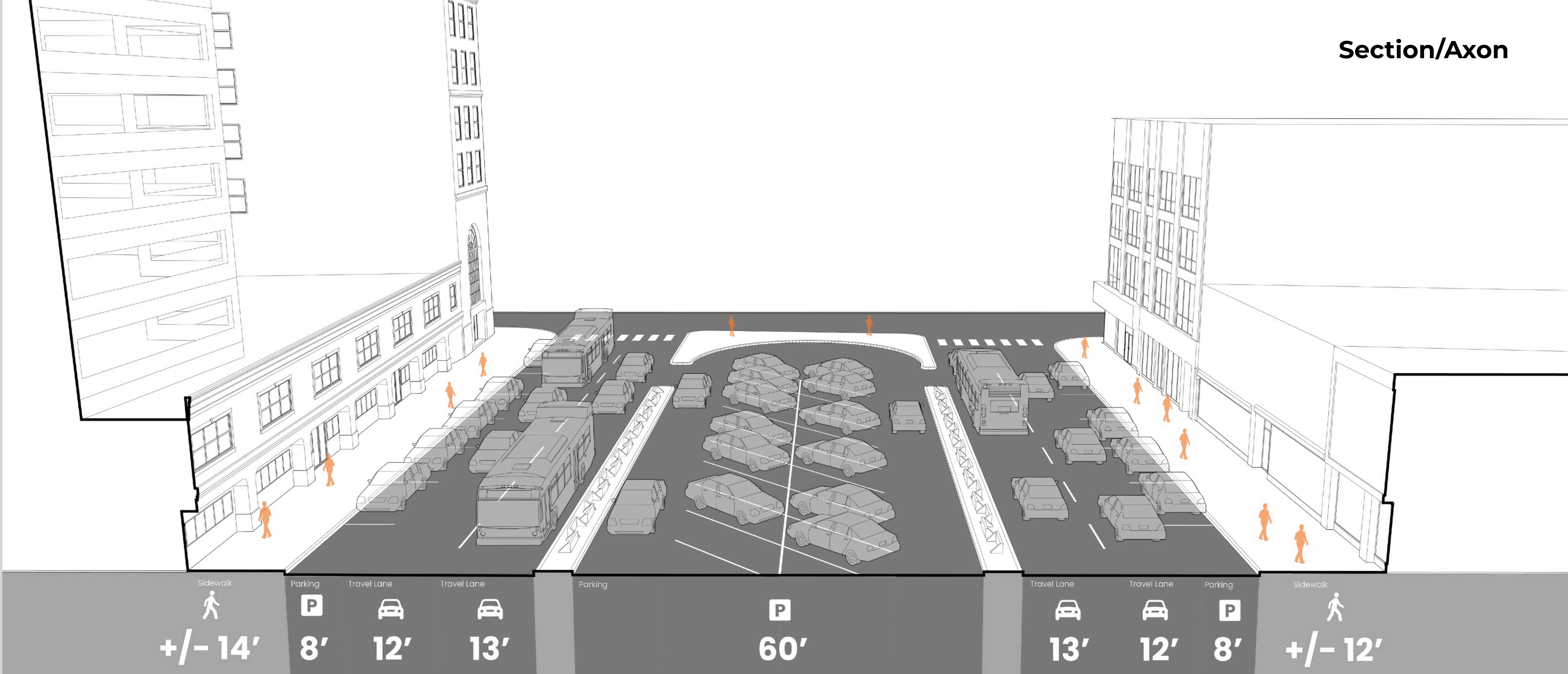


ALTERNATIVE #1:  
NO BUILD

- The current configuration of Main Avenue prioritizes parking and vehicular travel lanes.

