Principal                 | \$220.00/hour |
| Licensed Professional Engineer – Branch Manager            | \$220.00/hour |
| Licensed Professional Engineer – Senior Project Manager    | \$210.00/hour |
| Licensed Professional Engineer – Project Manager           | \$200.00/hour |
| Licensed Professional Engineer                             | \$180.00/hour |
| Senior Project Manager                                     | \$190.00/hour |
| Project Manager                                            | \$180.00/hour |
| Project Engineer                                           | \$160.00/hour |
| Senior Design Engineer                                     | \$155.00/hour |
| Design Engineer                                            | \$135.00/hour |
| Licensed Landscape Architect                               | \$175.00/hour |
| Computer Generated Imagery Manager                         | \$160.00/hour |
| CAD Director                                               | \$170.00/hour |
| CAD Manager                                                | \$145.00/hour |
| Senior CAD Designer                                        | \$125.00/hour |
| CAD Designer                                               | \$110.00/hour |
| Senior Project Coordinator                                 | \$125.00/hour |
| Project Coordinator                                        | \$120.00/hour |
| Assistant Project Coordinator                              | \$110.00/hour |
| Senior Administrative Assistant                            | \$ 95.00/hour |
| Administrative Assistant                                   | \$ 90.00/hour |
| Assistant Professional                                     | \$100.00/hour |
| Traffic Enumerator                                         | \$ 60.00/hour |

### LAND SURVEYING SERVICES

|                                                              |               |
|--------------------------------------------------------------|---------------|
| Licensed Professional Land Surveyor – Senior Principal       | \$240.00/hour |
| Licensed Professional Land Surveyor – Principal              | \$220.00/hour |
| Licensed Professional Land Surveyor – Senior Project Manager | \$210.00/hour |
| Licensed Professional Land Surveyor – Project Manager        | \$200.00/hour |
| Licensed Professional Land Surveyor                          | \$180.00/hour |
| Senior Project Surveyor/Party Chief                          | \$160.00/hour |
| Project Surveyor                                             | \$135.00/hour |
| Senior Survey Technician                                     | \$135.00/hour |
| Survey Technician                                            | \$120.00/hour |
| Assistant Survey Technician                                  | \$ 90.00/hour |
| Field Survey Crew – Two Man                                  | \$225.00/hour |
| Field Survey Crew – Three Man                                | \$275.00/hour |

### GEOTECHNICAL AND ENVIRONMENTAL SERVICES

|                                                             |               |
|-------------------------------------------------------------|---------------|
| Senior Geotechnical Engineer – Project Manager              | \$220.00/hour |
| Senior Geotechnical Engineer                                | \$200.00/hour |
| Construction Services Manager                               | \$160.00/hour |
| Construction Materials Testing Supervisor                   | \$160.00/hour |
| Geotechnical Engineer/Geologist                             | \$160.00/hour |
| Senior Technical Professional/Senior Engineering Technician | \$155.00/hour |
| Engineering Technician                                      | \$ 90.00/hour |
| Engineering Technician (Half-Day Rate)                      | \$450.00      |
| Environmental Professional – Senior Principal               | \$240.00/hour |
| Environmental Professional – Principal                      | \$220.00/hour |
| Licensed Environmental Professional                         | \$200.00/hour |
| Environmental Professional – Senior Project Manager         | \$200.00/hour |
| Environmental Professional – Project Manager                | \$180.00/hour |
| Environmental Scientist                                     | \$160.00/hour |
| Environmental Technical Professional                        | \$140.00/hour |
| Assistant Environmental Technical Professional              | \$120.00/hour |

Professional Services for the purposes of litigation matters, court appearances and attendance at other legal proceedings shall be billed at 1.5 times the above rates.

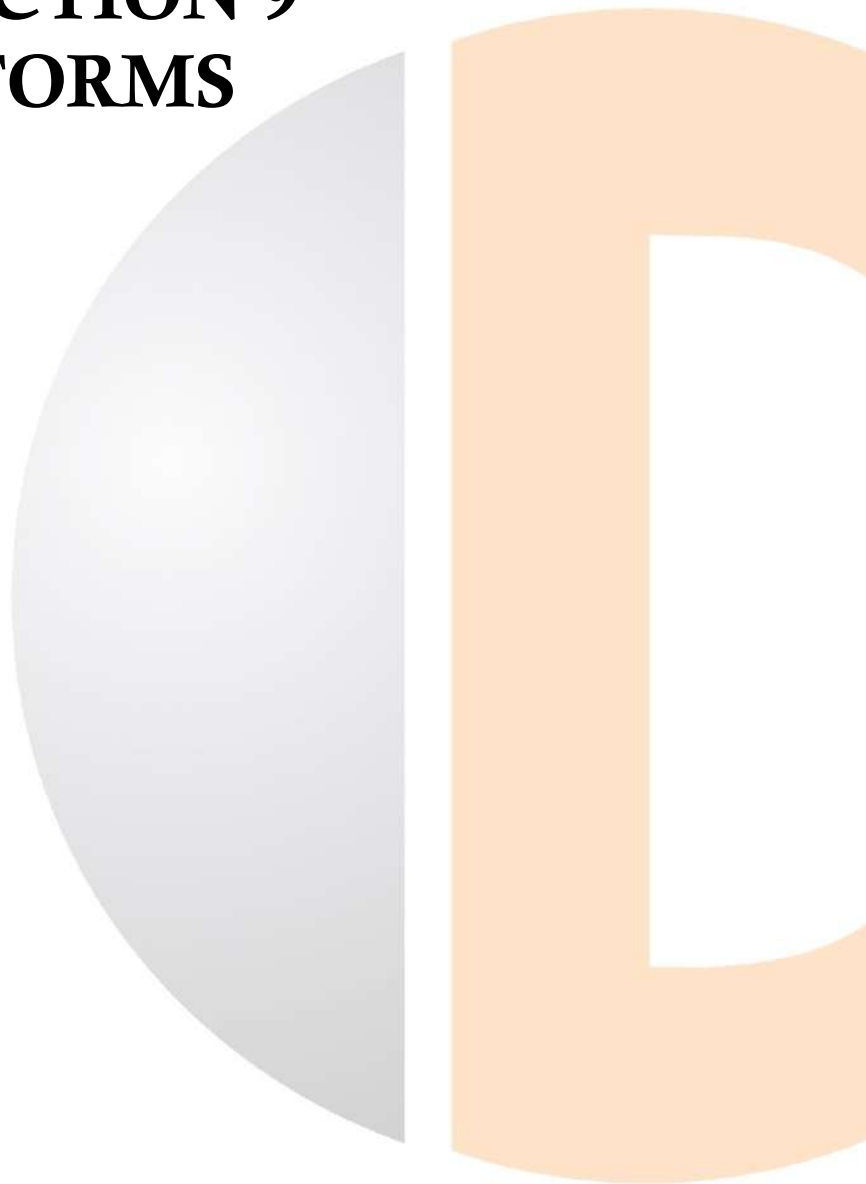


## REIMBURSABLE RATES

|                                                     |                                                                      |
|-----------------------------------------------------|----------------------------------------------------------------------|
| Outside (pass-thru) Services                        | cost                                                                 |
| Postage, Federal Express, UPS, DHL                  | cost                                                                 |
| Travel (meals, tolls, etc.)                         | cost                                                                 |
| Paper Black/White Copy/Prints – A Size (8.5"x11")   | \$ 0.20/sheet                                                        |
| Paper Black/White Copy/Prints – B Size (11"x17")    | \$ 0.40/sheet                                                        |
| Paper Color Copy/Prints – A Size                    | \$ 3.00/sheet                                                        |
| Paper Color Copy/Prints – B Size                    | \$ 5.50/sheet                                                        |
| Paper Plots and Printing – B Sheet                  | \$ 2.50/sheet                                                        |
| Paper Plots and Printing – C Sheet (18"x24")        | \$ 3.50/sheet                                                        |
| Paper Plots and Printing – D Sheet (24"x36")        | \$ 4.25/sheet                                                        |
| Paper Plots and Printing – E Sheet (30"x42")        | \$ 4.75/sheet                                                        |
| Signed/Sealed Plots – C Sheet                       | \$ 4.75/sheet                                                        |
| Signed/Sealed Plots – D Sheet                       | \$ 5.25/sheet                                                        |
| Signed/Sealed Plots – E Sheet                       | \$ 5.75/sheet                                                        |
| Mylar Plots                                         | \$ 6.75/sq. ft.                                                      |
| Color Plots – D Sheet                               | \$ 40.00/sheet                                                       |
| Color Plots – E Sheet                               | \$ 50.00/sheet                                                       |
| Exhibit Mounting – D Size                           | \$ 85.00/board                                                       |
| Exhibit Mounting – E Size                           | \$ 110.00/board                                                      |
| Reports (Size ¼" – ¾")                              | \$ 20.00 - \$30.00                                                   |
| Reports (Size 1" – 2")                              | \$ 35.00 - \$65.00                                                   |
| Notary Public Services                              | \$ 15.00                                                             |
| High Resolution Aerial Imagery                      | \$100.00/image                                                       |
| Digital Signatures (Initial)                        | \$200.00/each                                                        |
| Digital Signatures (Each Additional)                | \$ 50.00/each                                                        |
| CD/DVD Preparation                                  | \$ 30.00/each                                                        |
| USB – Memory Stick/Thumb Drive                      | \$ 40.00/each                                                        |
| Electronic Document Preparation                     | \$ 30.00 up to the first 5 sheets<br>Plus \$5.00/sheet over 5 sheets |
| Digital Shapefiles                                  | \$200.00/each                                                        |
| Tax Maps                                            | \$ 35.00/sheet                                                       |
| FTP Site Usage                                      | \$ 25.00/unit                                                        |
| Mileage                                             | As published by the IRS                                              |
| Moisture Content Determination                      | \$ 50.00/each                                                        |
| Moisture Content Determination (as additional test) | \$ 15.00/each                                                        |
| Modified Proctor                                    | \$350.00/each                                                        |
| Washed Gradation                                    | \$ 90.00/each                                                        |
| Atterberg Limits Determinations (Inorganic)         | \$110.00/each                                                        |
| Tube Permeameter                                    | \$200.00/each                                                        |
| Organic Content by Loss on Ignition                 | \$ 75.00/each                                                        |
| Concrete Cylinders (cast or retained) Sample        | \$ 20.00/each                                                        |
| Pick up/Delivery to Laboratory                      | \$ 90.00/hour                                                        |
| Sample Storage (Beyond 60 days)                     | \$ 50.00/month                                                       |
| Nuclear Density Gauge                               | \$ 95.00/day                                                         |

On-site inspection services by staff engineer or technician will be invoiced at full day increments for services exceeding 4 hours on site or a minimum ½ day charge for less than 4 hours on-site.

# SECTION 9 FORMS



# Request for Taxpayer Identification Number and Certification

Give Form to the  
requester. Do not  
send to the IRS.

► Go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9) for instructions and the latest information.

Print or type.  
See Specific Instructions on page 3.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                     |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.<br><b>Dynamic Traffic, LLC</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                     |  |
| 2 Business name/disregarded entity name, if different from above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                     |  |
| 3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only <b>one</b> of the following seven boxes.<br><br><input type="checkbox"/> Individual/sole proprietor or single-member LLC<br><input checked="" type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ► <b>P</b><br><b>Note:</b> Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is <b>not</b> disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.<br><input type="checkbox"/> Other (see instructions) ► | 4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):<br><br>Exempt payee code (if any) _____<br><br>Exemption from FATCA reporting code (if any) _____<br><br><i>(Applies to accounts maintained outside the U.S.)</i> |  |
| 5 Address (number, street, and apt. or suite no.) See instructions.<br><b>1904 Main Street</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Requester's name and address (optional)                                                                                                                                                                                                                             |  |
| 6 City, state, and ZIP code<br><b>Lake Como, NJ 07719</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                     |  |
| 7 List account number(s) here (optional)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                     |  |

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

**Note:** If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

|                                |   |   |   |   |   |   |   |   |   |
|--------------------------------|---|---|---|---|---|---|---|---|---|
| Social security number         |   |   |   |   |   |   |   |   |   |
|                                |   |   | - |   |   | - |   |   |   |
| or                             |   |   |   |   |   |   |   |   |   |
| Employer identification number |   |   |   |   |   |   |   |   |   |
| 4                              | 5 | - | 4 | 4 | 9 | 8 | 9 | 1 | 0 |

## Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

|           |                                                                                                                |                        |
|-----------|----------------------------------------------------------------------------------------------------------------|------------------------|
| Sign Here | Signature of U.S. person ►  | Date ► <b>5/2/2023</b> |
|-----------|----------------------------------------------------------------------------------------------------------------|------------------------|

## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9).

## Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

*If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.*





## STATE OF NEW JERSEY BUSINESS REGISTRATION CERTIFICATE

**Taxpayer Name:** DYNAMIC TRAFFIC LLC

**Trade Name:**

**Address:** 1904 MAIN STREET  
LAKE COMO, NJ 07023

**Certificate Number:** 1696973

**Effective Date:** June 07, 2012

**Date of Issuance:** December 06, 2022

**For Office Use Only:**

**20221206160348239**

**CERTIFICATE OF EMPLOYEE INFORMATION REPORT      RENEWAL**

This is to certify that the contractor listed below has submitted an Employee Information Report pursuant to N.J.A.C. 17:27-1.1 et. seq. and the State Treasurer has approved said report. This approval will remain in effect for the period of **15-Mar-2023** to **15-Mar-2030**

**DYNAMIC TRAFFIC, LLC**  
**1904 MAIN STREET**  
**LAKE COMO**

**NJ      07719**



*Elizabeth Maher Muoio*  
**ELIZABETH MAHER MUOIO**  
State Treasurer



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

06/18/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

|                                                                                                                                                    |                                                                                |               |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------|
| <b>PRODUCER</b><br><br><b>Cedar Risk Management &amp; Insurance Services Inc</b><br><b>349 State Hwy 31 Ste 201</b><br><b>Flemington, NJ 08822</b> | <b>CONTACT NAME:</b> Christine Leeser                                          |               |
|                                                                                                                                                    | <b>PHONE (A/C, No, Ext):</b> (908)237-1800 <b>FAX (A/C, No):</b> (908)788-2054 |               |
|                                                                                                                                                    | <b>E-MAIL ADDRESS:</b> cleeser@cedarrisk.com                                   |               |
| <b>INSURED</b><br><br><b>Dynamic Traffic, LLC</b><br><b>1904 Main St</b><br><b>Lake Como, NJ 07719-2953</b>                                        | <b>INSURER(S) AFFORDING COVERAGE</b>                                           | <b>NAIC #</b> |
|                                                                                                                                                    | <b>INSURER A :</b> Continental Casualty Co                                     | 35289         |
|                                                                                                                                                    | <b>INSURER B :</b> National Fire Ins Co of Hartford                            | 20508         |
|                                                                                                                                                    | <b>INSURER C :</b> The Continental Insurance Co                                | 35289         |
|                                                                                                                                                    | <b>INSURER D :</b> The Continental Insurance Co                                | 20508         |
|                                                                                                                                                    | <b>INSURER E :</b> Scottsdale Ins Co                                           | 41297         |
|                                                                                                                                                    | <b>INSURER F :</b>                                                             |               |

**COVERAGES****CERTIFICATE NUMBER:** 00018318-20451847**REVISION NUMBER:** 38

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                                                                  | ADDL SUBR INSD WVD                           | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                                                                                                                                                                                      |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------|-------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A        | <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY<br><input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br><br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC<br>OTHER: |                                              | 6078692106    | 06/19/2024              | 06/19/2025              | EACH OCCURRENCE \$ 1,000,000<br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000<br>MED EXP (Any one person) \$ 15,000<br>PERSONAL & ADV INJURY \$ 1,000,000<br>GENERAL AGGREGATE \$ 2,000,000<br>PRODUCTS - COMP/OP AGG \$ 2,000,000 |
| B        | <b>AUTOMOBILE LIABILITY</b><br><input checked="" type="checkbox"/> ANY AUTO<br><input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS<br><input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY                                                       |                                              | 6078692090    | 06/19/2024              | 06/19/2025              | COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000<br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$                                                                                   |
| C        | <input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR<br><input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE<br>DED <input checked="" type="checkbox"/> RETENTION \$ 10,000                                                                            |                                              | 6078692123    | 06/19/2024              | 06/19/2025              | EACH OCCURRENCE \$ 10,000,000<br>AGGREGATE \$ 10,000,000                                                                                                                                                                                    |
| D        | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                                                      | Y/N<br><input checked="" type="checkbox"/> N | 6078692087    | 06/19/2024              | 06/19/2025              | <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER<br>E.L. EACH ACCIDENT \$ 1,000,000<br>E.L. DISEASE - EA EMPLOYEE \$ 1,000,000<br>E.L. DISEASE - POLICY LIMIT \$ 1,000,000                                   |
| E        | <b>Professional Liab</b>                                                                                                                                                                                                                                                                                           |                                              | JES0000096    | 06/19/2023              | 12/19/2024              | Per Claim \$ 5,000,000<br>Aggregate \$ 5,000,000                                                                                                                                                                                            |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

**CERTIFICATE HOLDER****CANCELLATION**

For Evidence Only

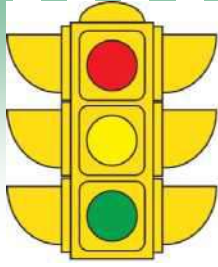
SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

 (CXL)

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# Bright View Engineering

*Moving you forward*

*Revised Request for Proposals:*

**PROFESSIONAL ENGINEERING SERVICES FOR:**

Comprehensive Parking Study at the Valley, Heights, & Rolling Green Hill/Municipal Plaza Areas  
To the Township of West Orange, Essex County, New Jersey

Submitted by Bright View Engineering:

70 South Orange Avenue, Suite 109, Livingston, New Jersey, 07039

(O): 973-228-0999 (T): 732-236-7557 (F): 201-753-3904

June 27, 2024

No.: 241120



ENGINEERS & PLANNERS

[www.brightviewengineering.com](http://www.brightviewengineering.com)



**Bright View Engineering**  
*Moving you forward*

June 27<sup>th</sup>, 2024

**VIA EMAIL**

**zcarballo@westorange.org**

Zayibeth Y. Carballo  
Director/Municipal Engineer  
Township of West Orange  
Department of Engineering  
25 Lakeside Avenue  
West Orange, New Jersey 07052

**Re: Revised Request for Proposals (RFP)**  
**Professional Engineering Services for:**  
**Comprehensive Parking Study at the Valley, Heights, and Rolling Green Hills/Municipal Plaza Areas**  
West Orange Township, Essex County, New Jersey  
**BVE Project No.: 241120**

Dear Ms. Carballo:

Bright View Engineering, LLC is pleased to submit our response to the Townships Request for Proposals to prepare a Comprehensive Parking Study for the eastern section of West Orange Township. We have reviewed the information provided in your request and we are eager to work with you on all your traffic engineering and parking matters. We will provide these services as directed by your office, and due to our familiarity with West Orange Township and Essex County as whole, we can provide responsive services at competitive cost.

It is our experience that the relationship between Engineering Professionals and the Municipal Administration is a collaborative experience which requires the professionals to connect with the needs of the community and identify critical matters. We have provided the following points to help provide you with some information on our extensive experience and traffic engineering expertise.

We have provided a separate section with the resumes of selected staff members that have unparalleled expertise in various aspects of engineering and planning, an extensive summary of our firms' qualifications, references, a sample parking study as well as other useful information about our firm:

### **FIRM**

Our Firm is conveniently located in Essex County, with an office in Livingston, less than 20 minutes from your Offices. We have a staff of over 30 people with all the needed professional licensure and availability to provide responsive service.

Our office location:

Bright View Engineering, LLC  
70 South Orange Ave, Suite 109  
Livingston, New Jersey 07039

Management of this assignment will be performed by Mr. Joseph A. Fishinger, Jr., P.E., P.P., P.T.O.E.

70 South Orange Avenue, Suite 109  
Livingston, New Jersey 07039

P.O. Box 99  
Roseland, NJ 07068

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904  
BrightViewEngineering.com



## **EXPERIENCE**

Our firm is proud to provide Engineering, Planning, and Construction Management Services to various public clients. Bright View Engineering, LLC provides a variety of Services including: ordinance evaluation, preparation of plans and specifications for capital improvement projects, oversight of capital improvement projects, engineering estimates, schedules, NJDEP and NJDOT permitting, construction inspection and administration, warrant analysis, traffic signal design, and all aspects relating to Traffic Engineering, Transportation Planning, Land Use Planning, and Municipal Services. We have attached brief summaries of our Engineering Services for your review.

## **REFERENCES**

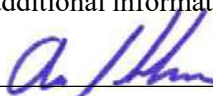
Below is a partial list of public figures who are keenly aware of our Engineering and Municipal Services. We encourage you to contact them regarding our work:

- a. County of Hudson | 595 Newark Avenue, 4<sup>th</sup> Floor, Jersey City, NJ 07306  
Tom Malavasi, PE, PP, CME, CPWM – County Engineer – (201) 369-4340 x4169
- b. City of Jersey City | 280 Grove Street, Jersey City, NJ 07302  
Jose Cunha, PE, CME, CPWM – City Engineer – (201) 547-4411
- c. Township of Livingston | 357 S. Livingston Avenue, Livingston, NJ 07039  
Jackie Coombs-Hollis – Land Use/Planning Administrator – (973) 535-7955 x5511
- d. City of Orange Township | 29 North Day Street, Orange, NJ 07050  
Marty Mayes, CRP, SRMP, CPWM, MCRP – Director of Public Works – (973) 266-4174
- e. City of Hackensack | 65 Central Avenue, Hackensack, NJ 07601  
Jaclyn Hashmat – Assistant City Manager – (201) 646-3900

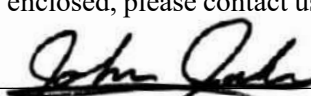
**Bright View Engineering completed a similar parking study for the adjacent City of Orange Township in 2021 – a copy of that study is included in our submission package to provide a sample report as requested in the RFP.**

## **AVAILABILITY & RESPONSIVENESS**

The day-to-day management of this assignment will be performed by Mr. Fishinger. Mr. Fishinger will be responsible for accommodating all your Traffic Engineering needs. He is accessible at any time by either phone or email. Our experience in Engineering, Planning and Public Relations is unsurpassed. Our firm currently serves many Municipalities, Zoning, and Planning Boards as Traffic Engineering and General Consultant throughout the states of New Jersey, New York, and Washington DC. We look forward to providing you with high quality, timely, innovative, and cost-effective services. As always, we are available to discuss this proposal with you and provide any additional information you may request. If you require additional information or have any questions regarding the enclosed, please contact us at (732) 236-7557.

  
Aaron J. Schrager, PE, PP, CME, CPWM  
Principal  
Bright View Engineering, LLC  
aschrager@bvengr.com

JJJ/jaf

  
John Jahr, P.T.P., T.S.O.S.  
Principal  
Bright View Engineering, LLC  
jjjahr@bvengr.com

<https://bvengr.sharepoint.com/sites/bvengr/proj/241120-WOT-ParkingStudy/1-Proposals/Sample-Working/2-gen-cover-ltr.docx>

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**Bright View Engineering**  
*Moving you forward*

**Revised Request for Proposals (RFP) Professional Engineering Services For:  
Comprehensive Parking Study at the Valley, Heights and  
Rolling Green Hills / Municipal Plaza Areas  
Township of West Orange, Essex County, New Jersey**

**Project Understanding**

In any community, parking needs change over time. In residential areas, some people age in place where others move out and are replaced by younger families with different travel patterns. In commercial areas, businesses change, some expanding, some contracting – each with varying parking needs. New uses are developed and existing uses change. In the last 15 years, there has been a shift from brick and mortar stores to online shopping. This is a trend that is anticipated to continue, reducing parking needs to retail establishments. Restaurants and cafés have increased in recent years as people look for places to converse and even work outside the home. All of this leads to changes in the parking needs for a community. A town must periodically review its parking supply and underlying parking ordinances to make sure the system best serves its constituents, providing parking for its residents, business owners and business patrons. Fees associated with parking must also be reviewed to address changes in the economy and confirm that the pricing structure has the desired impact on the community.

As Bright View Engineering understands, the Township of West Orange is looking to perform a parking study of the Valley, Heights, and Rolling Green Hills/Municipal Plaza areas of town to evaluate existing parking practices, identify deficiencies, and recommend improvements to better the parking experience in the City. Some of the questions that a Township wide parking study must answer include:

- What is the available parking supply, and does it meet existing and future parking demands?
- Should parking supply be increased and where is it practical to do so?
- What are the appropriate fees and/or time limits for parking?
- How should parking fees be collected?
- What are the time restrictions needed in certain areas?
- Where should parking enforcement be focused to improve not only efficiency but also safety?

To accomplish these goals, BVE has prepared the following scope of work, detailing the steps necessary to provide the Township with an actionable parking plan for these areas of town into the future.



## **SECTION I – SCOPE OF SERVICES**

### **Task 1 - Review Existing Ordinances, Documentation, Mapping and Studies**

BVE's first step in preparing a parking plan for West Orange Township is to accurately identify the existing public parking supply within the study area. This includes both on street parking and municipal parking lots with the goal of preparing an easy to read parking map that shows where and when parking is permitted including any restrictions that may be currently in place. To develop this map, BVE proposes the following multi-step approach:

#### **Task 1A - Obtain Readily Available Aerial Base Mapping and Parking Maps**

BVE will obtain the most recent readily available aerial photography for the Township of West Orange to use as a base map. This will be either NJDEP aerial photography or, if available, NearMap high resolution aerial imagery.

