



Complete Streets Technical Assistance Program

Welcome to:
Dunellen Walkable Community Workshop
July 13, 2020

Housekeeping Notes:

-  Mute your microphone/telephone
-  Use the chat for assistance with technical problems

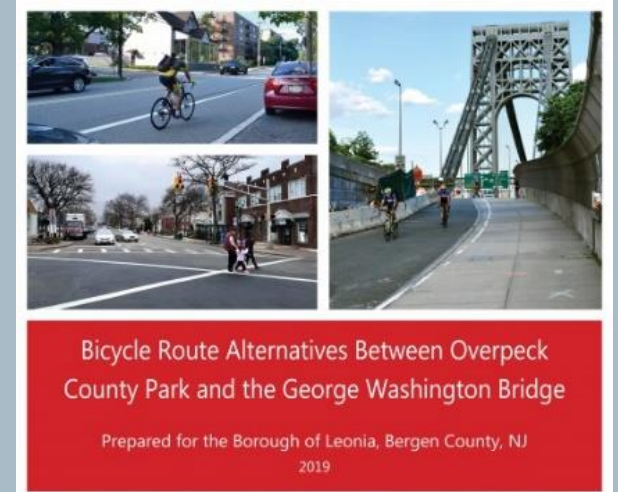
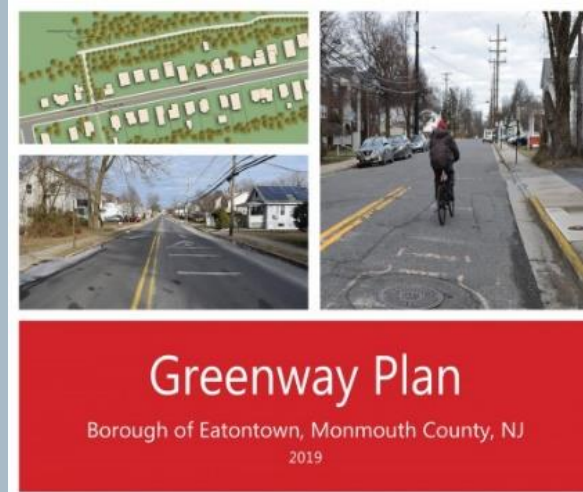
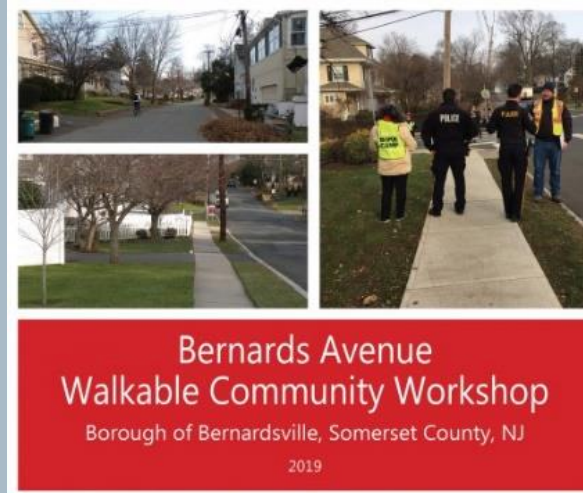
This presentation will be recorded

Agenda

- Introductions & Background
- What is a Walkable Community Workshop?
- What is a complete street?
- What is pedestrian friendly design?
- Learn how to conduct a walk audit
- Conduct the virtual walk audit
- Debrief and next steps

Background & Introductions

- NJTPA Complete Streets Technical Assistance Program
- 9 communities in 2019
- 8 communities in 2020



Introductions

- Your name and affiliation
- How long have you lived in Dunellen?
- How often do you walk around this area of Dunellen?



What is a Walkable Community Workshop?

1. Learn about complete streets and walkability
2. Learn how to conduct a walk audit
3. Take an in-depth look at a corridor
4. Write what is working and what needs improvement
5. Share vision for a safer and healthier community
6. Organize, summarize, and share community priorities

Complete Streets

What is a Complete Street?

Complete streets are for everyone!

- Public Transit Users
- Bicyclists
- Pedestrians
- Motorists
- Trucks



A Complete Street...

- Offers many travel choices
- Connects to a wider network
- Is fully accessible to all
- Varies according to context
- Improves safety for all



Benefits of Implementation

- Promotes healthy lifestyles
- Provides important connections
- Creates more livable communities
- Reduces traffic congestion
- Reduces reliance on fuel
- Makes fiscal sense



Building a Place You Want

- Design affects what we do and how we do it
(and how happy we are doing it)
- Build for cars...
.....you get cars
- Build for people...
.....you get people



Bad Behavior

Why do people speed?

Because wide roads
make it seem safe for the
driver to speed



What is the speed limit?



What is the speed limit?

50 mph



35 mph



40 mph



25 mph



Pedestrian Friendly Design

What is Pedestrian Friendly Design?



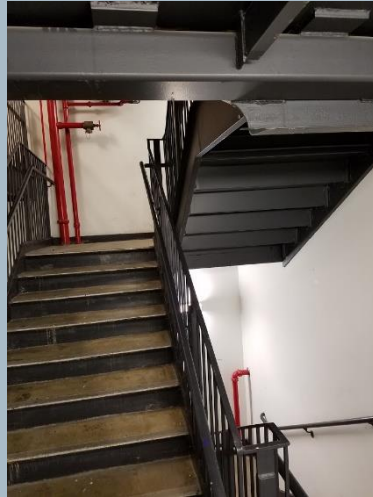
Encourage Strolling



Engage the Senses



Remember, design affects behavior!



Design affects our perception



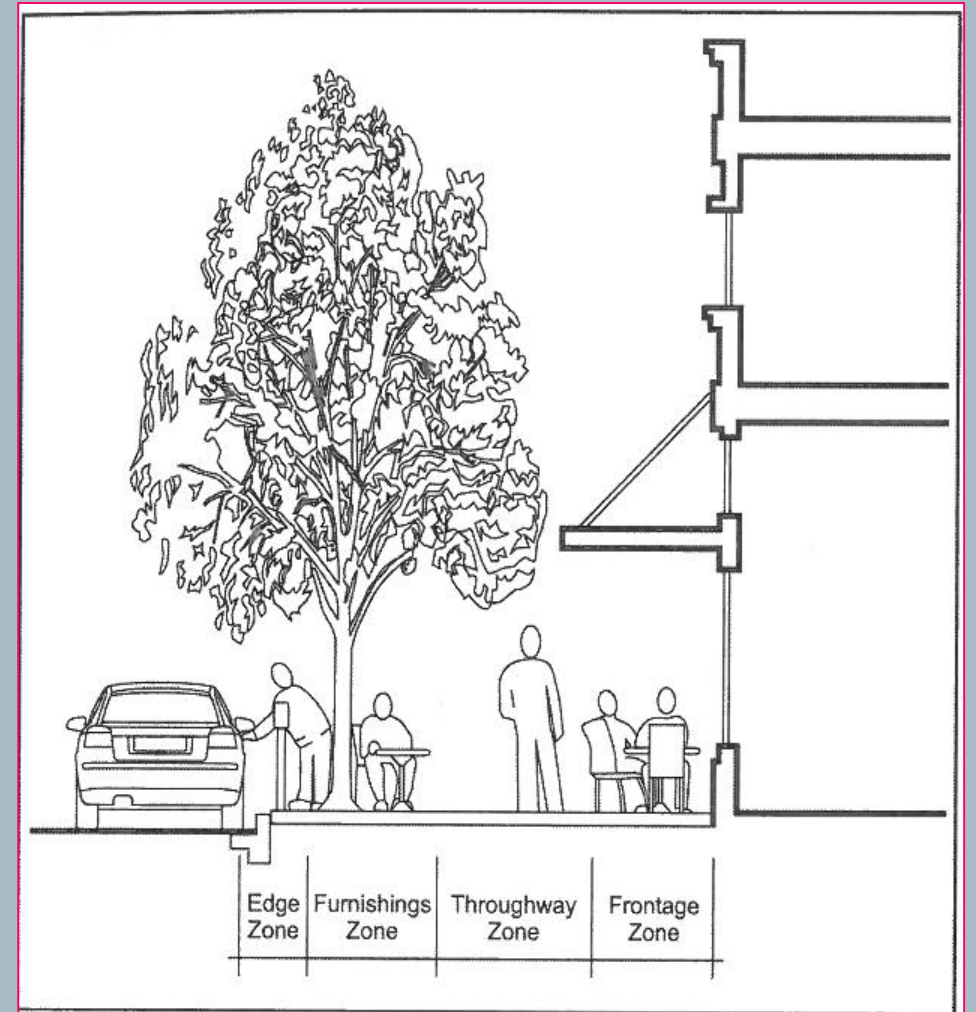
What do malls do?



