

# RED BANK



## BICYCLE / PEDESTRIAN PLANNING PROJECT

**Prepared for:**  
The Borough of Red Bank &  
The New Jersey Department of Transportation

**December 2010**



# Acknowledgments

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# Executive Summary

In February of 2010, the Borough of Red Bank requested planning assistance to update their circulation plan to identify or create safer pedestrian and bicycle routes in the Borough, and to encourage people to choose alternative modes of transportation across the Borough. The Red Bank Bicycle and Pedestrian Planning Project was undertaken in response to this request, and establishes a prioritized network of conceptual pedestrian and bicycle treatments, projects and improvements with the goal of improving safety and mobility for non-motorized modes of transportation. The Bike Route and Pedestrian Network Plans developed for this project address the many challenges that pedestrians and bicyclists face in Red Bank. They strive to improve pedestrian and bicycling conditions by identifying opportunities to create appropriate pedestrian and bicycle facilities, while also addressing issues such as education and awareness, driver behavior, and maintenance. The plan also recognizes that certain groups such as youths, seniors, transit users, and the handicapped may require extra consideration and accommodation. The planning effort was funded through the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs (NJDOT/OBPP) Local Bicycle/Pedestrian Planning Assistance program.

Community input serves as the foundation for the Bike Route and Pedestrian Network Plans. **Chapter 1: Introduction** provides an overview of the project and the public involvement process. The planning process incorporated extensive local participation, including an online interactive map/questionnaire, two public meetings, and three meetings with a Steering Committee comprised of local stakeholders. While the plan addresses bicycle and pedestrian routes borough-wide, particular attention was paid to defining key east-west and north-south routes to connect Red Bank's downtown to key destinations, including the train station, schools, and recreational facilities. Recommendations were developed based on guidance from the Steering Committee, public input, and technical analysis provided by the project consultants, Urban Engineers, Inc. (Urban).

**Chapter 2: Existing Conditions** outlines the existing walking and biking conditions in Red Bank. As part of the data gathering for this project, each roadway in the Borough was inventoried for existing conditions, including roadway width, vehicle speeds, and connectivity with major attractions.

**Chapter 3: Bicycle and Pedestrian Plan** provides recommendations for an interconnected bicycle and pedestrian network. **Chapter 4: Facility Guidelines** provides detail and general guidance on the design solutions to accompany the specific recommendations outlined in Chapter 3.

- The *Bicycle Route Network* identifies bicycle-compatible recommendations for Red Bank's roadway network. Each street was examined for its ability to accommodate bicycles within the existing curb-to-curb dimensions. Recommendations were then developed for several facility types: (1) facilities which can accommodate bike lanes, (2) those that can share the lane with other vehicles, (3) local (low speed, low volume) roads, and (4) multi-use paths. The plan also provides recommended locations for bicycle parking.
- The *Pedestrian Network Plan* includes improvements to signalized and unsignalized intersections, and roadway improvements. To develop the pedestrian network plan, the borough was divided into nine sub-areas for more detailed study. The sub-area plans were developed with consistent policy for common elements, particularly with respect to signalized and unsignalized intersections. All signalized intersections were analyzed to provide uniformly marked crosswalks, ADA-compatible curb ramps, pedestrian push buttons and pedestrian countdown signal heads. Measures to enhance pedestrian visibility and safety at unsignalized intersections depending on need and location were also identified. A package of recommendations was developed for each sub-area that reflects both these consistent policies and the unique needs of that sub-area.

To accomplish the goal of improving bicycle and pedestrian safety and mobility, physical improvements are just one part of the equation. The League of American Bicyclists recommends action in five areas: Engineering, Education, Encouragement, Evaluation and Planning. **Chapter 5: Program Recommendations** discusses potential Education, Encouragement, Enforcement and Evaluation measures that Red Bank can take. Red Bank has implemented many of these measures and this chapter provides additional ideas.

Implementation of the full Bicycle Route Network Plan would establish 8.6 miles of bike lanes, 7.9 miles of shared lanes, and 2 miles of multi-use trail. As the bicycle network extends outside of Red Bank's boundaries to connect to other towns and destinations, coordination across jurisdictions will be important. Of the total 8.6 miles of bike lanes, 2.3 miles are outside of Red Bank in neighboring Little Silver or Fair Haven. Of the total 7.9 miles of shared lanes, 1.3 miles are in Shrewsbury Borough or Little Silver. Implementation of the Pedestrian Network Plan would provide 17 traffic signal upgrades, 38 nonsignalized intersection upgrades, and 5 candidate four-way stops.

A plan of this magnitude is realized in phases over time, and in incremental steps. **Chapter 6: Implementing the Plan** establishes priorities, discusses phasing, includes cost estimates and provides potential funding opportunities. The range of actions necessary to implement the full Plan is dependent upon a number of factors, including the facility type and character of the existing road, the jurisdiction of the facility, and available funding. Improvements may be as simple as adding pavement markings or signage, or may require a more complex action such as planning, design and constructing new intersection facilities.

Some of the treatments, projects and improvements identified in this report will require additional study and engineering beyond the scope of this project. For example, on some of the roadways where bike lanes would require parking to be consolidated, a next step would be to evaluate current parking demand and work with property owners and the public to further develop the concept. It is worth noting that some ideas could be tested on a trial basis. For example, where bike lanes are proposed on one side of the street with consolidated parking on the other side, a trial with paint could determine if a win-win solution exists for both parkers and bicyclists. With recent locally sponsored education and encouragement efforts, the passage of Red Bank's Complete Streets policy, and the development of this Plan, Red Bank is well on its way to realize its goal to provide convenient, non-motorized transportation travel options in the Borough.



# 1. Introduction

Located on the banks of Monmouth County's Navesink River, the Borough of Red Bank has an area of 1.75 square miles and is approximately five miles inland from the Atlantic Ocean. The 2000 Census recorded Red Bank's population at just under 12,000 people. Red Bank was officially incorporated in 1908, and takes its name from the clay banks of the river that serves as one of its borders.

Red Bank is a compact town with a street grid that form walkable blocks and feature a nearly complete system of sidewalks. New Jersey Transit's North Jersey Coast line bisects the town, and several NJT bus lines service the Borough. Red Bank's downtown is a popular destination that offers many attractions, including over 60 restaurants, an Arts District that includes the Count Basie Theatre, a performing arts center that attracts national and regional acts; the area's only art movie house, a host of antique shops; more than a dozen jewelry stores; several art galleries; and a mix of new stores and others that date back several generations. These destinations, as well as the Borough's seven schools, are within walking or biking distance of the majority of Red Bank's residential streets.

In 2009, the Borough of Red Bank and *Red Bank Safe Routes* submitted a request for assistance to identify or create safer bicycle and pedestrian routes and encourage people to choose alternative transportation modes across the Borough. The result of this effort, the Red Bank Bicycle and Pedestrian Plan (Plan) was developed to help achieve this vision through a prioritized network of conceptual pedestrian and bicycle routes, with the goal of improving safety and mobility for non-motorized modes of transportation. The NJDOT/OBBP funded this effort through a Local Bicycle/Pedestrian Planning Assistance grant, and provided its consultants, Urban Engineers, to help Red Bank develop the project.



While the study area included the entire Borough, particular attention was paid to defining key east-west and north-south routes to connect Red Bank's downtown to destinations such as the train station, schools, recreational facilities and parks. Regional connections such as the ones identified in Monmouth County's Coastal Monmouth Plan were explored. Routes to schools were also a primary focus.

The Plan addresses the many challenges that pedestrians and bicyclists face in Red Bank related to access, connectivity and safety. It strives to improve pedestrian and bicycling conditions by identifying opportunities to create appropriate pedestrian and bicycle facilities, while also addressing issues such as education and awareness, driver behavior and maintenance of these facilities. The plan also recognizes that certain groups such as youths, seniors, transit users, and the handicapped may require extra consideration and accommodation.

Development of the Plan included an intensive public involvement effort and coordination with stakeholders, including local Borough officials, the Red Bank Police Department, *Red Bank Safe Routes*, public and charter schools, and Monmouth County. The planning process included three meetings with a Steering Committee comprised of local and county stakeholders, an online interactive map/questionnaire, and two public meetings. The input from these sources served as the foundation for the goals and recommendations in this Plan.

The Plan is intended to serve as the framework to improve pedestrian and bicycle conditions in Red Bank so that these modes offer safe alternatives to the car. To make the development of these routes practical and implementable, this plan builds on existing road and sidewalk systems and proposes a full range of available options within the curb-to-curb dimensions. It highlights opportunities for improvements that can be installed today with simple striping and signage, or constructed as part of future development or stand-alone projects.



## ***Why Plan for Pedestrians and Bicyclists in Red Bank?***

NJDOT's *State-wide Bicycle and Pedestrian Master Plan* establishes a vision for New Jersey as a place where people choose to walk or bicycle with confidence and a sense of security. There are many benefits to be gained from cycling or walking. These modes are environmentally sound forms of transportation, help create safer and more vibrant communities, and improve health and fitness. Being able to safely and conveniently bike or walk from one place to another can enhance the quality life in a community. The health benefits of regular physical activity are far-reaching, including reduced risk of coronary heart disease, stroke and other chronic diseases; lower health care costs; and improved quality of life for people of all ages.

A high quality cycling or pedestrian environment will become increasingly important in the future. There are a number of trends that support active transportation, including fluctuating gas prices, increasing roadway maintenance costs, rising obesity rates, and global climate change.

There is also a growing national movement towards designing and building “Complete Streets”, a philosophy that roadways should incorporate the needs of all users, from bicyclists to pedestrians to motorists. Both NJDOT and Monmouth County have recently adopted Complete Streets policies that address the needs of non-motorized users in the planning and design of their facilities. Red Bank is one of the leaders in the state in local Complete Streets initiatives, as it is one of the few municipalities in the state to have developed a Complete Streets policy. **Appendix D** contains all three policies.



Additional reasons to plan for pedestrians and cyclists in Red Bank include:

- For young people, walking and bicycling afford a sense of independence, and for seniors, walking is an effective means to stay active both physically and socially. In 2000, approximately 15% of Red Bank's population was school age. More than 18% of the population is 65 years or older, which is larger than the percentage of this age group in Monmouth County or the State. These two age groups make up one-third of Red Bank's population.
- Red Bank has 750 children that walk or are driven to one of the Borough's public or private schools each day. There are an additional 700 students that are bused, but live within two miles of public school and could walk. Red Bank is forced to fund courtesy busing for these students because travel routes are not safe for commuting children.
- Bicycling and walking are also important for the health of Red Bank's youth population. According to a 2001 U.S. Centers for Disease Control and Prevention report, only 16% of children in the US who are 5 to 18 years of age walked or bicycled to school. Providing safe, convenient and comfortable pedestrian and bicycle routes is important for school age children. As they utilize these options, the entire community can realize other benefits such as reduced congestion and lower health care costs.
- Vehicular traffic has a direct effect on walking and bicycling conditions, pedestrian safety, and quality of life for local residents. Converting vehicle trips into walking and bicycling trips (or walking/biking and transit trips) can reduce automobile use and congestion, maintenance costs on streets, and improve air quality and public health.
- Automobile ownership and maintenance is expensive. According to the *2010 Master Plan Housing Plan and Fair Share Plan Amendment (September 2010)*, approximately 45% of the Borough's 2,363 households were low and moderate income. If some trips can be replaced by cycling or walking, households will have more money to spend in other areas. Some families may be able to reduce the number of cars to own and maintain.



## ***The Planning Process***

The planning process for this project involved a number of different activities and outreach efforts. Several iterations of the recommended bicycle and pedestrian network were developed, reviewed, and vetted by the Steering Committee and at the public meetings. The process is briefly outlined below.

### **Background Data Collection**

Information was gathered from previous plans and studies, existing GIS data and maps, interviews with local, county, and regional government staff, and other stakeholders. Fieldwork was conducted for the entire study area to document existing conditions for pedestrians and bicyclists, and to identify opportunities to improve facilities. Data used to develop this Plan includes the following:

- 1995 Red Bank Master Plan
- Application for Local Bicycle/Pedestrian Planning Assistance, Red Bank Borough (2010)
- Pedestrian and Bicycle Crash data, NJDOT (2005-2009) and Red Bank Police Department (2007-2009)
- Vehicle and Pedestrian Counts at select locations (Red Bank 2010)
- Aerial & GIS Basemap Layers, Monmouth County (2009)
- County Sidewalk Inventory, NJDOT (2006-2007)
- Bus and Rail Service data, NJ Transit (2000)
- Photograph Inventory conducted by Urban Engineers (2010)
- Roadway Characteristics Inventory conducted by Urban Engineers (2010)

*Red Bank Safe Routes* was instrumental in developing initial concepts, many of which were included in the Borough's application. Urban used these concepts, input from Steering Committee and public as the starting point for formulating the Plan.

### **Steering Committee**

As the project began, a Steering Committee was formed to provide guidance and input on the planning process. The committee membership included the Red Bank Administrator; members of the Borough Council, Police Department, Environmental Commission, Borough engineer and school officials; Monmouth County Planning Board and Engineering, *Red Bank Safe Routes* and interested residents. Three meetings were held with the Steering Committee in 2010 to guide the development of this plan's goals, recommendations, and priorities (August 17, November 15, and December 13). Materials from these meetings are included in **Appendix A**.

## Public Meetings and Events

Public Meetings were held on October 14, 2010 and November 30, 2010 in the Red Bank Borough Court Room. These meetings were advertised through electronic flyers posted on the Borough website, and printed flyers distributed at schools and major destinations within town, and email announcements. At these meetings, attendees identified problems with existing pedestrian and bicycling conditions on base maps, commented on draft recommendations, and provided additional comment through a questionnaire. Input from the meetings was used to assist in developing this plan's recommendations, and is further described in **Chapter 2**. Materials from the meetings, including flyers, sign-in sheets, and questionnaire results can be found in **Appendix A**.

The project was able to take advantage of many local events in the summer and fall to publicize the project and gather input via the same questionnaire developed for public meetings. Urban prepared a press kit for *Red Bank Safe Routes*, who attended local events and gathered information at schools, the farmer's market and on the waterfront.

## Interactive Online Map

Urban developed an interactive online mapping tool as part of the effort to collect public input on locations in the Borough that may be problematic, or opportunities for pedestrian and bicycle improvements. Categories available for input included attractions, difficult intersections, areas where traffic makes walking or biking uncomfortable, and areas where bike parking is needed. Along with the public meetings, input from the mapping tool was used to help develop this plan's recommendations.

## Site Visits and Observations

Urban conducted extensive field work in Red Bank in June, August, October and November of 2010 to evaluate existing bicycle, pedestrian, and vehicle conditions. Street and lane width, presence of parking and parking lane width, presence of sidewalk and pedestrian accommodation at intersections was noted. School activity was also observed in November, 2010 at each of Red Bank's schools. Student travel patterns, drop off/queuing conditions, the location of crossing guards and general observations about crossing conditions were noted.

Each recommendation developed for the Plan was field verified as a part of the recommended network, whether it was initially identified by a Steering Committee member, at public meetings, or through the online interactive map.

## Plan Overview

- Chapter 2 outlines existing conditions for walking and biking in Red Bank
- Chapter 3 describes the Bicycle and Pedestrian Plan recommendations
- Chapter 4 presents an overview of the pedestrian and bicycle facility types that are being recommended
- Chapter 5 includes recommendations for programs that will support the infrastructure improvements
- Chapter 6 discusses strategies for implementation

## 2. Existing Conditions

This chapter outlines existing conditions for walking and biking in Red Bank, and describes its destinations, unique assets, and existing pedestrian and bicycle facilities. It also identifies the opportunities and constraints that exist today, much of which was gathered from Steering Committee input, public meetings, the online interactive map/questionnaire, and site visits.

Red Bank's transportation network is comprised of state, county and local roads, and bus and rail transit. The Borough has a nearly complete system of sidewalks but no on-street bicycle facilities. Red Bank is bisected by NJT's North Coast Line, and State Route 35 (Maple Avenue), both of which traverse the Borough in a southeast to northwest direction. Three County roads provide major east-west access: Front Street (CR 10), which parallels the waterfront to the north, Harding/Ridge Road (Route 34) and Newman Springs Road (CR 520) which forms the border with Shrewsbury Borough and Borough to the south and terminates to the east at State Route 36 near the Atlantic Ocean. Two County routes provide north-south access: Shrewsbury Avenue (CR 13) on Red Bank's west side, and Broad Street, which is also Red Bank's main commercial street. Broad Street is under the jurisdiction of Monmouth County (CR 11) to Harding Road, and under the jurisdiction of Red Bank from Harding Road to Front Street.

### *Key Destinations and Unique Assets*

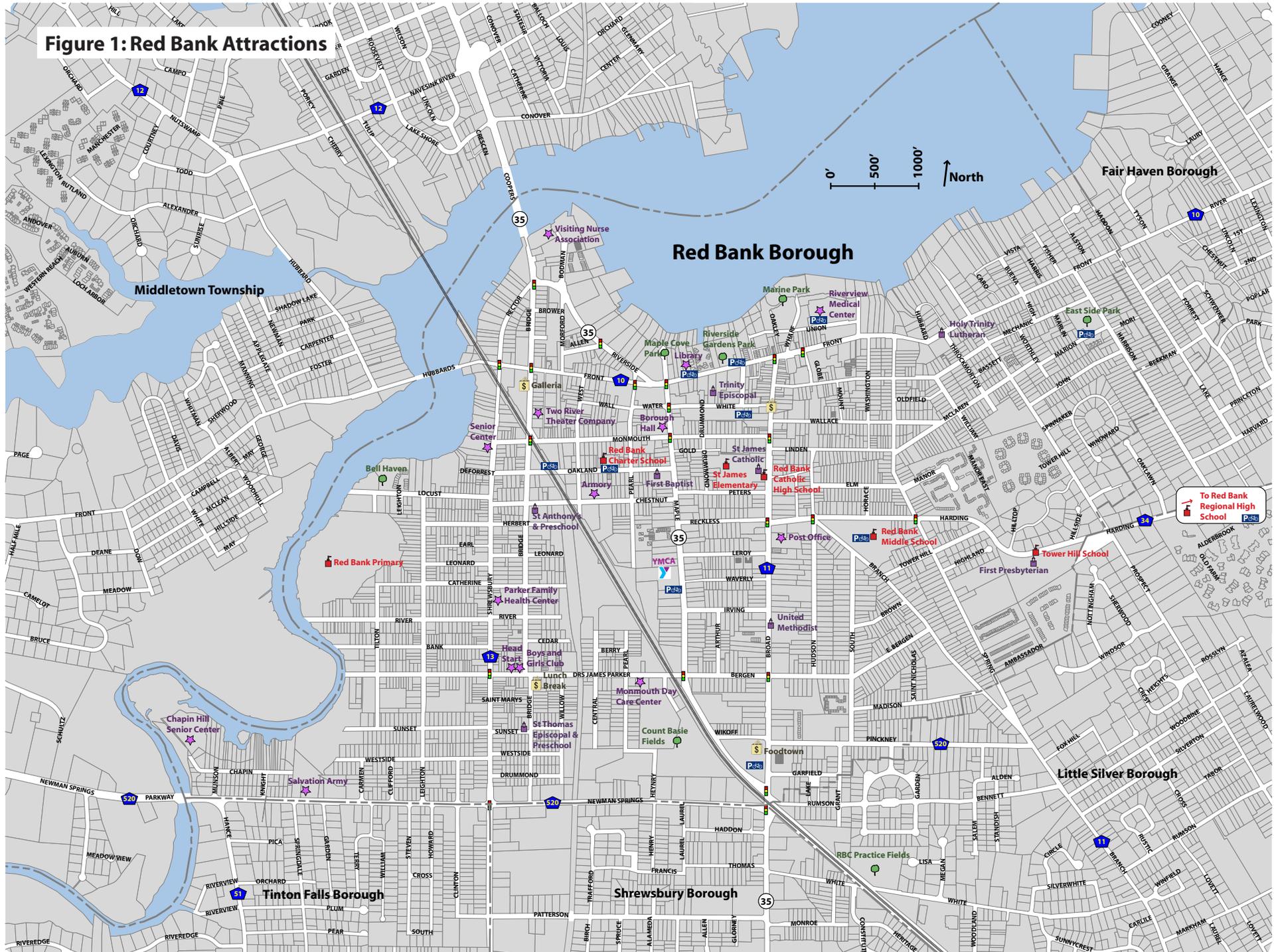
Pedestrians walk throughout the downtown, to schools and parks, to the train station, the waterfront and numerous other attractions. Bicyclists were observed riding on many roads throughout the Borough, but especially on Shrewsbury Avenue. Major destinations in Red Bank (**Figure 1**) include the shops, restaurants, cultural venues and offices in the downtown area; the train station; parks and recreational facilities; schools; places of worship and other institutions. Riverside Gardens, Marine and East Side parks and Count Basie fields offer recreational opportunities, and the waterfront hosts many public events, especially during the summer.

There are seven schools in Red Bank, including Red Bank Primary on the west side; Red Bank Charter School, St James Elementary and Red Bank Catholic High School in the center of town; and Red Bank Middle School and Tower Hill School to the east. Further to the east, Red Bank Regional High School is located on Ridge Road. Red Bank Regional High School requires students to reside at least 2.5 miles from school in order to be eligible for busing.

Office, retail, entertainment and eating establishments are key destinations in Red Bank. While much of the Borough's commercial base is located along Broad and Monmouth Streets, several community shopping areas also are present, including around the Train Station area, along Newman Springs Road and Shrewsbury Avenue.



Figure 1: Red Bank Attractions



Transit stops are another key generator of bicycle and pedestrian activity. NJT's North Coast Line bisects the Borough, and has a station stop between Oakland and Monmouth Streets. A 2000 survey conducted by NJT for the North Coast Line revealed that the Red Bank station is extremely well utilized, with a greater number of riders walking to the station than driving alone and parking at the station.

Several other major attractions just outside of the Borough limits were mentioned as popular destinations. The Monmouth County Library is just to the south in Shrewsbury on Route 35. Brookdale Community College in Lincroft and Sea Bright Beach are also just a short distance away.

### ***Existing Pedestrian and Bicycle Facilities***

Urban conducted multiple site visits to inventory Red Bank's roadway system, investigate the locations and conditions of existing bicycle and pedestrian facilities, and to explore opportunities for improvements to the pedestrian and bicycle network. Roadway data was recorded for State, County, and local roads, and included traffic characteristics, on-street parking, curb-to-curb width, speed limit, and presence of shoulders. Conditions of sidewalks, intersections and mid-block crossings were also noted. **(Fig 2 Roadway Characteristics)**



**Figure 2: Roadway Characteristics**

-  Intersection Traffic Counts
-  Average Annual Daily Traffic (AADT)
-  Crossing Guard Location
-  Posted Speed Limit



Currently, there are no marked on-road bicycle facilities such as bike lanes or shared lane markings in Red Bank. While many of the local roads are generally bicycle-compatible due to low vehicle speeds and volumes, most of the state and county routes can be uncomfortable for all but the most experienced bicyclists, due to higher motor vehicle speeds, higher traffic volumes, and a lack of dedicated bicycle space. Red Bank has an excellent sidewalk system which is largely complete, with the exception of areas along Harding Road and Prospect Avenue, where sidewalks do not exist.

### Intersections and Mid-Block Crossings

The Borough's street grid provides walkable block lengths, and most of Red Bank's 21 signalized intersections provide some pedestrian accommodation. **Table 1** summarizes the conditions of Red Bank's signalized intersections.

All signalized intersections have crosswalks, with the exception of the Maple/Drs James Parker/Bergen intersection, where the northbound approach does not have a crosswalk. Many, but not all intersections provide push-buttons, with notable exceptions along some Bridge, Front, Maple, Broad and Harding intersections. About half of the signalized intersections have M/H (man hand) pedestrian signal heads, and only four have countdown signals.

Many participants in the public process noted that pedestrian crossing is difficult on major thoroughfares such as Maple or Front. The Borough has two mid-block crossings, at English Plaza, and at the hospital, on Front Street. Major signalized intersections, including those along Maple, are difficult for bicyclists to negotiate due to vehicle turning lanes.



**Table 1: Signalized Intersections**

#	Major Street	Minor Street	Crosswalks	Push-Buttons	Pedestrian Signalheads		Jurisdiction
					Man-hand	Countdown	
1	Bridge	Riverside/Rector	X	X	X		NJDOT
2	Bridge	Front	X		X		Monmouth County
3	Bridge	Monmouth	X	X			Monmouth County
4	Shrewsbury	Drs James Parker	X		X		Monmouth County
5	Riverside	Allen	X	X			NJDOT
6	Front	Shrewsbury/Rector	X			X	Monmouth County
7	Front	Pearl	X	X	X		NJDOT
8	Front	Broad	X	X	X		NJDOT
9	Front	Globe	X	X		X	Monmouth County
10	Maple	Front	X	X		X	NJDOT
11	Maple	Water	X	X	X		NJDOT
12	Maple	Monmouth	X	X			NJDOT
13	Maple	Bergen/Drs James Parker	(NB approach leg missing)			X	NJDOT
14	Maple	Broad/Neuman Springs	X	X	X		NJDOT
15	Maple	Newman Springs	X	X	X		NJDOT
16	Broad	Monmouth	X	X	X		Red Bank
17	Broad	Reckless	X	X			NJDOT
18	Broad	Bergen	X		X		NJDOT
19	Harding	Hudson/Branch	X	X			NJDOT
20	Harding	Spring	X		X		NJDOT
21	Newman Springs	Shrewsbury	X	X			NJDOT

## Crash Analysis

Pedestrian and bicycle crash data was obtained for the Borough of Red Bank through two sources. NJDOT online crash data was available for the most recent five year period (2005-2009) and individual police reports were available for the most recent three year period (2007-2009) from the Borough Police Department. According to the NJDOT online data, between 2005 and 2009, 72 pedestrian crashes and 45 bicycle crashes were recorded in the Borough, for a total of 117 crashes. The Red Bank police crash reports from 2007-2009 indicated 41 pedestrian and 27 bicycle crashes occurred in the Borough.

A crash analysis was performed to identify existing pedestrian and bicycle safety issues in Red Bank (**Figure 3: Bicycle/Pedestrian Crashes**). Where possible, the police crash reports were examined in detail to attempt to define crash clusters and determine underlying causes of crashes in select areas.