Section/Axon



Plan Enlargement



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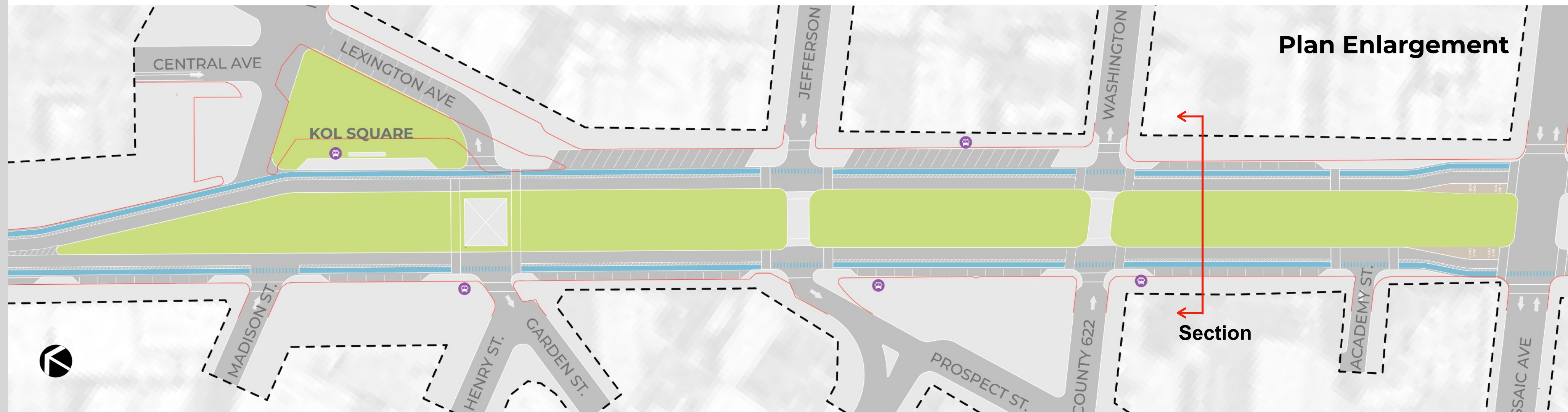
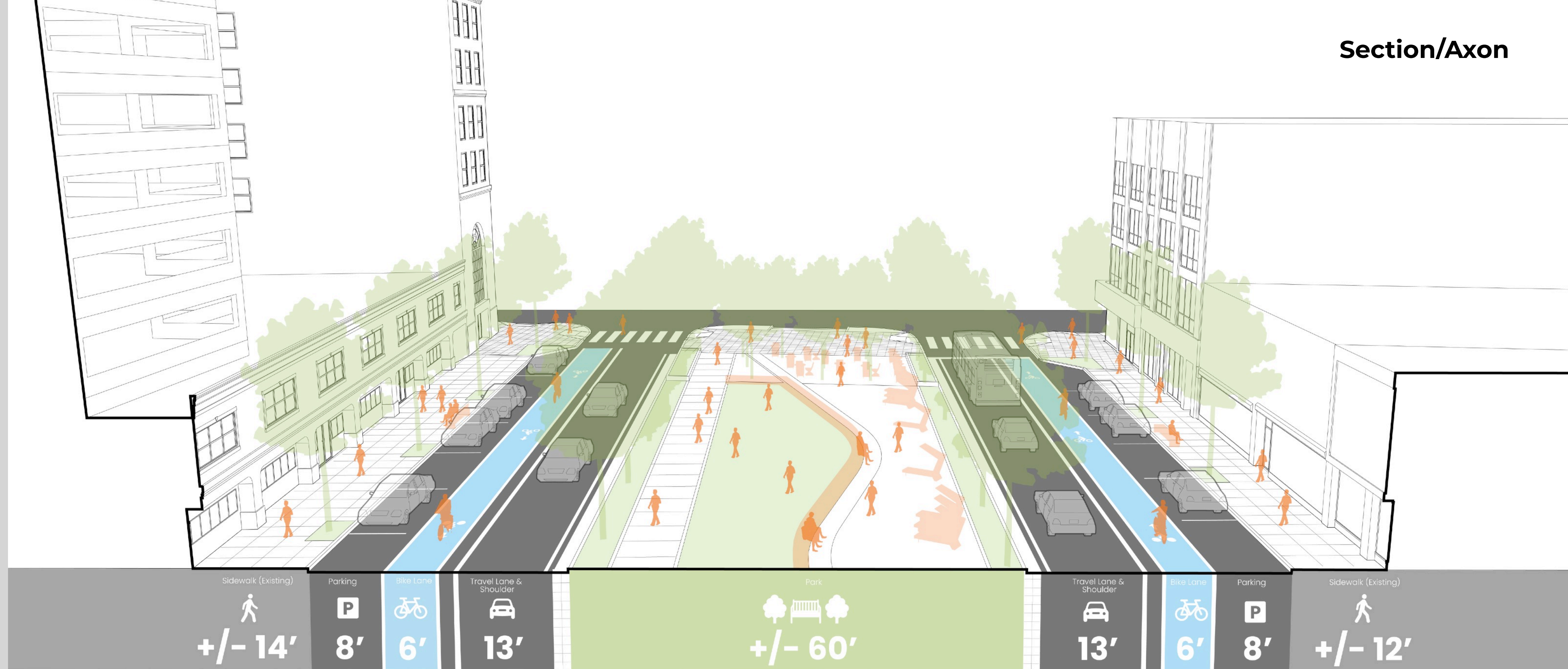
## ALTERNATIVE #2: PARK