We've been walking for 4 hours?

Pedestrian Realm

- Property line to curb
- Comply with the *Americans with Disabilities Act*
- Sub-zones



Pedestrian Amenities

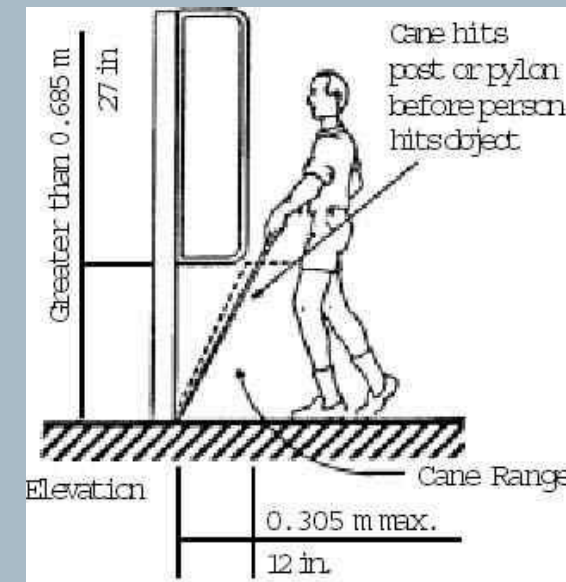
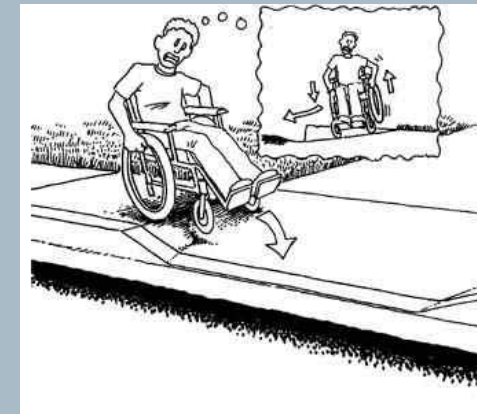
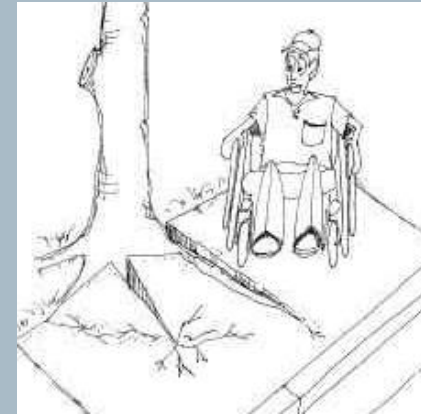
- Wide enough to walk together
- Shade and shelter
- Seating
- Lighting and signage
- Shops and stands
- Trash cans
- Bicycle Parking
- Water Fountains
- Fitness Stations



All this benefits transit riders too!

Pedestrian Safety

- Width
 - Federal minimum is 36"
 - Actual useable width
 - Wider is always better!
- ADA (Americans with Disabilities Act)
 - Look for width and slope
 - Vertical obstructions
 - Protruding objects



Pedestrian Safety

Is the surface smooth?

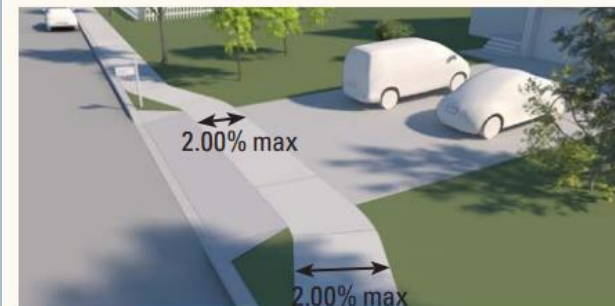
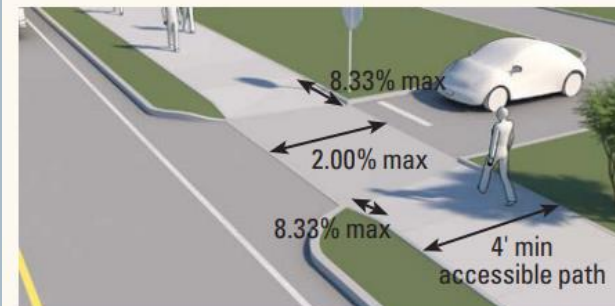
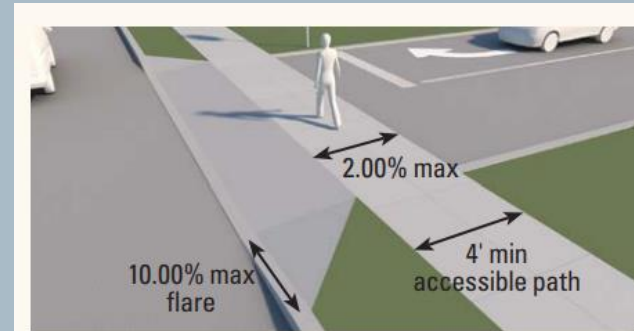


Are there any other infrastructure issues?



Driveways

- Steep grades and cross slopes at driveways are dangerous
- Provide as level a surface as possible
- Sidewalks should NOT stop at driveways



Crosswalk Ramps

- Should face crosswalk
- Can't be too steep
- Smooth transition at bottom
- Truncated domes for the blind