### Crash Clusters

- **Shrewsbury Avenue** (CR 13) had the most crashes, where a total of 15 bicycle and seven pedestrian crashes occurred. The majority of these crashes took place south of Locust Avenue, which has a mix of retail and residential land uses with on-street parking on both sides of the street. From 2007-2009, a total of 13 bicycle crashes took place. Six involved bicycle crossings at intersections, and five involved turning vehicles. In four of the crashes, bicycles were traveling in the wrong direction along the roadway.
- **Front Street** (CR 10) also had a high number of crashes, with 16 pedestrian crashes and four bicycle crashes. Of the 20 total crashes, 13 of the pedestrian crashes and one bicycle crash occurred near the downtown core area of Red Bank between Maple Avenue and Washington Street. Three (3) of the crashes involved a pedestrian in a crosswalk crossing with the “WALK” display in which the driver failed to yield. In two of these crashes, vehicles were making a left-turn, and two others took place when pedestrians were crossing outside of crosswalks.
- **Broad Street** extends from the southern boundary of the Borough and becomes the primary retail center of downtown Red Bank as it approaches Front Street. A total of 15 pedestrian crashes and four bicycle crashes took place along this corridor. These crashes were fairly evenly divided between the retail core area of Broad Street north of Harding Road/Reckless Place, where eight pedestrian and two bicycle crashes took place, and the lower density commercial section south the intersection, where the remaining seven pedestrian and two bicycle crashes occurred.

North of Harding Road/Reckless Place, crashes were more uniformly distributed, with the exception of one crash cluster located at Front Street, where three pedestrian crashes took place. The signalized controlled crossing locations in this retail core area are at Harding Road/Reckless Place, Monmouth Street, and Front Street. High-visibility, zebra style crosswalks are located at all signalized and unsignalized intersections in this area.

**Figure 3: Bicycle/Pedestrian Crashes**

**Crashes by Year (2005-2009)**

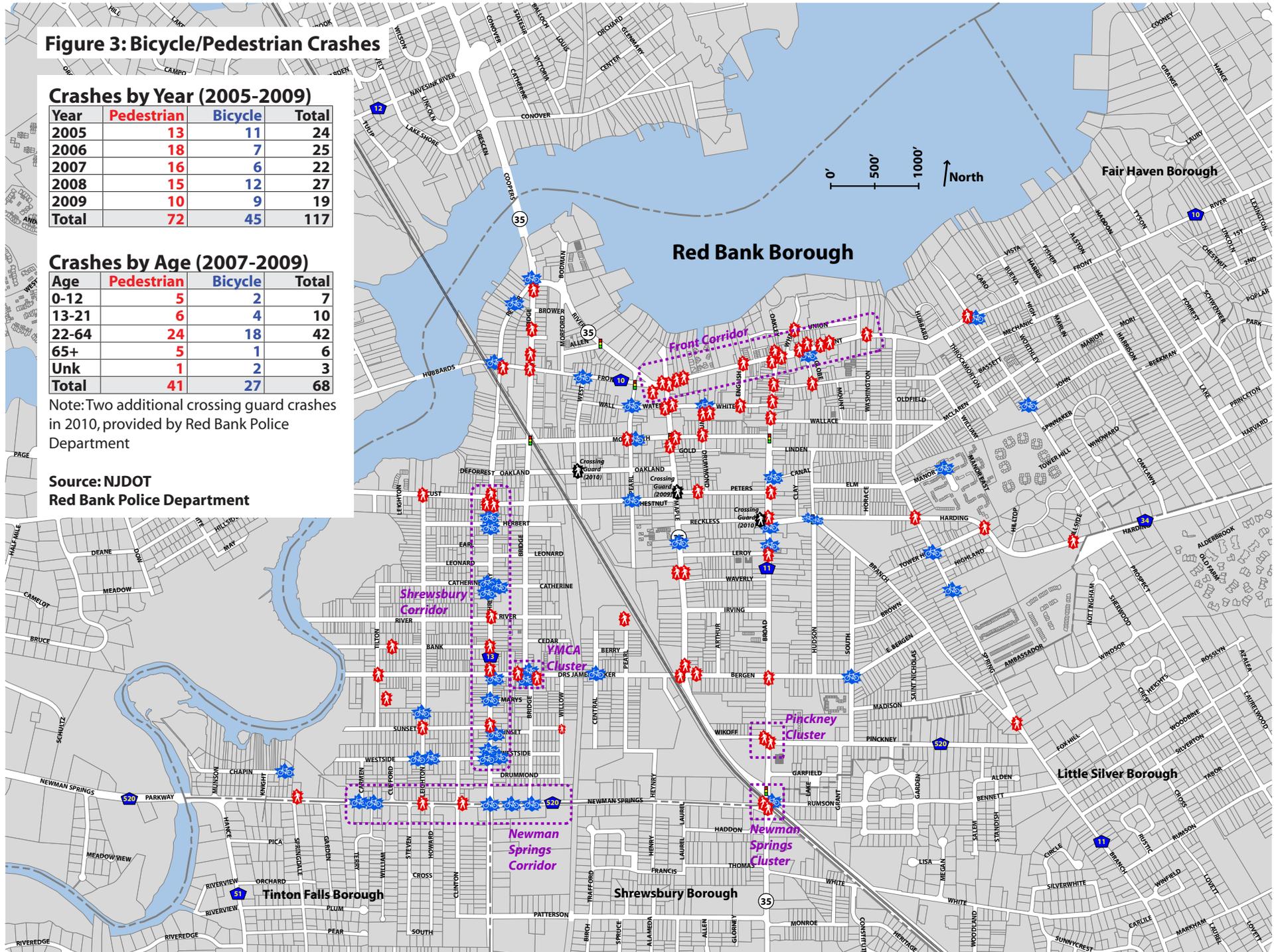
Year	Pedestrian	Bicycle	Total
2005	13	11	24
2006	18	7	25
2007	16	6	22
2008	15	12	27
2009	10	9	19
<b>Total</b>	<b>72</b>	<b>45</b>	<b>117</b>

**Crashes by Age (2007-2009)**

Age	Pedestrian	Bicycle	Total
0-12	5	2	7
13-21	6	4	10
22-64	24	18	42
65+	5	1	6
Unk	1	2	3
<b>Total</b>	<b>41</b>	<b>27</b>	<b>68</b>

Note: Two additional crossing guard crashes in 2010, provided by Red Bank Police Department

Source: NJDOT  
Red Bank Police Department



- **Drs James Parker Boulevard/East Bergen Place** had a total of seven pedestrian crashes and five bicycle crashes for the most recent 5-year period. The crashes were fairly evenly distributed along the road, although one crash cluster is located at Bridge Avenue, where two bicycle and two pedestrian crashes occurred. This unsignalized offset intersection has high-visibility crosswalks on each Bergen Place approach and one high-visibility crosswalk across Drs James Parker Boulevard. The Boys and Girls Club is located north of the intersection. In the two bicycle crashes, turning vehicles failed to stop for cyclists, and in one of the pedestrian crashes, a turning vehicle failed to yield to a pedestrian crossing outside of the marked crosswalk due to a vehicle blocking it.
- **NJ Route 35 (Maple Avenue)** had a total of 10 pedestrian crashes and one bicycle crash from 2005-2009. Seven pedestrian crashes took place north of Reckless Place (CR 34) close to the retail core of downtown Red Bank. Most of the crashes occurred at or near intersections, with two crashes each at Front Street, White Street, and Monmouth Street, and East Bergen Place/ Dr. James Parker Boulevard. No identifiable pattern or clusters were apparent. One crash took place at Peters Place, which is an unsignalized intersection with a marked pedestrian crossing of NJ Route 35. In November of 2010, a pedestrian was struck and subsequently died from injuries at the intersection of Maple and Front.
- **Newman Springs Road (CR 520)** had six bicycle crashes and five pedestrian crashes. Five of the bicycle crashes and three of the pedestrian crashes took place west of Bridge Avenue. These crashes were fairly spread out, with no identifiable pattern or cluster. The remaining crashes east of Bridge Avenue were located at a crash cluster at Broad Street, where two pedestrian crashes and one bicycle crash occurred.

### Crossing Guard Crashes

A total of three crashes involving crossing guards have taken place in 2009 and 2010. In 2009 a severe crash occurred at the Maple Avenue/Peters Place intersection between a turning vehicle and a crossing guard during a heavy rain storm. In 2010 two crashes took place at the Reckless Place/Broad Street and West/Oakland Street intersections, both resulting in relatively minor injuries.

### ***NJDOT Bicycle/Pedestrian Master Plan Analysis***

The bicycle analytical tool was developed by NJDOT as part of the Statewide Bicycle and Pedestrian Master Plan – Phase 2. NJDOT has used the analytical tool on a statewide level to assess both demand and suitability for bicycle facilities. Route 35 within Red Bank was evaluated.

Priority levels represent a combination of demand and suitability, so that locations with the greatest potential demand and poorest facilities are given the highest priority. Within Red Bank, NJ 35 has the highest suitability for bicycles and pedestrians near the downtown core, between Front Street and Bergen Place. Bicycle and pedestrian demand range from low to medium throughout the Borough. Figures from the analysis are included in **Appendix B**.

## Summary of Public Input

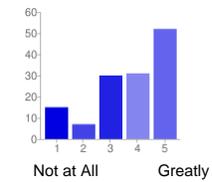
Several key challenges and barriers, as well as opportunities, were identified through the public process. Comments are summarized and depicted in **Figure 4: Public Comment Summary**.

- First Public Meeting was held on October 14th from 4-8pm
- The meeting was advertised in the local paper, flyers distributed in town, and on the Borough website
- Survey Form was developed in English and Spanish versions
- Form was posted on the internet and made available from August 4th until October 29th
- 149 total responses to survey form
- 52 paper responses; 97 submitted online

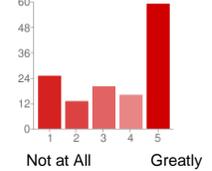
How would the following increase your biking or walking?	1 (Not at All)	2	3 (Somewhat)	4	5 (Greatly)	4+5
Bike lanes painted on roadways	10%	5%	20%	21%	35%	56%
Share the road signs and striping	13%	9%	22%	16%	29%	45%
Programs or actions to improve bike/ped access to schools	17%	9%	13%	11%	40%	51%
Bicycle parking at major destinations	11%	3%	15%	25%	34%	59%
Improved roadway maintenance to reduce potholes	10%	6%	17%	19%	38%	57%
Public education with an emphasis on sharing the road	9%	6%	16%	21%	38%	59%
Enforcement of laws that apply to motorists and cyclists	4%	6%	14%	16%	51%	67%
Intersection improvements	3%	5%	17%	25%	41%	66%
Additional sidewalks or wider sidewalks	7%	7%	16%	23%	34%	57%
Additional crossing opportunities	5%	9%	21%	19%	34%	53%

How would the following increase your biking or walking?

Bike lanes painted on roadways



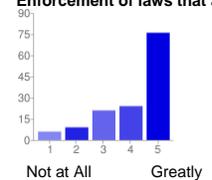
Programs or actions to improve Bike/Ped access



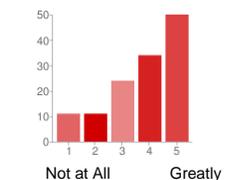
Improved roadway maintenance to reduce potholes



Enforcement of laws that apply to motorists and cyclists

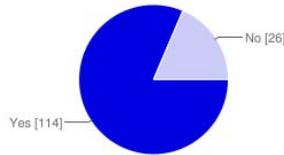


Additional sidewalks or wider sidewalks

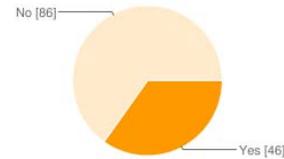


### Figure 4: Public Comment Summary

Do you live in Red Bank?

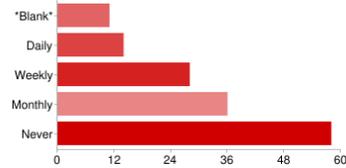


Do you work in Red Bank?

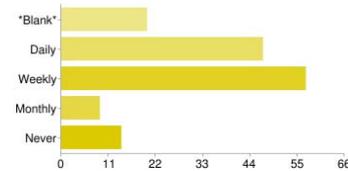


The vast majority of survey respondents lived in Red Bank (77%), but only 31% worked there.

How often do you bike?

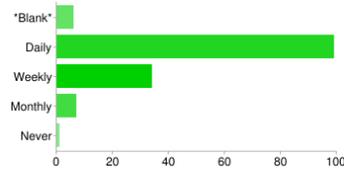


How often would you like to bike?

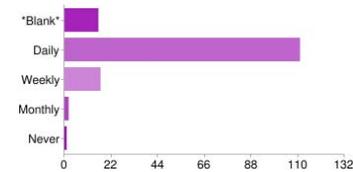


39% of respondents say they never bike, but 38% want to on a weekly basis and another 32% want to bike daily. This indicates a desire to increase bike activity. Only 9% of respondents said they never want to bike. Many indicated that the reason for not biking was heavy traffic, or a belief that it was unsafe.

How often do you walk?



How often would you like to walk?



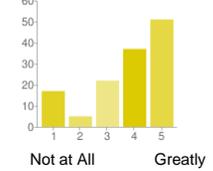
A majority of people walk daily (66%), and they would like to walk even more (74% daily).

How would the following increase your biking or walking?

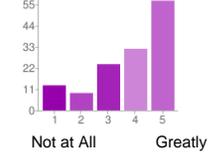
“Share the Road” signs and striping



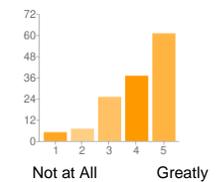
Bicycle parking at major destinations



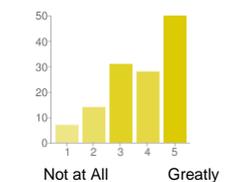
Public education with an emphasis on sharing the road



Intersection Improvements



Additional crossing opportunities



## 3. Bicycle and Pedestrian Plan

The recommendations presented in the chapter are intended to create an interconnected bicycle and pedestrian network that enhances mobility, improves safety and comfort for all transportation modes, encourage kids to walk and bike to schools, and accommodates all bicycling skill levels.

Although this chapter addresses bicycle, pedestrian, and multi-use path recommendations individually, in reality these components work together to form an integrated bicycle and pedestrian network. And while land use is not specifically addressed in this plan, the integration of bicycle and pedestrian considerations into future land use development decisions would further advance the goals of this plan.

### ***Bike Route Network***

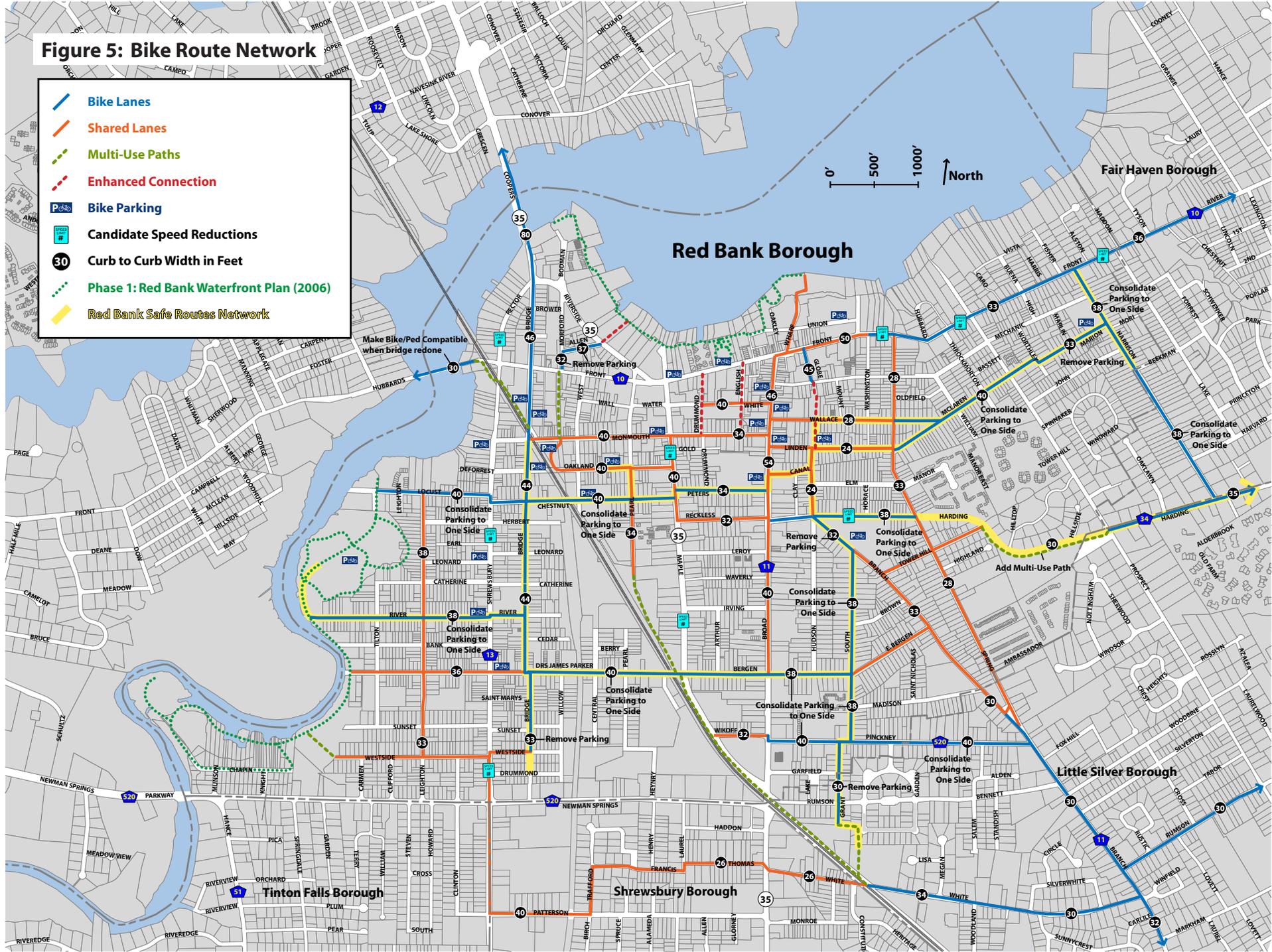
The Bicycle Plan identifies bicycle-compatible recommendations for Red Bank's roadway network. **Figure 5** illustrates the Bike Route Plan for Red Bank, while **Figures 6 and 7** describe the range of bicycle compatibility options. The Bicycle Plan identifies bicycle-compatible recommendations for Red Bank's roadway network. Recommendations were developed based on guidance from the Steering Committee, public input, and roadway characteristics including roadway width, vehicle speeds, and connectivity with major attractions. Each roadway was then examined for its ability to accommodate bicycles with the curb-to-curb dimensions. The plan also shows recommended bicycle parking locations.

The table below briefly describes each of the bicycle facility types that are proposed. Further description and guidance for each bicycle facility type is provided in **Chapter 4**.

<b>Bicycle Facility Types</b>	
<b>Bike Lanes</b>	Signage, striping, and pavement markings are used to create dedicated space for bicycles
<b>Shared Lane Markings</b>	Pavement markings and/or signage is used to indicate that bicycles share the lane with other vehicles
<b>Local Routes</b>	Relatively low speed, low volume neighborhood roads that can be designated through signage or pavement markings
<b>Multi-Use Path</b>	Dedicated space shared by bicyclists and pedestrians that is separated and adjacent to roadways
<b>Bike Parking</b>	Bike rack or locker that is secure and located close to building entrances

**Figure 5: Bike Route Network**

- Bike Lanes
- Shared Lanes
- - - Multi-Use Paths
- - - Enhanced Connection
- Bike Parking
- Candidate Speed Reductions
- Curb to Curb Width in Feet
- - - Phase 1: Red Bank Waterfront Plan (2006)
- Red Bank Safe Routes Network



## Bike Lanes

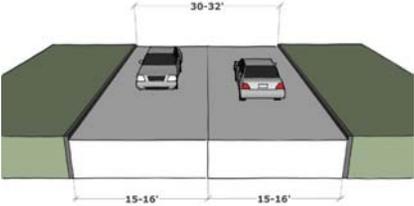
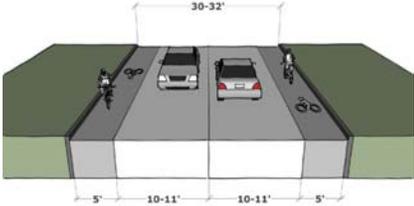
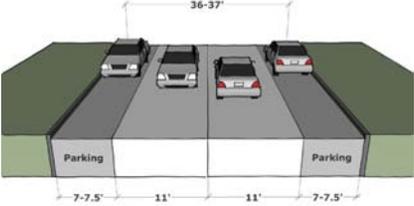
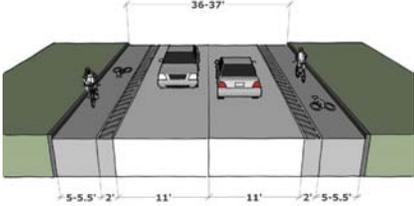
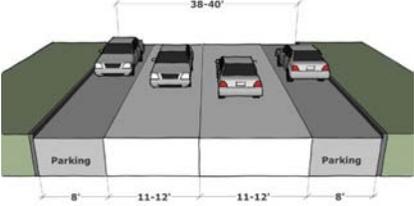
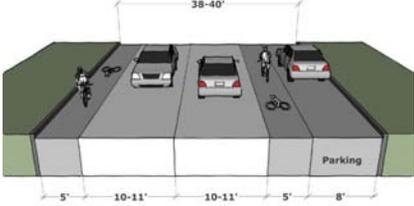
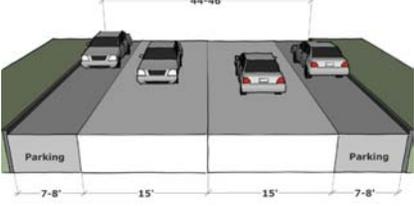
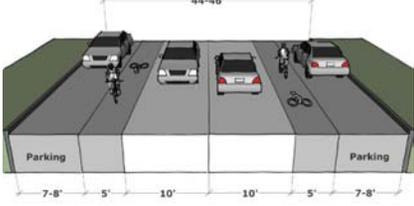
Bike lanes are proposed along several of the Borough's roads including Drs James Parker/Bergen, River, Locust/Chestnut/Peters Place, Pinckney, South and Bridge. These routes will provide good east-west or north-south connections to local and regional attractions.

The presence of on-street parking greatly influences the possibility of providing bike lanes within existing curbs. On-street parking is not allowed within bike lanes; therefore, parking would need to be removed or consolidated on roadways that are not wide enough to accommodate separate bike and parking lanes.

- Streets without parking (typically 30 to 32 feet, with two 15 to 16 foot travel lanes) provide enough room to stripe a 5 foot minimum bike lane with two 10 to 11 foot travel lanes. Roadways that meet these criteria include Rumson, the north end of Branch, White Street to Little Silver, and Front Street east of Spring.
- Several more narrow streets (the south end of Branch, Allen and Grant) have parking lanes on both sides. These streets are typically 36 to 37 feet wide, with two 11 foot travel lanes and 7 to 7.5 foot parking lanes on both sides. For bicycles to be accommodated on these streets, removing parking should be considered. If parking can be removed, no changes would need to be made to the travel lanes, and a bike lane could be striped with the space gained on each side. Restricting on-street parking from these roads may not create a serious hardship, as parking appears to be lightly used.
- Several slightly wider streets (38 to 40 feet) with 8 foot parking on both sides could accommodate a bike lane, if travel lanes were reduced from the existing 11-12 feet to 10-11 feet, and parking was consolidated to one 8 foot lane on one side. These streets appear to have lightly used parking. Candidate roads include Harrison, Bergen, South, Pinckney, Chestnut, McLaren and River.
- Very wide streets (44 to 46 feet) could be restriped with more narrow travel lanes and a bike lane without the need to alter on-street parking. Bridge Ave is an example where the 15 foot travel lanes could be striped to 10 feet, allowing a 5 foot bike lane striped on either side of the travel lane. Existing 7 to 8 foot parking lanes adjacent to the curb would remain.

**Figure 6: Bike Compatibility Options (Bike Lanes)**

See Figure 5: Bike Route Network for specific location extents

Existing	Bike Compatible Option	Examples
<p>Streets without parking</p> 	<p>Stripe 5' minimum bike lanes</p> 	<p>Rumson Branch (north end) White (Little Silver) Front (east of Spring) Peters</p>
<p>Narrow streets with lightly used parking</p> 	<p>Remove parking and stripe bike lanes</p> 	<p>Branch (south end) Allen Grant Marion</p>
<p>Streets with lightly used parking</p> 	<p>Keep parking on one side and stripe bike lanes</p> 	<p>Harrison Bergen South Pinckney Chestnut McLaren River Harding</p>
<p>Wide streets with parking</p> 	<p>Keep parking and stripe 5' minimum bike lanes</p> 	<p>Bridge</p>

### Shared Lane Markings

Shared lane markings (commonly referred to as “sharrows”) are proposed for two roadway types: low speed, relatively low volume streets with narrow lanes, and streets with 14 feet or wider lanes, where experienced riders can safely mix with traffic. Candidate low speed streets include Monmouth, Oakland and White. On these streets, sharrows should be placed outside of the parking door zone (30 inches). For streets with 14 feet or wider lanes, sharrows should be placed to the right of the travel lane. Broad Street is a candidate for this treatment. Guidelines for the placement of sharrows are specified in **Chapter 4**.

### Local Routes

For neighborhood streets that are 26 to 33 feet wide, “Share the Road” signs can alert motorists that bicyclists are present. These roads include Spring, the middle portion of Branch, Tower Hill, Clinton, Thomas and Leighton.

### Multi-Use Paths

Multi-use paths to serve both pedestrians and bicyclists are proposed to provide connections to the network. Off-road path segments are recommended at several locations including adjacent to the NJT right-of-way from Pearl to Maple, Hubbards Bridge to the NJT train station, a connection via Morford to the train station, and Locust Place, with access to the elementary school. The Morford connection could join other segments of the bike network and connect sections of the Riverwalk.

