Complete Streets Technical Assistance Program

Manville Bicycle Network Plan

June 2020

North Jersey Transportation Planning Authority

NJTPA

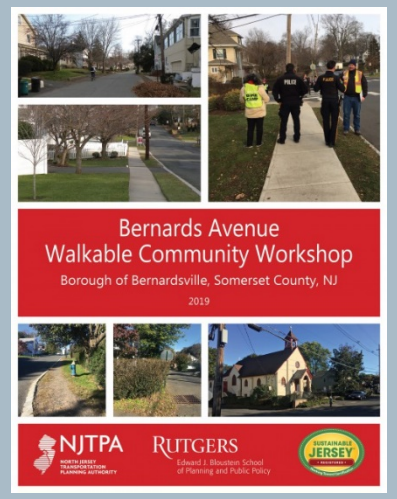
Agenda

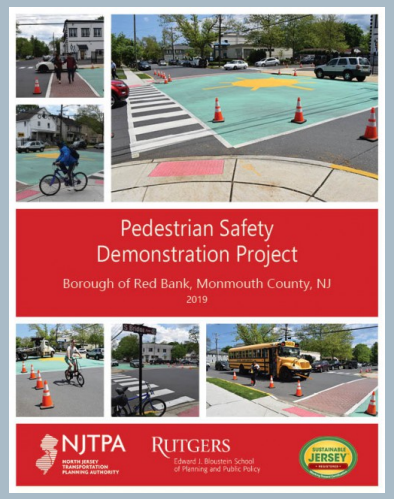
- Background
- Introductions
- Complete Streets Overview
- Bicycle Network Plan Overview
- Draft Proposal Review
- Questions and Next Steps

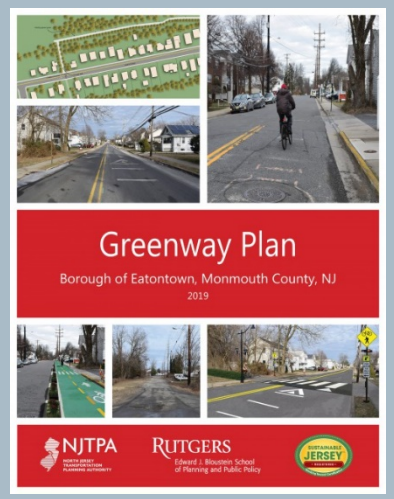
NJTPA

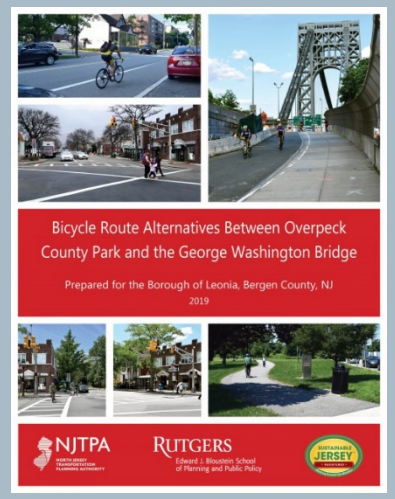
Background

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









NJTPA

Introductions

- How long have you lived in Manville?
- How often do you bike around town?
- What barriers to bicycling do you encounter?

NJTPA

Complete Streets Overview

NJTPA

What is a Complete Street?

Complete streets are for <u>everyone!</u>

- Pedestrians
- Bicyclists
- Motorists
- Freight
- Public Transit Users

NJTPA

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

NJTPA

Benefits of Implementation

- Promote healthy lifestyles
- Provides important connections
- Create more livable communities
- Reduces traffic congestion
- Reduce reliance on fuel
- Makes fiscal sense

NJTPA

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

NJTPA

Building a Place You Want

- Would you bicycle with your kids here?
- What about here?
- Design matters!

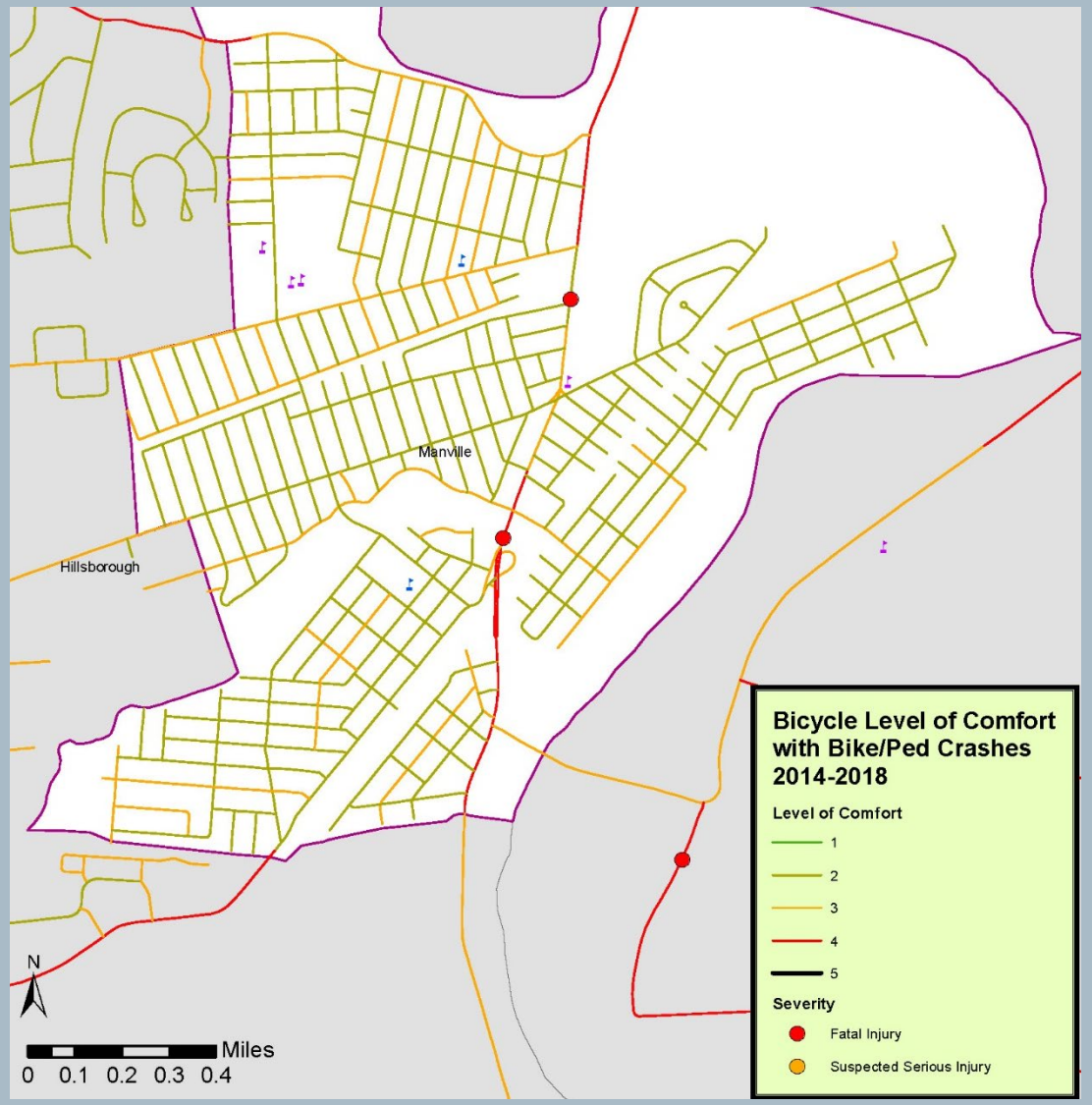
NJTPA

Who bicycles?

- 1% of population is **strong and fearless.** Will ride anywhere, regardless of conditions.
- 5% - 10% are **enthused and confident**. Fairly comfortable on most roads, but prefers multi-use pathways and low traffic streets.
- 60% are **interested but concerned.** Most comfortable on multi-use pathways and quiet streets away from cars. Can become enthused and confident with improved facilities, encouragement, education, and experience.
- Approximately 30% are **not interested** in cycling regardless of the infrastructure.

NJTPA

What is a Bicycle Network Plan?



NJTPA

What is a Bicycle Network Plan?

- Bicycle network plans enables all those who want to bicycle to do so safely.
  - Especially the “interested but concerned”
- Provides connections between neighborhoods and destinations such as:
  - Work, school, transit, shops, recreation, health care, services

Trip distance in miles		
Mileage	**Percent**	**Cumulative Percent**
1 mile or less	28	28
1.1 - 2 miles	13	40
2.1 - 3 miles	9	50
3.1 - 4 miles	6	56
4.1 - 5 miles	7	63
>5 miles	37	100

NJTPA

Components of a Bicycle Network Plan

- Shows what kind of facilities work best for each individual road segment
  - Taking into account: road width, speed limit, parking uses, and unique circumstances
- A good bicycle network is…

Convenient	Comfortable
Continuous	Intuitive
Connected	Safe
Complete	Visible

For ALL ages and abilities

NJTPA

Bicycle Infrastructure Fundamentals

NJTPA

Bicycles

Design for bicycle should focus on:

1. Reducing conflict	2. Visibility	3. Right-of-way

NJTPA

Shared-Lane Markings (Sharrows)

NJTPA

Super Sharrow

Bicycle Boulevard

- For quiet residential streets
- Combined with traffic calming

NJTPA

Bicycle Lane

- 4-feet minimum by curb
- 5-feet standard
- 6-feet preferred

- 7-feet for contra-flow
- Buffer, even better!

NJTPA

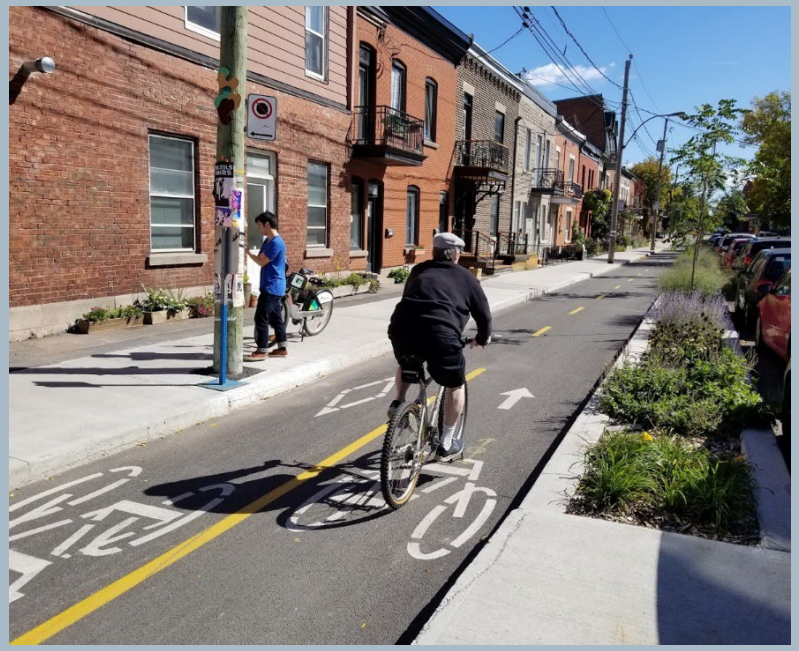
Protected Bicycle Lane

- 5 feet bike lane + 3 feet buffer minimum
- Not optimal if there are many driveways or close intersections
- Need to think about loading areas, bus stops, and turning vehicles

NJTPA

Bicycle Path

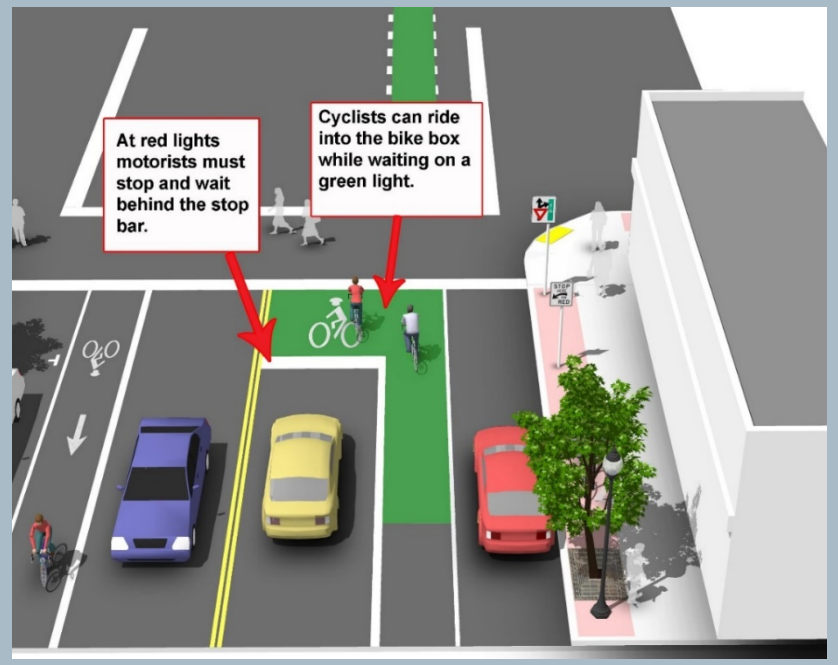
- Two-way
- Minimum 8-feet, preferred 10-feet, best 12-feet+
- Best with minimal intersections and driveways