Crosswalk Visibility



Low
Visibility



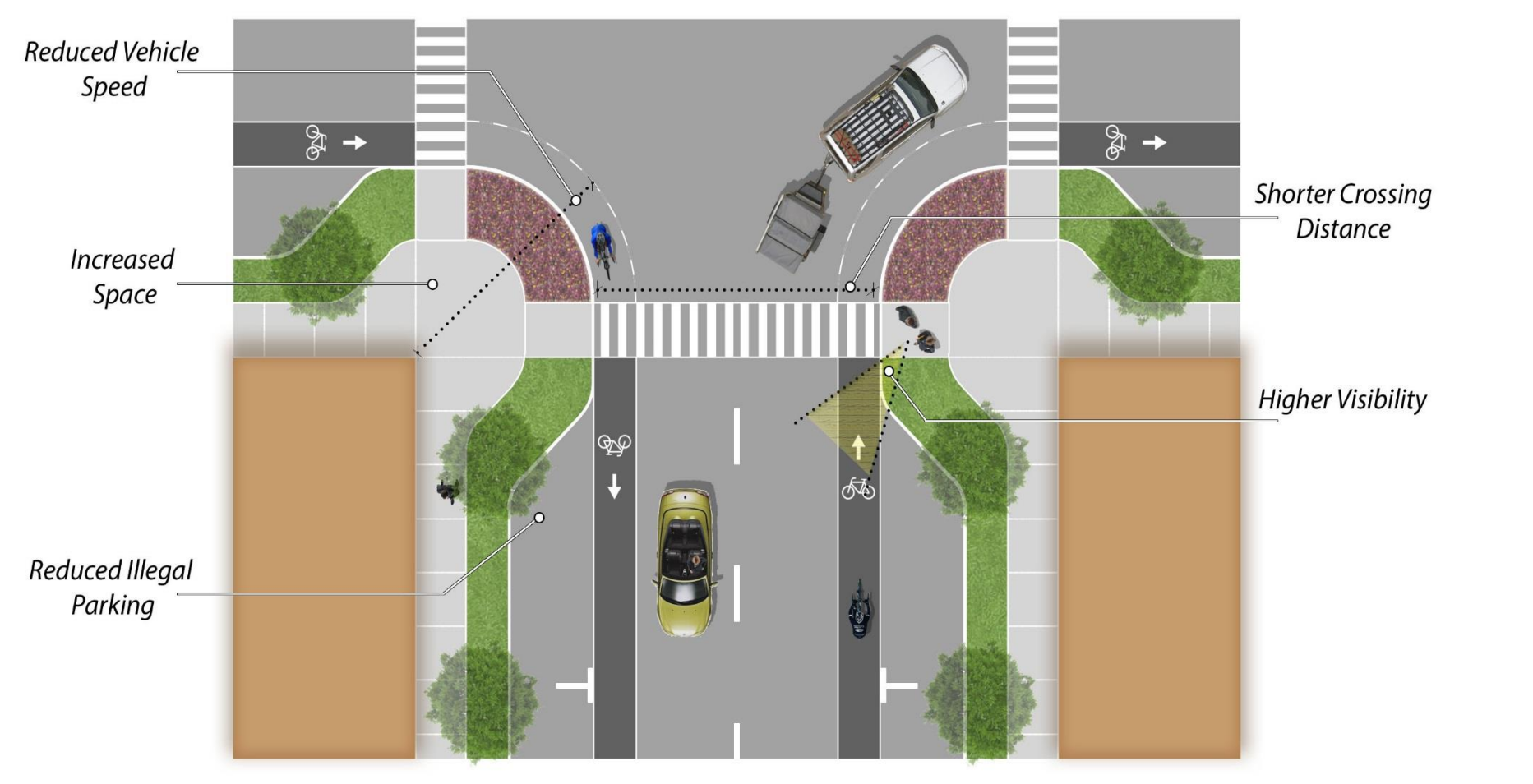
High
Visibility

Crosswalks

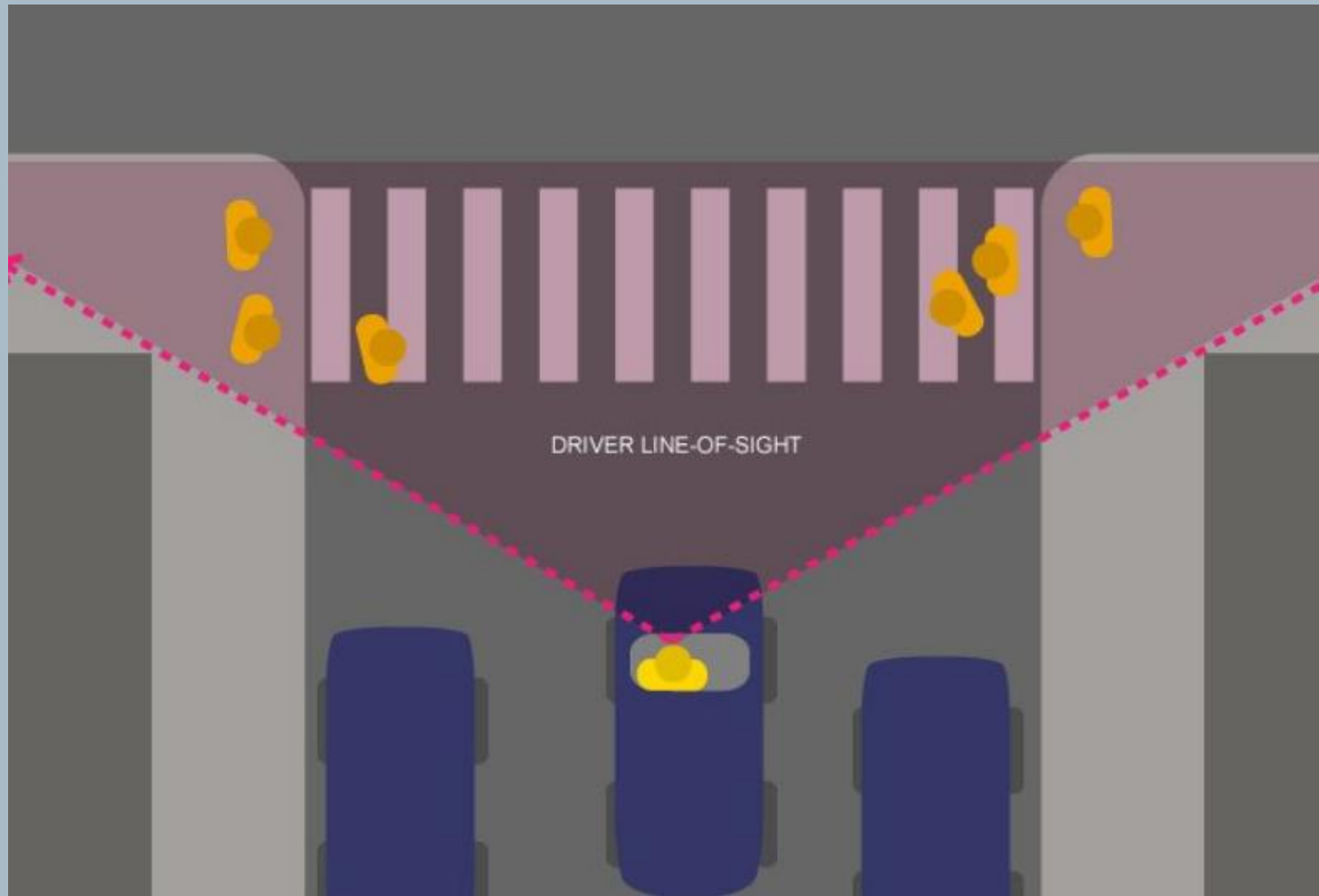
- Follow shortest natural path
- Width depends on pedestrian volume
- Lighting above
- Safety islands
- Raised crosswalk
- Signage



Sidewalk Extensions



Sidewalk Extensions



Visibility of Pedestrian in Crosswalk



Sidewalk Extensions



Pedestrian Activated HAWK Signal



Pedestrian Activated HAWK Signal
(High-Intensity Activated
crossWalk beacon)

Diagonal Crosswalk



Pedestrians

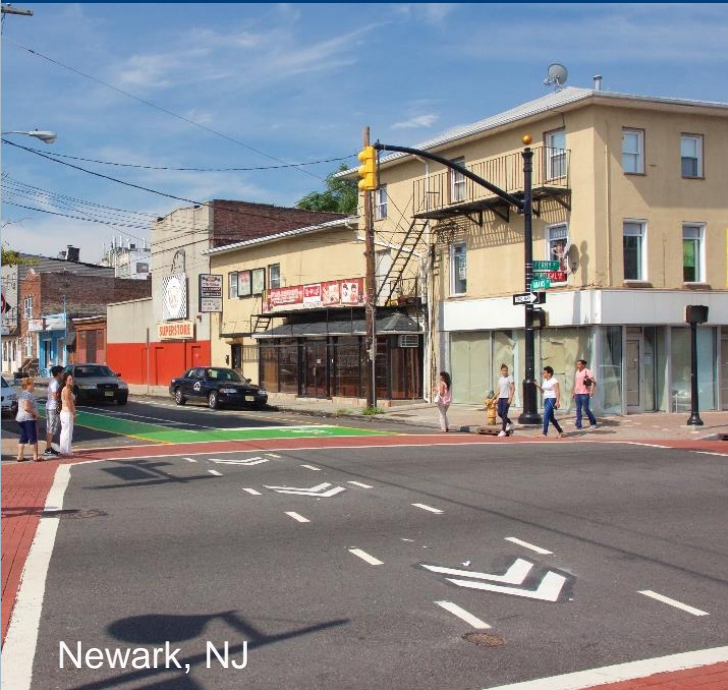
Any questions?



