Priority Intersection Improvements

Based on the results of field observations, data analysis, and stakeholder input, as detailed in the existing conditions section, pedestrian improvement recommendations were developed for several targeted intersections within the Borough. Generally, these locations are crossings of main roadways and are located near, or along walking routes to, major destinations. Recommendations for these targeted locations may also serve as templates to help guide future improvements elsewhere in the community.

The improvement concepts reflect state-of-the-practice guidance (i.e., NJDOT, NACTO, AASHTO, FHWA), and are consistent with both statewide and national standards for multimodal safety and mobility through implementation of Complete Streets principles. For each location, an aerial view is shown depicting recommendations.

For each location, improvements are classified as short-term (less than 1 year), mid-term (1 year to 3 years), or long-term (more than 3 years), based primarily on the scope of the improvement and the anticipated level of design and/or resources required for implementation. The rate at which improvements are implemented is also subject to availability of funding.

The following intersections are summarized in the following pages:

- River Road at Cedar Avenue
- River Road at De Normandie Avenue
- Hance Road at 3rd Street
- Hance Road at Dartmouth Avenue
- Hance Road at Ridge Road
- Fair Haven Road at 3rd Street
- Fair Haven Road at Ridge Road
- Ridge Road at Fair Haven Fields

River Road at Cedar Avenue

This crossing plays an integral role in connecting residential neighborhoods and businesses on the north side of River Road with the residences, businesses, institutions, and parks to the south. The convenience store just north of the crosswalk, in particular, is a popular destination for many young Fair Haven residents.

Crossing at this intersection can be difficult due to high traffic volumes along River Road and failure of motorists to stop for pedestrians. Additionally, wide driveways exacerbate potential conflicts between turning vehicles and pedestrians.

The following improvements are proposed. Many of these elements can be replicated at other locations along the River Road corridor:

Short-term

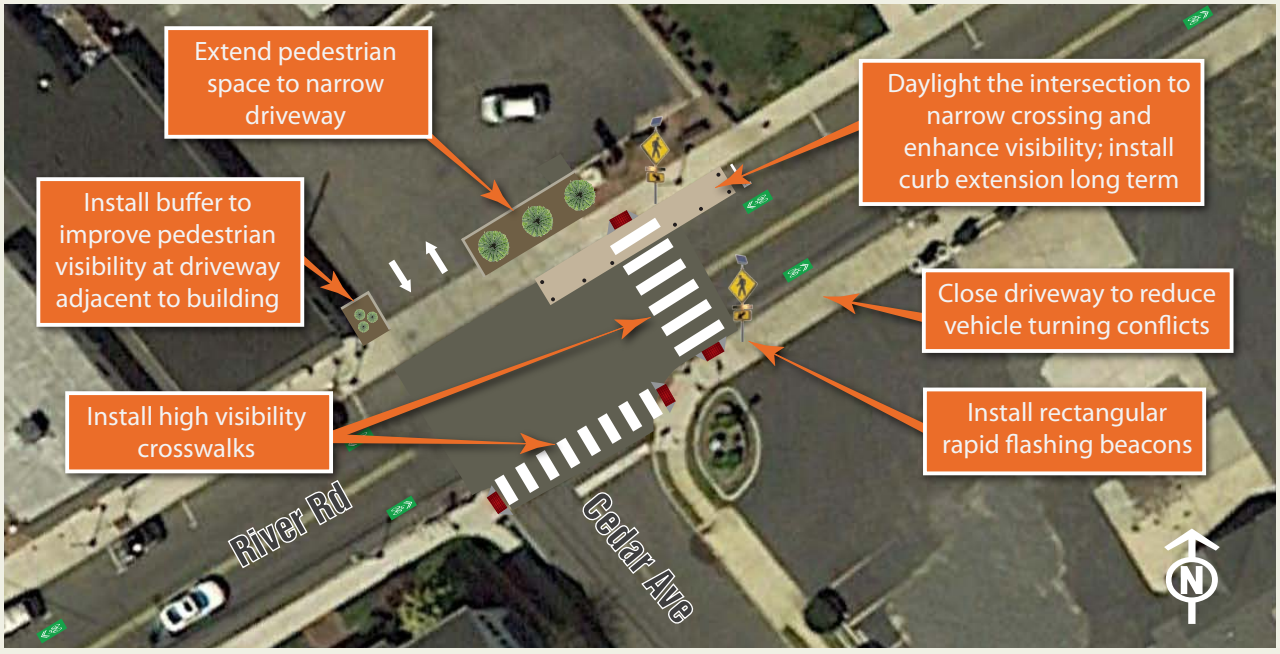
- Incorporate high visibility crosswalk striping into the existing brick aesthetic
- Daylight the pedestrian crossing by delineating a curb extension using a gravel epoxy surfacing and flexible bollards to narrow the pedestrian crossing and improve visibility (illustrated below). Utilize the treatment as opportunity to install an additional on-street parking space

Medium-term

- Extend the existing pedestrian space between River Road and the convenience store parking lot westward to narrow the driveway, consolidating the pedestrian/vehicle conflict zone, creating a more pedestrian-friendly streetscape, and distancing the driveway from the pedestrian crossing
- Install buffer adjacent to building to improve the visibility of pedestrians along the sidewalk to motorists exiting the driveway
- Install RRFBs to improve crossing visibility and driver "stop for pedestrians" compliance

Long-term

- Convert interim daylighting treatment to a permanent, raised curb extension
- Close the westernmost driveway into the defunct gas station to consolidate access; reduce conflicts between bicyclists, pedestrians, and turning vehicles; and create a safer, more pedestrian-friendly streetscape
- Evaluate site access and circulation issues and strategies throughout the corridor



River Road at De Normandie Avenue

Stakeholder input identified this unsignalized intersection as a location with frequent pedestrian crossings. Within the eastern downtown business node, there is significant pedestrian activity around the area's coffee shop, cafe, preschool, shops, and offices.

Existing marked crosswalks at the northern and western sides of the intersection, as well as the existing painted parking lane, are significantly faded. The crossing of River Road is marked with pedestrian crossing signs; however, the crossing can be difficult due to high traffic volumes and failure of motorists to stop for pedestrians.

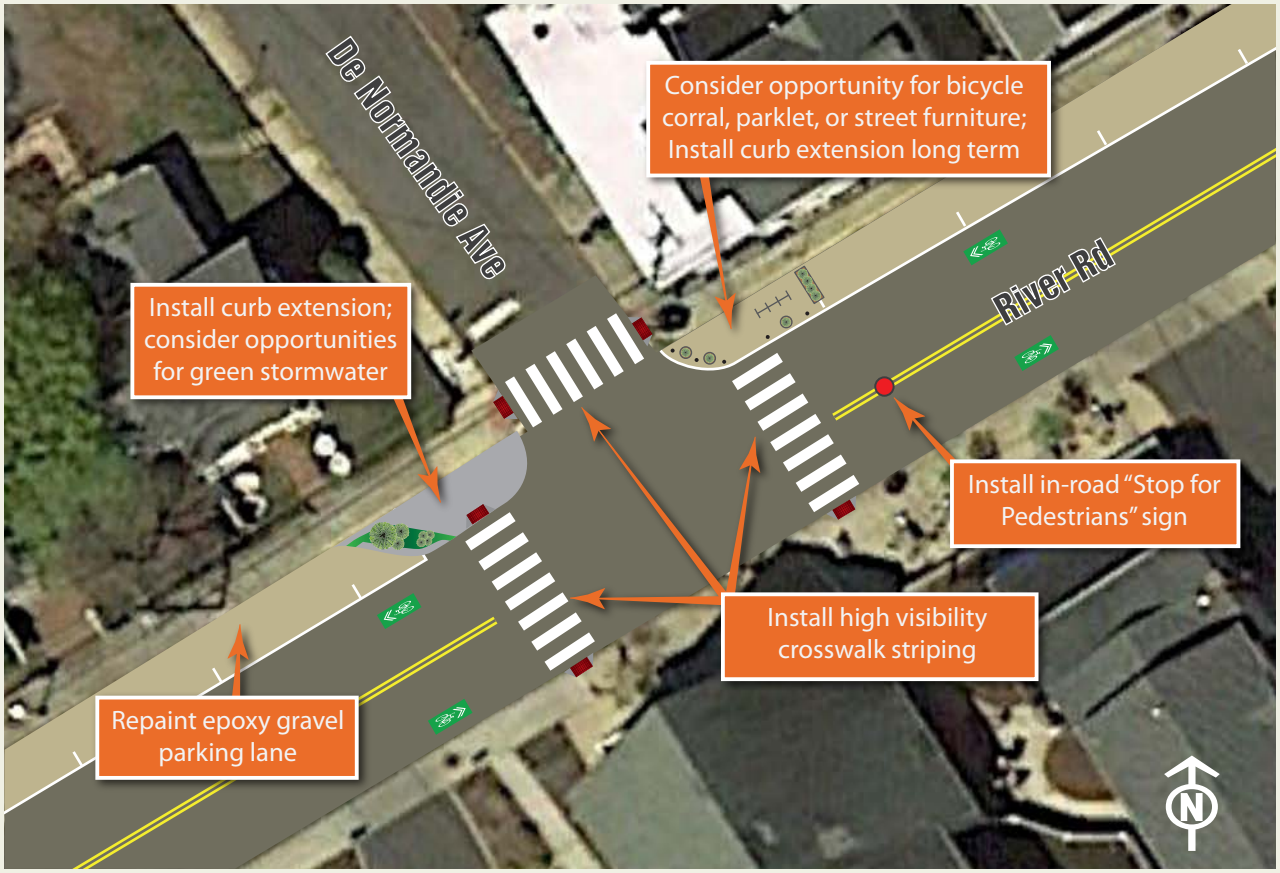
The following improvements are proposed:

Short-term

- Resurface parking lane with epoxy-gravel
- Stripe high visibility crosswalks at all approaches
- Install in-street "Stop for Pedestrians" signage (MUTCD Ra-6a)
- Daylight the intersection using flexible delineators and/or planters in conjunction with the painted parking lane to define curb extensions that shorten the crossings, improve visibility, and calm traffic
- Integrate a parklet or bicycle corral into the daylighting treatment at the NE corner, including planters, bicycle parking, and/or street furniture (illustrated below)

Long-term

- Convert the interim daylighting treatments to raised curb extensions at the NW and NE corners. Consider opportunities for green stormwater, bicycle parking, and/or street furniture



Hance Road at 3rd Street

This unsignalized intersection is one of the most heavily utilized pedestrian crossings in the Borough. 3rd Street is a major route for students who walk and bicycle to school, and all students using 3rd Street must cross at this intersection. Additionally, while the Knollwood School is situated on the west side of the intersection, the school's primary bicycle parking is located on the east side. Hance Road is also one of the main north/south connector roadways within the Borough.

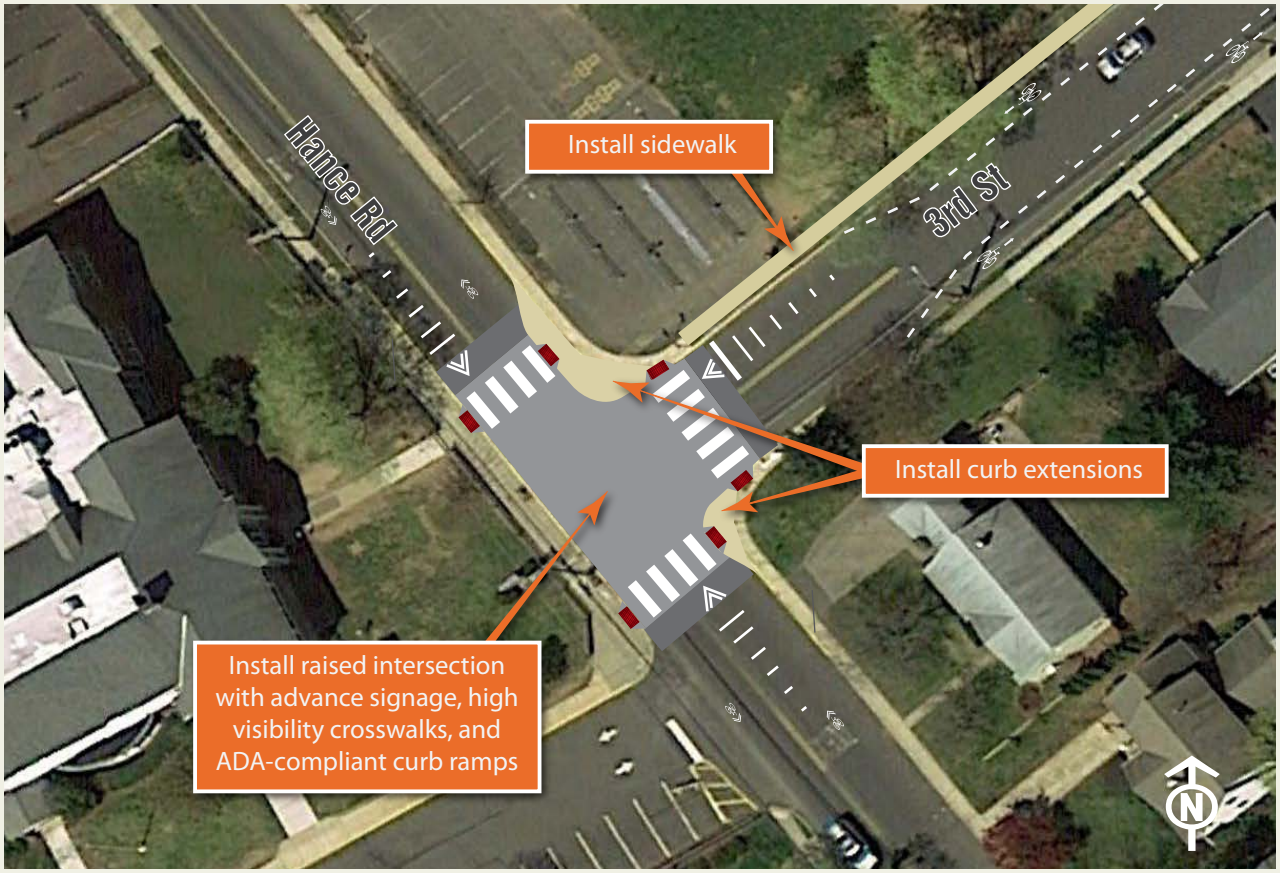
To enhance pedestrian safety and school access, and calm traffic along Hance Road in the vicinity of the school, the following improvements are proposed:

Short-term

- Shorten the crossing of Hance Road by delineating a curb extension using a gravel epoxy surfacing and flexible bollards to narrow the pedestrian crossing and improve visibility

Long-term

- Convert interim daylighting treatment to raised curb extensions
- Install a raised intersection to reduce vehicular speeds, improve pedestrian visibility, and prioritize pedestrian movement. Stripe advance warning markings and signage for motorists and high visibility crosswalks and ADA-compliant elements on top of the raised intersection
- Install sidewalk along Third Street westbound



Hance Road at Dartmouth Avenue

This unsignalized intersection is along a walking route to the Knollwood School and the Fair Haven Playing Fields. Currently there are no striped crosswalks across Hance Road and no sidewalks to the west of the intersection along Dartmouth Avenue.

In order to enhance pedestrian safety and comfort at this crossing, the following improvements are proposed:

Short-term

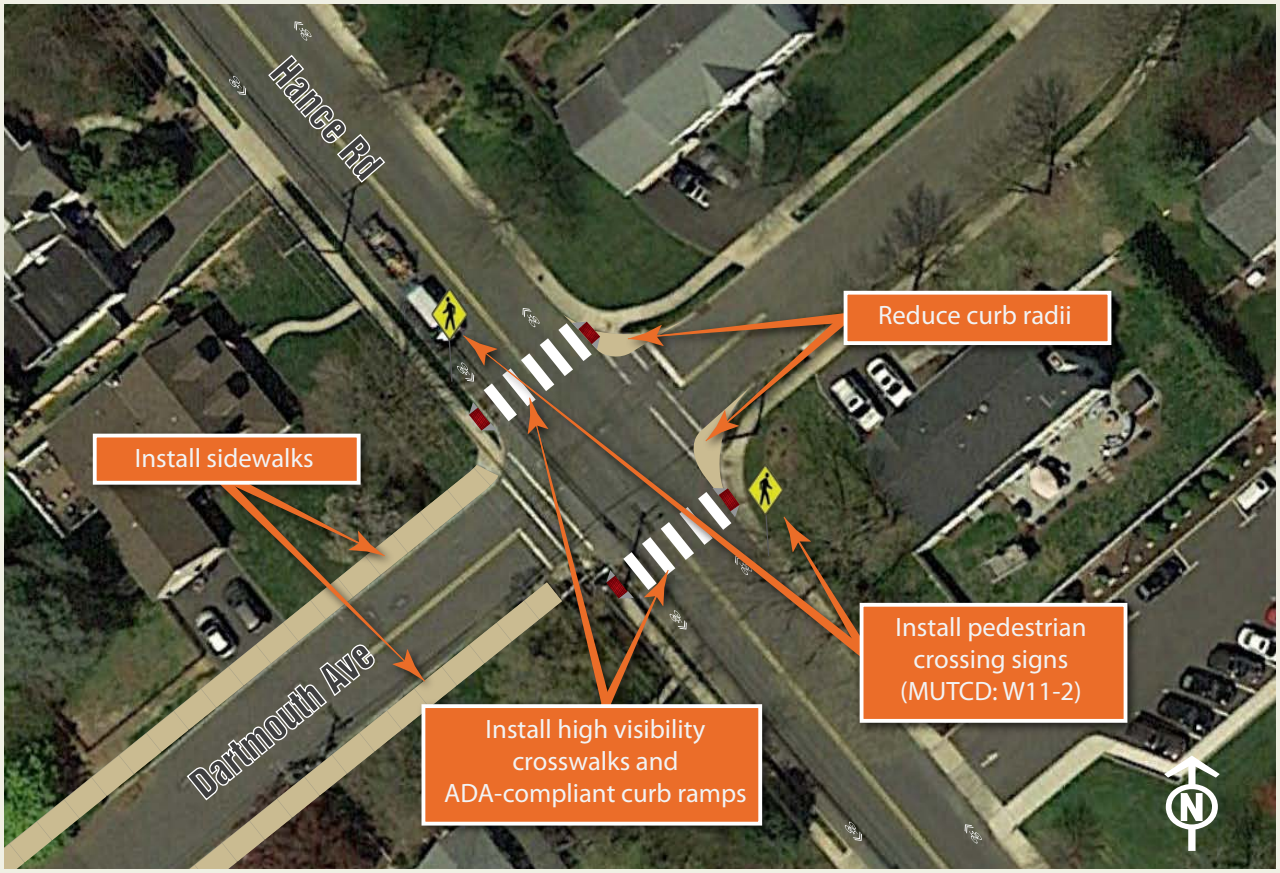
- Install high visibility crosswalks and ADA-compliant curb ramps for the crossing of Hance Road
- Install pedestrian crossing signs (MUTCD W11-2) to warn drivers of the crossing

Medium-term

- Install sidewalk along the north side of Dartmouth Avenue to connect the intersection to the neighborhood to the west and the Knollwood School

Long-term

- Install sidewalk along the south side of Dartmouth Avenue connect the intersection to the neighborhood to the west and the Knollwood School
- Reduce the curb radii on the east side of the intersection, which would be consistent with the rest of the corridor. Reduced curb radii would encourage slower vehicle turning speeds and shorten the pedestrian crossing distance



Hance Road at Ridge Road

This signalized intersection along the border with Rumson Borough supports access to Red Bank Regional High School, Congregation B'nai Israel, the Church of the Nativity, and Fair Haven Fields and Natural Area, as well as Rumson's Meadow Ridge Park. These destinations attract runners, bicyclists, youth, and other residents, many of whom pass through the intersection. Hance Road lacks sidewalks to the south of the intersection and Ridge Road lacks sidewalks along the eastbound direction. Marked crosswalks are currently missing from three of the four crossings. The one existing crosswalk has standard striping.

To better accommodate pedestrians at this intersection, the following improvements are proposed:

Short-term

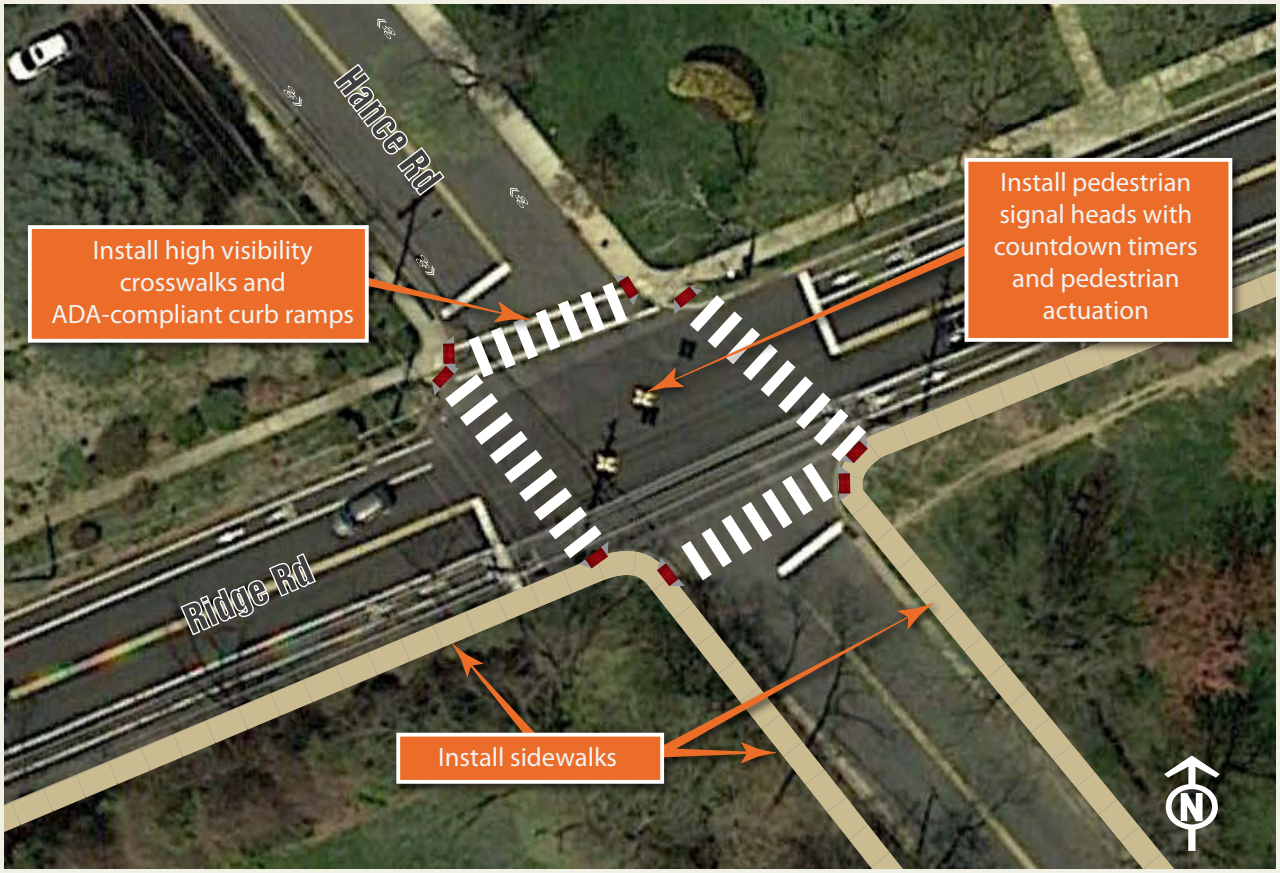
» Install high visibility crosswalks at all four crossings and install ADA-compliant curb ramps to accommodate all users

Medium-term

» Upgrade traffic signal equipment with pedestrian actuation and pedestrian signal heads with countdown timers

Long-term

» Coordinate with Rumson Borough to install sidewalks along eastbound Ridge Road and along both directions of Hance Road south of the intersection. Worn paths indicate significant pedestrian activity and unmet pedestrian demand



