

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.

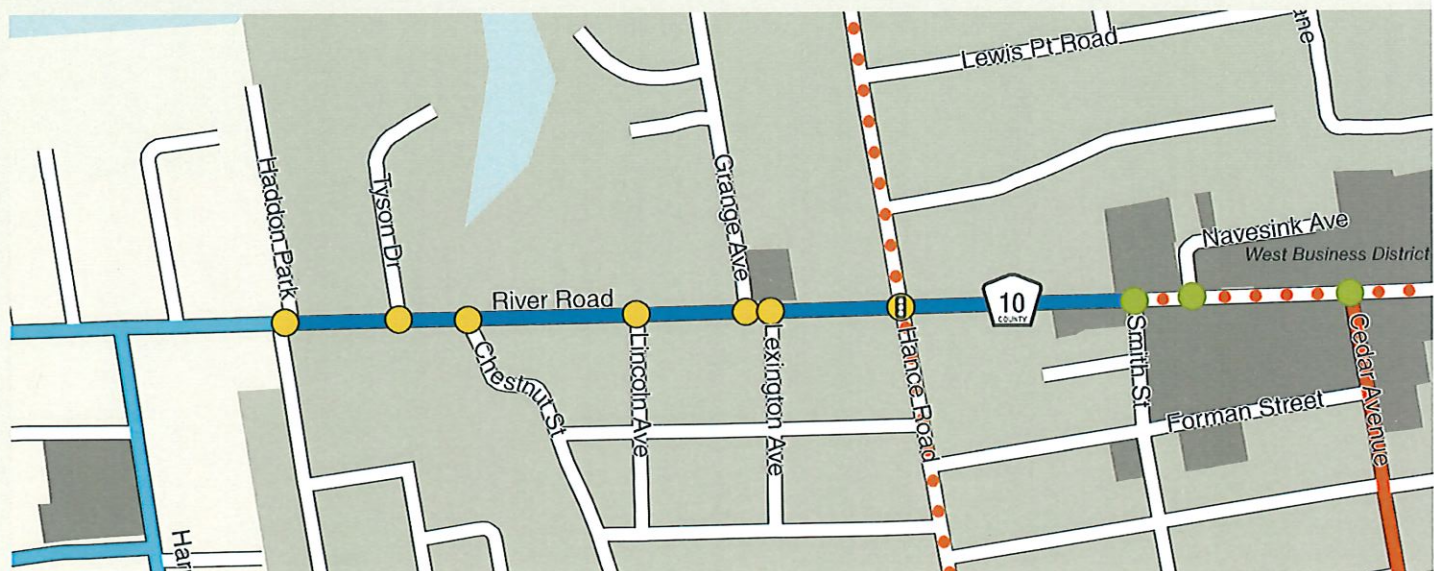
Enhanced Pedestrian Crossings

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



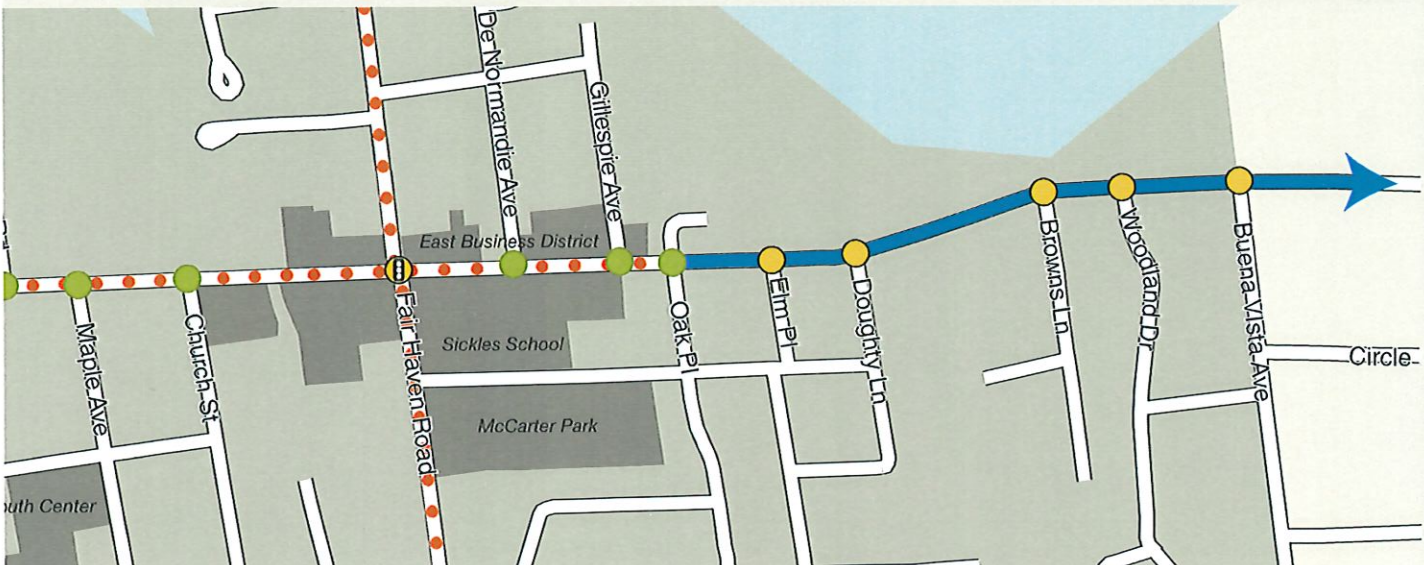
Bicycle lanes would extend east and west of the commercial areas - from Oak Place east into Rumson, and from Smith Street west into Red Bank. This would require prohibiting on-street parking in these non-commercial segments and shifting the travel lanes to the center of the roadway in order to reallocate 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).

- Pedestrian Crossing
- Enhanced Crossing / Intersection Daylighting
- Bicycle Lane
- ... Shared Lane Markings
- Bicycle Boulevard



Shared-Lane Markings

On roadways where it is not feasible or appropriate to provide dedicated bicycle facilities, shared-lane markings may be used to indicate a shared environment for bicycles and automobiles. Shared-lane markings alone do not reduce bicycle level of traffic stress or create an “all ages and abilities” facility; however, they can provide several benefits, including:

- » Assert the legitimacy of bicyclists on the roadway
- » Provide directional and wayfinding guidance
- » Direct bicyclists to ride in the most appropriate location on the roadway
- » Provide motorists with visual cues to anticipate the presence of bicyclists

Shared-lane markings can be used to complete gaps in a bicycle network and provide connections to major destinations where there is limited cartway width or other constraints that limit implementation of other bicycle facilities.

Shared-lane markings are typically applied on streets with a speed limit of 25 mph or less. The markings typically consist of a bicycle and chevron symbol (photo above right). Shared-lane markings should also be paired with traffic calming treatments to reinforce the low speed limit and support a more comfortable environment conducive to sharing the roadway with motorists and other traffic.