Bicycles

Design for bicycle should focus on:

1. Reducing conflict



2. Visibility



3. Right-of-way



Bicycles

- Where can bicycles travel in New Jersey?
- Improve safety through design



Super Sharrow

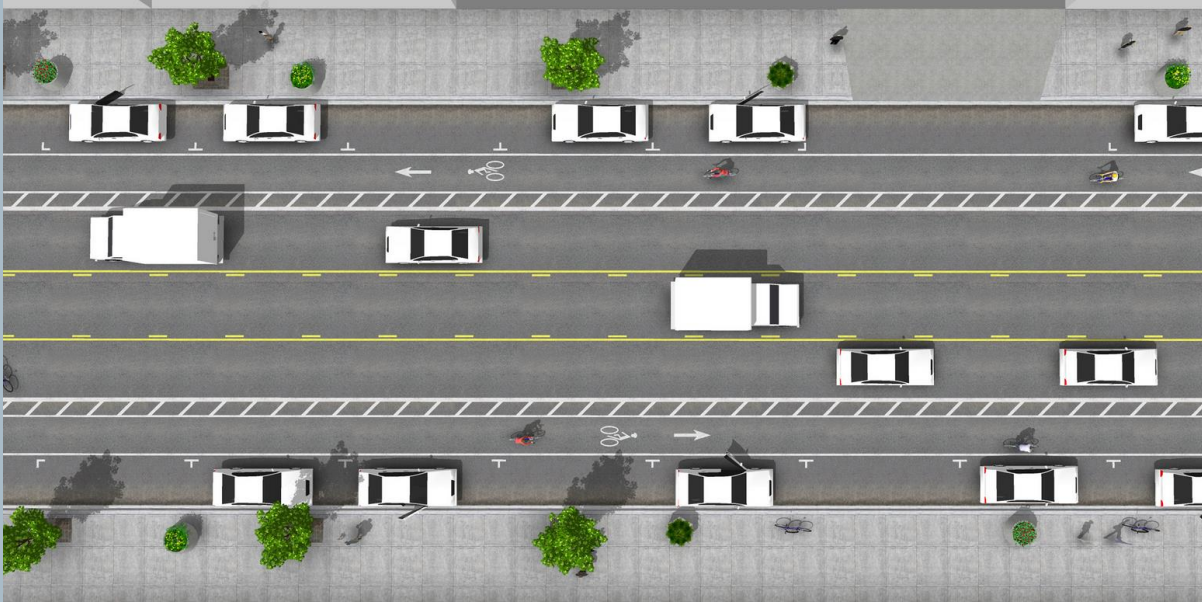


Bicycle Boulevard

- For quiet residential streets
- Use signage and traffic calming



Bicycle Lane



- 4-foot minimum by curb
- 5-foot standard
- 6-foot preferred
- 7-foot for contra-flow
- Buffer, even better!

Protected Bicycle Lane

- 5' bike lane + 3' buffer
- Not optimal if many driveways
- Consider loading areas, bus stops, and turning vehicles



Bicycle Paths



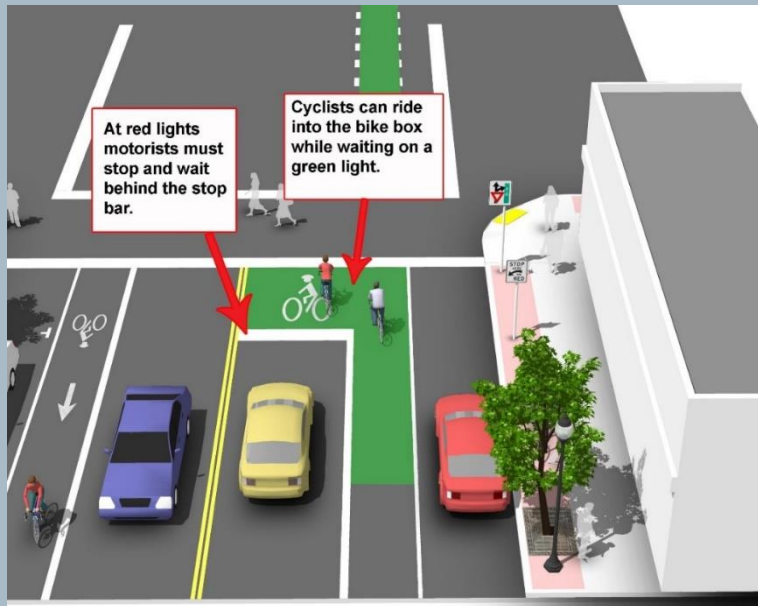
- Two-way
- Minimum 8-feet, preferred 10-feet, best 12-feet+

- Best with minimal intersections



Other Bicycle Options

- Bicycle box at intersections
- Bike signal
- Bike parking



Bicycles

Any questions?



Public Transportation

7% of residents use public transportation

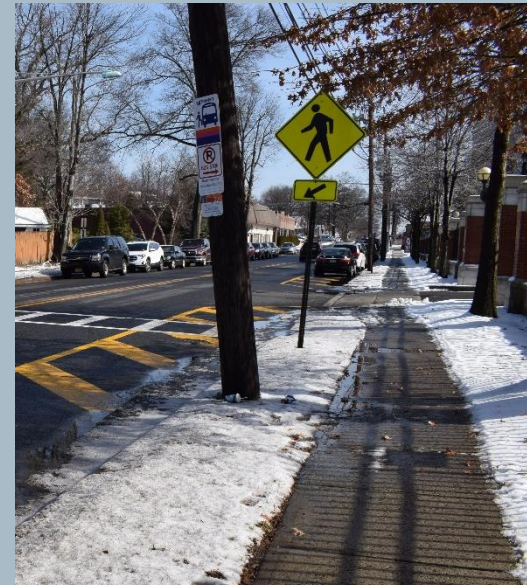


Reliable, Frequent, & Comfortable

Bus Shelters

Comfortable

- Should include seating, lighting, & travel information
- Should be ADA compliant
- Should not impede pedestrian flow



Marked Bus Lanes

Reliable

Marked bus lanes provide a dedicated space for buses in the street



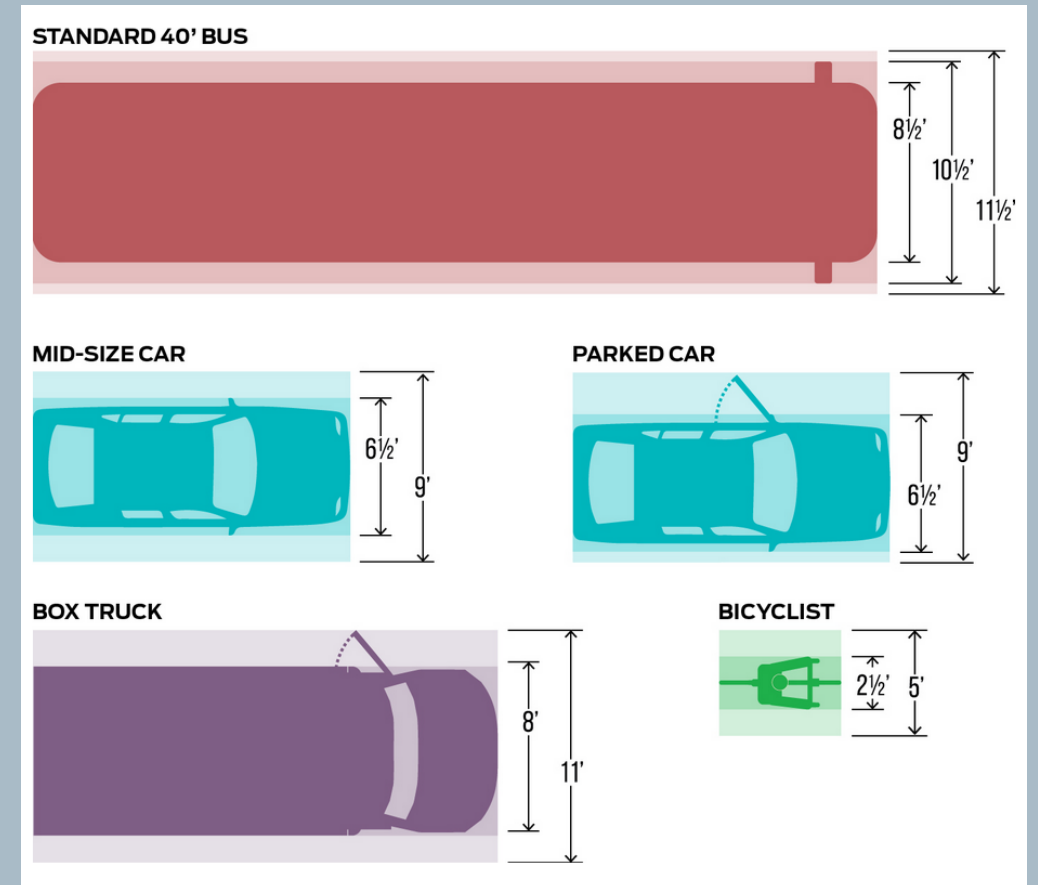
Public Transportation

Any questions?