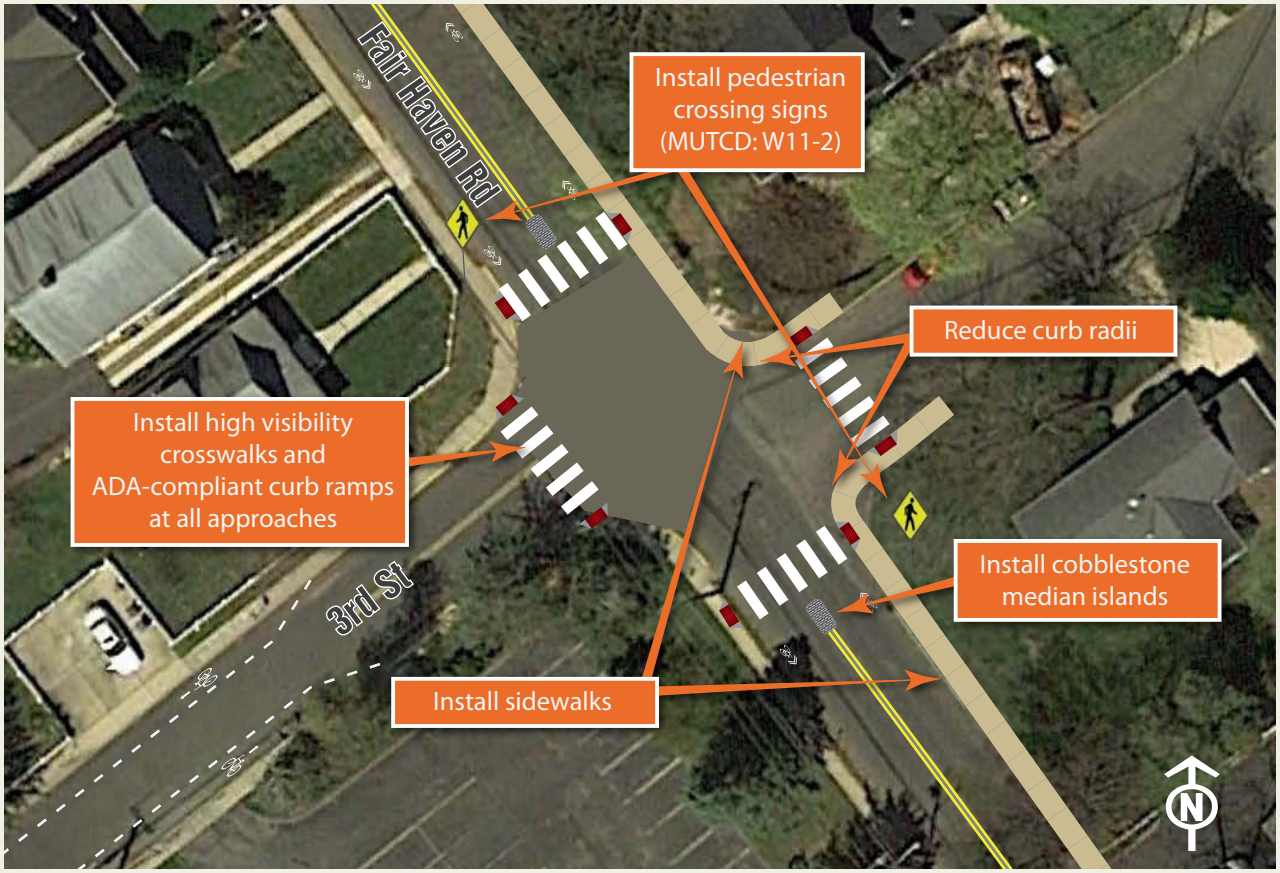
Fair Haven Road at 3rd Street

This unsignalized intersection serves both the Knollwood School and the Sickles School. The intersection is situated along the primary route between both schools and thus attracts a high number of school-age pedestrians during school days. The eastern side of the intersection currently lacks sidewalk. All four corner of the intersection lack ADA-compliant curb ramps and there is no pedestrian warning signage installed.

To enhance pedestrian safety and comfort, the following improvements are proposed:

Medium-term

- Install high visibility crosswalks and ADA-compliant curb ramps to accommodate all crosswalk users. This includes the relocation of the existing crosswalk across Fair Haven Road just to the north for a straighter, shorter alignment
- Install pedestrian crossing signs (MUTCD W11-2) to alert drivers of the crossing
- Reduce the curb radii on the east side of the intersection, encouraging slower vehicle turning speeds and shortening the pedestrian crossing
- Install cobblestone median islands on Fair Haven Road approaches to help calm traffic
- Install sidewalks along the east side of Fair Haven Road, filling gaps in the sidewalk network between Knollwood and Sickles schools



Fair Haven Road at Ridge Road

This unsignalized intersection is the junction of two of the main roadways through the Borough. It is located adjacent to the Fair Haven Fields and Natural Area, a major recreational destination. Currently, the intersection lacks all crosswalks, sidewalks, ADA-compliant curb ramps, and pedestrian signage. With a 35 mile per hour speed limit along Ridge Road, enhanced pedestrian crossings are needed to improve pedestrian visibility and safety.

The following improvements are proposed for the intersection:

Short-term

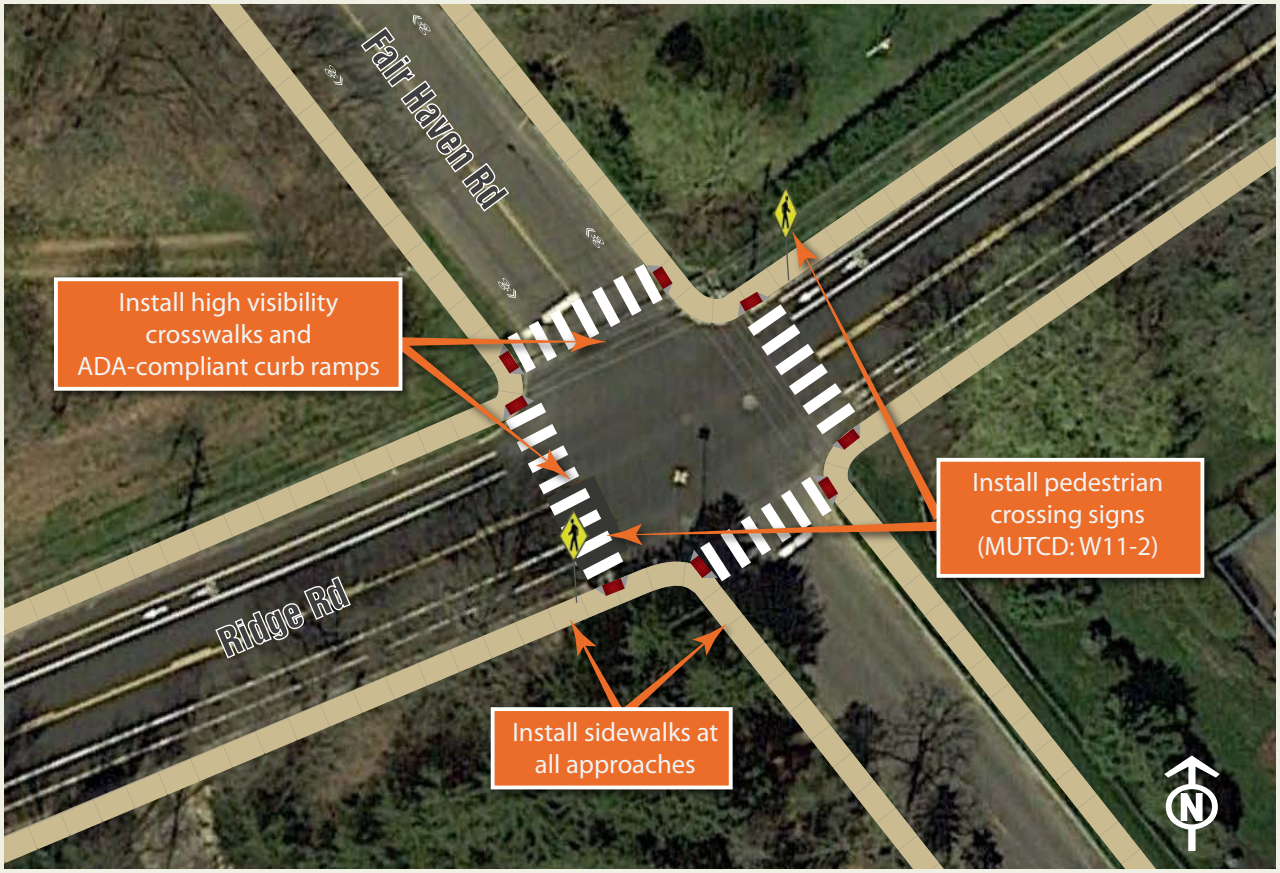
- Install high visibility crosswalks and ADA compliant curb ramps for all crossings
- Install pedestrian crossings signs (MUTCD W11-2) to alert drivers of the crossing

Medium-term

- Install sidewalk along Ridge Road westbound and Fair Haven Road southbound (north of Ridge Road)

Long-term

- Install sidewalk along Fair Haven Road northbound (north of Ridge Road)
- Coordinate with Rumson Borough to install sidewalks along the eastbound side of Ridge Road and along Fair Haven Road south of the intersection



Ridge Road at Fair Haven Fields

This unsignalized, midblock crossing at the driveways to the Fair Haven Fields and Natural Area and Meadow Ridge Park links two popular recreational areas. Ridge Road has a speed limit of 35 mph in this area.