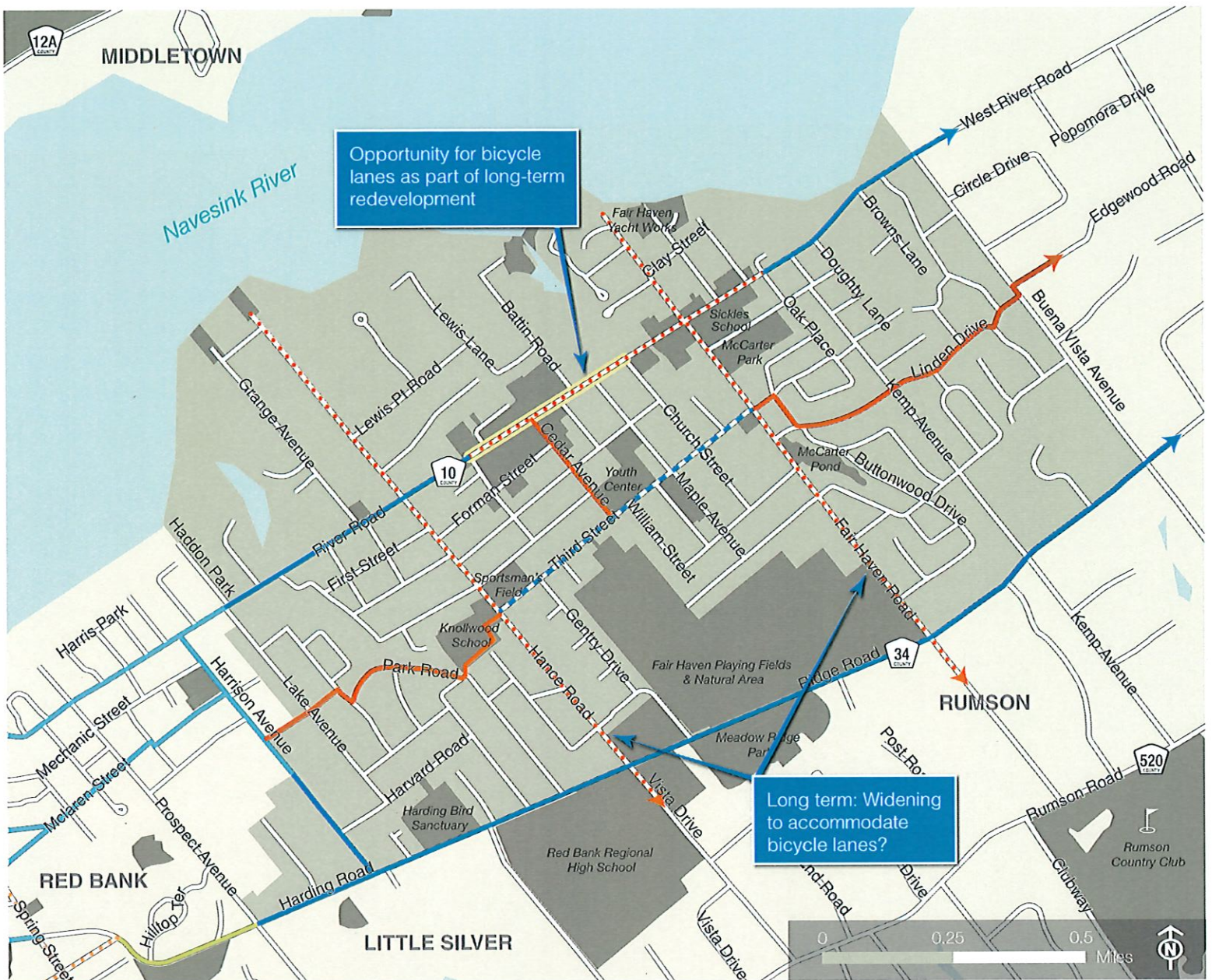
To increase the visibility and effectiveness of the marking, the marking can be applied on a green background, such as the example from Newark shown to the right. This “enhanced” or “green back” shared-lane marking is particularly useful on streets with higher traffic volumes and more activity, which may benefit from the improved visibility.



Princeton, NJ



Newark, NJ



MAP 9 - PROPOSED BICYCLE NETWORK

Fair Haven Network

- Bicycle Lane
- - - Advisory Bicycle Lane
- Bicycle Boulevard
- · · · · Shared-Lane Marking

Red Bank Planned Network

- Bicycle Lane
- · · · · Shared-Lane Marking
- Multi-Use Path



The Park Rd / Third St / Linden Dr corridor provides a continuous, comfortable route across the Borough for bicyclists of all ages and abilities