BVE will contact Township staff to obtain any existing parking maps that depict existing parking supply and/or the regulations associated with it. The information on these maps will be transferred to the aerial imagery to provide a 'layer' indicating existing parking information. To the extent it is available, information on parking fees, time limits and permit requirements will be included in the dataset.

#### **Task 1B - Review of Local Parking Ordinances**

BVE will review the Township's existing parking ordinances within the study area and apply those ordinances as another 'layer' of the parking base mapping. We will utilize the regulations provided with the RFP unless more recent information is available from the Township.

#### **Task 1C - Verification of Parking Supply**

Once the base parking map is prepared using existing maps and ordinances, it will be necessary to confirm that the parking supply data from available maps and ordinances accurately represents existing parking in the study area. To accomplish this, BVE will conduct a two-step screening process. The first step will be a desktop verification of the parking base map using Google Street View. This will allow BVE staff to virtually 'drive' each street within the City, comparing the parking regulations identified on the base map to parking signs, striping and actual field conditions. Any discrepancies between the base maps and Google Street View will be noted for physical verification.



Field verification will be accomplished by sending BVE staff to the areas identified during the desktop review where discrepancies exist. BVE will verify the parking supply and/or regulations in these areas and annotate the mapping accordingly. BVE has had success with collecting this parking data riding bicycles, which allows staff to move throughout town quickly without needing to search for a place to park.

This process will not only verify the presence of available parking and the regulations associated with it but also collect available information on parking fees, payment method (i.e. parking meters vs pay stations) and note any further discrepancies.

#### Task 1D - Planned Changes by West Orange Township and Others

This portion of the data collection task will be to verify any planned projects within the study area that will have a change on the public parking supply. This may include planned capital projects, planned traffic control revisions that affect parking supply, and any regulatory changes already under consideration by the Township.

### **Task 2 – Parking Data Collection**

While an accurate mapping of the existing parking supply and regulations is an important first step, available supply is only part of the picture. To make appropriate recommendations, we need to understand the parking demand within the study area. To do this, BVE will conduct the following efforts:

#### Task 2A - Review of Historical Parking Fees and Violation Data

Information on parking fees at paid parking lots and summonses issued within the study area will be requested from the Township. This information will be helpful to identify historical trends in paid parking areas and in areas where frequent violations exist. Where appropriate, BVE will attempt to determine the causes behind frequent parking violations. For example, frequent ticketing for parking too close to a crosswalk may be an indication that insufficient parking is available in a particular area.

#### Task 2B - Review of Parking Crash Data

Using NJDOT's Safety Voyager database, BVE will identify areas with high instances of crashes involving parked vehicles in the study area. This will be another source of data to identify potential parking problems, especially if the crashes involve vehicles parked illegally.





**Task 2C –On Street Parking Observations**

To verify actual parking demands within the study area, BVE will conduct a series of visual inspections of the study area to denote areas where parking is utilized and where it is available throughout the course of a typical week. We anticipate performing this effort by driving a pre-determined route through the study area with digital ‘dash cam’ style cameras mounted in the front, rear, and sides of the vehicle to record the presence of parked cars. We anticipate splitting the study area into three sections (The Valley, The Heights, and Rolling Green Hills) and driving through the study area during various time periods to obtain parking utilization percentages and note areas where illegal parking is regularly occurring.

Since the RFP was not specific with the times / days of the week that parking observations should occur, we have identified three levels of parking observations for consideration by the Township:

***Basic Observation Times (4 time periods) – Included in Base Bid Price***

- 1) Monday Morning Post-Rush Hour (10 AM to 12 Noon)
- 2) Wednesday Mid-Day (12 PM to 2 PM)
- 3) Friday Evening Post-Rush Hour (7 PM to 9 PM)
- 4) Early Sunday Morning (3 AM to 5 AM)

***Standard Observation Times (7 time periods) – Basic Observation Times Plus:***

- 1) Monday Evening Post-Rush Hour (7 PM to 9 PM)
- 2) Friday Morning Post-Rush Hour (10 AM to 12 Noon)
- 3) Saturday Mid-Day (12 PM to 2 PM)

***Comprehensive Observation Times (14 Time Periods) – Basic Observation Times Plus:***

- 1) Monday Evening Post-Rush Hour (7 PM to 9 PM)
- 2) Tuesday Morning Post-Rush Hour (10 AM to 12 Noon)
- 3) Tuesday Evening Post-Rush Hour (7 PM to 9 PM)
- 4) Wednesday Morning Post-Rush Hour (10 AM to 12 Noon)
- 5) Wednesday Evening Post-Rush Hour (7 PM to 9 PM)
- 6) Thursday Morning Post-Rush Hour (10 AM to 12 Noon)
- 7) Thursday Evening Post-Rush Hour (7 PM to 9 PM)
- 8) Friday Morning Post-Rush Hour (10 AM to 12 Noon)
- 9) Saturday Mid-Day (12 PM to 2 PM)
- 10) Sunday Evening (7 PM to 9 PM)



We anticipate the exact times and days of the week cited above will be adjusted based on consultation with Township representatives after review of the parking violation and crash data discussed above. Pricing considerations for these three options are provided in the Cost section of this proposal.

*Task 2D – Municipal Parking Lot Parking Demand*

To determine the parking demand at municipal parking lots within the study area, we will install digital video cameras at the parking lot driveways to record a full seven days of video. The video will be combined with manual parking counts of each lot at regular intervals to determine the parking demand at each lot in 15 minute intervals over the 7 day period. This effort will be completed at the following locations:

- A. Lot #1-Harrison Ave & Mississippi Ave (2 cameras)
- B. Lot #2-Washington Street (3 cameras)
- C. Lot #3-Lindsley Avenue (2 cameras)
- D. Lot #4-Valley Road & Main Street (2 cameras)
- E. Lot #5-Hazel Avenue (1 camera)
- F. Lot #6-Main Street (2 cameras)
- G. Lot #7-Rooney Circle (2 cameras)
- H. Lot #8-Pleasant Valley Way (2 Cameras)
- I. Lot #9-Cherry Street & Franklin Avenue (4 cameras)
- J. Lot #10-John Street (1 camera)
- K. Lot #11-Seward Street (1 camera)
- L. Lot #12-Park Terrace (1 camera)
- M. Lot #14-Shepard Terrace (1 camera)
- N. Lot #15-Cherry Street (1 camera)
- O. Lot #16-Eage Rock Avenue (1 camera)

*Task 2E – Memorandum of Parking Supply and Demand*

The results of the information review and data collection efforts conducted in Tasks 1 and 2 will be collated into a technical memorandum detailing the existing parking supply, observed parking demand and noting and special conditions. The memorandum will be prepared with the final report in mind so that the technical memorandum can be easily adapted to become the existing conditions section of the final report.



### **Task 3 – Recommendations for Improvements**

Upon completion of the data collection efforts identified above, BVE will review the data and identify potential strategies to improve the parking experience within the Township. Our recommendations will be separated into the following areas:

#### **Task 3A – On Street & Residential Parking Recommendations**

This task will focus on parking strategies along residential streets where public parking is predominantly located within the right of way. Some of the strategies we anticipate employing include the implementation of one-way streets to add either parallel or angled parking where feasible, changes to existing time restrictions, and striping / curb bump outs to reinforce where parking is prohibited.

#### **Task 3B – Municipal Parking Lot Recommendations**

This task will focus on recommended improvements to the municipal parking lots studied. Improvements may include restriping to increase the number of parking spaces and improve internal circulation, changes to parking durations and fees, and revisions to access controls.

#### **Feasibility Analysis of Potential Parking Sites**

We have elected to provide the scope and fee for this item as an add/alternate item to provide the Township with as much flexibility as possible in determining site suitability. Details on the Feasibility Analysis of Potential Parking Sites are provided in Task 7 below.

### **Task 4 – Coordination with Township Departments and Stakeholders**

This task includes preparation for and attendance at up to five (5) meetings with Township staff and other relevant stakeholders throughout the course of the project to obtain input on the study and present our findings. We anticipate meetings will occur at the following project milestones:

**A-Kickoff Meeting with Township Staff** – This meeting will occur early in the project to explain our methodology and request available background information from the Township.

**B-Progress Meeting with Township Staff** – This meeting will occur after the majority of the data collection efforts have occurred to present our initial findings. We anticipate this will include discussing the areas where we have noted parking to be in short supply to confirm our results are consistent with observations and institutional knowledge from the Township staff.





C-Initial Recommendations Meeting with Township Staff – This meeting will occur after we have completed our initial analysis, with the intent of providing the Township with an initial list of recommendations for their review and comment.

D-Final Recommendations Meeting – This meeting will occur after we have addressed comments from the Township on our recommendations for improvements. We anticipate the draft report of findings to be discussed at this meeting as well.

E-Public Presentation – This meeting is intended to present the findings of the study to the full Township Council and general public to obtain final input prior to finalizing our recommendations and report of findings.

### **Task 5 – Draft and Final Report of Findings**

This task includes collating the data and findings from the tasks above to provide the Township with a comprehensive final report that provides the data collected, our identified recommendations, and next steps towards implementation.

### **Task 6 – Preparation of Draft Ordinance Revisions**

Since we anticipate changes to the existing parking ordinances will be required, this task includes preparation of revised parking ordinances for the study area consistent with the recommendations in Task 5 above. We have also included up to three (3) meetings and/or conference calls with Township representatives & staff to provide clarification on the intent and language of the various ordinance recommendations.

### **Task 7 – Feasibility Analysis of Potential Parking Sites (Optional)**

For this task we will identify up to three locations to evaluate for increasing the parking supply. These could be new lots identified for acquisition by the Township, expansions of existing parking lots for increased surface parking or identification of areas where construction of structured parking is appropriate. This evaluation will include preparation of conceptual plans, an order of magnitude cost estimate, and preliminary financial projections based on the recommended fee structure for the proposed facility. We will also provide guidance on the implementation of EV parking at these facilities, both from the regulatory requirements and financial considerations.



## MEETINGS AND ADDITIONAL SERVICES

All additional meetings (in addition to those identified above) and additional services requested by you will be billed at our standard rates as outlined in our Business Terms and Conditions. This includes preparation of additional concepts and/or analysis and the development of additional reports if required.

### SCHEDULE OF FEES

The Fee Proposal includes all of the tasks outlined in the Scope of Services. Based upon the foregoing scope of services and assumption that all services will be awarded as one contract, we offer the following Fee. As you know, we can only estimate the effort needed for this project. If any task should take significantly longer than estimated to perform the services, or if unforeseen conditions occur, we may require additional compensation.

|                                                                                            |                     |
|--------------------------------------------------------------------------------------------|---------------------|
| <b>Task 1 - Review Existing Ordinances, Documentation, Mapping and Studies</b>             | <b>\$15,000.00</b>  |
| <b>Task 2 – Parking Data Collection w/ <i>Basic Observation Times (4 time periods)</i></b> | <b>\$62,000.00</b>  |
| <b>Task 3 – Recommendations for Improvements</b>                                           | <b>\$22,000.00</b>  |
| <b>Task 4 – Coordination with Township Departments and Stakeholders</b>                    | <b>\$20,000.00</b>  |
| <b>Task 5 – Draft and Final Report of Findings</b>                                         | <b>\$28,000.00</b>  |
| <b>Task 6 – Preparation of Draft Ordinance Revisions</b>                                   | <b>\$16,000.00</b>  |
| <b>Total All Tasks – Base Price</b>                                                        | <b>\$163,000.00</b> |

#### Optional Tasks-

|                                                                                     |                     |
|-------------------------------------------------------------------------------------|---------------------|
| <b>Task 2 - Standard Observation Times (3 additional time periods)</b>              | <b>+\$12,000.00</b> |
| <b>Task 2 -Comprehensive Observation Times (10 additional time periods)</b>         | <b>+\$37,000.00</b> |
| <b>Task 7 – Feasibility Analysis of Potential Parking Sites – 3 @ \$18,000 each</b> | <b>+\$54,000.00</b> |

|                                      |                     |
|--------------------------------------|---------------------|
| <b>GRAND TOTAL W/ Optional Tasks</b> | <b>\$254,000.00</b> |
|--------------------------------------|---------------------|

#### Additional Meetings and Additional Services

#### HOURLY

The fees above include the completion of services as outlined in the scope of services. Bright View Engineering reserves the right to modify this proposal based upon final acceptance of your office.

This Scope of Service is subject to the terms, conditions and exclusions as noted herein. Hourly Rates and reproduction costs will be in accordance with the attached Schedule of Hourly Rates and fees. If extra services become necessary then Bright View Engineering may prepare an addendum to this agreement for your review, outlining the scope of additional services and associated professional fees with regard to the extra service.



## **SCHEDULE**

We anticipate receiving notice to proceed on or about August 1, 2024. Initial data research will occur during August and September, 2024 with field data collection occurring in late September, early October when schools are in regular session and weather conditions are favorable. We anticipate providing the Memorandum of Parking Supply and Demand in early January, 2025 and a draft report of findings in March, 2025. We anticipate the project, including submission of the final report to be completed by June 1, 2025. The entire project duration is anticipated to take 10 months. Please note that field data collection should be taken when school is in regular session and risk of inclement weather is minimized. If notice to proceed is substantially delayed beyond August 1, 2024, field data collection may need to be postponed until April of 2025, pushing final completion of the project to December, 2025.

## **EXCLUSIONS AND UNDERSTANDINGS**

Services relating to the following items are not anticipated for the project or cannot be quantified at this time. Therefore, any service associated with the following items is specifically excluded from the scope of professional services within this agreement:

- Services not specifically outlined above in Section I;
- Meetings beyond those identified above;
- Ground survey, Base maps, Site plans, Drainage calculations;
- Traffic Control Plans for site work / utility connections;
- Comment resolution or comment response;
- Any additional permits requested by any agency;
- All out-of-pocket expenses including, but not limited to, application fees, permit fees laboratory testing costs, mylar copies, certified mailings, photographs, blueprints, and special deliveries will be charged at cost and passed on to you for payment.

If an item listed herein, or otherwise not specifically mentioned within this agreement, is deemed necessary Bright View may prepare an addendum to this agreement for your review, outlining the scope of additional services and associated professional fees with regard to the extra services.





## **SECTION II – BUSINESS TERMS AND CONDITIONS**

Bright View Engineering LLC agrees to provide professional services under the following terms and conditions:

The term Client referenced herein is the person, persons, corporation, partnership, or organization referenced in the proposal between Bright View Engineering LLC and said Client.

### **1.0 SCOPE OF SERVICES:**

Services not set forth in the Scope of Services, are excluded from the Scope of Services, and Bright View Engineering LLC will assume no responsibility to perform such services under the base contract. In situations where a written contract is not executed or where additional services becomes necessary during the course of the project, Bright View Engineering LLC may provide such services using our Technical Staff Hourly Rate Schedule in effect at the time of services. The hourly rates listed in our Technical Staff Hourly Rate Schedule are adjusted semi-annually and the Client shall be billed at the rates that are in effect at the time of service.

Since there are substantial costs to stop and restart a project once it is underway, should a project's progress be halted at any time by the client, for any reason, Bright View Engineering LLC reserves the right to charge a restart fee and/or to renegotiate the remaining fees within the contract.

These Business Terms and Conditions are applicable for any additional professional services rendered for this project including, but not limited to, change orders, client service authorization forms, etc.

### **2.0 STANDARD OF CARE:**

In performing services, we agree to exercise professional judgment, made on the basis of the information available to us, and to use the same degree of care and skill ordinarily exercised in similar circumstances and conditions by reputable consultants performing comparable services in the same locality. This standard of care shall be judged as of the time the services are rendered, and not according to later standards. Reasonable people may disagree on matters involving professional judgment and, accordingly, a difference of opinion on a question of professional judgment shall not excuse a Client from paying for services rendered. NO OTHER REPRESENTATION OR WARRANTY, EXPRESSED OR IMPLIED, IS MADE.

### **3.0 INVOICES:**

Bright View Engineering LLC bills its Clients on a monthly basis using a standard invoice format. This format provides for a description of services performed and a summary of professional fees, expenses, and other charges. For more detailed invoicing requests, Bright View Engineering LLC reserves the right to charge for invoice preparation time by staff members. Monthly invoices will be submitted based upon percentage of services completed and reimbursable expenses. Any comments or discrepancies, relative to invoices shall be submitted in writing within fourteen (14) days or the account will be considered correct.

For professional services billed on an hourly basis, Bright View Engineering LLC reserves the right to invoice all overtime services performed by our employees using our Technical Staff Hourly Rate Schedule in effect at the time of services at ONE AND ONE-HALF TIMES our standard hourly rate for those employees.

Expenses incurred for services, equipment, and facilities not furnished by Bright View Engineering LLC are charged to the Client at cost plus an up charge not to exceed 15 percent of the invoice for said services.

Client shall pay Bright View Engineering LLC for reimbursable expenses, including, but not limited to, application fees, printing and reproduction, courier and express delivery service, special/overnight mailings, facsimile transmissions, specialized equipment and laboratory charges, and costs of acquiring materials specifically for the Client. Reimbursable charges will be added to each monthly invoice and are part of Client's responsibility.

### **4.0 PAYMENT:**

Bright View Engineering LLC bills are payable in full UPON RECEIPT and **payment is expected within thirty (30) days**. We reserve the right to assess a late charge of 1.5 percent per month for any amounts not paid within 45 days of the billing date. In the event payment is not made according to the terms and conditions herein, the matter may proceed to a collections agency or to an attorney for collection. Client shall be responsible for fees charged by the collections agency and/or attorney's fees incurred to collect the monies owed. Should the matter proceed to court, client shall also be responsible for court costs.

In addition, where payment is not received in accordance with the terms of this contract, Bright View Engineering LLC reserves the right to withdraw any applications too federal, state, or local regulatory agencies / boards filed on behalf of the client with the understanding that these applications are the property of Bright View Engineering LLC. Bright View Engineering LLC will provide you with written notification two (2) weeks prior to taking any action to withdraw an application submitted on behalf of the client. If payment of all outstanding invoices is not received within two (2) weeks of receipt of this letter, Bright View Engineering LLC will withdraw all pending applications for the project.

### **5.0 RETAINER:**

**Bright View Engineering LLC reserves the right to request a retainer from the Client prior to the commencement of services on a project. While retainers are collected prior to the start of a project, the retainer is held to the end of the project and will be applied to the final invoices. Retainers are not applied to the beginning of the project.**

### **6.0 RIGHT OF ENTRY/JOBSITE:**

Client will provide for right of entry for Bright View Engineering LLC personnel and equipment necessary to complete our services. While Bright View Engineering LLC will take all reasonable precautions to minimize any damage to the property, it is understood by the Client that in the normal course of our services some damage may occur, the correction of which is not part of this Agreement.

Client shall furnish or cause to be furnished to Bright View Engineering LLC all documents and information known to the Client that relate to the identity, location, quantity, nature, or characteristics of any hazardous or toxic substances at, on, or under the site. In addition, the Client will furnish or cause to be furnished such other information on surface and subsurface site conditions required by Bright View Engineering LLC for proper performance of its services. Bright View Engineering LLC shall be entitled to rely on the accuracy and completeness of Client provided documents and information in performing the services required under this Agreement and Bright View Engineering LLC assumes no responsibility or liability for their accuracy or completeness.

Bright View Engineering LLC will not direct, supervise, or control the work of Client's contractors or their subcontractors. Bright View Engineering LLC shall not have authority over or responsibility for the construction means, methods, techniques, sequences, or procedures and Bright View Engineering LLC's services will not include a review or evaluation of the contractors (or subcontractor's) safety precautions, programs or measures.



Township Comprehensive Parking Study  
West Orange Township, Essex County, New Jersey  
**BVE Project No.: 241120**  
**June 27, 2024**  
Page 11 of 14

Bright View Engineering LLC shall be responsible only for its activities and that of its employees on any site. Neither the professional activities nor the presence of Bright View Engineering LLC or its employees or subcontractors on a site shall imply that Bright View Engineering LLC controls the operations of others, nor shall this be construed to be an acceptance by Bright View Engineering LLC of any responsibility for jobsite safety.

**7.0 UTILITIES:**

In the execution of our services, Bright View Engineering LLC will take reasonable precautions in accordance with the professional standard of care to avoid damage or injury to subterranean structures or utilities. The Client agrees to hold Bright View Engineering LLC harmless and defend and indemnify Bright View Engineering LLC for any claims or damages to subterranean structures or utilities, which have not been marked-out under the One-Call system or are not shown or are incorrectly shown on the plans furnished.

**8.0 TERMINATION OR SUSPENSION OF SERVICES:**

Should Client fail to make payments when due or is otherwise in material breach of this Agreement, Bright View Engineering LLC at their election may suspend services at any time after PROVIDING WRITTEN NOTICE TO THE CLIENT until payments are brought current. Bright View Engineering LLC shall have no liability whatsoever to the Client for any costs or damages as a result of such suspension and the Client agrees to indemnify and hold Bright View Engineering LLC harmless from any claim or liability resulting from such suspension.

This Agreement may be terminated by either party upon seven (7) days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof. Such termination shall not be effective if that substantial failure has been remedied before expiration of the period specified in the written notice. In the event of termination, Bright View Engineering LLC shall be paid for service performed to the termination notice date plus reasonable termination expenses.

In the event of termination, or suspension for more than three (3) months, prior to completion of all services contemplated by the Agreement, Bright View Engineering LLC may complete such analyses and records as are necessary to complete its files and may also complete a report on the services performed to the date of notice of termination or suspension. The expenses of termination or suspension shall include all direct costs of Bright View Engineering LLC in completing such analyses, records, and reports.

**9.0 SUBCONTRACTORS:**

Bright View Engineering LLC prefers that its Clients directly retain other contractors whose services are required in connection with field services for a project (e.g., drillers, analytical laboratories, transporters, etc.), except in unusual circumstances. As a service, we will advise Clients with respect to selecting other such contractors and will assist Clients in coordinating and monitoring their performance. In no event will we assume any liability or responsibility for the work performed by other contractors, or for their failure to perform any work, regardless of whether we hire them directly as subcontractors, or only coordinate and monitor their work. When Bright View Engineering LLC does engage a subcontractor on behalf of the Client, the expenses incurred, including rental of special equipment necessary for the work, will be billed as they are incurred, at cost plus an up-charge not to exceed 20 percent of the invoice. By engaging us to perform services, you agree to defend, indemnify, and hold Bright View Engineering LLC its directors, officers, employees, and other agents harmless from and against any and all claims, losses, liabilities, damages, demands, costs, or judgments arising out of or relating in any way to the performance or non-performance of work by another contractor or subcontractor. In addition, Client agrees to pursue recovery of and assert any claims based upon its loss, expenses and/or damages solely and directly against those contractors or subcontractors. In consideration of such indemnity and waiver, Bright View Engineering LLC agrees to assign its rights and/or claims against those contractors or subcontractors pursuant to the contractors' or subcontractors' agreements with Bright View Engineering LLC to the Client.

**10.0 AGREED REMEDY:**

Bright View Engineering LLC shall be liable to the Client only for direct damages to the extent caused by Bright View Engineering LLC's negligence in the performance of its services. UNDER NO CIRCUMSTANCES SHALL BRIGHT VIEW ENGINEERING LLC BE LIABLE FOR INDIRECT, CONSEQUENTIAL, PUNITIVE, SPECIAL, OR EXEMPLARY DAMAGES, OR FOR DAMAGES CAUSED BY THE CLIENT'S FAILURE TO PERFORM ITS OBLIGATIONS. With regard to services involving hazardous substances, Bright View Engineering LLC has neither created nor contributed to the creation or existence of any actually or potentially hazardous, radioactive, toxic, or otherwise dangerous substance or condition at any site, and its compensation is in no way commensurate with the potential liability that may be associated with a substance or site.

To the fullest extent permitted by law, the total liability, in the aggregate, of Bright View Engineering LLC and Bright View Engineering LLC's officers, directors, employees, agents and consultants to Client and anyone claiming by, through or under Client, for any and all injuries, claims, losses, expenses, or damages whatsoever arising out of in any way related to Bright View Engineering LLC's services, the Project or this Agreement, from any cause or causes whatsoever, including but not limited to, negligence, strict liability, breach of contract or breach of warranty shall not exceed the total compensation received by Bright View Engineering LLC under this Agreement, not including reimbursable expenses and any sub consultant fees rendered on the project.

It is intended by the parties to this Agreement that Bright View Engineering LLC's services in connection with the project shall not subject Bright View Engineering LLC's individual employees, officers, or directors to any personal legal exposure for the risks associated with this project. Therefore, the Client agrees that as the Client's sole and exclusive remedy, any claim, demand, or suit shall be directed and/or asserted only against Bright View Engineering LLC, a New Jersey corporation, and not against any of Bright View Engineering LLC's employees, officers or directors.

**11.0 LIABILITY TO THIRD PARTIES:**

The Client agrees to be solely responsible for, and to defend, indemnify, and hold Bright View Engineering LLC harmless from any and all liabilities, claims, damages and costs (including reasonable attorney's fees and defense costs) by third parties arising out of, or in any way related to, our performance or non-performance of services, except claims for personal injury, death, or personal property damage to the extent caused by the sole negligence, gross negligence or willful misconduct of employees of Bright View Engineering LLC

**12.0 INDEMNIFICATION:**

Bright View Engineering LLC shall maintain, at its own expense, Workers Compensation Insurance, Comprehensive General Liability Insurance, and Professional Liability Insurance at all times and will, upon request, furnish insurance certificates to the Client.