Currently, the crossing has high visibility striping, pedestrian crossings signs (MUTCD W11-2), and an ADA-compliant curb ramp on the south side.

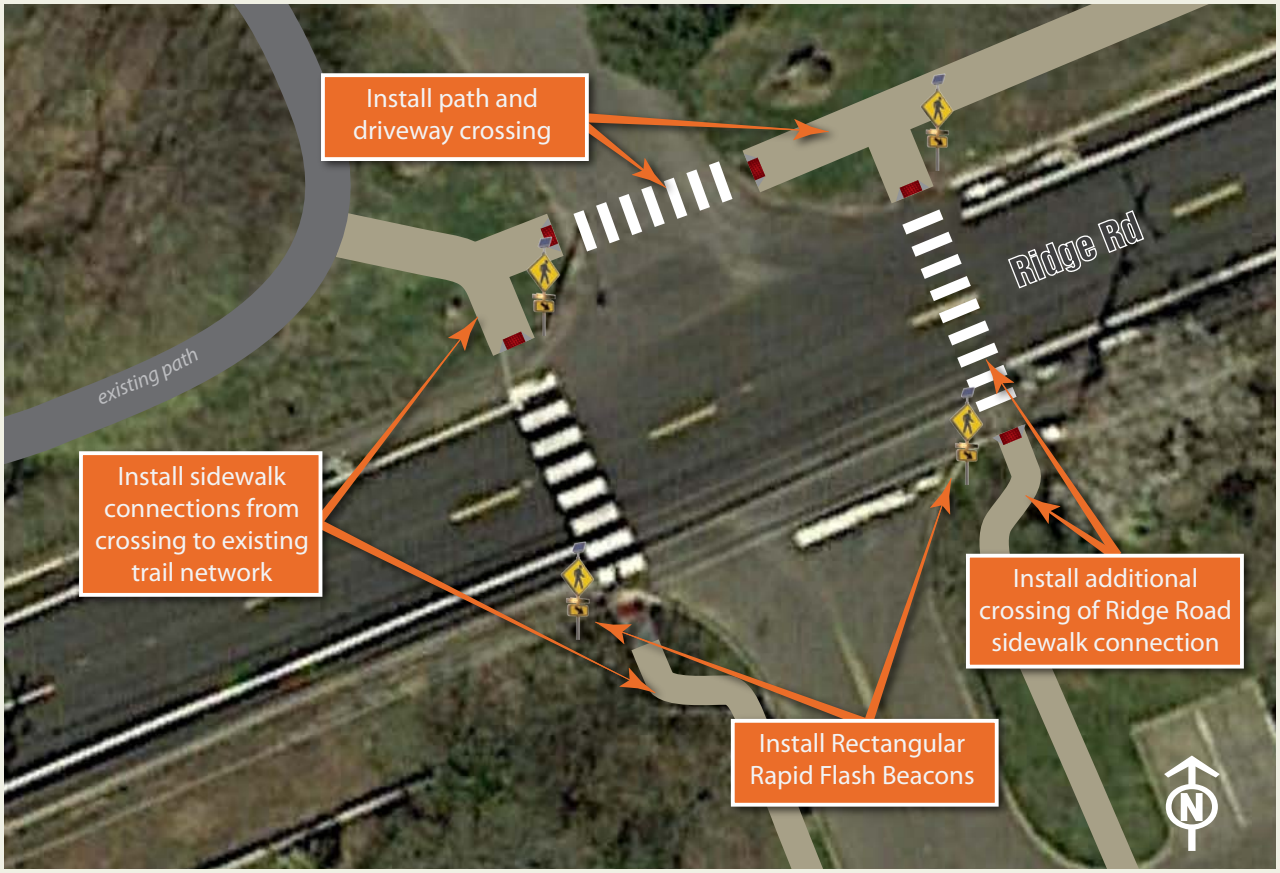
To further enhance visibility of the midblock crossing and fully integrate it with the adjacent recreation areas, the following improvements are proposed:

Medium-term

- Install ADA-compliant curb ramp on the north side of the crossing
- Install sidewalk/multiuse path connection from the north side of the crossing to the existing path around the perimeter of the Fair Haven Fields (approx. 35 feet)
- Coordinate with Rumson Borough to install sidewalk/multiuse path connection from the south side of the crossing into the Meadow Ridge Park parking area (approx. 55 feet)
- Install rectangular rapid flashing beacons (RRFBs) at the crossing to enhance pedestrian visibility and driver awareness of the crossing

Long-term

- Install path along Ridge Road westbound and crossing of northern driveway
- With completion of path, consider additional crossing of Ridge Road at the westbound approach with RRFBs and path connections



River Road Corridor

River Road functions as the Borough's main street and local business district, and is also an important regional roadway, serving as one of the primary east/west arterials across the peninsula, linking Red Bank and points west to the Shore. The inherent conflicts between these functions create challenges to meeting the needs of all users. It is the busiest roadway in the Borough, carrying approximately 12,000 vehicles per day and the Borough's only NJ TRANSIT bus service. The speed limit within Fair Haven varies from 30-35 mph. The typical roadway width is 32 feet, accommodating two travel lanes and on-street parking permitted in the westbound direction.

Land use along the corridor includes residences and two commercial nodes. Commercial development in the eastern node, between Church Street and Oak Place, is more typical of a traditional main street, with buildings adjacent to the street frontage. Commercial development in the western node, between Smith Street and Battin Road, tends to be set-back farther from the street with ample off-street parking available.

Through the Plan's community input process, SAC members and the public expressed a desire to improve bicycle and pedestrian access along the corridor and create a "Complete Street" through the Borough's business district.

The existing conditions inventory identified numerous positive aspects of the corridor for walkers and bicyclists, such as a high-quality streetscape with pedestrian-scale lighting, upgraded traffic signals, and a painted parking lane to visually narrow the roadway. However, several common issues were also noted, including:

- limited access control and numerous, wide driveways in the western commercial node
- auto-oriented development patterns
- narrow sidewalks for a commercial corridor, with utilities and other obstructions further narrowing the effective sidewalk width
- limited, widely spaced marked crossings of River Road
- traffic speeds and volumes can create an uncomfortable or unappealing environment for bicyclists and pedestrians

Significant constraints, including roadway width, available right-of-way, existing development, and on-street parking needs (particularly in the eastern commercial node), limit opportunities for major changes along the corridor. Therefore, improvements are proposed in two phases.

Phase I: Short/Mid Term

Short/mid-term improvements focus on strategies that do not require right-of-way or significant changes to the roadway configuration. Elements include:

Speed Reduction

The current speed limit along the corridor is 35 mph from the Red Bank border to Battin Road, and 30 mph from Battin Road to the Rumson border. A speed limit reduction to 25 mph, particularly between Hance Road and Elm Place, would be more consistent with the Borough Main Street concept and surrounding development patterns. A corridor speed limit reduction is also consistent with recommendations of Red Bank's *Bicycle and Pedestrian Plan.* Lower vehicle speeds will support a more friendly environment for both bicyclists and pedestrians and improved safety for all modes.