NJTPA

Other Bicycle Infrastructure

- Bicycle box at intersections
- Bike signal
- Bike parking

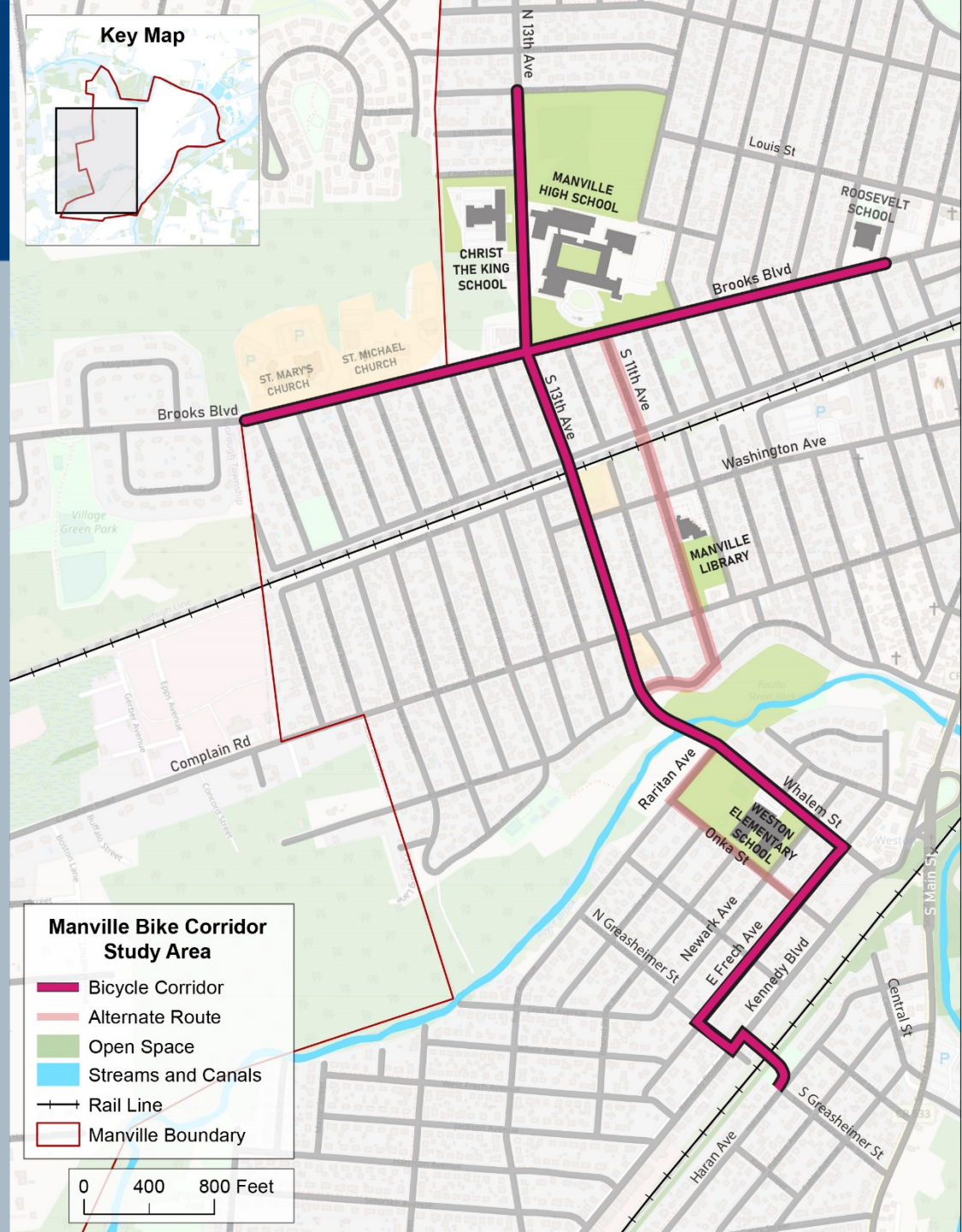


NJTPA

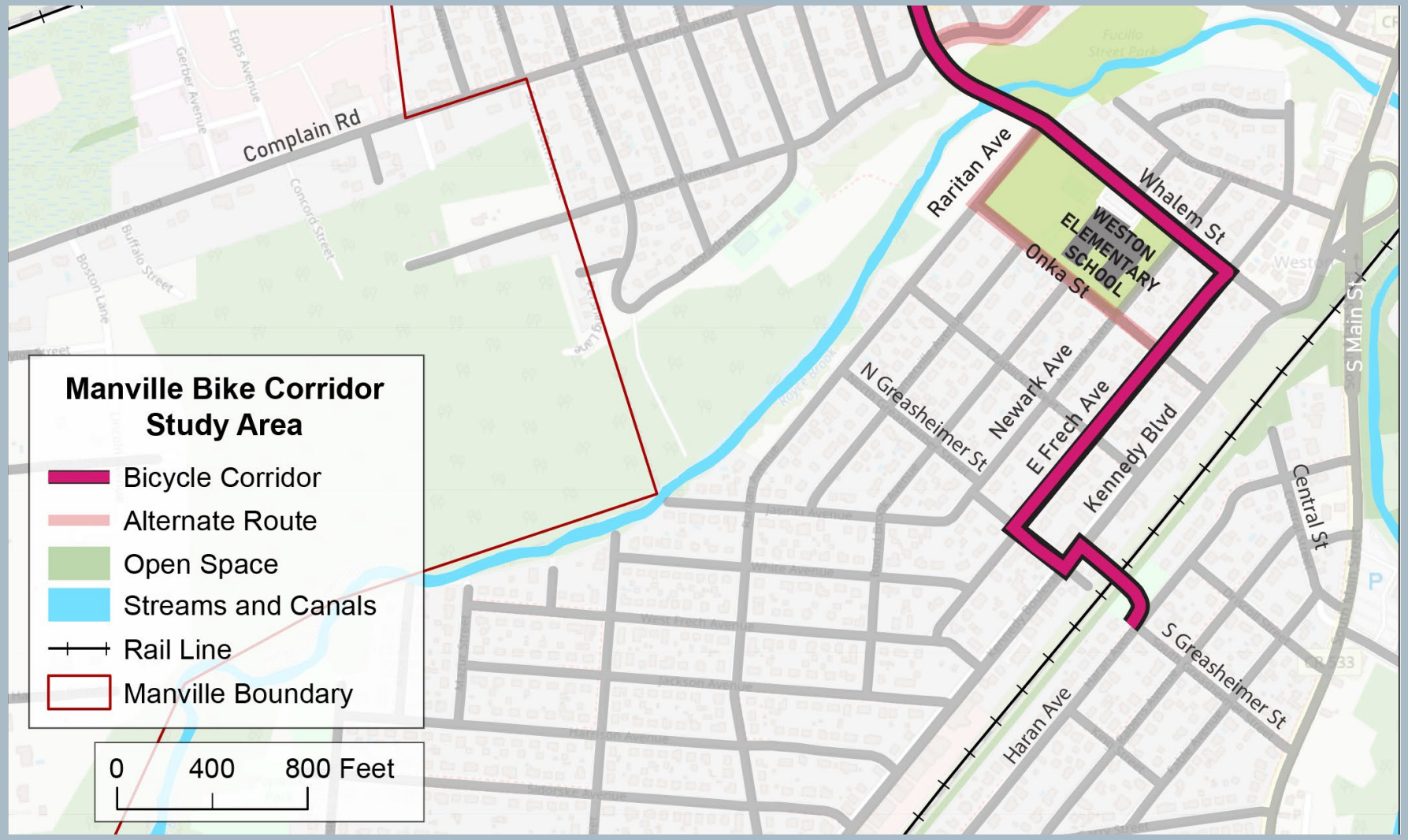
Manville
Draft Concepts

Study Area

- “Little Weston”
- Pedestrian Bridge
- Weston Elementary
- Manville Library
- High School
- Roosevelt Elementary

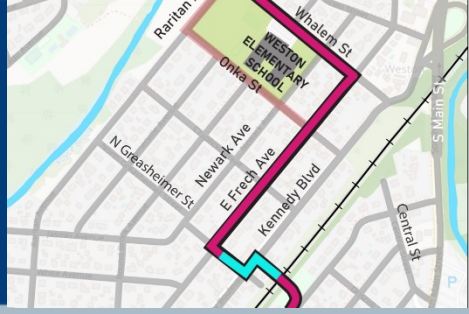


Southern Half



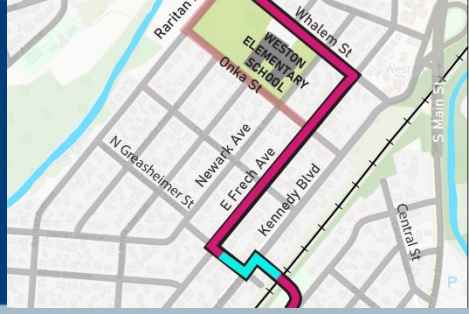
NJTPA

Kennedy Blvd. and Greasheimer St.

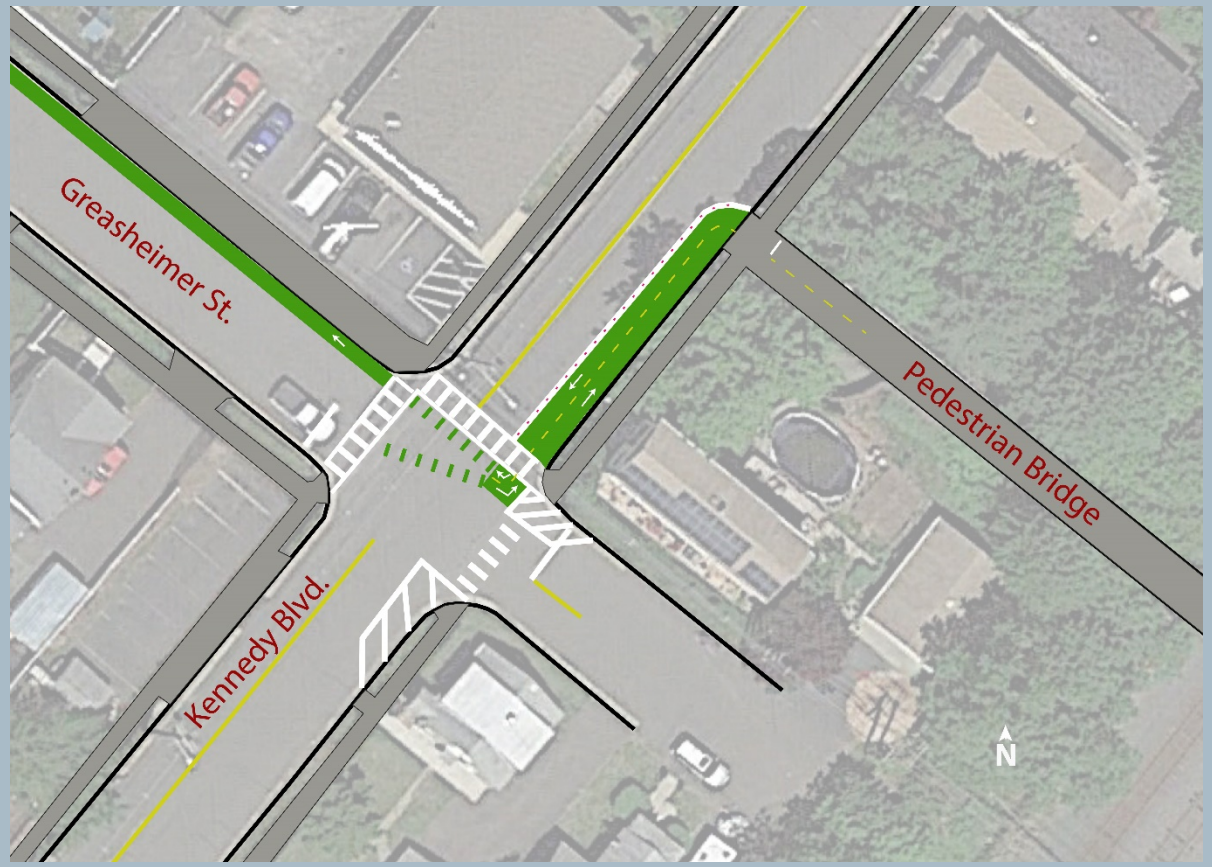


NJTPA

Kennedy Blvd. and Greasheimer St.



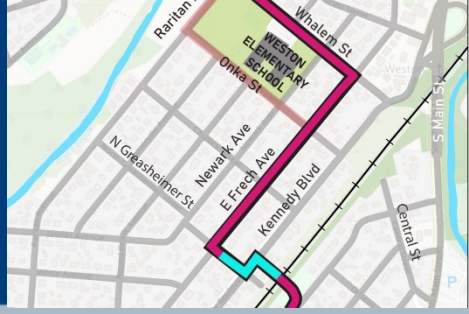
Existing Conditions



Proposed Design

NJTPA

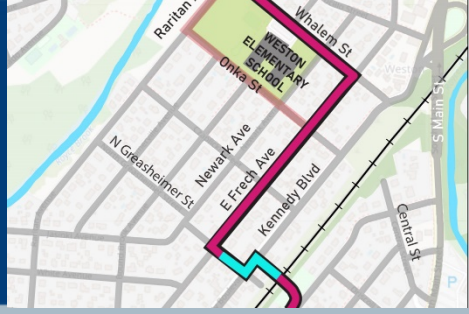
Kennedy Blvd. and Greasheimer St.

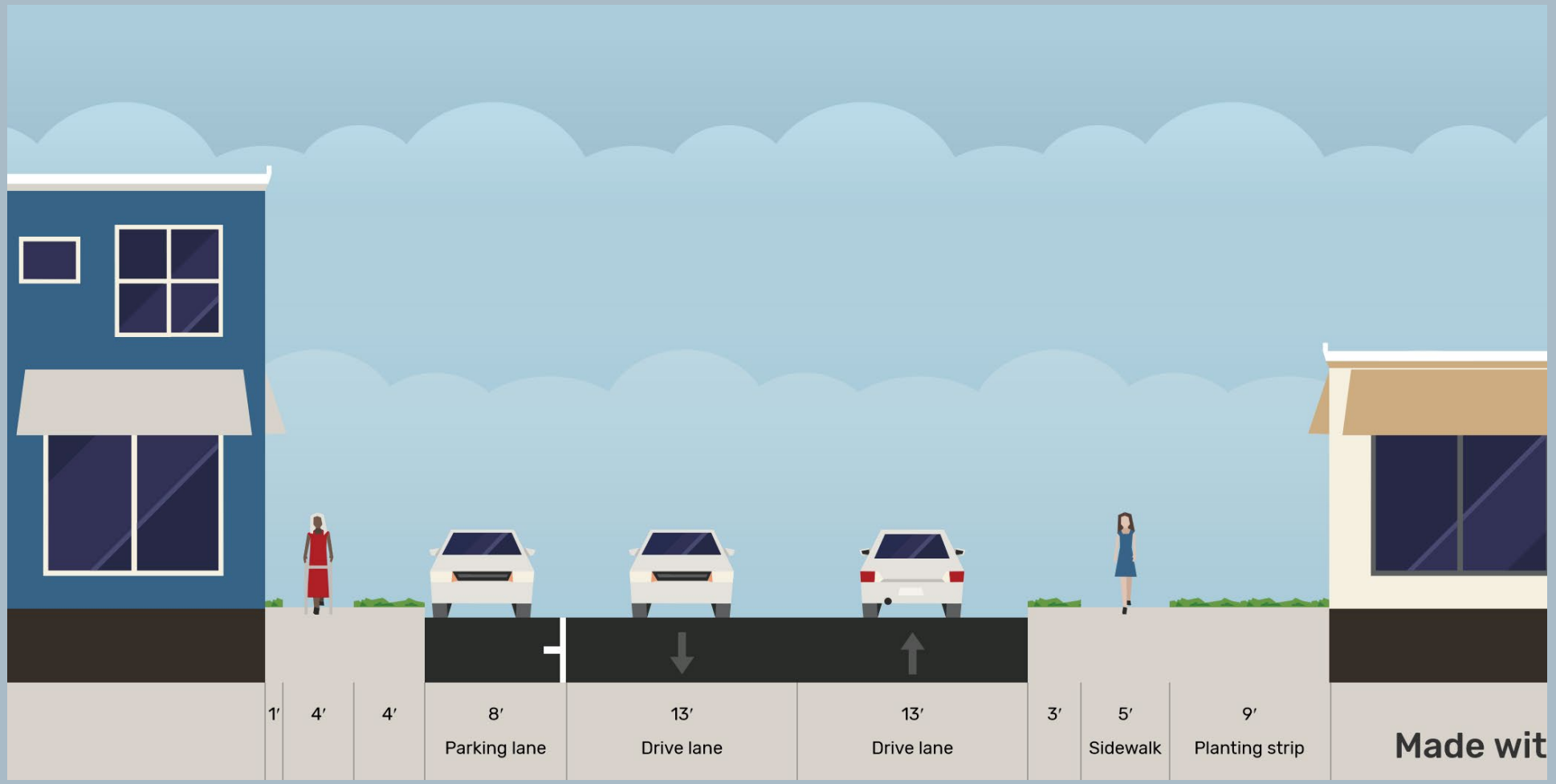


NJTPA

Existing Conditions

Kennedy Blvd. and Greasheimer St.

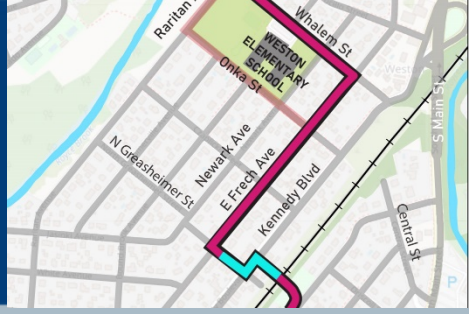


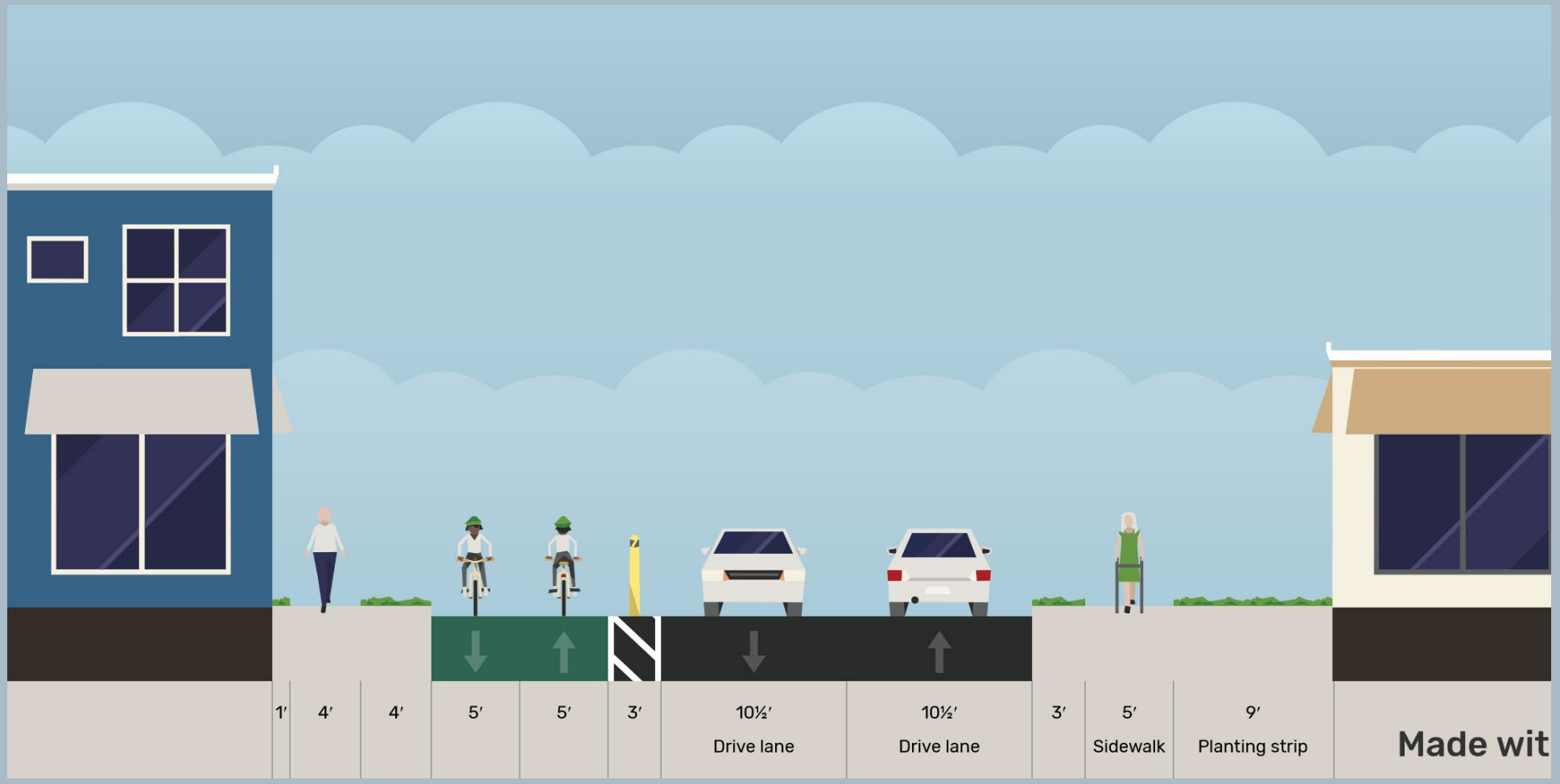


NJTPA

Existing Conditions

Kennedy Blvd. and Greasheimer St.

