

DEVELOPING A BICYCLING NETWORK  
FOR  
SOUTH ORANGE

South Orange Transportation Advisory  
Committee

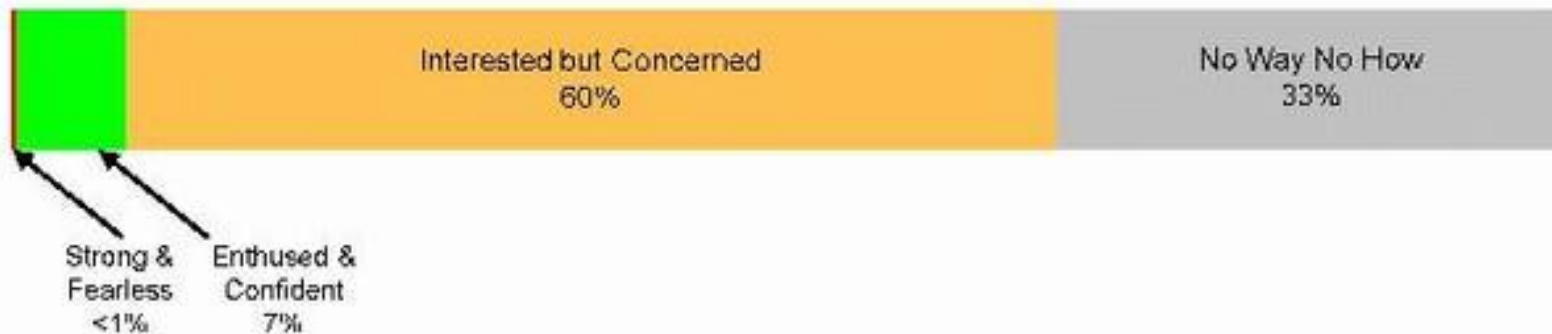
Daniel Peterson, PE

Chair

March 14, 2016

## Why does South Orange need a Bicycling Network?

### Four Types of Transportation Cyclists in Portland By Proportion of Population



The population mix and even the terrain of Portland is not too different from South Orange

With all 50 bicycle parking spaces at the train stations in South Orange filled every day we are only serving 0.3% of our population of 16,100.

The motivating idea and principle behind the proposed SO Bicycling Plan is to provide for the large number of “interested but concerned” citizenry (the 10,000 who might bike):

- A network of clearly-marked ultra-low traffic streets that provide nearby connectivity from everywhere in the village to everywhere else in the village.
- Support for cycling to and from the station, downtown, our schools, and Seton Hall
- A healthy and safe alternative to driving, reducing overall traffic and parking needs

The previous plan (by Parsons Brinkerhoff in 2005) focused on transforming heavy traffic, high speed, heavy parking County roadways into bicycling corridors through installing bike lanes.

That approach required:

- removing commercial parking
- removing travel lanes, or
- County approval and funding

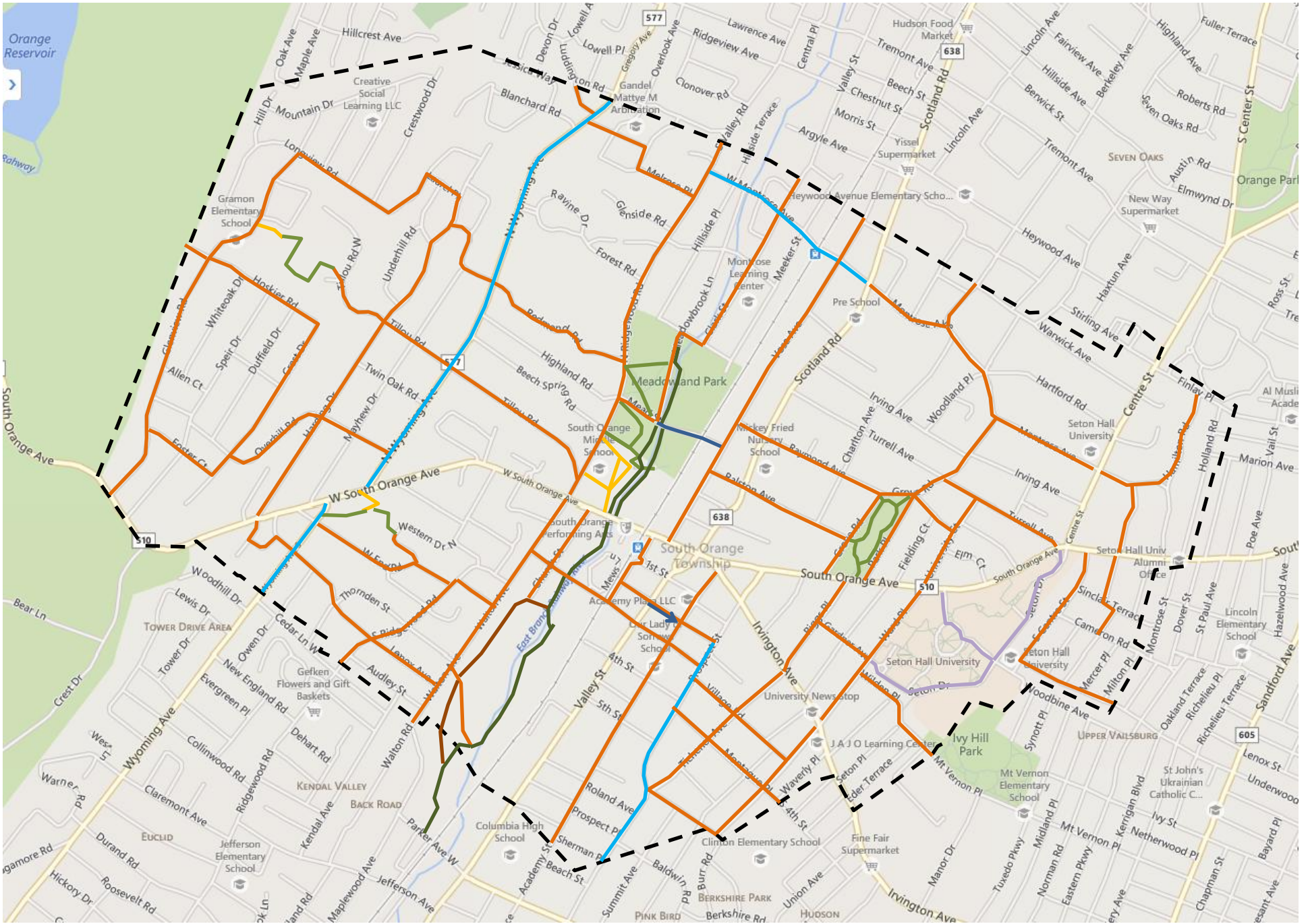
It didn't connect into the community, into its neighborhoods or into its schools

It would not be perceived as safe for many people (the 60% Interested but Concerned)

For Cyclists, the proposed network clearly identifies (through Sharrows and Signs) those streets that are safer for cycling, and a succession of indications at each intersection of cycling streets that will get you to your destination.