To the fullest extent permitted by law, Client shall indemnify, defend and hold harmless Bright View Engineering LLC and its agents, officers, directors and employees, subcontracts or consultants (herein for the remainder of this section collectively referred to as Bright View Engineering LLC) from and against all claims, damages, losses and expenses, whether direct, indirect or consequential or punitive, including but not limited to fees and charges of attorneys and court and arbitration costs, arising out of or resulting from the services of Bright View Engineering LLC or any claims against Bright View Engineering LLC arising from the acts, omissions or work of others,

70 South Orange Avenue, Suite 109  
Livingston, New Jersey 07039

P.O. Box 99  
Roseland, NJ 07068

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904  
BrightViewEngineering.com



Township Comprehensive Parking Study  
West Orange Township, Essex County, New Jersey  
**BVE Project No.: 241120**  
**June 27, 2024**  
Page 12 of 14

unless it is proven in a court of competent jurisdiction that Bright View Engineering LLC is guilty of negligence, gross negligence, or willful misconduct in connection with the services and such negligence, gross negligence, or willful misconduct was the sole cause of the damages, claims, and liabilities.

Client agrees to defend, indemnify and hold harmless Bright View Engineering LLC from and against all claims, damages, losses and expenses, direct or indirect, and consequential damages, including but not limited to fees and charges of attorneys and court, and arbitration costs, brought by any person or entity, or claims against Bright View Engineering LLC which arise out of, are related to, or are based upon, the actual or threatened dispersal, discharge, escape, release, or saturation of smoke, vapors, soot, fumes, acids, alkalis, toxic chemical, radioactive materials, liquids, gases, or any other material, upon it or into the surface or subsurface soil, water or watercourse, objects, or any tangible or intangible matter.

To the fullest extent permitted by law, such indemnification shall apply regardless of the fault, negligence breach of warranty or contract, or strict liability of Bright View Engineering LLC. This indemnification shall not apply to claims, damages, losses, or expenses which are determined by a court of competent jurisdiction to be the sole result of negligence or willful misconduct by Bright View Engineering LLC of obligations under this Agreement.

**13.0 ASSIGNS:**

The Client may not delegate, assign, sublet, or transfer his duties or interest in the Agreement without written consent of Bright View Engineering LLC. Bright View Engineering LLC shall not, in connection with any such assignment by the Client, be required to execute any documents that in any way might, in the sole judgment of Bright View Engineering LLC, increase Bright View Engineering LLC's contractual or legal obligations or risks, or the availability or costs of its professional or general liability insurance.

The Agreement shall not create any rights or benefits to parties other than the Client and Bright View Engineering LLC, and nothing contained in this Agreement shall create a contractual relationship with, or a cause of action in favor of, a third party against either the Client or Bright View Engineering LLC. Bright View Engineering LLC's services hereunder are being performed solely for the benefit of the Client, and no other entity shall have any claim against Bright View Engineering LLC because of this Agreement of Bright View Engineering LLC's performance or nonperformance of services hereunder.

**14.0 OWNERSHIP AND RESTRICTION ON REUSE OF DOCUMENTS:**

All drawings, calculations, reports, plans, specifications, computer files, field data, notes, and other documents and instruments ("Documents") prepared by Bright View Engineering LLC are and remain the property of Bright View Engineering LLC as instruments of service. The Documents may not be copied by the Client or others on extensions of this project or on any other project. The Client agrees not to use Bright View Engineering LLC's Documents for marketing purposes, for projects other than the project for which the Documents were prepared by Bright View Engineering LLC, or for future modifications to this project, without Bright View Engineering LLC's express written permission. Any reuse or distribution to third parties without such express written permission or project-specific adaptation by Bright View Engineering LLC will be at the Client's sole risk and without liability to Bright View Engineering LLC or its employees, subsidiaries, independent professional associates, sub consultants, and subcontractors. The Client shall, to the fullest extent permitted by law, indemnify, defend, and hold harmless Bright View Engineering LLC from and against any and all expenses, fees, demands, liabilities, suits, actions, claims, damages, or losses including attorneys' fees and costs, arising out of, or resulting from such unauthorized distribution or reuse of Documents.

Computer files are not considered part of deliverables unless specifically requested or required by the signed contract. If computer files are required, Bright View Engineering LLC shall provide Client files subject to the following conditions:

The Client must execute our standard Electronic Media Release form prior to any distribution of files. The Client recognizes that data, plans, specifications, reports, documents, or other information recorded on or transmitted as electronic media are subject to undetectable alteration, either intentional or unintentional due to, among other causes, transmission, conversion, media degradation, software error, or human alteration. Accordingly, it is understood that electronic files provided to the Client are for informational purposes only and are not intended as an end-product. Bright View Engineering LLC makes no representation of any warranties, either expressed or implied, regarding the fitness or suitability of the electronic documents. Accordingly, the Client agrees to waive any and all claims against Bright View Engineering LLC and Bright View Engineering LLC's consultants relating in any way to the unauthorized use, reuse or alteration of the electronic documents. Any unlicensed use or reuse of the documents without our written consent will constitute a violation of our copyright. Only original plans and reports of the most recent date bearing the signature and the embossed seal of the professional will be considered documents of record.

Bright View Engineering LLC shall maintain in its storage facility, samples collected as part of their services provided for a period of three (3) months after issuance of final reports. After the three (3) month time limit, all samples will be disposed of in accordance with appropriate regulations at the time. Extended storage of samples can be arranged at an additional cost to be established on a project-by-project basis.

**15.0 GENERAL CONDITIONS:**

Bright View Engineering LLC shall not be responsible for the delays caused by factors beyond its reasonable control, including but not limited to delay due to accidents, an act of God, fire, hurricane, flood, explosions, strike, boycott or other labor dispute, failure of the Client to furnish timely information or approve or disapprove of Bright View Engineering LLC's services or work product, delays caused by faulty performance by the Client or contractors of any level, or by acts of Government, which, in the opinion of Bright View Engineering LLC, could not have been reasonably foreseen and provided for, such delay will entitle Bright View Engineering LLC to an extension of time in performing its Services. If there is any increase in the total cost of providing Services by reason of any such delay, Bright View Engineering LLC will notify Client of particulars, and Client will pay for such increase. When such delays beyond Bright View Engineering LLC's reasonable control occur, the Client agrees that Bright View Engineering LLC shall not be responsible for damages, nor shall Bright View Engineering LLC be deemed in default of this Agreement.

The fees quoted in this proposal assume that upon authorization, this project will commence through to completion without a stop work order from the Client. Should a stop work order be received from the Client before completion of the project or any task, additional fees may be required to restart the project.

**16.0 ENTIRE AGREEMENT:**

This Agreement comprises the final and complete Agreement between the Client and Bright View Engineering LLC. It supersedes all prior or contemporaneous communications, representations, or Agreements, whether oral or written, relating to the subject matter of this Agreement. Execution of this Agreement signifies that each party has read the document thoroughly, has had the opportunity to have questions explained by independent counsel and is satisfied with the terms and conditions contained herein. Amendments to this Agreement shall not be binding unless made in writing and signed by both the Client and Bright View Engineering LLC.

To the extent Client provides its own Agreement and that Agreement conflicts with or is silent with respect to any term or condition expressed herein, these conditions shall prevail and shall be binding upon the parties.

70 South Orange Avenue, Suite 109  
Livingston, New Jersey 07039

P.O. Box 99  
Roseland, NJ 07068

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BrightViewEngineering.com





**2024 RATE SCHEDULE**  
**TECHNICAL STAFF RATES**

| <b>BILLING TITLES</b>               | <b>HOURLY RATES</b> |
|-------------------------------------|---------------------|
| Principal .....                     | 185.00              |
| Senior Technical Director .....     | 185.00              |
| Senior Project Professional .....   | 175.00              |
| Senior Project Manager .....        | 170.00              |
| Project Professional .....          | 165.00              |
| Technical Director .....            | 160.00              |
| Project Manager .....               | 160.00              |
| Senior Project Specialist .....     | 155.00              |
| Senior Technical Professional ..... | 150.00              |
| Project Specialist .....            | 150.00              |
| Senior Technical Specialist .....   | 145.00              |
| Technical Professional .....        | 140.00              |
| Senior Specialist .....             | 135.00              |
| Technical Specialist .....          | 135.00              |
| Specialist .....                    | 120.00              |
| Senior Data Technician .....        | 105.00              |
| Senior Technical Assistant .....    | 95.00               |
| Technical Assistant .....           | 85.00               |
| Data / Field Technician .....       | 75.00               |
| Survey Crew – 2 Man .....           | 190.00              |
| Survey Crew – 1 Man .....           | 160.00              |
| Expert .....                        | 260.00              |
| Sr. LSRP .....                      | 235.00              |
| LSRP .....                          | 200.00              |

**REIMBURSABLE EXPENSES**

|                                                |                 |
|------------------------------------------------|-----------------|
| General Expenses .....                         | Cost + 15%      |
| Travel (Hotel, Airfare, Meals) .....           | Cost + 15%      |
| Sub-Consultants/Sub-Contractors .....          | Cost + 15%      |
| Mileage Reimbursement* .....                   | 0.67 / Per Mile |
| Plotting .....                                 | 3.50 / Each     |
| Computer Mylars / Color Plots .....            | 45.00 / Each    |
| Photo Copies .....                             | 0.25 / Each     |
| Color Photo Copies .....                       | 1.50 / Each     |
| Document Binding .....                         | 3.00 / Each     |
| Compact Disk CD/DVD .....                      | 75.00 / Each    |
| Exhibit Lamination (24" x 36" or larger) ..... | 50.00 / Each    |

\* Mileage reimbursement subject to change based upon IRS standard mileage rate.  
RATES ARE EFFECTIVE THROUGH DECEMBER 31, 2024



#### **SECTION IV – CLIENT CONTRACT AUTHORIZATION**

I hereby declare that I am duly authorized to sign binding contractual documents. I also declare that I have read, understand, and accept this contract.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

If you find this proposal acceptable, **please sign where indicated above in Section IV, return one signed copy** to this office as a formal notice-to-proceed. Invoices are due within 30 days. This proposal is valid until September 1, 2024.

We appreciate the opportunity of submitting this proposal and look forward to working with you on this project.

Very truly yours,

**BRIGHT VIEW ENGINEERING**

  
John Jahr, P.T.P., I.S.O.S.  
Principal  
(732) 236-7557

jaf:JJJ

<https://bvengr.sharepoint.com/sites/bvengr/proj/241120-WOT-ParkingStudy/1-Proposals/241094-Prop-r1.docx>

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P.O. Box 99  
Roseland, NJ 07068



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/16/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

|                                                                    |                                                                                                                             |                                |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| PRODUCER<br>DKB Group, LLC<br>7 Oak Pl Ste 8<br>Montclair NJ 07042 | CONTACT<br>NAME: Hayri Darzanoff<br>PHONE<br>(A/C, No, Ext): 973-337-5718<br>E-MAIL<br>ADDRESS: hdarzanoff@dkbinsurance.com | FAX<br>(A/C, No): 973-337-5988 |
| INSURER(S) AFFORDING COVERAGE                                      |                                                                                                                             | NAIC #                         |
| INSURER A : RLI Insurance Company                                  |                                                                                                                             | 13056                          |
| INSURER B : National Casualty Company                              |                                                                                                                             | 11991                          |
| INSURER C :                                                        |                                                                                                                             |                                |
| INSURER D :                                                        |                                                                                                                             |                                |
| INSURER E :                                                        |                                                                                                                             |                                |
| INSURER F :                                                        |                                                                                                                             |                                |

## COVERAGES

CERTIFICATE NUMBER: 1335313560

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                                                               | ADDL INSD  | SUBR WVD | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                                                                                                                                                                                      |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------|---------------|-------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A        | <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY<br><input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC<br>OTHER: |            |          | PSB0007253    | 10/15/2023              | 10/15/2024              | EACH OCCURRENCE \$2,000,000<br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000<br>MED EXP (Any one person) \$10,000<br>PERSONAL & ADV INJURY \$2,000,000<br>GENERAL AGGREGATE \$4,000,000<br>PRODUCTS - COMP/OP AGG \$4,000,000<br>\$ |
| A        | <input type="checkbox"/> AUTOMOBILE LIABILITY<br><input type="checkbox"/> ANY AUTO<br><input type="checkbox"/> OWNED AUTOS ONLY<br><input checked="" type="checkbox"/> HIRED AUTOS ONLY<br><input type="checkbox"/> SCHEDULED AUTOS<br><input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY                 |            |          | PSB0007253    | 10/15/2023              | 10/15/2024              | COMBINED SINGLE LIMIT (Ea accident) \$2,000,000<br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$<br>\$                                                                              |
| A        | <input type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR<br><input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE<br>DED RETENTION \$                                                                                                                    |            |          | PSE0003624    | 10/15/2023              | 10/15/2024              | EACH OCCURRENCE \$5,000,000<br>AGGREGATE \$5,000,000<br>\$                                                                                                                                                                                  |
| A        | <input type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY<br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                                 | Y / N<br>N | N / A    | PSW0004056    | 10/15/2023              | 10/15/2024              | <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER<br>E.L. EACH ACCIDENT \$1,000,000<br>E.L. DISEASE - EA EMPLOYEE \$1,000,000<br>E.L. DISEASE - POLICY LIMIT \$1,000,000                                      |
| B        | Professional Liability                                                                                                                                                                                                                                                                                          |            |          | JEO0002271    | 10/15/2023              | 10/15/2024              | Per Claim Aggregate 2,000,000<br>2,000,000                                                                                                                                                                                                  |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

## CERTIFICATE HOLDER

## CANCELLATION

Evidence of Insurance

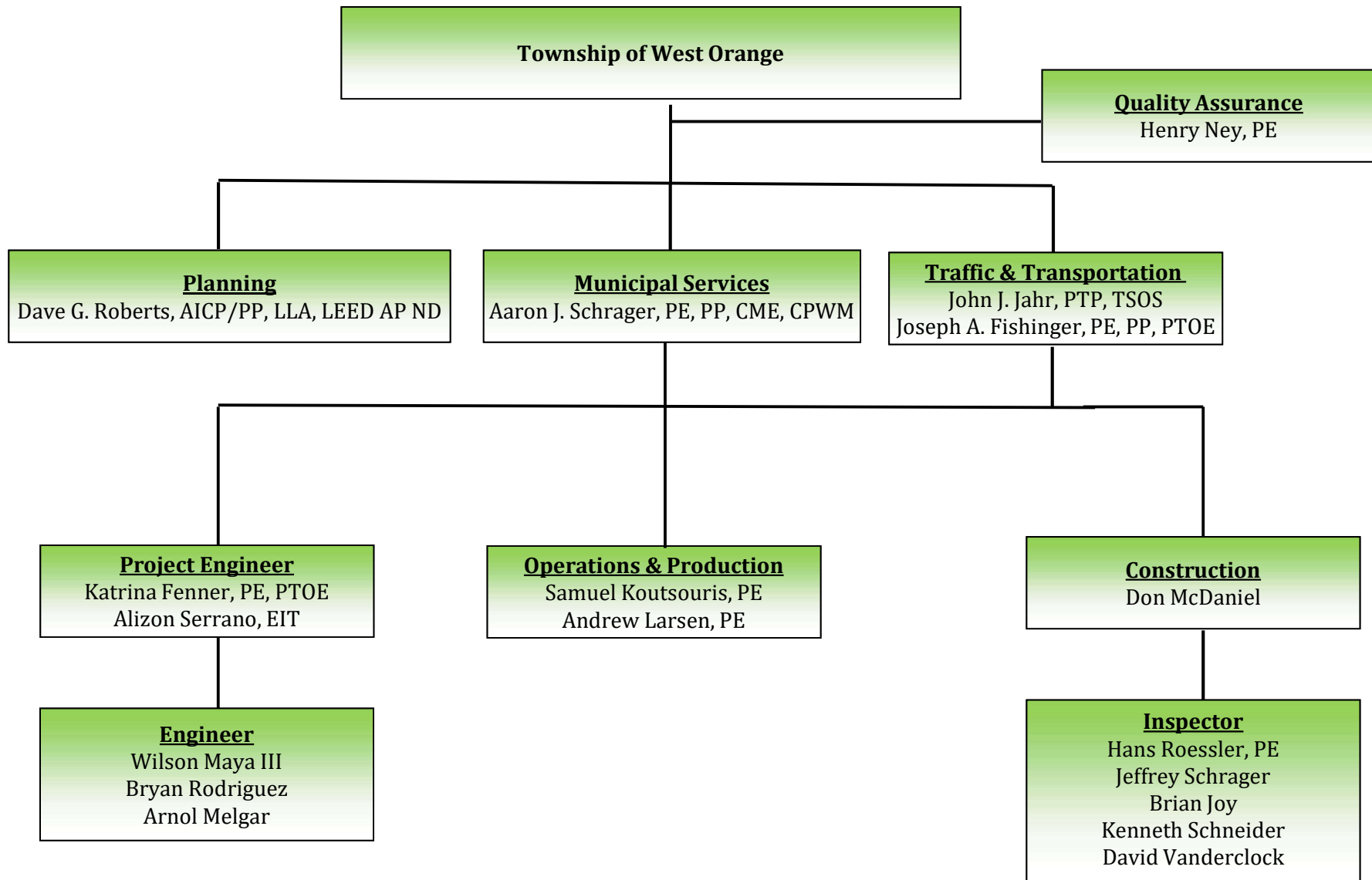
SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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**Bright View Engineering, LLC**  
**Traffic Engineering, Transportation Planning, & Construction Oversight**



**Bright View Engineering**  
*Moving you forward*



#### EDUCATION

- BS, Civil Engineering;  
Rutgers University

#### PROFESSIONAL REGISTRATIONS

- Professional Engineer  
(P.E.)
- Professional Planner  
(P.P.)
- Professional Traffic  
Operations Engineer  
(P.T.O.E.)

#### PROFESSIONAL AFFILIATIONS

- Institute of Transportation  
Engineers

## JOSEPH A. FISHINGER, JR. P.E., P.P., PTOE DIRECTOR OF TRAFFIC ENGINEERING

#### EXPERIENCE

Mr. Fishinger has over 25 years of experience in traffic engineering and project management, with an expertise in traffic analysis, intersection design, and traffic signal design. Mr. Fishinger has designed and managed intersection improvement projects for state departments of transportation, as well as County and Municipal governments. In addition to his private sector design experience, Mr. Fishinger also served as the Somerset County Traffic Engineer from 2006 to 2015, where he handled improvement projects from initial identification of the problem through design and into construction and operation.

#### PROJECTS

##### **Essex County 11 Intersections Design**

##### **Valley Street, Maplewood & South Orange Townships, Essex County**

Project manager responsible for overseeing the preparation of traffic signal designs and related intersection improvements for 11 intersections on Valley Street in Maplewood and South Orange Townships for Essex County. The design was funded directly by Essex County, with construction funding obtained through an NJTPA Local Safety Program grant. Even with local design, funding, the design of the project followed federal funding requirements.

##### **Essex County 7 Intersections Design**

##### **Springfield Avenue, Irvington Township, Essex County**

Project manager responsible for overseeing the preparation of traffic signal designs and related intersection improvements for 7 intersections on Springfield Avenue in Irvington Township for Essex County. The design was funded directly by Essex County, with construction funding obtained through an NJTPA Local Safety Program grant. Even with local design, funding, the design of the project followed federal funding requirements.

##### **2018 & 2020 Consultant Assistance with LSP Studies and Analyses Various Locations, NJTPA Region**

Project manager for the 2018 and 2020 Consultant Assistance with LSP Studies contracts, responsible for overseeing the various task orders requested by NJTPA sub-regions, including the preparation of HSM analyses. Mr. Fishinger was successful in completing the various task orders by maintaining a large project team that could handle multiple task orders concurrently.

##### **Essex County Corridor Improvements**

##### **Lyons Avenue and Chancellor Avenue, Newark City, Essex County**

Project manager responsible for overseeing the preparation of traffic signal designs and related intersection improvements for the Lyons Avenue and Chancellor Avenue corridors for Essex County. Construction funding for the project was obtained through an NJTPA Local Safety Program grant and the design of the project followed federal funding requirements.

#### **Somerset County, Traffic Engineer Somerset County, NJ**

Project Manager responsible for prepared speed/delay studies and queueing analysis, crash analysis, Highway Capacity / LOS Analysis, using Highway Capacity Software, HCS, and Synchro and traffic signal design plans for the implementation of a traffic signal consistent with MUTCD and NJDOT Standard Roadway Construction and Traffic Control Details. Design and project management for the project was funded by Somerville Borough through an inter-local agreement with Somerset County and construction funding was provided through NJTPA using Federal Local Safety Program Funds.

#### **Mountain Avenue Pedestrian Safety Improvements**

While serving as Traffic Engineer for Somerset County, served as project manager for the Mountain Avenue Pedestrian Safety Improvements project which includes pedestrian safety and ADA compliance improvements at 22 intersections including 2 traffic signals on Mountain Avenue in North Plainfield Borough. The project was funded through the NJTPA Local Safety Improvements program for both design and construction.

#### **Somerville Borough Safe Streets to Transit**

While serving as Traffic Engineer for Somerset County, prepared the design plans and administered construction inspection for the construction roadway and sidewalk improvements along Veterans Memorial Drive in Somerville Borough. Construction for the project was funded through NJDOT's Safe Streets to Transit program. Tasks included grant preparation, design of the improvements and management of construction inspection, including coordination with New Jersey Transit.

#### **Route 22 Sustainable Corridor Long Term Improvements**

While serving as Traffic Engineer for Somerset County, managed the preparation of the Route 22 Sustainable Corridor Long Term Improvements Concept Development Study. This study looked at an approximately 3 mile stretch of US Route 22 in Bridgewater Township and Somerville Borough to identify improvements to reduce congestion, improve safety, and provide bicycle and pedestrian accommodations along the corridor.

#### **Washington Avenue Safety Improvements**

While serving as Traffic Engineer for Somerset County, prepared the conceptual and final design of intersection modifications and a road diet for Washington Avenue from US Route 22 to the Middlesex County border. The project included redesigning the intersection include opposing left turn lanes and left turn arrows as well as changing the four lane section to three lanes, including a center left turn lane. The project ultimately received Federal Local Safety Program funds for construction.

#### **Bridge St & Cliff Street Signal Installation**

While serving as Traffic Engineer for Somerset County, prepared traffic studies, crash analysis final design plans for the implementation of a traffic signal. Design and project management for the project was funded by Somerville Borough through an inter-local agreement with Somerset County and construction funding was provided through NJTPA using Federal Local Safety Program Funds.

#### **New Centre Road and River Road Safety Improvements**

While serving as Traffic Engineer for Somerset County managed the implementation of a high friction pavement treatment on River Road and New Centre Road in Hillsborough Township using Federal High Risk Rural Road funding. In each case, the roadway was resurfaced and micro-milled to provide additional roadway friction to reduce run off the road and out of control crashes, particularly during wet weather. On each roadway, the project included identification of the problem, determination of the improvement, design of the improvement, procurement of funding and management of the construction contract.





THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER, WITH A MULTI-COLORED  
BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

**State Of New Jersey**  
**New Jersey Office of the Attorney General**  
**Division of Consumer Affairs**



THIS IS TO CERTIFY THAT THE  
**Board of Prof. Engineers & Land Surveyors**

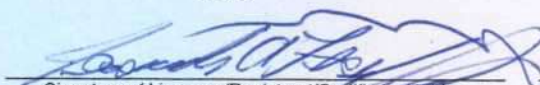
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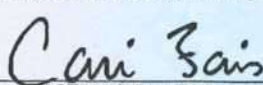
Joseph A. Fishinger  
70 South Orange Ave  
Suite 109  
Livingston NJ 07039

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

02/23/2024 TO 04/30/2026  
VALID

24GE04613400  
LICENSE/REGISTRATION/CERTIFICATION #

  
Signature of Licensee/Registrant/Certificate Holder

  
ACTING DIRECTOR

# Transportation Professional Certification Board Inc.

1627 Eye Street NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0060 • [www.tpcb.org](http://www.tpcb.org)

Mr. Joseph A. Fishinger, Jr., PE, PP, PTOE:

We want to congratulate you and thank you for renewing your certification as a PTOE. The Transportation Professional Certification Board and staff commend you on your commitment to your profession and stand ready to assist you. Some important things to note:

1. Your certification is renewed through 7/20/2026.
2. You will not be receiving a new certificate as the one sent to you originally does not indicate an expiration date and can be displayed as long as you are a PTOE. Your certificate does indicate your original certification date.
3. At the end of the three-year period, your certification will need to be renewed again. This can be done without examination provided you have met the continuing education requirements and submitted the necessary PDHs/CMs.
4. Just a reminder that you can use the free Record-keeping System if you are an ITE member, but if you are a non-member, you may use this template to keep track of your credits.  
<https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf>

We thank you for your continuing support of the Certification Program and wish you the best of luck in the coming years.

Sincerely,

Joseph C. Baskus, P.E., PTOE, RSP1  
Chair, Transportation Professional Certification Board



## EDUCATION

- B.S. Civil Engineering,  
Worcester Polytechnic Institute,  
2000

## PROFESSIONAL CERTIFICATIONS

- Professional Engineer
- Flood Plain Manager
- Public Works Manager
- Professional Planner
- Municipal Engineer

## AARON J. SCHRAGER, P.E. Engineer

## EMPLOYMENT EXPERIENCE

**City Engineer (2011 – present)**  
**Deputy Director of Community Services (2015 – present)**  
**Manager of Sanitary Sewer Utility (2011 – present)**  
**City of Summit**  
**Summit, Union County, NJ**

### Budgeting & Personnel Management

Responsible for a sixty-five (65) person staff which includes the Engineering Division, Public Works Division, Administrative Support, and Sanitary Sewer Utility. Prepare and manage a \$7.3M operating and \$4.3M annual capital budget.

