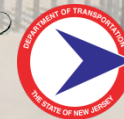


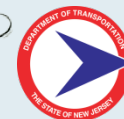
Borough of Bay Head Complete Streets Bicycle & Pedestrian Plan

Public Meeting #1 /Visioning Workshop
June 10, 2015



Introductions

- Bay Head
 - Mayor Bill Curtis
 - Steering Committee
- New Jersey Dept. of Transportation
- Consultants
 - RBA Group
 - Stokes Creative Group



Why Plan for Pedestrians?

- Walking is the **most fundamental of all transportation modes** and part of nearly every trip we make.
- Planning for pedestrians is **planning for everyone!**



Why Plan for Bicyclists?

- Bicycling has potential to **increase mobility options** for the relatively short trips that make up the majority of our daily travel
- **Quick and convenient** way to access many destinations



Purpose of the Plan

1. Create a **Community Vision**
2. Identify a **Priority Bicycle & Pedestrian Network**
3. Develop **Concepts** and **Guidelines**
4. Assess the potential for a **Path along the Former Rail Alignment** between the train station & town center
5. Identify **Recommendations** including an **Implementation Plan**

Schedule

- **March:** Kick-off
- **April thru June:** Existing Conditions
- **July thru August:** Analysis & Concept Development
- **September thru October:** Draft and Final Report



Existing Conditions

(or what we've learned so far)

Bay Head's compact size, flat terrain, mix of land use, historic buildings, and street grid network are



ideally suited for walking and bicycling!

Existing Conditions

(or what we've learned so far)

Bay Head is committed to improving



Image: Star News Group

the health and wellness of its residents!

Destinations

- Town Center (shops & municipal buildings)
- Train Station
- Twilight Lake
- Centennial Park
- Mount Street
- Places of Worship (4)

- Bay Head School
- Beaches
- Post Office
- Library
- Tennis Courts
- B & B's (4)
- Yacht Club

- Recycling Center
- Bay Head Historical Society and the NJ Boating Museum (both located just over the border in Point Pleasant)



Challenges & Constraints

- Gaps in sidewalk network
- Connection between the train station and town center
- Congestion during summer months (roads & sidewalks)
- Unmarked crosswalks
- Missing curb ramps
- Wrong-way bicycle riding
- Availability of bicycle parking
- Constrained roadway widths
- Sidewalks not cleared of snow in the winter
- Safety – especially at intersections

Pedestrian and Bicyclist Crashes



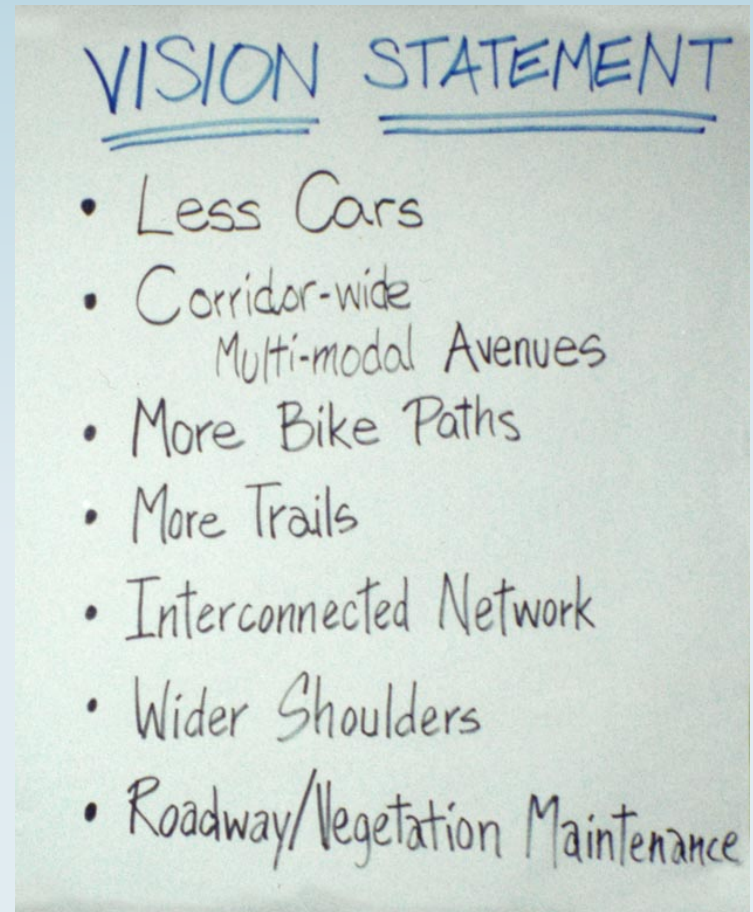
- 5 bicyclist crashes at Bay Ave & Osborne Ave
- 3 bicyclist crashes at Bay Ave & Bridge Ave
- 3 bicyclist crashes at Mount Street & Route 35
- 3 crashes (1 pedestrian, 2 bicyclist) at Mount Street and Route 35
- 2 pedestrian crashes at Town Center