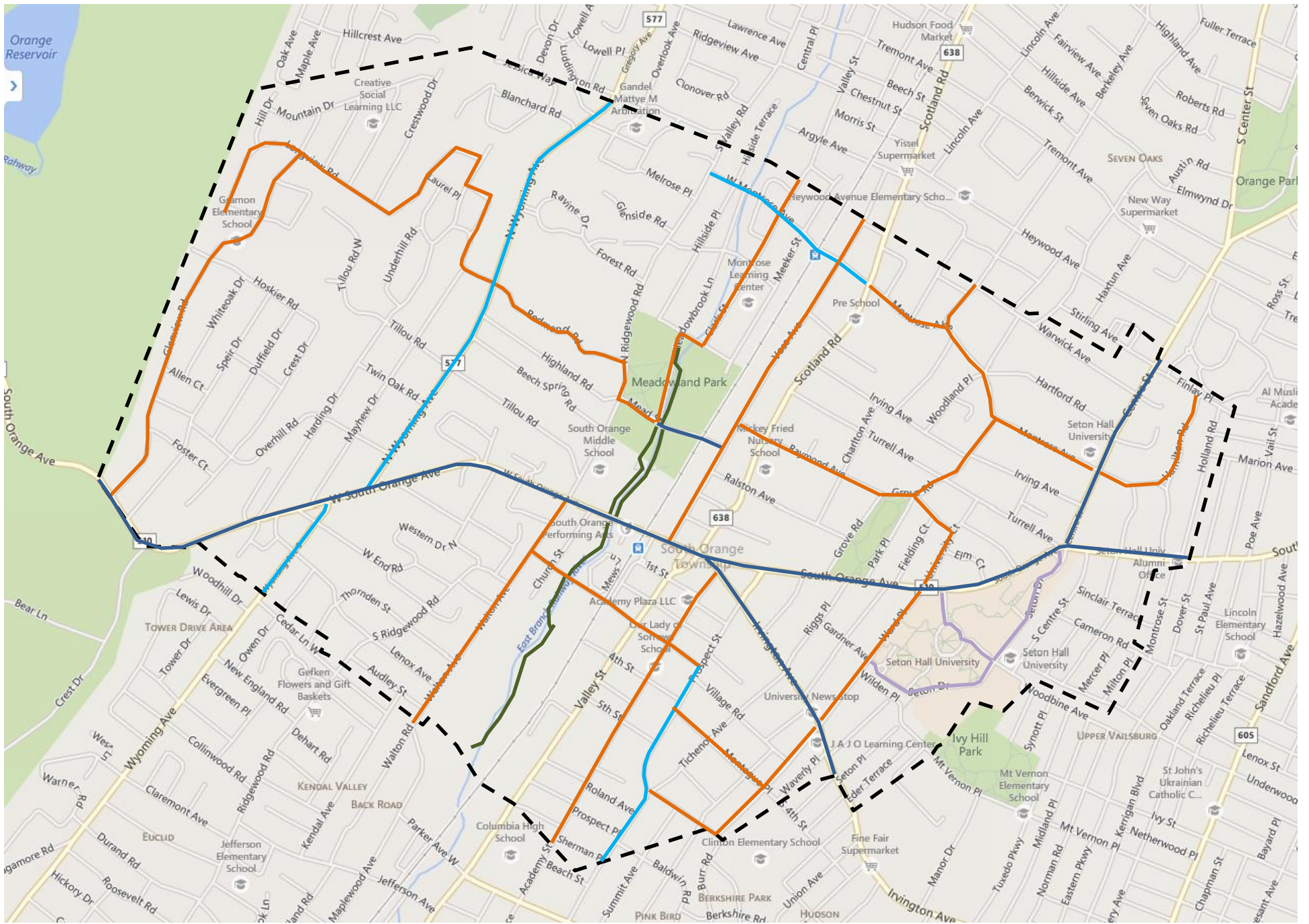
For Motorists, a visual awareness and reminder that cyclists may be on this street, potentially leading to better driving behavior with respect to cyclists and pedestrians, and lower driving speeds.

For the Community, the Cycling Plan provides the opportunity to change how we get about and engage our town; out of our cars, on bike and on foot, with improvements in safety, community health, downtown activity, business prosperity, school performance and social engagement.



