

Montclair's Complete Streets Experience

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Presented by:
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About Montclair...

- Six square miles
- Six commuter rail stations
- Four local bus routes (NJ Transit)
- Two private commuter bus routes
- Five business districts
- 97.7 miles of road (14.4 County)

Safe Routes to Schools - Demonstration Project

□ Seminars

- Educating parents, teachers and students about the benefits of walking and bicycling to school

□ Events

- Walking school bus
- Walk or bike to school days



Advocacy groups played a role

Montclair Health & Wellness Partnership

Mission: to promote the physical, emotional, and social well-being of students, staff and families of the Montclair Public Schools through increased access to quality services, education and information.



Walk & Bike Montclair

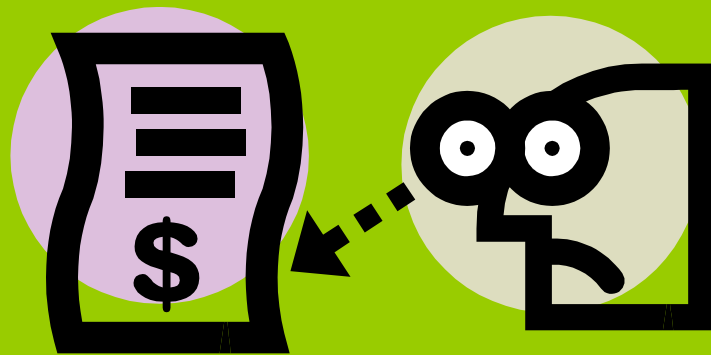
Mission: To create a bicycle-friendly & walk-able Montclair through advocacy, education, and encouragement. Through these means, our aim is to improve our health, clean our air, make our streets safer and improve our overall quality of life.



What the original draft said...

- All Township streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and other motorized vehicles and their passengers.
- A bicycle plan shall be developed within 90 days
- Limited exceptions allowed as follows:
 - Facilities are not required where they are prohibited by law.
 - Public transit facilities are not required on streets not serving as transit routes.
 - Cost of ped/bike facilities exceeds 20% of overall project cost

Complete Streets make sense, but...



➤ It's going to cost too much

➤ There's too much emphasis on cyclists and not enough on pedestrian safety



Proposed bicycle lanes raised additional concerns:

- Liability
- Cost

LOOKING BACKWARD

100 YEARS AGO

It was estimated that town improvements including street construction and street maintenance would increase the value of Montclair real estate an average of 24.2 cents per \$100 valuation.

75 YEARS AGO

Mountainside Park was going to be extended and 100 evergreen trees were to be available to plant in the green space as a result of a "bargain" made by Commissioner William A. Shaw, director of Parks and Public Property, with the Newark Water Department. A string of voters

the park was to be included in the effective landscaping.

50 YEARS AGO

The opening of a special gifts drive for the New Jersey Mental Health Association was announced by Mrs. Rhys Jones, chairman of the committee, and Jerome Cuppia, vice chairman. Contributions to the drive will make up a major part of Montclair's share of the half-million-dollar gift expected from the state.

25 YEARS AGO

Thomas J. Stanton Jr., of Montclair,

cer of First Jersey National Bank, was to receive the Israel Peace Medal of the State of Israel Bonds at a statewide dinner of the bond organization. Stanton was selected to receive the award, one of the top acknowledgements of Israel Bonds, in recognition of his devotion to humanitarian ideals and for his contribution to the program for developing Israel's economy.