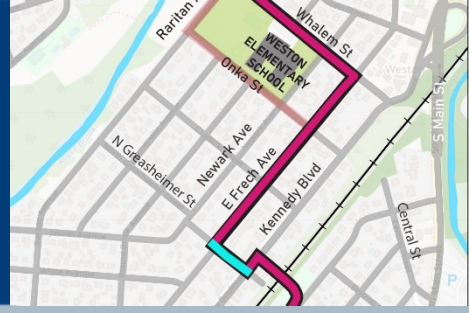




Proposed Conditions

NJTPA

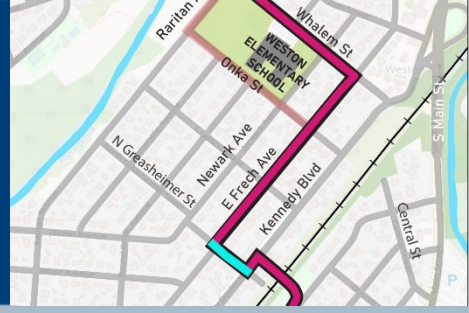
Greasheimer St.

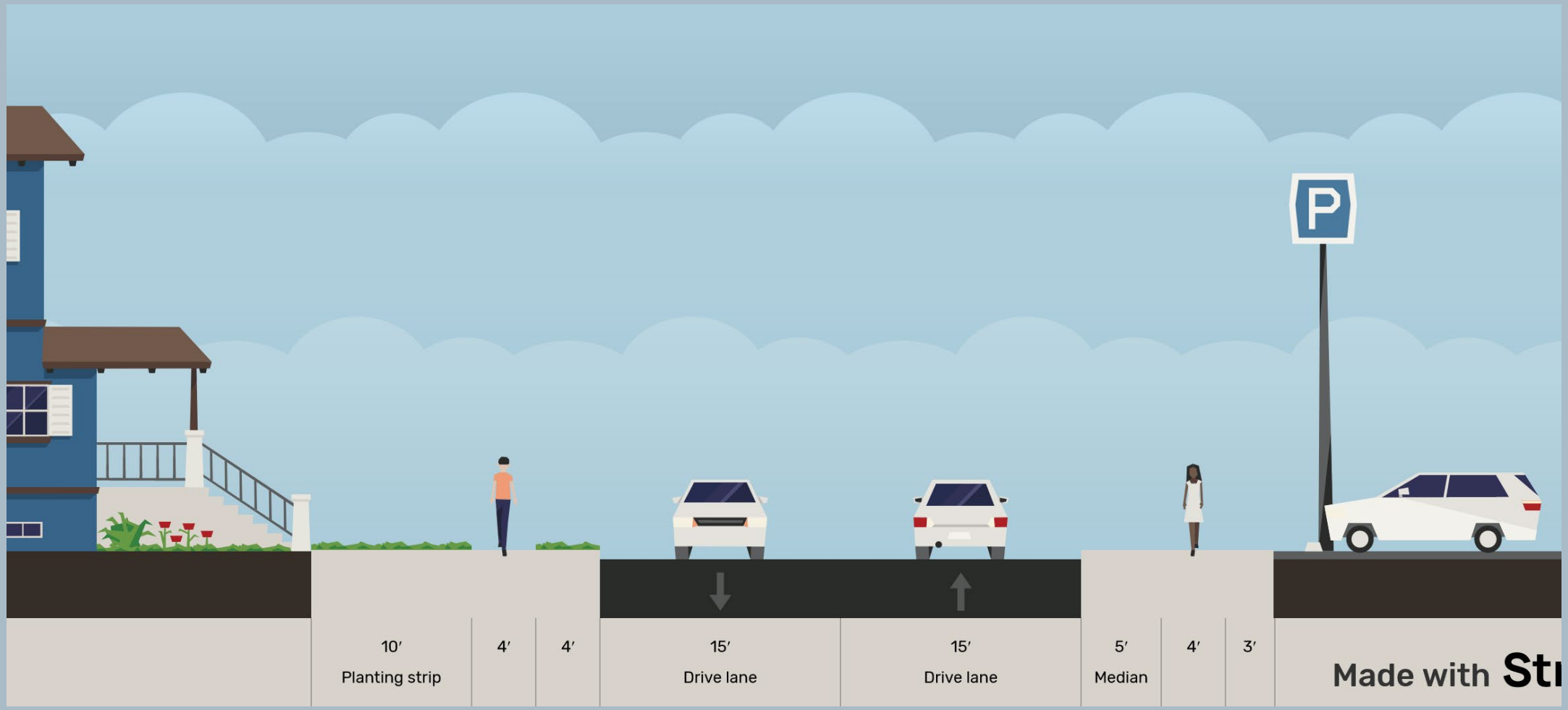


NJTPA

Existing Conditions

Greasheimer St.

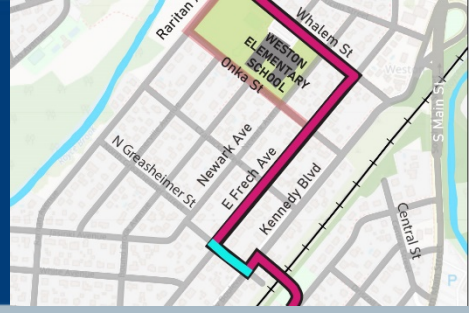


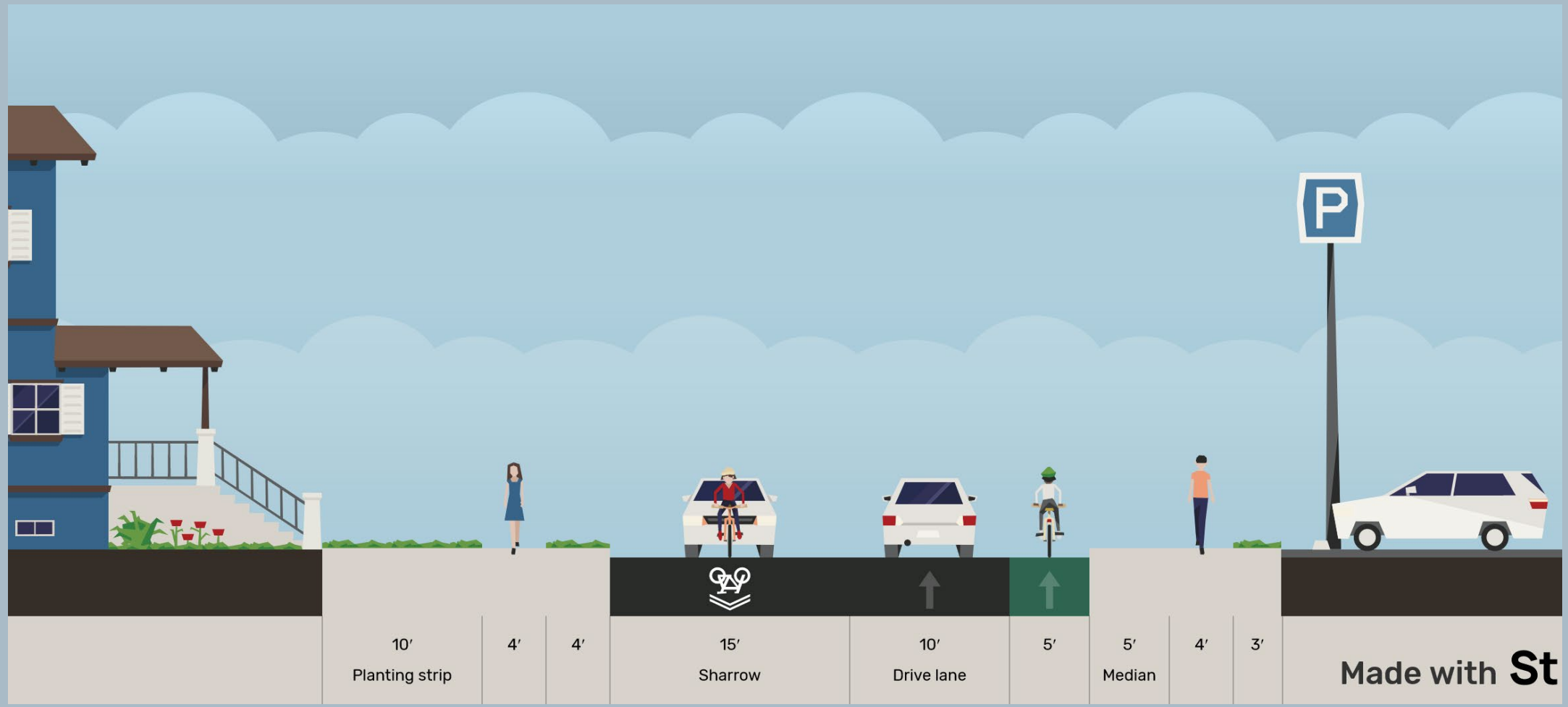


NJTPA

Existing Conditions

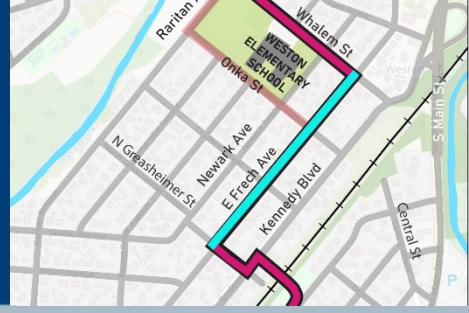
Greasheimer St.





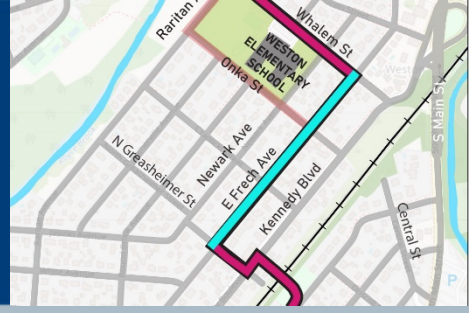
Proposed Conditions

Frech Ave.: Bicycle Boulevard



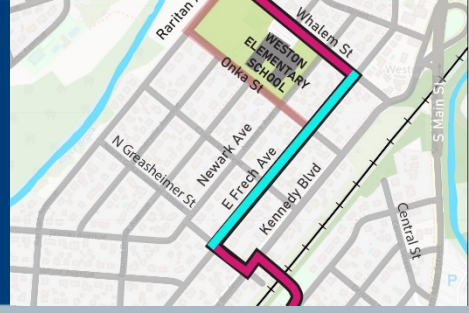
NJTPA

Frech Ave.: Bicycle Boulevard



NJTPA

Frech Ave.: Bicycle Boulevard

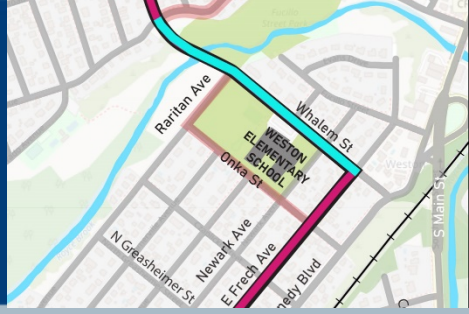


https://goo.gl/maps/RhF4nzUPdwzQnidd7

https://goo.gl/maps/xcjuL8PaK1wzdqUQ6

NJTPA

Whalen Street

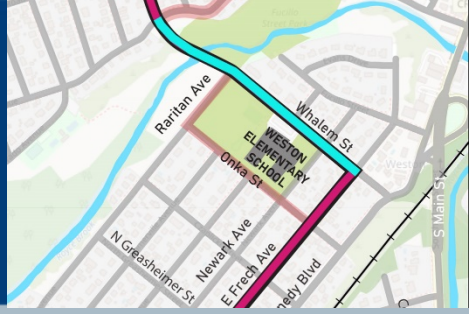


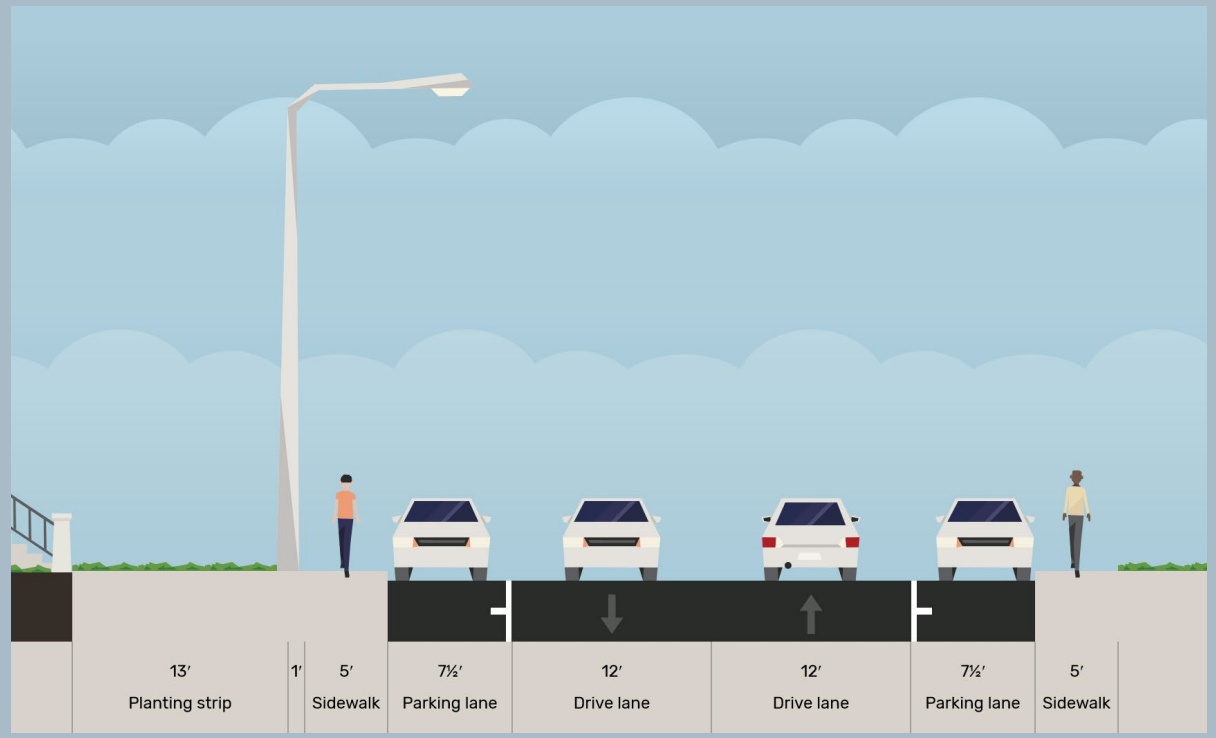
NJTPA

Between Newark Ave and Raritan Ave

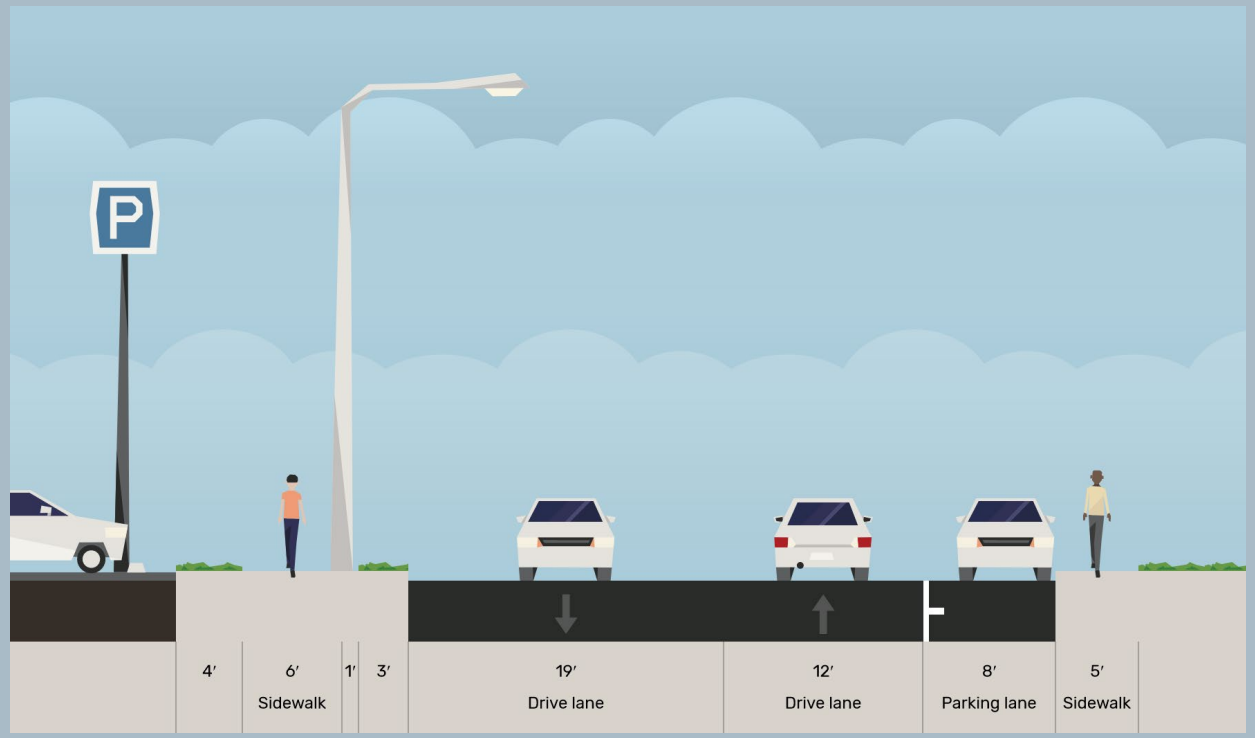
Between Raritan Ave and Roosevelt Ave

Whalen Street: Current Conditions





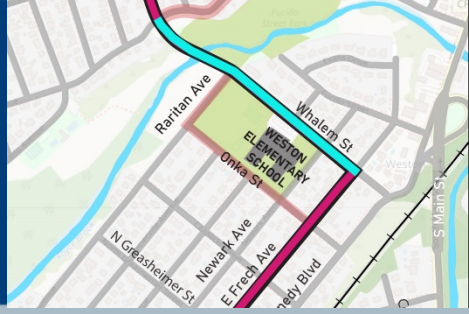
Frech Ave. to Newark Ave.