Opportunities

- Low-volume neighborhood streets are good bicycling and walking routes
- Former rail corridor has potential to be developed into a path
- Sidewalk network is nearly complete
- Available width:
 - Within the existing curb for bicycle facilities
 - Within the right-of-way for pedestrian amenities (wayfinding, trees, benches)

Developing a Vision

- What will success look like if the Bicycle and Pedestrian Plan is implemented?
- Designed to inspire; bold yet achievable



Example Vision Statements

Walnut Creek will provide **safe, convenient and well-maintained** pedestrian and bicycle facilities that are accessible to **people of all ages and abilities** as part of **complete streets** and a multi-modal transportation network.

Oahu is a bicycle- and pedestrian-friendly community where walking and bicycling are **safe, viable, and popular** travel **choices** for **residents and visitors** for all ages.

Walking and bicycling in Salt Lake City will be **safe, convenient, comfortable, and viable** transportation options that **connect people to places**, foster **recreational** and **economic development** opportunities, improve personal **health** and the **environment**, and elevate **quality of life**.

Complete Streets – Consider the Needs of All Travelers

- Complete Streets doesn't mean every street has sidewalks, bike lanes, transit
- Context sensitivity:
 - External context: land use
 - Internal context: who is likely to use the street - bicyclists, pedestrians, transit users, drivers?



Illustration: AARP

What Do Travelers Want?

- Convenience
- Safety
- Comfort
- Access
- Reasonable travel time
- Low cost
- Reliability
- Speed?



What You Measure Matters?

What could we measure?

- Reduced speed
- Reduced crashes
- Increase walking
- Increase bicycling
- Decrease noise
- Increase neighborhood and business satisfaction
- Improved air quality



What are the Benefits of Complete Streets?