10 YEARS AGO

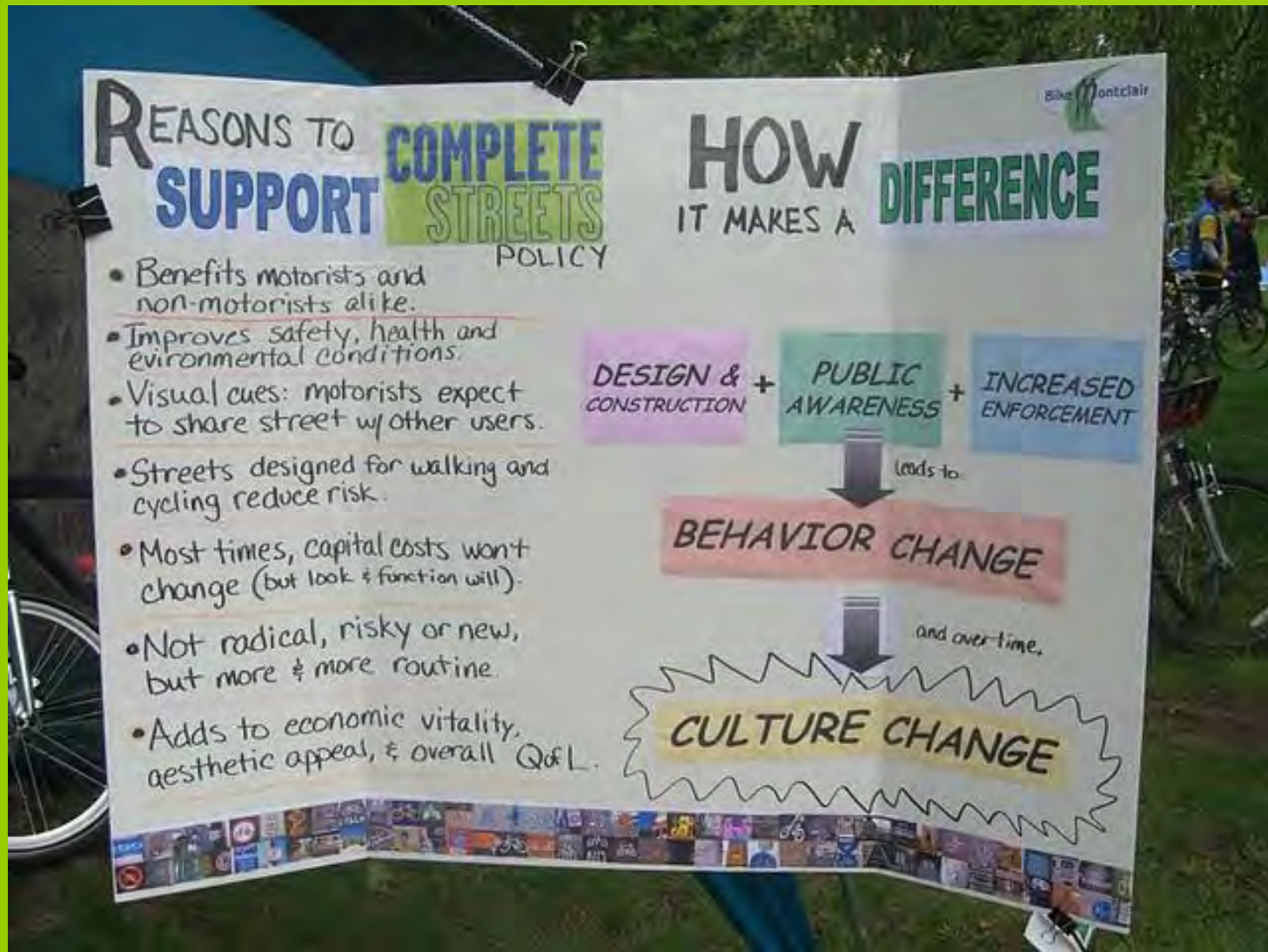
Members of a civil rights group sponsored a demonstration against police brutality outside Glenfield Park. The group, People's Organization for Progress (POP), and a local affiliate, the Montclair-based Fannie Lou Hamer Coalition, encouraged participants to bring candles and flashlights to the demonstration, which would start with a candlelight vigil at the Maple Avenue entrance to the park.

ONE YEAR AGO

Some municipal officials were pushing for an overhaul of a portion of Grove Street, a plan that would narrow the car lanes, increase the width of the shoulder lanes, and eliminate parking on the street's eastern side. According to supporters of the plan, called "Complete Streets," these changes would decrease speeding on Grove Street; enhance mobility; and make the roadway safer for pedestrians, cyclists and drivers.

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What the final policy says...