### Infrastructure Maintenance

Manage the daily and long term planning for the City's infrastructure which including: 80 roadway miles, 2700 drainage structures, 103 stormwater outfalls, 30 traffic signals, 200 street lights, and 38 buildings. Responsible for implementation of the infrastructure projects approved in the City's capital budget. Administer continuous maintenance programs such as storm sewer cleaning, crack filling, and microsurfacing. Manage and maintain the City's open spaces and recreation facilities, City street trees, and management of the City Forester.

### Emergency Management

Provide GIS based mapping and report updates at City's Emergency Operations Center, when activated. Oversee the City's cleanup of all winter weather events.

### Utilities

Directly responsible for the City's Sanitary Sewer Utility. The City's Sewer Utility includes four (4) full time personnel to operate 80 miles of sewer lines with four (4) pump station and collection and conveyance of 4MGD. Oversee operation of the City's Transfer Station and City collection of rear-yard garbage collection for 8,000 dwellings. Provide Engineering and Consulting services to the City's Parking Utility which maintains 2,800 parking spaces and two (2) tiered parking garages.

### Downtown Management

Present at monthly meetings with the City's Special Improvement District. Work with downtown merchants and committees to enhance amenities within the Downtown and to promote the recruitment of new businesses and ideas.



Shared Services & Cost Savings

Successfully completed cost sharing projects utilizing staff and equipment from Union County. Manage a six (6) town equipment and labor sharing consortium. Pursue opportunities to share costs through partnerships for vehicle maintenance with the Board of Education, Engineering with neighboring towns, and purchasing through co-ops or State contracts.

Redevelopment & Master Planning

Assisted with the City's 2016 Master Plan Re-examination. Completed and implemented a Sanitary Sewer and Drainage Master Plan. Developed a road rating system which is utilized for efficient capital planning. Assisted the Environmental Commission in their creation of a Bicycle Master Plan. Developing a Sidewalk Master plan in conjunction with the BOE walking routes and the City Police.

Permitting and Interagency Coordination

Coordinator for various permits required by various government agencies which include: NJDEP annual stormwater permit, NJDEP air quality permits for generators and boilers, soil conservation permits on road/drainage projects, amusement ride permits for structures at the City Municipal Pool and permitting of the City's Transfer Station. Coordinate meetings on a continual basis with Engineering Departments from surrounding municipalities and Union County. Communicate with the various utilities that serve the City, NJDOT and NJ Transit.

Technology

Manage and maintain full access to the City's GIS system which includes mapping of most City assets. Implemented the installation of a web based work order system for DPW foreman to manage remotely from the field.

Traffic Control and Pedestrian Safety

Coordinate and implement traffic control measures with the City's Traffic Bureau. Conduct an average of twenty (20) speed studies each year. Annually inspect the City's thirty (30) traffic signals and schedule upgrades as needed. Research and install modern technology and measures such as flashing pedestrian beacons, bump outs, medians, enhanced crosswalks and LED lighting.

## PREVIOUS EMPLOYMENT

**City of Summit****Summit, Union County, NJ**

Assistant City Engineer (2008 – 2011)

**Harold E. Pellow & Associates (May 2007 – June 2008)****Augusta, Sussex County, NJ**

Served as Review Engineer for various Sussex County Land Use and Zoning Boards. Served as Lead Project Engineer on NJTPA funded realignment project on Route 517 in Hardyston, NJ. Served as Project Manager on North Shore Road Reclamation Project in Byram Township, NJ.

**Maser Consulting, PA (February 2000 – May 2007)****Mount Arlington, Morris County, NJ**

Responsible for marketing private development work, writing proposals, client maintenance. Prepared plans, reports, permit applications and construction estimates for a variety of construction projects including residential subdivisions, single family dwellings, septic systems, commercial sites, athletic fields, sanitary sewer, detention/retention basin and roadway construction projects. Plans, reports and applications prepared in accordance with requirements of planning and zoning ordinances, NJDEP, RSIS, and NJDOT. Manage office's private development projects. Provided testimony to various planning/zoning boards for variance and site plan approvals.

- Project Engineer – Geographic Discipline Leader, Private Development
- Review Engineer for City of Summit Planning and Zoning Boards.
- Project Engineer for Borough of Little Ferry's Veterans Park project.
- Prepared Stormwater Management Plan for the Borough of Lodi.



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*Moving you forward*



## EDUCATION

- B.S., Civil Engineering, Rutgers University, 1988

## PROFESSIONAL CERTIFICATIONS

- Professional Transportation Planner (PTP)
- Traffic Signal Operations Specialist (TSOS)

## PROFESSIONAL AFFILIATIONS

- Institute of Transportation Engineers
- American Society of Civil Engineers
- National Academy of Science
- Traffic Signal Operations Specialist

## PUBLICATIONS

### Parking needs and demand of Medical Offices

- Mega Mall Development "How much Traffic do they Generate"
- Truck Traffic and Their Impacts
- JCP&L Utility Engineering (Contributor to Public ROW)
- Housing and Traffic Impacts

## US ACCESS BOARD

### ADA TRAINING

- Nov 2011 Hearings on proposed guidelines, Washington DC
- July 2011 adoption of proposed guidelines, Washington DC
- May 2011 Compliance to ADA Act, Rutgers CAIT
- March 2012 Accessibility for Pedestrian Facilities in Public ROW, Melissa Anderson

### US Access Board

- April 2013, ADA PROWAG Design Implementation and Strategies
- May 2013, American with Disabilities Act, Examination of Design, and Construction Elements

## JOHN J. JAHR, PTP, TSOS Principal

## EXPERIENCE

Mr. Jahr has more than 29 years of experience in all aspects of traffic and transportation planning and engineering. His experience includes traffic impact studies; parking studies; travel demand projections; signal design; roadway construction plans; ADA compliance; accessibility route planning, design and construction; conceptual highway design; local road design; interstate highway design; ITS Implementation and Deployment; utility engineering; electrical plans; Intelligent Transportation System (ITS) design and implementation, roadway and intersection design; transportation system modeling; traffic data collection; and alternative analysis.

As manager of Municipal Traffic Consulting services, Mr. Jahr has provided Municipal Traffic Consulting services on Planning and Zoning Boards in Livingston, Roseland, Maplewood, Ridgewood, Emerson, New Providence, Montvale, Roselle, Linden, Evesham, Edison, and Plainfield. Additionally, he has provided services to higher education clients including Princeton University, Middlesex County College, Rutgers University, and George Washington College (DC).

## PROJECTS

### **TCNJ Parking Evaluation Ewing Township, Mercer County, NJ**

Project Manager responsible for overall project coordination. Responsibilities included coordination with project team and land developer. Proposed alternatives for the improvement of existing parking, bicycle, and pedestrian facilities. Final QA/QC of synthesized report. Analysis provided for the College's Parking Evaluation Committee and to be incorporated with future revisions of the College's Facilities Management Plan.

### **Southwest Corridor Traffic Study & Synchro Model City of Hoboken, Hudson County, NJ**

Project Manager responsible for review and finalization of traffic models and warrant analyses of Hoboken Southwest Corridor. Project includes improvements to existing traffic signals and traffic controls along both Municipal and County roadways. Review of 16 block area on street parking. Review alternative treatments in order to improve and/or maintain access and traffic flow along County corridors. Ongoing project coordination between the City of Hoboken and the Hudson County Engineer's Office.

**Princeton University/Princeton Municipality  
Princeton, Mercer County, NJ**

Performed various site-specific traffic studies and specialized Intermodal Mobility Design Project to evaluate existing pedestrian circulation, mass transit opportunities, and roadway capacity improvements. Designed and implemented various pedestrian safety improvements. Princeton University and Princeton Municipality have mandated ADA compliance on all projects in their jurisdiction. As a consultant to both entities I have provide training and guidance to them to accomplish these goals.

- **McCarter Theater**  
Responsible for the assessment study, preparation of design plans, and construction management of the installation of a mid-block cross walk. This project included installation of in pavement lights, pole amounted flashers, and all necessary signing and striping to meet the requirements of all agencies.
- **Ivy Lane Traffic Signal**  
Responsible for the preparation of a traffic signal warrant study, preparation of design plans, and construction management of the installation of a new traffic signal. This project included installation of a new aesthetically pleasing traffic signal, roadway improvements, and all necessary signing and striping to meet the requirements of all agencies.
- **Lawrence Apartments**  
responsible for the preparation of a traffic signal warrant study, preparation of design plans, and construction management of the installation of a new traffic signal. This project included installation of a new traffic signal, roadway improvements, and all necessary signing and striping to meet the requirements of all agencies.
- **Washington Road Mid-Block Crosswalk**  
Responsible for the assessment study and preparation of design for the installation of a mid-block cross walk. This project included installation of in pavement lights, pole amounted flashers, and all necessary signing and striping to meet the requirements of all agencies.
- **Washington Road and Prospect Street**  
Responsible for the preparation of a traffic signal warrant study, mid-block crosswalk study, preparation of design plans, and construction management of the installation of a new traffic signal and pedestrian signal. This project included installation of a traffic signal, roadway improvements, and all necessary signing and striping to meet the requirements of all agencies.
- **Washington Road Pedestrian Study**  
Responsible for the preparation of a traffic and pedestrian study of the Washington Road corridor from Route 27 to the mid-block crosswalk on Washington Road.
- **Traffic Facilities Maintenance Responsibility Evaluation**  
Responsible for evaluated seven traffic signals and four pedestrian crossing warning signals. The project consisted of research and meeting with University and local officials to determine the maintenance responsibility of various roadway and traffic infrastructure in the Princeton University area.

**Downtown Waterfront Redevelopment  
Toms River Township, Ocean County, NJ**

Project Manager responsible for significant portion of traffic model for 25-acre downtown redevelopment area. Proposed and finalized improvements to existing signal timing directives along Municipal, County, and State roadways. Lead coordination efforts between Township Planning Dept., County Engineer's Office, and the Dept. of Transportation.





**Potomac Mills Mall****Woodbridge, Prince William County, VA**

Project engineer responsible for trip generation and significant distribution model encompassing a 20-mile inner area and 50-mile plus outer area. Project included improvements to all area roads including Prince William Parkway and I-95 through Virginia.

**NJDOT - Route 1 Traffic Signal Modifications Improvements****Princeton, Mercer County, NJ**

Task manager responsible for Penns Neck Traffic Impact Study which led to the redesign of four traffic signals, signing, striping, ADA implementation and resurfacing of two miles of Route 1 through the Penns Neck area of Princeton. Work also included strategic highway research in the use of new paving materials and their construction, and on-site construction supervision and oversight of traffic signal construction.

**Essex County - Springfield Avenue Corridor Planning & Improvements****Maplewood Township, Essex County, NJ**

Project Manager responsible for guiding the municipal takeover of Springfield Ave. (Route 124) from NJDOT to Maplewood. Project included substantial NJDOT improvements to Springfield Avenue prior to the Township taking responsibility. Also, interlocal agreements were established, as part of this project, with Essex County for the maintenance of the traffic signals in the project.

**Springfield Avenue Corridor Improvements Phase 1 thru 5****Maplewood Township, Essex County, NJ**

Project Manager responsible for all aspects of landscape planning, traffic improvements, and overall project continuity. The project was spread out over many years and as a guiding member of the project team we worked to prepare some of the design plans, review design plans by others, and assisted with construction inspection during the final stages of the project. Project included complete design of corridor, new ADA design and implementation, town wide accessibility, traffic signal design and construction.

**NJDOT - Route 1 Traffic Signal Modifications Improvements****Princeton, Mercer County, NJ**

Task manager responsible for the redesign of four traffic signals, signing, striping, and resurfacing of two miles of Route 1 through the Penns Neck area of Princeton. Work also included strategic highway research in the use of new paving materials and their construction, and on-site construction supervision and oversight of traffic signal construction.

**PennDOT****I-95 Intermodal Mobility Project Design**

Responsibilities included the analysis of existing and future operating conditions of I-95. As part of the project, practical extensive research was performed to investigate new and innovative safety improvements (signing, striping, ITS) to minimize the design and construction costs with low maintenance.

**Essex County****Intersection Design**

Design of nine traffic signal modernizations and two new traffic signals. The project consisted of complete signal, signing and striping redesign of all intersections in the contract. Responsibilities also included construction management and inspection.

**Bloomfield Downtown Streetscape****Bloomfield, Essex County, NJ**

Provided Planning, Design, and construction oversight of 1.2 Million Dollar intersection improvement project linked to multiple ongoing projects.



**Glenwood and Conger Intersection Improvements****Bloomfield Township, Essex County, NJ**

Project Manager responsible for all aspects of traffic improvement and streetscape design. The project consisted of complete signal, signing and striping redesign. Project included new ADA design and implementation, traffic signal design and construction. Conducted public presentations and coordinated with various stakeholders to determine the most appropriate traffic management plan. Provide full construction oversight, onsite inspection, shop drawing review, utility coordination, traffic control coordination with town, review of pay estimates and final approvals.

**Route 130 and Route 33 Improvements (NJDOT)****East Windsor and Hightstown, Mercer County, NJ**

Design and Construction manager for roadway improvements on two major state highways in East Windsor Township. Work consisted of design and construction management of two new traffic signals, reconstruction of one traffic signal, construction of a new intersection, new local and state roadway extensions, high speed ramps, road widening, roadway reconstruction, disposal of hazardous materials, utility coordination, milling, paving, signing and striping.

**Route 46 & Riverview Drive Interchange (NJDOT)****Borough of Totowa, Passaic County, NJ**

Rehabilitation of an urban interchange. Work included roadway relocation, signalized intersections, new ramps, and the reconstruction of an existing overpass. Provided construction administration and traffic control coordination services on behalf of NJDOT.

**The College of New Jersey Rt 31****Ewing Township, Mercer County, NJ**

Manager responsible for oversight of improvements to Route 31. Project included improvements to an existing traffic signal, installation of a new traffic signal, minor drainage improvements, installation of a left turn lane on Route 31, underground utility relocation, above ground utility relocation, sidewalk, ADA improvements, road widening, road reconstruction, milling, paving, signing and striping. Engaged to provide coordination with NJDOT, College, Contractor, and developer to expedite project schedule. This allowed the improvements to be constructed ahead of schedule.

**Route 1 and Scudders Mill Road (NJDOT)****Plainsboro Township, Middlesex County, NJ**

Construction Manager and Traffic Control Coordinator for interchange construction on busy Route 1 corridor. The Project included elimination of an at grade intersection on Route 1 adjacent to the busy Penns Neck area. Provided traffic control guidance to contractor throughout entire project from design to construction completion. Also provided construction administration and oversight assistance and assistance with utility engineering.



**Board Traffic Consultant, Various Locations in New Jersey**

Performed review of projects and represents numerous town planning and zoning boards on matters concerning traffic engineering. Below is a brief list of some of the towns for which I am currently providing Traffic Consulting Services:

- Village of Ridgewood, Bergen County
- Englewood Cliffs, Bergen County
- Montvale Borough, Bergen County
- Northvale Borough, Bergen County
- City of Hackensack, Bergen County
- City of Hoboken, Hudson County
- Livingston Township, Essex County
- Roseland Borough, Essex County
- Maplewood Township, Essex County
- Bloomfield Township, Essex County
- Roselle Borough, Union County
- New Providence Borough, Union County
- City of Summit, Union County
- Brick Township, Ocean County

**Board Appearances**

Presented expert traffic testimony for over 100 boards in New Jersey, as well as numerous boards in New York, Pennsylvania, and Washington, DC.

**Superior Court**

Provided expert witness to the Superior Court of New Jersey.







#### EDUCATION

- B.E., Civil Engineering, 2006, Stevens Institute of Technology
- M.E., Civil Engineering, 2006, Stevens Institute of Technology

#### PROFESSIONAL CERTIFICATIONS

- Professional Engineer (PE)
  - New Jersey
  - Florida

#### PROFESSIONAL AFFILIATIONS

- American Society of Civil Engineers

## ANDREW P. LARSEN, P.E.

### SENIOR ENGINEER

#### EXPERIENCE

Mr. Larsen has over ten (10) years of experience in traffic and highway engineering. Through this experience, Mr. Larsen has considerable knowledge of the Manual on Uniform Traffic Control Devices (MUTCD), the Standard Highway Signs (SHS) Manual, the American Association of State and Highway Transportation Officials (AASHTO) publications A Policy on Geometric Design of Highways and Streets, 2018 Edition and 2011 Roadside Design Guide. He also has expertise in Americans with Disability Act and Architectural Barriers Act Accessibility Guidelines, 2010 (US Access Board), and the proposed Public Right of Way Access Guidelines (PROWAG). Mr. Larsen is proficient in CAD, including AutoTurn & GuideSign.

#### PROJECTS

##### **Essex County 11 Intersections Design Valley Street Maplewood & South Orange Townships, Essex County**

Lead designer responsible for the preparation of traffic signal designs and related intersection improvements for 11 intersections on Valley Street in Maplewood and South Orange Townships for Essex County including preparation of traffic signal and electrical plans, ADA ramp designs, specifications and construction cost estimates. Construction funding for the project was obtained through an NJTPA Local Safety Program grant and the design of the project followed federal funding requirements.

##### **Essex County Corridor Improvements Lyons Avenue and Chancellor Avenue, Newark City, Essex County**

Lead designer responsible for the preparation of traffic signal designs and related intersection improvements for the Lyons Avenue and Chancellor Avenue corridors for Essex County. Construction funding for the project was obtained through an NJTPA Local Safety Program grant and the design of the project followed federal funding requirements.

##### **County of Ocean Traffic Signal at James Street and Williams Street Lakewood Township, Ocean County, NJ**

Lead engineer for the design of a new traffic signal at the intersection of James Street (Ocean County Route 32) and Williams Street in the Township of Lakewood. Work elements include design of a new traffic signal, including push buttons and curb ramps that are compliant with current MUTCD, AADAG, and PROWAG regulations and guidelines; horizontal and vertical roadway design, including roadway widening to facilitate traffic movements at the new traffic signal; modernizing an existing at-grade railroad crossing to current AASHTO standards; roadway signing and striping; and the design of private access points, sidewalks, and curb ramps to be in compliance with ADAAG and PROWAG regulations and guidelines.

**Borough of Somerville**

**Local Preliminary Engineering Assistance Program – Veterans Memorial Drive East Road Diet and Pedestrian Improvements Somerville Borough, Somerset County, NJ**

Lead engineer for the design of roadway and pedestrian path improvements along Veterans Memorial Drive East in the Borough of Somerville. Work elements consisted of preliminary engineering design of pavement rehabilitation; modernizing and upgrading of a signalized intersection to current MUTCD, AADAG, and PROWAG standards; signing; striping; private access points; and sidewalks and curb ramps in full compliance to the ADAAG and PROWAG.

**Township of Montgomery**

**Green Avenue Improvements Phase II – Green Avenue from Belle Mead-Griggstown Rd to Staats Farm Road Montgomery Township, Somerset County, NJ**

Lead engineer for the design of roadway improvements along Green Avenue. Work elements included horizontal and vertical roadway design, 6 stop-controlled intersections, drainage improvements, signing, striping (including a bicycle lane), private access design, the design of sidewalks and curb ramps in full compliance to the ADAAG and PROWAG, and construction staging including detour plans.

**Township of Montgomery**

**Resurfacing of Jamestown Road, Woodward Drive, Magill Boulevard, and Barrington Rd & Sidewalk Rehabilitation Within the Cherry Valley Clubside Development**

**Montgomery Township, Somerset County, NJ**

Lead engineer for the design of roadway improvements along various streets in the Township of Montgomery. Work elements included roadway pavement rehabilitation, signing, striping, and the design of sidewalks and curb ramps in full compliance to the ADAAG and PROWAG.

**County of Essex**

**Essex County On-Call Traffic Engineering Services**

**Essex County, NJ**

As part of an on-going on-call contract designed and prepared plans for numerous signalized intersections across Essex County to modernize signals, upgrade pedestrian facilities into conformance with ADA and PROWAG requirements, and improve safety for all roadway users. Also prepared traffic analysis for said intersections.

**New Jersey Department of Transportation**

**NJ Route 4 Pedestrian Improvements**

**Township of Teaneck, Bergen County, NJ**

Developed Initial Preferred Alternatives for five project sites along Route 4. Alternatives included sidewalk and curb ramp design, grading, guide rail design, roadway striping design, and access control.

**Montclair State University**

**Yogi Berra Drive (Montclair State University)**

**Township of Little Falls and City of Clifton, Passaic County, NJ**

Lead engineer for the design of roadway improvements along Yogi Berra Drive to provide for bi-directional access to and from the main campus of Montclair State University. Work elements included horizontal and vertical roadway design, roadway signing & striping design, roadway traffic calming device design, PROWAG compliant sidewalk design, and the design of a new traffic signal on Valley Road (Passaic County Route 621) incorporating ADA-compliant curb ramps.

**County of Middlesex**

**Oak Tree Road & Woodland Avenue Intersection Improvements**

**Middlesex County, NJ**

Designed geometry, grading, striping, traffic signal layout and private access for three alternatives for intersection improvements (inline, offline, and no build). The project included the design of 3 signalized intersections.





#### EDUCATION

- BS, Civil Engineering;  
Rutgers University

#### PROFESSIONAL REGISTRATIONS

- Professional Engineer  
(P.E.)
- Professional Traffic  
Operations Engineer  
(P.T.O.E.)

#### PROFESSIONAL AFFILIATIONS

- Institute of  
Transportation  
Engineers

## Katrina Fenner, P.E., PTOE Assistant Project Manager

#### EXPERIENCE

Mrs. Fenner has over 8 years of experience in traffic engineering. She is proficient in AutoCAD and Microstation and has a diverse civil engineering background. Her expertise is in traffic signal design, traffic analyses, count programs and queuing data analyses, land development and construction programs.

#### PROJECTS

##### **Essex County 11 Intersections Design Valley Street Maplewood & South Orange Townships, Essex County**

Staff designer responsible for assisting with the preparation of traffic signal designs and related intersection improvements for 11 intersections on Valley Street in Maplewood and South Orange Townships for Essex County including preparation of traffic signal and electrical plans, ADA ramp designs, specifications and construction cost estimates. Construction funding for the project was obtained through an NJTPA Local Safety Program grant and the design of the project followed federal funding requirements.

##### **Essex County Corridor Improvements**

##### **Lyons Avenue And Chancellor Avenue, Newark City, Essex County**

Staff designer responsible for assisting with the preparation of traffic signal designs and related intersection improvements for the Lyons Avenue and Chancellor Avenue corridors for Essex County including preparation of traffic signal and electrical plans, ADA ramp designs, specifications and construction cost estimates.. Construction funding for the project was obtained through an NJTPA Local Safety Program grant and the design of the project followed federal funding requirements.

##### **Essex County On-Call Traffic Engineering Services County Of Essex | Essex County, Nj**

Traffic Engineer for the design of traffic signal improvements at 31 intersections throughout Essex County. This included traffic analyses, traffic signal layouts, curb ramp design, construction plans, signing and striping, and electrical plans.

##### **IMPROVEMENTS AT 8 INTERSECTIONS, PACKAGE W COUNTY OF HUDSON | HUDSON COUNTY, NJ**

Traffic Engineer for the design of traffic signal improvements at 8 intersections throughout Hudson County. This included traffic analyses, traffic signal layouts, curb ramp design, construction plans, signing and striping, and electrical plans.

##### **MAIN STREET OVER D&R CANAL DETOUR ANALYSIS SOUTH BOUND BROOK BOROUGH | SOMERSET COUNTY, NJ**

Traffic Engineer for the analysis of existing and detoured conditions of 10 key intersections using Synchro, Version 10; offered recommendations to ameliorate impacts from detour.



Katrina Fenner, PE, PTOE cont'd.

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**Commonwealth Avenue**

**Upper Township | Cape May County, Nj**

Traffic Engineer for the design of signing and striping for three miles of improvements.

**Millburn Township Traffic Studies Millburn Township**

**| Millburn, Nj**

Traffic Engineer for conducting a traffic study on the existing signalized intersection of Yogi Berra Drive and Carlisle Road at Montclair University, and the analyses of existing unsignalized intersections of White Oak Ridge Road and Hobart Gap Road, and Old Short Hills Road and Hobart Avenue. This included analyses utilizing Synchro, Version 9, crash diagrams, and offering short term and long term recommendations.

**Port Authority Of New York And New Jersey Tb&T 2016 Spring And Summer Data Collection Program**

**PANYNJ | NEW JERSEY/NEW YORK**

Deputy Project Manager for handling logistics and operations of traffic count fieldwork, coordinating data collection staff, summarizing traffic data, and preparing reports for these studies—westbound and eastbound Hudson River traffic counts at six Port Authority facilities, Lincoln Tunnel bus study, and a HOV study at the Lincoln Tunnel, Holland Tunnel, and George Washington Bridge.

**Parsippany Road/Reynolds Avenue Sidewalk Township**

**Of Hanover | Hanover, Nj**

Junior Engineer for developing plans for adding a sidewalk to Parsippany Road/Reynolds Avenue in Hanover Township. This included grading plans, curb ramp design, landscape wall design, construction plans, pedestrian signal layouts, striping plans, and construction inspections.

**Port Authority Of New York And New Jersey Tb&T 2013 Fall Data Collection Program Panynj | New Jersey/New York**

Deputy Project Manager for coordinating data collection staff, summarizing traffic data, and assisting in the preparation of reports for these studies – westbound Hudson River traffic counts at six Port Authority facilities, eastbound traffic counts at Goethals Bridge, and a HOV study at the Lincoln Tunnel, Holland Tunnel, and George Washington Bridge.