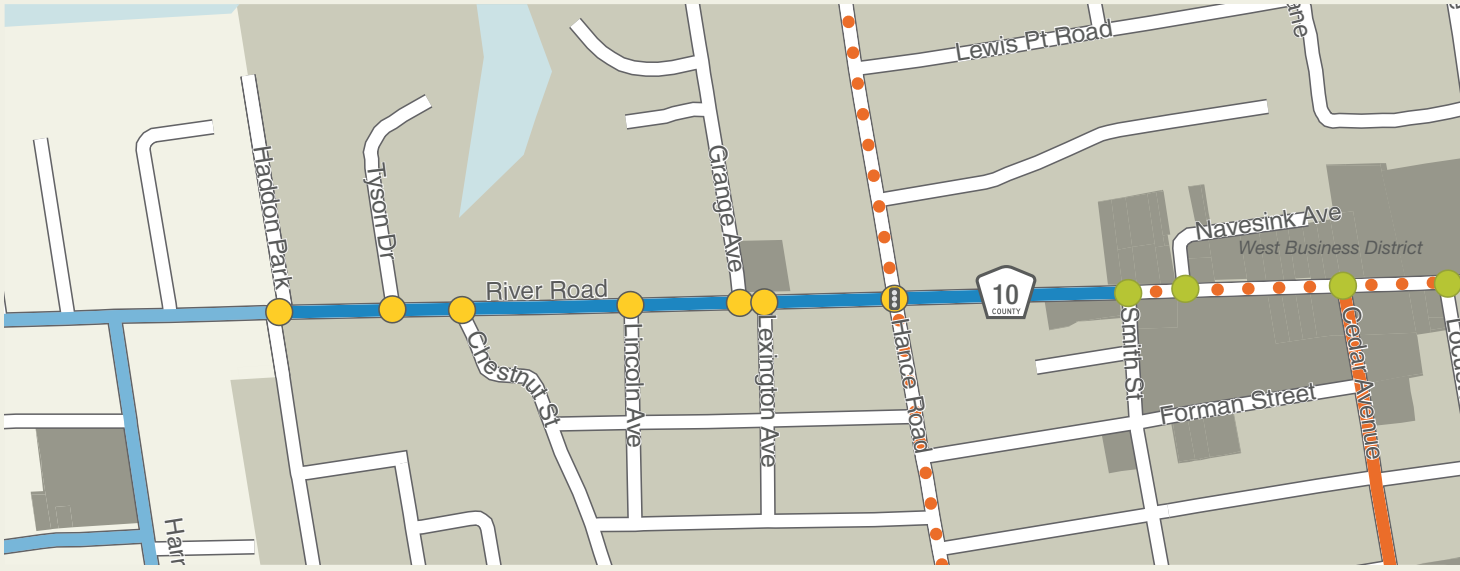
Enhanced Pedestrian Crossings

Pedestrian crossings of River Road should be marked at every intersection along the corridor. As discussed at the start of this chapter and illustrated in the River Road at Cedar Avenue intersection example (page 41), integrate strategies such as daylighting to narrow the crossing and improve pedestrian visibility. Utilize high visibility striping and pedestrian crossing signage (MUTCD W11-2) or in-road "Stop for Pedestrians" signage (MUTCD R1-6a) to enhance visibility and driver awareness.

Bicycle Accommodations

While a 32-foot roadway width is sufficient to accommodate an 11-foot travel lane and 5-foot bicycle lane in each direction, there are also concerns related to on-street parking, particularly in the eastern commercial node, which has more limited off-street parking options for local businesses. Therefore, a combination of shared-lane markings and bicycle lanes are proposed in this phase.

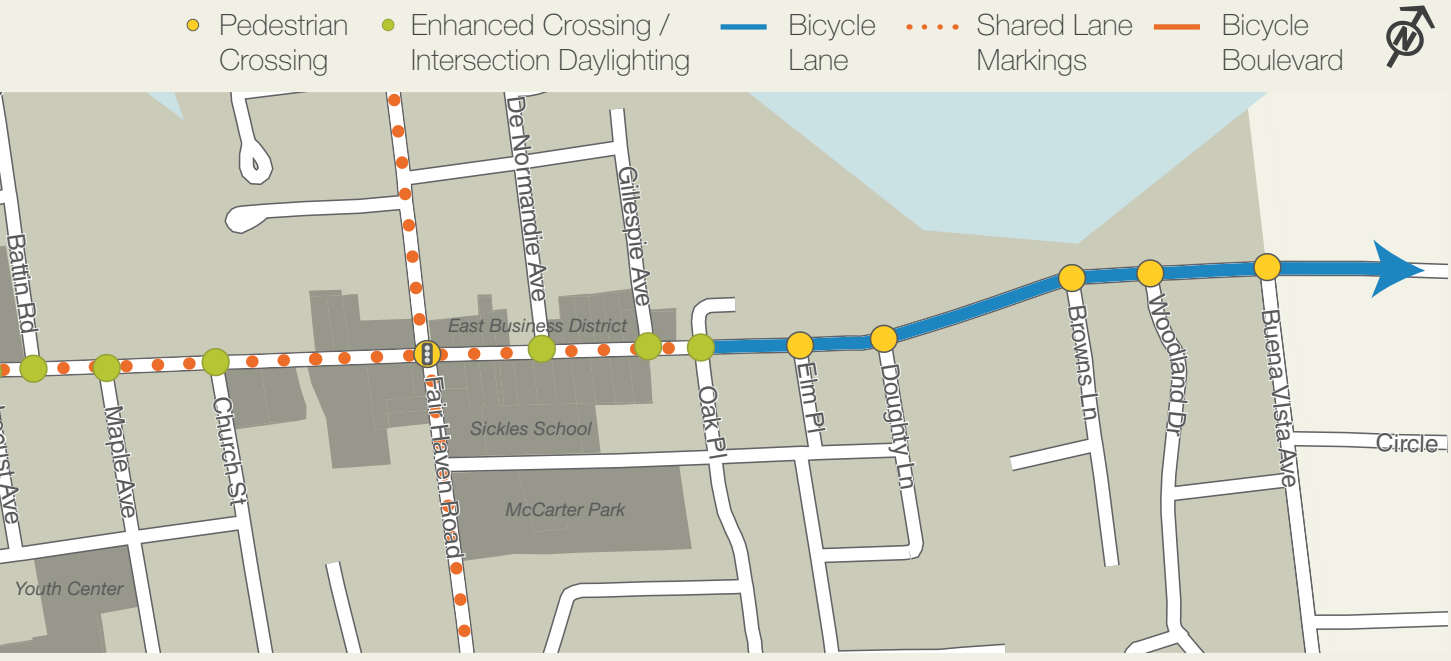
Proposed Short/Mid-Term Improvements along River Road Corridor



Bicycle lanes would extend east and west of the commercial areas - from Oak Place east into Rumson, and from Smith Street west into Red Bank. This would require prohibiting on-street parking in these non-commercial segments and shifting the travel lanes to the center of the roadway in order to reallocate space for the bicycle lanes. Daylighting treatments for pedestrian crossings would also not be applicable to segments with bicycle lanes since they would conflict with bicycle movement.

Through the Borough's central business district (Smith Street to Oak Place), enhanced shared-lane markings (discussed on page 61) are proposed. This would maintain on-street parking for local businesses and prioritize pedestrian improvements through this segment. While shared-lane markings are not ideal or attractive to casual or less experienced bicyclists, particularly on higher volume roadways such as River Road, they are a wayfinding aid and connect to the adjacent bicycle lane segments. The enhanced markings would improve their visibility within the busy commercial district, assert the legitimacy of bicyclists using the street, and improve motorists awareness of bicycle activity. The reduction of the speed limit to 25 mph would also be more conducive to shared-lane markings, and the presence of highly utilized on-street parking and pedestrian crossing enhancements would support lower travel speeds and more comfortable conditions for bicyclists.

The Borough may also consider extending the western bicycle lane segment from Smith Street to Church Street, through the western commercial node. Due to the existing development pattern in this area, businesses generally have off-street parking options and are less reliant on on-street parking. Since there are numerous driveways and wide curb-cuts, there are only approximately nine marked on-street spaces in the heart of the western commercial node (Smith Street to Locust Avenue).