- All Township streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and other motorized vehicles and their passengers.
- A bicycle plan shall be developed within 90 days
- Limited exceptions allowed as follows:
 - Facilities are not required where they are prohibited by law.
 - Public transit facilities are not required on streets not serving as transit routes.
 - Cost of ped/bike facilities exceeds 5% of overall project cost

Effects on the Design Process:

1. Conduct Inventory

- Functional Classification
- Vehicular traffic volume and speeds
- Number of pedestrians & cyclists**
- Area character (residential, commercial, mixed, etc.)
- Existing ROW width
- Existing pavement width
- Existing number of lanes
- Turn lanes and/or medians?
- Curbing (one or both sides)?
- Are there shoulders (one or both sides)?
- Parking (one or both sides)?
- Sidewalk (one or both sides)?
- Existing speed limit
- Rail grade crossings
- Crash history
- Emergency call boxes
- Street furniture/lighting**
- Transit routes and stops**
- Safe Route to School**
- Bike route (signage, marked or unmarked)**

Effects on the Design Process:

2. Design Review – Assess and note deficiencies

- a. Horizontal Alignment
- b. Vertical Alignment
- c. Pedestrian Crossings (presence/absence of crosswalks and ADA compliant ramps)
- d. Cyclist patterns/usage (proposed bike lane or shared roadway issues; impacts on parking, etc.)
- e. Transit stops, waiting areas, shelters

Effects on the Design Process:

3. Design (Plan Development)

a. General Safety/Security

b. Pedestrian Amenities

c. Bicycle Amenities

d. Transit Amenities

Effects on the Design Process:

4. Design Reviews

- Open House with residents at 90% complete
- NJDOT, CDBG funded projects must be submitted for review/approval before bidding
- Council must approve Municipally-funded projects when new bicycle or pedestrian facilities exceed 5% of the total cost

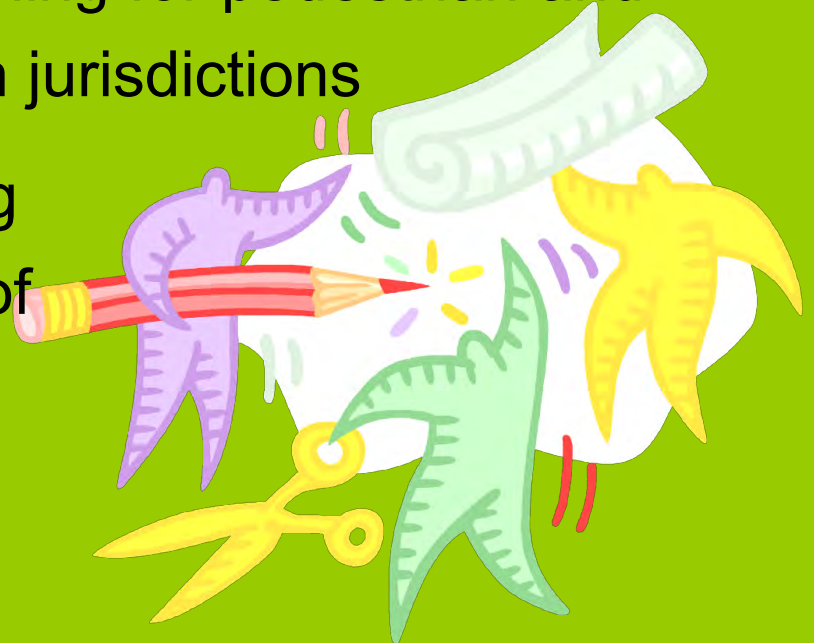
Lessons learned...

- Make sure the agenda is focused and prioritized to tackle the most important things first
- Develop allies within the staff and community who are in a position to move the agenda forward
- Reach out to the governing body early in the process to flesh out any potential issues (no surprises!)



Challenges ahead...

- Assessing and making determinations regarding location and class of bicycle facilities to be provided
- Interlocal coordination of planning for pedestrian and bicycle route continuity between jurisdictions
- Changing land use and zoning laws that discourage provision of sidewalks



Challenges ahead...

- Paying for new sidewalks or acquiring additional land for bicycling facilities



- Re-allocating existing roadway space from motorists to pedestrians and/or bicyclists
- Addressing liability concerns so cyclists and motorists are fairly accommodated

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