Reducing Speeding

- Design for lower speeds
- Wide = fast
- Narrow the view

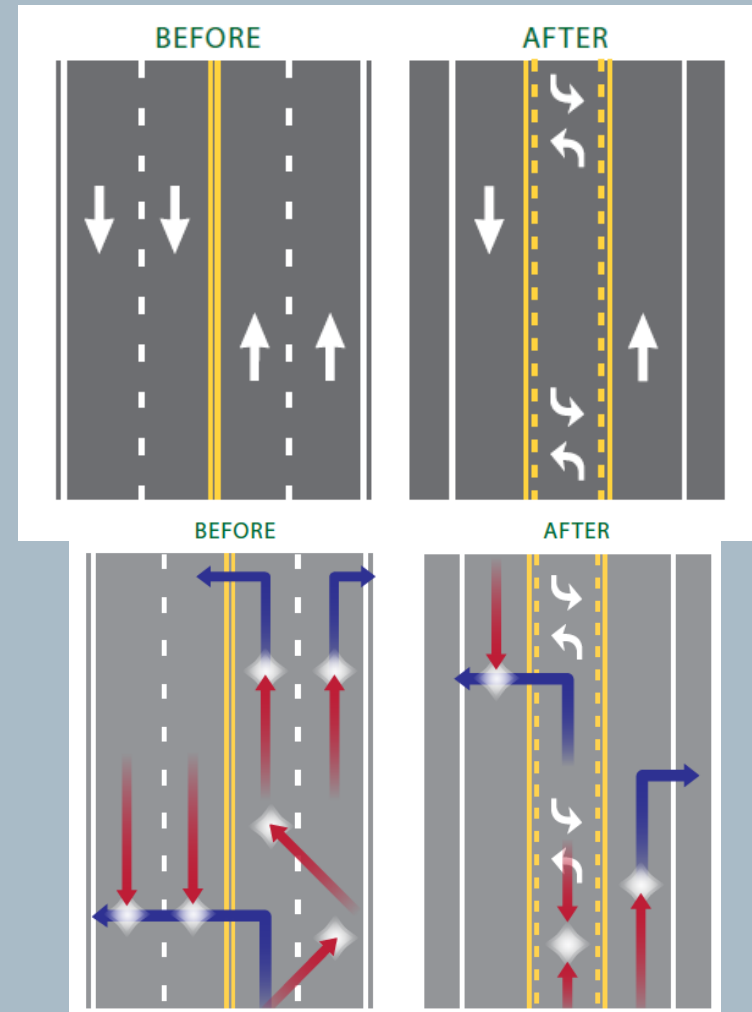


Small Town Residential Street Zone



Speed Strategies

- Road Diet
- Reduce congestion
- Other options:
 - Wider sidewalks
 - Bike paths
 - Diagonal parking
 - Green space



Vertical Speed Control: Speed Bumps



Vertical Speed Control: Raised Crosswalks



Horizontal Speed Control: Neckdowns / Chicanes



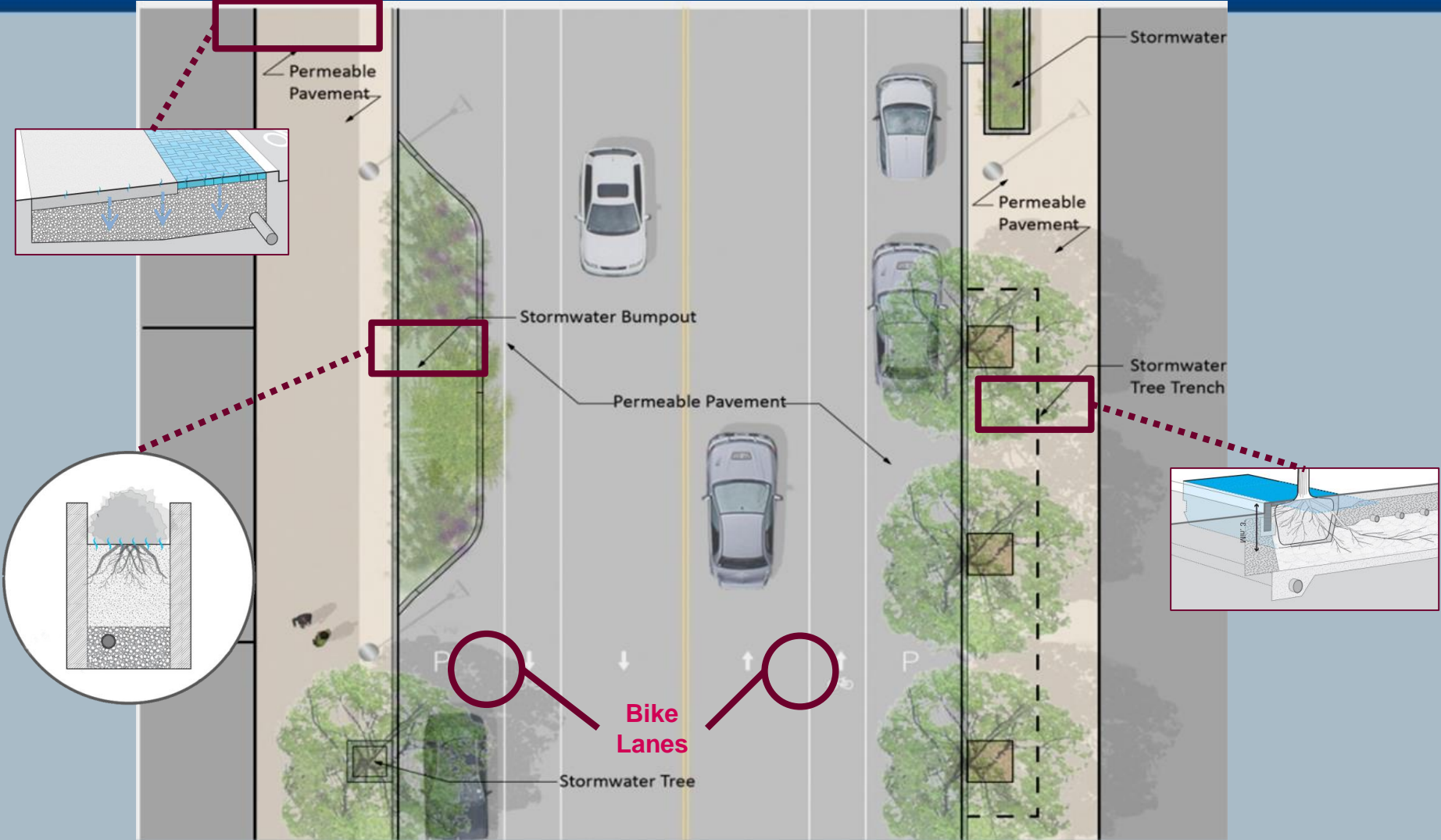
Horizontal Speed Control: Tighter Turns



Horizontal Speed Control: Traffic Diversions



Green Streets



Speeding

Any questions?