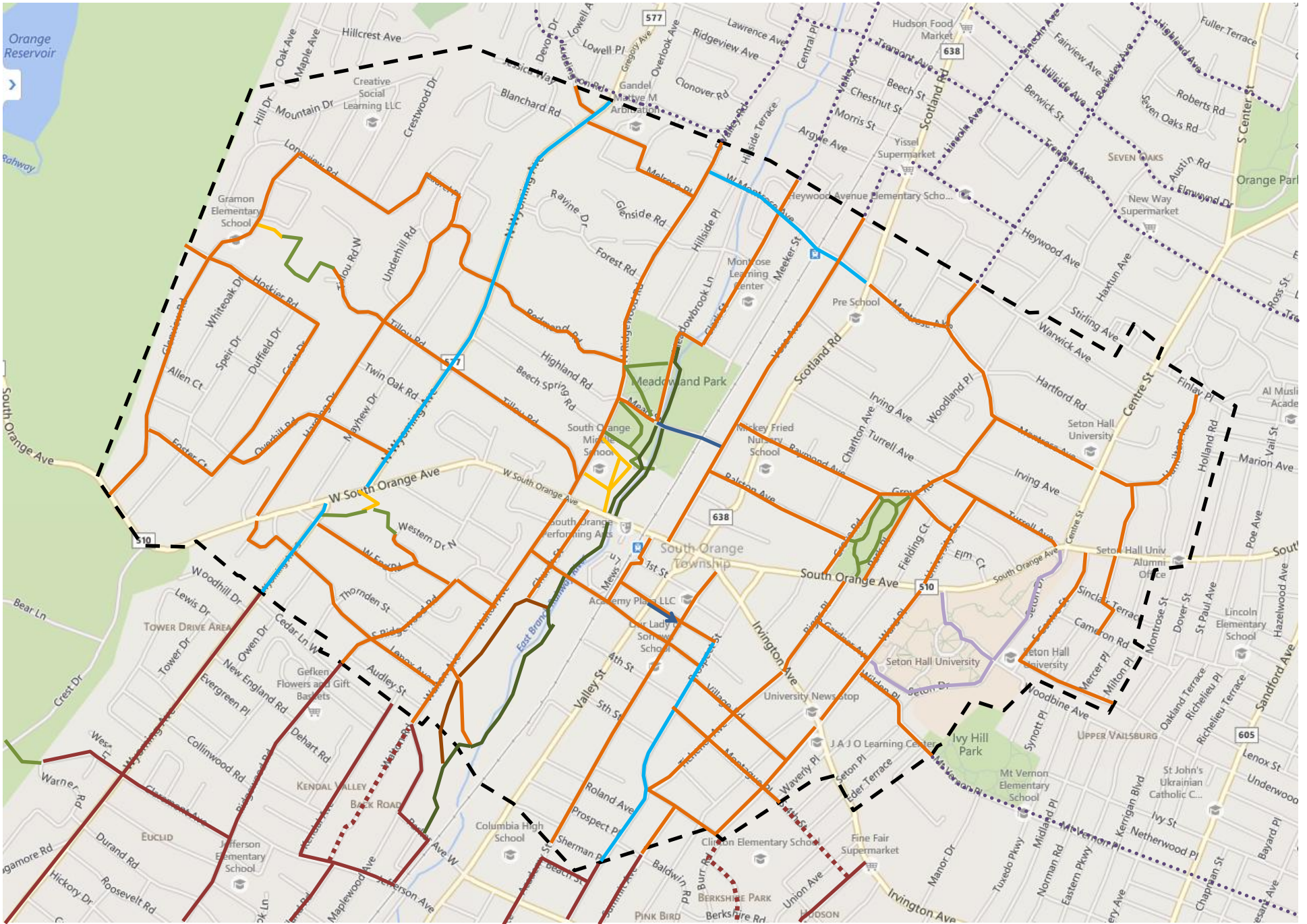
# South Orange Bicycling Network

Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary



# SO Bicycle Network PB Masterplan Element

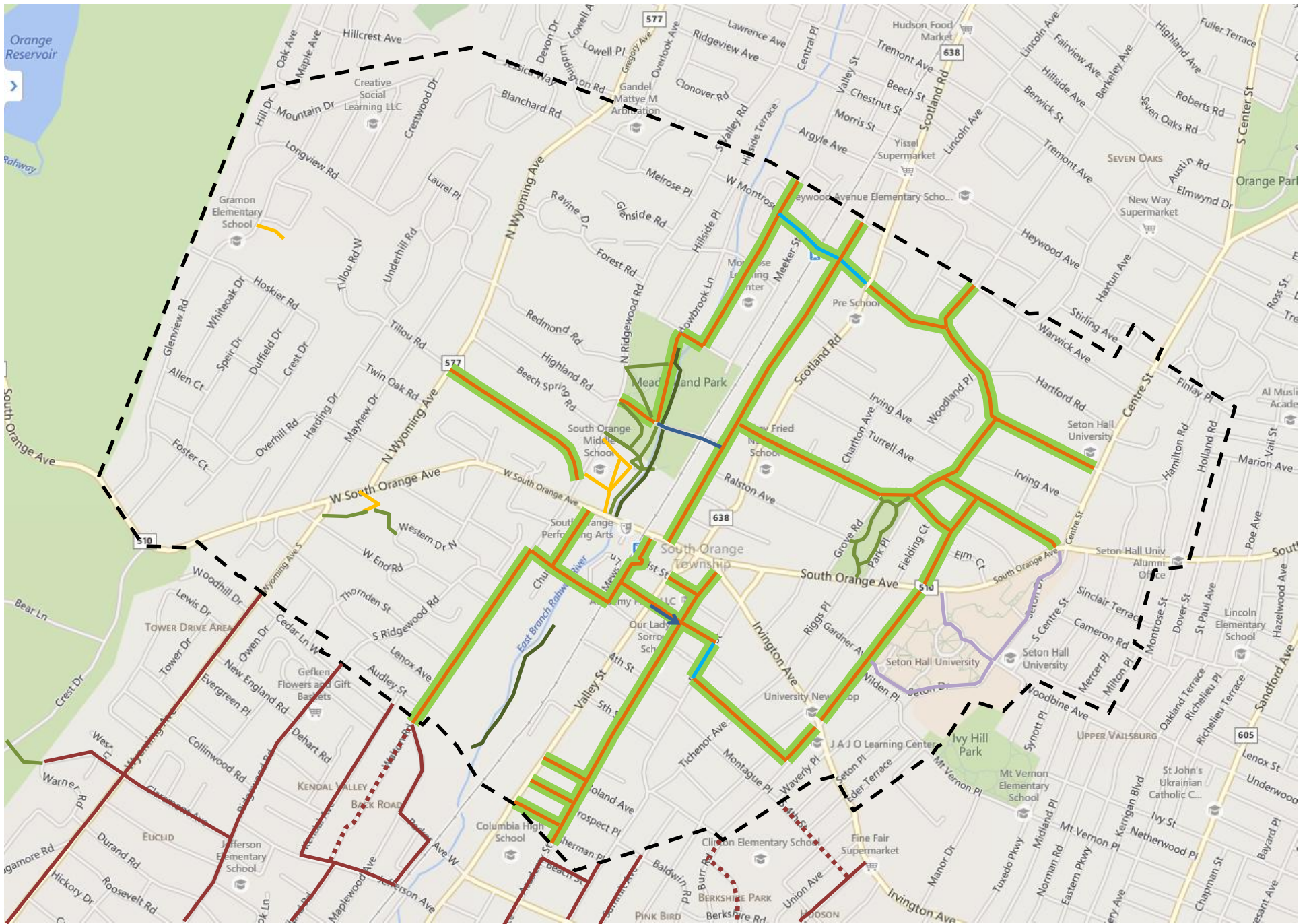
Shared Lane	Greenway
Empty Striped shoulders	Seton Hall access
Bike Lane	SO Boundary