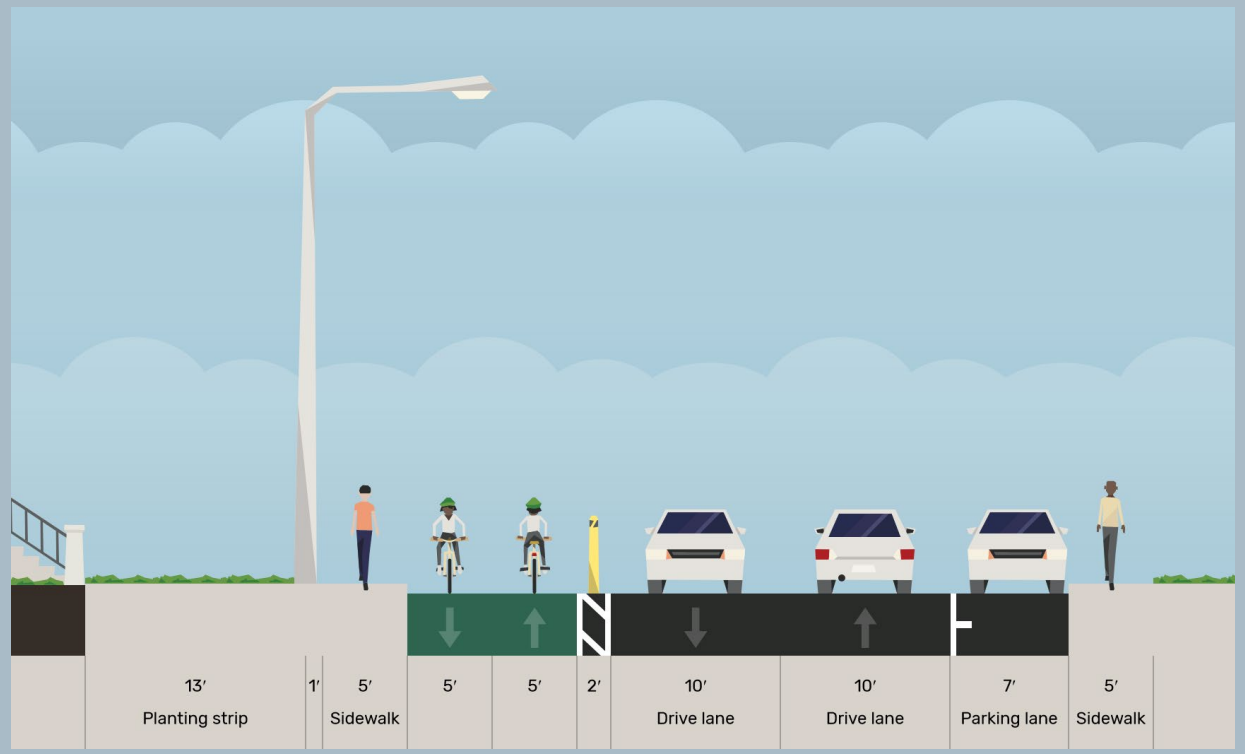


Newark Ave. to Raritan Ave., in front of school

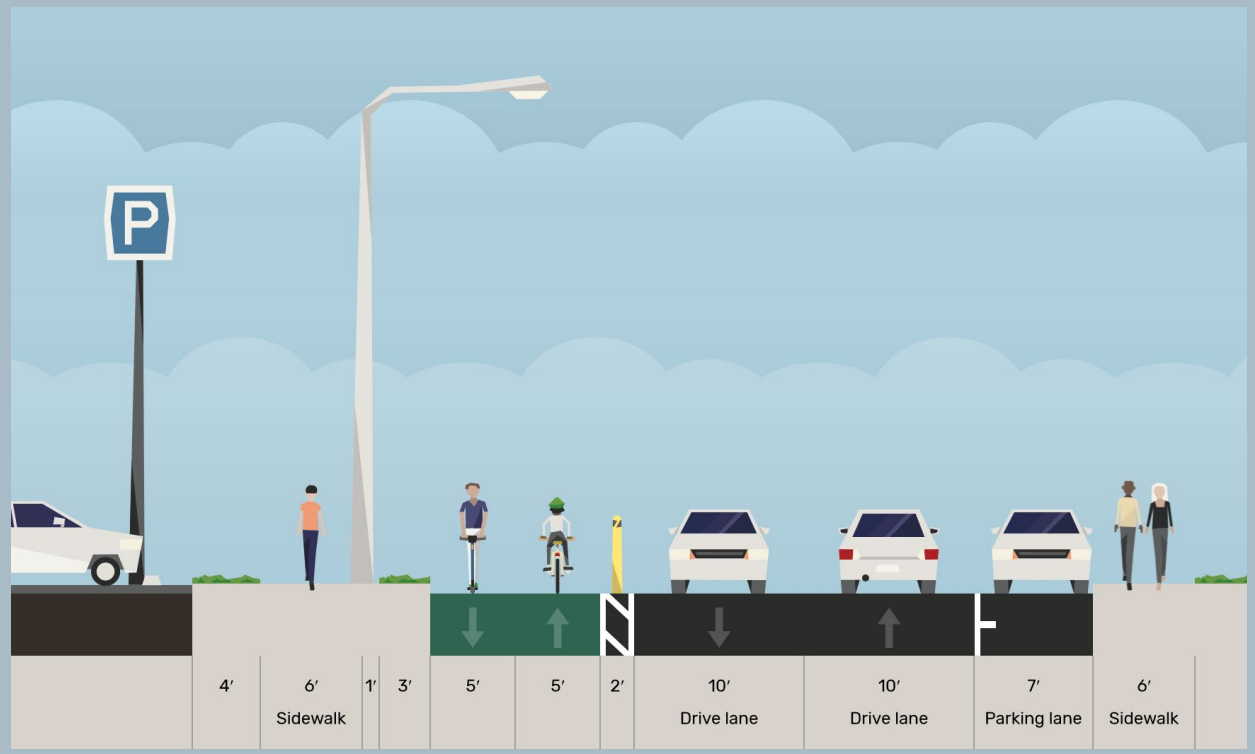
NJTPA

Whalen Street: Proposed





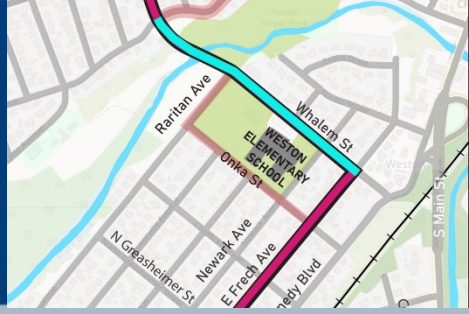
Frech Ave. to Newark Ave.