(Don't forget about aesthetics!)

Street Lighting

- If it's not Complete at night, it is not Complete
- Lighting provides visibility for safety and security
- Pedestrian scale lighting, below the tree line
- Intersections, roundabouts, and crossings require special lighting



NIGHTTIME



Hamilton, NJ

Street Lighting

- Aesthetics
- Light pollution



Conducting the Walk Audit

Conducting an Audit

- Take photos and notes!
- Talk to people
- Use tools to measure, as needed
- Always be careful with traffic



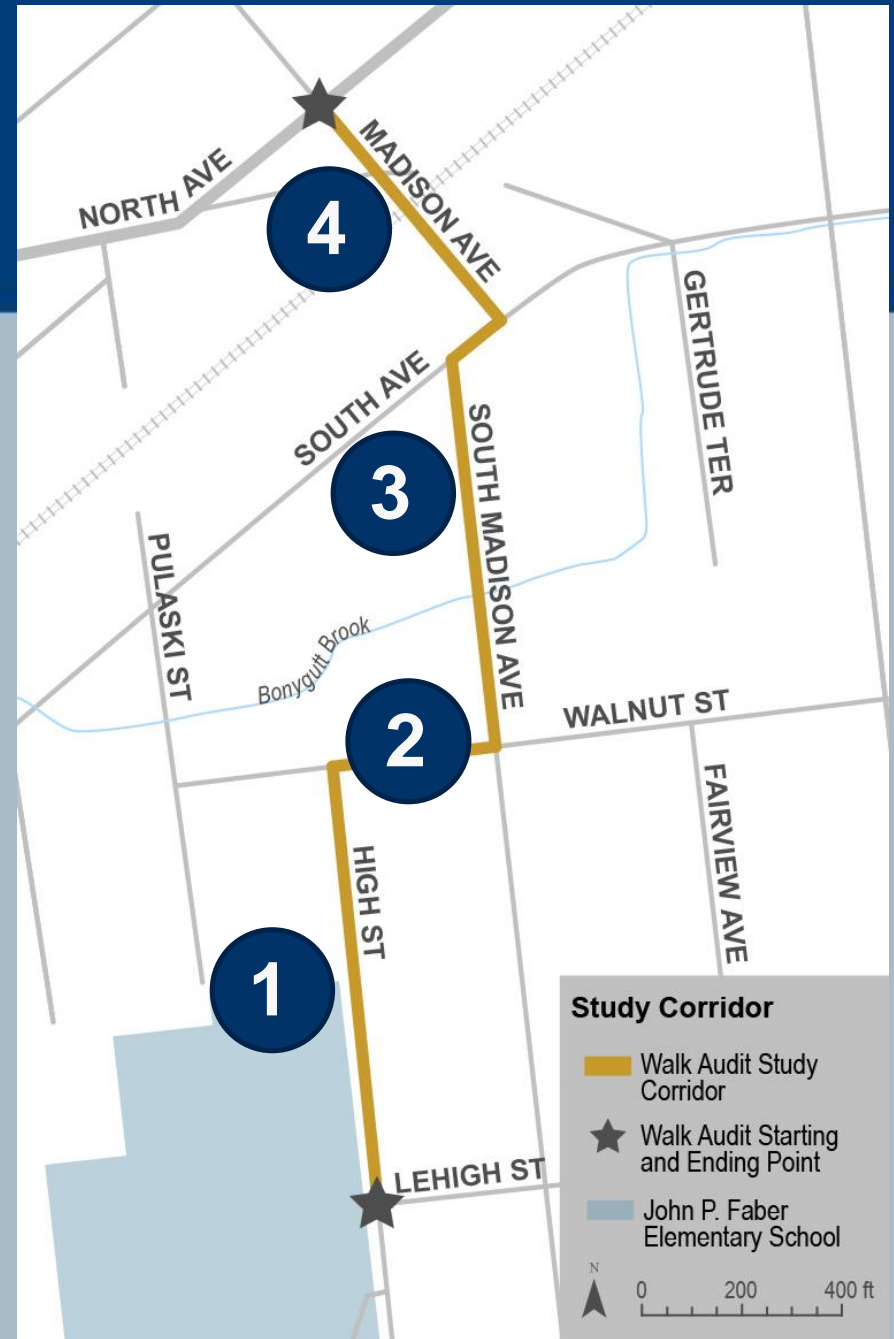
Taking Good Photos

3 weeks later...where was this?

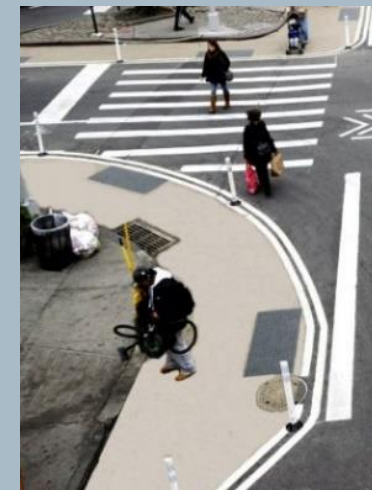
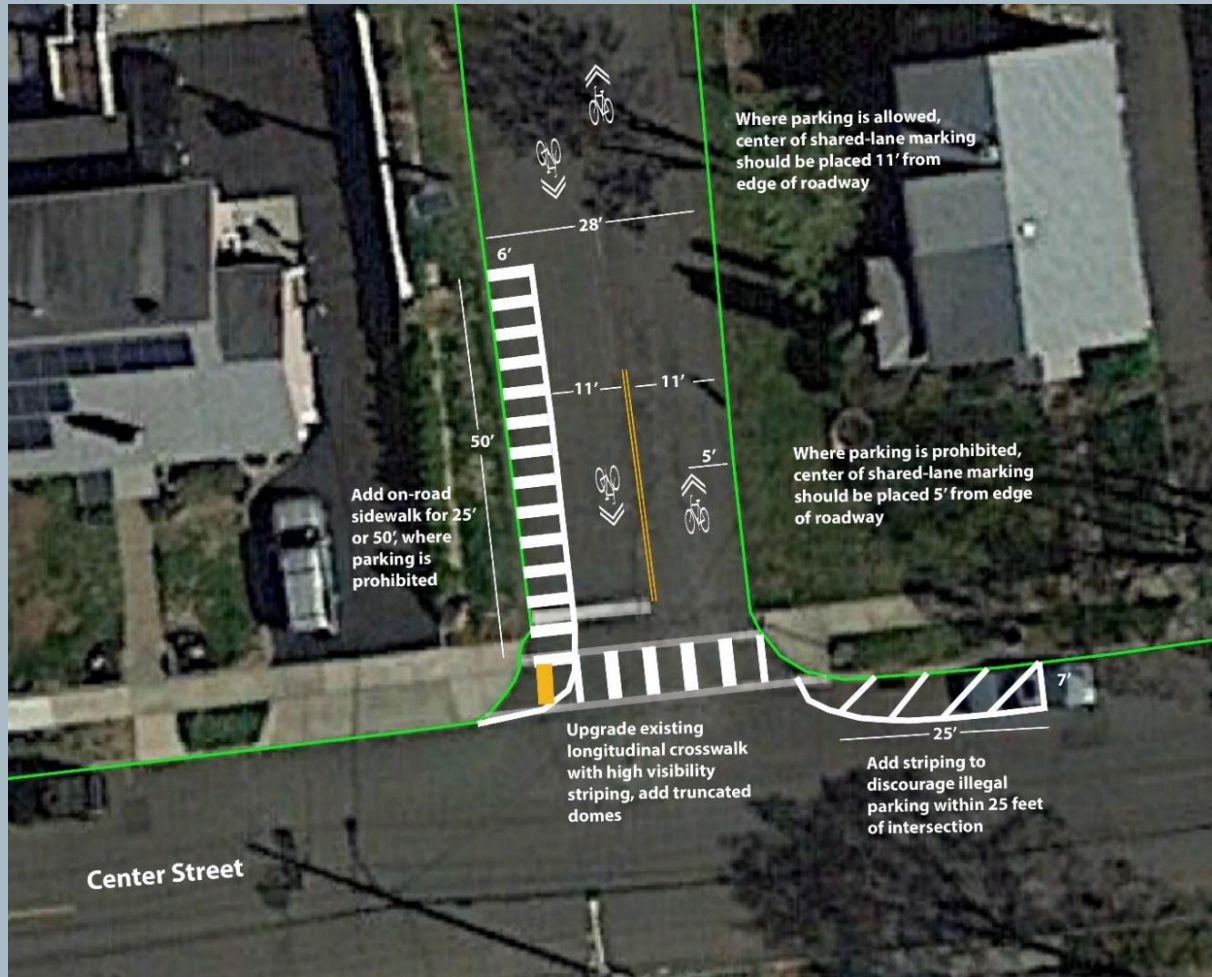