# South Orange Bicycling Network

Depicting surrounding town networks

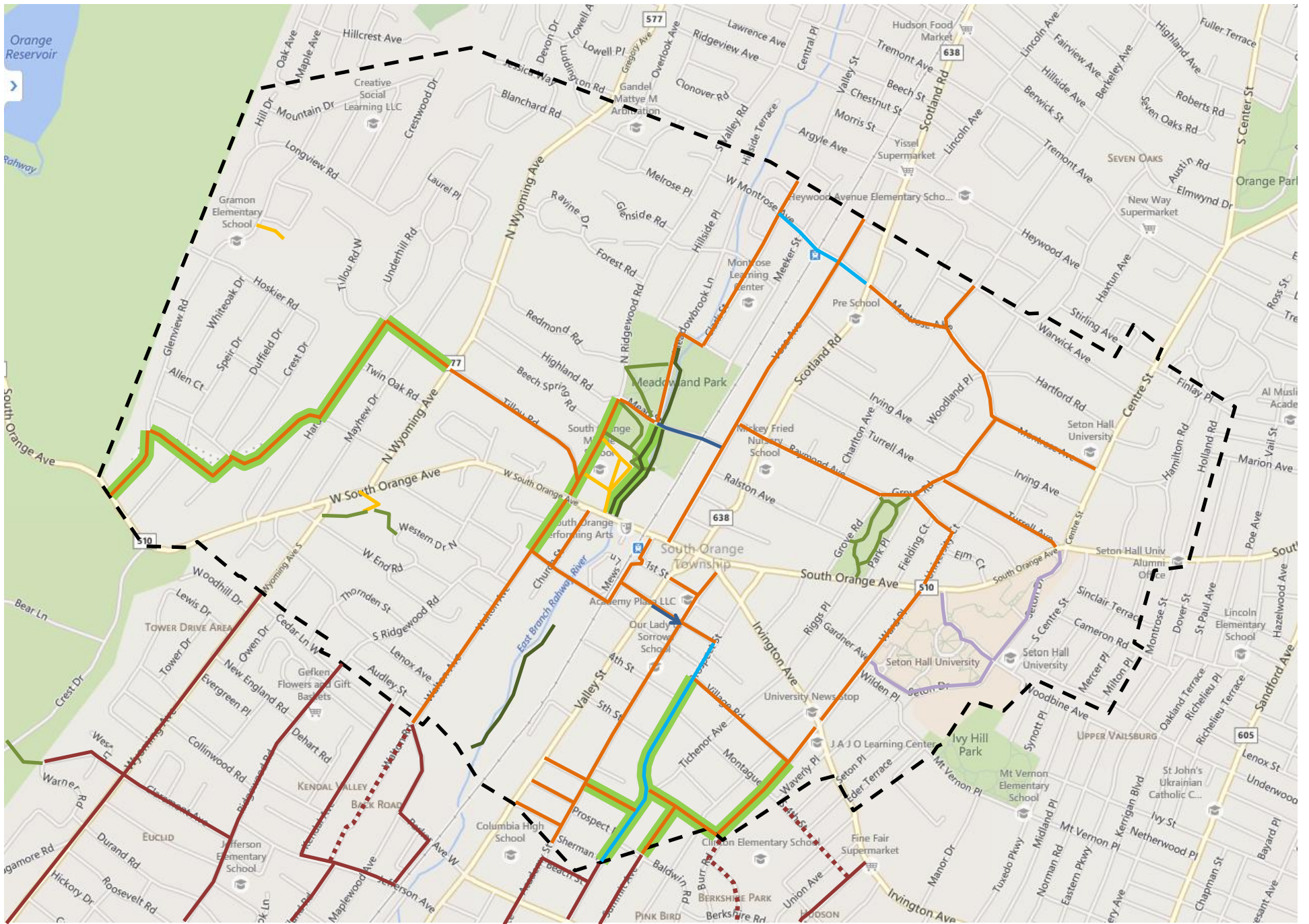
Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane, → one way	Woods Trail	SO Boundary
Maplewood	adjusted	Possible surrounding town connections



# South Orange Bicycling Network

Stage - 1

Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane, → one way	Woods Trail	SO Boundary
Maplewood	Adjusted	Added Network Elements