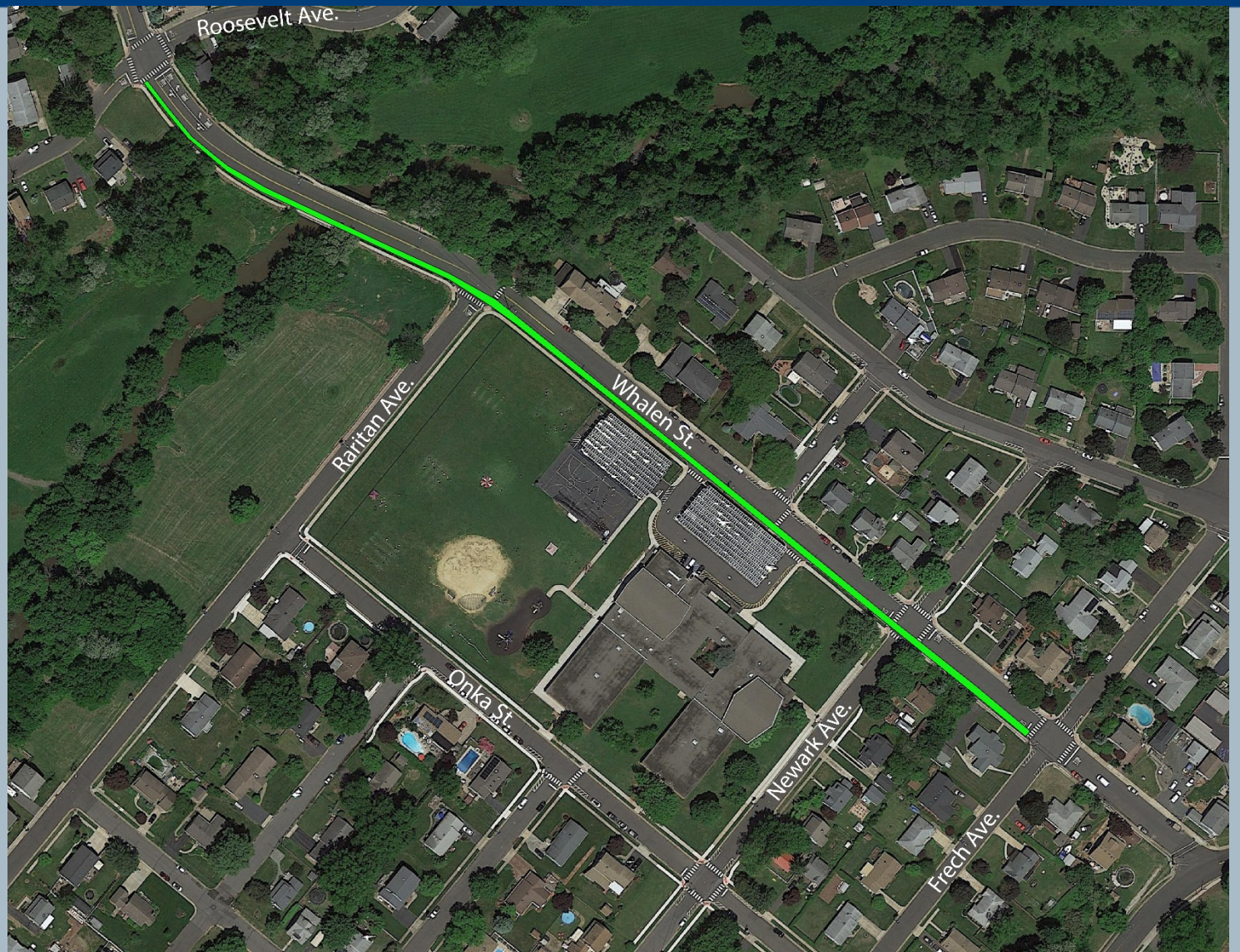


Newark Ave. to Raritan Ave., in front of school

NJTPA

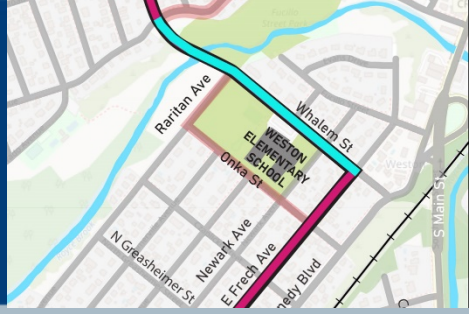
Whalen Street

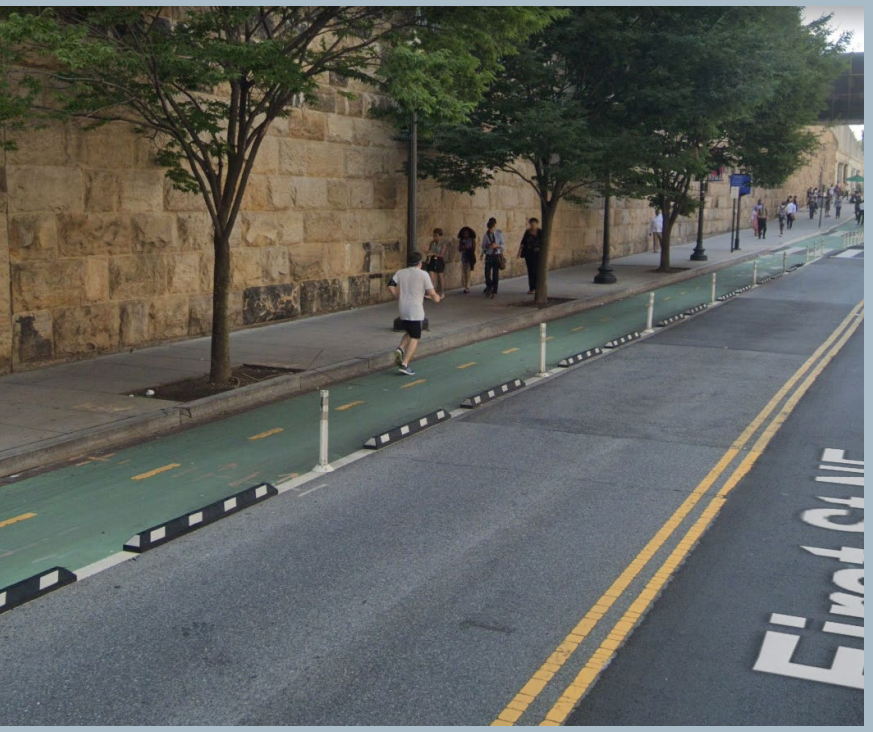




NJTPA

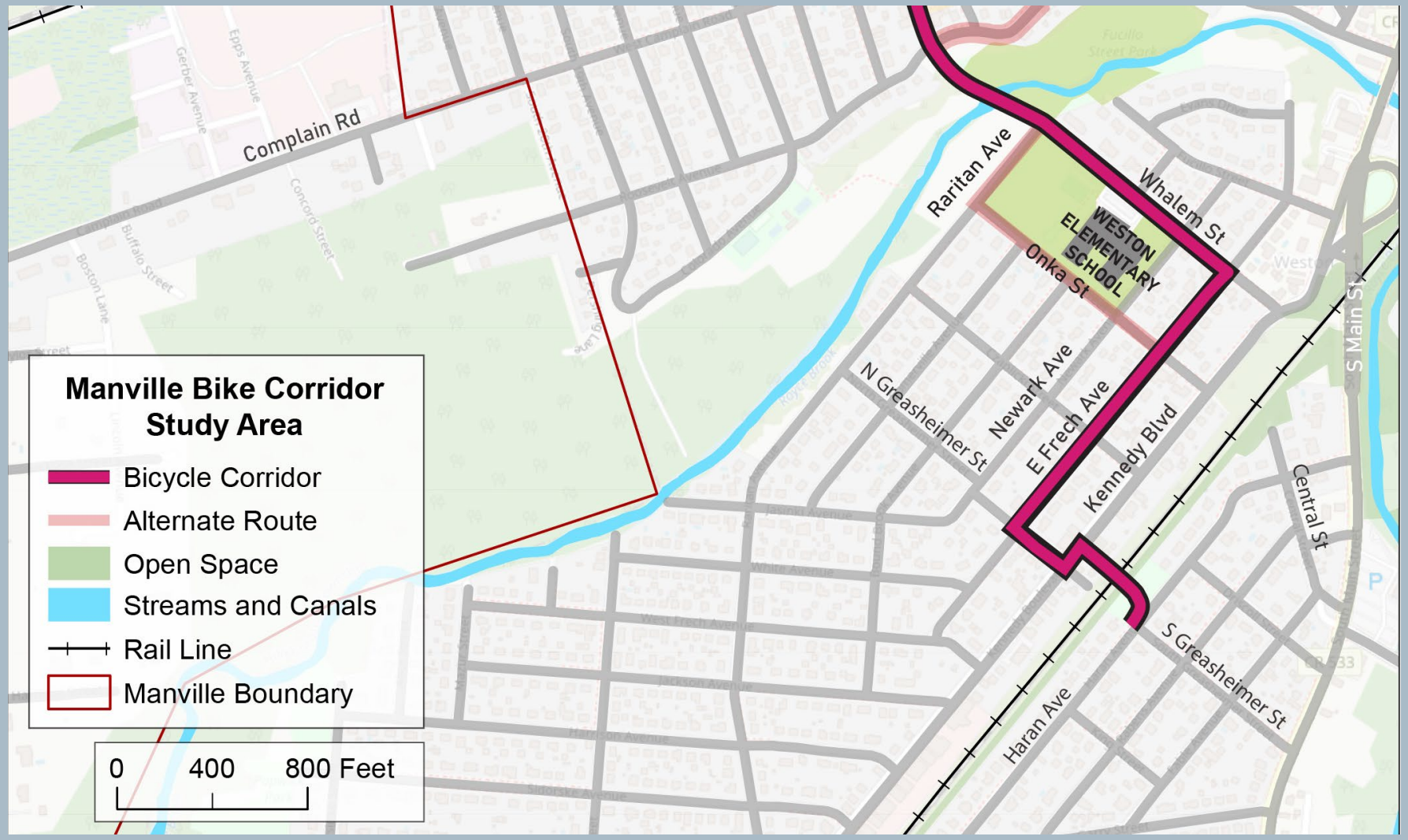
Whalen Street





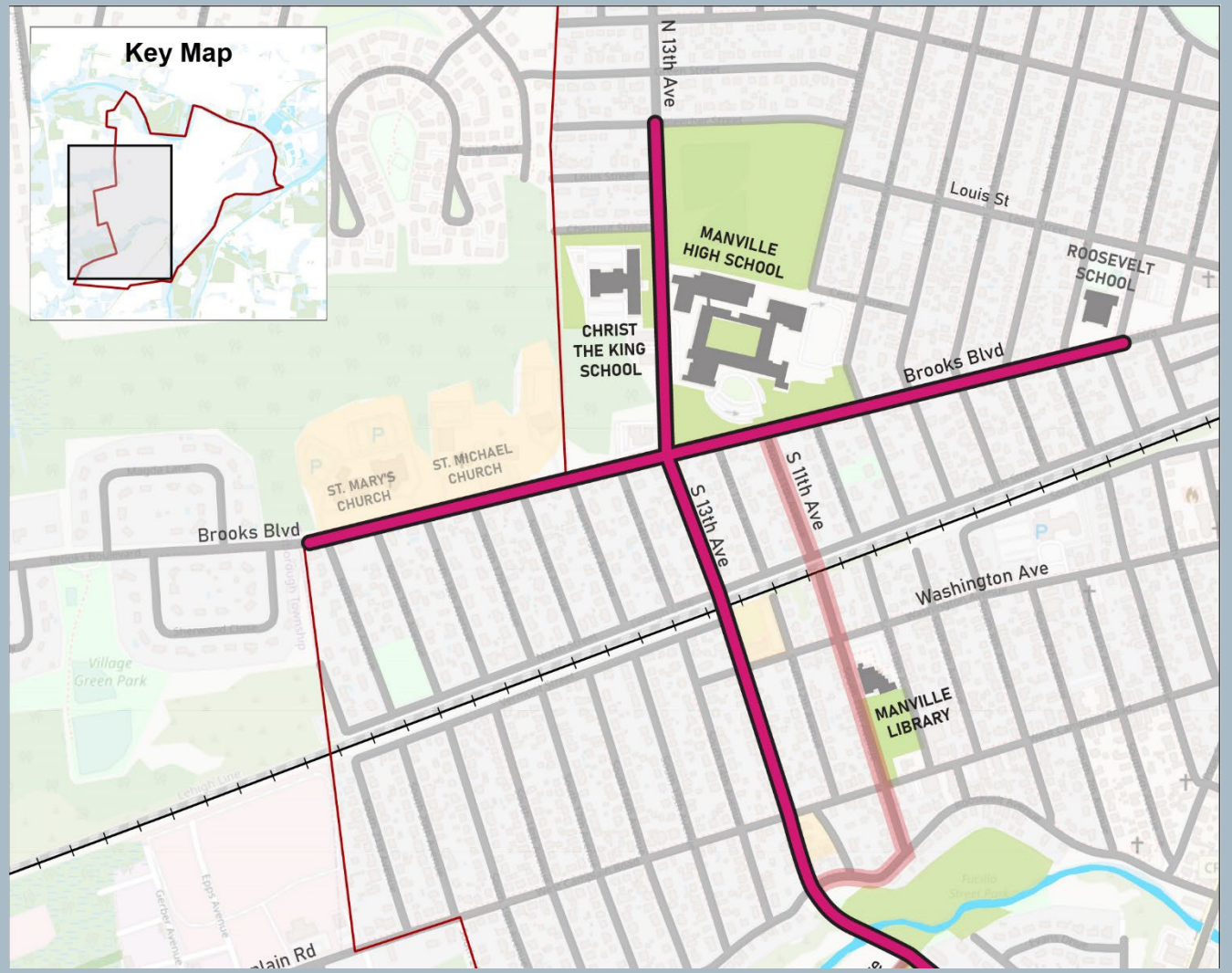
NJTPA

Southern Half

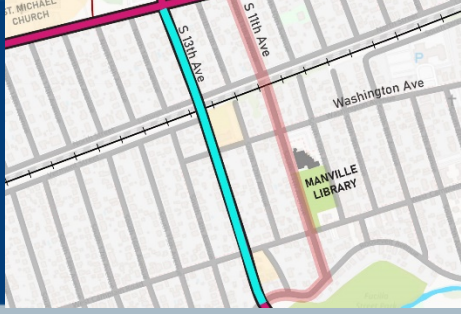


NJTPA

Northern Half



13th Avenue: Current Conditions

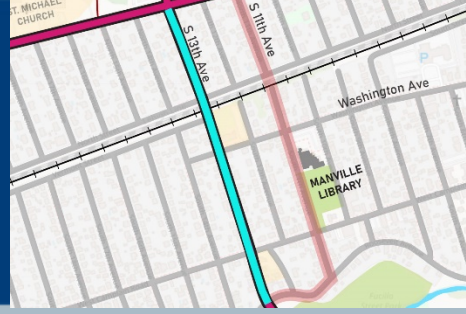


Roosevelt Ave. to Washington Ave.

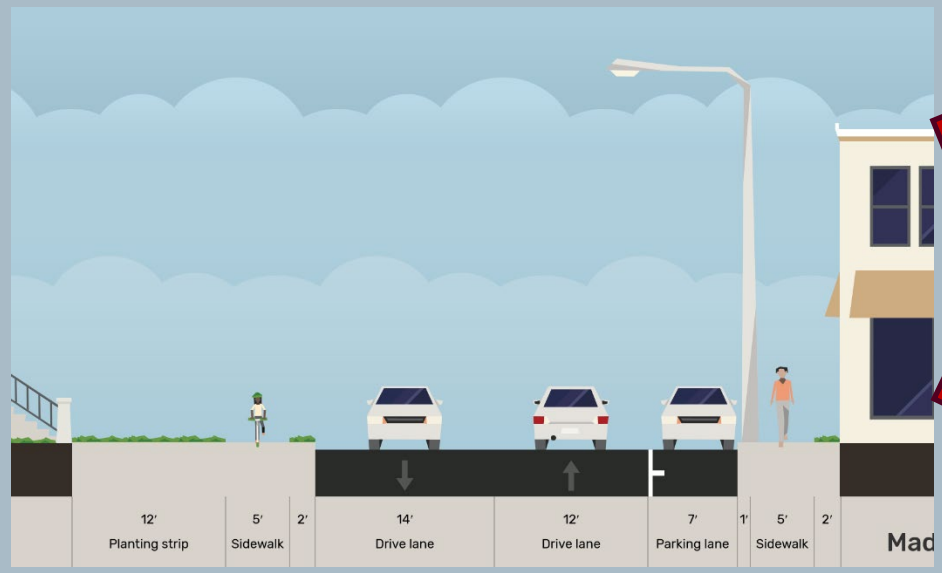
Washington Ave. to North St., in front of firehouse

NJTPA

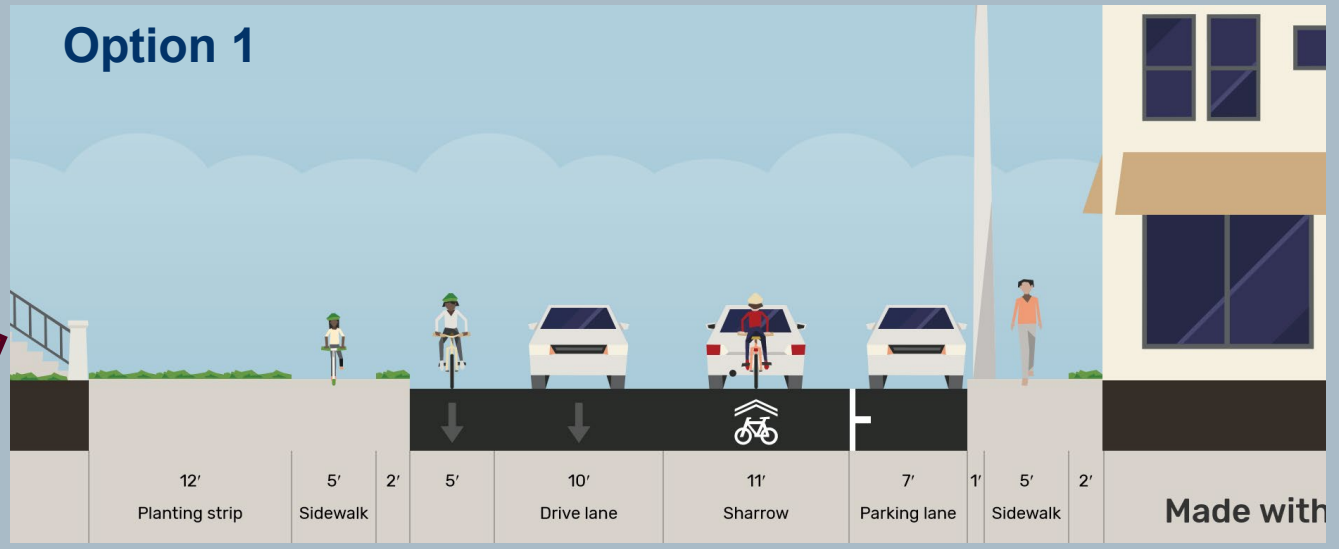
13th Avenue: Proposed



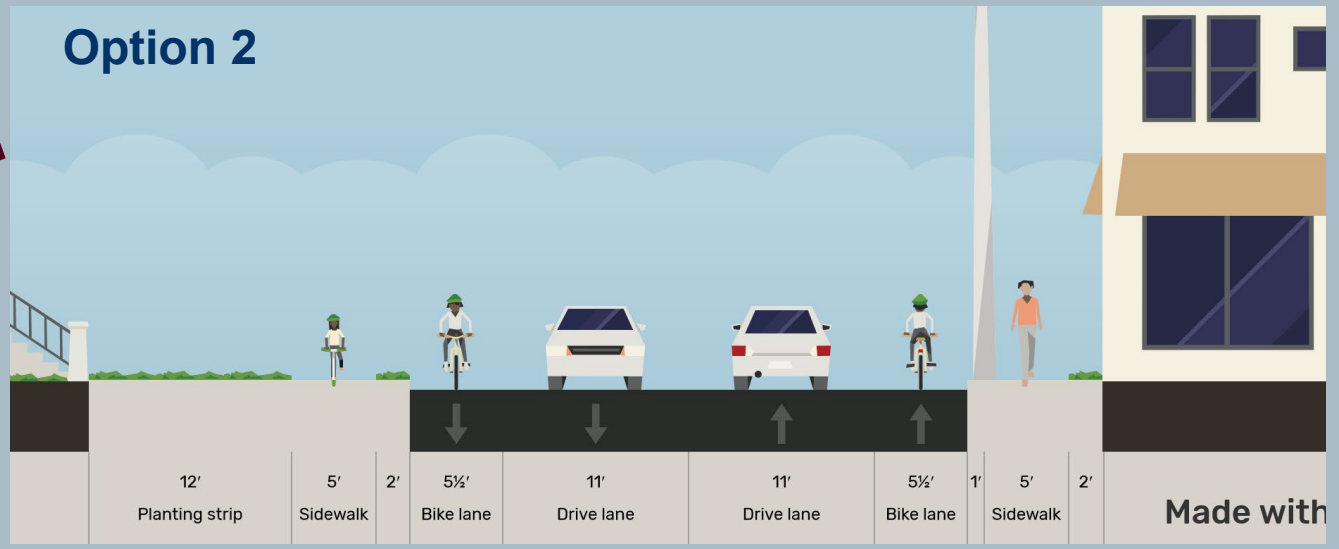
Roosevelt Ave. to Washington Ave. Existing