Conducting the Walk Audit

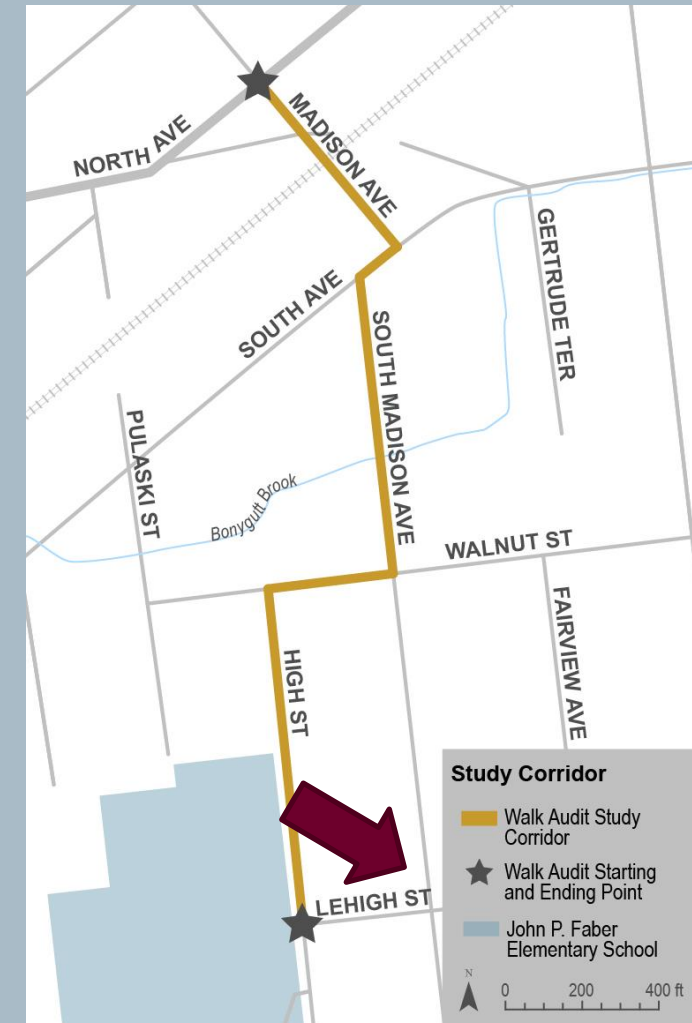
- Unmute, your turn to speak
- Audit sheets
 - Complete them now or later



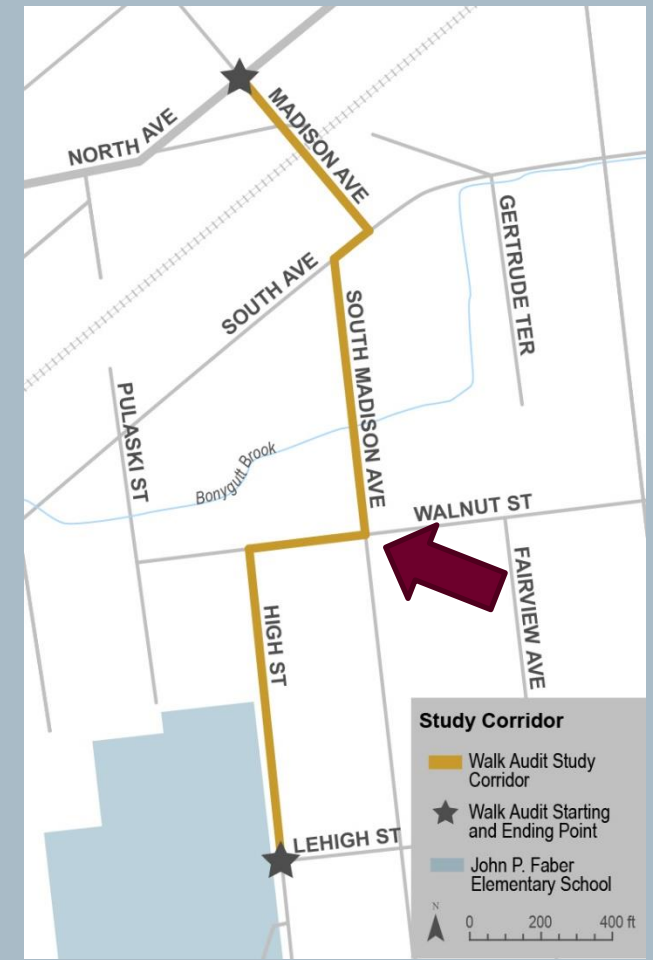
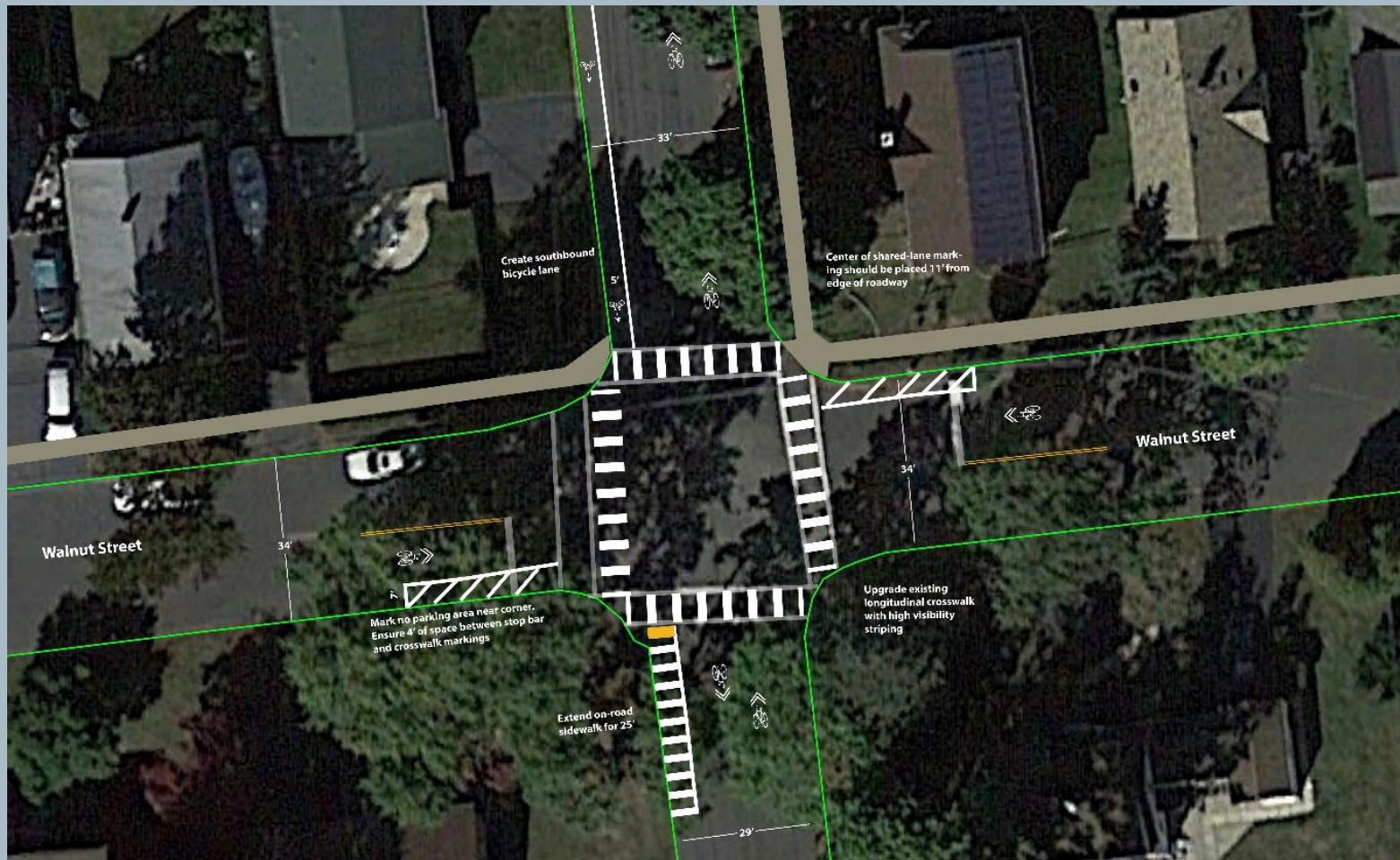
Striping Improvements: South Madison Avenue & Center Street