The Cost of Incomplete Streets

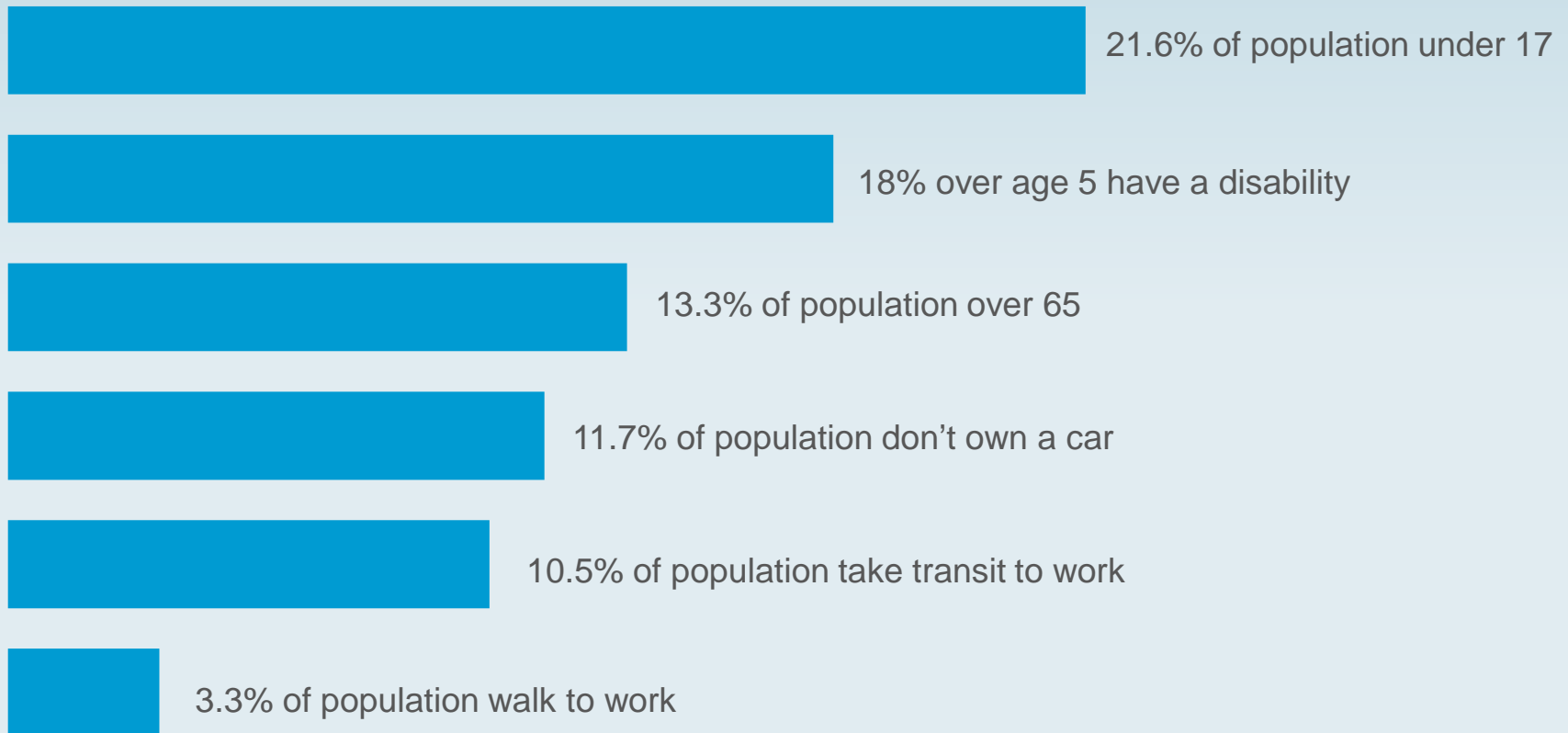
- Limited mobility for many
- Safety of all roadway users
- Public health and quality of life