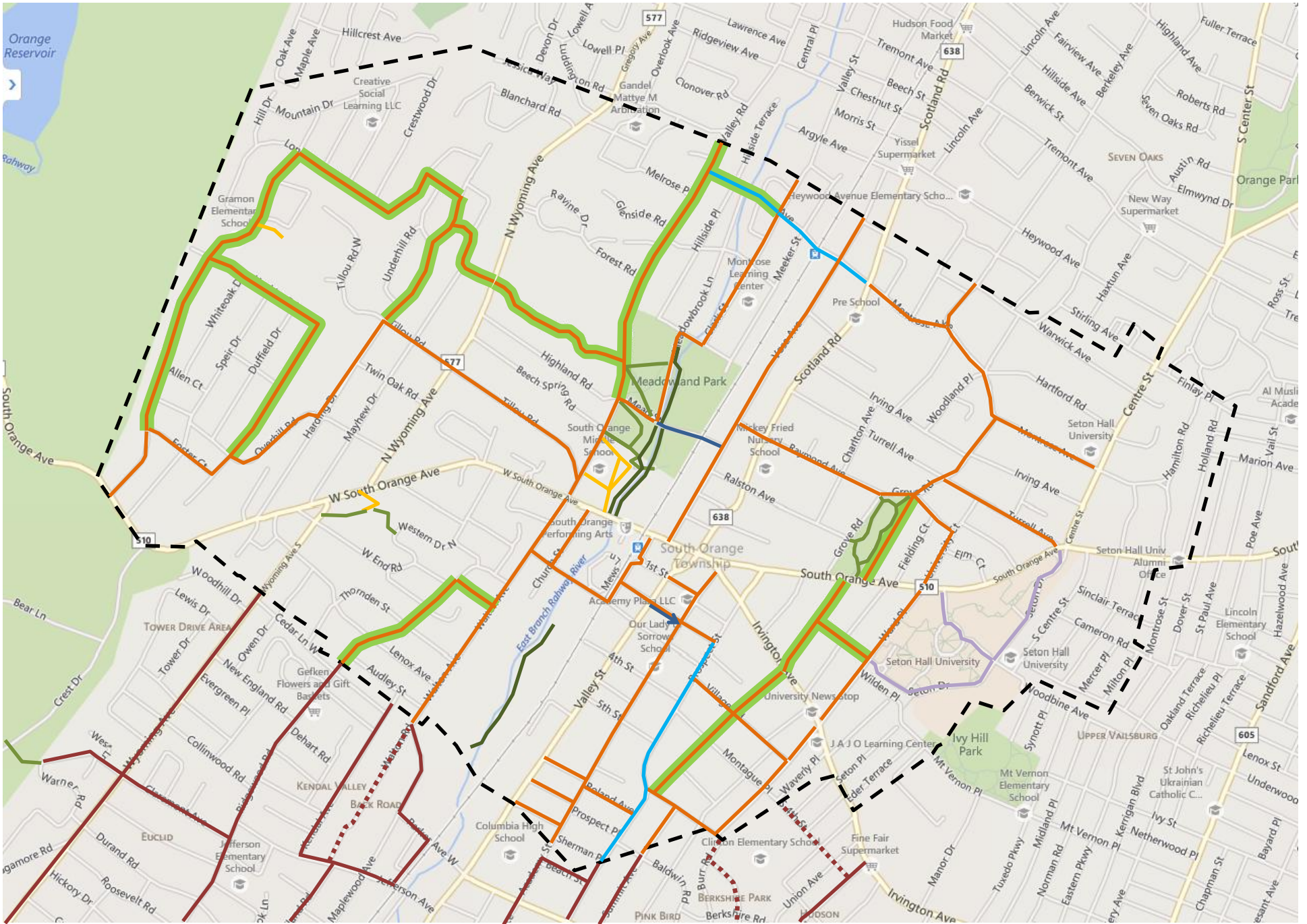


# South Orange Bicycling Network

Stage - 2

Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
Maplewood  adjusted	Added Network Elements	