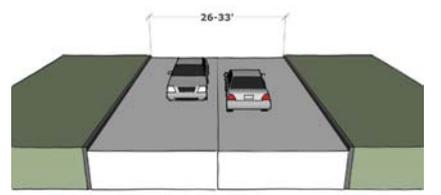
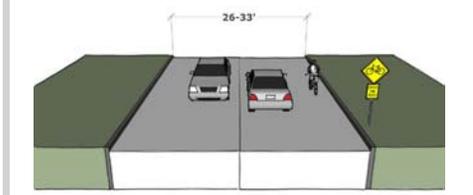
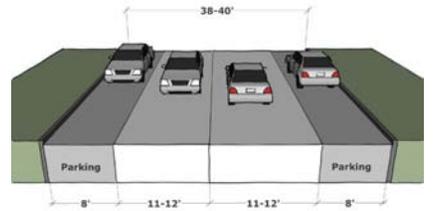
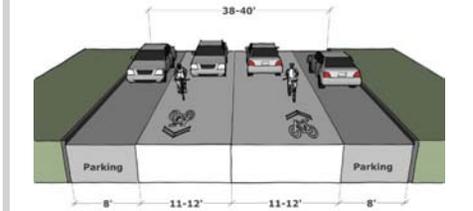
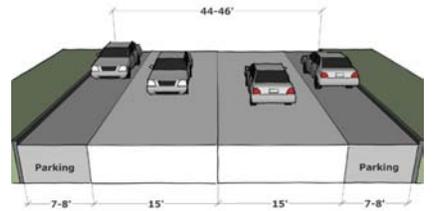
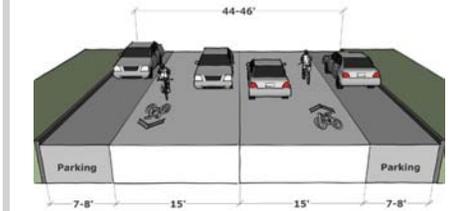
The actual design of multi-use paths, including width and materials, could vary widely based on topography and environmental features, such as specimen trees, wetlands, and hazardous materials. Paths should be designed to accommodate both pedestrians and bicyclists. In some cases, these paths could take the form of “greenways” that wind through the natural landscape with minimal intrusion on their surroundings. Higher use segments may warrant treatments that more closely resemble a paved multi-use path. Lighting, hours of operation and maintenance issues will be important considerations for each of these segments, and should be evaluated on a case-by-case basis.

### Bike Parking

Bicycle parking is recommended throughout Red Bank at key destinations, such as schools and shopping areas. One of the most affordable ways to increase bike parking is by attaching a loop rack to existing parking meter poles. Bike parking can be provided by adding secure racks or lockers, preferably under cover and close to building entrances. A bike parking ordinance is a key instrument to increasing bike parking supply. Red Bank should consider adding a bike parking ordinance to their code. Sample ordinance information, including methods to determine how many bike parking spaces are required can be found in **Chapter 4**.

**Figure 7: Bike Compatibility Options (Shared Lanes)**

See Figure 5: Bike Route Network for specific location extents

Existing	Bike Compatible Option	Examples
<p data-bbox="829 267 1270 308">Neighborhood Streets</p> 	<p data-bbox="1270 267 1743 308">Share the Road Signs</p> 	<p data-bbox="1743 349 2005 511">Spring Branch (middle) Tower Hill Clinton Thomas Leighton</p>
<p data-bbox="829 592 1270 633">Low speed/volume streets with narrow lanes</p> 	<p data-bbox="1270 592 1743 633">Sharrow outside of parking door zone (30")</p> 	<p data-bbox="1743 673 2005 803">Monmouth Oakland White Maple Reckless</p>
<p data-bbox="829 909 1270 950">Streets with 14' or wider lanes</p> 	<p data-bbox="1270 909 1743 950">Sharrow to the right of travel lane</p> 	<p data-bbox="1743 1047 2005 1088">Broad</p>

## ***Pedestrian Network Plan***

To develop the pedestrian network plan, the Borough was divided into nine sub-areas for more detailed study (**Fig 8: Area Concept Plans**). The Pedestrian Network Plan includes improvements to signalized and unsignalized intersections, and roadway improvements. Where applicable, bicycle elements developed in the Bicycle Route Network are also shown in the sub-area plans.

The sub-area plans are guided by a consistent policy to some common elements, particularly with respect to signalized and unsignalized intersections. All signalized intersections should uniformly provide marked crosswalks, ADA-compatible curb ramps, pedestrian push buttons, and pedestrian countdown signal heads. Several measures should be used to enhance pedestrian visibility and improve safety at all unsignalized crossings, ranging from high-visibility crosswalk striping and signage, to higher-level treatments such as textured crosswalks, curb extensions, median refuge islands, in-road lighting, overhead lighting, High Intensity Activated Crosswalks (HAWKs) and Rectangular Rapid Flashing Beacons (RRFBs). In general, crossings along high speed, high volume roads would benefit from a higher level of treatment that offers additional protections for bicyclists and pedestrians crossing the roadway. Future engineering studies for unsignalized crossings should specify treatments at each location.

Recommendations were developed for each sub-area based on analysis of existing conditions and crash statistics, guidance from the Steering Committee, and public input. Issues to be addressed and recommendations for each sub-area are summarized below.

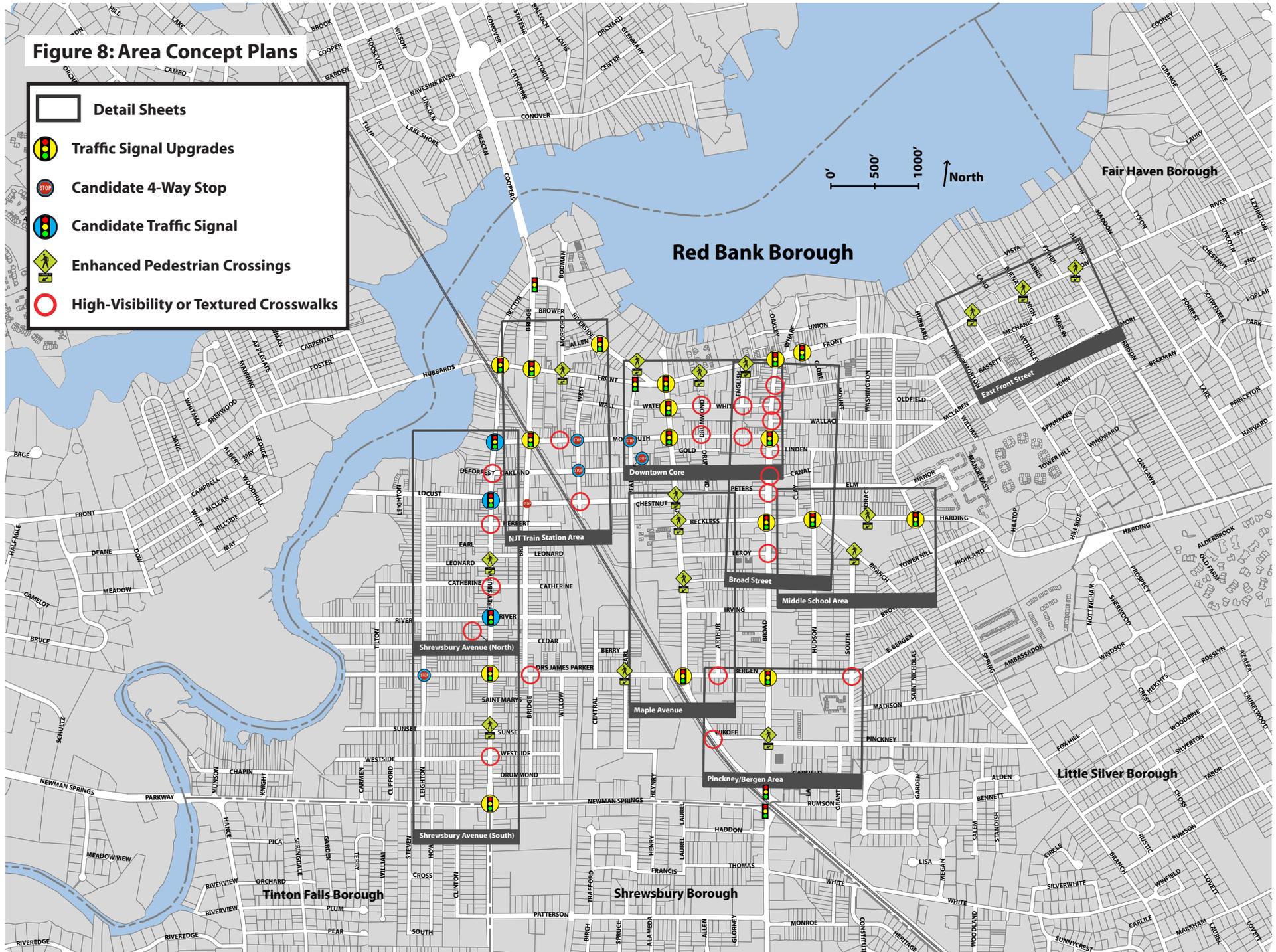
### **Shrewsbury Avenue North and South Concept Plans (Figs 9 and 10)**

Shrewsbury Avenue has a history of pedestrian and bicycle crashes, and speeding and crossing difficulties were identified as issues during field observations and in public comment. Several treatments are proposed to calm traffic and increase pedestrian mobility and safety:

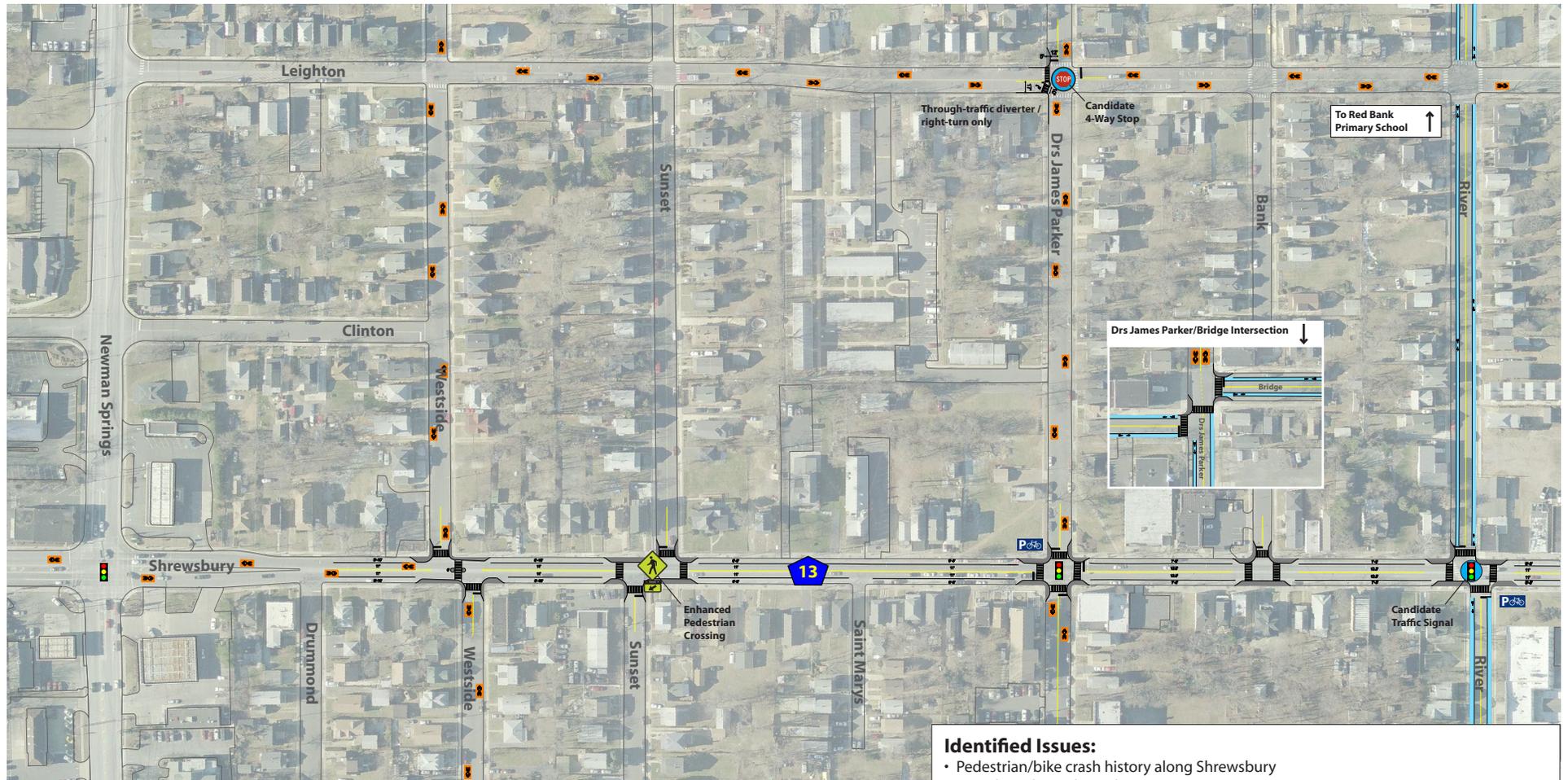
- Shrewsbury Avenue has only two traffic signals along its entire length. Three additional candidate traffic signals are proposed at River, Chestnut/Locust and Monmouth
- Curb extensions are proposed at several intersections to reduce crossing distances. Candidate intersections for curb extensions are River, Catherine, Leonard, Herbert, Chestnut, Locust, Oakland/De Forrest, and Monmouth
- High-visibility crosswalks should be constructed at all intersections
- Reducing the posted speed along Shrewsbury should be investigated
- Bike lanes are proposed on Locust and Chestnut to facilitate east-west travel. Consolidating on-street parking to the north side should be investigated.
- Cut-through traffic on Leighton was mentioned as an issue along this portion of Shrewsbury Avenue. The feasibility of a new 4-way stop and thru-traffic diverter at Leighton and Drs James Parker should be explored as traffic calming measure.

**Figure 8: Area Concept Plans**

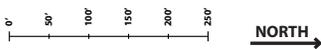
- Detail Sheets
- Traffic Signal Upgrades
- Candidate 4-Way Stop
- Candidate Traffic Signal
- Enhanced Pedestrian Crossings
- High-Visibility or Textured Crosswalks



**Figure 9: Shrewsbury Avenue (South) Concept Plan**



**Shrewsbury Avenue (South) Concept Plan**



Legend	
	Existing Traffic Signal
	Proposed Bike Parking
	Proposed High-Visibility Crosswalk
	Proposed Textured Crosswalk
	Proposed Bike Lanes
	Proposed Shared Lanes
	Proposed Curb Extension

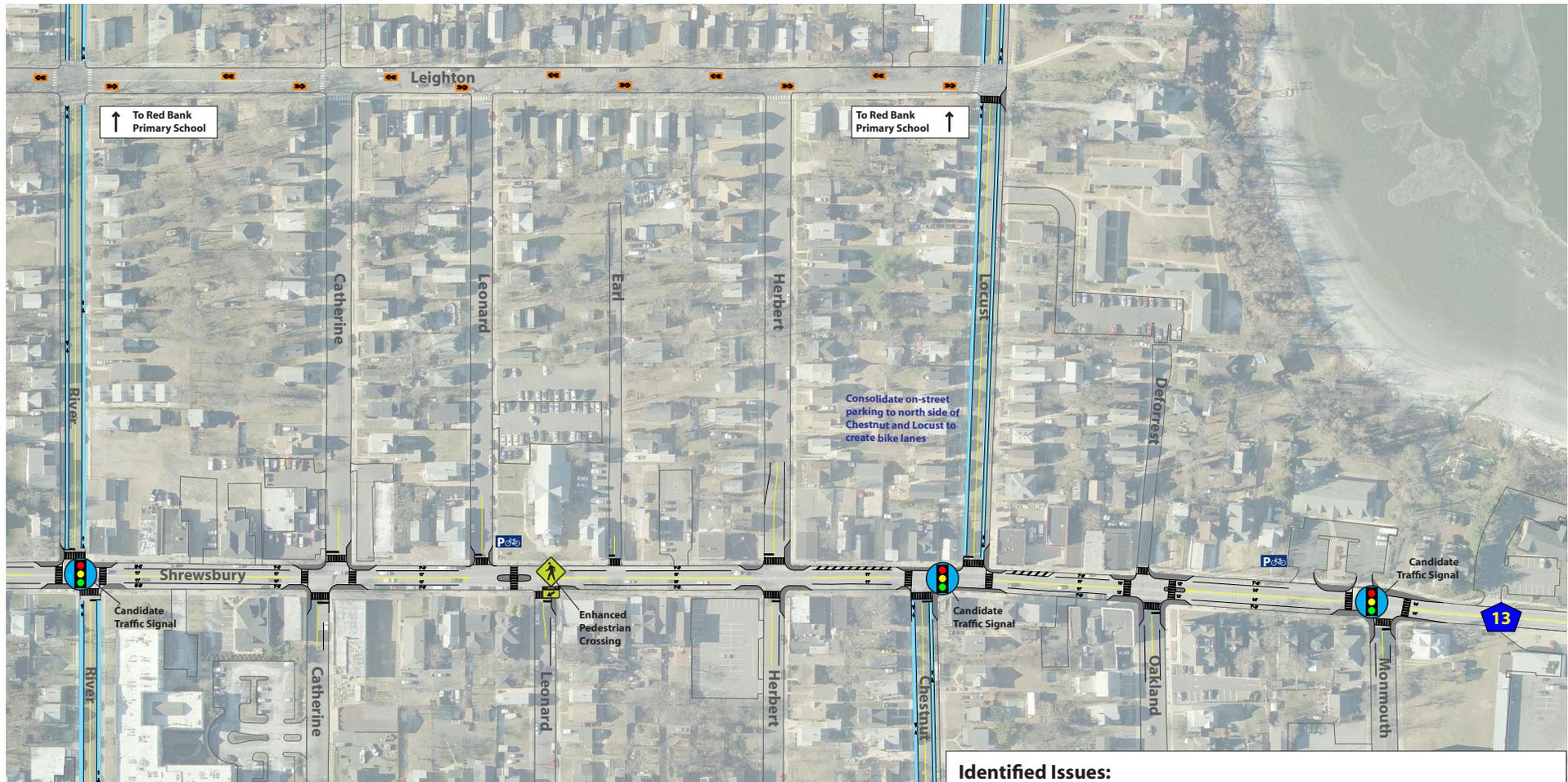
**Identified Issues:**

- Pedestrian/bike crash history along Shrewsbury
- Speeding along Shrewsbury
- Cut-through traffic along Leighton
- Pedestrian/bicycle crossing issues at intersections along Shrewsbury

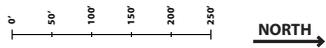
**Potential Treatments:**

- Reduce posted speed along Shrewsbury
- Install traffic calming measures (bumpouts, median islands) at intersections along Shrewsbury to help lower speeds and reduce crossing distances
- Evaluate the feasibility of new traffic signals at River, Chestnut/Locust, and Monmouth
- Evaluate the feasibility of a 4-way stop and thru-traffic diverter at Leighton and Drs James Parker

Figure 10: Shrewsbury Avenue (North) Concept Plan



**Shrewsbury Avenue (North) Concept Plan**



Legend	
	Existing Traffic Signal
	Proposed Bike Parking
	Proposed High-Visibility Crosswalk
	Proposed Textured Crosswalk
	Proposed Bike Lanes
	Proposed Shared Lanes
	Proposed Curb Extension

**Identified Issues:**

- Pedestrian/bike crash history along Shrewsbury
- Speeding along Shrewsbury
- Pedestrian/bicycle crossing issues at intersections along Shrewsbury

**Potential Treatments:**

- Reduce posted speed along Shrewsbury
- Install traffic calming measures (bumpouts, median islands) at intersections along Shrewsbury to help lower speeds and reduce crossing distances
- Evaluate the feasibility of new traffic signals at River, Chestnut/Locust, and Monmouth
- Bike lanes along Chestnut/Locust

### NJT Station Area Concept Plan

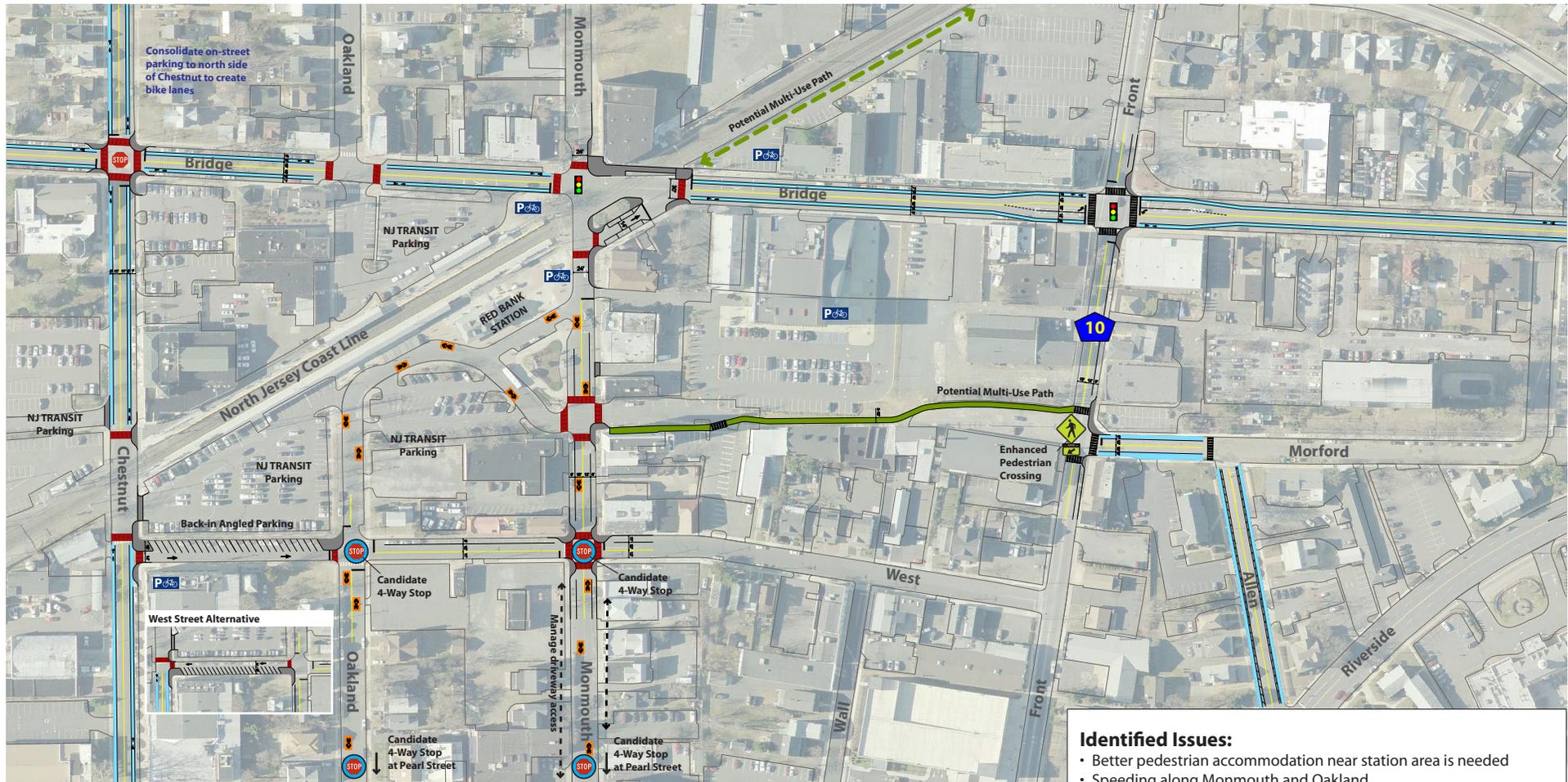
The NJT station area has high volumes of bicyclists and pedestrians. Speeding along Monmouth and Oakland, conflicts at the Chestnut/West intersection, and a lack of pedestrian crossing opportunities along Monmouth provide the NJT Station area with many challenges for these modes. While bike parking exists at the station, several site visits noted a shortage of parking for bicyclists.

The following treatments are proposed:

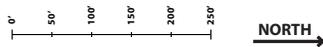
- Provide curb extensions at intersections to reduce crossing distances along Front, Monmouth, Oakland and Chestnut
- Evaluate candidate 4-way stops at Pearl/Monmouth and Pearl/Oakland, and Monmouth/West and Oakland/West
- Provide bike lanes on Bridge Ave, and consolidate on-street parking to the north side of Chestnut to provide bike lanes on one side of the street
- Reconfigure West Street as a one-way street between Oakland and Chestnut, and provide additional back-in angled parking on the one side of the street. Two options were developed for consideration - a one-way northbound with parking on the west side, and a one-way southbound with parking on the east side (inset). Both options feature a 14 foot travel lane.
- Provide a multi-use path connecting Front Street to Monmouth along existing right-of-way
- Provide additional bike parking



Figure 11: NJT Station Area Concept Plan



**NJT Station Area Concept Plan**



Legend	
	Existing Traffic Signal
	Proposed Bike Parking
	Proposed High-Visibility Crosswalk
	Proposed Textured Crosswalk
	Proposed Bike Lanes
	Proposed Shared Lanes
	Proposed Curb Extension

**Identified Issues:**

- Better pedestrian accommodation near station area is needed
- Speeding along Monmouth and Oakland
- Lack of pedestrian crossings along Monmouth
- Conflicts at the Chestnut/West intersection
- Shortage of bike parking at Red Bank station

**Potential Treatments:**

- Use bumpouts to reduce crossing distances
- Reduce posted speed along Bridge, Monmouth, and Front
- Evaluate the feasibility of 4-way stops near Red Bank Charter School
- Convert West to one-way north and add back-in angled parking
- Add bike parking at train station
- Bike lanes along Bridge and Chestnut

### Downtown Core Concept Plan

Improvements are proposed along Front, White and Maple to address a pedestrian/bike crash history along Front, public comment about speeding, signal timing issues, and difficulty crossing Front, Monmouth and White. A significant number of pedestrians cross Front Street at Maple. Recent counts indicated 123 pedestrian crossings during a four hour period from 10AM to 2 PM.