Option 1

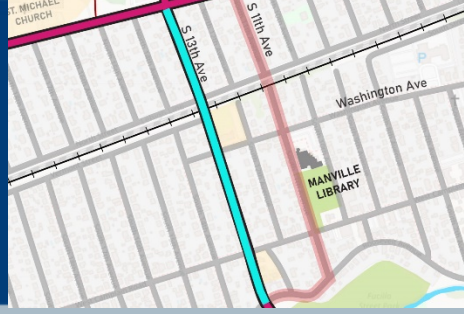


Option 2

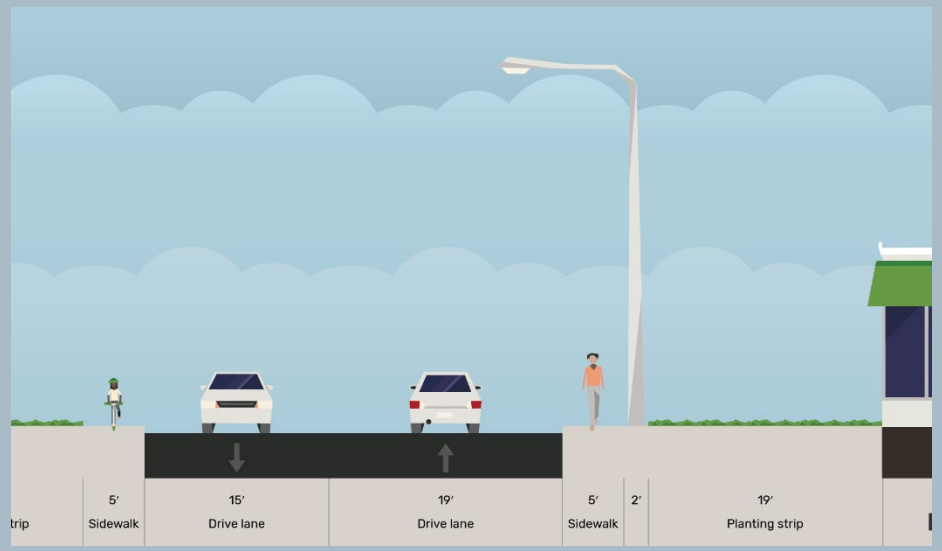


NJTPA

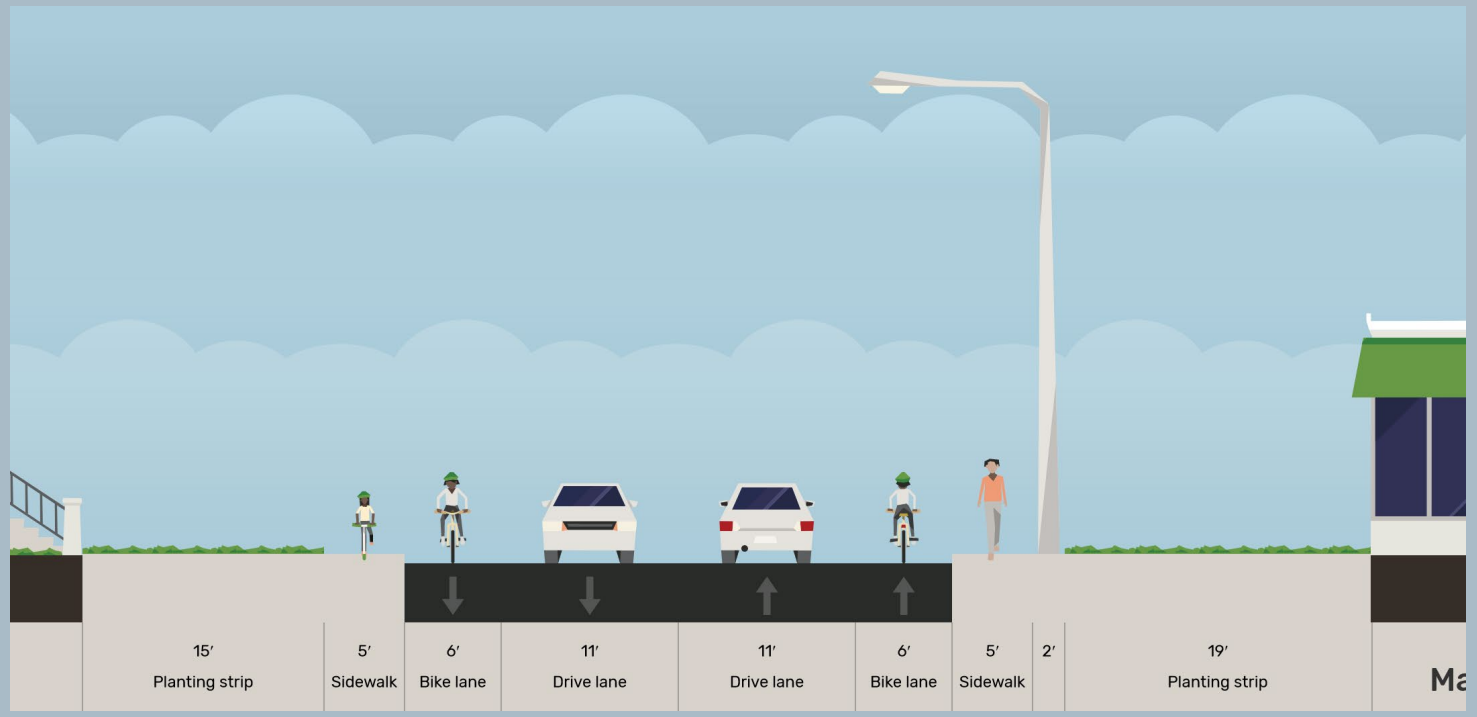
13th Avenue: Proposed



Washington Ave. to North St., in front of firehouse



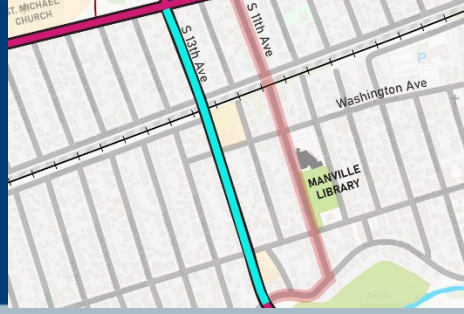
Existing



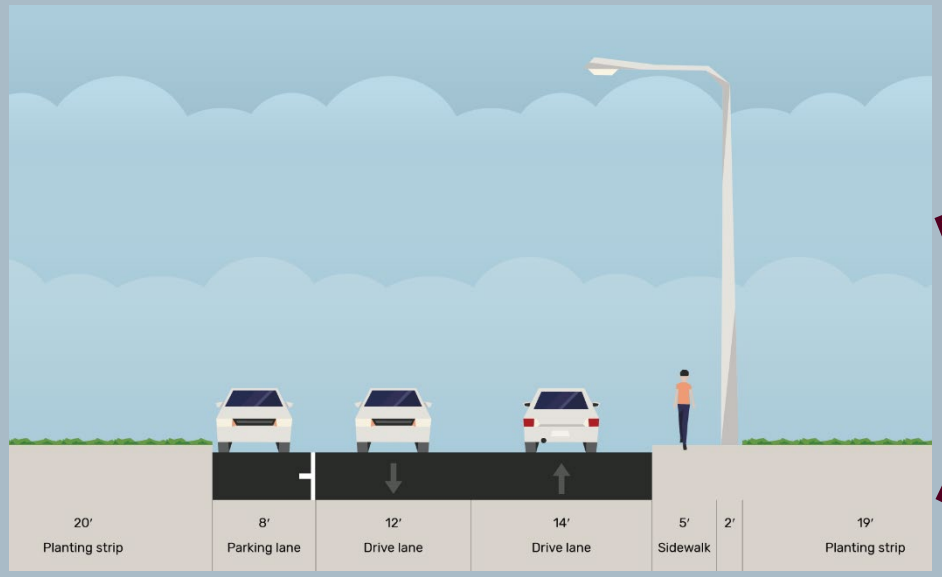
Proposed

NJTPA

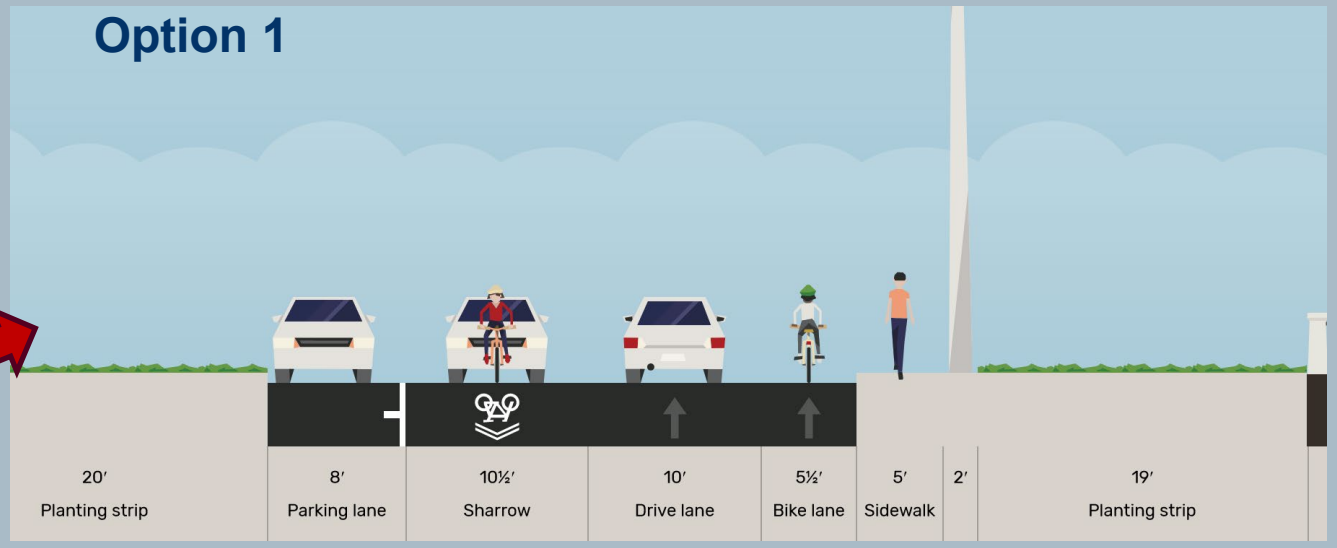
13th Avenue: Proposed



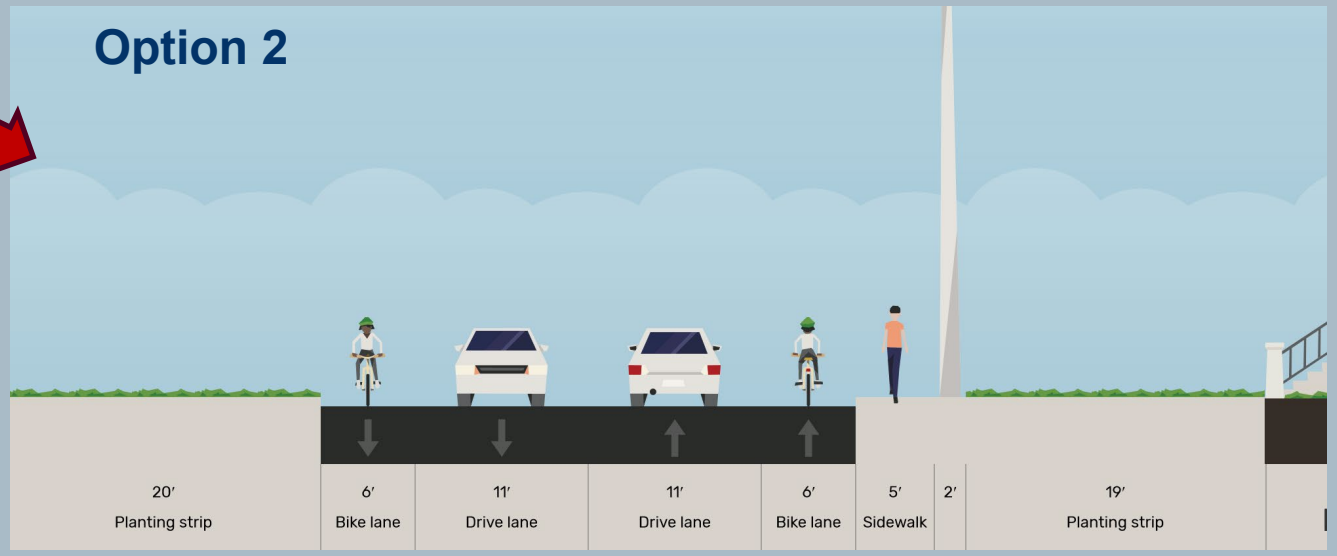
North St. to Brooks Blvd., existing



Option 1

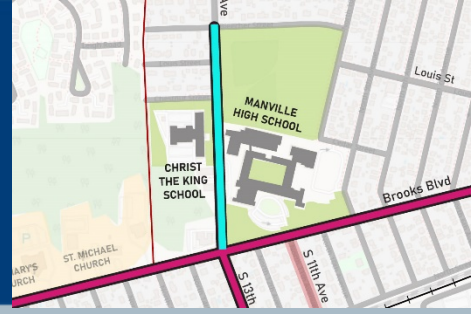


Option 2



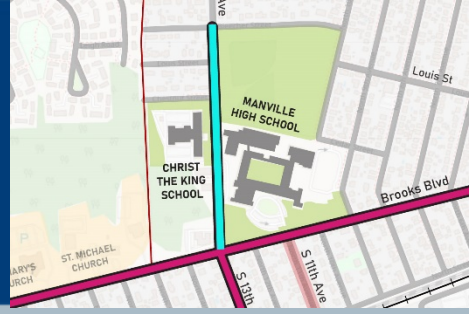
NJTPA

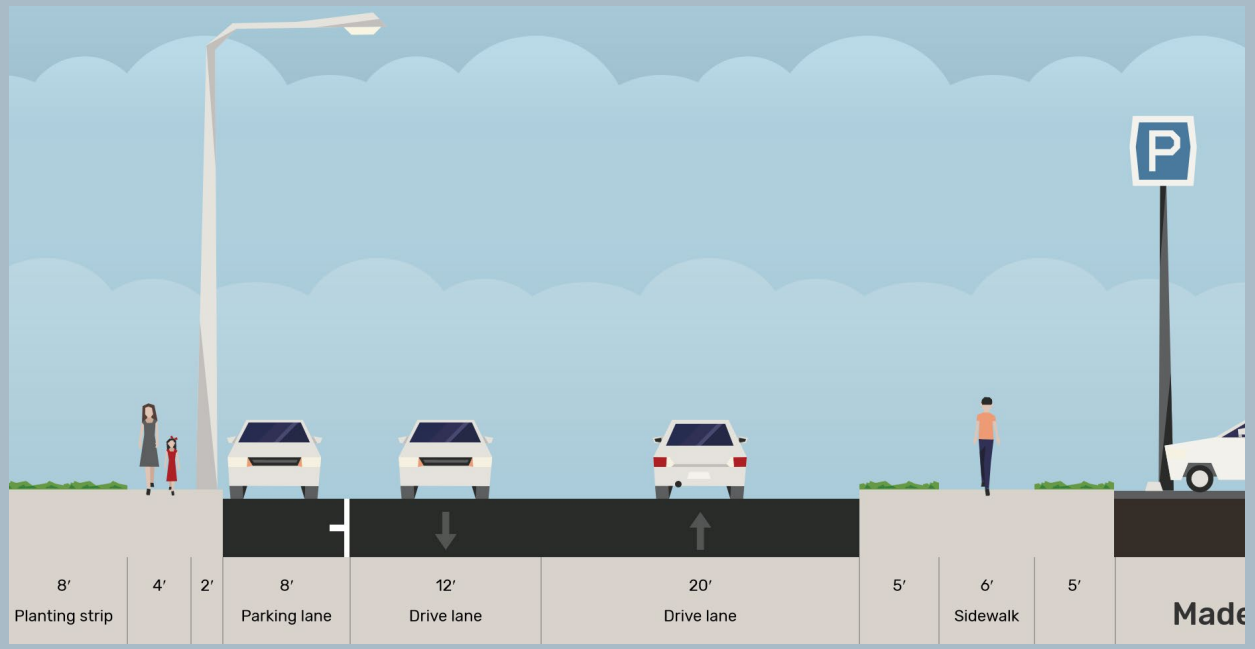
13th Ave, North of Brooks Blvd.



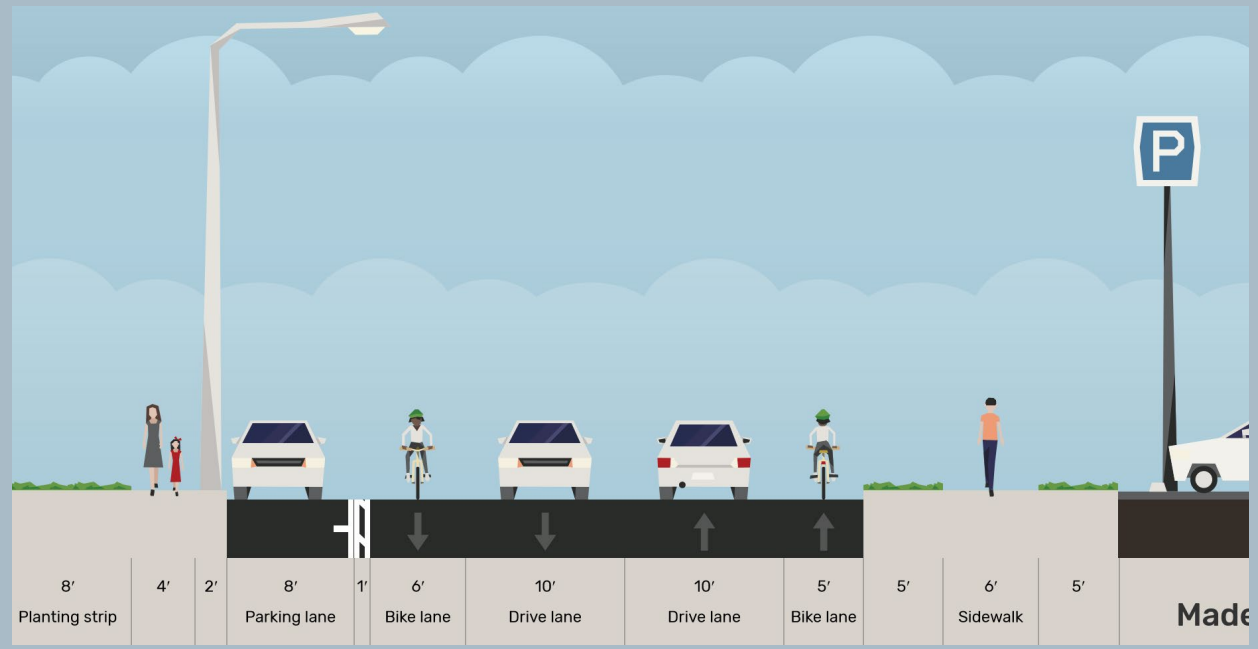
NJTPA

13th Ave, North of Brooks Blvd.