- The number of travel lanes has been reduced from two to one lane to shorten pedestrian crossing distances and provide buffered bike lanes.
- The center median with parking spaces has been eliminated and reconfigured to include programmable and flexible park space.
- **This alternative prioritizes public open space by creating a linear park** that stretches from Kohl Square to the proposed bus terminal at Passaic Street.

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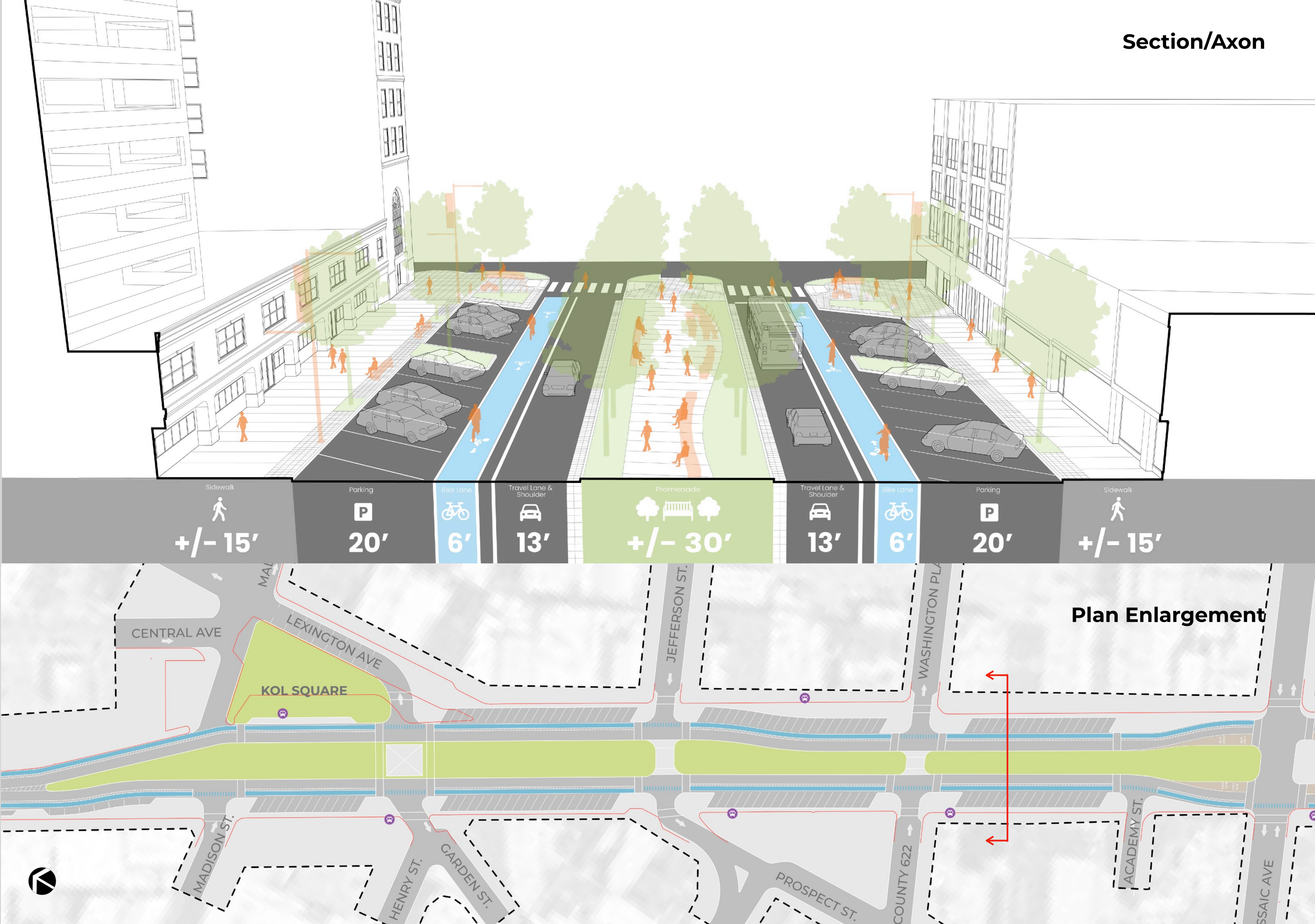
Section/Axon