Enhanced pedestrian crossings are proposed at key locations — along Riverside at Front, near the library, and at English Plaza. These locations should use traffic calming measures such as curb extensions, median islands and textured crosswalks to lower speeds and reduce crossing distances. A mid-block crossing should be considered at the library, and an enhanced mid-block crossing should be considered at English Plaza to improve connections across Front Street. These mid-block crossings could be extended through to White and Monmouth Streets, creating enhanced pedestrian connectivity to the downtown core.

Although NJDOT recently constructed the Maple Avenue/West Front Street intersection with a new traffic control pattern and signalization, the Borough of Red Bank regularly receives complaints from area residents regarding pedestrian safety, and has documented substantial pedestrian activity. In addition to the changes by NJDOT, the Borough requested that three lanes north on Maple be provided (left only, straight/left and right only), no crosswalk be provided between the northwest and southwest corners, and a “no right turn on red” on Maple Avenue at West Front Street be instituted. The Borough believes these additional improvements are necessary and should be implemented.

The following improvements should be investigated at the Maple/West Front intersection:

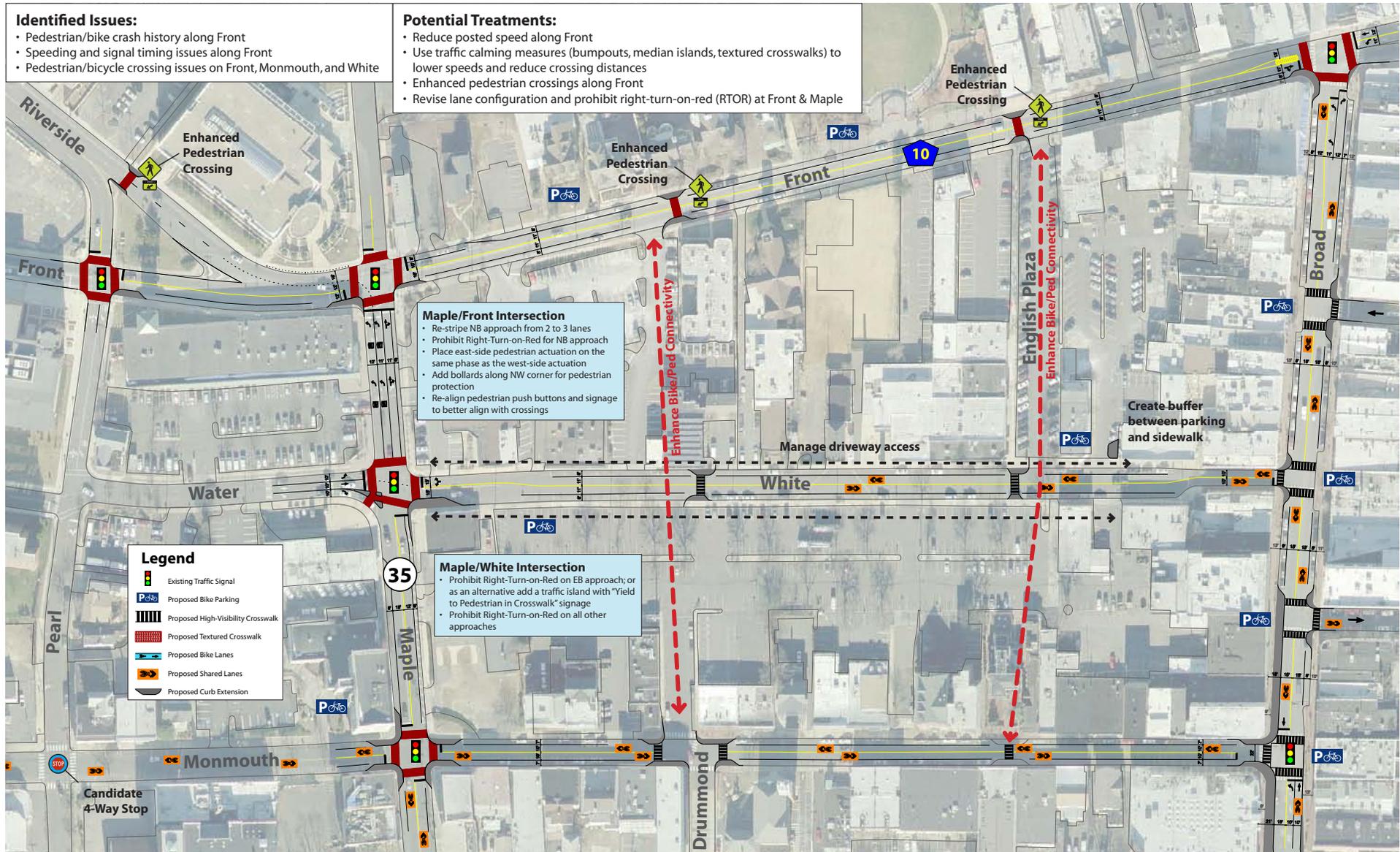
- Restripe the northbound approach from two to three lanes, and prohibit right-turn-on-red for the northbound approach
- Rephase pedestrian actuation so that east side and west side pedestrian crossing occurs on the same phase
- Add bollards along the northwest corner of West Front to guide pedestrians into the northwest crosswalk location
- Realign pedestrian push buttons and signage to better align with crossings
- Reducing the posted speed along West Front Street should be considered

The following improvements are proposed at the Maple/White intersection:

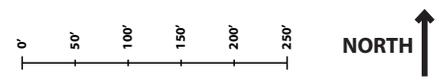
- Prohibit right-turn-on-red on the all approaches
- As an alternative to prohibition of right-turns-on-red on the eastbound approach, a traffic island with “Stop for Pedestrians in Crosswalk” signage could be added



Figure 12: Downtown Core Concept Plan



Downtown Core Concept Plan



### Maple Avenue Concept Plan

Maple Avenue has a history of bicycle and pedestrian crashes. Speeding along Maple, Peters Place and Reckless Place is common, and congestion and conflicts are aggravated during school peak hours. Approximately 100 school aged children and parents were observed at the intersection of Maple Avenue and Peters Place with Chestnut Street from 7AM to 8AM. Not surprisingly, crossing problems at Waverly Place, Reckless Place, and Peters Place, and access to schools and NJT were noted in public comment and field observations.

Potential improvements include:

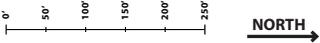
- Investigate reducing posted speed limit on Maple
- Use a combination of traffic calming measures to lower speeds and reduce crossing distances – curb extensions, median islands and textured crosswalks
- Provide enhanced pedestrian crossings at Peters Place, Reckless Place and Waverly Place



Figure 13: Maple Avenue Concept Plan



Maple Avenue Concept Plan



Legend	
	Existing Traffic Signal
	Proposed Bike Parking
	Proposed High-Visibility Crosswalk
	Proposed Textured Crosswalk
	Proposed Bike Lanes
	Proposed Shared Lanes
	Proposed Curb Extension

- Identified Issues:**
- Pedestrian/bike crash history along Maple
  - Speeding along Maple, Peters and Reckless
  - Lack of crossing opportunities across Maple
  - Pedestrian/bicycle crossing issues at the following intersections with Maple: Waverly, Reckless, Peters
- Potential Treatments:**
- Reduce posted speed limit on Maple
  - Use traffic calming measures (bumpouts, median islands, textured crosswalks) to lower speeds and reduce crossing distances on Maple
  - Enhanced pedestrian crossings at Waverly, Reckless, and Peters
  - Bike lanes along Drs James Parker/Bergen

### Broad Street Concept Plan

There is a history of pedestrian crashes along Front Street, and numerous comments were made at meetings about difficulties crossing Front Street on foot, and riding along Broad Street as a bicyclist. Sidewalk space is limited on Broad Street, particularly on the west side of the street. General improvements for bicylists and pedestrians include:

- Provide high-visibility crosswalks at all Broad Street intersections
- Install In-Road “Stop for Pedestrians in Crosswalk” crossing signs to reinforce that Broad Street is a heavily traveled pedestrian way
- Use curb extensions to create additional sidewalk space and reduce pedestrian crossing distances
- Provide bicycle parking at one block intervals

The following intersection improvements are proposed:

- At the Broad and Front Street intersection:
  - Reduce the cycle length to provide more pedestrian crossing opportunity
  - Introduce an all-pedestrian or lead phase to cross Front
  - Relocate the pedestrian push-button at the southwest corner of the intersection
  - Provide textured crosswalk to enhance visibility
  - Consider a curb extension on the southwest corner to reduce crossing time
- At the Broad/Monmouth intersection:
  - Permit pedestrian crossing of Monmouth Street during the north-south through green phase
  - Reduce the cycle length to provide more pedestrian crossing opportunity, and consider employing an all-pedestrian phase between each phase change



Figure14: Broad Street Concept Plan

**Broad/Monmouth Intersection**

- Permit pedestrian crossing of Monmouth during N/S-thru green phase
- Reduce cycle length
- Consider using all-pedestrian phase between each phase change

**Broad/Front Intersection**

- Reduce cycle length
- Introduce an all-pedestrian phase for crossing Front
- Install pedestrian push-buttons at the SW corner



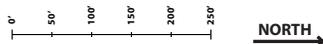
**Identified Issues:**

- Pedestrian crash history along Front
- Competing uses for sidewalk space on Broad; areas of narrow sidewalk (especially on the west side of the street)
- Pedestrian issues at the following intersections with Broad:
  - Leroy, Peters, Mechanic, and Front
- Lack of bicycle compatibility along Broad
- Lack of bicycle parking

**Potential Treatments:**

- Widen sidewalks on west side of Broad
- Use bumpouts on Broad to create additional sidewalk space and reduce pedestrian crossing distances
- Enhanced pedestrian crossings along Front
- In-road pedestrian crossing signs on Broad
- Increase bike parking along Broad; either on-street or use bumpout areas

**Broad Street Concept Plan**



**Legend**

- Existing Traffic Signal
- Proposed Bike Parking
- Proposed High-Visibility Crosswalk
- Proposed Textured Crosswalk
- Proposed Bike Lanes
- Proposed Shared Lanes
- Proposed Curb Extension

### Pinckney/Bergen Area Concept Plan

High speed and volumes along Broad and Bergen, coupled with major pedestrian generators (Foodtown, NJT bus service and senior housing) point to the need for traffic calming and enhanced pedestrian crossing opportunities in this area. Many public comments noted that speeding continues into the residential neighborhood east of Broad. To address these issues, several improvements are proposed:

- Install a neighborhood traffic circle at the Bergen/South intersection to calm traffic as it enters the residential area and improve pedestrian conditions. The examples east of Broad at Rumson Place (below left and right) show how neighborhood traffic circles can fit in a residential context.
- Provide an enhanced pedestrian crossing with a new pedestrian refuge island on Broad at Pinckney.

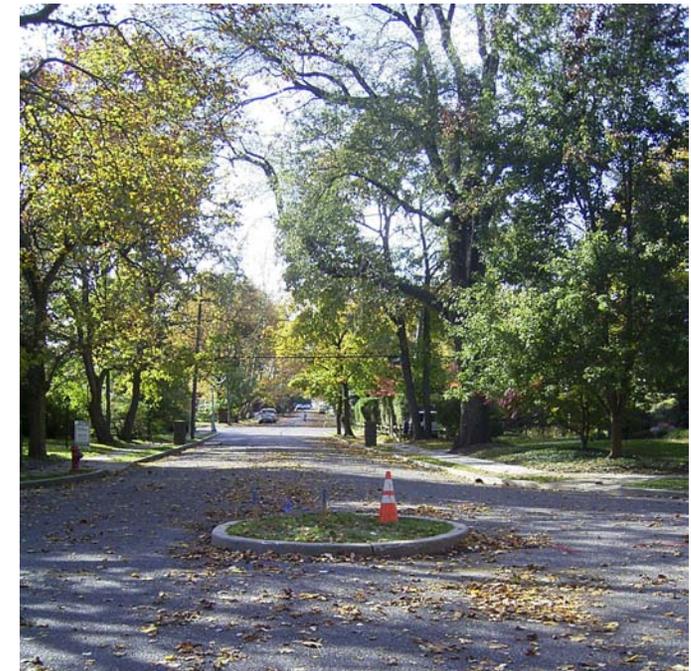
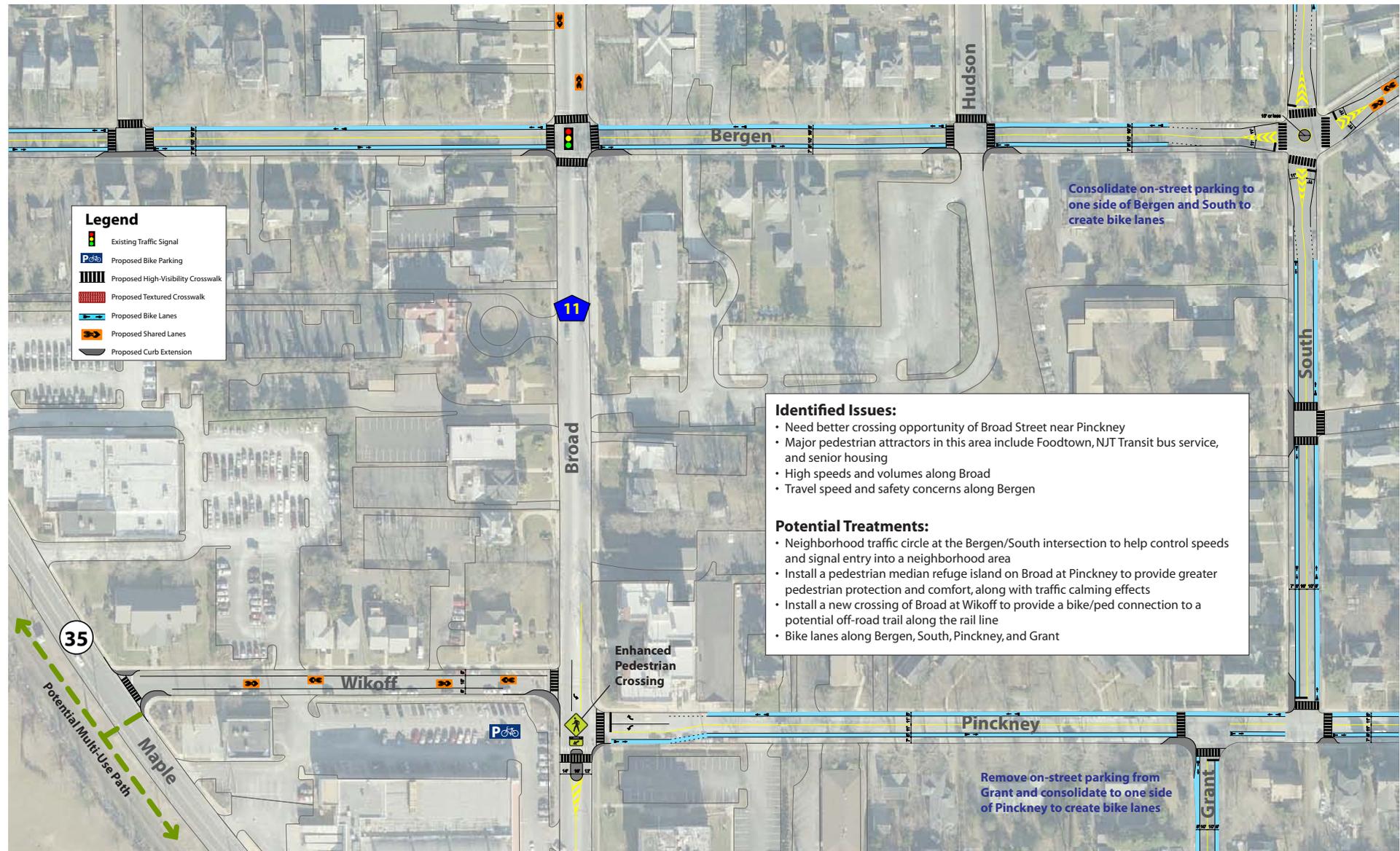


Figure 15: Pinkney/Bergen Area Concept Plan



**Pinckney/Bergen Area Concept Plan**

### Middle School Area Concept Plan

There is a pedestrian/bicycle crash history at the Reckless Place/Harding intersection. Safe pedestrian and bicycle access to Red Bank Middle School was a high priority in public comment. The five-point intersection creates crossing challenges and vehicle and numerous pedestrian conflict points, and the lack of bicycle compatibility along its legs limits use of this mode.

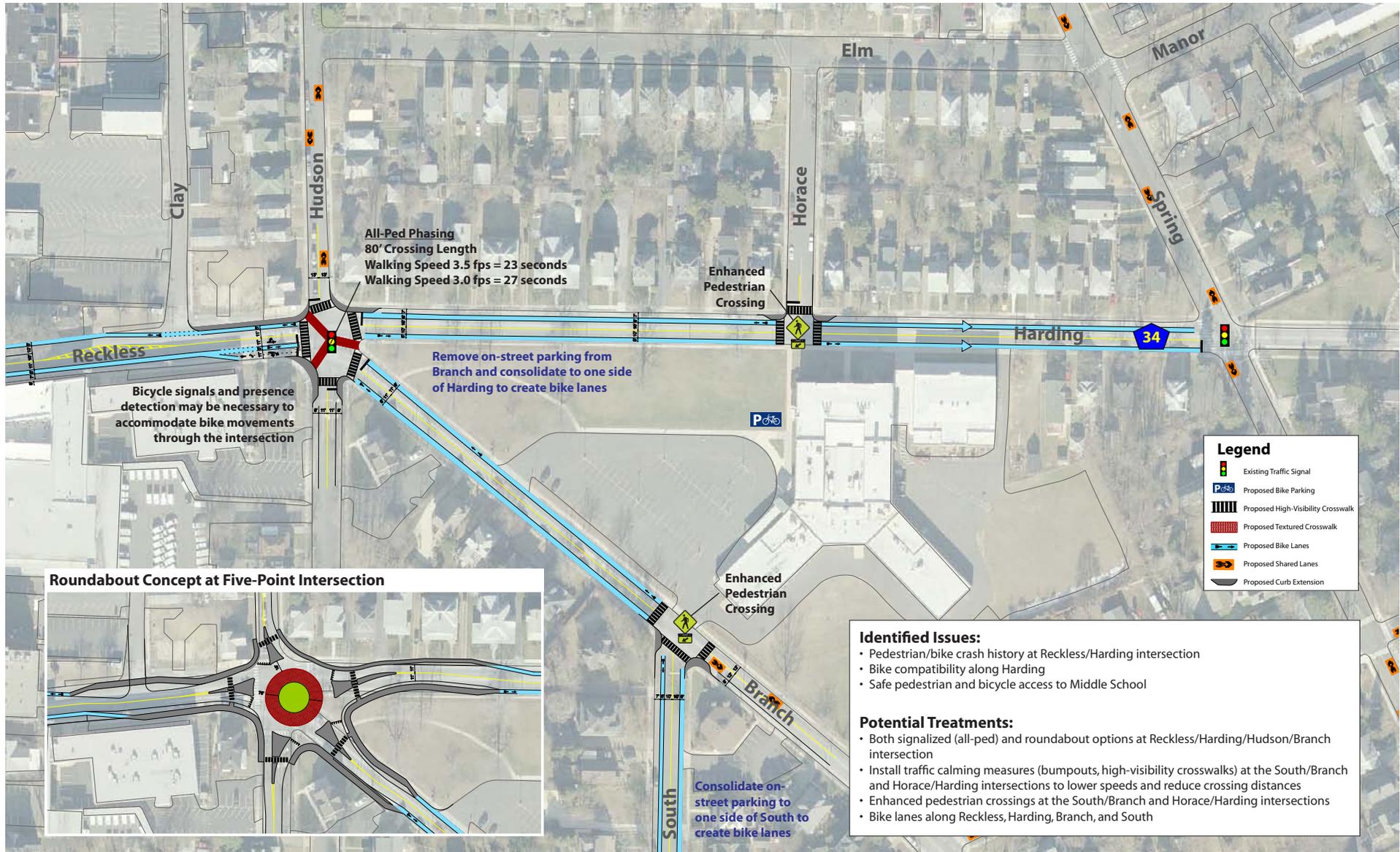
Two potential intersection treatments were developed – a signalized intersection with an all-pedestrian phase treatment, and a roundabout. The roundabout concept was developed as an example of another option that can calm traffic while safely accommodating bicycles and pedestrians. Each option provides shorter and safer crossings for pedestrians.

The signalized intersection features curb extensions, marked crosswalks and an all-pedestrian phase crosswalk concept which would allow pedestrians to move through or to every corner. With an all-pedestrian phase, vehicle/pedestrian conflicts are eliminated.

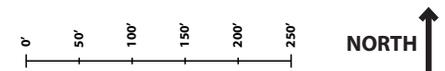
Traffic calming measures, including curb extensions and high-visibility crosswalks at South/Branch and Horace/Harding will help lower speeds and reduce crossing distance for pedestrians.



Figure 16: Middle School Area Concept Plan



**Middle School Area Concept Plan**



### East Front Street Concept Plan

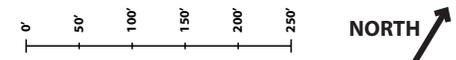
Residents living north of Front expressed a desire for more frequent and safer crossing opportunities across Front, particularly to destinations such as the East Side Park and the riverfront. Enhanced pedestrian crossings should be provided at Prospect, High and Harrison intersections.



Figure 17: East Front Street Concept Plan



## East Front Street Concept Plan



## ***Other Recommendations***

### **Speed Limit Reductions**

Reductions in the posted speed limit should be evaluated for Front, Bridge, Monmouth, Maple, and Shrewsbury. These are major roadways in an urban environment with a density of pedestrian and bicycle activity where slower speeds would be desirable.

### **Bike Parking Ordinance**

Red Bank should also consider adding a bike parking ordinance to their code to further encourage bicycling. The number of required bike parking spaces is typically determined by the following development characteristics:

- Square footage
- Number of residential units
- Number of employees
- Number of auto spaces
- Minimum spaces per use (i.e. restaurants)



## 4. Facility Guidelines

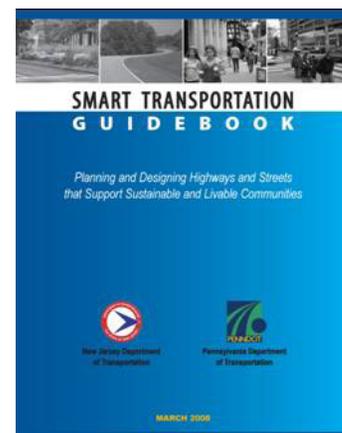
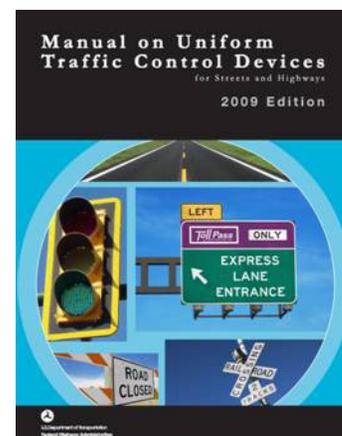
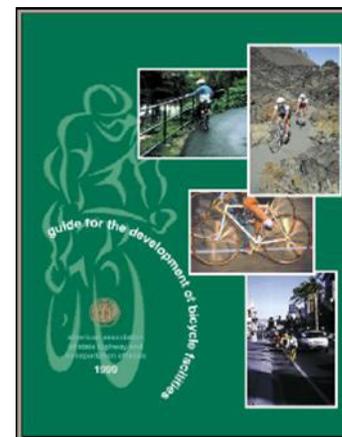
A goal of this plan is to provide functional, safe and accessible multi-modal connections throughout Red Bank. It is critical that facilities and design solutions are chosen that are appropriate for the type of user and existing space. This chapter provides detail and general guidance on design solutions to accompany the specific recommendations presented in **Chapter 3**.

All pedestrian and bicycle facilities should be designed to meet State and Federal design guidance and standards, as defined by the American Association of State Highway Transportation Officials (AASHTO), the Americans with Disabilities Act, and the Manual on Uniform Traffic Control Devices (MUTCD). If the national standards are revised in the future, the new national standards should be followed. The following publications should be referenced for greater detail on the design of bicycle facilities:

- **Guide to the Development of Bicycle Facilities**
  - The American Association of State Highway Transportation Officials (AASHTO)
  - Updated in 1999
  - [www.aashto.org/bookstore/abs.html](http://www.aashto.org/bookstore/abs.html)
- **NJDOT Bicycle-Compatible Roadways and Bikeways**
  - Published by NJDOT
  - <http://www.state.nj.us/transportation/publicat>
- **Pedestrian Compatible Planning and Design Guidelines**
  - Published by NJDOT
  - <http://www.state.nj.us/transportation/publicat>
- **Manual on Uniform Traffic Control Devices (MUTCD)**
  - Published by the U. S. Department of Transportation, Washington, DC, 2001
  - <http://mutcd.fhwa.dot.gov>.
- **Americans with Disabilities Act Accessibility Guidelines**
  - U.S. Department of Justice, United States Access Board.
  - <http://www.access-board.gov/adaag/html/adaag.htm>
- **Designing Sidewalks and Trails for Access: Part Two - Best Practices Design Guide**
  - Published by U.S. Department of Transportation, Washington, DC, 2001
- **Smart Transportation Guidebook/Planning and Designing Highways and Streets that Support Sustainable and Livable Communities.**
  - Published by NJDOT and PennDOT, March 2008.

The following facility guidelines are in this chapter:

- Shared Lane Markings (Sharrows)
- Bicycle Lanes and Shoulders
- Multi-Use Paths and Off-Road Trails
- Local Bicycle Routes
- Intersections and Mid-Block Crossings
- Bike Parking
- Traffic Calming



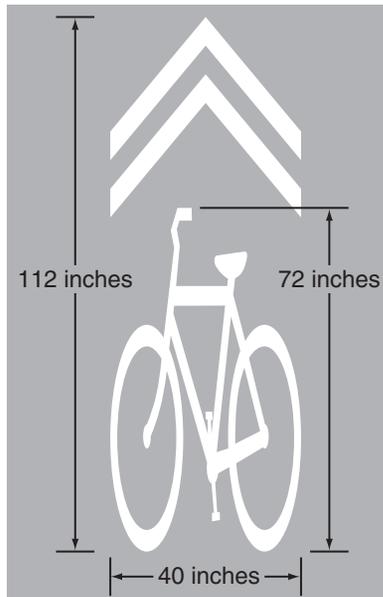
## Shared Lane Markings (“Sharrows”)

Shared Lane Markings on the pavement increase the visibility of cycling along a roadway. Sharrows are used on roadways where cyclists share the lane with motor vehicle traffic. They are useful in situations where providing separate facilities for cyclists are difficult due to insufficient width. Similar to bike lane symbols, sharrows should be placed after each intersection and then spaced as needed.