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#### EDUCATION

- BS, Civil Engineering;  
University of the  
Philippines Diliman, 2019

#### PROFESSIONAL REGISTRATIONS

- Professional Engineer in  
Training (E.I.T.)

#### PROFESSIONAL AFFILIATIONS

- Institute of Transportation  
Engineers

#### CERTIFICATIONS

- Procore Certified  
Engineer
- OSHA 30 Construction  
Safety and Health

#### SPECIALIZED TRAINING &

#### TECHNICAL SKILLS

- Trafficware Synchro
- Trafficware SimTraffic
- McTrans HCS
- Trafficware Warrants
- AutoCAD Civil 3D

## ALIZON J. SERRANO, E.I.T. Project Engineer

#### EXPERIENCE

Ms. Serrano 3 years of experience in various aspects of transportation engineering, planning and management, including feasibility studies, traffic impact studies, capacity analysis, traffic signal coordination and optimization, traffic rerouting, traffic calming, crash studies, speed studies, signal warrant studies, and NJDOT permitting process.

#### PROJECTS

##### **Downtown Jersey City Traffic Study, Jersey City, Hudson County, NJ**

Project Engineer responsible for analyzing multiple intersections within the Downtown area of Jersey City. Project includes improvements to existing traffic signals, application of All-way stops per MUTCD warrants, and other roadway safety improvements.

##### **Southwest Corridor Traffic Study & Synchro Model City of Hoboken, Hudson County, NJ**

Project Engineer responsible for review and finalization of traffic models and warrant analyses of Hoboken Southwest Corridor. Project includes improvements to existing traffic signals and traffic controls along both Municipal and County roadways. Review of 16 block area on street parking. Review alternative treatments in order to improve and/or maintain access and traffic flow along County corridors.

##### **Vauxhall Road Traffic Signal Design Union, Union County, NJ**

Performed traffic signal warrant analysis and traffic signal design for the intersection of Vauxhall Road & Commerce Avenue/Winslow Avenue.

##### **Bloomfield Municipality Bloomfield, Essex County, NJ**

Performed various site-specific traffic studies to evaluate existing pedestrian circulation, roadway capacity improvements, and other safety improvements.

- JFK Boulevard North and South Improvements
- Bloomfield High School Parking Study
- East Passaic and West Passaic Parking Design
- Speed Hump Studies
- All Way STOP Studies

##### **Trenton Planning/Zoning Board Trenton, Mercer County, NJ**

Performed various site plan and traffic study reviews for proposed developments within the city of Trenton.



## EDUCATION

- BS, Marine Engineering and Technology;  
Texas A&M Galveston

## WILSON MAYA III Engineer

## EXPERIENCE

An asset to our day-to-day operations, Mr. Maya provides extensive support to multiple members of our senior staff, design engineers, and field personnel ensuring accurate data collection, prompt turnaround, and assisting our design team with many drafting tasks.

## WORK EXPERIENCE

### **Design Engineer, Bright View Engineering, 2023 – Present**

Engineer assisting Project Managers and Team leads. Conducts field data collection and processing; assists with reports, studies, CAD drafting/design.

### **Engineering Cadet, Maersk Kentucky & ARC Integrity, 2018 – 2019**

Crew member aboard both cargo ships responsible for conducting routine reporting and testing of machinery, fuel, and potable water; managing bunkering operations; assisting senior engineers by performing scheduled maintenance and emergency duties; ensuring safety and reporting standards as enforced by the US Coast Guard and industry standard code; hvac, electrical, and other mechanical routine maintenance.

## PROJECTS

**Traffic Impact Study; Old New Brunswick Road & North Randolphville Road (No. 241033) – Township of Piscataway, Middlesex County, New Jersey**  
**Township of Piscataway | Piscataway, New Jersey**

Data collection and processing of (2) ATR at (1) intersection.

**Train Station, Traffic Impact Study; Dorian Road & Park Street, Clifton Street & Summit Avenue (No. 221370) – Township of Westfield, Union County, New Jersey**  
**Township of Westfield | Westfield, New Jersey**

Data collection and processing of (4) cameras at (2) intersections and (3) cameras at (1) intersection.

**Proposed Solid-Waste Dump Facility; 34 Randolph Road (No. 241015) – Township of Howell, Monmouth County, New Jersey**  
**Mazza Recycling Services | Tinton Falls, New Jersey**

Data collection and processing of (4) cameras at (3) intersections.



Wilson Maya III cont'd.

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**Traffic Impact Study; Wood Avenue & Thornall Street/ Middlesex-Essex Turnpike (No. 230145) – Township of Edison, Township of Woodbridge, Middlesex County, New Jersey  
Grade Construction | Paterson, New Jersey**

Data collection and processing of (2) cameras at (1) intersection.

**Intersection Improvements, Proposed Retail Coffee Shop; RT 23/Pompton Avenue & Claremont Avenue (No. 233099) – Township of Verona, Essex County, New Jersey  
EVI Realty, Inc. | West Orange, New Jersey**

Data collection and processing of (3) cameras at (1) intersection.



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## LAND USE ENGINEERING AND PLANNING

### **MUNICIPAL/LAND USE BOARD REPRESENTATION**

We have provided Engineering & Municipal Services for numerous municipalities on a wide variety of assignments.

Our services include Planning Board Representation, Zoning Board Representation, traffic impact analysis, signalization of intersections, signal warrant analysis, NJDOT/NJDEP permitting, streetscape design, roadway rehabilitation projects, intersection improvements, pedestrian and recreational facilities, corridor studies, ordinance review, ADA design & certification, lighting design, planning and zoning board reviews, representation of private clients' applications, and noise/ air quality analyses. The following is a sampling of some of those municipalities:

#### **Board Representation**

At Bright View Engineering we have structured our services to accommodate Municipal, County and State assignments. As we do not provide services to developers, we encounter very few conflicts of interest. We have provided or currently provide on call services to the following municipal planning board, zoning board and councils.

- Township of Montclair
- Township of Montgomery
- Township of Morris
- Township of Bloomfield
- Township of Brick
- Borough of Florham Park
- Livingston Township
- Village of Ridgewood
- North Arlington Borough
- Borough of Metuchen
- City of Perth Amboy
- City of Hackensack
- Township of Verona
- City of Newark
- Borough of Roseland
- Borough of Caldwell
- Borough of Englewood Cliffs
- Princeton Municipality
- Township of Maplewood
- City of Orange
- Village of South Orange
- Township of Belleville
- Toms River Township
- Township of South Plainfield
- Borough of Middlesex
- Township of Hillsboro
- City of Hoboken
- City of Clifton
- City Passaic
- Township of Union
- Township of Cranford
- Borough of Mountain Lakes



## ENGINEERING, PLANNING & MUNICIPAL SERVICES

Bright View Engineering provides a full spectrum of Engineering, Planning & Municipal Services to both the public and private sectors in New Jersey and Washington DC. While we provide a variety of engineering and planning services, our Firm specializes in Traffic Engineering & Transportation Planning. We are a team of knowledgeable professionals that offers all aspects of planning and design. The professionals at Bright View Engineering have in-depth knowledge of the regulatory process and have established a working relationship with various local, county, state, and federal agencies. Our expertise includes Land Use Planning, Roadway Design, major highway access permits, intersection improvements, signalization, lighting design, ordinance review, ordinance preparation and developing transportation master plans. These services are performed with a focus on delivering projects to meet the established schedule and budget. We incorporate sound and proven project management practices into all projects. Bright View Engineering provides complete engineering solutions for a variety of Municipal Engineering and Planning related projects. We provide complete cradle-to-grave engineering, planning, and construction administration services that meet project quality standards, that are cost-effective, and responsive to our client's needs.

Our professionals are cognizant that projects within a community are always a sensitive issue since it can impact the current infrastructure systems that may already be considered overburdened. Our expertise assists all parties in selecting the best-solution using Context Sensitive Design techniques.

### ENGINEERING, PLANNING & MUNICIPAL SERVICES

- Highway Design
- Corridor Analysis
- Highway Access Permits/Approvals
- Signal Warrant Analysis
- Capacity Analysis
- Traffic Calming
- Park and Ride Facilities
- Striping and Signage Design
- Roadway Lighting Design
- Ordinance Preparation and Review
- Transportation Improvement Districts
- Traffic Signalization
- Parking Studies
- Traffic Control Plans
- Feasibility Studies
- Sustainable Design Practices
- Landscape Architecture
- Strategic Planning & Economic Development
- Land Use Planning
- Redevelopment Applications
- Recreation Design & Management
- Design and Management of Wastewater Facilities
- Design and Management of Stormwater Facilities
- Utilities Engineering
- Development Applications
- Streetscape projects
- Roadway improvements
- Construction Administration and Management
- Capital Improvement Projects
- Photogrammetry, drafting, CADD, GIS and Mapping
- Surveying
- Infrastructure Planning
- Preparation of Engineering Documents (*estimates, plans, specifications*)
- Master Planning
- Permitting
- Grant writing





## ENGINEERING, PLANNING & MUNICIPAL SERVICES

### **KEY STAFF:**

#### **AARON J. SCHRAGER, PE, PP, CME CFM**

Mr. Schrager has over 15 years of experience in all aspects of engineering, transportation planning, and public infrastructure management. His experience includes permitting procedures for local, county and state level projects, traffic planning, roadway design and construction, traffic impact and mitigation studies, utilities engineering, electrical plans, and supervision of traffic data collection and analysis. Mr. Schrager is a licensed Professional Engineer, Professional Planner, and Certified Municipal Engineer. Mr. Schrager earned a B.S. in Civil Engineering from the Worcester Polytechnic Institute (*WPI*), Worcester, MA.

#### **JOHN J. JAHR, PTP, TSOS**

Mr. Jahr has vast experience in all aspects of traffic and transportation engineering. His practice includes extensive experience with NJDOT, traffic signal design, inspection, signing and striping, ROW engineering, roadway construction plans, traffic impact studies, conceptual highway design, Intelligent Transportation System (ITS) Implementation and Deployment, utility engineering, electrical plans, IVHS evaluation and recommendations, roadway and intersection design, transportation system modeling, and supervised traffic data collection, synthesis and analysis. He is a Traffic Signal Operations Specialist and a member of the Institute of Transportation Engineers. Mr. Jahr has served the New Jersey Institute of Technology as an Adjunct Professor in Traffic Engineering.

#### **DAVE G. ROBERTS, AICP/PP, LLA, LEED AP ND**

Mr. Roberts has 37 years of planning and design experience involving a wide range of projects in New Jersey, Pennsylvania, and New York. His responsibilities have included the preparation of municipal master plans, land use regulations, design standards, strategic plans for economic development, and recreation design and management. Because of his reputation for extensive expertise in redevelopment planning, he was asked to contribute input to the New Jersey Local Redevelopment and Housing Law, as well as the Five-Year Tax Abatement and Exemption Law and the Long-Term Tax Exemption Law. Mr. Roberts earned both a B.S. in Environmental Planning & Design and a B.S. in Landscape Architecture both from Rutgers University.

#### **JOSEPH A. FISHINGER, PE, PP, PTOE**

Mr. Fishinger has 25 years of experience in traffic engineering and project management, with an expertise in traffic analysis, intersection design, and traffic signal design. Mr. Fishinger has designed and managed intersection improvement projects for state departments of transportation, as well as County and Municipal governments. In addition to his private sector design experience, Mr. Fishinger also served as the Somerset County Traffic Engineer from 2006 to 2015, where he handled improvement projects from initial identification of the problem through design and into construction and operation.

#### **KATRINA FENNER, PE, PTOE**

Mrs. Fenner has 10 years of experience in traffic engineering. She is proficient in AutoCAD and MicroStation and has a diverse civil engineering background. Her expertise is in traffic signal design, traffic analyses, count programs and queuing data analyses, to land development and construction programs.



## ENGINEERING, PLANNING & MUNICIPAL SERVICES

### **ANDREW LARSEN, PE**

Mr. Larsen has over ten (10) years of experience in traffic and highway engineering. Through this experience, Mr. Larsen has considerable knowledge of the Manual on Uniform Traffic Control Devices (MUTCD), the Standard Highway Signs (SHS) Manual, the American Association of State and Highway Transportation Officials (AASHTO) publications A Policy on Geometric Design of Highways and Streets, 2018 Edition and 2011 Roadside Design Guide. He also has expertise in Americans with Disability Act and Architectural Barriers Act Accessibility Guidelines, 2010 (US Access Board), and the proposed Public Right of Way Access Guidelines (PROWAG). Mr. Larsen is proficient in CAD, including AutoTurn & GuideSign.

### **MARC S. LEBER, PE, PP, CME, MBA**

Mr. Leber has over 15 years experience as a civil engineer. He has been engaged in both public and private sector work and has served as a municipal consultant since 1999. He has served as owner's representative and construction manager in addition to being a licensed engineer & planner. As a principal engineer, Mr. Leber is responsible for the technical design of land development projects including site selection, zoning analysis, due diligence, subdivision and site layout, land grading, parking lot design, stormwater management, utility design, retaining wall calculations, soil erosion and sediment control, cost estimates, budget preparation, schedule assistance, and preparation of applications for required local, county, and state permits.

### **DONALD M. MEISEL, PP**

Mr. Meisel is a Staff Planner with over 30 years of experience in testimony and facilitation at public meetings, preparation and presentation of reports and studies utilizing verbal, written, and graphic presentation skills. Mr. Meisel has work with both public and private clients in the preparation of master plans, master plan re-exams, assistance with land use planning and zoning, area in need of designations, redevelopment plans and affordable housing services. Mr. Meisel is currently serving as a planning consultant in Bayonne, Belleville, Bordentown Township, Hazlet, Holmdel, Fanwood, and other communities throughout the state.

### **EDWARD CLAYPOOLE, LSRP**

Mr. Claypoole has more than 30 years of experience in all aspects of Environmental Science, Site Remediation practices, and NJDEP procedures. His experience includes design of hydrogeological investigations, evaluation of potential contaminant sources, risk assessment and management, industrial site assessments, technical documentation, permitting and regulatory reporting, oversight of sampling and remediation procedures, wetland delineation and reporting, and preparation of bid packages. As a Licensed Site Remediation Professional, Mr. Claypoole has provided his expertise throughout the State of New Jersey for both public and private projects.



## ENGINEERING & MUNICIPAL SERVICES EXPERIENCE

### ENGINEERING & MUNICIPAL SERVICES

We have provided Engineering & Municipal Services for numerous public and private clients on a wide variety of projects. Our Team specializes in the planning and design of traffic signals and roadway infrastructure. We have participated in the various design and construction engineering elements for over 200 intersections and streetscape projects in New Jersey alone, and we have extensive experience in design, planning and construction administration in numerous other states as well.

We have provided, or are currently providing, Engineering & Municipal Services for numerous public and private clients on a wide variety of projects involving traffic impact analysis, signalization of intersections, signal warrant analysis, NJDOT/NJDEP permitting, streetscape design, roadway rehabilitation projects, intersection improvements, pedestrian and recreational facilities, corridor studies, ordinance review, ADA design & certification, lighting design, planning and zoning board reviews, representation of private clients' applications, and noise/ air quality analyses. The following is a sampling of some of those projects:

### GENERAL PROJECTS

#### Middlesex County Projects

Our staff has worked with Middlesex County and various Municipalities in Middlesex County some examples include:

- Woodbridge – 10 Green Street Traffic Impact Study
- Woodbridge – Woodbridge Center Drive Signal Certification
- South River – 7 Main Street Traffic Impact Study
- Monroe – Spotswood-Englishtown Road Synchro Analysis
- South Plainfield – 119 Hamilton Blvd, Review Engineer
- Middlesex – Proposed Development Block 126, Lot 7.01, Review Engineer
- South Plainfield – New Durham Medical Building, Review Engineer

#### Monmouth County Projects

Our staff has worked with Union County and various Municipalities in Union County some examples include:

- Spring Lake – Board Traffic Consultant
- Red Bank– Downtown Parking Study and Improvements
- Marlboro – Route 9 and Rt 520 – NJDOT Resident Engineer Marlboro Commons
- Old Bridge – Various Guide Rail Studies
- Freehold – Various Safty Studies
- Eatontown – Traffic Impact Study for Multi-Family housing
- Long Branch – Bicycle lane study and design
- Sea Bright – Rt 36 and Navesink River Bridge Study
- Shrewsbury – Office Traffic Impact Study
- Manalapan - Traffic Impact Study
- Union Beach – Parking Lot Reconstruction and Play Ground
- South Plainfield – Crossroads at Durham, Review Engineer
- Edison – Talmadge Road & New Durham Road Traffic Signal & Road Improvements
- Old Bridge – Englishtown Road Traffic Signal & Roadway Modernization





## ENGINEERING & MUNICIPAL SERVICES EXPERIENCE

### **Union County Projects**

Our staff has worked with Union County and various Municipalities in Union County some examples include:

- City of Summit– Traffic Signal Inventory
- City of Summit – Traffic Signal Warrant Studies
- City of Summit – Various Safety Studies
- Springfield – NJDOT Resident Engineer Route 124 and Cleveland Avenue WAWA
- Union Township – BBB Traffic Signal Coordination
- Union Township – Milltown Road Intersection and Signal Improvements
- Roselle – Various Intersection Improvements
- Roselle - Pavement Management Report
- Cranford – Downtown Train Station, Bus and Pedestrian Safety Improvements
- Watchung – Planning Board Traffic Consultant

### **Essex County Projects**

Our staff has worked with various Municipalities as well as the County on numerous projects. Below is a brief list of our most recent projects throughout Essex County:

- Six-Points Signalization Roadway Construction, Bloomfield Township
- Conger-Glenwood-Lackawanna Streetscape & Signal Improvements, Bloomfield Township
- Washington-Lackawanna-Ferrand Intersection Improvements Study, Bloomfield Township
- Rectangular Rapid Flashing Beacon Project, Bloomfield Township
- White Rock Road Traffic Impact Study, Verona Township
- Bloomfield Ave Crosswalk Study, Verona Township
- Fernwood Baseball Field, Roseland Borough
- Kaveny Field Batting Cages, Montclair Township
- Madonna Synthetic Turf Field, Livingston Township
- Maplewood Avenue & Baker Street Traffic Study, Maplewood Township
- Springfield Avenue Corridor Study, Maplewood Township
- Downtown Revitalization Plan, South Orange Township
- Charter Arts School Developments for TEAM & NorthStar Schools, City of Newark
- Essex County Intersection & Signal Design, Essex County
- General On-Call Traffic & Engineering Services for:
  - Livingston Township
  - Maplewood Township
  - Roseland Borough
  - Bloomfield Township
  - Verona Township
  - City of Orange Township



## ENGINEERING & MUNICIPAL SERVICES EXPERIENCE

### **Bergen County Projects**

Our staff has worked with Bergen County and various Municipalities in Bergen County some examples include:

- Hackensack – Engineering Services
- Emmerson – Kinderkamack Road Improvements
- Montvale – Grand Avenue Improvements
- Ridgewood – Planning Board Traffic Engineer
- Ridgewood – Zoning Board Traffic Engineer
- Englewood Cliffs – Planning Board Traffic Consultant
- Westwood – Planning Board Traffic Consultant
- Northvale – Planning Board Traffic Consultant

### **Princeton University/Princeton Municipality Projects**

We are currently performing and have performed various site-specific traffic studies and specialized Intermodal Mobility Design Project to evaluate existing pedestrian circulation, mass transit opportunities, and roadway capacity improvements. We have designed and implemented various pedestrian safety improvements. Princeton University and Princeton Municipality have mandated ADA compliance on all projects in their jurisdiction. As a consultant to both entities we have provided training and guidance to them to accomplish these goals.

- **West Side Pedestrian Study**  
Preparation of a traffic and pedestrian study of the Washington Road corridor from Route 27 to the mid-block crosswalk on Washington Road.
- **McCarter Theater**  
Assessment study, preparation of design plans, and construction management of the installation of a mid-block cross walk. This project included installation of in pavement lights, pole amount flashers, and all necessary signing and striping to meet the requirements of all agencies.
- **Ivy Lane Traffic Signal**  
Preparation of a traffic signal warrant study, preparation of design plans, and construction management of the installation of a new traffic signal. This project included installation of a new aesthetically pleasing traffic signal, roadway improvements, and all necessary signing and striping to meet the requirements of all agencies.
- **Lawrence Apartments**  
Preparation of a traffic signal warrant study, preparation of design plans, and construction management of the installation of a new traffic signal. This project included installation of a new traffic signal, roadway improvements, and all necessary signing and striping to meet the requirements of all agencies.
- **Washington Road Mid-Block Crosswalk**  
Assessment study and preparation of design for the installation of a mid-block cross walk. This project included installation of in pavement lights, pole amount flashers, and all necessary signing and striping to meet the requirements of all agencies.
- **Washington Road and Prospect Street**  
Preparation of a traffic signal warrant study, mid-block crosswalk study, preparation of design plans, and construction management of the installation of a new traffic signal and pedestrian signal. This project included installation of a traffic signal, roadway improvements, and all necessary signing and striping to meet the requirements of all agencies.
- **Washington Road Pedestrian Study**  
Preparation of a traffic and pedestrian study of the Washington Road corridor from Route 27 to the mid-block crosswalk on Washington Road.



## ENGINEERING & MUNICIPAL SERVICES EXPERIENCE

- **Traffic Facilities Maintenance Responsibility Evaluation**

Evaluated seven traffic signals and four pedestrian crossing warning signals. The project consisted of research and meeting with University and local officials to determine the maintenance responsibility of various roadway and traffic infrastructure in the Princeton University area.

### **Hudson County Projects**

#### **City of Hoboken Projects**

Our staff has worked with the City on numerous projects. Below is a brief list of our most recent projects with the City of Hoboken:

- Southwest Corridor Study
- Light Rail Crossing Study for Paterson Street
- Traffic Safety Review for Jackson Street Resolution
- Traffic Impact and Parking Study for Riverfront Hotel and Post Office Renovation
- Parking Analysis and Traffic Recommendations for Neumann Leathers Redevelopment Plan
- Western Edge Traffic Circulation Evaluation
- Light Rail Pedestrian and Bicycle Lane Recommendations
- Traffic Model for Maxwell Place & Sinatra Drive
- Accident History Analysis for 14<sup>th</sup> Street & 15<sup>th</sup> Street
- Traffic Signal Design Services
- General On-Call Traffic & Transportation Services for the City of Hoboken

### **GENERAL ROAD AND TRAFFIC**

#### **Southwest Corridor Traffic Study & Synchro Model**

##### **City of Hoboken, Hudson County, NJ**

Preparation of traffic models and warrant analyses of Hoboken Southwest Corridor. Project includes improvements to existing traffic signals and traffic controls along both Municipal and County roadways. Review of 16 block area on street parking. Review alternative treatments in order to improve and/or maintain access and traffic flow along County corridors. Ongoing project coordination between the City of Hoboken and the Hudson County Engineer's Office.

### **TRAFFIC SIGNALIZATION**

#### **6 Points – Bloomfield**

##### **Improvements to Essex County Traffic Signals**

##### **County of Essex, NJ**

Highway and traffic engineering services associated with the improvements to various county roads. Preliminary roadway concept plans will be developed for the evaluation of four alternatives in connection with these improvements. Preliminary traffic signal plans will be developed for each concept for the year 2012 and traffic signal timing shall be based on current volumes. Other services included traffic counts for intersection, establish level of service for existing traffic volume (2002) and projected traffic volume (2012 and 2022) for the existing geometry, electrical plan, and maintenance and protection of traffic plan.





## ENGINEERING & MUNICIPAL SERVICES EXPERIENCE

### WIDE AREA STUDIES

#### **Downtown Waterfront Redevelopment**

##### **Toms River Township, Ocean County, NJ**

Traffic model for 25-acre downtown redevelopment area. Proposed and finalized improvements to existing signal timing directives along Municipal, County, and State roadways. Lead coordination efforts between Township Planning Dept., County Engineer's Office, and the Dept. of Transportation.

### TRAFFIC IMPACT STUDIES

#### **Quick-Chek**

##### **Manalapan, NJ**

Traffic engineering services to conduct a traffic impact study associated with the professional engineering services for the redevelopment of an existing site into 5,600 SF Convenience Store and 12 fueling position gas station. Study tasks included field investigation to obtain an inventory of existing roadways geometries, traffic control operations, signage, lane markings, locations and geometry of adjacent driveways, existing site restrictions and to observe the daily operations of the roadway system and existing traffic patterns; trip generation, automatic data collection (ATR), manual data collection, pedestrian circulation, trip generation, capacity analyses, locations of driveways, sight distance requirements for access drives, compliance with local ordinances, parking and existing safety of operational problems.

#### **Team Charter Arts School**

##### **Perth Amboy, NJ**

Traffic engineering services to conduct a traffic engineering study for an 80,000 SF special education school located on an industrial/office facility site. Services included field investigation to obtain an inventory of existing roadways geometries, traffic control operations, signage, lane markings, locations and geometry of adjacent driveways, existing site restrictions and to observe the daily operations of the roadway system and existing traffic patterns; trip generation, automatic data collection (ATR), manual data collection, capacity analyses, internal circulation, location of driveways, pedestrian circulation, parking, drop-off and pick-up operations, existing safety and operational problems, and preparation of traffic impact study report.

#### **Walgreens**

##### **Ogdenburgs, NY**

Traffic engineering services to conduct a traffic engineering study to assess the impact of a proposed Walgreens on the adjacent street system. Services included field investigation to gather information about the surrounding roadway system, trip generation, automatic traffic recorders (ATR) to obtain traffic data, capacity analyses, sight distance requirements, compliance with local ordinances, location of driveways, pedestrian circulation, parking requirements, and existing safety and operational problems.