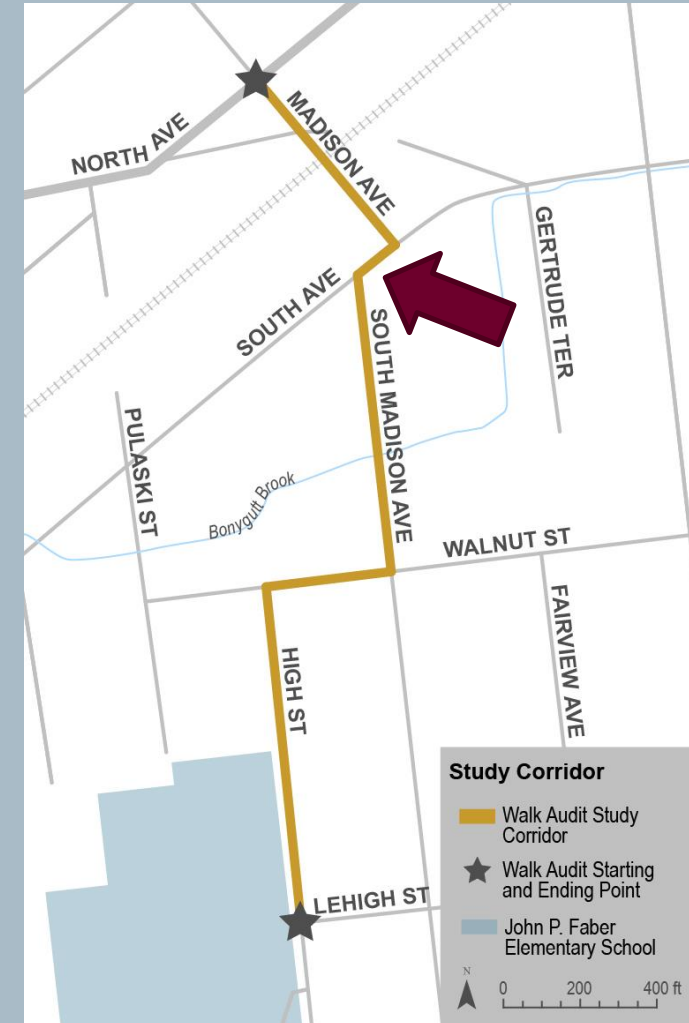
Striping Improvements: South Madison Avenue & Lehigh Street



Striping Improvements: South Madison Avenue & Walnut Street

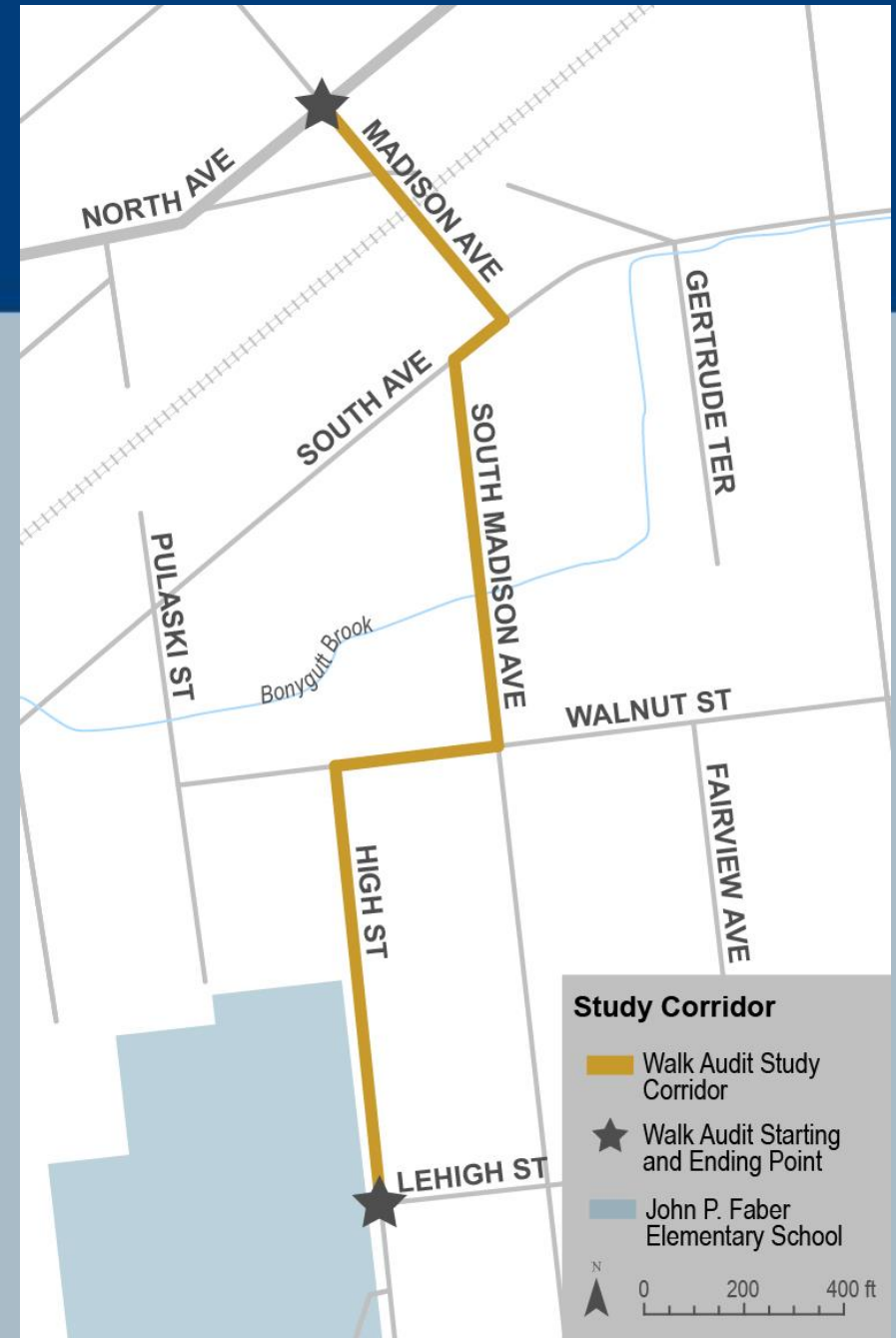


Striping Improvements: South Madison Avenue & South Avenue



Debriefing the Walk Audit

- Highlights from the breakout discussions
- Suggested improvements



Thank you!

Send additional comments,
suggestions, and completed
audit forms to:
heaslya@tcnj.edu

Comments and
audit forms due by
August 3, 2020