Sharrows provide guidance to the cyclist on the proper location to ride; the cyclist’s tires should line up with the chevrons. On wider shared lanes, the sharrow can be placed to the right side of the lane, so there is sufficient space for vehicles to pass cyclists. On narrower lanes (less than fourteen feet) the MUTCD advises “the centers of the Shared Lane Markings should be at least four feet from the face of the curb.” In this situation, there is insufficient space to pass a cyclist, and the cyclist is advised to command the lane.

Sharrows are forty inches wide and the edge needs to be placed at least one foot away from the curb and gutter. The edge of the sharrow should be placed outside of the parking “door zone” of thirty inches. The MUTCD states that adjacent to a parking lane, the sharrow should be placed “at least 11 feet from the face of the curb.”

### Shared Lane Marking Dimensions



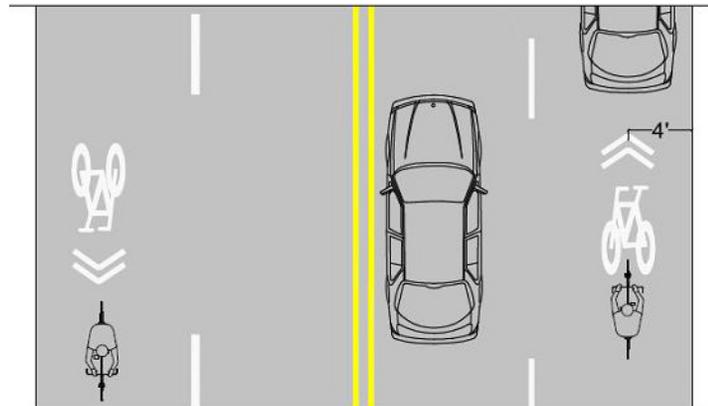
Shared Lane Markings with Parking



Shared Lane Markings without Parking

### Shared Lane Markings

- Show bicyclists the proper location to ride
- Notify motorists to expect bicyclists
- Keep bicyclists out of the “door zone” of parked cars
- Used on lower speed roadways (reduce speed limit where necessary)

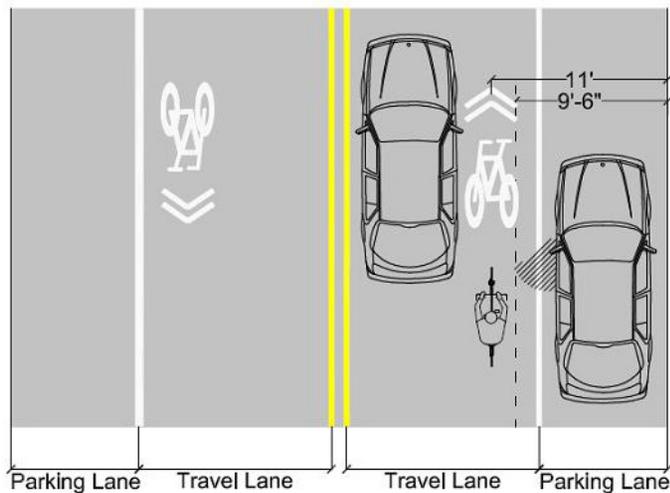


W16-1P

### Recommended Speed



The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.



### Outside of Parking Door Zone

Source: Maryland SHA  
Bicycle Pedestrian Guidelines

## Bicycle Lanes and Shoulder Use

### Bicycle Lanes:

Bike Lanes are portions of the roadway that are reserved for the exclusive use of cyclists through striping. Bike lanes increase the comfort of cyclists by providing a dedicated space. They increase driver awareness of cycling and increase the predictability of bicycle and motor vehicle movements. Bike lanes travel in the same direction as motor vehicle traffic. The MUTCD advises that the bike lane symbol be placed immediately after an intersection and then spaced as needed.

Bike lanes should be at least four feet wide on roads with open drainage, or five foot wide if a curb and gutter are present. Five foot bike lanes are typical, but wider lanes are often desirable on roadways with higher traffic speeds and volumes, a high percentage of heavy vehicles, and/or relatively steep inclines. At seven feet wide or wider, a buffered area can be striped in to further separate bike traffic from motor vehicle traffic.

Bike lanes adjacent to parking can pose problems. Cars have approximately thirty inches of a “door zone” that poses a threat to a cyclist when a driver opens his car door. Additional width should be considered when bike lanes are placed next to parking. Parking is not permitted inside of the bike lane.

Drainage grates can pose a hazard for cyclists if the openings are parallel to the direction of travel. Bicycle safe drainage grates should be installed on all roads with bike lanes.

### Conventional Drainage Grate



### Bicycle Safe Drainage Grate



### Shoulder Use

Bikeable shoulders are similar to bike lanes, but without the bike lane symbol markings. They need to be at least four feet wide (five foot wide if a curb and gutter is present). This treatment requires less maintenance than bike lanes.



**Bicycle Lanes**

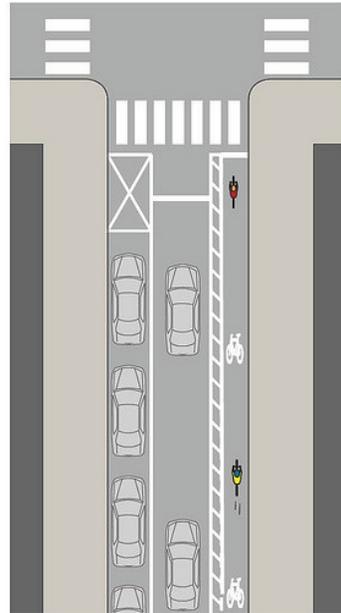


**Bikeable Shoulders**

### 5' Minimum Bike Lane



### Buffered bike lanes where space permits



### Bicycle Lanes:

- Reserve roadway space for bicycles
- Notify drivers to expect bicycles
- Provide a continuous bicycle facility along a roadway
- Bicycle friendly drainage grates required
- Minimum width 4' (5' if curb and gutter)



R3-17



R7-9a

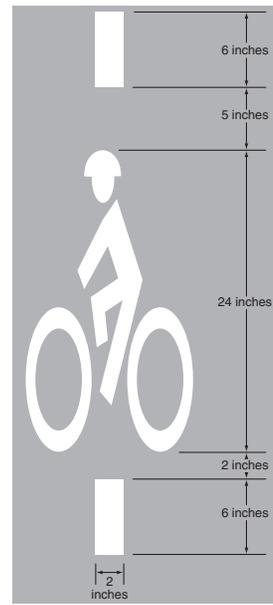
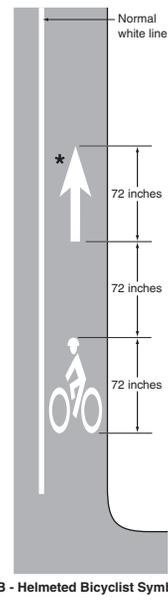
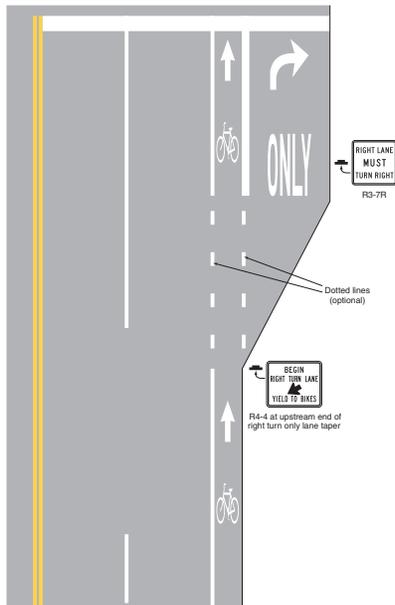


R4-4



R7-9

### Right turning vehicles yield to bikes



### Shoulder Use

- Striped shoulders allow safer passing separation
- May be signed (Bicycles May Use Shoulder)
- Similar to bike lanes, but without pavement markings and signage
- Minimum width 4' (5' if curb and gutter)

## Multi-Use Paths and Off-Road Trails

Multi-use paths can provide a high-quality experience for bicycles and pedestrians. These facilities are often located away from motor vehicle traffic, and are highly desirable amenities. Multi-use paths should be approximately ten to twelve feet wide to accommodate bidirectional traffic. These types of facilities can be placed along roadways, through parks, or along rail road rights of way. Given the absence of vehicle traffic, these facilities appeal to novice riders. Multi-use paths should be built with a buffer between the path and the roadway. Conflicts with crossing roads and driveways should be minimized. Crossings should be marked to increase visibility of trail users.

Off-road trails can be used to connect two otherwise unconnected areas. Joining together two cul-de-sacs with a trail can shorten distances for cyclists and pedestrians. These short connections can also be made at the end of dead-end streets, or through a vacant field to connect two roadways.





W11-15\*



W11-15P\*  
(optional)

\* A fluorescent yellow-green background color may be used for this sign or plaque.

**Multi-Use Path Characteristics:**

- Minimum width 8' (12' preferred)
- Good alternative for inexperienced cyclists
- Intersection/road crossing design critical



R9-6



R9-7



## Local Bicycle Routes

Local Bicycle Routes form essential links in a functional bicycle network by connecting local neighborhoods and destinations to the rest of the network. These roads are typically low-speed, low-volume neighborhood streets (speed limits of 25 MPH or lower) where bicyclists can comfortably share the road with vehicles. Because these streets are already bike-compatible by their nature, they do not require any special lane striping.

There are many streets in Red Bank that can be considered Local Bicycle Routes. Certain neighborhood roads can be identified as a preferred route for bicycle use. These routes can be marked on bicycle maps and identified with signs or in pavement markings. Directional signs should be used to encourage cyclists to use these routes.



**Local Bike Route  
Pavement Markings**





## Intersections and Mid-Block Crossings

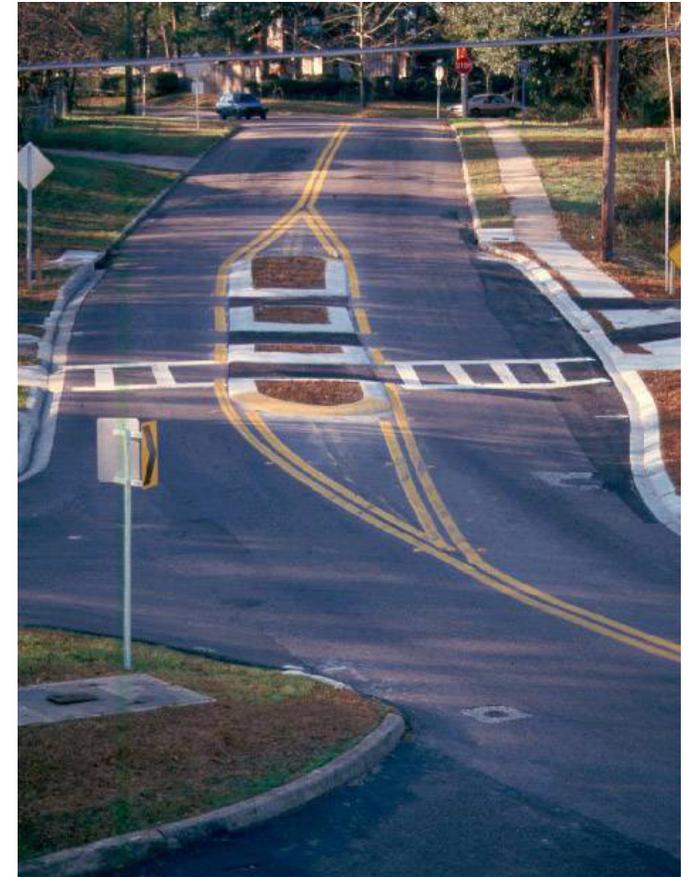
In general, there are two types of intersections to consider in Red Bank: signalized and un-signalized. Signalized intersections can present major barriers to bicyclists when dedicated bicycle facilities are sacrificed for vehicle turning lanes. Therefore, it is essential to continue bicycle facilities through intersections and provide the transitions between facilities as they change. Detailed design is needed so that proper facility transitions are included in each intersection. Pedestrian crossing features such as crosswalks, countdown pedestrian signal heads, and push buttons are also recommended, as they can be especially useful for bicyclists that are more comfortable navigating the intersection as a pedestrian.

Un-signalized intersections and mid-block crossings can also be intimidating for both pedestrians and bicyclists. Factors that influence the crossing's real or perceived safety include width of the road, speed of traffic, and tendency for vehicles to yield.

Several measures can be used to improve safety at un-signalized crossings, ranging from high-visibility crosswalk striping and signage to higher-level treatments such as textured crosswalks, curb extensions ("bumpouts"), median refuge islands (curbed or uncurbed), in-road lighting, overhead lighting, High Intensity Activated Crosswalks (HAWKs) and Rectangular Rapid Flashing Beacons (RRFBs). In-road lighting, HAWKS and RRFBs are typically pedestrian-actuated, and help to increase the visibility of bicyclists and pedestrians to oncoming motorists. Curb extensions and median refuge islands improve crossing conditions by shortening the crossing length, increasing visibility, and acting as a traffic calming feature. Median refuge islands should be sized to accommodate a full bicycle length waiting in the median.



**Mid-Block Crossings**



**Pedestrian Push-Buttons**



**Bike Lanes striped across the intersection**



**Countdown signal head**



**Typical signs**



W11-2\*

School Crossing  
Assembly



S1-1



W16-7P



R10-3



R10-15



**Potential Intersections Treatments:**

- Bumpouts
- Countdown pedestrian signal heads
- Textured or high-visibility crosswalks
- Pavement markings
- Advanced signage
- Pedestrian-actuated signals or beacons
- Overhead signs
- Gateway/traffic calming features

\* A fluorescent yellow-green background color may be used for this sign or plaque.

# Bike Parking

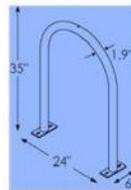
Bike parking is important at destinations such as town centers, historic sites, transit stations and park-and-ride lots. It is also important to provide bike parking near entrances to business, schools, and libraries and at employment centers. Secure, well-lit bicycle parking located close to building entrances and transit entry points can make bicycling more attractive. It also reduces the risk of bicycle damage or theft.

Bike parking can be provided in the form of bike racks, or more secure facilities such as bike lockers. Bike racks are relatively low cost, have a small footprint, and can be customized to match or enhance local aesthetics. Bike lockers provide added protection from theft and weather by providing an enclosed storage space. Bike rack design and site location are discussed in detail in the Bicycle Parking Guidelines, developed by the Association of Pedestrian and Bicycle Professionals (available on the resources page at [www.apbp.org](http://www.apbp.org)).

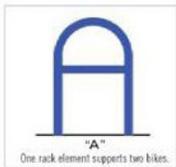


D4-3

**ACCEPTABLE DESIGNS**



Dimensions vary by manufacturer and model.



"A"  
One rack element supports two bikes.



**UNACCEPTABLE DESIGNS**



This type of rack can bend the wheel.



This type of rack does not support the bicycle frame in at least 2 places.

**Bicycle Parking Guidelines**

Source: Bicycle Parking Guidelines, Association of Pedestrian and Bicycle Professionals



**RACK ELEMENTS**

The rack must:

- Support the bicycle frame in at least 2 places, allowing the frame and wheel to be locked using a U-lock or cable lock.
- Prevent the wheel of the bicycle from tipping over.
- Not damage the bicycle.
- Be durable and securely anchored.
- Allow front-in or back-in parking.

## Sample Bike Parking Ordinances

**Madison, WI:** Madison includes bike parking in the “off-street parking and loading facilities” section of their zoning code. The purpose is to increase the “safety and capacity of public streets by requiring off-street parking or off-street loading” to include “adequate and safe facilities for the storage of bicycles.”

**Santa Cruz, CA:** Bicycle facilities “shall be provided for any new building, addition or enlargement of an existing building, or for any change in occupancy.” Santa Cruz notes that they expanded their requirement beyond new construction in order to more quickly improve bike parking conditions. Santa Cruz requires the number of bike spaces to be 10% to 35% the number of auto-parking spaces. Bike parking spaces shall be “no less than six feet long by two feet wide.” Bike parking should be located in “close proximity to the buildings entrance and clustered in lots not to exceed 16 spaces each.” Should be in highly visible and well-lit areas, and should not impede pedestrian or vehicle circulation. Santa Cruz allows substitution of car parking with bike parking. “New and pre-existing developments may convert up to 10% of their auto spaces to un-required additional bike parking.”

**Philadelphia, PA:** Bicycle racks “may be placed in the public right-of-way” if the owner enters into a “maintenance agreement with the Department of Streets.” Bike parking shall be located within “50 feet of the primary building entrance” (with exceptions). Philadelphia allows the replacement of one required car parking space with five (5) Class 1 bike parking spaces. The number of substituted spaces “shall not exceed 10% of the required spaces.”

**Pittsburgh, PA:** Pittsburgh allows the reduction of car parking spaces on a one to one basis, “but by no more than thirty (30) percent of the total required spaces. Pittsburgh requires spaces similar to Philadelphia, with slightly different square footage requirements for commercial properties, and identical numbers for multi-family dwellings and public parking lots.

**New Castle County, Delaware:** New Castle County simply states that “All parking facilities containing more than ten (10) parking spaces shall provide one (1) bicycle parking space or locker for each ten (10) parking spaces in the lot. No more than twenty (20) bicycle parking spaces shall be required in any one (1) facility.”



### Bike Corrals

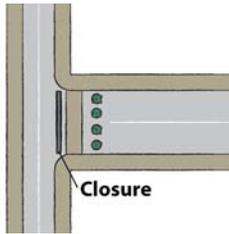
- Street space can be converted to bike parking
- One car parking space can yield 10 bike parking spaces

# Traffic Calming

Calming traffic is an essential component to increasing biking and walking within a community. No one wants to walk or bike next to speeding traffic. The following methods for calming traffic were developed by Rutgers University in a publication titled: *Traffic Calming Devices and Techniques*.

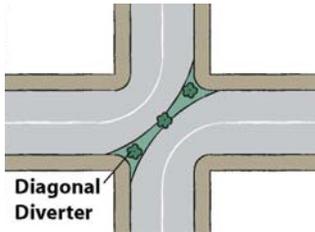
## Closures (Cul-de-sacs)

Barriers placed across roadways to completely close through vehicle traffic.



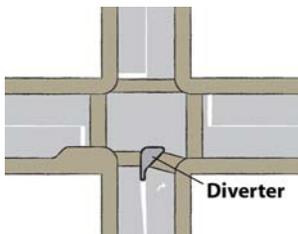
## Diagonal Diversers

Barriers placed diagonally across an intersection, blocking certain movements.



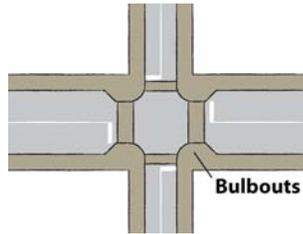
## Forced Turn Diversers

Raised islands located on approaches to an intersection that block certain movements.



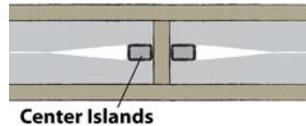
## Bulbouts/Neckdowns/Chokers

Curb extensions at intersections that reduce curb-to-curb roadway travel lane widths.



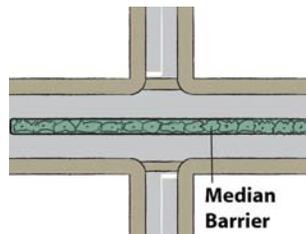
## Center Islands

Raised islands located along the centerline of a roadway that narrow the width at that location.



## Median Barriers

Raised islands located along the centerline of a roadway and continuing through an intersection to block cross traffic.



**Police Enforcement**

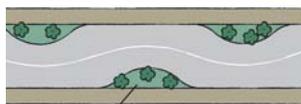
Involve employing the services of law enforcement agencies to impose the local safe vehicle laws, including those for posted speeds and traffic signal/signs.



Source: MUTCD  
Sign R10-18

**Chicanes/Lateral Shifts**

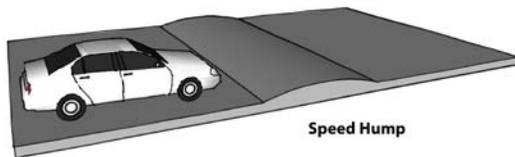
Curb extensions that alternate from one side of the roadway to the other, forming S-shaped curves.



Chicane

**Speed Humps**

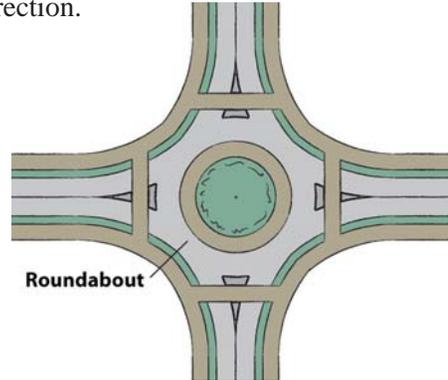
Elliptical raised pavement devices placed across roadways to slow and/or discourage traffic.



Speed Hump

**Roundabouts**

Barriers placed in the middle of an intersection, directing all traffic in the same direction.



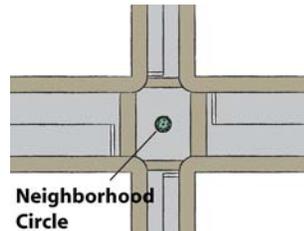
Roundabout



Roundabout

**Neighborhood Traffic Circles**

Barriers placed in the middle of an intersection, directing all traffic in the same direction. Usually smaller than roundabouts.



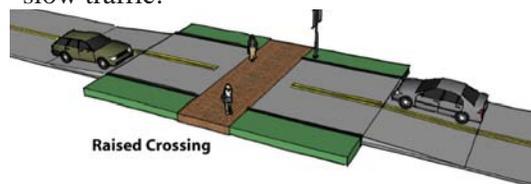
Neighborhood Circle



Neighborhood Circle

**Speed Tables/Textured Pavement/  
Raised Crossings**

Flat-topped speed humps often constructed with a brick or other textured material to slow traffic.



Raised Crossing



Raised Crossing

## 5. Program Recommendations

To develop a bicycle friendly community, the League of American Bicyclists recommends action in five areas: Engineering, Education, Encouragement, Enforcement, Evaluation and Planning. These “five Es” are also commonly used in enhancing pedestrian safety and mobility and have been co-opted by many Safe Routes to School programs, including New Jersey’s.

The bicycle and pedestrian network established in **Chapter 3** is designed to provide safe and convenient access for non-motorized forms of transportation. While **Chapter 3** dealt largely with Engineering solutions to meet this need, this chapter provides information on the four other Es essential for a successful bicycle and pedestrian program: Education, Enforcement, Encouragement, and Evaluation.

### Education

The goal of an effective education program is to increase public awareness of bicycle and pedestrian modes of travel, and to teach safe behavior to walkers, cyclists, and motorists. Pedestrians, cyclists, and motorists all need to be taught how to co-exist safely, and that each is a legitimate user of the road. Successful teaching strategies can help motivate a change in specific behavior, and teaching safety skills can reduce the risk of injury. These programs also help raise awareness of pedestrian and bicycle issues.

Education programs for children help encourage walking and cycling at an early age. Adult education is also an important component of a successful program. To reach its residents, Red Bank should consider publishing bicycle and pedestrian materials on their website. Rules of the road along with biking and walking policies could also be published on the web. These policies could be organized and an events calendar could be posted on Red Bank’s website.

### *Bike Rodeos*

Bike rodeos teach bicycle safe behaviors and give children a chance to improve their cycling skills. Police can close streets to create a safe environment for instruction. A riding course can be designed using chalk and cones to make the environment more fun for participants. These events are a good opportunity to teach both parents and children the rules of the road and how to ride in traffic. Stations can be set up to provide education on bike maintenance, the Borough’s bike network, and the benefits of cycling.

Red Bank Police Department and Red Bank Safe Routes conducted a very successful bike rodeo on June 12, 2010. These should be continued annually to sharpen existing rider skills, educate new riders and maintain interest in biking in the Borough.



Image from [Flagstaffbiking.org](http://Flagstaffbiking.org)

### Activities for Kids:

- Bicycle rodeos
- Helmet discounts & giveaways
- Bicycle ambassadors program
- Build-A-Bike program
- Youth-oriented bicycle clubs
- Safe Routes to School initiatives

## Encouragement

There are many ways to encourage people to walk or bike instead of choosing the car. The health benefits of active transportation should be advertised and reinforced regularly. Improvements to the bicycle and pedestrian network encourage more use, but there are other methods that push people to get out and bike and walk. Encouragement efforts often work in conjunction with education efforts.

Red Bank could encourage public employees to arrive by bike or on foot. The Borough could also plan a “Car Free Day” or a “Walk/Bike to Work Day.” Many Red Bank parents were trained on May 25, 2010 on how to safely conduct a walking school bus. On October 6, 2010, Red Bank participated in the international “Walk to School” day, and many groups of parents and students are still conducting their walking school bus on a weekly basis. Residents should get involved in Safe Routes to School Programs. Children, parents, school officials, and teachers can participate in planning for Safe Routes to School programs and other school-based walking events.

### **Organized Walks and Rides**

People tend to stick to their habits, and if a person is used to reaching all destinations by car, then they will be less likely to try something new. Once they learn their primary route to a destination, many will be reluctant to deviate from it. People may fear for their safety, or they may overestimate the time it takes to reach the destination by bike or on foot.

Organized clubs can help overcome the reluctance to change habits. Large groups of walkers and cyclists are more noticeable than those venturing out alone. Even if conditions are not ideal, it is often safer to travel as a group due to its increased visibility. These clubs are outstanding advocates for bicycle and pedestrian improvements, and can also help establish routes by developing regular group rides. They have an organization structure, and they are out on the streets monitoring the conditions. This reporting ability can make them assets to enforcement efforts as well.



