Complete Streets

“A street in a modern city is more than a traffic way - it is used for dozens of other legitimate purposes...and the street should be designed with the idea always in mind of securing as perfect as possible adaptation of each of the features to all the others.....”
Complete Streets

“...before planning any detail of a street, even its location or grade, we should consider every purpose which the street may be called upon to serve...and give each purpose due consideration.”
Complete Streets

“...before planning any detail of a street, even its location or grade, we should consider every purpose which the street may be called upon to serve...and give each purpose due consideration.”

~Practical Street Construction” Municipal Journal, 1916
Arterial

Bringing life to our streets

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High Performance Streets

Functionality
Arts and Culture
Health and the Environment
Economic Vitality
Design Quality
High Performance Streets Process (HPSP)

01 PLAN
Capital Improvements Plan is the foundation for rebuilding your town’s most important public asset.

02 DRAW
Schematics drawings layout the entire street design.

03 BUILD
Construction drawings and specifications enable us to get busy executing.
Millburn Complete Streets and Traffic Calming
Millburn Complete Streets and Traffic Calming

Is a comprehensive capital improvement strategy to address pedestrian safety, vehicular circulation and economic vitality in downtown.
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Integrated Design Process

Complete Streets Working Group

**Core Group**
Committee Representatives (2)
Business Administrator (1)
Township Engineer (1)
Police Department - Traffic Division (2)

**Expanded Group**
Department of Public Works
Fire Department
Downtown Millburn organization (DMDA)

Stakeholder Group
Business Representatives
Residents
Emergency Services

Public Engagement
The Complete Streets Initiative

Is a comprehensive capital improvement strategy to address pedestrian safety, vehicular circulation and economic vitality in downtown.

Create a safe environment for pedestrians

Improve vehicular circulation & access

Support the needs of adjacent stores & restaurants
Data Collection and Traffic Study (2012-2015)

Figure 1
Pedestrian Safety

HIT BY A VEHICLE TRAVELING AT:

20 MPH
9 out of 10 pedestrians survive

30 MPH
5 out of 10 pedestrians survive

40 MPH
Only 1 out of 10 pedestrians survives
Pedestrian Safety

HIT BY A VEHICLE TRAVELING AT:

20 MPH

9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

30 MPH

5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

40 MPH

Only 1 out of 10 pedestrians survives

POSTED SPEED

AVERAGE SPEED
Circulation & Access

1. Lane Balance
2. No Left Turn
3. New Street
4. Main Street
5. Holmes Street
6. Gateways

LEGEND
- PROPOSED 1-WAY
- PROPOSED 2-WAY
- PROPOSED STREET
- EXISTING 1-WAY
- EXISTING 2-WAY
- PROPOSED TRAFFIC SIGNAL
- RECLAIMED SIDEWALK SPACE
Circulation & Access

1. Signal
2. Stop
3. Reverse
Flexible Parking
Community Outreach

COMPLETE STREETS OPEN HOUSE
6 PM - 8 PM TONIGHT
Community Outreach
Community Outreach
Community Outreach
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Downtown Millburn

“An Interpretive Landscape”
Design Aesthetics

Beauty

Industry

Community
Spring Millburn

“Mill + River”
The Foot of the Watchung Mountains
Washington Rock
Lighthipe Quarry
Materials & Furniture Palette
FLEXIBLE PARKING
- Flexible space for daily programming/outdoor dining & seating
- Rolled curb
- Scored concrete
- Removable bollards

MILLSTONE PAVING FEATURE
- 6” x 6” granite paver border
- Round granite paver with sandblasted pattern
- Set on a concrete base
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Construction: Key Considerations

Budget and Construction Costs
- Know your numbers

ADA Compliance
- Understanding the new regulations

Acceptable Level of Disruption
- Store Owners, School, Township Events
- Seasonality and timing

Public / Storeowner Coordination
- Prior to and during construction

Unforeseen Issues
- Below grade conditions
- Weather

Overdue Utility Upgrades
- Water, gas, sewer
Before & After Photos
Top Concerns Raised*:

Curb Bump-Outs

Emergency Vehicles

Flexible Parking

Traffic Congestion / Restriction

Cut-through Traffic
Pedestrian Safety

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40 MPH

Only 1 out of 10 pedestrians survives

POSTED SPEED

AVERAGE SPEED
TRAFFIC CALMING RESULTS

HIT BY A VEHICLE TRAVELING AT:

POSTED SPEED
25 MPH

HIT BY A VEHICLE TRAVELING AT:

AVERAGE SPEED
28 MPH

HIT BY A VEHICLE TRAVELING AT:

9 out of 10 pedestrians survive

5 out of 10 pedestrians survive

Only 1 out of 10 pedestrians survives
Results*:

Parking Transaction increased by +/- 7% from prior years

New retail has opened including regional retailers Blue Mercury and Playa Bowls.

Average travel speeds in the downtown have been measured at 26mph and 28mph (85th percentile).

Pedestrian related crashes have decreased 58%

Vehicular related crashes have decreased 38%

*Statistics provided by Millburn Township
We don't have WiFi...
Pretend it's 1995—
Talk to each other!