## ENGINEERING & MUNICIPAL SERVICES EXPERIENCE

### PARKING FACILITIES

#### **The College of NJ**

##### **Ewing, NJ**

Professional engineering services to evaluate all on campus parking facilities and garages to determine if there was a need to increase its capacity from the existing 4300 parking stalls. Other services include field investigation, trip generation, a gravity model, automatic and manual data collection, capacity analyses, pedestrian circulation, locations of driveways, vehicular maneuverability, and a traffic signal warrant analysis.

#### **Traffic Study Parking Capacity Increase**

##### **Princeton University, NJ**

Professional engineering services to evaluate the existing Parking Garage to increase its capacity from the existing 450 parking stalls to 2,000 spaces, with a future option to further increase its size to include 2,000 parking spaces. Other services include field investigation, trip generation, a gravity model, automatic and manual data collection, capacity analyses, pedestrian circulation, locations of driveways, vehicular maneuverability, and a traffic signal warrant analysis.

### WAYFINDING SIGNS

#### **Wayfinding Sign System**

##### **City of the Bayonne, NJ**

The system is comprised of about 300 signs leading motorists into the various destinations in the City. The signs also include outward routings to direct departing trips to the major highways in the area. Services included public meetings, routing analysis, development of plans, cost estimating, structural analysis, and construction support. Worked in partnership with The Hillier Group, Architects.

#### **Wayfinding Sign System**

##### **City of Absecon, NJ**

Plan and design a wayfinding sign system along the Route 30 corridor. The system was designed to enhance economic development and promote local business growth. In addition to wayfinding, the system included an evaluation of existing signs, and the removal of superfluous signs. Services included public presentation, filed investigation, coordination with business owners and elected official, plan preparations, estimates, and technical shop drawings.



## ENGINEERING & MUNICIPAL SERVICES EXPERIENCE

### **NJDOT ACCESS PERMITTING**

#### **Walmart**

##### **Little Egg Harbor, NJ**

NJDOT highway Major with Planning driveway access permit (US 9) associated with site design and civil engineering services to construct a 150,000 SF retail building with on grade parking. Our firm was selected to perform NJDOT Resident Engineer services for the construction of 2 new traffic signals and reconstruction of two existing traffic signals, as well as construction of additional lanes and utility improvements along 2-mile section of US Route 9 in Little Egg Harbor.

#### **RP Real Estate Development LLC**

##### **Lincoln Highway, Woodbridge, NJ**

NJDOT Driveway Access Permit along NJ-27 associated with site design and civil engineering services for a multi-lot commercial development. Our firm was selected to perform permitting and associated design services for access to/from the site along the State right-of-way.

#### **East Windsor Retail**

##### **East Windsor, NJ**

NJDOT highway Major with Planning driveway access permit (NJSH 130) associated with site design and civil engineering services to construct a 60,000 SF retail building with on grade parking.

#### **Mixed Use Redevelopment**

##### **Mount Laurel Development, LLC, Mt. Laurel, NJ**

NJDOT highway major access permit (NJSH Route 73) associated with the site design and civil engineering services for the proposed redevelopment of 45-acres containing a variety of active and abandoned commercial and residential uses. The proposed development consists of two hotels, four restaurant pads, two retail buildings, and a residential village of 300 multi-family dwelling units.

#### **Mixed Commercial Development**

##### **Krishna Property Holdings, LLC, East Windsor, NJ**

NJDOT highway major access permit (NJSH Route 33) associated with the site design and civil engineering services for a commercial development consisting of approximately 45,000 SF of retail space, 46,000 SF of office space, 3,000 SF banking facility, and 470 parking spaces.





## TRAFFIC & TRANSPORTATION EXPERIENCE

### TRAFFIC ENGINEERING

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## TRAFFIC & TRANSPORTATION EXPERIENCE

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- **Traffic Facilities Maintenance Responsibility Evaluation**  
Evaluated seven traffic signals and four pedestrian crossing warning signals. The project consisted of research and meeting with University and local officials to determine the maintenance responsibility of various roadway and traffic infrastructure in the Princeton University area.



## **TRAFFIC SIGNAL ANALYSIS**

### **Southwest Corridor Traffic Study & Synchro Model**

#### **City of Hoboken, Hudson County, NJ**

Preparation of traffic models and warrant analyses of Hoboken Southwest Corridor. Project includes improvements to existing traffic signals and traffic controls along both Municipal and County roadways. Review of 16 block area on street parking. Review alternative treatments in order to improve and/or maintain access and traffic flow along County corridors. Ongoing project coordination between the City of Hoboken and the Hudson County Engineer's Office.

### **6 Points – Bloomfield**

#### **Improvements to Essex County Traffic Signals**

##### **County of Essex, NJ**

Highway and traffic engineering services associated with the improvements to various county roads. Preliminary roadway concept plans will be developed for the evaluation of four alternatives in connection with these improvements. Preliminary traffic signal plans will be developed for each concept for the year 2012 and traffic signal timing shall be based on current volumes. Other services included traffic counts for intersection, establish level of service for existing traffic volume (2002) and projected traffic volume (2012 and 2022) for the existing geometry, electrical plan, and maintenance and protection of traffic plan.

## **WIDE AREA STUDIES**

### **Downtown Waterfront Redevelopment**

#### **Toms River Township, Ocean County, NJ**

Traffic model for 25-acre downtown redevelopment area. Proposed and finalized improvements to existing signal timing directives along Municipal, County, and State roadways. Lead coordination efforts between Township Planning Dept., County Engineer's Office, and the Dept. of Transportation.

## **TRAFFIC IMPACT STUDIES**

### **Quick-Chek**

#### **Manalapan, NJ**

Traffic engineering services to conduct a traffic impact study associated with the professional engineering services for the redevelopment of an existing site into 5,600 SF Convenience Store and 12 fueling position gas station. Study tasks included field investigation to obtain an inventory of existing roadways geometries, traffic control operations, signage, lane markings, locations and geometry of adjacent driveways, existing site restrictions and to observe the daily operations of the roadway system and existing traffic patterns; trip generation, automatic data collection (ATR), manual data collection, pedestrian circulation, trip generation, capacity analyses, locations of driveways, sight distance requirements for access drives, compliance with local ordinances, parking and existing safety of operational problems.



## TRAFFIC & TRANSPORTATION EXPERIENCE

### **Team Charter Arts School Perth Amboy, NJ**

Traffic engineering services to conduct a traffic engineering study for an 80,000 SF special education school located on an industrial/office facility site. Services included field investigation to obtain an inventory of existing roadways geometries, traffic control operations, signage, lane markings, locations and geometry of adjacent driveways, existing site restrictions and to observe the daily operations of the roadway system and existing traffic patterns; trip generation, automatic data collection (ATR), manual data collection, capacity analyses, internal circulation, location of driveways, pedestrian circulation, parking, drop-off and pick-up operations, existing safety and operational problems, and preparation of traffic impact study report.

### **Walgreens Ogdenburgs, NY**

Traffic engineering services to conduct a traffic engineering study to assess the impact of a proposed Walgreens on the adjacent street system. Services included field investigation to gather information about the surrounding roadway system, trip generation, automatic traffic recorders (ATR) to obtain traffic data, capacity analyses, sight distance requirements, compliance with local ordinances, location of driveways, pedestrian circulation, parking requirements, and existing safety and operational problems.

## **PARKING FACILITIES**

### **The College of NJ Ewing, NJ**

Professional engineering services to evaluate all on campus parking facilities and garages to determine if there was a need to increase its capacity from the existing 4300 parking stalls. Other services include field investigation, trip generation, a gravity model, automatic and manual data collection, capacity analyses, pedestrian circulation, locations of driveways, vehicular maneuverability, and a traffic signal warrant analysis.

### **Traffic Study Parking Capacity Increase Princeton University, NJ**

Professional engineering services to evaluate the existing Parking Garage to increase its capacity from the existing 450 parking stalls to 2,000 spaces, with a future option to further increase its size to include 2,000 parking spaces. Other services include field investigation, trip generation, a gravity model, automatic and manual data collection, capacity analyses, pedestrian circulation, locations of driveways, vehicular maneuverability, and a traffic signal warrant analysis.





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# City of Orange Township Parking Evaluation and Recommendations

March 5, 2021

*Prepared For*

City of Orange Township

29 North Day Street

Orange, NJ 07050-9998

*Prepared By*

Bright View Engineering

651 West Mt. Pleasant Ave, Suite 100

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(973) 228-0999

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BVE Project No.: 201502



## EXECUTIVE SUMMARY

The City of Orange Township has recognized that parking within the City is in need of improvement and reorganization. The current parking supply, both on street and in off street lots are in need of modernization to adequately serve the residents and businesses of the City. This modernization process will not happen overnight. It will require a phased approach that incrementally improves parking conditions throughout the City while maintaining the existing parking supply and infrastructure to minimize the adverse impacts any changes have on the community. To accomplish this goal, Bright View Engineering has been retained to evaluate the current parking conditions within the City and provide a series of recommendations focused on improving the parking in the community by identifying not only parking improvements, but recommendations on parking management so the City can successfully manage its parking into the future.

With this purpose in mind, the overarching recommendation identified is that the City create a Parking Authority to oversee all parking related matters. A Parking Authority will help promote public safety and convenience in the planning, design, construction, management, and operation of the Municipality's parking infrastructure, under the Municipality's governing body. It is our opinion that the City is in an excellent position to implement such a measure as it already has a Parking Manager in place, who is proactive in planning and future proofing the City's parking facilities. With proper management parking revenues will increase and themselves help facilitate additional growth.

Based upon our discussions with residents, the Administration, field investigations, and analysis of the existing conditions, we have identified the following additional key recommendations for consideration by the City:

- With the realization of a Parking Authority to manage both the day-to-day and long term planning and management of parking facilities, the City will be able to achieve greater revenues from this operation;
- We have identified a series of ordinance updates to clearly codify its parking signage and striping, eliminate inconsistencies between ordinance and field conditions, and more fairly enforce a uniform parking policy for its residents; and
- As public works project are performed throughout the City of Orange, the Administration should seize the opportunity to modernize its parking infrastructure and implement modern parking meters, pay stations, incorporate a mobile parking application, and build a centralized website for their Parking Authority.



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## INTRODUCTION

The City of Orange Township has recognized that parking within the City is in need of improvement and reorganization. The current parking supply, both on street and in off street lots are in need of modernization to adequately serve the residents and businesses of the City. This modernization process will not happen overnight. It will require a phased approach that incrementally improves parking conditions throughout the City while maintaining the existing parking supply and infrastructure to minimize the adverse impacts any changes have on the community. To accomplish this goal, Bright View Engineering (*BVE herein*) has been retained to evaluate the current parking conditions within the City and provide a series of recommendations focused on improving the parking in the community by identifying not only parking improvements, but recommendations on parking management so the City can successfully manage its parking into the future.

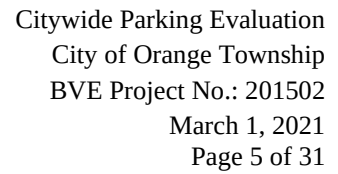
### **Existing Parking Regulations**

BVE obtained the latest available parking ordinance for the City of Orange Township and attempted to reconcile the ordinance with the signage on City streets. The parking regulations for the City are represented graphically on **Figures 1** through **4**, which are also attached at the end of this report. Based on our review, we have noted that there are considerable discrepancies between the parking restrictions indicated in the ordinance and what is indicated on the signage on City Streets. While it is unclear whether the discrepancies are the result of signage that was never updated to match the ordinance when new regulations were enacted or a failure to update the ordinance when implementing new parking restrictions; moving forward, it is important that the ordinances relating to parking restrictions within the City match the signage on the streets so that the parking regulations can be justly enforced.

### **Existing On-Street Signage**

Using a combination of available digital signage records (previous signage inventories, Google Street View, etc.) and current field visits, BVE has amalgamated the existing parking restrictions based on in place signage throughout the City and prepared a series of parking restriction maps to provide a graphic illustration of the various regulations located within the City. To make the maps easier to understand and provide them at a suitable scale, the City has been broken up consistent with the four voting wards (North, South, East, and West) and the maps of the parking restrictions prepared accordingly. These existing parking restriction maps are provided in the **Figures** on the following pages.



[illegible]

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Figure 3 – East Ward

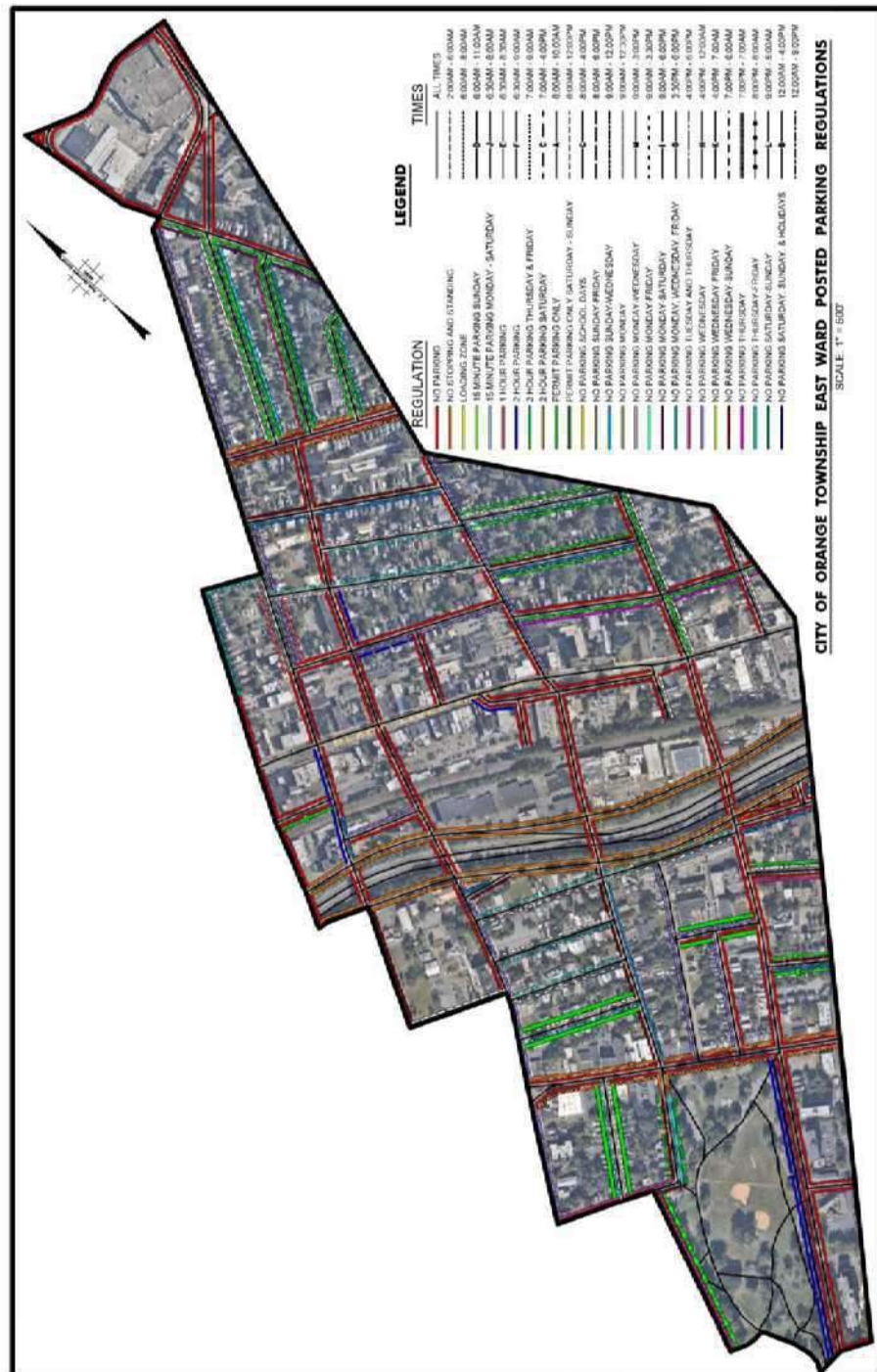




Figure 4 – West Ward



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### **Business Survey**

As part of this effort, the City generated a parking questionnaire for business owners which they have begun to circulate during the first quarter of 2021. Once responses have been received and tabulated, this information will be incorporated in a future revision of this report.

### **Street Sweeping**

Many of the parking restrictions implemented throughout the City are directly related to street cleaning. Not only does street cleaning improve the appearance of the community, street cleaning provides an environmental benefit by removing debris from the streets prior to it entering the City's stormwater system and ultimately the regions waterways. To complete street cleaning operations, vehicles must be moved off the area to be cleaned. Parking restrictions for street cleaning seek to strike a balance between cleaning operations and providing available parking for residents and businesses. In the City of Orange Township, parking restrictions aimed at permitting street cleaning range from a single 3 hour restriction one day per week to alternate side of the street regulations that require residents to move their car every day, to half week restrictions that require residents to move their car every 3-4 days.

Since changes to the parking restrictions associated with street sweeping are dependent on the number of street sweepers and the staff to operate them, changes must be done incrementally as additional street sweeping resources become available. The goal of street sweeping improvements should be to improving the reliability of the timing of street sweeping, which will permit parking restrictions to be relaxed to minimize the time parking restrictions are in place to match with the street sweeping schedule. Based on our conversations with City staff, additional equipment and manpower are required to accomplish this goal.





### **Existing Municipal Parking Lots**

The table below provides approximate information regarding City owned parking lots. This information was provided by the City, after extensive research by the City Parking Manager, who found and confirmed ownership of each property with the City Tax Assessor.

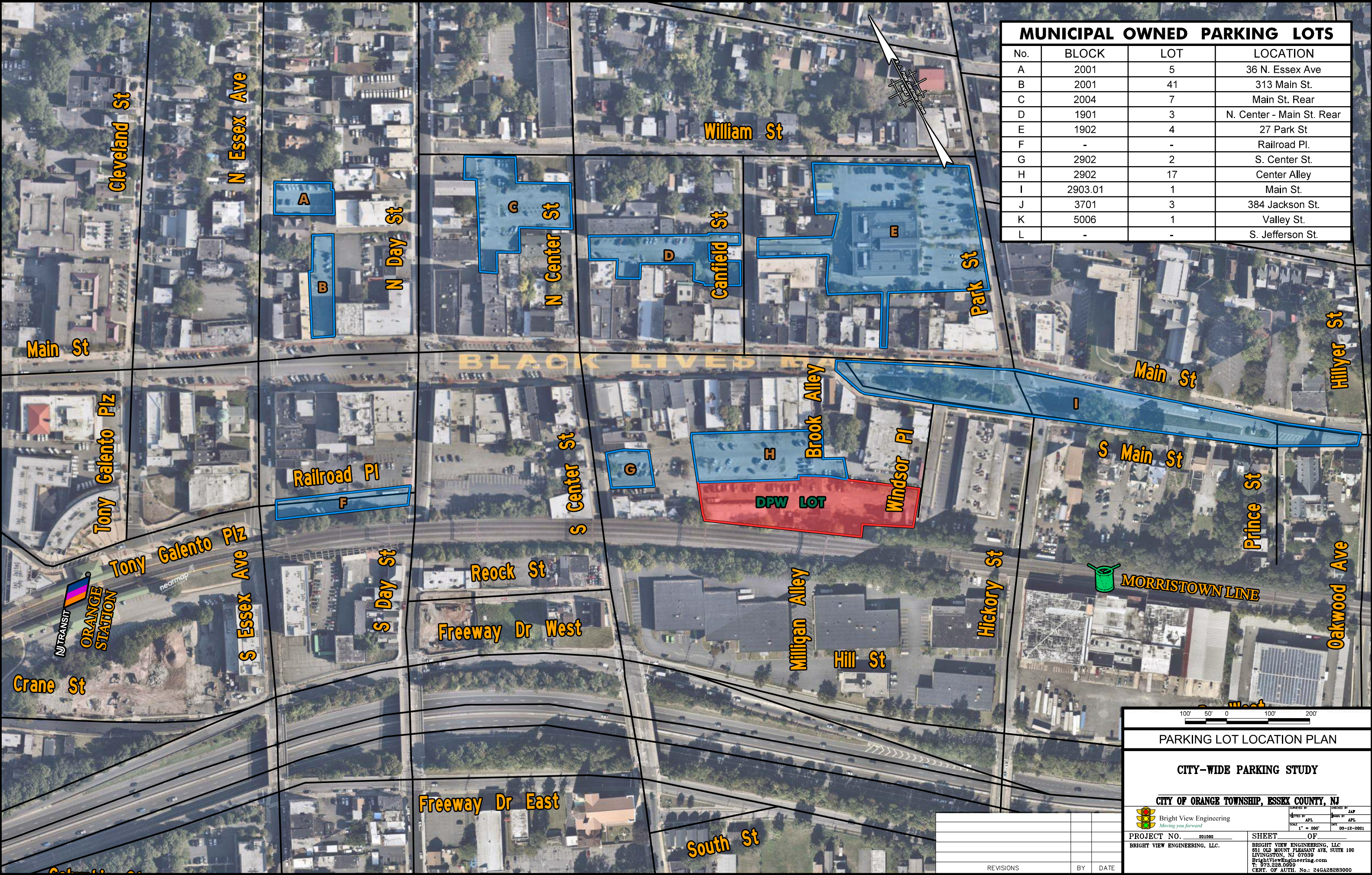
**Table 1 – Municipal Parking Lots**

| <b>Block No.</b> | <b>Lot No.</b> | <b>Location</b>           | <b>Owner</b>        |
|------------------|----------------|---------------------------|---------------------|
| 1901             | 3              | N. Center – Main St. Rear | City of Orange Twp. |
| 2001             | 5              | 36 N. Essex Ave           | City of Orange Twp. |
| 2001             | 41             | 313 Main St.              | City of Orange Twp. |
| 2004             | 7              | Main St. Rear             | City of Orange Twp. |
| 2902             | 2              | S. Center St.             | City of Orange Twp. |
| 2902             | 17             | Center Alley – PKG & GAR  | City of Orange Twp. |
| 2903.01          | 1              | Main St.                  | City of Orange Twp. |
| 3701             | 3              | 384 Jackson St.           | City of Orange Twp. |
| 5006             | 1              | Valley St.                | City of Orange Twp. |
| -                | -              | Railroad Pl.              | City of Orange Twp. |
| -                | -              | S. Jefferson St.          | City of Orange Twp. |

At each of the parking lots identified above, we noted multiple deficiencies including:

- Pavement in poor condition;
- Missing and/or damaged signage;
- Inadequate vehicle and pedestrian lighting;
- Antiquated / inefficient vehicular and pedestrian circulation; and
- Malfunctioning or missing parking meters.





| MUNICIPAL OWNED PARKING LOTS |         |     |                           |
|------------------------------|---------|-----|---------------------------|
| No.                          | BLOCK   | LOT | LOCATION                  |
| A                            | 2001    | 5   | 36 N. Essex Ave           |
| B                            | 2001    | 41  | 313 Main St.              |
| C                            | 2004    | 7   | Main St. Rear             |
| D                            | 1901    | 3   | N. Center - Main St. Rear |
| E                            | 1902    | 4   | 27 Park St                |
| F                            | -       | -   | Railroad Pl.              |
| G                            | 2902    | 2   | S. Center St.             |
| H                            | 2902    | 17  | Center Alley              |
| I                            | 2903.01 | 1   | Main St.                  |
| J                            | 3701    | 3   | 384 Jackson St.           |
| K                            | 5006    | 1   | Valley St.                |
| L                            | -       | -   | S. Jefferson St.          |

100' 50' 0 100' 200'

PARKING LOT LOCATION PLAN

CITY-WIDE PARKING STUDY

CITY OF ORANGE TOWNSHIP, ESSEX COUNTY, NJ

Bright View Engineering  
Moving you forward

DESIGNED BY JAP  
DRAWN BY APL  
SCALE 1" = 200'  
DATE 03-12-2021

PROJECT NO. 201502  
BRIGHT VIEW ENGINEERING, LLC.

SHEET OF

BRIGHT VIEW ENGINEERING, LLC  
681 OLD MOUNT PLEASANT AVE, SUITE 100  
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T: 773.228.0819  
CERT. OF AUTH. No.: 24GA28283000

REVISIONS

BY

DATE



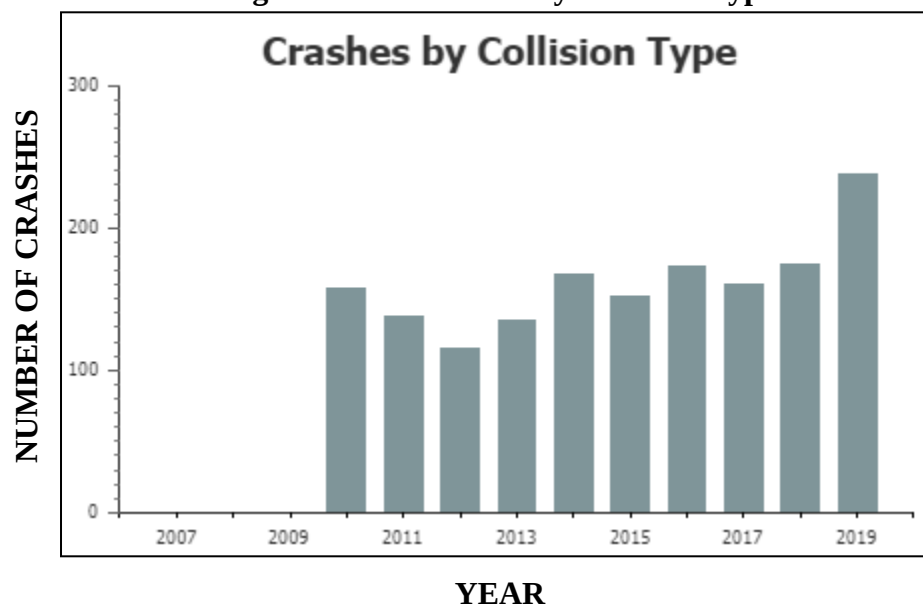


## CRASH FREQUENCY AND PARKING

Using the NJDOT Safety Voyager Database, BVE identified areas within the City of Orange that have reported crashes involving parked vehicles. While an individual crash with a parked vehicle is not necessarily indicative of a systemic problem, hot spots where crashes involving parked cars happen on a regular basis warrant further examination to determine if changes to the parking patterns and regulations can have a safety benefit on the community.