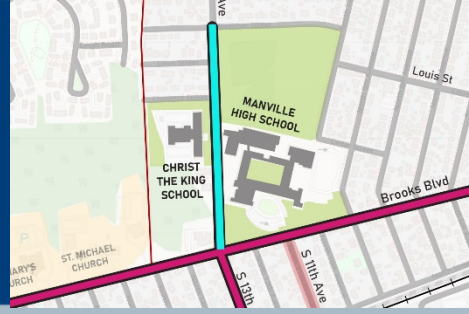
Brooks Blvd. to Chestnut St., Existing

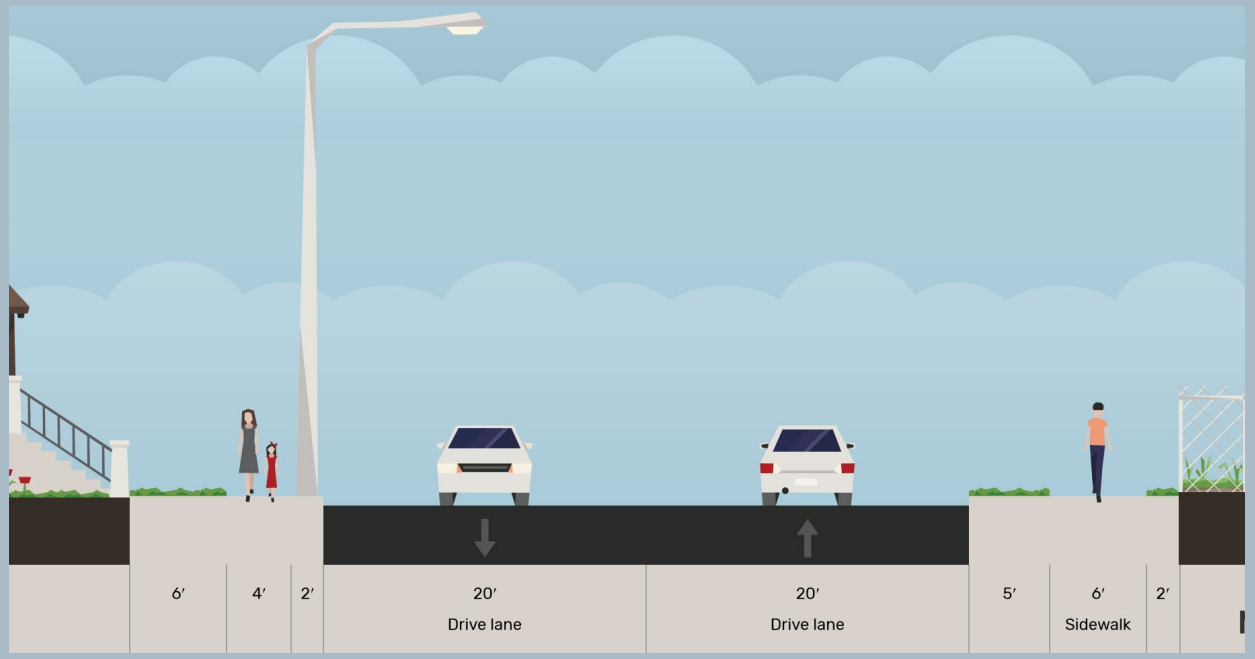


Brooks Blvd to Chestnut St., Proposed

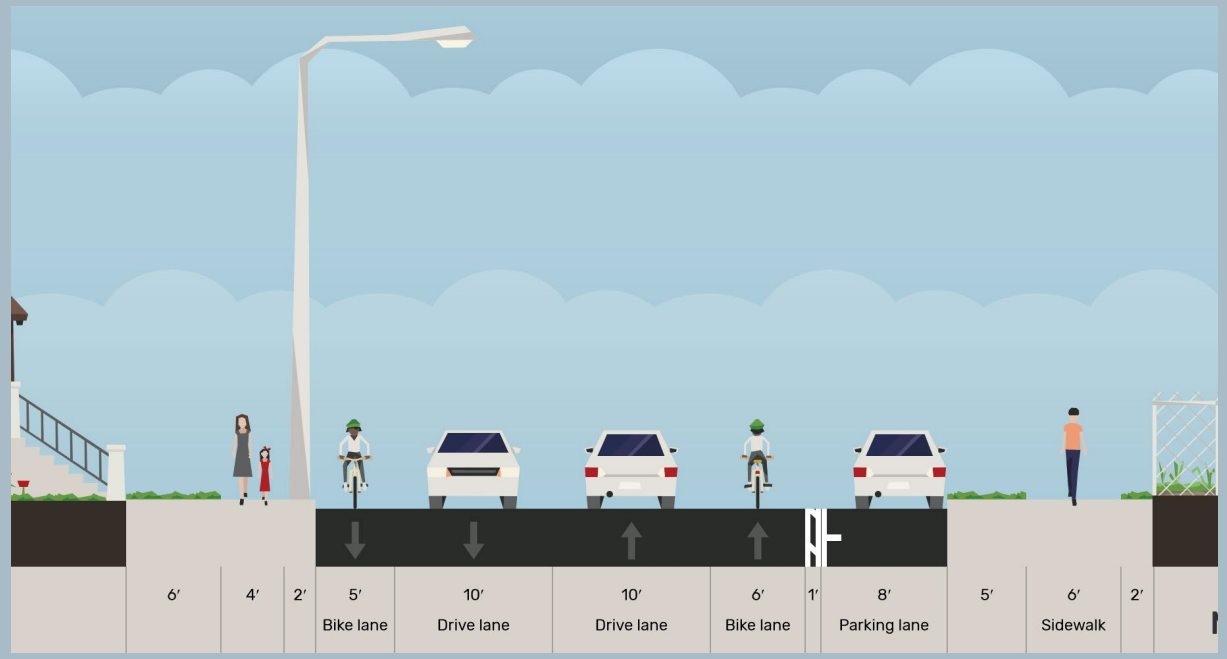
NJTPA

13th Ave, North of Brooks Blvd





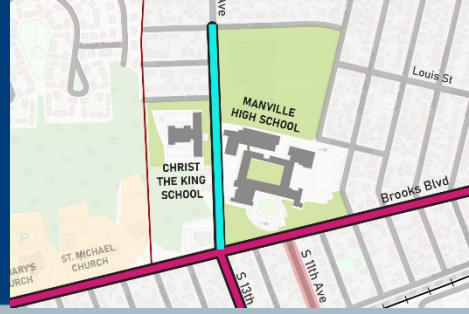
Chestnut St. to Louis St.
Existing

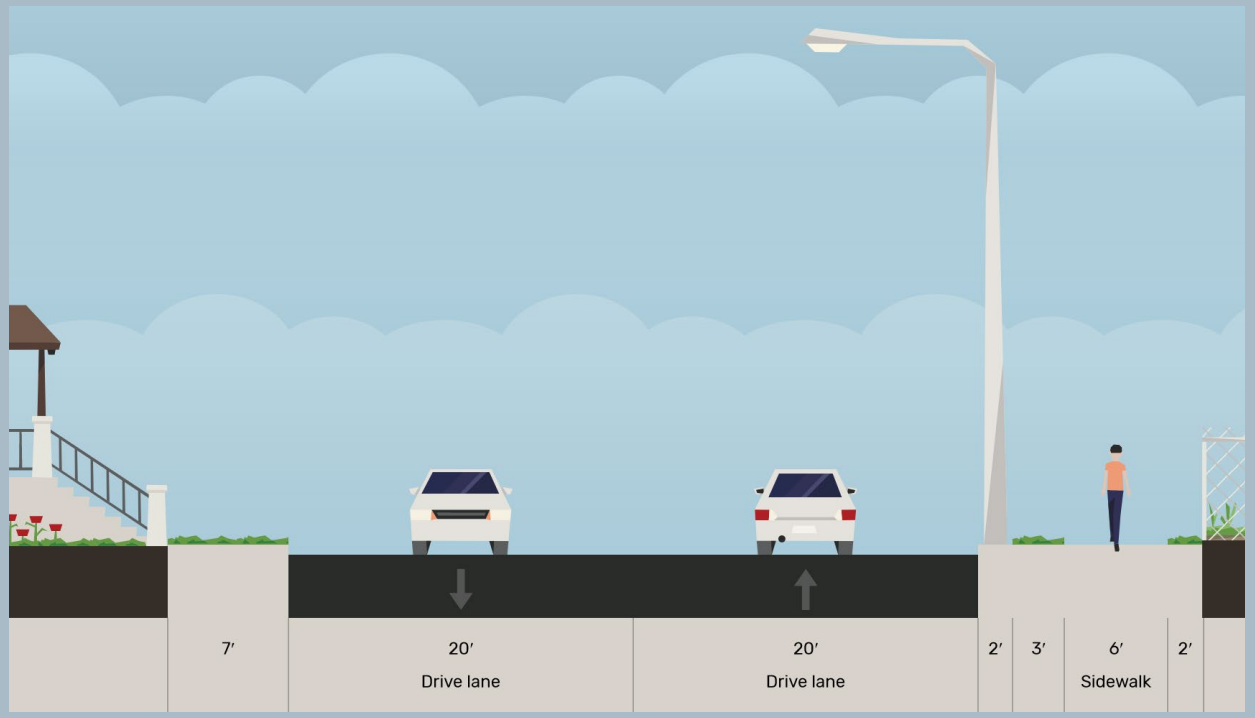


Chestnut St. to Louis St.,
Proposed

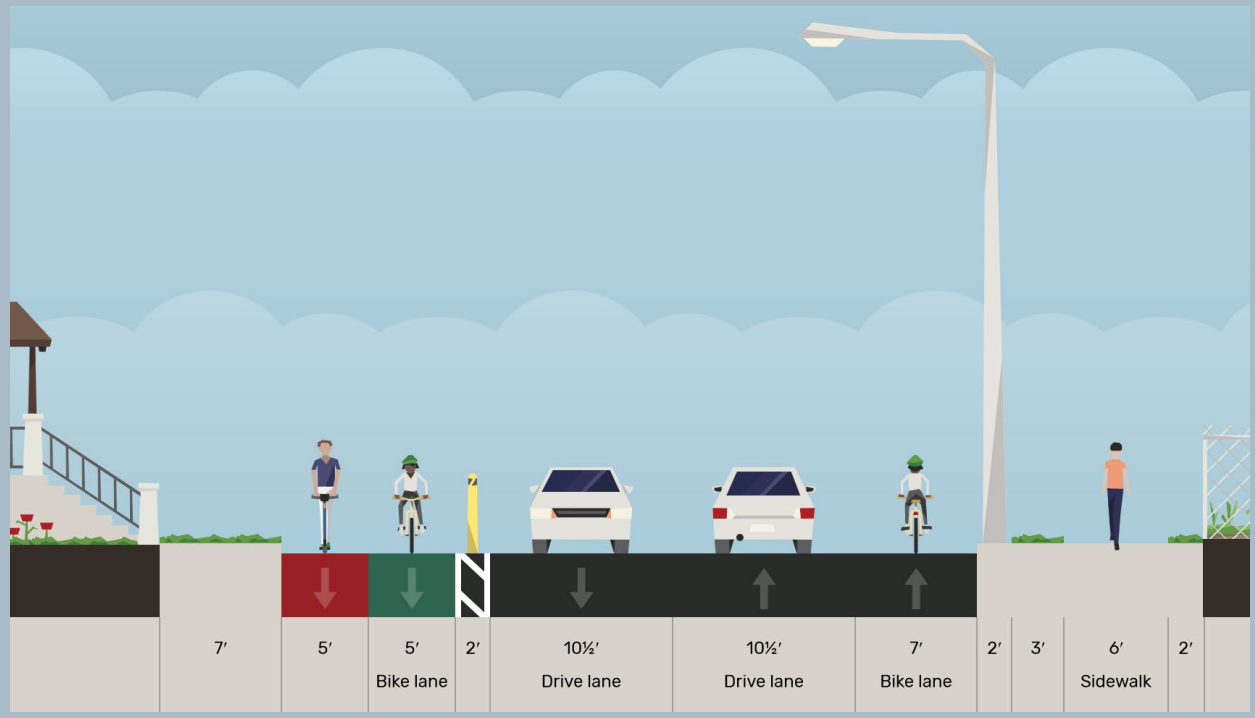
NJTPA

13th Ave, North of Brooks Blvd.