ALTERNATIVE #3:  
**PROMENADE  
W/REVERSE ANGLE  
PARKING**

- The number of travel lanes has been reduced from two to one lane to shorten pedestrian crossing distances and provide buffered bike lanes.
- The center median with parking spaces has been eliminated and reconfigured to include a promenade that provides seating and plantings.
- **This alternative prioritizes parking by introducing Reverse Angle Parking (R.A.P) throughout the entire corridor.**

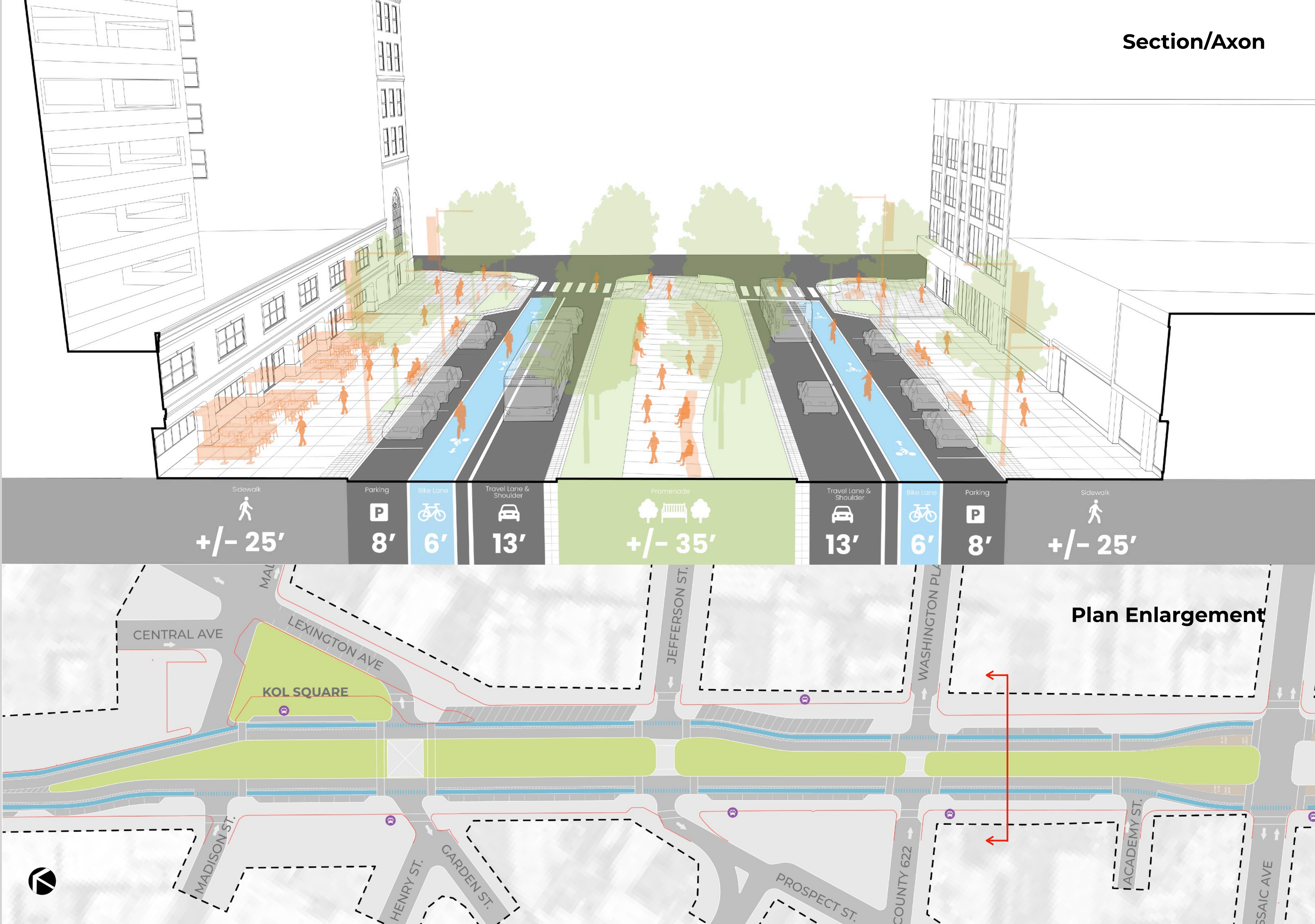