The Cost of Incomplete Streets - Mobility

- Many are underserved by our incomplete streets

Non-Driving Population

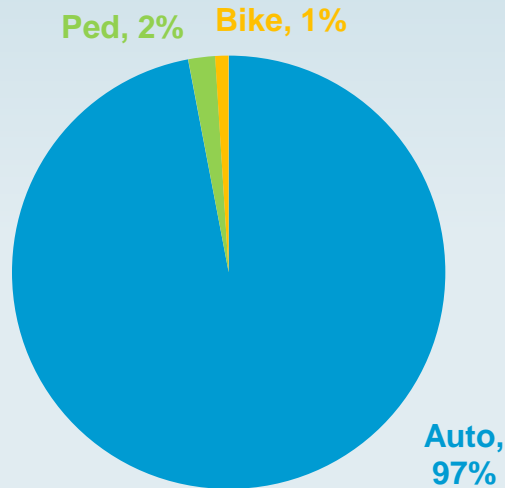


The Cost of Incomplete Streets - Safety

- Safety of all roadway users

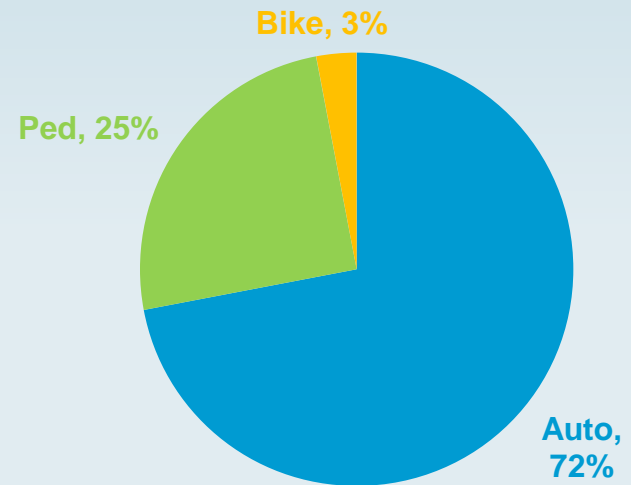
Safety concerns:

276,926 total crashes in 2012



Safety concerns:

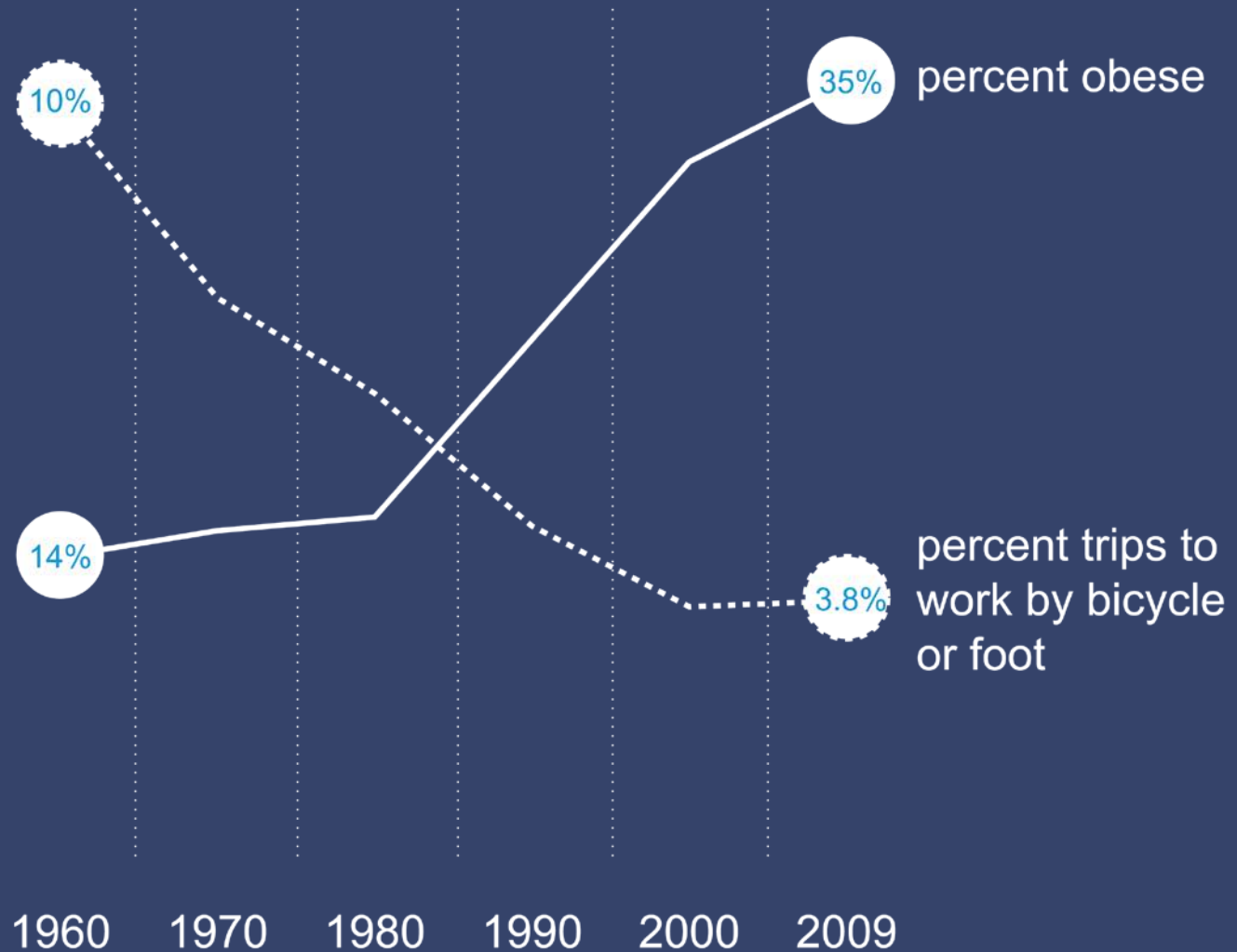
486 fatal crashes in 2012



The Cost of Incomplete Streets - Health

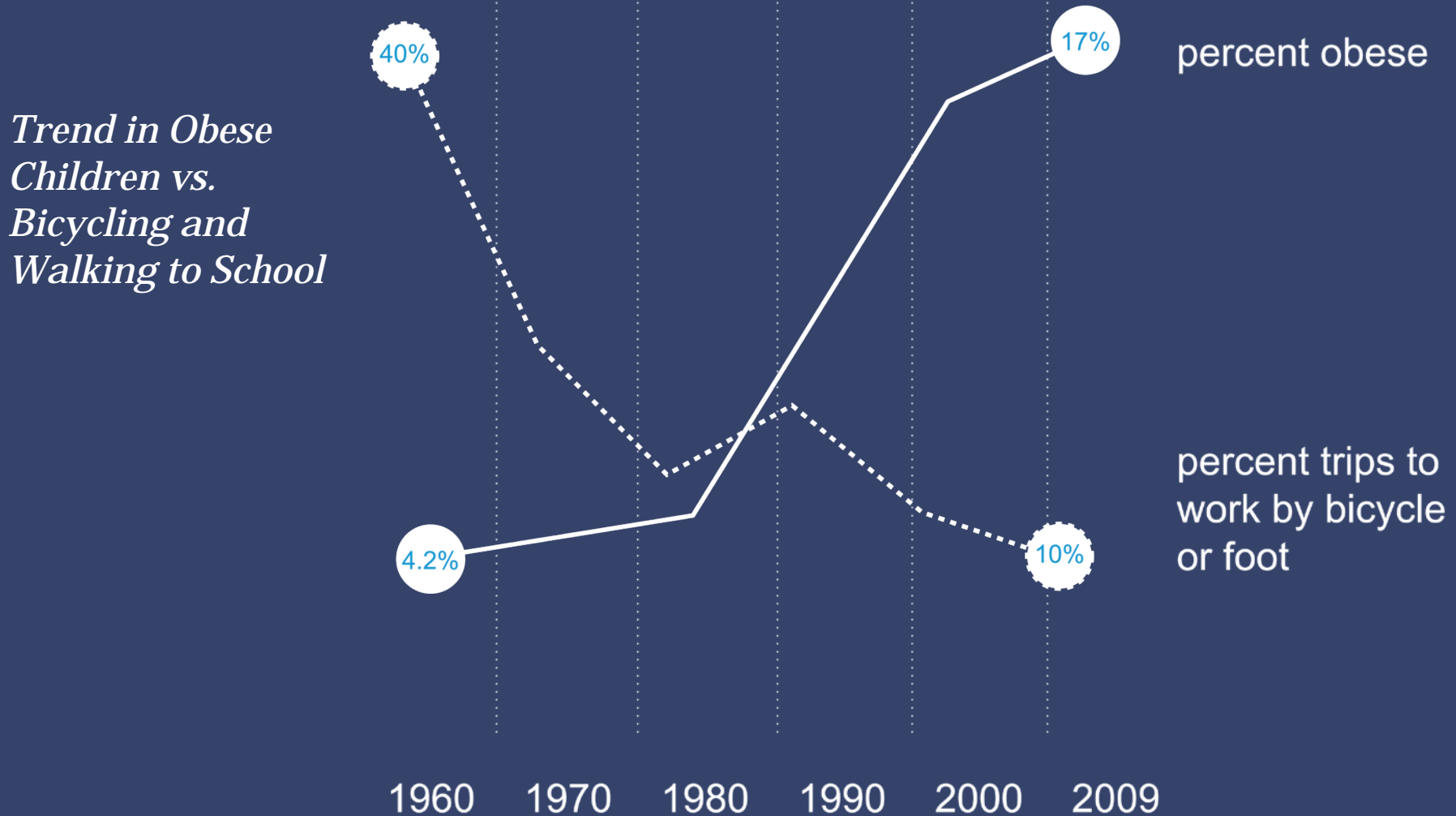
- Public health and quality of life

*Change in Bicycling
and Walking Rates
vs. Adult Obesity
Rates*



The Cost of Incomplete Streets - Health

- Public health and quality of life



The Cost of Incomplete Streets

Bottom line: Transportation infrastructure has a very long life cycle. If we design only for cars and trucks, it will have repercussions for many, many years. We can't afford a future like that.

Tools for the Toolbox: Pedestrian Facilities

CROSSING TREATMENTS

HIGH VISIBILITY CROSSWALKS



CURB EXTENSIONS



CURB RAMPS



MEDIANS & REFUGE ISLANDS



TRAFFIC CALMING

GATEWAYS



MINI-TRAFFIC CIRCLES



RAISED CROSSWALKS & INTERSECTIONS