### **Encouragement:**

- Bike Route Map & Guide
- Bike to Work Day/Month
- Commuter Challenge
- Bike maintenance classes/workshops
- Group rides
- Route Mentor Program
- Employer incentive programs
- Advertising

## Enforcement

Enforcement is a key component of a successful bicycle and pedestrian program. After the engineering recommendations are implemented, and in conjunction with education and encouragement efforts, new roadway conditions require enforcement for patterns of behavior to change. A common problem with enforcement actions is that one side is labeled the enemy and the other a victim, creating animosity among users. An effective program focuses on awareness and education, and enforces legal behavior among all users.

### *Strategies for local law enforcement*

To establish a roadway change, police can install temporary cones or orange warning signs to bring additional attention to the new facility. Police should also consider stepping up enforcement efforts in areas with new bike or pedestrian facilities so that the public follows the new rules. Police can establish a traffic complaint hotline using either a central phone number or website to receive traffic complaints.

Police should consider implementing the following:

- Pedestrian safety enforcement operations
  - Well-prepared and coordinated operations designed to warn motorists that the Stop-for-Pedestrian laws will be enforced at targeted locations.
- Photo enforcement
  - Used to concentrate speed enforcement in specific areas with high volumes of pedestrian crossings, such as school zones. Speed cameras can be used in an attempt to lower speeds.
- Speed Feedback Signs
  - Show motorists their speeds in real time as they drive by the device. These can be placed strategically to lower speeds near important crossings, or on the entrance to a downtown area.
- High visibility enforcement
  - Improve driver and pedestrian safety by publicizing enforcement efforts and conducting the enforcement where people will see it. Highly publicized enforcement (of even low-level enforcement) targeted towards a specific behavior is likely to be most effective.
- Progressive ticketing
  - A method for introducing ticketing through a three-stage process, to first educate, then warn, then ticket offenders. Issuing warnings allows police to contact up to 20 times as many noncompliant motorists or pedestrians than the writing of citations does. The high frequency of stops ensures not only that many people directly make contact with law enforcement, but also that many others witness these stops.
- Double fines in school zones and other special interest areas
  - Strict enforcement of speed laws in school zones and other special interest districts or areas is one law enforcement tool that can improve safety for pedestrians as well as motorists. A zero tolerance policy for speeders in these zones and an increase in fines for drivers who violate the posted speed limit are potential approaches.



### **Progressive Ticketing**

1. Educating
  - Establish community awareness of the problem. The public needs to understand that drivers are speeding around schools and the consequences of this speeding for children's safety. Raising awareness about the problem will change some behaviors and create public support for the enforcement efforts to follow.
2. Warning
  - Announce what action will be taken and why. Give the public time to change behaviors before ticketing starts. Fliers, signs, newspaper stories and official warnings from officers can all serve as reminders.
3. Ticketing
  - Finally, after the warning time expires, hold a press conference announcing when and where the police operations will occur. If offenders continue their unsafe behaviors, officers issue tickets.

<http://www.saferoutesinfo.org>

### ***Police Training and Bike Patrols***

Training for local law enforcement on bicycle and pedestrian issues is always encouraged, as it will increase their ability to enforce legal behavior. Effective training helps police know the rights of cyclists and pedestrians. Police should also consider establishing bicycle patrols to further promote cycling within the community. Bike patrols enable police to be familiar with the needs of the cyclist, and the officers can become important advocates for cycling improvements. Bike patrols put the police closer to the pedestrian and cyclist and make it easier to establish a rapport with the public. Officers on bicycles can also successfully patrol off-road facilities, something an officer in a car cannot do.

### ***Strategies for Community Members***

Members of the local community have a right to be concerned about roadway behavior in their neighborhoods. To improve bicycle and pedestrian safety, community members can consider implementing the following:

- Neighborhood speed watch
  - Radar speed units are loaned to residents who are trained by police to collect speed data and vehicle descriptions. The local agency follows up and sends the vehicle owners a letter asking for voluntary compliance. This measure can educate neighbors about the issue (e.g., speeders often live in the neighborhood) and help boost support for long-term solutions, such as traffic calming.
- Radar speed trailers and active speed monitors
  - Radar speed trailers can be used and supplemented with motor officer enforcement to educate people and help boost support for long-term solutions.
- Pace-car program
  - This program encourages drivers to obey the speed limit and therefore set the pace for the rest of traffic. Resident pace car drivers agree to drive courteously, at or below the speed limit, and follow other traffic laws. Schools can promote this behavior by encouraging parents dropping off their kids to drive slowly on streets around the school. Some schools distribute bumper stickers to increase the visibility of this program.
- Adult school crossing guards
  - Adult crossing guards can play a key role in promoting safe driver and pedestrian behavior at crosswalks near schools.

### ***Enforcement Limitations***

Enforcement alone will not always yield behavioral changes. Quite often, there is a physical condition that influences behavior. For example, a straight road with wide lanes often results in high speeds, regardless of the posted speed. In these situations, ticketing will not necessarily reduce speeds. A change to the physical roadway is often required.

Enforcement should always be paired with the other four Es to improve the bicycle and pedestrian environment. Without encouraging and increasing bicycle and pedestrian activity, motorists will not expect them to be in the roadway, and will be less prepared for their presence. Similarly, engineering efforts will be wasted without users of the bicycle and pedestrian improvements.

## Evaluation and Planning

Evaluation and planning is a continuous process of designing and refining bicycle and pedestrian programs. This process considers the population and the number of bikers and walkers, and develops strategies to safely accommodate their mobility. Planners must evaluate crash and fatality rates and strive to reduce these events. Land use changes should be considered opportunities to promote better design and accommodation for bicyclists and pedestrians. The bicycle and pedestrian plan developed during this study should be considered a base document. As the community works towards implementation, a continuous process of reevaluation needs to be conducted to meet the community's needs.



### Planning Actions

Red Bank should consider establishing a Bicycle and Pedestrian Advisory Committee or Board. These responsibilities could be administered by Red Bank's Environmental Commission or *Red Bank Safe Routes*, but the Borough should consider nominating a member to coordinate bicycle and pedestrian issues. This would improve cyclist and pedestrian representation during the planning process. The Borough could also conduct periodic walking tours with town staff, community members, and elected officials to help highlight areas of need and emphasize the importance of continued action.

### Safe Routes to School

The Safe Routes to School (SRTS) program can be helpful in creating safe walking and bicycling alternatives for students. A well-defined bicycle and pedestrian planning program will help the Borough pursue future SRTS funding, as well as incorporate improvements through the street paving program.

### Evaluation:

- Number of cyclists and pedestrians
- Frequency and severity of accidents
- Number of bicycle safety training classes
- Miles of bike facilities
- Frequency of crossing opportunities
- Number of bike racks
- Number of tickets for bicycle and pedestrian related traffic violations



## 6. Implementing the Plan

This chapter describes how the recommendations for establishing a network of pedestrian and bicycle facilities can be achieved in Red Bank. Implementation of the Pedestrian Network Plan would provide 17 traffic signal upgrades, 38 nonsignalized intersection upgrades, and 5 candidate four-way stops. Implementation of the full Bicycle Route Network Plan would establish almost 8.6 miles of bike lanes, 7.9 miles of shared lanes, and 2 miles of multi-use trail to add to the 3.3 miles of trails identified in the 2006 Waterfront Plan. The bicycle network extends outside of Red Bank's boundaries to connect to other towns and destinations, making coordination across jurisdictions important. Of the total 8.6 miles of bike lanes, 2.3 miles are outside of Red Bank in neighboring Little Silver or Fair Haven. Of the total 7.9 miles of shared lanes, 1.3 miles are in Shrewsbury Borough or Little Silver.

A plan of this magnitude is realized in phases over time, and in incremental steps. The range of actions necessary to implement the full Plan is dependent upon a number of factors, including the facility type and character of the existing road, the jurisdiction of the facility, and available funding. Improvements may be as simple as adding pavement markings or signage, or may require a more complex action such as planning, design and constructing new intersection facilities. Some of the treatments, projects and improvements identified in this report will require additional study and engineering beyond the scope of this project. For example, on some of the roadways where adding bike lanes on one side would require parking to be consolidated to the other side, a next step would be to evaluate current parking demand and work with property owners and the public to further develop the concept. It is worth noting that some ideas could be tested on a trial basis. For example, where bike lanes are proposed on one side of the street with consolidated parking on the other side, a trial with paint could determine if a win-win solution exists for both parkers and bicyclists.

A detailed implementation matrix was developed for the Bicycle and Pedestrian Plan elements. For each recommendation, the matrix specifies the quantity, relative cost, jurisdiction, and timeframe. Timeframes for implementation identified in this section are based on stakeholder input, feasibility considerations, relative difficulty of implementation, and how the facility would help achieve the project goals. The implementation table at right is tailored specifically to issues along Route 35 (**Table 2**).

**Table 2: Implementation Table**

Location	Issue	Timeframe	Enhancement	Local Priority	NJDOT Lead Dept
Route 35 & Wycoff Avenue MP 33.06	Unsignalized Intersection Pedestrian Accommodations	Mid-Term	Enhance pedestrian crossing treatments	Medium	OBPP
Route 35 & Bergen Avenue MP 33.21	Signalized Intersection Pedestrian Accommodations	Short-Term	Install PPBs and Ped Signals	High	TE&I
Route 35 & Waverly Place MP 33.41	Unsignalized Intersection Pedestrian Accommodations	Mid-Term	Enhance pedestrian crossing treatments	Medium	TE&I
Route 35 & Reckless Place MP 33.54	Unsignalized Intersection Pedestrian Accommodations	Short-Term	Enhance pedestrian crossing treatments	High	TE&I
Route 35 & Chestnut Street / Peters Place MP 33.59-.61	Unsignalized Intersection Pedestrian Accommodations	Short-Term	Enhance pedestrian crossing treatments	High	TE&I
Route 35 & White / Water MP 33.79	Signalized Intersection Pedestrian Accommodations	Mid-Term		Medium	TE&I
Route 35 & Maple and Front MP 33.84	Signalized Intersection Pedestrian Accommodations	Short-Term		High	TE&I
Route 35 & Riverside Pedestrian Crossing MP 33.90	Unsignalized Intersection Pedestrian Accommodations	Mid-Term	Enhance pedestrian crossing treatments	Medium	TE&I

## Project Phasing

Since the projects and programs presented in this Plan will be achieved over many years, phasing of the recommendations is an important consideration. Recommended timeframes for major plan elements are included in each implementation matrix, while Immediate and 1-5 Year Actions are described in more detail below.

### Immediate Actions

Several of the Plan's project and program recommendations could be implemented soon after it is adopted. These immediate action items will improve pedestrian and bicycle conditions in specific areas, creating early successes. These items will also build momentum for implementing the other recommendations.

#### *Immediate Actions: Location-Specific*

- In consultation with NJDOT, advance implementation of improvements at:
  - Maple/Front Street intersection
  - Maple/White Street intersection
  - Maple and Chestnut/Peters Place intersection
- In consultation with Monmouth County advance implementation of Front/Broad improvements
- Modify signal operations at Monmouth/Broad to include additional pedestrian phase
- Include bike lanes in the rehabilitation plans for Chestnut Street
- Coordinate with NJT to provide additional bike parking at the NJT rail station
- Pursue posted speed limit reductions as recommended in **Chapter 3: Front, Bridge, Monmouth, Maple and Shrewsbury**

#### *Immediate Actions: Programs and Policies*

- Adopt this Plan through the local master planning process as an updated Circulation Element and include pedestrian and bicyclist advocates in the process
- Use this Plan as a basis for future Safe Routes to School applications (anticipated early 2011)
- Create a volunteer position for a dedicated pedestrian/bicycle coordinator
- Establish a Bicycle/Pedestrian Advisory Committee or Board
- Continue to coordinate the Plan and bicycle/pedestrian issues with the Red Bank Police Department
- Adopt a Bike Parking Ordinance
- Conduct periodic walking and biking tours with town staff, community members, and elected officials
- Continue education and awareness efforts such as the Bike Rodeo, Walking School Bus, and participation in Walk to School Day

#### *Immediate Actions: Planning and Development*

- Partner with neighboring municipalities and Monmouth County to explore cross-jurisdictional elements and pursue joint funding
- Begin the process to integrate consultation of this plan as a required part of the development review process
- Pursue national recognition through the following programs:
  - League of American Bicyclists – Bicycle Friendly Communities ([www.bikeleague.org](http://www.bikeleague.org))
  - Pedestrian and Bicycling Information Center – Walk Friendly Communities ([www.bicyclinginfo.org](http://www.bicyclinginfo.org))

Figure 18: Bike Implementation Plan



**Short-Term Recommendations (1-5 years)**

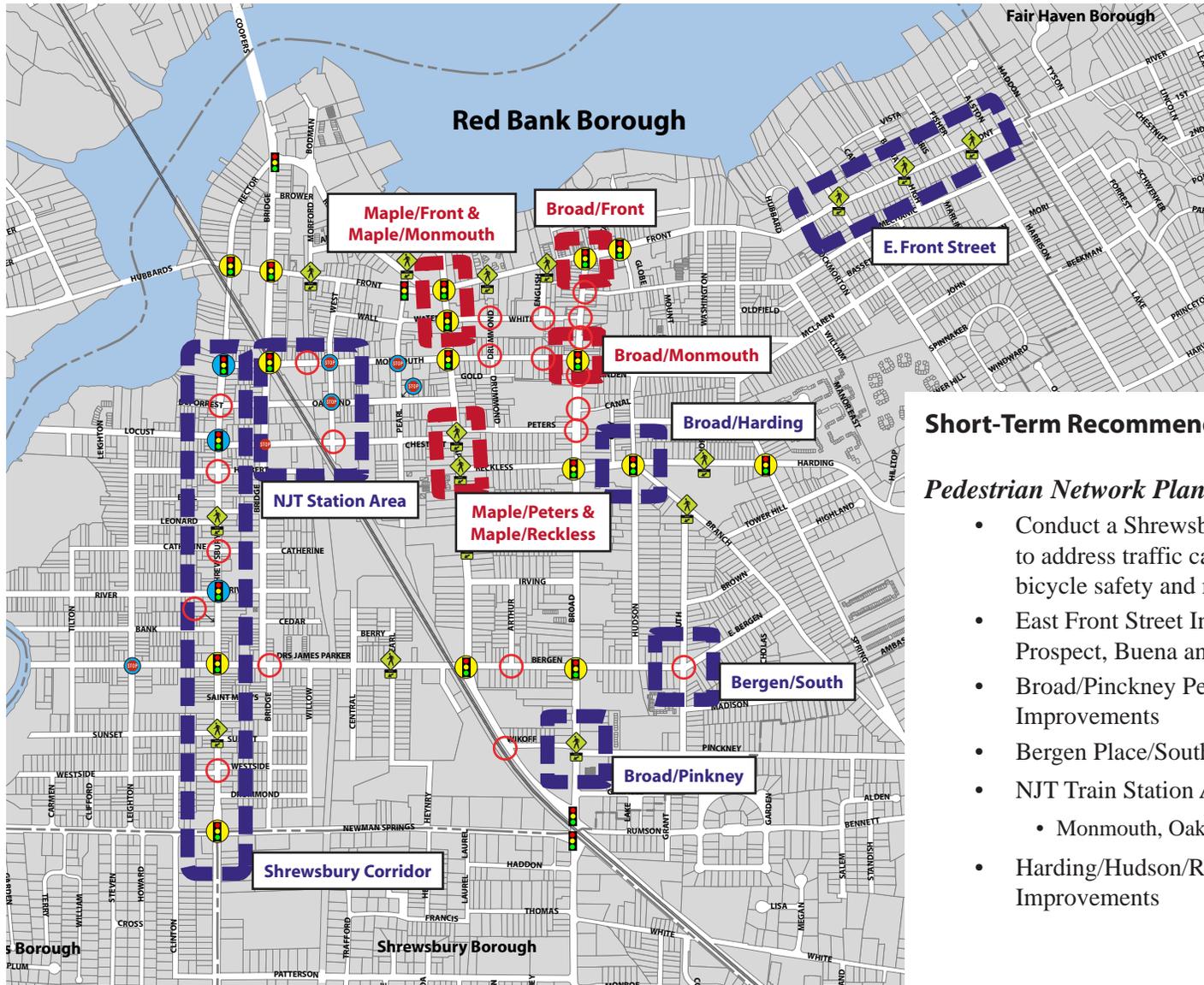
After the Plan is adopted, a number of projects could be implemented within 1 to 5 years:

**Bike Route Network (Figure 18)**

- Bike Route Loops 1 and 2
    - Loop 1: Drs James Parker/South/Branch/Reckless/Maple/Chestnut/Bridge \$\$
    - Loop 2: Tower Hill/Spring/Linden/Broad/Monmouth/Bridge \$
  - Conduct NJT right-of-way path study \$\$
  - Locust Place multi-use path \$
  - East Front Street Bike Route from Washington east \$
  - Morford Connector multi-use path to the NJT Station \$
  - Bridge Avenue to Middletown Bike Route \$
- \$: Relative Costs**

**Note: Bike lanes on Chestnut Street can be an Immediate Action Item included in the Chestnut Street Improvements Project**

Figure 19: Pedestrian Implementation Plan



Immediate Actions in Red

Short-Term Recommendations (1-5 years)

*Pedestrian Network Plan (Figure 19)*

- Conduct a Shrewsbury Corridor Feasibility Study to address traffic calming and pedestrian and bicycle safety and mobility concerns      \$\$
- East Front Street Intersection Improvements at Prospect, Buena and Harrison      \$\$
- Broad/Pinckney Pedestrian Crossing Improvements      \$
- Bergen Place/South modern roundabout      \$
- NJT Train Station Area Intersection Improvements      \$\$\$
  - Monmouth, Oakland, Chestnut, West and Bridge
- Harding/Hudson/Reckless/Branch Intersection Improvements      \$\$

**\$: Relative Costs**

## Project Funding

The Network Plan will likely be developed through a combination of different funding sources and project leadership, including the Borough of Red Bank, Monmouth County, NJDOT, and landowners/developers. Below is a truncated list of potential funding sources relevant to this plan:

### ***State Programs***

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#### **State Aid for Municipalities (Municipal Aid and Urban Aid)**

The New Jersey Transportation Trust Fund Authority Act provides funding to municipalities for municipal road and bridge projects. Funds are appropriated on the formula contained in the legislation which gives equal consideration to municipal road mileage in a county and population. The Division of Local Aid and Economic Development administers the annual program. In the past, NJDOT has set goal to award a certain amount of funding to projects such as pedestrian safety improvements, bikeways, and streetscapes. For example, in FY 2011, this funding goal was up to 10% of the Municipal Aid Program funds.

#### **NJDOT Problem Statements**

A problem statement document can be submitted directly to NJDOT for specific areas of concern. NJDOT evaluates these problem statements and decides whether or not they will be pursued at the state level. This course of action is particularly effective with short term and/or low cost projects that lend themselves to rapid design.

#### **NJ Bikeways Grant Program**

This grant provides funds to counties and municipalities to promote bicycling as an alternate mode of transportation in New Jersey. Selection criteria is based on factors including new bikeway mileage, safety, connectivity to regional systems, improved access to centers of activity, construction-readiness, if the bike network is identified in a municipal plan, and applicants past performance. Designated Transit Villages, communities formally participating in the State Development and Redevelopment Plan (SDRP), and Urban Coordinating Council (UCC) communities receive special consideration. Allowable costs include construction costs and preliminary and final design for municipalities eligible for Urban Aid or depressed rural centers.

**NJDOT Safe Streets to Transit**

The Safe Streets to Transit program promotes walking to transit stations by funding projects that make important feeder trips easier, faster, and safer. Transit stations could consist of either rail lines or bus routes. Projects within ½ mile from stops receive priority, but all projects within one mile are considered. Eligible projects include intersection safety improvements, new sidewalks, curb ramps, sidewalk widening, safety enhancements for pedestrian access to transit stops, traffic control devices that benefit pedestrians, traffic calming, pedestrian signals and push buttons, pedestrian lighting, and major sidewalk reconstruction. It does not cover education or enforcement, planning studies, transit/shuttle services, shelters, maintenance, or bicycle projects.

**NJDEP Green Acres**

This program provides assistance to municipalities in preparing an Open Space and Recreation Plans (OSRP). Municipalities that have an approved OSRP and adopt an open space tax and are eligible for Green Acres Planning Incentive (PI) which provides 50% matching grants to preserve lands identified in the OSRP. The PI only funds land acquisition of land for recreation and conservation purposes.

**NJDOT Local Technical Planning Assistance (LTPA)**

This program provides municipalities with consultant expertise to address transportation and quality of life issues. Technical Assistance is provided to local governments to advance, support, and promote the State's Smart Growth policies, and to manage their own resources more effectively. NJDOT administers and funds this programs through the Division of Local Aid and Economic Development and OBPP.

**NJ Division of Highway Traffic Safety (NJDOTS) Grants**

The NJ Division of Highway Traffic Safety offers, on an annual basis, federal grant funding to agencies that wish to undertake programs designed to reduce crashes, injuries, and fatalities on the roads of New Jersey. These grants help fund numerous different tasks and strategies to enhance driver, pedestrian, and bike safety that include enforcement, education, and engineering. Some specific grants that are applicable include the Comprehensive Traffic Safety Programs (CTSP) grants, Pedestrian Safety grants, and other programs that involve bicycling safety, crash investigations, speeding, and engineering.

## ***Federal Programs***

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### **TIGER Grants**

The Transportation Investments Generating Economic Recovery (TIGER) grant program is an extremely competitive transportation infrastructure funding program. In FY 2010, \$19 billion was requested, of which \$600 million was awarded, in the form of both planning and capital grants. The grants are administered by the USDOT and are prioritized based on projects that can have a significant impact on several long-term outcomes including improving existing facilities, economic competitiveness, fostering livable communities, sustainability, safety, job creation and economic stimulus, innovation, and partnership among a broad range of participants.

### **Community Development Block Grant (CDBG)**

These federally funded grants intended to benefit low- to moderate-income families or aid in the prevention or elimination of slums and blight. Funds can be used to acquire land, construct streets, pedestrian/bicycle facilities such as sidewalks, and planning activities. In order to be eligible to receive CDBG grants, a community must develop and submit to HUD its Consolidated Plan. This plan must identify goals of the community and is used by HUD to evaluate the jurisdiction's performance under the plan, including the allocation of at least 70% of the funds to benefit low- to moderate-income families.

### **Federal Programs under SAFETEA-LU**

The Division of Local Aid and Economic Development oversees the development and authorization of funds in the Capital Program, Statewide Transportation Improvement Program, and Study and Development Program. The division also manages problem statements for NJDOT. Staff members work with county and municipal government officials to improve the efficiency and effectiveness of the state's transportation system. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation has provided funding assistance to local governments for roads, bridges, and other transportation projects.

### **National Recreational Trails Program**

The National Trails System Act of 1968 (Public Law 90-543) authorized creation of a national trail system comprised of National Recreation Trails, National Scenic Trails and National Historic Trails. The National Recreational Trails Program, a part of SAFETEA-LU, provides monies to states for developing trails and trail facilities. It is the only funding available wholly for the use of trail projects. At the federal level, the program is administered by the Federal Highway Administration, and originates from federal gas taxes attributed to off-highway vehicle use. New Jersey's program is administered by the Office of Natural Lands Management in the Division of Parks and Forestry.

### **Surface Transportation Program (STP) Funds**

This program is broadly defined and gives states flexibility to invest in a wide variety of transportation activities. Bicycle and pedestrian facilities and walkways are specifically listed as eligible activities under this program. As with NHS, pedestrian and bicycle improvements may be incidental improvements within larger projects which establish bicycle compatibility or designated bicycle and pedestrian accommodations. The funds can also be used for independent bicycle and pedestrian projects along or in the vicinity of roadways. Projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses.

#### ***Safe Routes to School Program***

Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children primary and secondary school children (grades K-8), including those with disabilities, to walk and bike to school. This program sponsors infrastructure and non-infrastructure projects. Infrastructure-related and behavioral projects will be geared toward providing a safe, appealing environment for walking and biking to improve the quality of children's lives and support national health objectives by reducing traffic, fuel consumption, and air pollution near schools. Some criteria include being within 2 miles of a school, part of an established comprehensive travel plan, and construction-ready. The NJDOT will advertise requests for application for these funds.

#### ***Transportation Enhancement (TE) Program***

The objectives of this program are to foster non-traditional transportation projects whose objectives are to foster more livable communities, enhance the travel experience and promote new transportation investment partnerships. Its focus is on transportation projects designed to preserve and protect environmental and cultural resources and promote alternative transportation modes. Pedestrian and bicycle improvements can be funded with these grants, directly and indirectly. Projects related directly to pedestrian and bicycles that can be funded include "provision of facilities for pedestrians and bicycles" and "provision of safety and educational activities for pedestrians and bicyclists." Indirectly related projects to pedestrian and bicyclists include the "acquisition of scenic easements and scenic or historic sites," which could be used to enhance the pedestrian experience, "landscaping and other scenic beautification", such as part of a streetscape project, and "preservation of abandoned railway corridors" which could be part of a "Rails to Trails" project. The sponsor is responsible for preparing the environmental documentation for the project, generally a Categorical Exclusion (CE).

## **County Programs**

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### **Open Space Trust Fund**

This program is a competitive program where municipalities submit applications for proposed projects. The purpose of the Monmouth County Municipal Open Space Program is to expand park and open space opportunities for Monmouth County residents by providing funding to assist municipalities with their local programs of park and open space acquisition and/or development/redevelopment. The Municipal Open Space Program has the following objectives:

- Acquire land for conservation and preservation
- Acquire land for active and passive recreation
- Develop or redevelop land to expand recreational opportunities

### **Municipal Park Development Assistance Program**

This program draws from the same trust fund as the Open Space, Recreation, Farmland, and Historic Preservation Program. This fund is intended to help built-out municipalities with no land preservation opportunities pay for construction and repair of recreational facilities. Special consideration is also be given to projects that involve the use of in-house resources or volunteers, the use of renewable energy, access to public transportation and hiking and biking trails, water access, and consideration of the needs for the physically and developmentally challenged.