On the aggregate, crashes involving parked vehicles in Orange generally ranged from 115 to 175 crashes per year from 2010-2018. 2019, however (the last year for which complete data is available) experienced a total of 237 crashes in Orange involving a parked vehicle.

**Figure 5 – Crash Data by Collision Type**

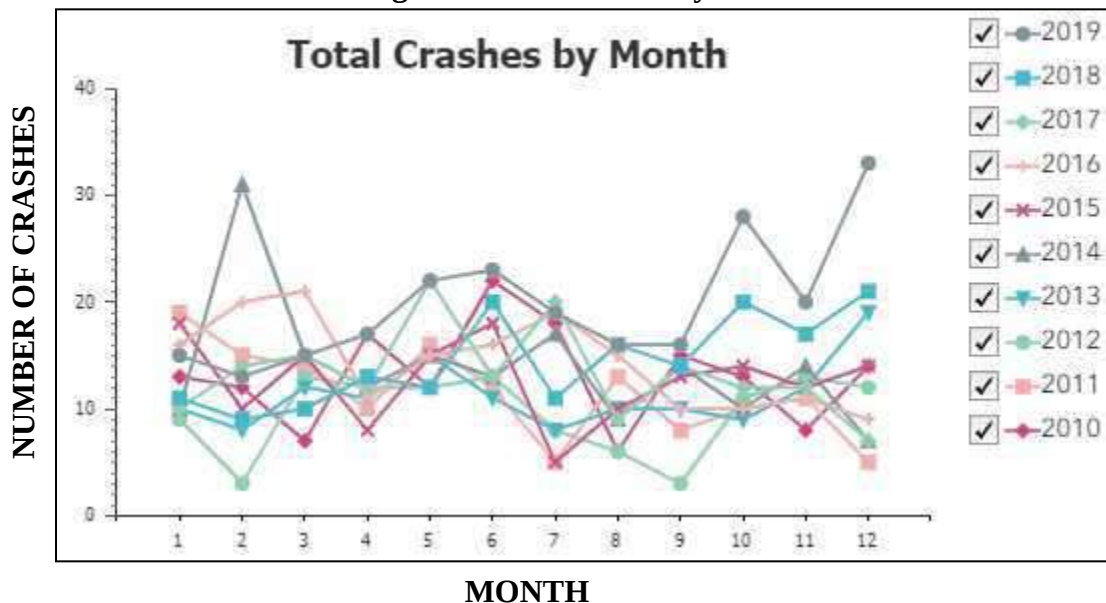






Crashes involving parked vehicles did not significantly vary from month to month with the exception of 2019, as indicated in the table below:

**Figure 6 – Crash Data by Month**

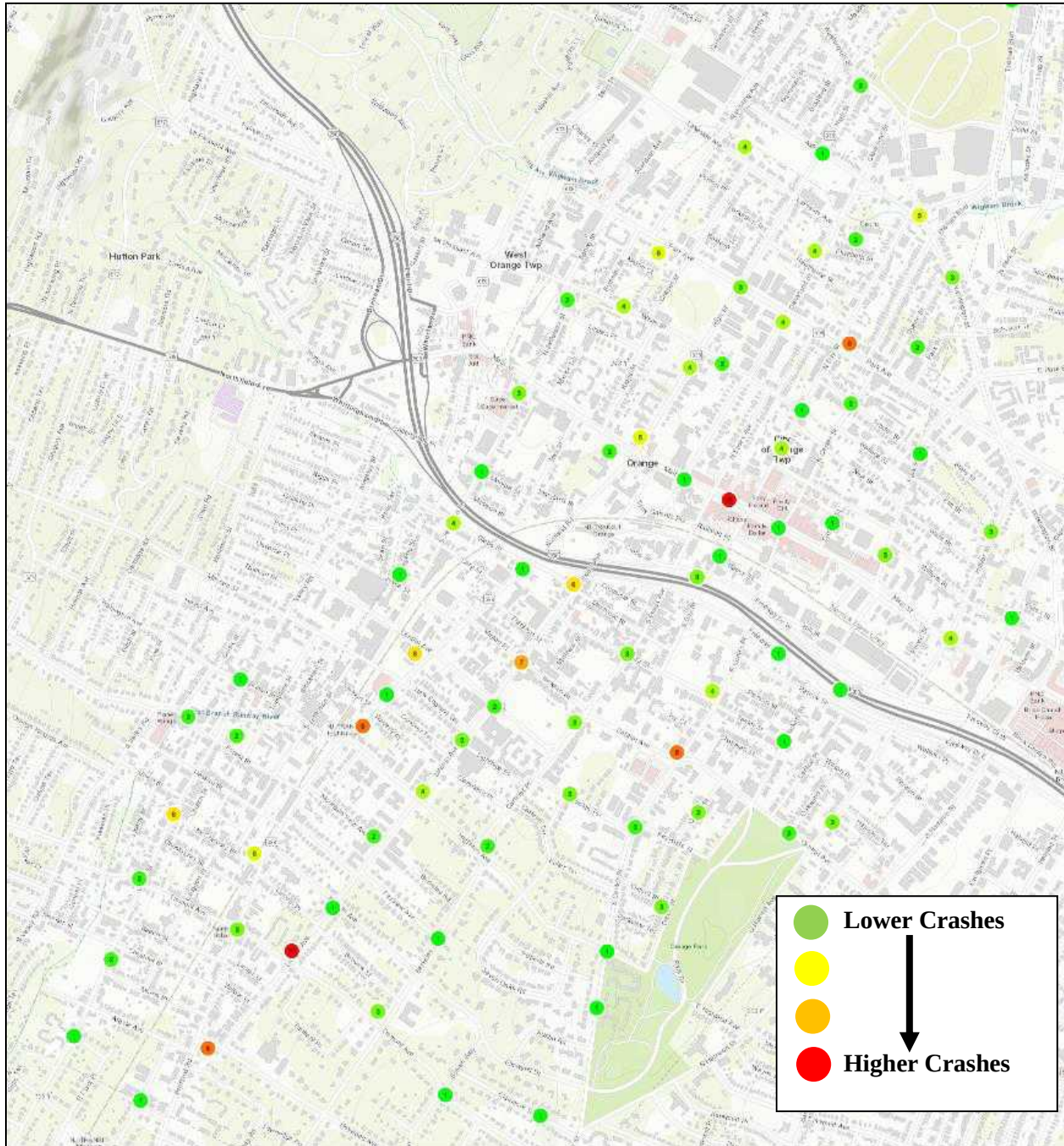


Reviewing the 2019 Crash pattern for crashes involving parked vehicles, as shown on **Figure 7** below indicates that the high instances of crashes involving parked vehicles occur on the following roadways:

- Park Avenue in the vicinity of Day Street
- Main Street between Essex Avenue & Day Street
- At the intersection of Lincoln Avenue & Jackson Street
- At the intersection of Center Street & Central Avenue
- Scotland Rd near the Highland Avenue Train Station
- Lincoln Avenue in the vicinity of Tremont Avenue
- Heywood Avenue in the vicinity of Scotland Road



**Figure 7 – 2019 Crash Clusters involving Parked Vehicles.**



**Source: [www.njvoyager.org/App/safetyVoyager.html](http://www.njvoyager.org/App/safetyVoyager.html)**

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### **Safety Improvements**

To determine if geometric improvements are appropriate for the areas identified as high crash locations involving parked vehicles, a detailed review of the crash reports associated with each of the high crash locations should be undertaken. Such a review would determine if geometric improvements and /or reconfiguration of the parking in these areas will result in a reduction in crashes involving parked vehicles. While some information on individual crashes is available from the Safety Voyager database, it will be necessary to pull and review the individual crash reports as well as citation history from the City's police department to determine if there are any crash patterns and motorist behavior that can be addressed by changes to the parking regulations. This should be revisited in future revisions of this report. A procedure should be put in place to provide copies of police reports involving parked cars to the Parking Manager's Office.





## RECOMMENDATIONS

Correcting the deficiencies identified above will require a multi-phased approach with adjustments made over time. BVE recommends the following course of action to address the identified parking deficiencies:

### **Updated Parking Ordinances**

Due to the number of discrepancies noted between the provided parking ordinance and the existing on street signage, BVE recommends a new parking ordinance be prepared which codifies the parking restrictions for the City based on the signage currently in place throughout each of the four Wards. A new ordinance is included within the appendices at the end of this report. We recognize that parking can be a very emotional issue for residents and businesses within the City and understand that a large sweeping change to the existing parking patterns will be met with confusion and opposition. Since the signage that is on the street is what most residents and business owners rely upon, we recommend codifying the existing signage as a first step to improving the ability of the City to manage parking.

Once the existing signage is properly codified and can be fairly and uniformly enforced, updates to the parking ordinances within the City can be reviewed on an as needed basis with the proper amount of attention paid to each issue. Additionally, changes to the ordinance should be made holistically with the City's overarching goals in mind; this will help reduce the number of minor revisions made between this report and the parking ordinance, which should be re-examined on a periodic basis (*i.e., every 12 months*).

### **Replacement of Parking Signs / Striping**

In conjunction with the City's schedule for roadway paving and related improvements, the City should evaluate the existing parking regulations for streets prior to paving and implement any updates to signing and striping as part of the resurfacing contract. All changes made to signing and striping must conform with the latest revision of the Manual on Uniform Traffic Control Devices (*MUTCD*).



### **Improvements Municipal Parking Lots**

Based on the number of deficiencies noted among the parking lots within the City, BVE recommends each of the lots be improved in a methodical manner to bring them up to current standards. Since complete reconstruction of a parking lot will require it to be taken offline during construction, we recommend the lots be improved one lot at a time to minimize the temporary reduction in parking supply that will result as part of the construction. At each lot, the following items should be considered as part of the improvement program:

1. New pavement surfaces with proper drainage installed to minimize potential icing and slip/fall hazards.
2. High visibility striping to properly direct vehicles and pedestrians.
3. Centralized payment systems to limit operating and maintenance costs associated with individual parking meters.
4. Pedestrian and vehicular lighting that can be dimmed to balance lighting impacts with minimal safe lighting levels.
5. Implementation of one way aisles and angled parking where appropriate to maximize parking supply in any given lot.
6. Wheel stops or similar systems to minimize vehicles encroaching on sidewalks or adjacent parking spaces.
7. Use of colored striping and area based signage to limit the number of individual signs needed for each parking lot (thereby reducing sign pollution and maintenance costs)



### **Over Night Parking**

We recommend an overnight parking ordinance be established including some of the following considerations:

- A. No vehicle shall be parked on any street within the Township of Orange between the hours of 2:30 a.m. and 6:00 a.m. unless an overnight parking permit has been issued for such vehicle as provided hereunder.
- B. Overnight parking permits.
  - (1) Overnight parking permits shall be available to any person, provided that the following standards and conditions are met:
    - (a) The applicant for a permit occupies a one-family dwelling within the Township of Orange, and the property on which such one-family dwelling is located does not contain at least one on-site parking space (i.e., sufficient garage or driveway facilities to accommodate two or more vehicles);
    - (b) The applicant for a permit occupies a two-family dwelling within the Township of Orange, and the property on which such two-family dwelling is located does not contain at least two on-site parking spaces (i.e., sufficient garage or driveway facilities to accommodate two or more vehicles) for each dwelling unit; or
    - (c) The applicant occupies a dwelling unit within a multifamily dwelling (a building consisting of three or more dwelling units) within the Township of Orange, and the property on which such multifamily dwelling is located does not contain on-site parking for the applicant's vehicle.
  - (2) An applicant for a permit shall be the owner or lessee of the vehicle for which a permit is issued.
  - (3) Permits shall be issued only for passenger automobiles, as defined in N.J.S.A. 39:1-1, and shall not be issued for any recreational vehicles or for any commercial vehicles or other types of vehicles.
  - (4) Permits shall not be transferable from the applicant to any other person. However, permits may be transferred from one vehicle to another vehicle





owned or leased by the same applicant upon the filing of a transfer application and the payment of a transfer application fee.

- (5) Permits shall be prominently and permanently displayed in the vehicle for which a permit has been issued.
  - (6) All vehicles for which overnight parking permits have been issued shall be subject to all other parking regulations set forth in the Township of Orange Vehicle and Traffic Code and to all applicable state laws concerning parking.
  - (7) Vehicles for which an overnight parking permit has been issued shall not be authorized to park upon any of the following streets between the hours of 2:30 a.m. and 6:00 a.m.: Main Street.
- C. No parking will be permitted at public school parking sites between 10:30 p.m. and 6:00 a.m. unless specifically authorized by the Board of Education.



### **Shared Parking Opportunities**

One way to increase the parking supply in the City without the need for costly property acquisitions is to pursue shared parking arrangements with privately owned parking lots within the City to allow public parking at times when the private lot is not in use. While a wide variety of commercial uses have the potential for a shared parking arrangements, local churches and other religious organizations are particularly suitable for such an arrangement as the parking lots are usually only utilized by patrons on evenings and weekends. Such lots near commercial areas can benefit from an arrangement where public parking is permitted during the day, with a parking fee, whereas the spaces remain available to the owner when needed. The City could include shared services such as sweeping, plowing and public waste baskets. To this end, the City performed a survey of over 400 locations located throughout the Municipality in order to explore potential locations for shared parking.

One potential location for such an arrangement, although this office has not had any discussions with the property owners, is the Church of the Epiphany site located on Main Street between Park Avenue and Hillyer Street. Use of this lot can supplement parking for the Main Street commercial corridor when not in use by the church. There are many opportunities for shared parking arrangements that would be beneficial to both the City and the property owners. We recommend that as part of any revised parking organization that the director work individually with the property owners, the City Administrator, and Public Works Director on a case by case basis.

Possible locations include:

- Day Care Facilities;
- Churches to share with retail properties on weekdays; and
- Retail properties to share with Churches on weekends.

In the future, we recommend that as the City continues to advance redevelopment and further utilization of existing parking facilities. As shared services agreements are reached, consideration should be given to construction of a multi-story parking garage owned and operated by the City for the downtown area. Such a facility can also provide for emergency use during inclement weather, residential overflow parking, and additional commuter parking. In the future this could significantly improve commerce and opportunities for the City and its local businesses.



## **Main Street Recommendations**

### ***Existing Parking Regulations***

The existing parking regulations on Main Street generally consist of two hour metered parking along Main Street, charged at a fee of \$0.25 for 15 minutes (\$1.00 per hour) up to 2 hours. Most meters are electronic with a solar panel and credit card reader allowing payment by credit card. Select parking spaces, particularly in front of the Post Office are designated as 10 minute spaces. There are also six spaces identified for 'Taxi Parking Only' on the north side of Main Street, east of North Day Street and one 'Taxi Parking Only' space located on the south side of Main Street, east of Essex Avenue.

Per the available parking regulations for the City, parking on Main Street is generally restricted to a 2 hour limit from 8:00 AM to 5:00 PM, Mon-Fri and 8:00 AM to 6:00 PM on Saturdays. Parking is not permitted on Main Street between 2 AM and 6 AM. Parking on Main Street east of Park Street is unmetered, with the only time restriction being 'no parking 2 AM to 6 AM.' Loading zones are not identified along Main Street.

### ***Existing Conditions***

BVE staff performed a series of field visits to the Main Street Corridor within the City to identify the existing conditions with regard to parking, noting how parking is currently managed and identify any deficiencies that should be corrected. With that regard, we noted the following:

- Approximately 30% of the parking meters along Main Street were noted to be inoperable or unreadable.
- Based on our observations, the 2 hour parking limit was generally ignored.
- Spaces with inoperable or unreadable parking meters typically had a single vehicle parked there for the entire day.
- We did not observe any enforcement during our field visits.
- Existing parking signs, while present were frequently faded and in need of replacement.

### ***Proposed Revisions to Main Street Parking***

As part of the Main Street Streetscape project recently designed by Bright View Engineering, parking along the corridor will be reconfigured. Parallel parking along the corridor will remain, with the notable exception of the three blocks between Cleveland Street / Tony Galento Plaza and Center Street, which will continue to be configured as pull in angled parking. All signs along the





corridor, including all parking signs, will be replaced as part of the project. The proposed parking layout is provided in the attached parking plan.

In areas where practical, individual parking meters will be replaced with pay by plate pay stations, generally located on each side of the street, in the middle of the block. Two pay stations per block are provided between Essex Avenue and Center Street to accommodate the larger parking areas created by the angled parking.

Bright View Engineering recommends utilizing a pay by plate system instead of numbering each parking space as it will facilitate the use of a pay by phone app in addition to the pay stations. Users who wish to pay for parking using a smartphone app can do so by registering their car with the app and paying directly with their phone, negating the need to utilize the pay stations. The pay stations, however, are still necessary to facilitate users who do not wish to use a smartphone app or pay electronically.

The parking spaces between Lincoln Avenue and Cleveland Street will be handled via electronic meters, as there are not enough spaces in this block to facilitate a pay station. We recommend that three parking spaces in front of the Post Office be signed and metered for 15 minute parking to facilitate quick pick-ups and drop offs at the Post Office. The existing Handicap parking space in front of the Post Office will also remain.

In addition to the 15 minute parking spaces at the Post Office, we recommend one parking space in each direction per block be designated as a 15 minute parking only space to help facilitate quick pick-up / drop-offs along the corridor. The spaces chosen on the attached plan were identified specifically to facilitate easy in and out movements as these spaces have a striped gore area adjacent to the driver's side door, making it easier for these drivers to get into and out of their car quickly.

Parking will remain a two hour limit on Main Street, with the 2 hour restriction changed from 8 AM to 5 PM to 7 AM to 9 PM to facilitate turnover on Main Street for the businesses and restaurants.

### **Reverse Angle Parking**

As part of the various projects being performed in the downtown area of the City, there have been significant discussions regarding the potential of reverse angle parking; particularly along Main Street. Based on our interactions with the designers generating the plans for the Main Street Streetscape, we note that parking along the Main Street Corridor has been redesigned in a manner to allow for reverse angle parking to be implemented at a later date should the City desire to do so. Reverse angle parking has noted pedestrian safety benefits once drivers learn how to maneuver in and out of them.



### ***Parking Fees***

Bright View Engineering recommends only a modest increase to the parking fees at this time. Parking fees on Main Street will remain \$0.25 per 15 minutes for the first hour (\$1 per hour) and increase to \$0.50 per 15 minutes for the second hour (\$2 per hour). Tiering the parking fee will encourage users looking to park for longer periods to seek out spaces in municipal lots slightly further from Main Street and facilitate more rapid turnover of parking on Main Street. The parking fees should be evaluated on a periodic basis and adjusted accordingly if the tiered parking structure does not have the desired result.

### ***Fee Collection and Equipment Maintenance***

As more people trend towards paying for parking via a cell phone app and by credit card, the need to remove money from the proposed pay stations will decrease. Initially, each pay station (and the remaining meters along Main Street) should be serviced approximately once per week. This schedule should be adjusted periodically (approximately every 6 months) to confirm that it is meeting the needs of the community. Any meters or pay stations which are not working should be noted by the fee collection staff for repair.

### ***Violations***

For the proposed parking system for Main Street to be effective, parking must be enforced by the issuance of summonses when appropriate. We recommend after construction on the improvements are complete, staff issue warnings for the first two months for basic infractions (such as over time meters) so that the public is well informed of the regulations and has time to acclimate to the new pay system. Parking violations that present a safety hazard; i.e., double parking, parking in front of fire hydrants, blocking crosswalks; should be enforced at all times with tickets issued accordingly.

### ***Conclusions***

The recommended changes to the parking regulations along Main Street represent an incremental change to parking in the area. We feel that the proposed parking changes represent a balance of progress to a more effective parking solution, while maintaining much of the existing structure so businesses and their patrons can adapt to the parking system and fee structure. The use of pay



stations and a pay by license plate system will allow for easier changes to the parking system in the future as the needs of the corridor change.





### **2021 Updates & Other Location Specific Recommendations**

We are including this section as an example of the types of changes which should be ongoing and managed by the City of Orange Parking Manager, as need arises. Throughout this process we have performed multiple field visits and maintained constant communication with the City regarding ongoing parking issues brought forth by residents to the Administration. We provide the following examples of existing parking regulation conflicts, resident concerns, and their resolutions. Over the course of the review of the parking conditions within the City, BVE noted the following parking changes for consideration by the City:

#### ***Washington Street***

This roadway provides for a minimum pavement width of 32', widening out to approximately 40' from N. Park Street south to the East Orange border. Parking is permitted on both sides of the roadway south of N. Park Street, with rush hour prohibition (7:00AM – 9:00AM and 4:00PM – 6:00PM) along the east side of the street. North of N. Park Street where Washington Street begins to narrow, there is intermittent parking prohibition on the east side of the roadway with parking permitted along the west side of roadway. Overnight parking is permitted on the west side of the roadway with a permit.

Through our field investigations and discussions with the residents in the area and the City Council, this office learned that there was previously a 6:00AM to 8:00AM parking restriction in place along the roadway segment. This parking prohibition was in conflict with both the desires and needs of the community. The City Council resolved this matter by passing an ordinance.

We recommend moving forward that parking be maintained on both sides of the roadway where pavement width permits. Along the north portion of Washington Street where the pavement width narrows (*approximately 235' north of N. Park Street*) we recommend that the City consider implementing alternate side of the street parking (*Monday/ Wednesday/ Friday and Tuesday/ Thursday/ Saturday with Sunday as a floating day*), between N. Center Street and N. Park Street. This will help reduce sign clutter and conflicting or unclear directions to motorists which are present on both sides of the roadway. Additionally, this will allow larger wheelbase vehicles from the Department of Public Works to access Washington Street and intersecting side streets more easily.

#### ***Hampton Terrace***

The roadway is approximately 26 feet wide with daytime parking permitting on the north side only in the vicinity of the apartment building at Harrison Street. The western portion of the roadway includes permit only parking at night and alternate side of the street parking which switches sides



on Wednesdays and Sundays. The conflicting parking signs create confusion with regard to who can park on the street when.

Additionally, issues brought forth by the City Administration regarding alternate side of the street parking practices on this roadway indicated that there are 21-hour periods of time on Wednesday and Sunday when parking is restricted on both sides of the roadway. This is not only confusing but also does not serve the best interests of the community in this area.

Because of the relatively narrow width of the roadway, permitting parking on both sides will likely cause congestion issues. To address this issue the City should consider converting Hampton Terrace to a one-way operation which would allow parking on both sides of the street, subject to permit restrictions and identification of a limited time period to provide street sweeping.

### ***Nearby Development and Redevelopment***

During our field investigations, we noted that there are a number of large residential apartment complexes being constructed in East Orange close to the border with Orange. From our observations and conversations with the Orange Police Department, it appears that residents of these complexes in East Orange are parking on Orange City streets as there is not always sufficient parking within East Orange. To control this parking issue, a resident permit system should be considered for areas within walking distance to the East Orange border to manage parking that occurs over the municipal boundary. This will help to make sure that resident parking is available for Orange residents on Orange City streets.

It is obvious through this process that issues like these will continue to arise as the City grows and new developments come in and redevelopment of existing properties unfolds. Thus, it is our recommendation that the City's parking ordinance be treated as a "living document", not set in stone, but ready to evolve and adapt to meet current needs. These are only two examples which have arisen in the last three months but corroborate the need for the City Parking Manager to continue to monitor and make recommendations before the Council to resolve these issues.

Additionally, we believe that it is imperative that this report should be revisited every 12 to 18 months in order to address revisions and inconsistencies which will arise as the City continues to grow.



## **ESTABLISHMENT OF A PARKING UTILITY OR PARKING AUTHORITY**

To accomplish many of the recommendations presented in this report, BVE recommends the City create a separate agency dedicated to parking. This agency will be responsible for managing the parking supply and oversee the implementation of the many improvements necessary to improve the City's parking experience. The agency can be created as either a Parking Authority or a Parking Utility.

### **Parking Authorities**

N.J.S.A. 40:11A et. seq., commonly referred to as the Parking Authority Law, authorized municipal governments to create an independent parking authority. Such an authority can have five commissioners appointed by the governing body for staggered five-year terms or seven commissioners, five appointed by the governing body and two by the Mayor. A parking authority typically employs an executive director and associated professional staff to manage and deliver parking services to the city.

The Parking Authority Law permits a parking Authority to have a wide range of powers to manage parking within a municipality including the use of eminent domain; the ability to buy, sell and/or lease property; construct mixed-use development projects and parking facilities; borrow money; issue bonds; mortgage its assets; enter into contracts; and retain earnings.

A parking authority would be considered independent from City Council and may raise parking fees or pursue goals, objectives, or projects independent of the municipal governing body. Once created, a parking authority is not directly controlled by the local governing body. This has the benefit of allowing the authority to react quickly to changes in parking needs.