ROADWAY CLOSURES & DIVERTERS



SIGNALS & SIGNS

PEDESTRIAN COUNTDOWN SIGNALS



RECTANGULAR RAPID FLASHING BEACONS



HAWK SIGNALS



WAYFINDING SIGNS



IN-STREET STOP FOR PEDESTRIAN SIGN



PAVEMENT MARKINGS



STREETSCAPE ELEMENTS

CONTINUOUS SIDEWALK NETWORK



LANDSCAPING & STREET TREES



STREET FURNITURE



PEDESTRIAN SCALE LIGHTING



PUBLIC ART



PAVEMENT TREATMENTS



Tools for the Toolbox: Bicycle Facilities

bike lane



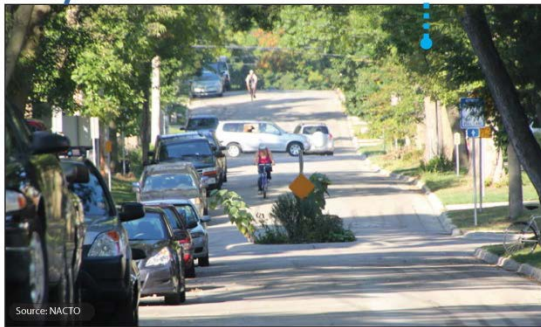
compatible shoulder



sharrows



bicycle boulevard



shared use path

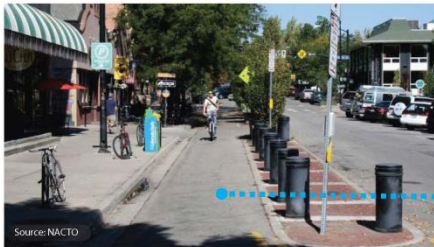


Tools for the Toolbox: Bicycle Facilities

bike box



protected bike lane (cycle track)



advisory lanes



contraflow bike lane



rail crossings



Lighter, Quicker, Cheaper (incremental, small-scale improvements)