## **North Jersey Transportation Planning Authority (NJTPA)**

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### **Project Development Work Program (PDWP)**

Projects in the PDWP fall in one of the following three phases of work: Concept Development (CD), Feasibility Assessment (FA) or Preliminary Design (PD). Most projects have undergone some investigation or development, although new projects are also undertaken each year. In addition to regular planning and outreach, specific transportation issues can come to light in the NJTPA open forum through staff research; elected official, public or stakeholder input; or interagency coordination. Needs are identified through a variety of sources including planning, corridor and sub-area studies, strategy refinement work, management systems and the work conducted by the state's operating agencies. Problems are also brought to the attention of transportation officials by elected officials and the general public. Selected projects are advanced through the NJDOT project pipeline.

### Sub-Regional Study Programs

The Sub-regional Study Program funds studies of regional issues including accessibility and mobility issues intended to produce or support project concepts consistent with the NJTPA's Regional Transportation Plan (RTP). These studies should include analysis of existing and future conditions leading to the identification of transportation solutions for a particular system or study area. Strategies are developed and refined into detailed concepts that can advance to implementation phases involving appropriate agencies (NJDOT, NJ Transit, TMAs, subregions, or municipalities). Eligible activities related to pedestrian/bicycle facilities include studies geared towards Transit-Oriented-Development (TOD), pedestrian and bicycle facilities, walkable communities, and accessibility studies for low-income, minority or mobility impaired populations. This competitive program provides two-year grants to individual sub-regions or sub-regional teams. Funding is allocated based on a population-driven formula.

### Local Safety and High Risk Rural Roads Program

The NJTPA is working with its federal partners, NJDOT subregions and other state and local agencies to make travel safer and more reliable for all who use the NJTPA region's transportation system. To support these efforts, the NJTPA solicits candidate projects for implementation under two safety funding programs each fiscal year – Local Safety and High Risk Rural Roads Program. Member subregions are invited to submit applications for both programs. Links to the program guidelines, application and attachments are available on this page. **The deadline for submitting all proposals is Monday, February 14, 2011 at 5 pm.** Christine Mittman at (973) 639-8448 e-mail at [cmittman@njtpa.org](mailto:cmittman@njtpa.org) is the contact for more information.

#### **Local Safety Program**

The federally funded **Local Safety Program (LSP)** is a component of wider safety planning at the NJTPA, supporting construction of quick-fix, high-impact safety improvements on county and local roadway facilities in the NJTPA region. Projects on State, U.S. and Interstate highways are *not* eligible for funding under this program. Since its inception with a pilot program in 2004, the NJTPA has approved projects to allocate over \$10 million in Local Safety Program funds for quick-fix, high impact safety improvements. Projects supported by this program have included new and upgraded traffic signals, signage, pedestrian indications, crosswalks, curb ramps, pavements markings and other improvements to increase the safety of drivers, bicyclists and pedestrians.

#### **The Local Safety Program:**

- Typically addresses NJTPA and/or NJDOT derived high priority crash locations on County or Local Roadways

- Projects must be quick fix, supported with detailed crash data and have minimal or no environmental or cultural resource impacts (eligible for programmatic Categorical Exclusion from FHWA)
- Funds the construction phase of work only, and therefore planning, design and right-of-way acquisition are the responsibility of the sponsor
- Funded annually in the Transportation Improvement Program at \$2 Million per year

### **High Risk Rural Roads Program**

SAFETEA-LU, the federal transportation funding legislation, has specifically set-aside federal safety funds to address travel safety needs in rural areas. First solicited by the NJTPA in FY 2009, the **High Risk Rural Roads Program (HRRRP)** provides federal funds for construction improvements to address safety problems *ONLY on roadways that are functionally classified as rural major collector, rural minor collector or rural local roads and have a crash rate that exceeds the statewide average for those functional classes of roadways*. Projects supported by this program have included skid-resistant surface treatments, guiderails, reflective pavement markings, rumbles strips and rumble stripes, safety edge, enhanced and advanced warning signs.

#### **The High Risk Rural Roads Program:**

- Projects must be on roadways functionally classified as rural major collector, rural minor collector or rural local roads with a crash rate that exceeds the statewide average for those functional classes of roadways.
- Projects must have minimal or no environmental or cultural resource impacts (eligible for programmatic Categorical Exclusion from FHWA)
- Funds the construction phase of work only, and therefore planning, design and right-of-way acquisition are the responsibility of the sponsor
- Funded annually in the Transportation Improvement Program at \$1 million per year

## **Other Sources**

Many not-for-profit organizations provide funding for bicycle or pedestrian projects for numerous reasons including promoting the modes, health, and safety. These are a few such sources:

### **Bikes Belong**

Bikes belong is funded by the American bicycle industry and provides grants to encourage and promote cycling across the country. Among their programs is a grant program that awards funds (generally under \$10,000) to agencies and bicycle advocacy groups. These grants can be used for many purposes including “bike paths, rail trails, big-city cycling initiatives, and innovative, high-profile bicycling projects that serve as national models.”

### **General Mills Fund – Champions for Healthy Kids Grant Program**

The General Mills Foundation, in partnership with the American Dietetic Association Foundation and the President’s Council on Physical Fitness, developed the Champions for Healthy Kids grant program in 2002. Each year, the General Mills Foundation awards grants of \$10,000 each to community-based groups that develop creative ways to help youth adopt a balanced diet and physically active lifestyle.

### **Safe Kids, USA**

This international non-profit organization is dedicated to improving the safety of children worldwide. They sponsor the International Walk to School Day and last year awarded \$400,000 in grants to improve pedestrian safety. They have local coalitions in several areas in New Jersey.

### **Local Cost-Sharing**

At the local level, cost-sharing with developers interested in development or redevelopment is another potential means to realize portions of the plan. As properties develop or redevelop, developers should be encouraged to make access management, site circulation, and pedestrian improvements in accordance with the plan. Local ordinances should be modified to require the installation of sidewalk along road frontage for new projects.

# Appendix A: Public Involvement Materials

## Public Meeting #1 Flyer

# RED BANK



## BICYCLE / PEDESTRIAN PLANNING PROJECT

### PUBLIC MEETING

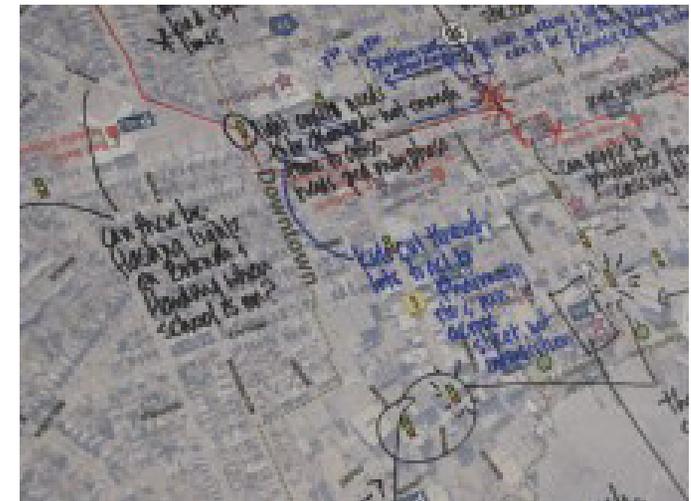
Thursday,  
October 14, 2010

Stop by anytime between  
4-8 PM

Borough Hall  
Council Chambers  
90 Monmouth Street  
Red Bank, NJ 07701

Your participation is a vital component in the development of a successful and meaningful plan. Please tell a friend and neighbor about this opportunity!

\*Don't forget Walk to School Day on October 6th!



A bicycle and pedestrian circulation plan for Red Bank Borough is under development, funded by the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs. Urban Engineers is the project consultant. The project's objective is to establish a comprehensive bicycle and pedestrian plan to enhance non-motorized transportation opportunities to key destinations in the Borough.

This public event will be held in an "open house" format. Come anytime between 4 and 8 PM to talk with the project team. We would like to hear where you travel by bike or on foot, where you experience problems, and any solutions you may have. If you participate in the Walk to School Day, we would like feedback on your experience. Information from the public meeting will be used to help shape the plan. A questionnaire will be distributed at the event and is also available online:

<http://sites.google.com/site/urbanengineersplanning/redbank>

If you have any questions or would like further information, please contact:

Jenny Rossano  
Red Bank Safe Routes Group  
jenex4@verizon.net  
732-345-0328  
<http://groups.google.com/group/redbanksaferoutes>

Erika Rush  
Urban Engineers  
elrush@urbanengineers.com  
215-922-8080



Public Meeting #1 Sign-in



Red Bank Bicycle/Pedestrian Planning Project



Public Meeting #1  
Thursday, October 14, 2010

FIRST NAME	LAST NAME	ORGANIZATION	PHONE	ADDRESS	EMAIL
Stanley	Sickels	Borough of Red Bank	732-530-2746	90 MOWMOUTH ST, Red Bank <sup>07701</sup>	SSICKELS@redbanknj.org
Cindy	Burnham	Friends of Maple-Cove	732-241-9532	146 Harrison AVE FH.	MSCinnie@aol.com
Andrey	Olderp	Red Bank Library	732-747-4642	56 South St. RB.	pms021@aol.com.
Lara	Garrett	Mother of School Kid	732-741-3286	23 Irving PL	lara@ieee.org
ANNY	LUSTBAUM	WALKER	732-219-9011	26 PITCHER RD ATD	
Beth	Hanratty	walker/schools/Mom	732-450-9578	78 South St.	jfeh@comcast.net
CARL	COLMORBEIN		732-278-8800	67 OAKLAND ST.	CJC9841@juno.com
Nancy	Adams	Red Bank Rivercenter	732-842-4244	20 Broad St	Nancy@redbankrivercenter.com
J.R.	Ford		732-747-1769	35 IRVING	already on it.
Eugenie	Sauer	resident RB	732-530-5190	66 Spring	
Wally	Tunison	Bicycle Hub of Marlboro	732-946-9080	PO Box 170, Wickatunk <sup>07765</sup>	wtunabyke@aol.com (private)
Bucky <del>MORAN</del>	MORAN	CROSSING GUARD	732-219-4620	311-5 SPRING ST R.B.	-
Marylou	BURDEN	concerned resident + grandmother of school child	732-741-3917	108 Locust Ave R B 07701	marylou_burden@verizon.com
Jeremy	Gordon		201-742-4267	34 Manor Dr Red Bank	jeremyg4982@aol.com
Andres	Simonson	Red Bank Environmental Comm.	732-842-1612	5 William St Red Bank	aosimonson@gmail.com
Tom	Labetti		732-219-6928	45 Elm Place Red Bank	sblok-99-misc@yahoo.com
Pat + Bruce	Whitaker	Residents	732-219-5885	153 Prospect Ave.	pmcerink@comcast.net Whitakerb3@comcast.net

(16)

Public Meeting #1 Sign-in

Red Bank Bicycle/Pedestrian Planning Project

Public Meeting #1  
Thursday, October 14, 2010



FIRST NAME	LAST NAME	ORGANIZATION	PHONE	ADDRESS	EMAIL
John	CLANCY	citizen		120 Leonard, ST R.B	j2ciii@gmail.com
LEN	OPPENHEIM	"		28 RIVERSIDE AVE, 12A, R.B	SHIPPERS@COMCAST.NET
Lauren	Giannullo	Red Bank resident, city planning student	732 859 6109	51 Linden Pl Red Bank	lauren.koenig@gmail.com
Jeffrey	King	Navesink / Swimming river group	732 610 8586	44 Plum ST Tinton Falls 07724	derekjeter99@yahoo.com
Brian	Donohue		732-842-4610	118 Bank St. Red Bank	bfdonohue@hotmail.com
Marc	Dostie	RED BANK SAFE ROUTES	732-784-8050	30 Moki PL	marc.dostie@gmail.com
Joel	Goldschmidt	Red Bank Resident	732 842 9328	68 B West Front st	joni@comcast.net
Adam	Porter	Red Bank Resident	732-800-2292	142 South St. Apt 7C	adam@porterz.org
Maria	Porter	" "	"	"	maria@porterz.org
Louis	DiMento	" " "	732 741 7944	9 Arcton Ct	lou.dimento@yahoo.com
ALAN	MAZZAN	CITIZEN	908 773 0618	232 DORIMOLI AVE FH	AMAZZAN@MAC.COM
GAIL	O'REILLY	citizen	732 859 2929	70 Hance Rd, Tin Haven	shoretowns@verizon.net
Dave	Schmetter	Red Bank Citizen	609 447 4086	112 Harding Rd 07701	DSchmetter@gmail.com
Boris	Kofman	resident, Env. Comm.	732 842-8090	28 Riverside Ave, # 8M	bkofman@gmail.com
Paul	Sullivan	Resident	732 842-5065	187 Hudson Ave.	sullivan59@verizon.net



## Public Meeting #1 English Survey Form

Name (Optional) \_\_\_\_\_

Do you **live** in Red Bank?  Y  N Do you **work** in Red Bank?  Y  N

Please send the completed forms to:

Erika Rush, Urban Engineers  
530 Walnut Street, 14th Floor  
Philadelphia, PA 19106  
email: elrush@urbanengineers.com  
FAX: 215-922-8082

or fill out online:

<http://sites.google.com/site/urbanengineersplanning/redbank>

by **October 28, 2010**

**Please elaborate in the space to the right, and mark the Map on Reverse**

	Daily	Weekly	Monthly	Never	
How often do you <b>bike</b> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Where/What purpose?
How often would you <b>like to bike</b> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Where/What prevents you?
How often do you <b>walk</b> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Where/What purpose?
How often would you <b>like to walk</b> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Where/What prevents you?

**Rate how the following would increase your biking or walking:**

	Not at All	Somewhat	Greatly		
Bike lanes painted on roadways _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where?
"Share the Road" signs and striping _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where?
Programs or actions to improve Bike/Ped access to schools _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where/what type?
Bicycle parking at major destinations _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where?
Improved roadway maintenance to reduce potholes _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where?
Public education with an emphasis on sharing the road _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	What type?
Enforcement of laws that apply to motorists and cyclists _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where and how?
Intersection improvements _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where?
Additional sidewalks or wider sidewalks _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where?
Additional crossing opportunities _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4 <input type="checkbox"/> 5	Where?

**Public Meeting #1 Spanish Survey Form**

Nombre *(Uptativo)* \_\_\_\_\_

¿ Vive Ud. en Red Bank?  Y  N    ¿ Trabaja Ud. en Red Bank?  Y  N

**Por favor, envíe los formularios completados a:** Erika Rush, Urban Engineers  
530 Walnut Street, 14th Floor  
Philadelphia, PA 19106  
email: elrush@urbanengineers.com  
FAX: 215-922-8082

**completar en internet**  
<http://sites.google.com/site/urbanengineersplanning/redbank>  
**by October 28, 2010**

**Por favor, elabore en el espacio a la derecha, y marque el mapa en revers**

	Cada Dia	Cada Semana	Cada Mes	Nunca	
¿ Con qué frecuencia anda Ud. en bicicleta? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	¿ Donde / Cual proposito? _____
¿ Con qué frecuencia quisiera Ud. montar en bicicleta? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	¿ Donde / Que es previene? _____
¿ Con qué frecuencia toma Ud. paseos? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	¿ Donde / Con que proposito? _____
¿ Con qué frecuencia quisiera Ud. tomar las paseos? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	¿ Donde / Que es previene? _____

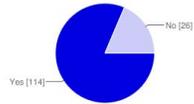
**Clasifique como los detalles siguientes aumentarían sus oportunidades para caminar o montar bicicleta:**

	De Ninguna Manera	Algunas Vece	Mucho			
	1	2	3	4	5	
Carriles de bicicleta que estan pintados en los caminos _____	<input type="checkbox"/>	¿ Donde? _____				
Las senales para "Compartir el Camino" y las rayas especiales para bicicletas _____	<input type="checkbox"/>	¿ Donde? _____				
Programas o acciones para mejorar el acceso a las escuelas por bicicletas y peatones _____	<input type="checkbox"/>	¿ Dónde / qué tipo? _____				
Estacionamientos para bicicleta en los destinos mayores _____	<input type="checkbox"/>	¿ Donde? _____				
Mejor mantenimiento de los caminos para reducir las baches _____	<input type="checkbox"/>	¿ Donde? _____				
Educacion publica que enfatiza el compartir el camino _____	<input type="checkbox"/>	¿ Qué tipo? _____				
La imposicion de las leyes que aplicana los motoristas y ciclistas _____	<input type="checkbox"/>	¿ Dónde y cómo? _____				
Los mejoramientos de las intersecciones _____	<input type="checkbox"/>	¿ Donde? _____				
Aceran adicionales y aceras mas anchas _____	<input type="checkbox"/>	¿ Donde? _____				
Mas oportunidades para los peatones al cruza las calles _____	<input type="checkbox"/>	¿ Donde? _____				

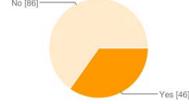
## Public Meeting #1 Survey Results

- First Public Meeting was held on October 14th from 4-8pm
- The meeting was advertised in the local paper, flyers distributed in town, and on the Township website
- Survey Form was developed in English and Spanish versions
- Form was posted on the internet and made available from August 4th until October 29th
- 149 total responses to survey form
- 52 paper responses; 97 submitted online

Do you live in Red Bank?

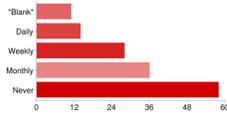


Do you work in Red Bank?

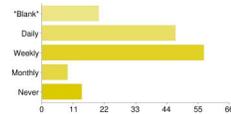


The vast majority of survey respondents lived in Red Bank (77%), but only 31% worked there.

How often do you bike?



How often would you like to bike?



39% of respondents say they never bike, but 38% want to on a weekly basis and another 32% want to bike daily. This indicates a desire to increase bike activity. Only 9% of respondents said they never want to bike. Many indicated that the reason for not biking was heavy traffic, or a belief that it was unsafe.

How often do you walk?



How often would you like to walk?

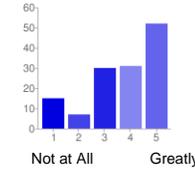


A majority of people walk daily (66%), and they would like to walk even more (74% daily).

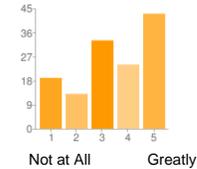
How would the following increase your biking or walking?	1 (Not at All)	2	3 (Somewhat)	4	5 (Greatly)	4+5
Bike lanes painted on roadways	10%	5%	20%	21%	35%	56%
Share the road signs and striping	13%	9%	22%	16%	29%	45%
Programs or actions to improve bike/ped access to schools	17%	9%	13%	11%	40%	51%
Bicycle parking at major destinations	11%	3%	15%	25%	34%	59%
Improved roadway maintenance to reduce potholes	10%	6%	17%	19%	38%	57%
Public education with an emphasis on sharing the road	9%	6%	16%	21%	38%	59%
Enforcement of laws that apply to motorists and cyclists	4%	6%	14%	16%	51%	67%
Intersection improvements	3%	5%	17%	25%	41%	66%
Additional sidewalks or wider sidewalks	7%	7%	16%	23%	34%	57%
Additional crossing opportunities	5%	9%	21%	19%	34%	53%

### How would the following increase your biking or walking?

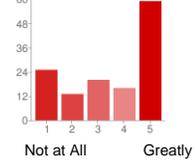
Bike lanes painted on roadways



"Share the Road" signs and striping



Programs or actions to improve Bike/Ped access



Bicycle parking at major destinations



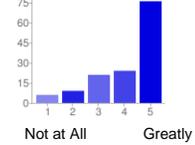
Improved roadway maintenance to reduce potholes



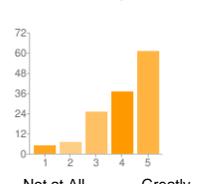
Public education with an emphasis on sharing the road



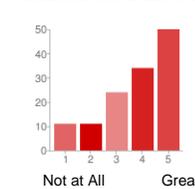
Enforcement of laws that apply to motorists and cyclists



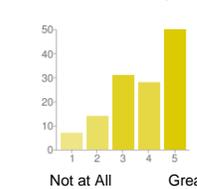
Intersection Improvements



Additional sidewalks or wider sidewalks



Additional crossing opportunities



Public Meeting #2 Flyer

# RED BANK



## BICYCLE / PEDESTRIAN PLANNING PROJECT

### PUBLIC MEETING

Tuesday,  
November 30, 2010

Stop by anytime between  
4-8 PM

Borough Hall  
Council Chambers  
90 Monmouth Street  
Red Bank, NJ 07701

Your participation is a vital component in the development of a successful and meaningful plan. Please tell a friend and neighbor about this opportunity!

A bicycle and pedestrian circulation plan for Red Bank Borough is under development, funded by the New Jersey Department of Transportation – Office of Bicycle and Pedestrian Programs. Urban Engineers is the project consultant. The project’s objective is to establish a comprehensive bicycle and pedestrian plan to enhance non-motorized transportation opportunities to key destinations in the Borough.

This public event will be held in an “open house” format - come anytime between 4 and 8 PM. At the meeting you will be able to view draft ideas for bicycle and pedestrian improvements, and discuss them with the Project Team. Your comments will help shape the final plan. A questionnaire will be available at the event, and will also be made available online at:

<http://sites.google.com/site/urbanengineersplanning/redbank>

If you have any questions or would like further information, please contact:

Jenny Rossano  
Red Bank Safe Routes Group  
jenex4@verizon.net  
732-345-0328

<http://groups.google.com/group/redbanksaferoutes>

Erika Rush  
Urban Engineers  
elrush@urbanengineers.com  
215-922-8080



Public Meeting #2 Sign-in



Red Bank Bicycle/Pedestrian Planning Project



Public Meeting #2  
Tuesday, November 30, 2010

FIRST NAME	LAST NAME	ORGANIZATION	PHONE	ADDRESS	EMAIL
Jennifer	Rossano	citizen, RBSR	732-345-0328	39 Worthley, Red Bank	jenex4everizon.net
Christine	Ballard	Red Bank Engineer	732-671-6400	11 Tindall Rd, Middletown	cballard@tandmassociates.com
Bob	Hanratty	citizen	732-509-518	78 South St Red Bank	jfehl@comcast.net
Bueby	Moran	CROSSING GUARD	232-219-8426	321-5 Spring St R.B.	
Andrew	Davison	hub			APAVISON@gmpres.com
MIKE	VISCARDI	NJ TRANSIT	973-491-7183	ONE PENN PLAZA NEWARK	MVISCARDI@NJTRANSIT.COM
Kevin	Nugent	Mon. Co. Eng. DN.	732-431-7760	1 E. Main St. Freehold, NJ 07728	Knugent@co.monmouth.nj.us
Ed	ZIPPERICH	Red Bank Council	732-855-3424	90 monument St	EZIPPERICH@redbanknj.org
Kate	OKESON	citizen & Sp-ke and Avt bikes group	908-347-2424	87 Birch Ave	Kokeson@gmail.com
CARL	COLMORGEN		732-278-8057	67 DALLAND St	CL29841@juna.com
ELIOTT					
Brian	Hanlon	Red Bank Environ. Comm.	732-724-3548	20 Arthur Place, RB	brian.hanlon@opco.com
MATT	WARD	LOCAL employee	818-486-6756	313 5th St Jersey City	mattward@gmail.com
April	Kinnick	Resident 28	732-530-1639	28 Riverside Ave #104 LA Bank 07701	apriljean.k@AOL.COM
MATT	CRONIN	LOCAL ARCHITECT.	732-859-3136	P.O. Box 225 - RED BANK NJ	MATT.CRONIN@VERIZON.NET
STEVE	McCarthy	Red Bank Police	732-530-2716		SMCCARTHY@RED BANK NJ.ORG
LARRY	HIGGS	ASBURY PARK PRESS	732-643-4277	3601 RT 66 NEPTUNE	LHIGGS@APP.COM

Public Meeting #2 Sign-in

Red Bank Bicycle/Pedestrian Planning Project

Public Meeting #2  
Tuesday, November 30, 2010



FIRST NAME	LAST NAME	ORGANIZATION	PHONE	ADDRESS	EMAIL
Kevin	O'Malley	n/a	732 741-5874	25 Little Silver Birt Rd Little Silver 07739	omalley75@verizon.net kevin.omalley@navy.mil
Bruce	Whitaker		732 2A 5185	183 PROSPECT AVE RB	whitakerb3@comcast.net
Dave	Schnotterer		732 219 8970	112 Hardy Rd 07701	dschnotterer@gmail.com
MICHAEL	FURLONG	RBPD	732-904-6833	90 Monmouth St. R.B. 07701	mFurlong@redbanknj.org
Joe <del>Burrows</del>	BURRANCO		732 747-1122	208 Maple Ave Red Bank Mon NJ	DRDK@comcast.net
Boris	Kofman	Env. Comm	732 842 8090	28 Riverside Ave	bkofman@gmail.com
Jan	Willis	RD Safe Routes	732 610 3046	51 Harrison	sjwillis@willisbros.net
LEONARD	OPPENHEIM	N/A	732 747 0855	28 RIVERSIDE AVE, MT. IVA	SHIPPEES@COMCAST-NET
Audrey	Oldberg		732 747 4642	56 Smith St. RB.	pms021@aol.com