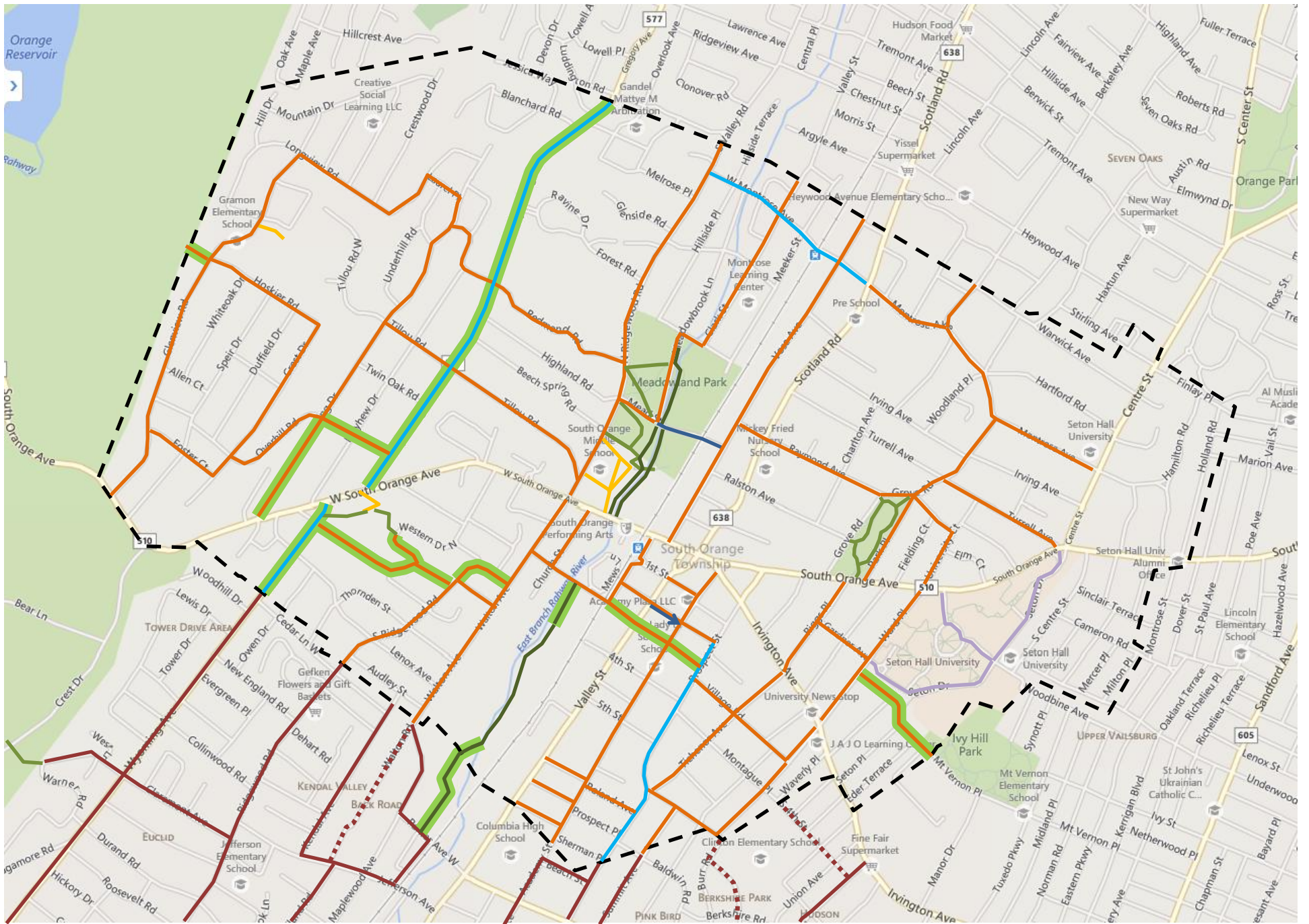




# South Orange Bicycling Network

Stage - 3

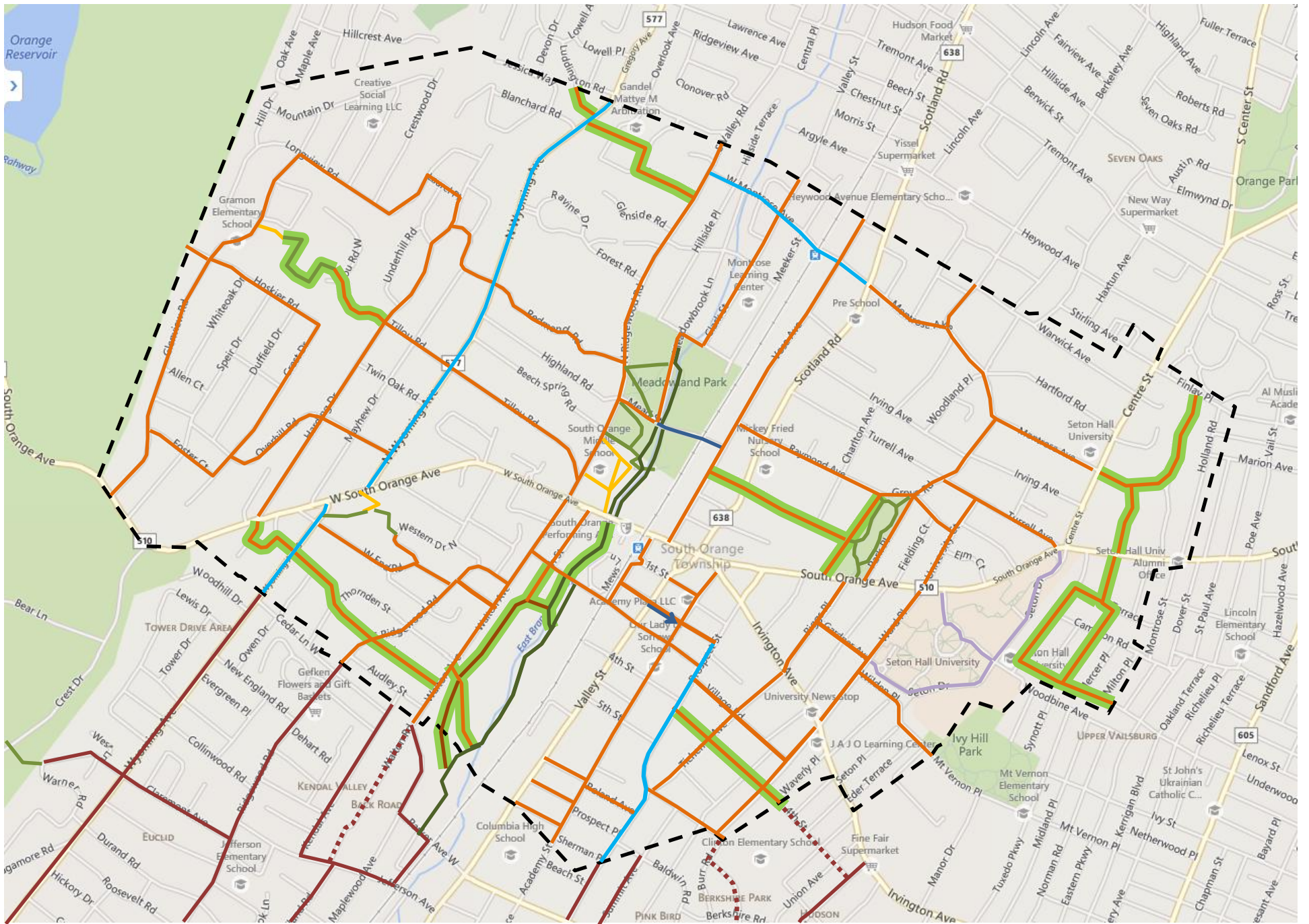
Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
Maplewood  adjusted	Added Network Elements	



# South Orange Bicycling Network

Stage - 4

Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
Maplewood  adjusted	Added Network Elements	



# South Orange Bicycling Network

Stage – 5 (complete)

Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
Maplewood  adjusted	Added Network Elements	



# South Orange Bicycling Network

Workup of Signage & Pavement Marking Quantities

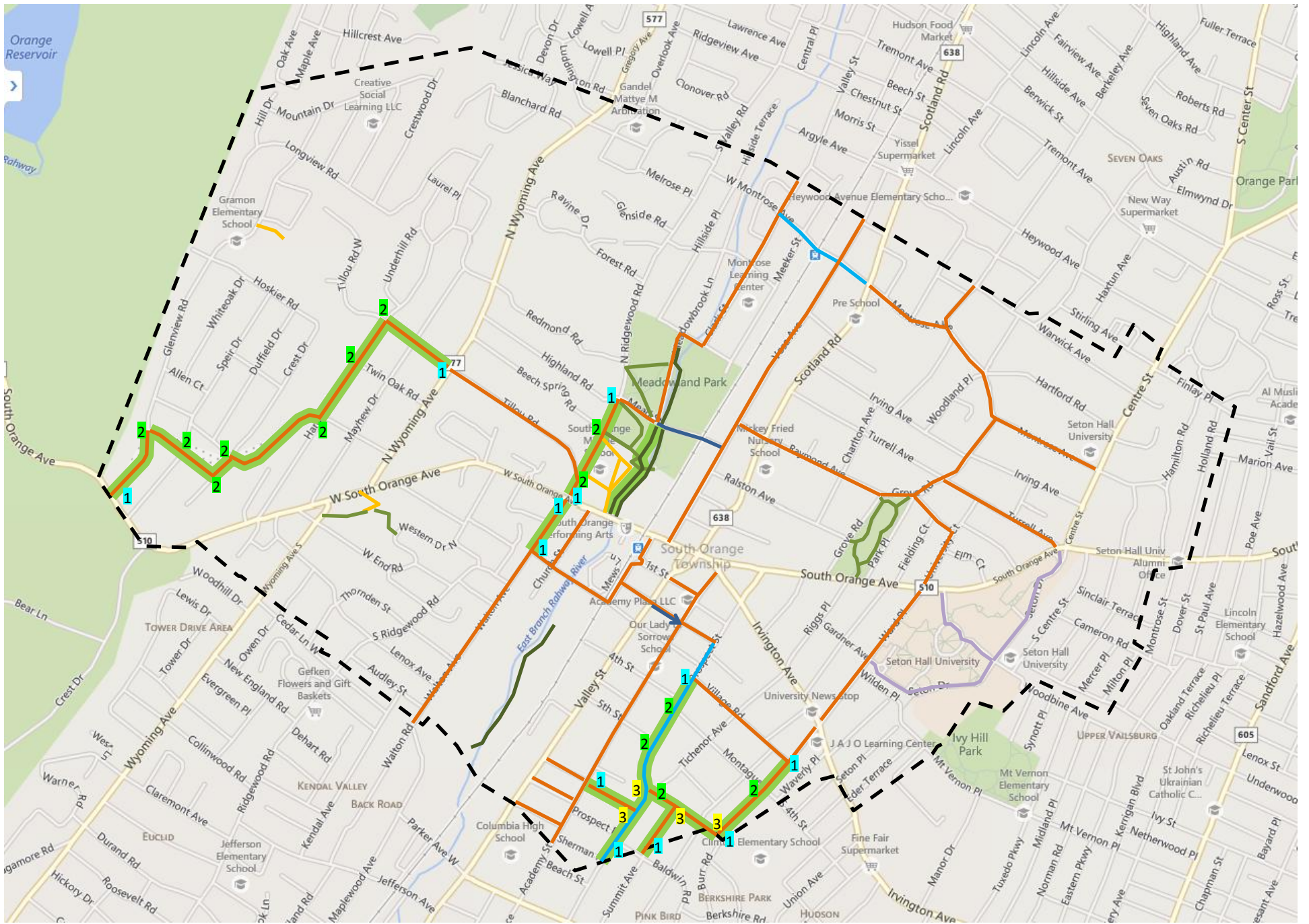
Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
No. of Wayfinding Indications	67  47  47  17 = 370	