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## ALTERNATIVE #4: PROMENADE W/WIDE SIDEWALKS

- The number of travel lanes has been reduced from two to one lane to shorten pedestrian crossing distances and provide buffered bike lanes.
- The center median with parking spaces has been eliminated and reconfigured to include a promenade that provides seating and plantings.
- **This alternative prioritizes wide sidewalks throughout the downtown.**



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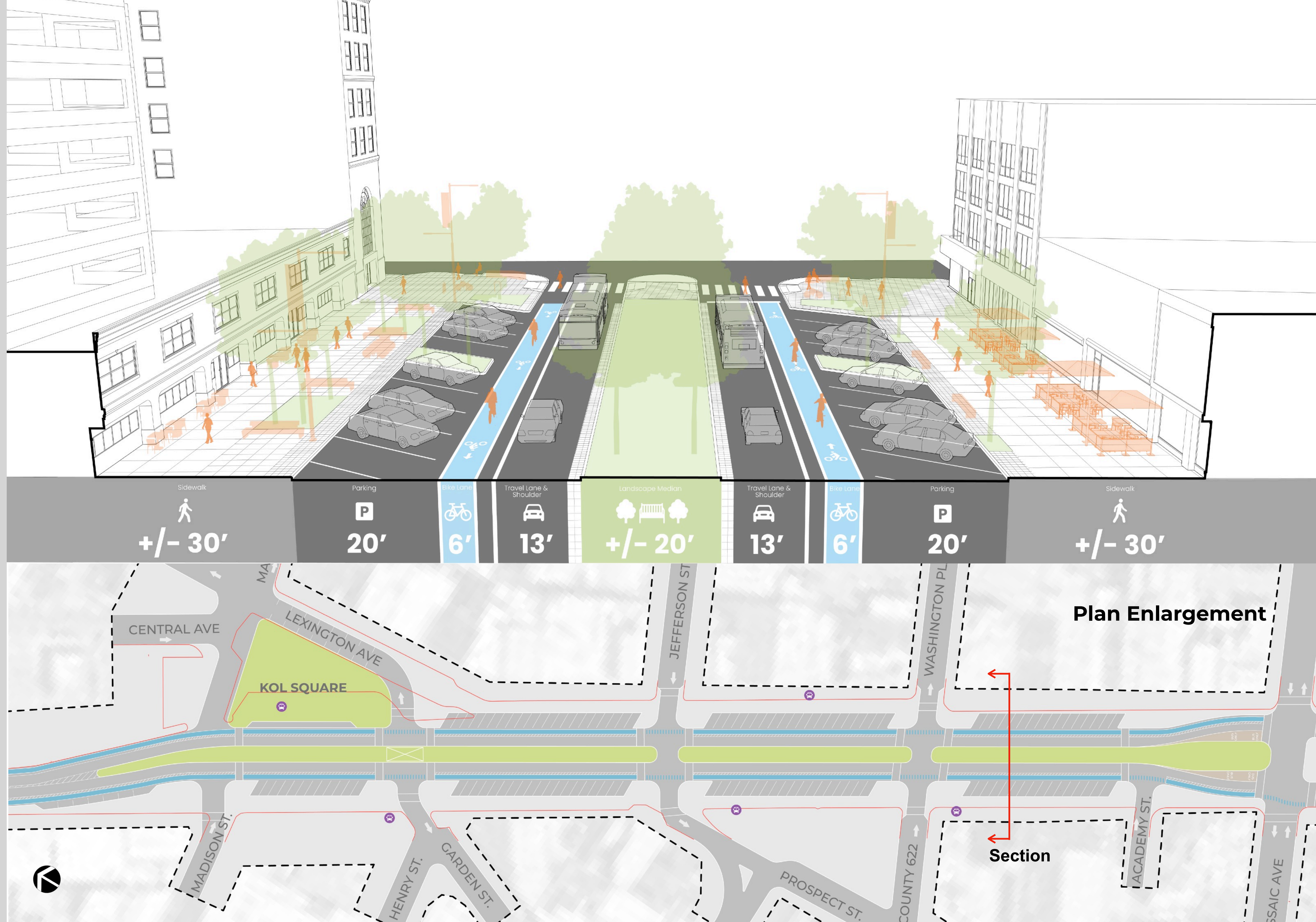