BUILD A BETTER BLOCK



Denton, TX. Image Credit: betterblock.org



Denton, TX. Image Credit: betterblock.org

PARK(ING) DAY / PARKLETS



Image Credit: Steve Rhodes, Park(ing) Day Flickr Photostream

PLAY STREETS / OPEN STREETS



East Harlem, NY.
Image Credit: <http://centerforactivedesign.org/playstreets/>



New Brunswick, NJ. Image Credit: Together North Jersey

PAINTED INTERSECTIONS



Ocean City, NJ. Image Credit: The RBA Group

BIKE CORRALS



Ashland, OR. Image Credit: Bicycle Transportation Alliance Oregon

PAVEMENT TO PLAZAS



Times Square, NY. Image Credit: earthpowernews.com



Mapping

Basis for the “priority network”


- Where you would like to walk or bike
- Good routes/alternates you use
- Barriers/gaps to walking and biking
- Dangerous streets or intersections
- Where you would like to see amenities like bicycle parking, crosswalks, etc.


WikiMap


Google | Charlott... | City of F... | https://... | BICYCL... | Charlott... | Bicycle... | Borougi... | Downlo... | Inbox (6... | Actions

wikimapping.com/wikimap/Borough-of-Bay-Head-Bicycle-and-Pedestrian-Plan.html

Borough of Bay Head Bicycle and Pedestrian Plan

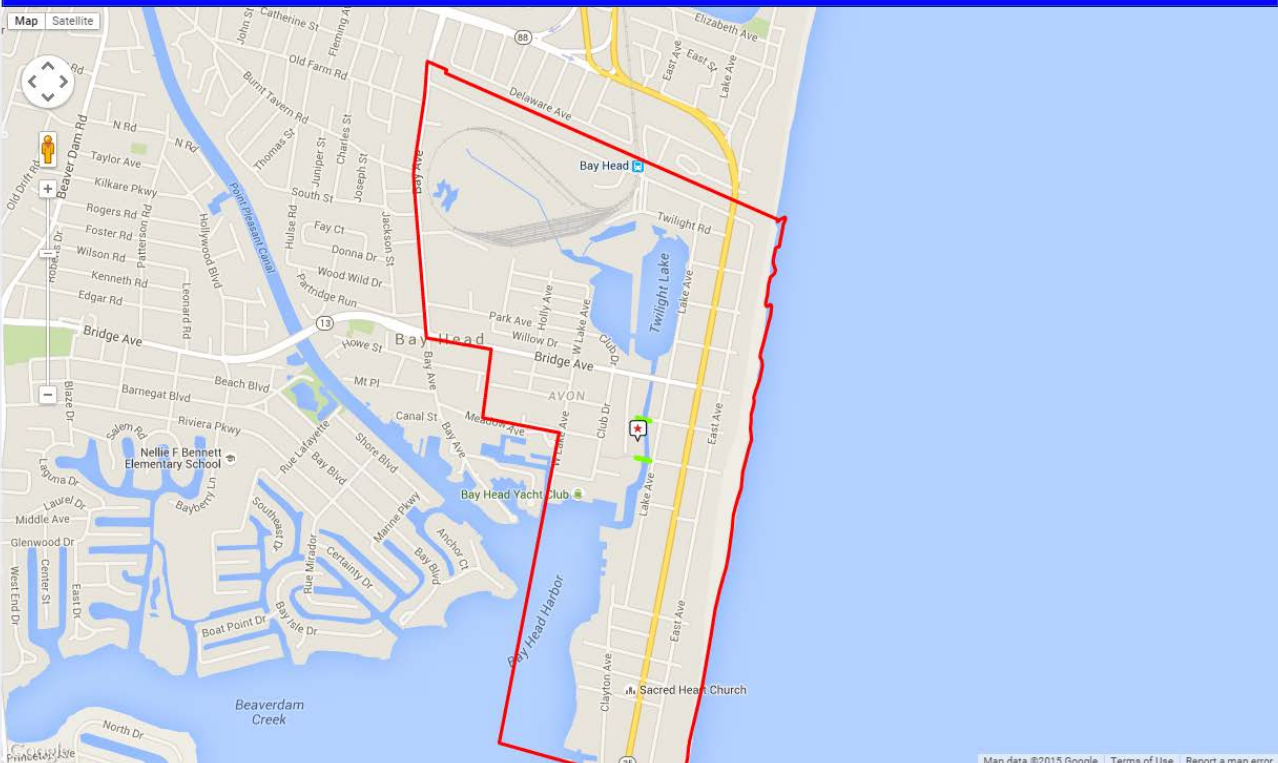


Step 1: Add points 

Step 2: Add your routes 

[View Instructions in the About menu](#)

About & Help | Draw your route | Add a destination



Map | Satellite

Map data ©2015 Google | Terms of Use | Report a map error

CensusReleaseSched...pdf | NJTPA_Performance...pdf | PerfResultsStudyOve...pdf | NJTPA_Performance...pdf | NJTPA_PlaceTypes.pdf | Show all downloads...

www.BayHeadBikeWalk.com

The screenshot shows a web browser window with the URL www.bayheadbikewalk.com. The website has a blue header with the logo "BICYCLE & PEDESTRIAN PLAN BOROUGH OF BAY HEAD NEW JERSEY" on the left and navigation links "HOME", "ABOUT", "PROJECT RESOURCES", "PUBLIC INPUT", and "CONTACT" on the right. The main content area features a large illustration of a street scene with various users: a cyclist, a pedestrian, a person with a stroller, and a person in a wheelchair. The text reads: "Borough