# South Orange Bicycling Network

Stage 1 - Signage & Pavement Marking Quantities    1 34   2 26   3 12   4 2 = 130

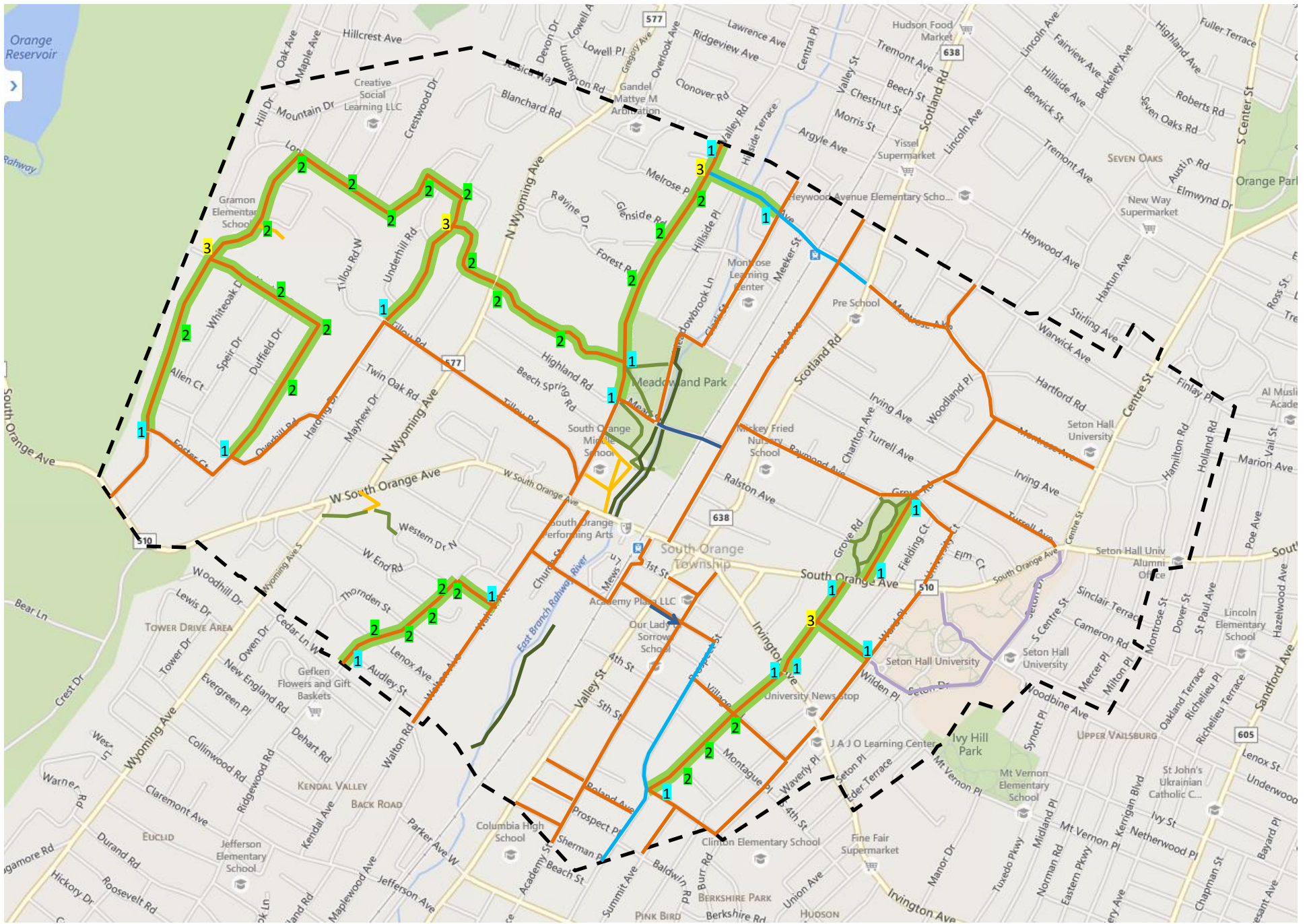
Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
No. of Wayfinding Indications	Added Network Elements	



# South Orange Bicycling Network

Stage 2 - Signage & Pavement Marking Quantities 1 12 2 13 3 4 4 0 = 50

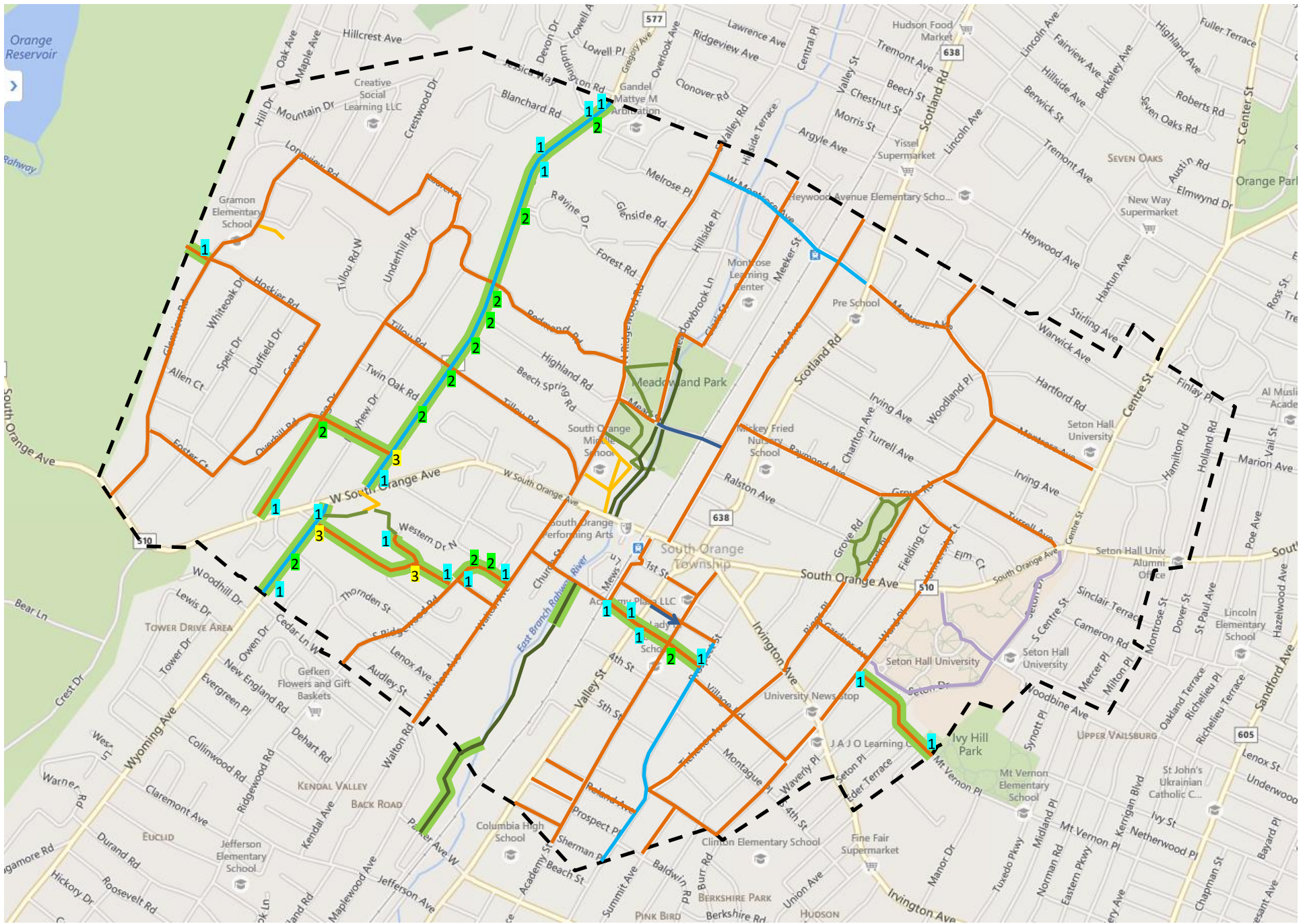
Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
No. of Wayfinding Indications	Added Network Elements	