## ALTERNATIVE #5: LANDSCAPE MEDIAN

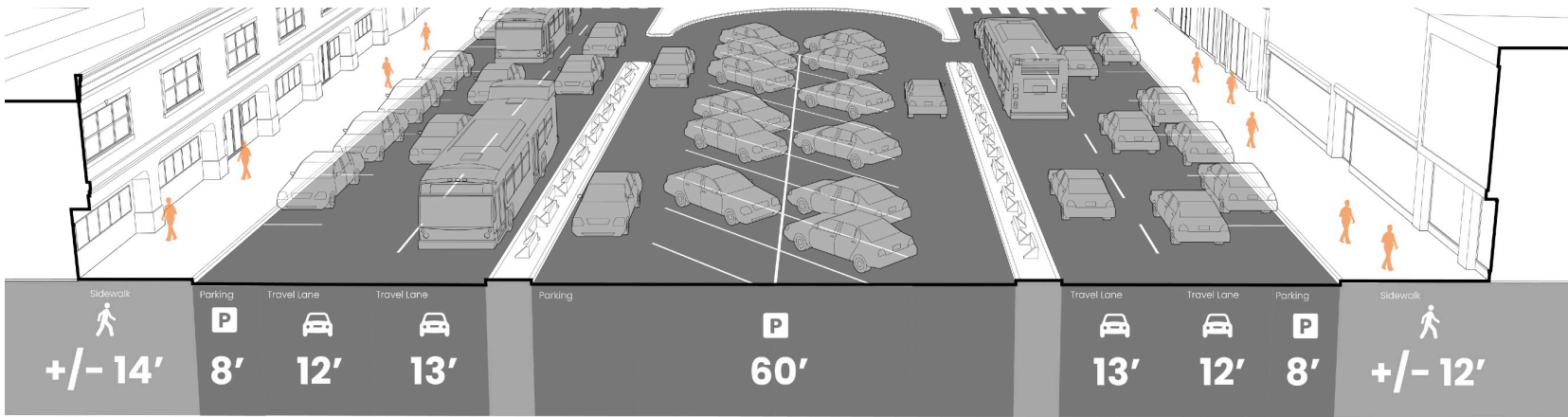
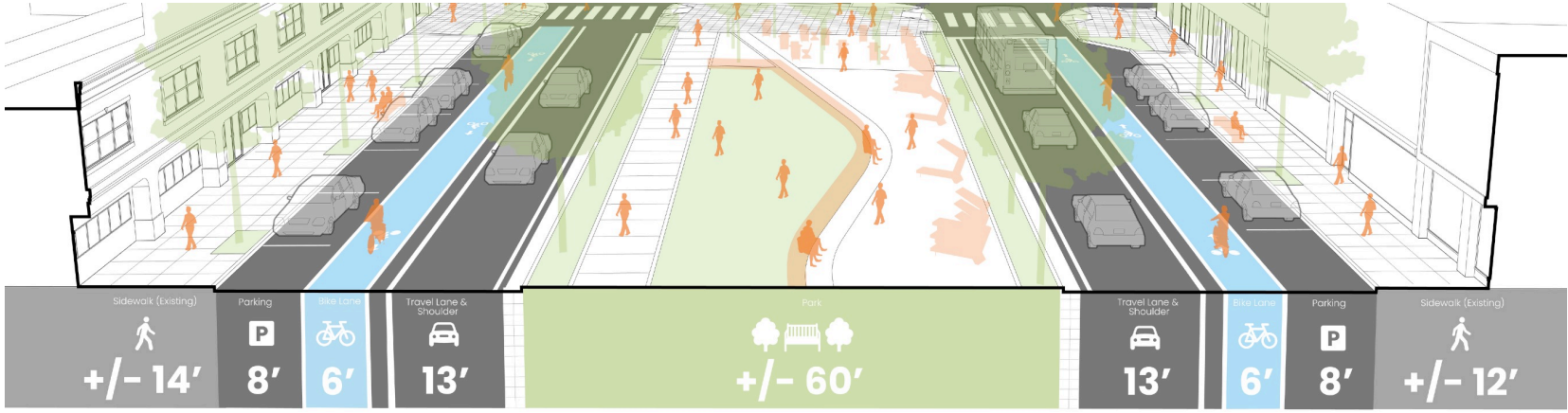
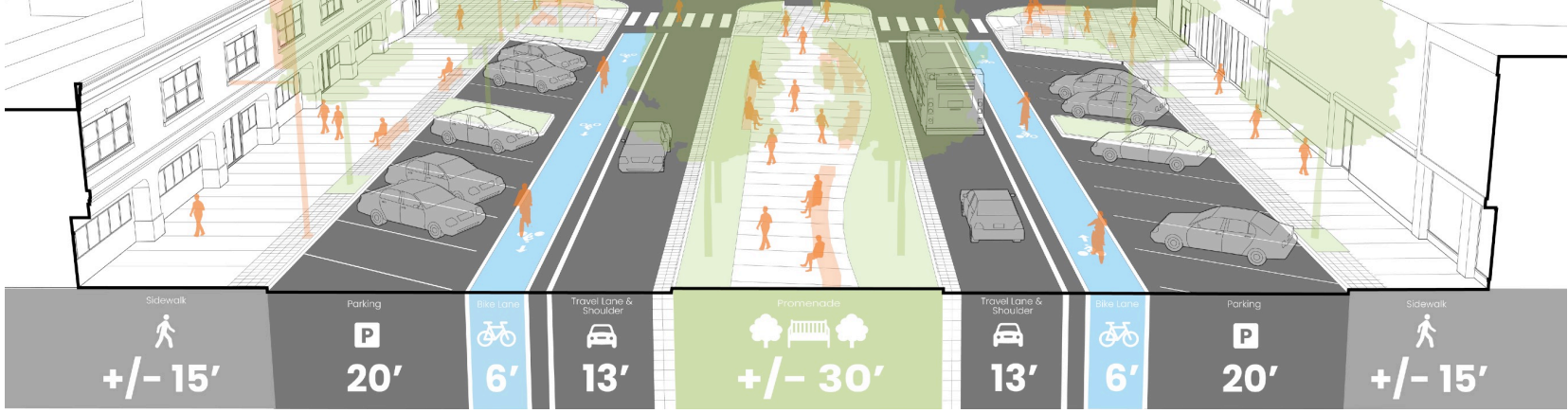
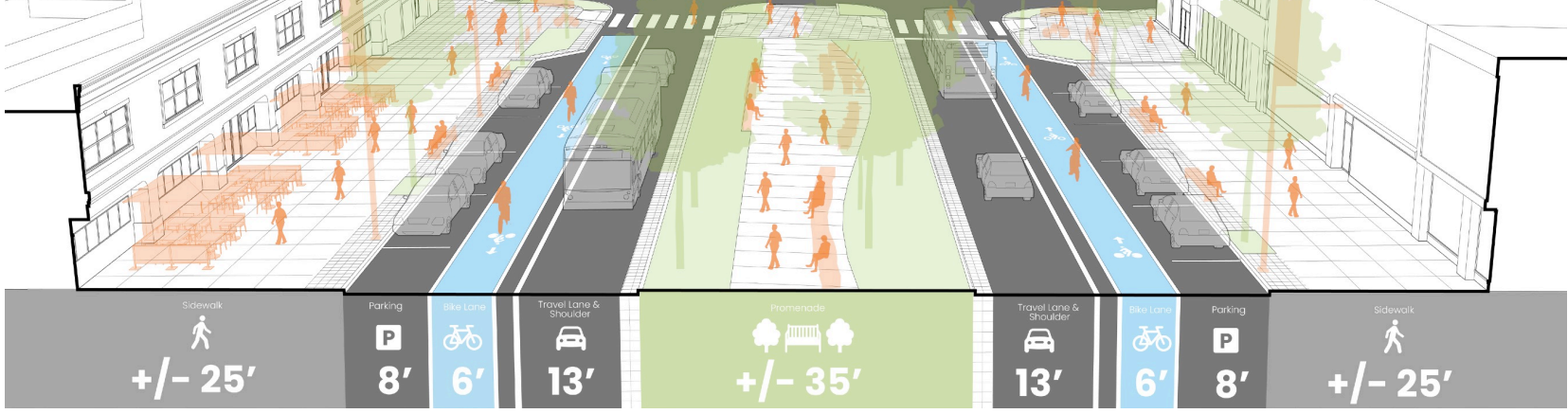
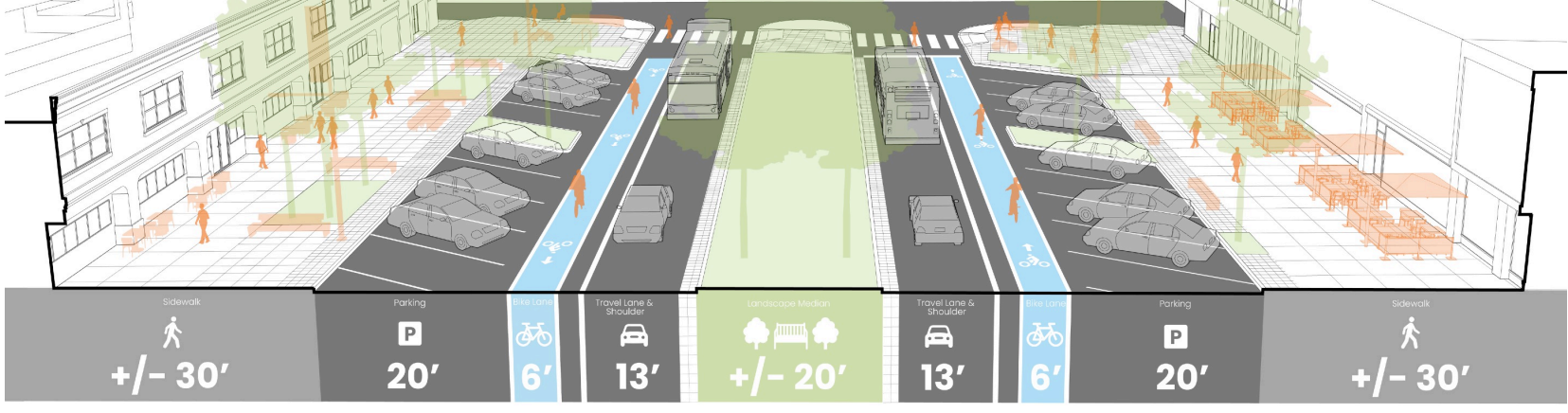
- The number of travel lanes has been reduced from two to one lane to shorten pedestrian crossing distances and provide buffered bike lanes.
- The center median with parking spaces has been eliminated and reconfigured to a landscaped median.
- **This alternative prioritizes wide sidewalks throughout the downtown as well as parking by introducing Reverse Angle Parking (R.A.P) throughout the entire corridor.**

