



DRAFT MEMORANDUM

To: Michael Dannemiller, RBA Group

From: Susan G. Blickstein/Ranjit Walia

Date: October 26, 2016

Re: Montclair Survey Results

There were a total of 169 responses to the survey.

Of the total 169 respondents, slightly more than half were female (52%). The largest age group that responded to the survey was the 40-49 year-old cohort (31.95%), followed by those 50-59 years old (24.26%), those 60 or older (24.26%), and those 30-39 (17.16%).

Most respondents live in Montclair (63.19%) while a substantial number of respondents (28.83%) both lived and worked in Montclair. A small percentage (7.98%) did not live in Montclair but worked there.

Just over half (51.20%) of the survey respondents identified themselves as avid bicyclists and another 39% noted that they have some experience bicycling but are not being comfortable in all conditions. Around 10% noted that they lack bicycling experience and are not comfortable riding on the street.

In terms of frequency of bicycling, over one-third of respondents identified themselves as bicycling more than once a week (34.15%), another 13% indicated that they ride weekly, and 20% indicated that they ride a few times per month. In the aggregate, this represents two-thirds of respondents as bicycling at least a few times on a monthly basis. The balance, one third, noted that they "rarely, if ever ride," due to safety concerns (21.34%) or that they are not interested (10.98%).

Half of all respondents indicated that the biggest barrier to bicycling in Montclair was "fear of vehicle collisions and traffic" (50.30%); while another 39% indicated that the lack of bicycle lanes and infrastructure (39.39%) was the biggest barrier.

A small share of respondents (7.88%) noted that they are not interested in bicycling for transportation or recreation. Only a few respondents (2.4%) indicated that a lack of secure and convenient bicycle parking was the biggest barrier to increased bicycling in the community.

Respondents were also asked their primary reasons for bicycling in Montclair. They were allowed to check all of the reasons that applied to them. Most respondents biked for more than one reason: 68% selected recreation, 66% selected health, 52% selected errands/short trips, 43% noted it's a fun way to spend time with family and friends, and 27% indicated that they commute via bicycle to transit or work.

Respondents were shown pictures of bicycle facilities and asked to rate their comfort level on a scale of 1-10 (with higher numbers indicating higher levels of comfort). On streets without any designated bicycle facilities, respondents averaged a comfort level of 5. Streets with conventional bike lanes had an average comfort rating of 8, around the same as streets with protected bike lanes. Fully physically separated facilities (cycle tracks) had an average comfort rating of 9.

Respondents were asked to prioritize their top three priorities in southern, central, and northern Montclair by ranking their top segments as graphically represented on a map with a corresponding key that broke the choices into street segments.

In the southern section of Montclair, the following Segments were most often prioritized:

- Segment 23 (Claremont Ave, Valley Road, Walnut St/Park Dr., Forest St, Label St., Depot Sq.) was most frequently priority 1 or 2 (22.63% - Priority 1 and 22.96% – Priority 2);
- Segment 19 (Elm Street) ranked next highest with 17.5% of respondents selecting Elm Street as their Priority 1; and,
- Segment 20 (Park Street, The Crescent, South Fullerton Avenue, Union Street) with the next highest priority, with 16.8% selecting Segment 20 as Priority 1.
- In the 'Other' option, respondents most frequently noted Bloomfield Avenue, Valley, Claremont and Valley Road.

In Central Montclair, the following segments were most frequently prioritized:

- Segment 11/Grove St. (35% Priority 1 and 25% Priority 2);
- Segment 10/North Mountain Avenue (21.6% Priority 1 and 15.15% Priority 2);
- Segment 13/Park Street (15% Priority 1 and 22.7% Priority 2); and,
- Segment 15/Watchung Ave (10.8% Priority 1, 13.6% Priority 2 and 26% Priority 3).

In Northern Montclair, the following roadways were most frequently prioritized:

- Segment 4/Grove St. (22% Priority 1, 18% Priority 2, 18% Priority 3);
- Segment 1/Upper Mountain Ave (21% Priority 1, 12% Priority 2, 9% Priority 3);
- Segment 2/Valley Road (19% Priority1, 15% Priority 2, 8% Priority 3);
- Segment 3/Park St.) at (16% Priority 1, 24% Priority 2, 13% Priority 3); and,
- Segment 8/Bellevue Avenue (10% Priority 1, 17% Priority 2, 30% Priority 3).

In addition to survey responses, additional factors such as connectivity, proximity to major generators, and geographic distribution should be considered in prioritizing complete street improvements.

Separating out those who bicycle for utilitarian purposes, there are some minor differences that emerge. Such respondents tend to be younger, are more likely to both live and work locally, and bicycle more frequently overall. These bicyclists are also more likely to perceive the lack of infrastructure as the biggest barrier to increasing bicycling in the community.