# South Orange Bicycling Network

Stage 3 - Signage & Pavement Marking Quantities    1 14   2 24   3 5   4 0 = 77

Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
No. of Wayfinding Indications	Added Network Elements	



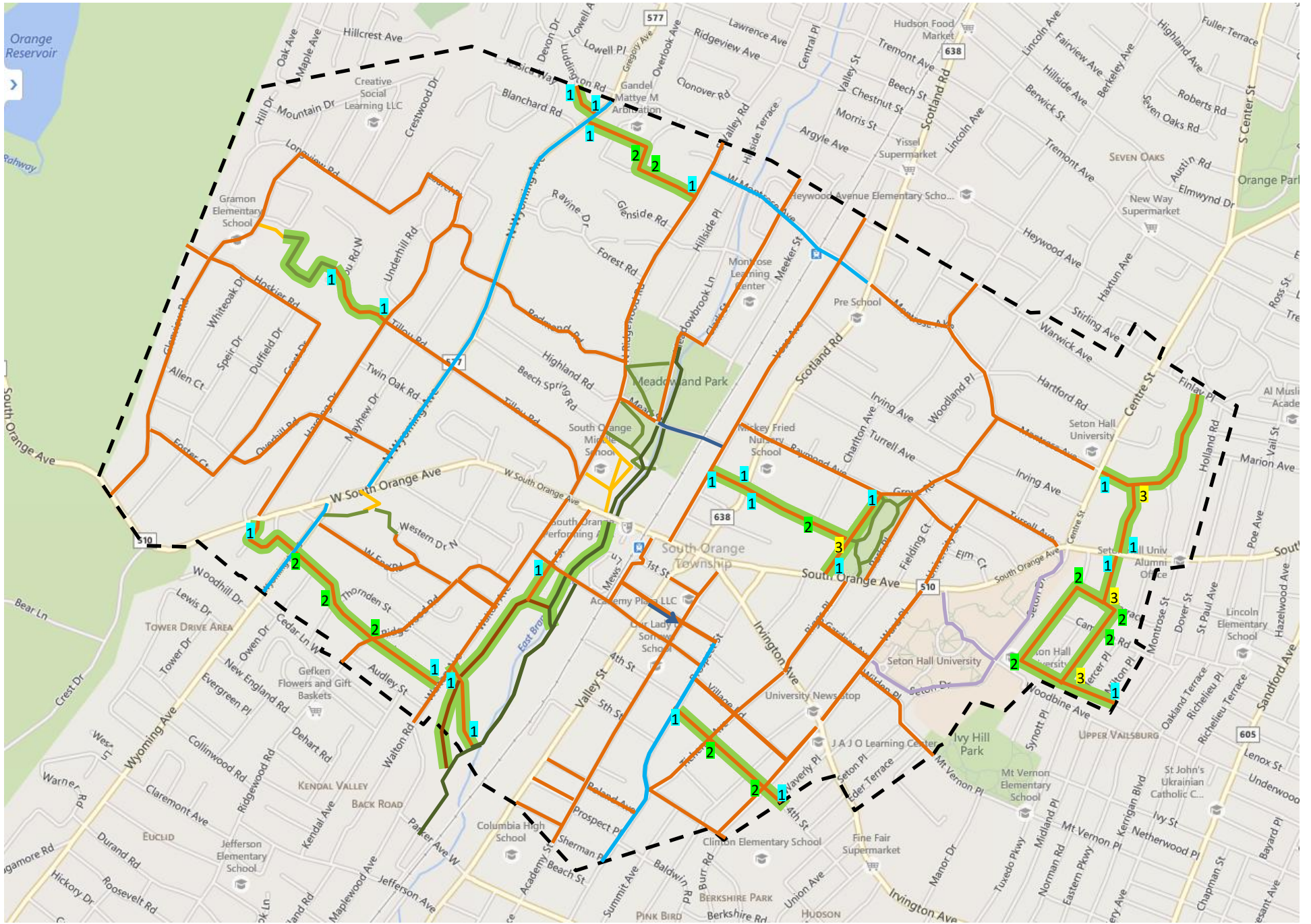
# South Orange Bicycling Network

Stage 4 - Signage & Pavement Marking Quantities

1 21 2 12 3 3 4 0 = 54

Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
No. of Wayfinding Indications	Added Network Elements	





# South Orange Bicycling Network

Stage 5 - Signage & Pavement Marking Quantities 1 23 2 12 3 4 4 0 = 59

Shared Lane	Greenway	Seton Hall access
Empty Striped shoulders	Park Trail	School Roads
Bike Lane,  one way	Woods Trail	SO Boundary
No. of Wayfinding Indications	Added Network Elements	

Thank You!