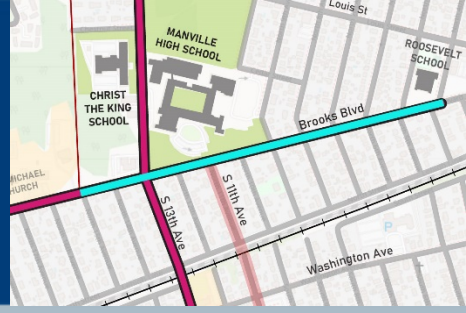
Louis St. to Bleecher St., Existing



Louis St. to Bleecher St. Proposed

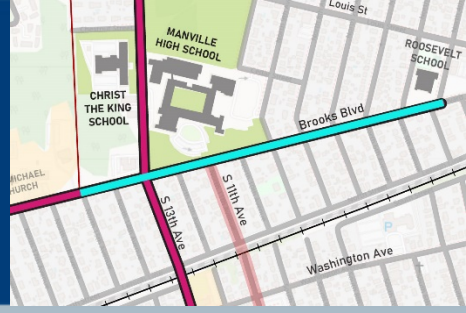
NJTPA

Brooks Boulevard



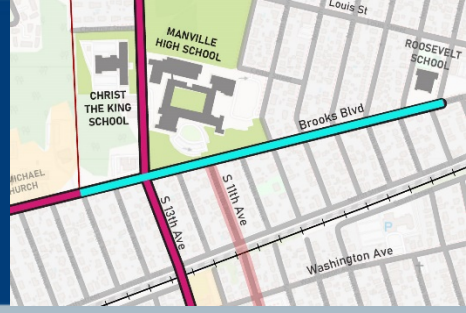
NJTPA

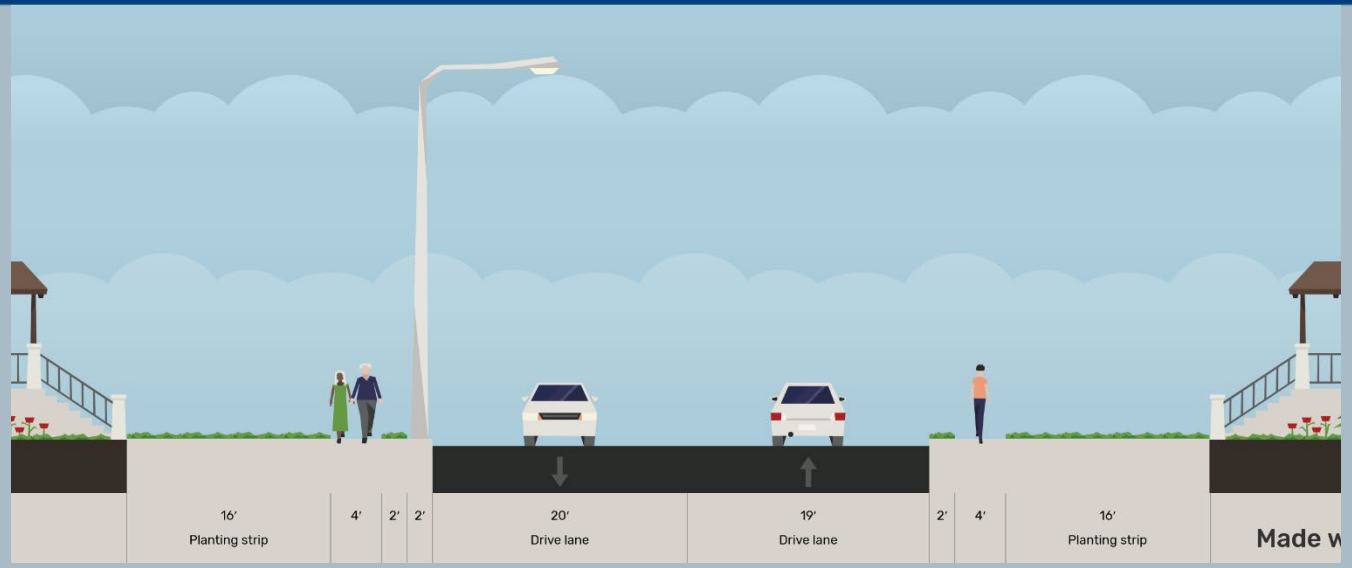
Brooks Blvd. between 15th and 13th

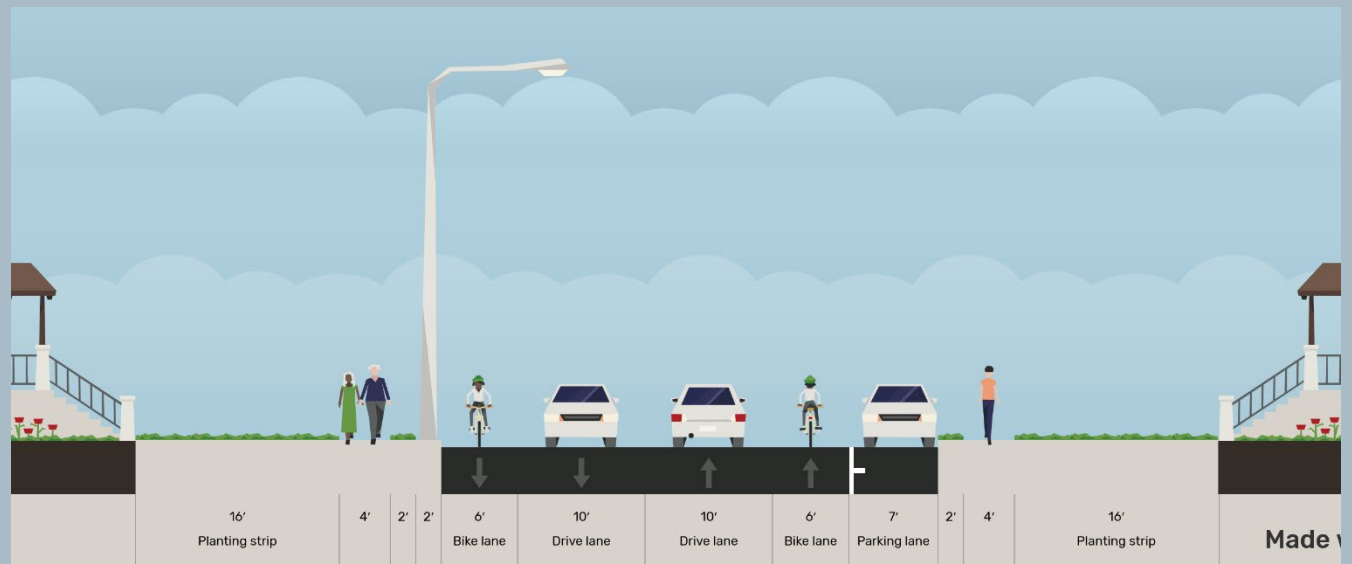


NJTPA

Brooks Blvd. between 15th and 13th

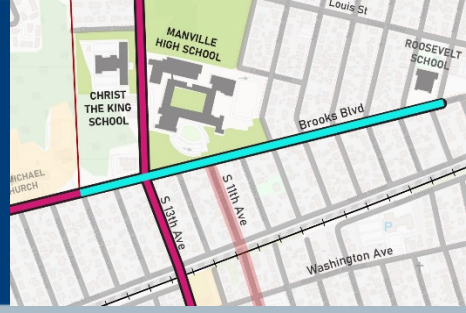


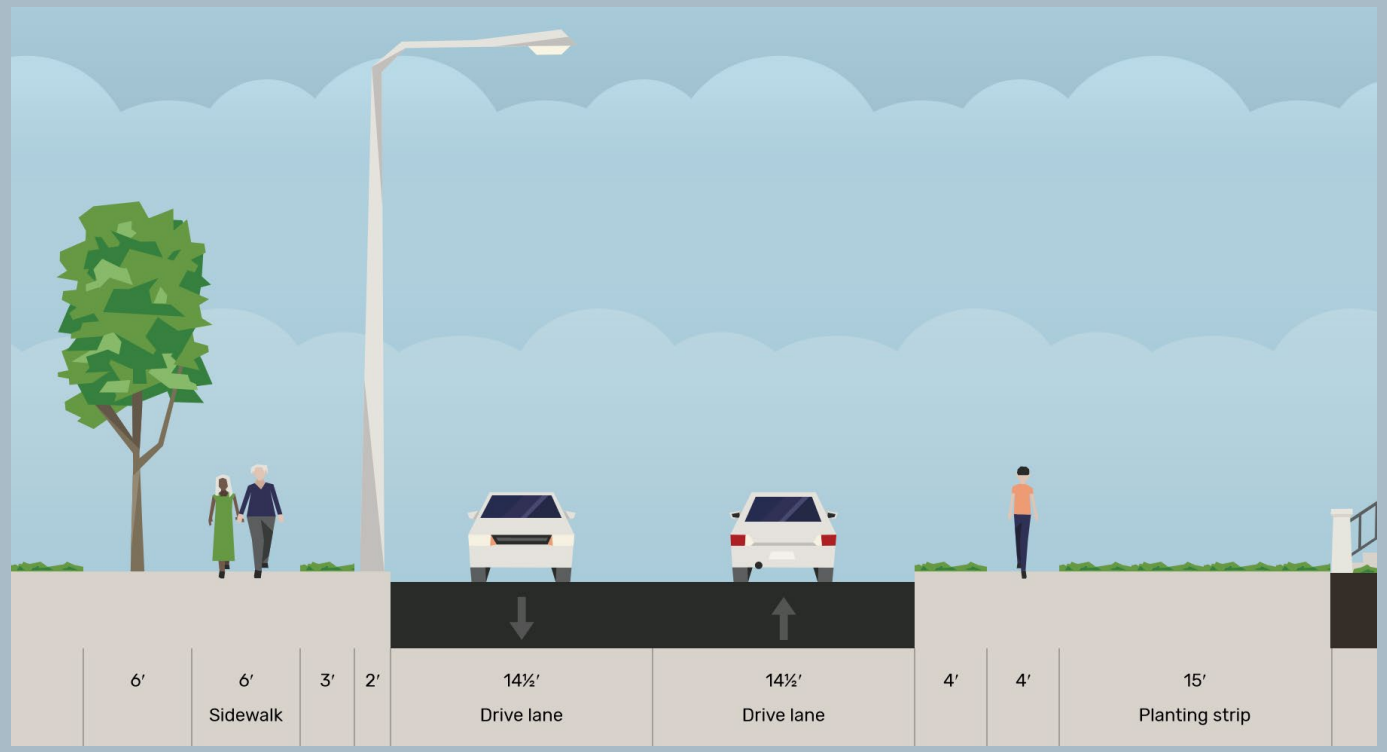




NJTPA

Brooks Blvd. between 13th and 3rd

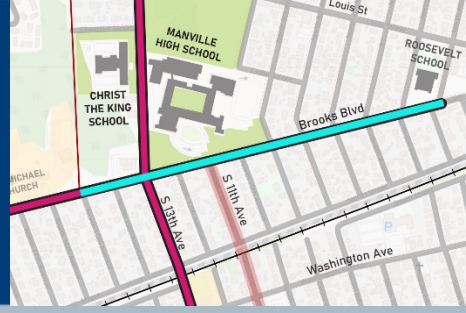


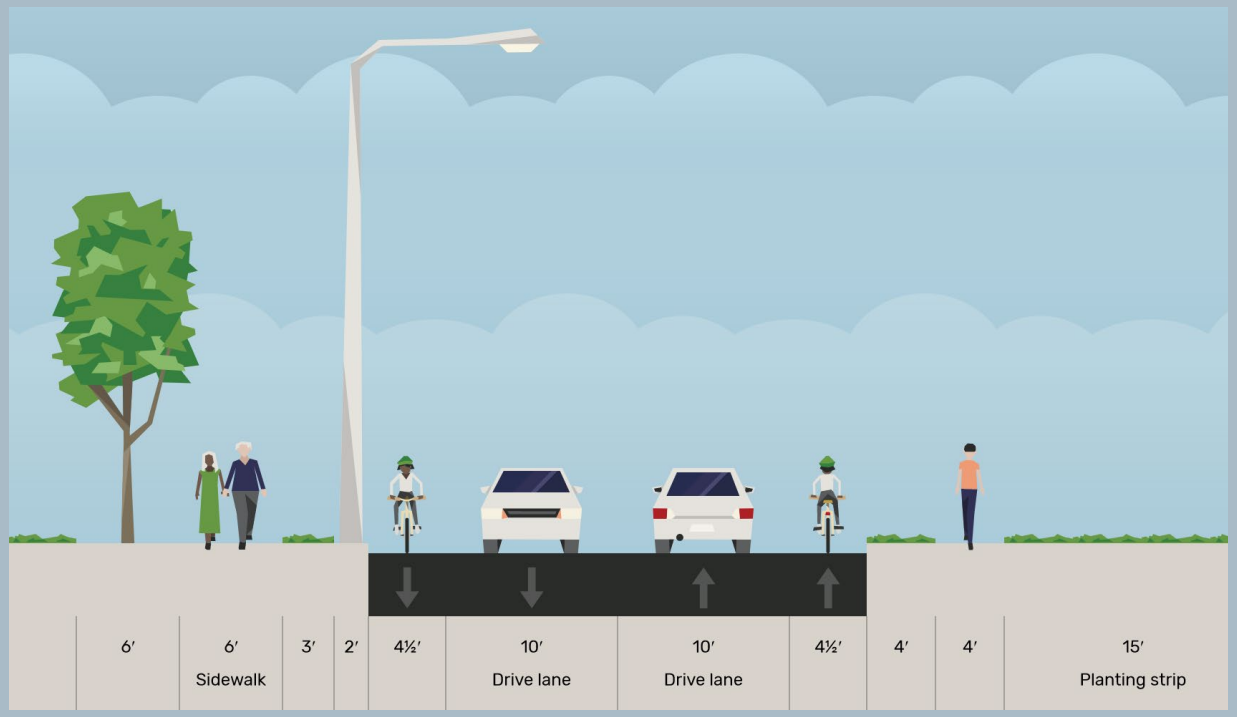


Existing Conditions

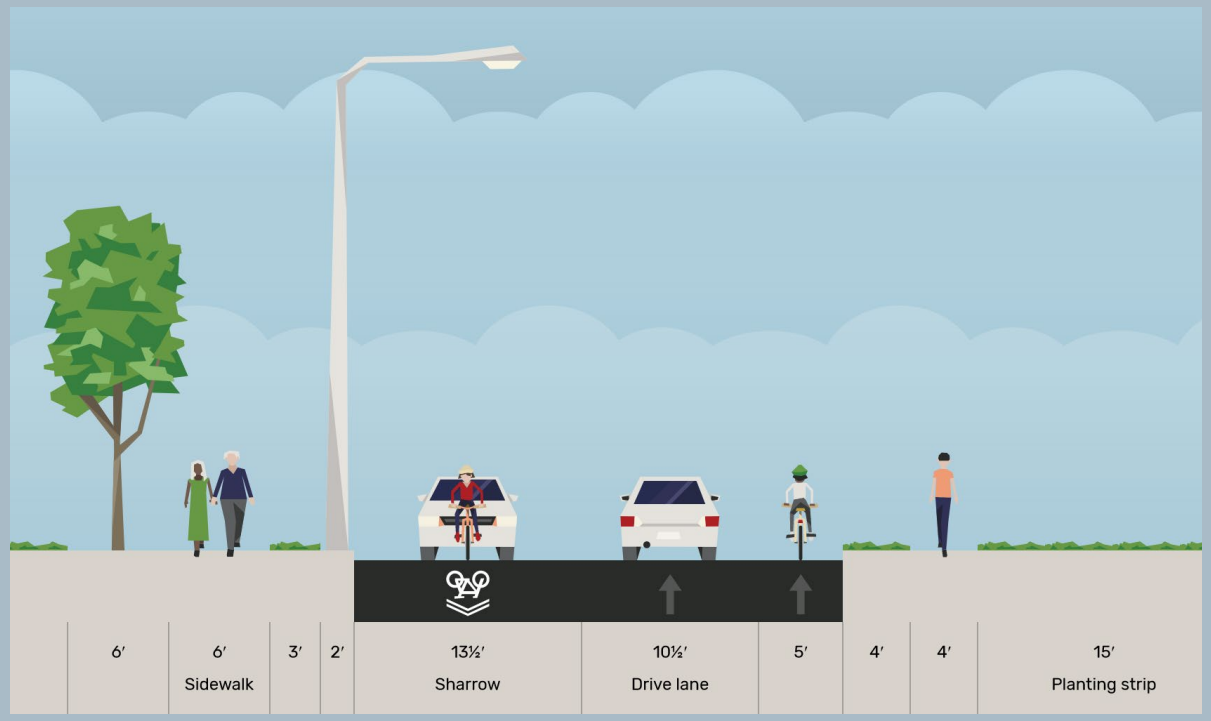
NJTPA

Brooks Blvd. between 13th and 3rd





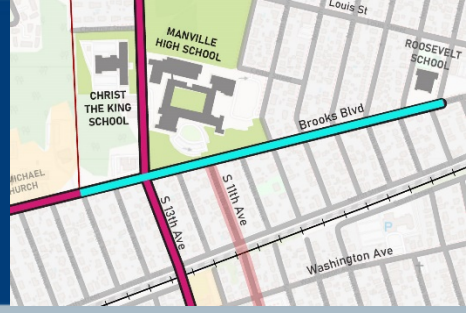
Proposed Design

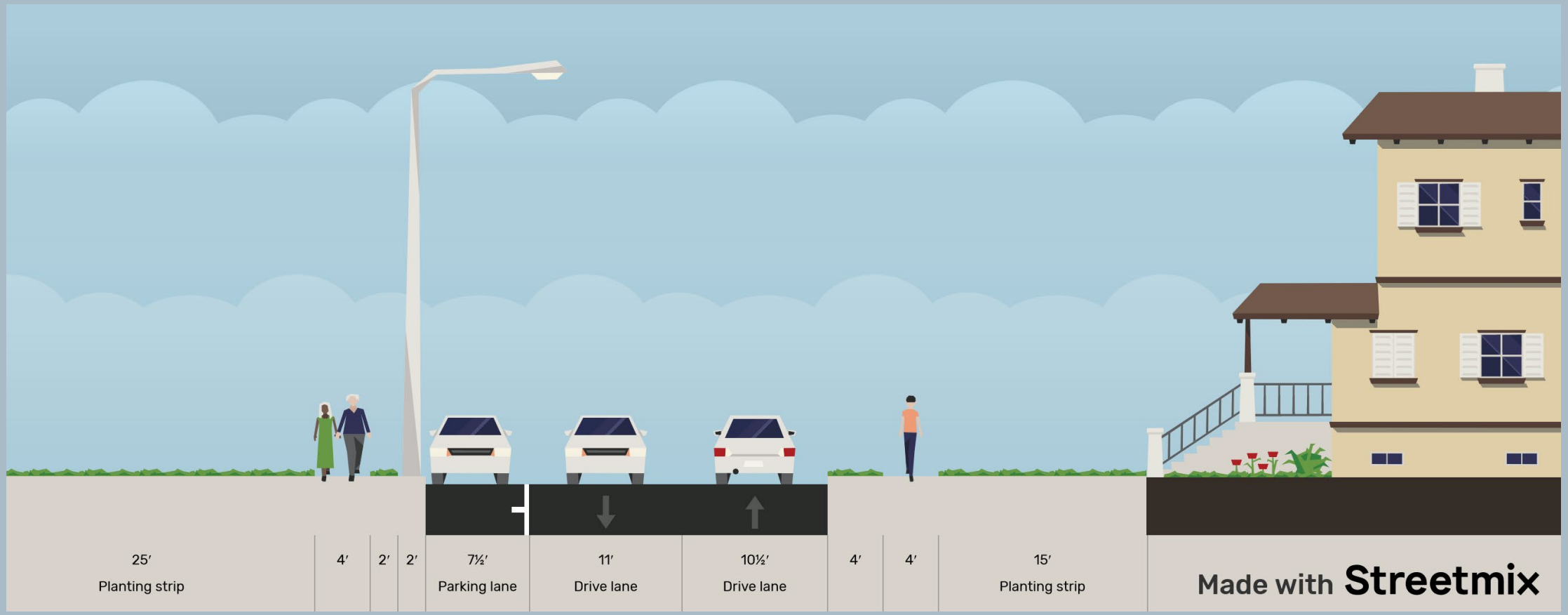


Alternative Design

NJTPA

Brooks Blvd. between 3rd and 2nd

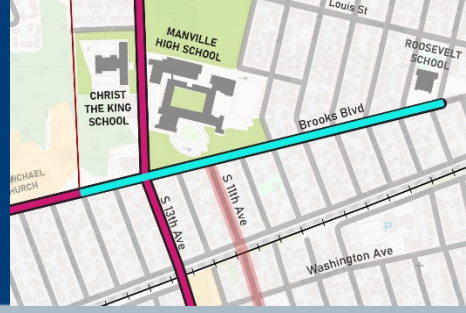


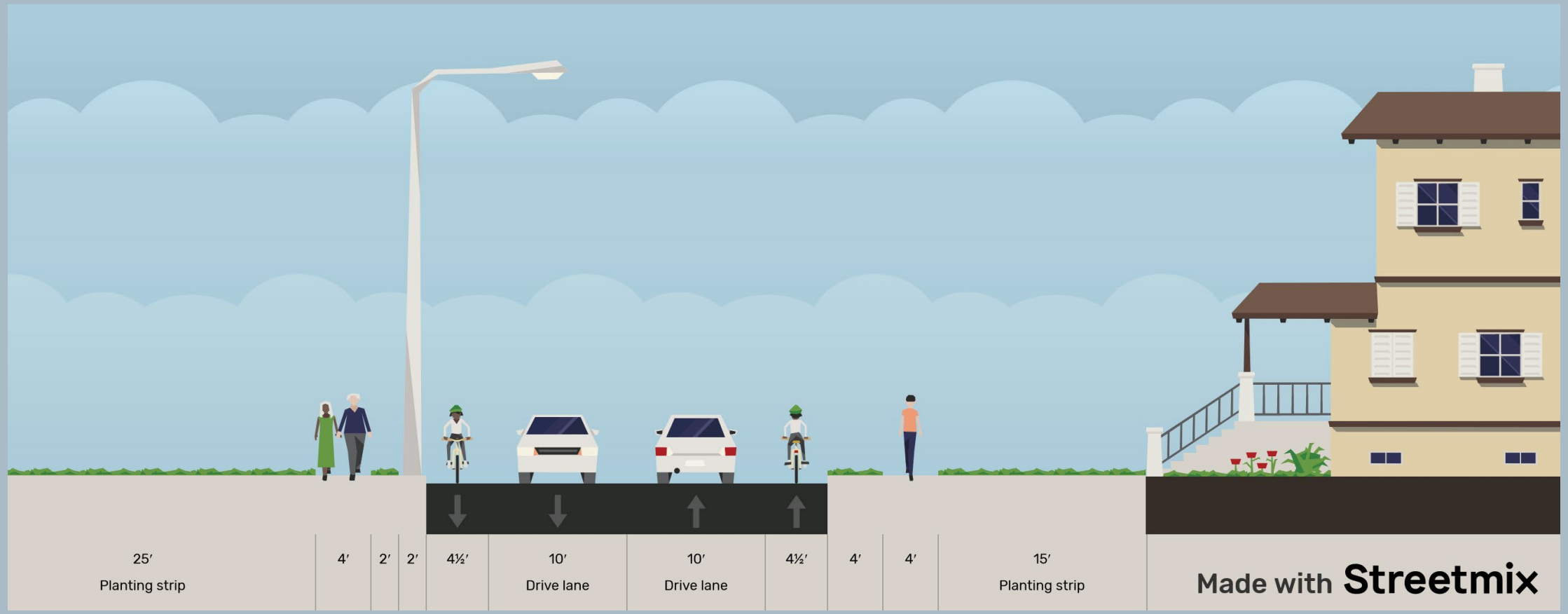


Existing Design

NJTPA

Brooks Blvd. between 3rd and 2nd





Proposed Design

NJTPA

Complete Streets Technical Assistance Program

Manville Bicycle Network Plan

May 2020

Send additional comments and suggestions to:
heaslya@tcnj.edu

Comments due by July 8, 2020

North Jersey Transportation Planning Authority