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Alternative	Section Axon	Parking	Median Space & Use	Sidewalk Width	Bicycle Facilities
#1 NO BUILD		244 Spaces	Approx. 60 Feet Parking	+/- 12-14 Feet	No
#2 PARK		Approx. 145 Spaces	Approx. 60 Feet Public Open Space	+/- 12-14 Feet	Yes
#3 PROMENADE W/REVERSE ANGLE PARKING		Approx. 175 Spaces	Approx. 30 Feet Landscape & Seating	+/- 15 Feet	Yes
#4 PROMENADE W/WIDE SIDEWALKS		Approx. 155 Spaces	Approx. 30 Feet Landscape & Seating	+/- 25 Feet	Yes
#5 LANDSCAPE MEDIAN		Approx. 175 Spaces	Approx. 20 Feet Landscape	+/- 30 Feet	Yes



# INTERSECTIONS - ROUNDBABOUT

- The current intersection at Pennington Avenue and Main Avenue is signalized with a number of irregular conditions that create a challenging environment for both vehicular and pedestrian navigation.

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## INTERSECTIONS - ROUNDBABOUT

- Modern roundabouts have proven to improve traffic flow, calm vehicle speeds and improve pedestrian safety.
- **Provides opportunity for a gateway element to the central business district that could feature signage and landscaping.**

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