### **Parking Utilities**

The City may also elect to create a Parking Utility, which serves to manage parking similar to a Parking Authority. A Parking Utility would have an executive officer; operating budget and debt service separate from the City; and the ability to generate annual surplus revenue and retain earnings.

The primary difference between a Parking Utility and Parking Authority is the amount of independence the agency has from the City Council. The chief executive of a Parking Utility usually reports to the City administrator/manager. The City Council retains jurisdiction over rates, fees, capital projects, operating budget, and personnel. Parking revenues in excess of annual operating expenses are generally turned over to the City's general fund. Parking Utilities do not





have the power of eminent domain – condemnation must be done by the City Council. A parking utility usually does not have the statutory authority to pursue mixed-use development as part of a municipal structured parking facility project.

### **Parking Management**

Since a Parking Authority has more autonomy than a Parking Utility, it can function on its own, leaving City Council to focus on other issues on importance. Because of the magnitude of improvements that are required to modernize parking within the City, we recommend a Parking Authority be created to tackle the problem head on. This division of labor will permit the City Council to focus on other matters of importance with a separate appointed board managing parking though out the City while also reducing the labor roll of the municipal budget.

Parking Authorities have their own separate financial structure and will be able to bond for improvements separately from the City. This will enable the over all planning effort necessary to determine the need for structured parking owned by the city to be funded through parking fees. Additionally, this will provide the opportunity for funding the much needed existing parking lot rehabilitation required without stressing the City budgets.

### **Revenue Recognition**

Parking meters (*single space*) and Pay Stations (*multi-space meters*) are vital pieces of parking infrastructure which help a Municipality collect parking fares and help govern the usage of available parking supply. These can both serve as a tool to enforce on-street parking policies (*time limits, prohibitions*) and encourage better mobility management practices. As with newer technology, these electronic parking meters and pay stations allow for increased efficiency in collecting revenues, give users more payment options, and may decrease the rate of vandalism through more robust construction.

In our experience working with various providers, parking utilities and authorities we have tested the following single space meters:

- POM Parking Meters;
- MacKay Meters;
- Duncan Solutions.

And the following multi-space pay stations:

- Flowbird;
- Metric Group;
- MacKay Meters.



For ease of use, operation, and maintenance we recommend that the City consider implementing MacKay single space meters and Metric pay stations, where each is deemed appropriate.

Due to the current status of the City's parking meters and accounting of parking revenues, data on the quantity and status of meters as well revenue generated from these facilities was not available at the time of this report being drafted. As such, once these improvements are implemented and a Parking Authority is established, this information can be gathered more efficiently and incorporated into a future revision of this report.

### **Mobile Parking Applications**

Technology continues to evolve and become more integrated into all aspects of our daily lives. As such, the act of parking and searching for a parking space has also seen some improvements in this regard. With the rise of mobile parking applications or "apps", users can now search for available parking spaces on-street, in a parking lot or parking deck, reserve parking before arriving, and pay for parking via a mobile phone. This is especially convenient now during the COVID era where we strive to keep socially distant and minimize contact with one another.

BVE has field tested and reviewed various parking apps to gauge their user friendliness and functionality. We have tested apps such as:

- Park Mobile;
- Flowbird;
- T2;
- ParkMe;
- Passport; and
- Park Whiz

From our experience, we would recommend Park Mobile for City's consideration as it provides an easy to understand user interface and has been heavily implemented in other densely populated urban areas. By integrating a parking app into the City's parking system, the City will help increase the functionality and convenience of its parking infrastructure for both visitors and residents.

### **Public Outreach**

It is our recommendation that as part of the City's efforts to update their parking policy and infrastructure, a separate website be created for the Parking Authority. As we now live in the age of social media and electronic communication, having a website allows the City's Parking Utility/Authority to have a centralized online presence where residents can visit to perform various tasks and obtain general information. Some basic components for a parking website include, but are not limited to, contact information for personnel in office who can field general inquiries, a mailbox for resident complaints and reports of damage or vandalism to facilities, information on where parking can be found, information on parking prohibition, a schedule of fees for parking, if a permit system



is implemented then a link to purchase parking permits, and a link to pay for any issued citations related to parking.





## CONCLUSIONS

BVE has collaborated with the City and its residents to perform a comprehensive analysis of the available parking facilities throughout the Municipality. Based upon our discussions with residents, the Administration, field investigations, and analysis of the existing conditions, we provide the following conclusions for your consideration:

- The City of Orange Township is in a key position to take a step forward with the management and operation of their parking infrastructure and implement a Parking Authority under the leadership of the Parking Manager;
- With the realization of a Parking Authority to manage both the day-to-day and long term planning and management of parking facilities, the City will be able to achieve greater revenues from this operation;
- We recommend that the City implement the recommended ordinance changes to clearly codify its parking signage and striping, eliminate inconsistencies between ordinance and field conditions, and more fairly enforce a uniform parking policy for its residents; and
- As public works project are performed throughout the City of Orange, the Administration should seize the opportunity to modernize its parking infrastructure and implement modern parking meters, pay stations, incorporate a mobile parking application, and build a centralized website for their Parking Authority.



## **Appendix A – Citywide Parking Map**





**LEGEND**

**REGULATION**

- NO PARKING (ALL DAYS)
- NO STOPPING AND STANDING (ALL DAYS)
- LOADING ZONE (ALL DAYS)
- 15 MINUTE PARKING SUNDAY
- 15 MINUTE PARKING MONDAY - SATURDAY
- 1 HOUR PARKING
- 2 HOUR PARKING
- 2 HOUR PARKING THURSDAY & FRIDAY
- 2 HOUR PARKING SATURDAY
- PERMIT PARKING ONLY
- PERMIT PARKING ONLY SATURDAY - SUNDAY
- NO PARKING SCHOOL DAYS
- NO PARKING SUNDAY-FRIDAY
- NO PARKING SUNDAY-WEDNESDAY
- NO PARKING MONDAY
- NO PARKING MONDAY-WEDNESDAY
- NO PARKING MONDAY-FRIDAY
- NO PARKING MONDAY-SATURDAY
- NO PARKING MONDAY, WEDNESDAY, FRIDAY
- NO PARKING TUESDAY AND THURSDAY
- NO PARKING WEDNESDAY
- NO PARKING WEDNESDAY-FRIDAY
- NO PARKING WEDNESDAY-SUNDAY
- NO PARKING THURSDAY
- NO PARKING THURSDAY-FRIDAY
- NO PARKING SATURDAY-SUNDAY
- NO PARKING SATURDAY, SUNDAY, & HOLIDAYS

**TIMES**

- ALL TIMES
- 2:00AM - 6:00AM
- 6:00AM - 8:00AM
- 6:00AM - 11:00AM
- 6:30AM - 8:00AM
- 6:30AM - 8:30AM
- 6:30AM - 9:00AM
- 7:00AM - 9:00AM
- 7:00AM - 9:00AM
- 7:00AM - 4:00PM
- 8:00AM - 10:00AM
- 8:00AM - 12:00PM
- 8:00AM - 4:00PM
- 8:00AM - 6:00PM
- 9:00AM - 12:00PM
- 9:00AM - 12:30PM
- 9:00AM - 3:00PM
- 9:00AM - 3:30PM
- 9:00AM - 6:00PM
- 3:30PM - 6:00PM
- 4:00PM - 6:00PM
- 4:00PM - 12:00AM
- 4:00PM - 7:00AM
- 7:00PM - 8:00AM
- 7:00PM - 7:00AM
- 8:00PM - 9:00AM
- 9:00PM - 5:00AM
- 12:00AM - 4:00PM
- 12:00AM - 9:00PM

200' 100' 0' 200' 400'

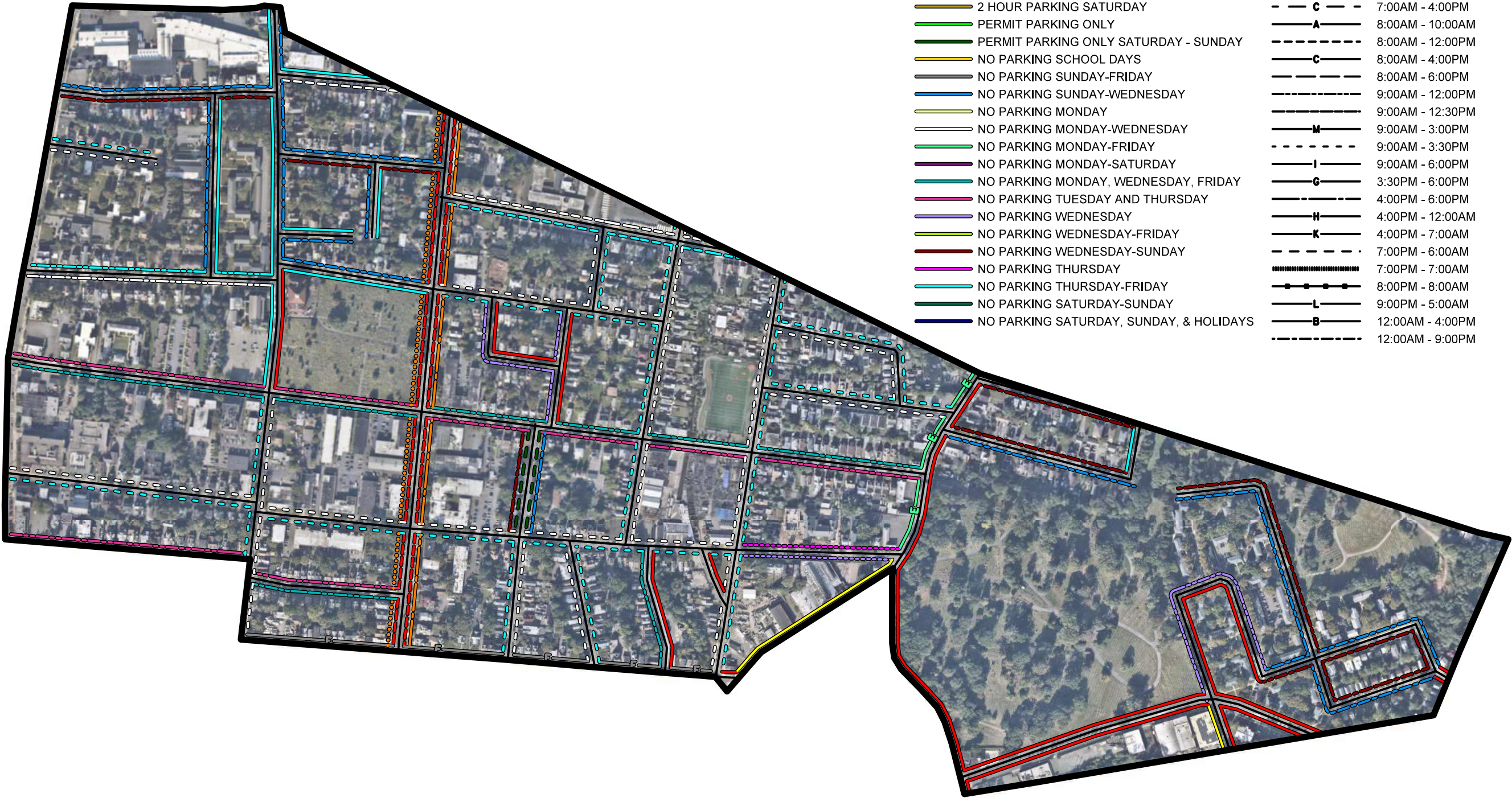
**POSTED PARKING REGULATION MAP**

APPROVED BY: MAYOR DWAYNE D. WARREN, ESQ.  
SIGNED: [Signature] DATE: [Date]  
CITY OF ORANGE TOWNSHIP, ESSEX COUNTY, NJ  
PROJECT NO. [Number] SHEET [Number] OF [Number]  
DATE OF PREPARATION: [Date]  
DATE OF REVIEW: [Date]  
DATE OF APPROVAL: [Date]





## **Appendix B – Parking Maps by Ward**



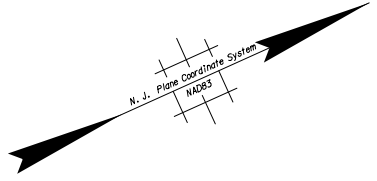
**REGULATION**

- NO PARKING
- NO STOPPING AND STANDING
- LOADING ZONE
- 15 MINUTE PARKING SUNDAY
- 15 MINUTE PARKING MONDAY - SATURDAY
- 1 HOUR PARKING
- 2 HOUR PARKING
- 2 HOUR PARKING THURSDAY & FRIDAY
- 2 HOUR PARKING SATURDAY
- PERMIT PARKING ONLY
- PERMIT PARKING ONLY SATURDAY - SUNDAY
- NO PARKING SCHOOL DAYS
- NO PARKING SUNDAY-FRIDAY
- NO PARKING SUNDAY-WEDNESDAY
- NO PARKING MONDAY
- NO PARKING MONDAY-WEDNESDAY
- NO PARKING MONDAY-FRIDAY
- NO PARKING MONDAY-SATURDAY
- NO PARKING MONDAY, WEDNESDAY, FRIDAY
- NO PARKING TUESDAY AND THURSDAY
- NO PARKING WEDNESDAY
- NO PARKING WEDNESDAY-FRIDAY
- NO PARKING WEDNESDAY-SUNDAY
- NO PARKING THURSDAY
- NO PARKING THURSDAY-FRIDAY
- NO PARKING SATURDAY-SUNDAY
- NO PARKING SATURDAY, SUNDAY, & HOLIDAYS

**LEGEND**

**TIMES**

- ALL TIMES
- 2:00AM - 6:00AM
- 6:00AM - 8:00AM
- 6:00AM - 11:00AM
- 6:30AM - 8:00AM
- 6:30AM - 8:30AM
- 6:30AM - 9:00AM
- 7:00AM - 9:00AM
- 7:00AM - 4:00PM
- 8:00AM - 10:00AM
- 8:00AM - 12:00PM
- 8:00AM - 4:00PM
- 8:00AM - 6:00PM
- 9:00AM - 12:00PM
- 9:00AM - 12:30PM
- 9:00AM - 3:00PM
- 9:00AM - 3:30PM
- 9:00AM - 6:00PM
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- 4:00PM - 6:00PM
- 4:00PM - 12:00AM
- 4:00PM - 7:00AM
- 7:00PM - 6:00AM
- 7:00PM - 7:00AM
- 8:00PM - 8:00AM
- 9:00PM - 5:00AM
- 12:00AM - 4:00PM
- 12:00AM - 9:00PM



**CITY OF ORANGE TOWNSHIP NORTH WARD POSTED PARKING REGULATIONS**

SCALE: 1" = 500'





**CITY OF ORANGE TOWNSHIP EAST WARD POSTED PARKING REGULATIONS**  
SCALE: 1" = 500'



**LEGEND**

**REGULATION**

- NO PARKING
- NO STOPPING AND STANDING
- LOADING ZONE
- 15 MINUTE PARKING SUNDAY
- 15 MINUTE PARKING MONDAY - SATURDAY
- 1 HOUR PARKING
- 2 HOUR PARKING
- 2 HOUR PARKING THURSDAY & FRIDAY
- 2 HOUR PARKING SATURDAY
- PERMIT PARKING ONLY
- PERMIT PARKING ONLY SATURDAY - SUNDAY
- NO PARKING SCHOOL DAYS
- NO PARKING SUNDAY-FRIDAY
- NO PARKING SUNDAY-WEDNESDAY
- NO PARKING MONDAY
- NO PARKING MONDAY-WEDNESDAY
- NO PARKING MONDAY-FRIDAY
- NO PARKING MONDAY-SATURDAY
- NO PARKING MONDAY, WEDNESDAY, FRIDAY
- NO PARKING TUESDAY AND THURSDAY
- NO PARKING WEDNESDAY
- NO PARKING WEDNESDAY-FRIDAY
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- NO PARKING THURSDAY
- NO PARKING THURSDAY-FRIDAY
- NO PARKING SATURDAY-SUNDAY
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**TIMES**

- ALL TIMES
- 2:00AM - 6:00AM
- 6:00AM - 8:00AM
- D 6:00AM - 11:00AM
- J 6:30AM - 8:00AM
- E 6:30AM - 8:30AM
- F 6:30AM - 9:00AM
- 7:00AM - 9:00AM
- C 7:00AM - 4:00PM
- A 8:00AM - 10:00AM
- 8:00AM - 12:00PM
- C 8:00AM - 4:00PM
- 8:00AM - 6:00PM
- 9:00AM - 12:00PM
- 9:00AM - 12:30PM
- M 9:00AM - 3:00PM
- 9:00AM - 3:30PM
- I 9:00AM - 6:00PM
- G 3:30PM - 6:00PM
- 4:00PM - 6:00PM
- H 4:00PM - 12:00AM
- K 4:00PM - 7:00AM
- 7:00PM - 6:00AM
- 7:00PM - 7:00AM
- 8:00PM - 8:00AM
- L 9:00PM - 5:00AM
- B 12:00AM - 4:00PM
- 12:00AM - 9:00PM



**CITY OF ORANGE TOWNSHIP SOUTH WARD POSTED PARKING REGULATIONS**

SCALE: 1" = 500'



LEGEND

REGULATION

- NO PARKING (ALL DAYS)
- NO STOPPING AND STANDING (ALL DAYS)
- LOADING ZONE (ALL DAYS)
- 15 MINUTE PARKING SUNDAY
- 15 MINUTE PARKING MONDAY - SATURDAY
- 1 HOUR PARKING
- 2 HOUR PARKING
- 2 HOUR PARKING THURSDAY & FRIDAY
- 2 HOUR PARKING SATURDAY
- PERMIT PARKING ONLY
- PERMIT PARKING ONLY SATURDAY - SUNDAY
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- NO PARKING SATURDAY-SUNDAY
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- C 7:00AM - 4:00PM
- A 8:00AM - 10:00AM
- 8:00AM - 12:00PM
- C 8:00AM - 4:00PM
- 8:00AM - 6:00PM
- 9:00AM - 12:00PM
- 9:00AM - 12:30PM
- M 9:00AM - 3:00PM
- 9:00AM - 3:30PM
- I 9:00AM - 6:00PM
- G 3:30PM - 6:00PM
- 4:00PM - 6:00PM
- H 4:00PM - 12:00AM
- K 4:00PM - 7:00AM
- 7:00PM - 6:00AM
- 7:00PM - 7:00AM
- 8:00PM - 8:00AM
- L 9:00PM - 5:00AM
- B 12:00AM - 4:00PM
- 12:00AM - 9:00PM



CITY OF ORANGE TOWNSHIP WEST WARD POSTED PARKING REGULATIONS

SCALE: 1" = 500'





## **Appendix C – Main Street Memo**





**Bright View Engineering**  
*Moving you forward*

December 23, 2020

**VIA E-MAIL & US MAIL**

Marty Mayes  
Director, Department of Public Works  
City of Orange Township  
29 North Day Street  
Orange, New Jersey 07050

**Re: Updated Parking Regulations  
Main Street Streetscape Project  
Project No.: 201502**

Dear Mr. Mayes:

As requested, Bright View Engineering (BVE), has reviewed the existing parking regulations for the Main Street Corridor. This letter report represents a summary of our findings and recommendations.

**Existing Parking Regulations**

The existing parking regulations on Main Street generally consist of two hour metered parking along Main Street, charged a fee of \$0.25 for 15 minutes (\$1.00 per hour) up to 2 hours. Most meters are electronic with a solar panel and credit card reader allowing payment by credit card. Select parking spaces, particularly in front of the Post Office are designated as 10 minute spaces. There are also six spaces identified for 'Taxi Parking Only' on the north side of Main Street, east of North Day Street and "Taxi Parking Only" space located on the south side of Main Street, east of Essex Avenue.

Per the available parking regulations for the City, parking on Main Street is generally restricted to a 2 hour limit from 8:00 AM to 5:00 PM, Mon-Fri and 8:00 AM to 6:00 PM on Saturdays. Parking is not permitted on Main Street between 2 AM and 6 AM. Parking on Main Street east of Park Street is unmetered, with the only time restriction being 'no parking 2 AM to 6 AM. Loading zones are not identified along Main Street.

651 Old Mount Pleasant Avenue, Suite 100  
Livingston, New Jersey 07039

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904  
BrightViewEngineering.com

PO Box 99  
Roseland, NJ 07068



## Existing Conditions

BVE staff performed a series of field visits to the Main Street Corridor within the City to identify the existing conditions with regard to parking, noting how parking is currently managed and identify any deficiencies that should be corrected. With that regard, we noted the following:

- Approximately 30% of the parking meters along Main Street were noted to be inoperable or unreadable.
- Based on our observations, the 2 hour parking limit was generally ignored.
- Spaces with inoperable or unreadable parking meters typically had a single vehicle parked there for the entire day.
- We did not observe any enforcement during our field visits.
- Existing parking signs, while present were frequently faded and in need of replacement.

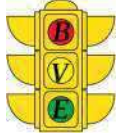
## Proposed Revisions to Main Street Parking

As part of the Main Street Streetscape project recently designed by Bright View Engineering, parking along the corridor will be reconfigured. Parallel parking along the corridor will remain, with the notable exception of the three blocks between Cleveland Street / Tony Galento Plaza and Center Street, which will continue to be configured as pull in angled parking. All signs along the corridor, including all parking signs, will be replaced as part of the project. The proposed parking layout is provided in the attached parking plan.

In areas where practical, individual parking meters will be replaced with pay by plate pay stations, generally located on each side of the street, in the middle of the block. Two pay stations per block are provided between Essex Avenue and Center Street to accommodate the larger parking areas created by the angled parking.

Bright View Engineering recommends utilizing a pay by plate system instead of numbering each parking space as it will facilitate the use of a pay by phone app in addition to the pay stations. Users who wish to pay for parking using a smartphone app can do so by registering their car with the app and paying directly with their phone, negating the need to utilize the pay stations. The pay stations, however, are still necessary to facilitate users who do not wish to use a smartphone app or pay electronically.

The parking spaces between Lincoln Avenue and Cleveland Street will be handled via electronic meters, as there are not enough spaces in this block to facilitate a pay station. We recommend that three parking spaces in front of the Post Office be signed and metered for 15 minute parking to facilitate quick pick ups and drop offs at the Post Office. The existing Handicap parking space in front of the Post Office will also remain.



In addition to the 15 minute parking spaces at the Post Office, we recommend one parking space in each direction per block be designated as a 15 minute parking only space to help facilitate quick pick-up / drop-offs along the corridor. The spaces chosen on the attached plan were identified specifically to facilitate easy in and out movements as these spaces have a striped gore area adjacent to the drivers side door, making it easier for these drivers to get into and out of their car quickly.

Parking will remain a two hour limit on Main Street, with the 2 hour restriction changed from 8 AM to 5 PM to 7 AM to 9 PM to facilitate turnover on Main Street for the businesses and restaurants.

### **Parking Fees**

Bright View Engineering recommends only a modest increase to the parking fees at this time. Parking fees on Main Street will remain \$0.25 per 15 minutes for the first hour (\$1 per hour) and increase to \$0.50 per 15 minutes for the second hour (\$2 per hour). Tiering the parking fee will encourage users looking to park for longer periods to seek out spaces in municipal lots slightly further from Main Street and facilitate more rapid turnover of parking on Main Street. The parking fees should be evaluated on a periodic basis and adjusted accordingly if the Tiered parking structure does not have the desired result.

### **Fee Collection and Equipment Maintenance**

As more people trend towards paying for parking via a cell phone app and by credit card, the need to remove money from the proposed pay stations will decrease. Initially, each pay station (and the remaining meters along Main Street) should be serviced approximately once per week. This schedule should be adjusted periodically (approximately every 6 months) to conform that it is meeting the needs of the community. Any meters or pay stations which are not working should be noted by the fee collection staff for repair.





## Violations

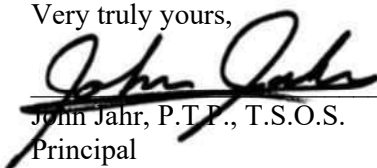
For the proposed parking system for Main Street to be effective, parking must be enforced by the issuance of summonses when appropriate. We recommend after construction on the improvements are complete, staff issue warnings for the first two months for basic infractions (such as over time meters) so that the public is well informed of the regulations and has time to acclimate to the new pay system. Parking violations that present a safety hazard; i.e. double parking, parking in front of fire hydrants, blocking crosswalks; should be enforced at all times with tickets issued accordingly.

## Conclusions

The recommended changes to the parking regulations along Main Street represent an incremental change to parking in the area. We feel that the proposed parking changes represent a balance of progress to a more effective parking solution, while maintaining much of the existing structure so businesses and their patrons can adapt to the parking system and fee structure. The use of pay stations and a pay by license plate system will allow for easier changes to the parking system in the future as the needs of the corridor change.

I trust that this information is helpful as the City works to improve the Main Street Corridor. Feel free to contact this office with any questions you may have.

Very truly yours,

  
John Jahr, P.T.P., T.S.O.S.  
Principal  
Bright View Engineering, LLC  
732-236-7557

## Enclosures

Cc: C. Mobley, City of Orange Township (w/encl via email)  
C. Hartwyk, City of Orange Township (w/encl via email)



## **Appendix D – Existing Ordinance**



## **Appendix E – Revised Ordinance**





## **Appendix F – Business Owner’s Survey**



## **Appendix G – 2017 Parking Survey**



## **Appendix H – City Owned Parking Lots**





## **Appendix I – City of Orange Twp. Parking Study Response**



## **Appendix K – Parking Authority Law**



## **Appendix L – Fee Schedule**