of Bay Head Bicycle & Pedestrian Plan Kicks-Off". Below this, it states: "The Complete Streets Bicycle and Pedestrian Plan will comprehensively identify opportunities to create, enhance, and expand walking and bicycling facilities throughout the borough of Bay Head." A circular inset image shows a real-world street scene with a yellow diamond-shaped pedestrian crossing sign and an "AHEAD" sign. To the right of this image is the section "Project At-A-Glance" with a paragraph of text and a blue button labeled "LEARN MORE ABOUT THE PROJECT".

BICYCLE & PEDESTRIAN PLAN
BOROUGH OF BAY HEAD NEW JERSEY

HOME ABOUT PROJECT RESOURCES PUBLIC INPUT CONTACT

Borough of Bay Head Bicycle & Pedestrian Plan Kicks-Off

The Complete Streets Bicycle and Pedestrian Plan will comprehensively identify opportunities to create, enhance, and expand walking and bicycling facilities throughout the borough of Bay Head.

Project At-A-Glance

The Borough of Bay Head was selected by the New Jersey Department of Transportation's Office of Bicycle & Pedestrian Programs for Local Technical Assistance in the development of a comprehensive Bicycle and Pedestrian Plan. The Plan will identify opportunities for improvements and programs necessary to provide for a safer, stronger, and more efficient bicycle and pedestrian network, an essential component to building a healthy community that supports active living.

[LEARN MORE ABOUT THE PROJECT](#)

Next Steps

- Survey and WikiMap
- Analysis and Concept Development
 - Design Guidelines
 - Ordinance Review
 - Funding Sources
 - Implementation Matrix
- Public Meeting #2 – Wednesday, August 26th



Stations

The background of the slide is a photograph of a calm lake. In the foreground, there are tall, thin reeds or grasses. To the right, a large, leafless tree stands prominently. In the distance, across the water, there are several houses and buildings under a clear sky.

- 1. Welcome / Plan
Overview &
Purpose / Survey**
- 2. Existing Conditions**
- 3. Vision and Goals**
- 4. Complete Streets /
Tools for the
Toolbox**
- 5. Mapping Exercise**