

What is Traffic Calming?

“Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users” (Source: Institute of Transportation Engineers).

The goal of traffic calming is to preserve and enhance mobility within the community for all modes of transportation, while achieving an appropriate balance between traffic circulation, traffic safety, and emergency response; particularly within residential areas. Traffic calming measures shall be employed to protect pedestrians and cyclists’ security and primacy, particularly at intersections, in a manner that addresses this quality of life concern while preserving emergency response needs.

What is the process?

Measures such as lane striping and bump-outs may be installed upon recommendation by staff and approval by Council. Other measures, except Intersection Murals, require the following:

1. Requester submits a petition of at least 51% of resident households on the road segment in question. Exceptions may be made for public uses, such as parks or schools.
2. Upon receipt and qualification of the petition, a traffic study is conducted and recommendation made based on the study results. For speed humps or tables (vertical deflection), 85th percentile speed should exceed 10 mph over the speed limit. 85th percentile speeds of 8-10 mph over the limit may qualify for higher volume streets (more than 4,000 vehicles per day).
3. If speed humps or tables are recommended, resident households are officially surveyed and must approve installation by 2/3 majority (67%). Note: vertical deflection devices must be reviewed by Montclair Police and Fire Departments to avoid unacceptable effects on emergency response.

4. If other treatments are recommended, they will be designed and constructed as budget allows as part of the annual road construction program.
5. Removal of devices previously installed requires a petition of 75% of resident households.

What methods are used?

Below are pictures and descriptions of the traffic calming methods that have been installed in Montclair and/or other towns throughout New Jersey.

Closure/ Diverter

Description: Full or partial closure of a street; typically done to reduce or eliminate cut-through traffic vs. speed reduction. *Photo*



location: Pleasant Avenue at Ward Place (conversion of through street to walkway only)

Available for use: Only on municipal roads, after other measures have been determined to be ineffective; NJDOT approval may be required.

Lane/Shoulder striping (traffic markings)



Description: Traffic striping delineating a shoulder or parking lane. Treatment is intended to narrow and better delineate the travel lane.

Photo location: No. Mountain Avenue

Available for use: On any road.

Intersection Mural

Description: A mural that is painted on the pavement at an intersection of residential streets, usually by a community or neighborhood group.



Photo: BikeOCNJ.org (Ocean City, New Jersey)

Available for use: Only on municipally-owned roads that are primarily residential in nature. Priority consideration will be given to four-way stop intersections. Separate application process, including requirement to give notice to residents and property owners within 500 ft. of the intersection proposed for treatment.

Rumble Strips



Description: A series of raised transverse traffic markings

Available for use: On any road; however, use of these devices in residential neighborhoods is discouraged because of the noise generated by vehicles passing over them. An affirmative vote of 51% of households is required for installation.



Bump-out (also known as a curb extension)

Description: Curb extensions that narrow the road by extending the

sidewalk or widening the curb lawn at mid-block or corners. Makes pedestrians more visible when they want to cross the road. *Photo location: Valley Road at Van Vleck Street*

Available for use: On any road.

Speed Bump

Description: Short raised area of pavement, typically 3 to 4 inches high and 8 to 12 inches wide.

Available for use: These devices are **not permitted** on public roads, as they can cause serious injury or loss of control at even moderate speeds. They are typically used in parking lots and private drives to maintain very low speeds.

Speed Hump

Description: Rounded raised areas, typically 3 to 4 inches high and 12 to 14 feet in length; normally installed in a series.



Photo location: North Mountain Avenue

Available for use: On municipal and County roads in exceptional circumstance of higher speeds. Generally not recommended for primary emergency response routes.

Speed Table



Description: Similar to speed humps with a long flat section in the center and ramps on the ends; sometimes a marked crosswalk with striping or textured treatment on the flat section. *Photo*

location: Upper Mountain Avenue at Mountainside Park

Available for use: On municipal and County roads in exceptional circumstance of higher speeds. Will not be considered for primary emergency response routes.

Raised Intersection

Description: Raised (vertical deflection), flat area covering entire intersection, with ramps on all approaches. Often includes other textured material on the flat section. *Photo: www.sinoconcept.com (location unknown)*



Raised intersections are good for locations with substantial pedestrian activity, areas where taking away parking spaces would be unacceptable or where locating humps in front of residential properties is a problem.

Available for use: Only on municipal roads in exceptional circumstance of higher speeds. Will not be considered for primary emergency response routes.



Neighborhood Traffic Circle

Description: Small raised circular island, placed in the center of an intersection around which traffic passes

either to the right or left. *Photo: www.wsdot.wa.gov (location unknown)*

Available for use: Only on lower volume municipal roads, i.e. streets classified as “local,” not “collector” or “arterial”.

Modern Roundabout

Description: Small raised circular island (unlike the huge traffic rotary of the 50's and 60's), with counter-clockwise flow only, which slows traffic



and reduces vehicular conflict points. Typically includes a mountable portion that larger vehicles can use to navigate the intersection. *Photo location: Valley Road at Church Street*

Available for use: On municipal and County roads where intersection crashes are problematic but all-way stops or signals are not appropriate or not warranted. May be considered for primary emergency response routes when built with mountable center island.

Where can I get more information?

A copy of Montclair's Neighborhood Traffic Calming Policy and petition forms are available on the Township's website at www.montclairnjusa.org or by calling the Montclair Engineering Bureau at (973) 509-5711.

TRAFFIC CALMING:

An overview of Montclair's Neighborhood Traffic Calming Program



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