Phase II: Long Term

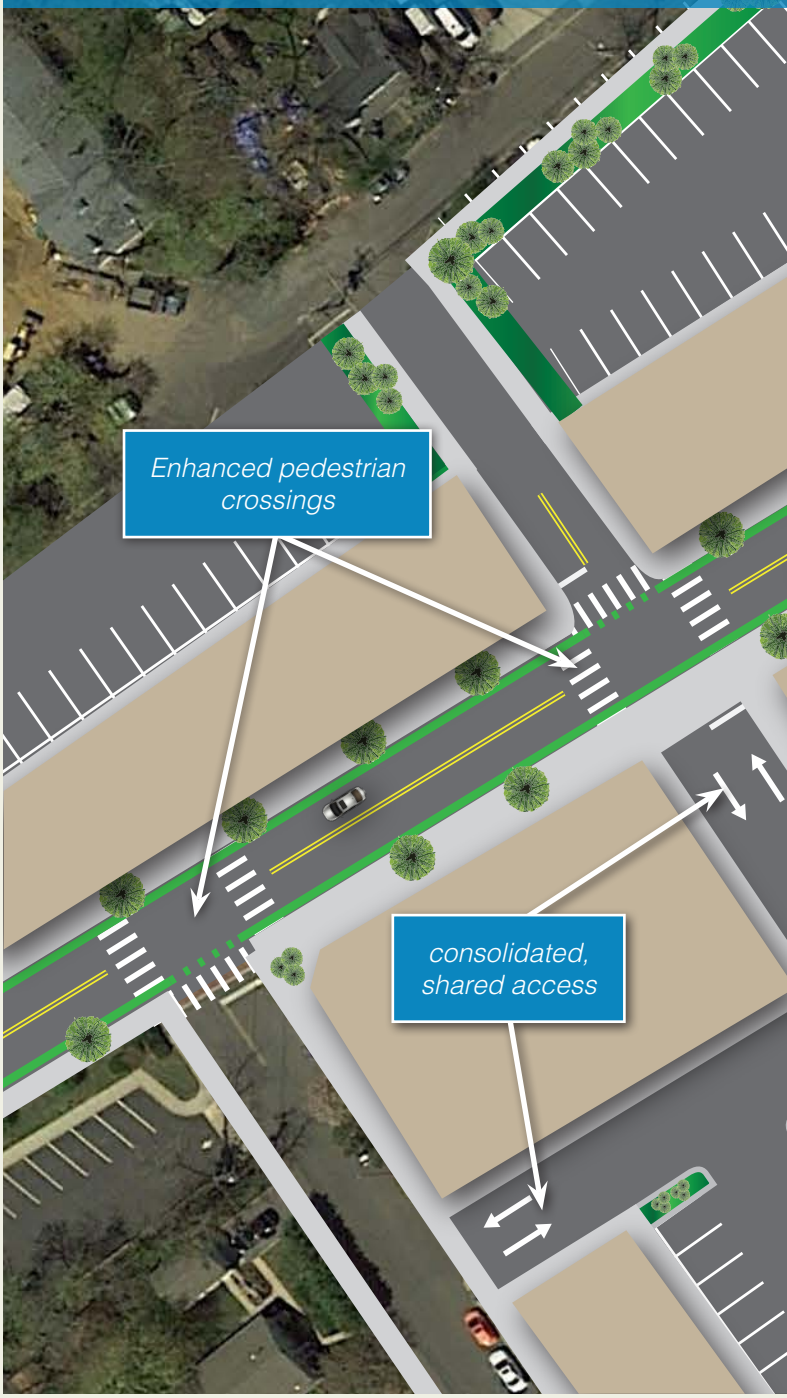
Long-term improvements should seek to leverage redevelopment as opportunities to address access control issues and constraints related to limited right-of-way. The Borough should create a long-term vision and cohesive redevelopment plan for the corridor, particularly in the western commercial node, that integrates land use and transportation objectives, as well as supportive regulations or zoning revisions.

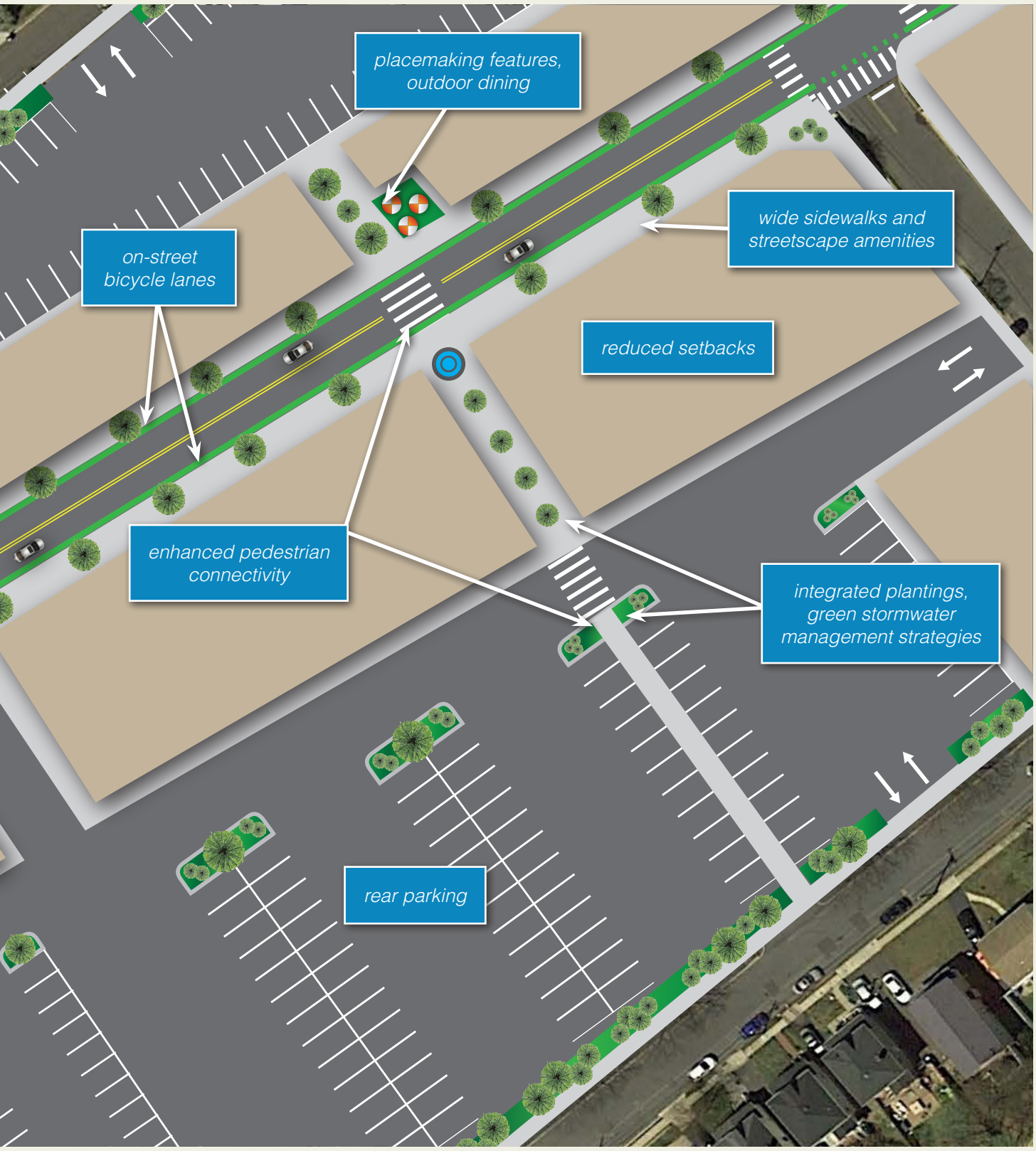
Elements of the plan to support a vibrant, active, and economically strong Borough downtown and a more friendly environment for bicyclists and pedestrians should include:

- access control and circulation, including shared access and shared parking, to minimize driveways
- wide sidewalks and additional pedestrian amenities such as street trees, street furniture, and pedestrian-scale lighting
- reduced set-backs to pull buildings closer to the street, supporting a more walkable downtown environment and encouraging slower traffic speeds
- off-street parking behind the buildings, buffered from surrounding neighborhoods
- marked, enhanced pedestrian crossings at all legs of all intersections
- enhanced mid-block crossings to break up long block lengths
- pedestrian connections between the street frontage, rear parking, and surrounding area
- convenient, secure bicycle parking
- placemaking strategies such as a unified streetscape design and materials palette, parklets, wayfinding, outdoor dining, flexible community event space, or public open space
- green infrastructure, such as rain gardens, to mitigate stormwater run-off

These general principles are illustrated in the conceptual redevelopment graphic to the right.

River Road Corridor Redevelopment Concept:
Streetscape and Development Improvements




placemaking features, outdoor dining
wide sidewalks and streetscape amenities
on-street bicycle lanes
reduced setbacks
enhanced pedestrian connectivity
integrated plantings, green stormwater management strategies
rear parking

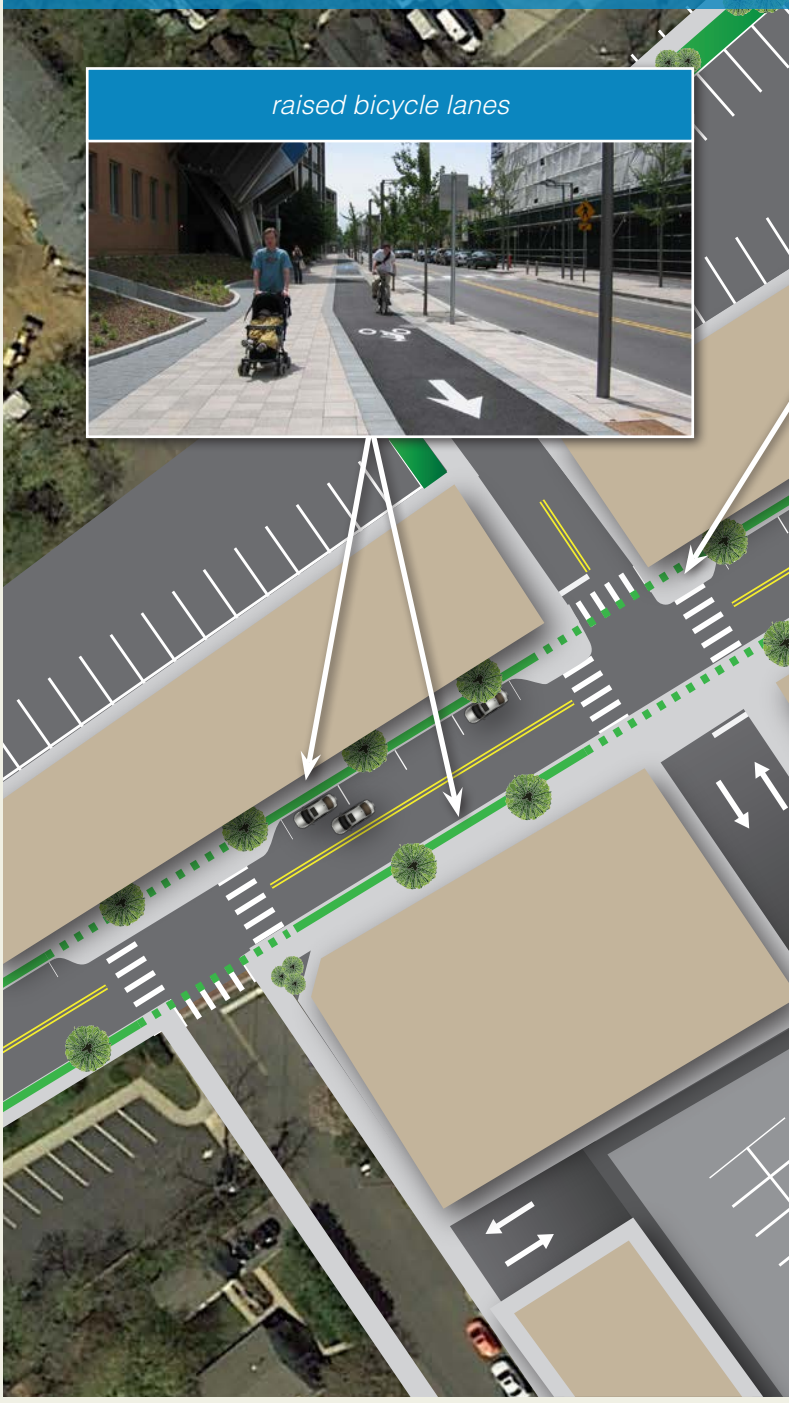
There are several options to enhance access for bicyclists. One option, as shown on the previous page, is to remove the existing on-street parking along River Road westbound, locating all parking off-street behind the buildings. Maintaining the existing cartway width, roadway space could then be reconfigured to accommodate 5-foot wide on-street bicycle lanes in each direction alongside 11-foot travel lanes.

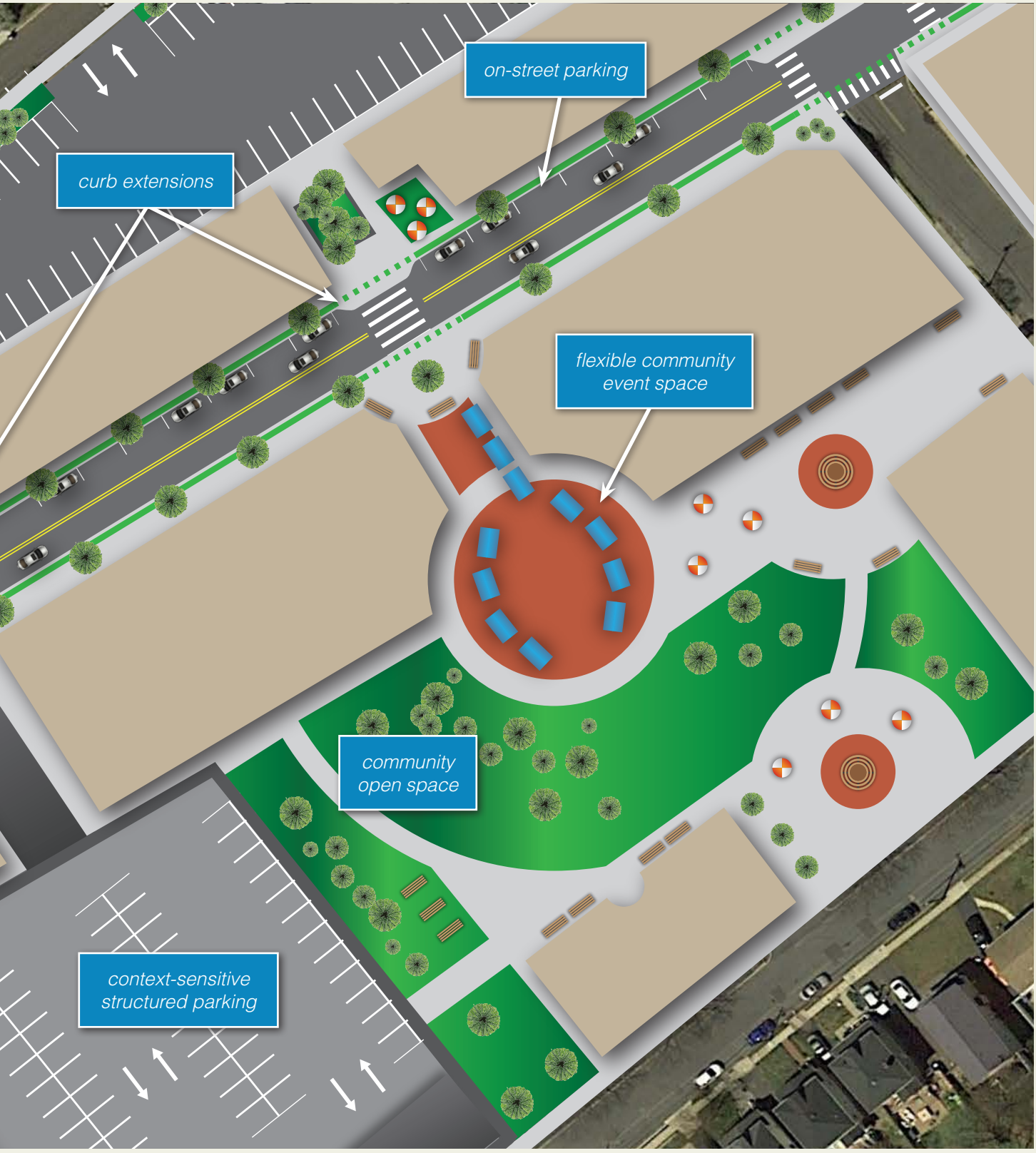
Alternatively, as shown in the variation to the right, raised bicycle lanes could be integrated into a wider streetscape design as a part of redevelopment. Contrasting materials and/or landscaping could differentiate spaces for bicyclists and pedestrians, and a curb zone with street trees, signage, lighting, etc., could buffer bicyclists from the roadway and on-street parking.

Raised bicycle lanes would provide a facility separated from motor vehicle traffic, making them more comfortable and attractive for casual bicyclists, children, and families. Raised bicycle lanes would also allow on-street parking to be maintained, which provides a traffic calming element, buffers the sidewalk from traffic, and fits the character of a Borough downtown. Additionally, curb extensions could be integrated into the streetscape, significantly improving the pedestrian crossings and helping calm traffic.

As a land use component of the redevelopment plan, the Borough may also examine ways to incorporate flexible public space into the downtown, as shown in the conceptual alternative to the right. The space could create a town square and be used for community events, farmers markets, or park space with seating, plantings, and/or outdoor dining. To balance the provision of community space with parking needs, redevelopment may need to consider parking offset strategies, reduced parking minimums, or a parking structure consistent with a Borough downtown context.

River Road Corridor Redevelopment Concept:
Enhanced Bicycle Access, Town Center, and Public Space




on-street parking
curb extensions
flexible community event space
community open space
context-sensitive structured parking


William St