## Public Meeting #2 Survey Results

### Comment Form Summary

1. Does the plan improve bicycle and pedestrian mobility and safety in Red Bank? Are there any routes, elements, or areas that are missing from the plan?
  - Enforcement - Right of Way for cyclists! More cops looking out for pedestrians/bikes beyond sting operations
  - Educations - Bike Groups educating in schools
  - Leaves, branches, grass all in street causes cyclists to veer into car lane.
  - Looks like a huge improvement throughout town.
  - Like to convert parking space to bike racks! Give that a 5!
  - All good improvements, both for ped and biking.
  - Please coordinate with County Planning on Front Street with regards to bike lanes.
  - Sharrows are great in NYC but drivers here go faster than NYC! And drivers aren't used to peds/bikes and there is not enough light.
  - Red Bank needs to offer Physical Protection and a First Class Citizen experience.
  - More lighting, and lower speeds.
  - Please add notation/arrows/signage that bicycle lanes are one way with traffic and ticket violators.
  - Provide designated parking for scooters like Vespa, Honda, Yamaha along with bikes.
  - Bike Lanes on Harding Rd up over Tower Hill?
  - Secondary Access Road from Locust to the Primary School on River St
  - Intersection of Broad St, Maple Ave, Rumson Rd and train crossing.
  - I am not interested in bikes, just pedestrian safety.
  - Nice presentation in Red Bank this evening.
  - Some good improvements please also consider a blinking light to slow traffic going west on Route 35 after Maple before crosswalk.
  - Put sign in Maple indicating which lanes are for turning on to Front Street
  - Restore 3-lanes to Maple.
  - Yes, it all looks great. I'm hopeful for improved ped/bike safety.
  - These improvements look great! My rankings in order: 1. Enhanced crossing at Peters and Maple, 2. Enhanced crossing at Broad and Canal, 3. Four-way stop at Oakland and Pearl.
  - I walk twice daily with family from Mori Place (near east Side Park), down McLaren, down Linden, then down Broad toward Peters, looking for a good place to cross. An enhanced crossing of Broad near Canal would be ideal for us. We then walk down Peters, and cross Maple, then head down Oakland to the school.
  - The crossings at Maple, Front, and Riverside are dangerous (see attached recommendations by April Klimley on page 4)
  - Enhanced pedestrian crossings are much better
  - I know the plan might be wishful thinking, but safety is the issue



**Public Meeting #2 Survey Results**

2. Which of the **Area Concept Plans** listed below are important to you? Please rate each plan on a **scale of 1 to 5** (with 5 being the most important) and provide an additional comment:

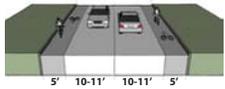
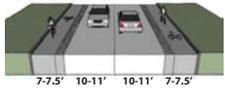
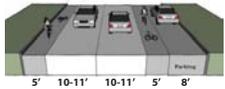
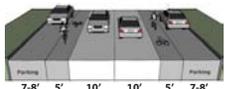
<b>Location</b>	<b>Rating (1 to 5)</b>	<b>Comments</b>
Broad Street	<b>AVG (3.8)</b>	<ul style="list-style-type: none"> <li>• Mostly find Broad to be acceptable from a pedestrian standpoint. Biking is most hazardous at Broad and Harding Intersection</li> <li>• Possibly add a mid block crossing at post office. There are a lot of crossings all day</li> <li>• Need to improve the Ped Xwalk especially when cars make left turn from Broad onto Front</li> <li>• Close it to traffic between Front and Harding</li> <li>• All corners at Broad and Front should have push buttons for pedestrians to be able to cross</li> <li>• Try a four-way walk at Monmouth and Broad</li> <li>• Close Broad from Front to Monmouth</li> </ul>
Maple Avenue	<b>AVG (4.5)</b>	<ul style="list-style-type: none"> <li>• Indecently dangerous. Proposals address pedestrians but not cyclists</li> <li>• Other proposed bike lanes seem less crucial</li> <li>• Nice job identifying Reckless and Maple. I was hit by a car while jogging one clear morning.</li> <li>• Must identify issues and solutions for Arthur. Arthur Place is notorious for being a cut through to the YMCA</li> <li>• Students speed for school at Red Bank Catholic</li> <li>• Pushbuttons at Maple and Front should have directions</li> </ul>
NJT Train Station Area	<b>AVG (3.7)</b>	<ul style="list-style-type: none"> <li>• Could use more bike racks</li> <li>• I think one-way will be a headache at school drop-off. But like the easier turn with bulbouts.</li> <li>• Lots of pedestrians, rushed commuters.</li> <li>• Scooter/motorcycle parking</li> </ul>
Shrewsbury Avenue (north of River Street)	<b>AVG (3.5)</b>	<ul style="list-style-type: none"> <li>• Getting across Shrewsbury is tricky. Proposals should make it safer to walk/bike</li> <li>• Removing parking on even one side of Chestnut or Locust could hurt merchants on Shrewsbury who have inadequate parking.</li> <li>• Curb extensions at corner are no help and a bad idea.</li> <li>• Crosswalks are needed and bumpouts help pedestrians.</li> </ul>
Shrewsbury Avenue (south of River Street)	<b>AVG (3.8)</b>	<ul style="list-style-type: none"> <li>• I love bike lanes along Chestnut and Locust and traffic signal recommendations.</li> <li>• More kids will bike to school.</li> <li>• Bumpouts nice on Shrewsbury since it is so hard to cross now.</li> </ul>
Downtown Core (Front, White, Monmouth)	<b>AVG (4.1)</b>	<ul style="list-style-type: none"> <li>• Already much improved with the light at White</li> <li>• Proposed enhanced pedestrian crossings likely helpful</li> <li>• Need enhanced crossing signals for pedestrian crossing</li> <li>• Try four-way walks at major intersections</li> <li>• Four-way stops are a great idea.</li> </ul>
Middle School Area	<b>AVG (3.5)</b>	<ul style="list-style-type: none"> <li>• Commuters using Branch Ave have a big effect on the safety of the neighborhood.</li> <li>• I live there. Don't show the government taking property. Needs slower drivers, maybe narrowing.</li> </ul>
Pinckney/Bergen Area	<b>AVG (3.3)</b>	<ul style="list-style-type: none"> <li>• The island is a futuristic idea.</li> <li>• Need better crosswalks on E. Bergen and Arthur. Maybe a "slow children at play" sign.</li> <li>• Enhanced crossing is a great idea.</li> <li>• Can be tough to walk to Foodtown (Bergen and Maple)</li> </ul>
East Front Street	<b>AVG (2.9)</b>	<ul style="list-style-type: none"> <li>• I don't bike there. I bike through the interior of Red Bank into Fair Haven.</li> <li>• No mid block crosswalk near TD bank. It usually does not work out.</li> <li>• Area in front of hospital is being addressed by Monmouth County.</li> <li>• I think only one side parking should be taken away on Harris; It's so wide.</li> </ul>
Other (use space to the left if needed)	<b>AVG (3.8)</b>	<ul style="list-style-type: none"> <li>• Some streets don't have signage. Every street should have its name on an easily visible sign.</li> <li>• Keep four-way stops consistent.</li> <li>• Needs better lighting throughout town.</li> <li>• Bridge street makes the most sense for dedicated bike lanes.</li> </ul>

## Public Meeting #2 Survey Results

3. Please use the space below to provide any general comments related to the **Bike Route Network Plan** or suggested bicycling programs:

- Seems comprehensive.
- Would like “share the road” signs all over as the network doesn’t necessarily cover the breadth of locations one may go.
- Painted roads and bike signs are good as well
- Sharrows do not equal physical protection. Red Bank drivers aren’t used to bike/ped traffic.
- Slam dunk violators who ride bicycles and jog against the MV code (wrong side of road).
- Make correct direction on the roadways.
- No comment, just keep bikes away from cars!
- Biking for the environmental and daily exercise is very important and I am all for biking!
- Covered bike parking at the train station is key.
- Choosing one or two North-South and East-West bike routes would make sense for drivers to know where the bikers are most frequently traveling.
- Love the prospect of bike lanes. the addition of bike lanes on Harrison Street would greatly help the speeding issues. Safe bicycle passage from east to west would be fantastic!
- Peters place desperately needs bike lanes, most likely they’d need to be placed on the south side of the street (opposite St. James) to work in the presence of the buses twice daily.
- Hopefully the most congested areas be priority.
- We need more vigilance to make our town safe and bike/pedestrian friendly.
- Plan looks really good!

4. The preliminary **Bike Route Network Plan** recommends the following bike compatibility options. Please rate each item below on a **scale of 1 to 5** (with 5 being the most important) and provide any additional comments:

Bike Compatible Option	Locations	Rating (1-5)	Comments/Locations
<b>Stripe 5' minimum bike lanes</b> 	Rumson Branch (north end) White (Little Silver) Front (east of Spring)	<b>AVG (3.9)</b>	<ul style="list-style-type: none"> <li>• Also need to extend biking lanes west of Red Bank on Front Street</li> <li>• Much needed for bicycles.</li> <li>• Add direction arrows on bike lanes.</li> <li>• We live on Branch, cars drive fast. Bike lanes would slow cars</li> </ul>
<b>Remove parking and stripe bike lanes</b> 	Harrison Branch (south end) Allen Grant	<b>AVG (3.9)</b>	<ul style="list-style-type: none"> <li>• I think you could keep parking on one side of Harrison.</li> <li>• Harrison is of particular interest.</li> </ul>
<b>Remove parking on one side and stripe bike lanes</b> 	Drs James Parker Bergen South Pinckney Chestnut McClaren River	<b>AVG (3.9)</b>	<ul style="list-style-type: none"> <li>• Right turn only at Drs. James Parker traffic onto Tilton to get around diversion</li> <li>• These areas are critical to send a clear visual message to motorists that this is a bike/ped friendly town. Especially on Chestnut.</li> </ul>
<b>Keep parking and stripe 5' minimum bike lanes</b> 	Bridge	<b>AVG (3.8)</b>	
<b>Share the Road Signs</b> 	Spring Branch (middle) Tower Hill Clinton Thomas Leighton	<b>AVG (3.3)</b>	<ul style="list-style-type: none"> <li>• Paint a bike line for bike to ride on.</li> <li>• Not sure signage will make a difference.</li> <li>• Ped signs are largely ignored presently.</li> </ul>
<b>Sharrows outside of parking door zone (30")</b> 	Monmouth Oakland White Broad	<b>AVG (3.9)</b>	<ul style="list-style-type: none"> <li>• Not sure if it is clear for drivers. Might ride to center too much. Potential car on car collision</li> <li>• Monmouth has a very tight feel. I'm not comfortable riding with the kids there, though sharrows will certainly be welcome.</li> </ul>

**Bike Parking Locations**

- Spaces for Scooters

**Candidate Speed Reductions**

- South and Brown.
- Harding at Middle School
- Maple, please

**Other**

- Work with local artists and school arts programs to design bike racks



## Public Meeting #2 Survey Results

April W. Klimley  
 28 Riverside Ave. #6H, Red Bank, NJ 07701  
 Home: 732-530-1639

To: Urban Engineers, Red Bank Safe Routes  
 From: April Klimley, Resident of Riverside Towers in Red Bank  
 Date: November 30, 2010

**RE: Suggestions for Improved Pedestrian Safety at Intersection  
 Of Front Street and Maple and Veteran's Park Crosswalk**

As a resident of Riverview Towers at 28 Riverside Ave. (also known as Route 35), every time I walk into town I face extreme dangers crossing Route 35. There are three ways pedestrians may cross south from the north side of Riverside Ave. to get into town—all very dangerous. They are:

- 1) At a marked crosswalk on Route 35 that goes to Veteran's Park.
- 2) At the Maple Ave./route 35 crosswalk either
  - A) Going south from the corner of the Houvnanian building to Manhattan Bagel
  - B) East to the library corner (and then south to the 7-11 store)

All these crossings are dangerous. The traffic light intersection (which is relatively new) needs improved timing for the lights and improved signs. Warning also needs to be provided to drivers going west on Route 35 that they are coming up on a crosswalk that leads to Veterans' Park. Attached is a map I submitted to the borough at the Borough Council meeting Nov. 8 that illustrates a number of these dangers.

Also attached is a map drawn up by our building managing agent with two suggestions for improving this situation. Others I have spoken to support these two recommendations and feel they would lead to improved pedestrian safety.

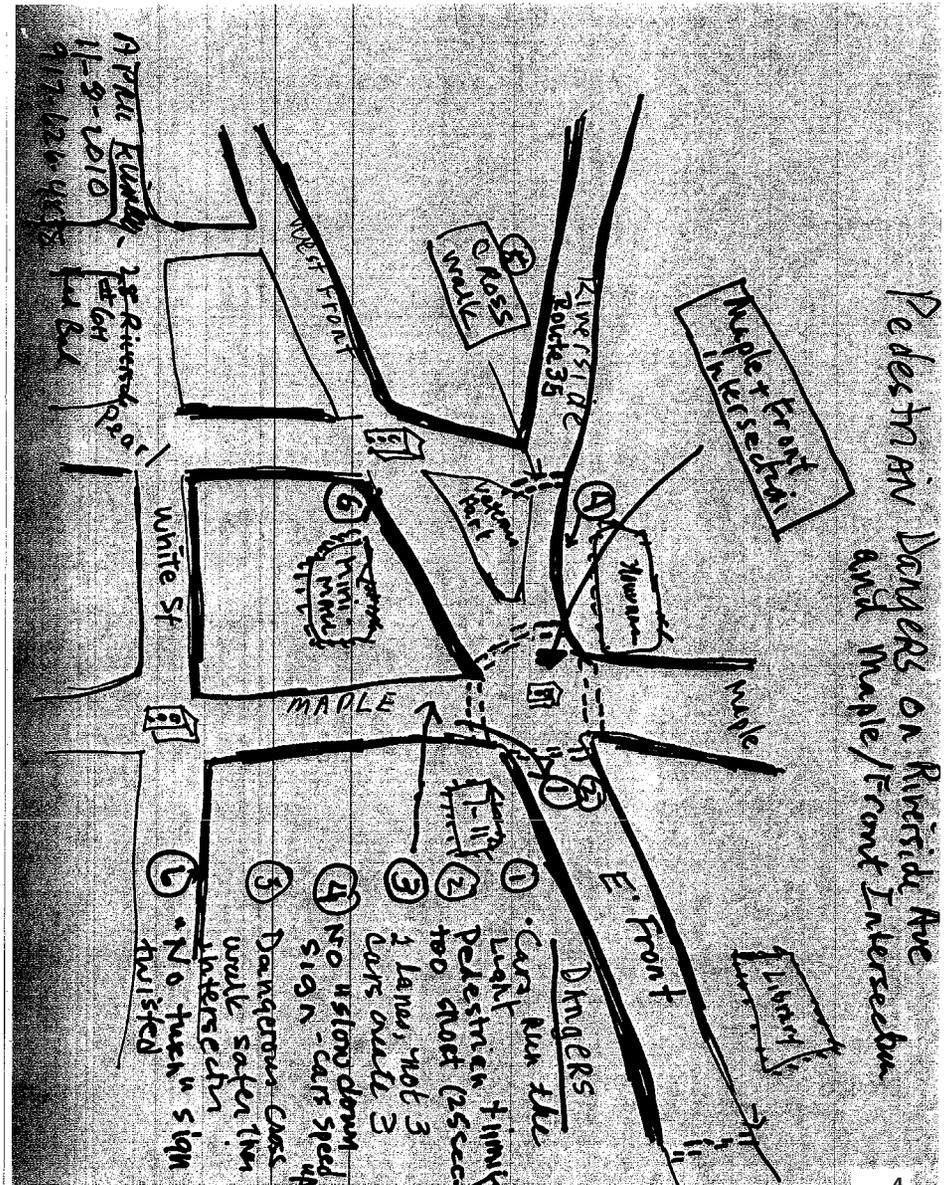
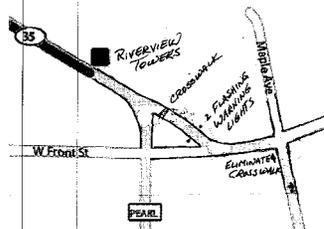
**Two Resident Recommendations for Pedestrian Safety--  
 Maple & Route 35 Intersection & Veteran's Park Crosswalk**

- 1) **Eliminate one crosswalk at the intersection.** This is the crosswalk that goes south from the Houvnanian corner to Manhattan Bagel (where the pedestrian was killed). That crosswalk is particularly dangerous because cars coming up Maple Ave. speed up when they turn left and the road divides. They barely have time to see there is a crosswalk.
- 2) **Add a flashing warning light on the north side of Route 35 going west before the Veteran's Park Crosswalk.** This would force the cars driving west on Route 35 to slow down. It would also be helpful if the crosswalk had diagonal stripes on it so it was more visible to drivers.

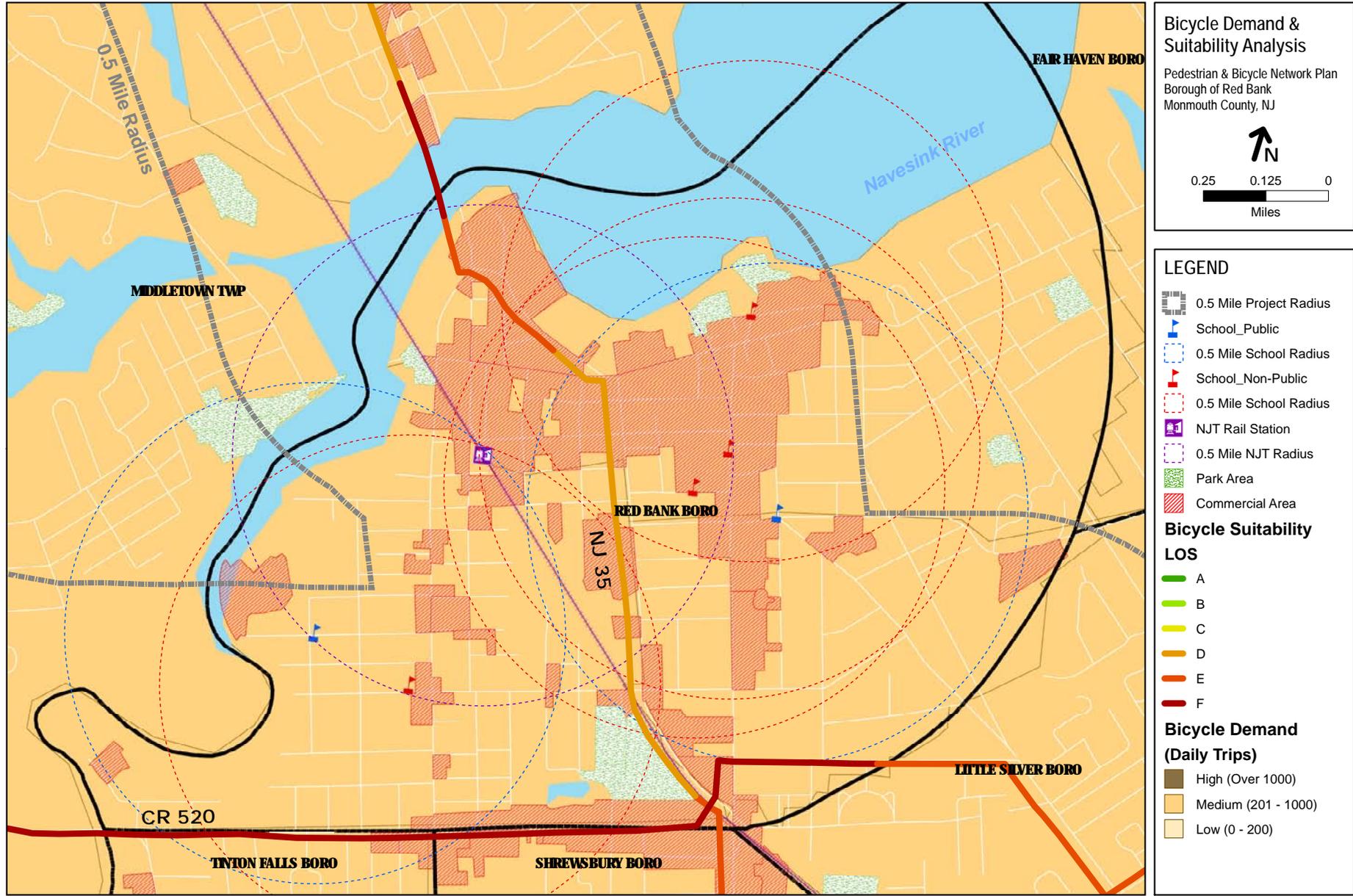
I hope Urban Engineers and Red Bank Safe Routes will take these recommendations into account when drawing up a "final plan for Red Bank." I also want to express my appreciation as a pedestrian in this neighborhood for the work you are doing to improve pedestrian, bike, (and car) safety in Red Bank.

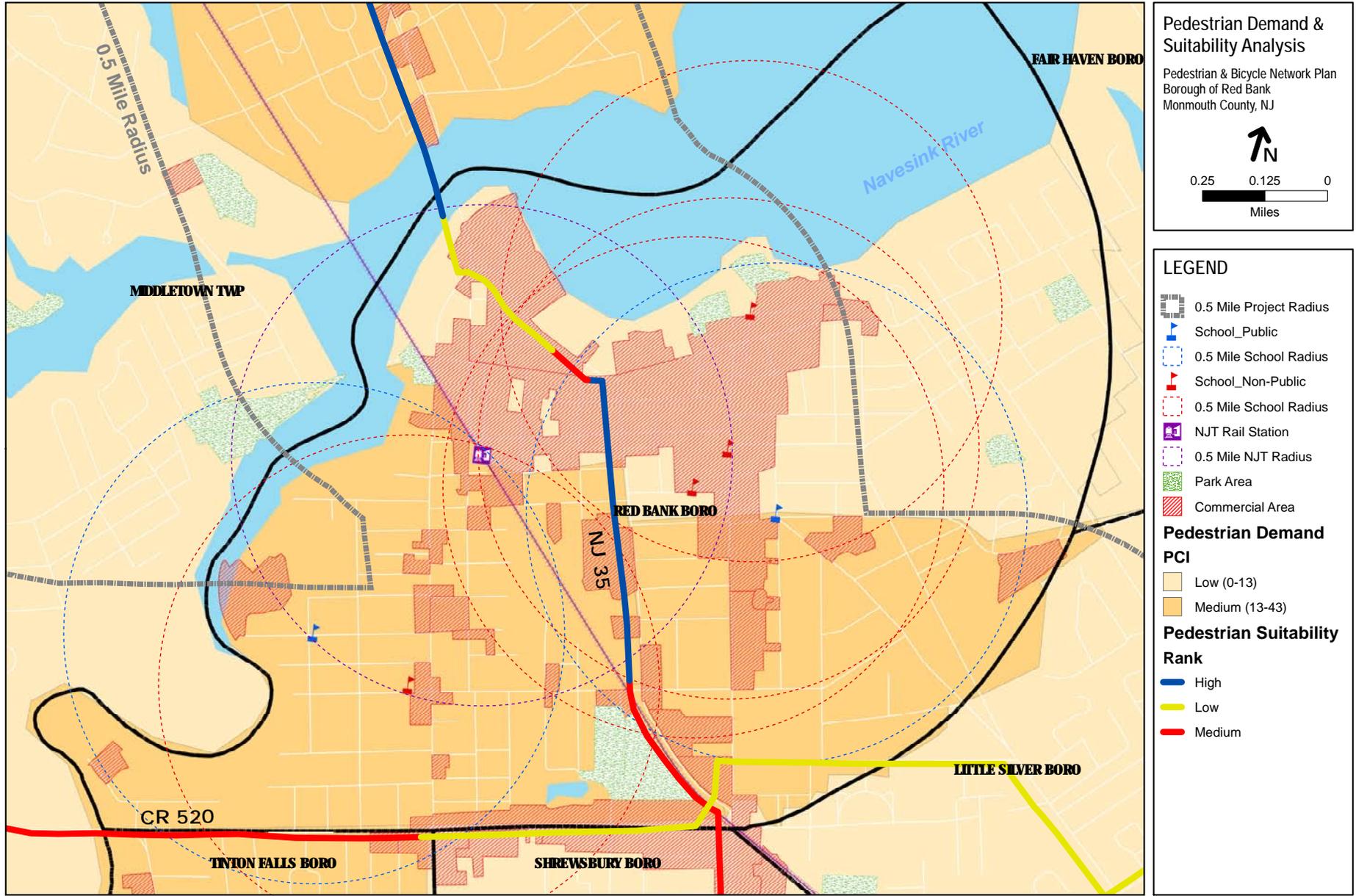
###END###

Cc: Chuck Alderman, Property Manager, Riverview Towers



# Appendix B: NJDOT Bicycle/Pedestrian Master Plan Analysis



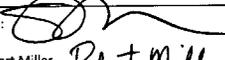
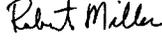


# Appendix C: Complete Streets Policies

## New Jersey Department of Transportation

**DEPARTMENT OF TRANSPORTATION  
POLICY**

Policy No. 703 Supersedes: 703 dated 8/7/89
Page 1 of 3

SUBJECT: Complete Streets Policy	Effective Date: 12/03/2009	Commissioner Approval:  Sponsor Approval: Robert Miller  Contact Telephone #: 530-3855
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**I. PURPOSE**

To create and implement a Complete Streets Policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department's Capital Program.

**II. DEFINITIONS**

A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

**III. BACKGROUND**

The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

**IV. POLICY**

The New Jersey Department of Transportation shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

**DEPARTMENT OF TRANSPORTATION  
POLICY**

Policy No. 703
Page 2 of 3

SUBJECT: NJDOT Complete Streets Policy	Effective Date: 12/03/2009
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1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
5. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
6. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
8. Design bicycle and pedestrian facilities to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

**New Jersey Department of Transportation**

**DEPARTMENT OF TRANSPORTATION  
POLICY**

Policy No. 703
Page 3 of 3

SUBJECT: NJDOT Complete Streets Policy	Effective Date: 12/03/2009
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9. Research, develop and support new technologies in improving safety and mobility.
10. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.
11. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
12. Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.
13. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
14. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.
15. Establish Performance Measures to gauge success.

V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing by the appropriate Assistant Commissioner and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
- 5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

VI. AUTHORITY

N.J.S.A. Title 27

## Monmouth County

**Engineering  
Resolution No. \_\_\_\_\_**

**RESOLUTION ESTABLISHING AND ADOPTING A MONMOUTH COUNTY  
COMPLETE STREETS POLICY**

**WHEREAS**, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

**WHEREAS**, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

**WHEREAS**, the Monmouth County Board of Chosen Freeholders wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**WHEREAS**, it is the intent of the Board of Chosen Freeholders that to the extent practicable, the Monmouth County Complete Streets policy shall include all road, bridge, and building projects funded through Monmouth County's Capital Program.

**NOW, THEREFORE**, be it resolved that the Monmouth County Board of Chosen Freeholders adopts the following Complete Streets Policy with the following goals and objectives:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.

2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.

3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.

4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.

6. Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

7. Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

8. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the

**Monmouth County**

Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

9. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 -Accommodating Pedestrian and Bicycle Traffic During Construction.

10. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

12. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- d) Cost of accommodations is excessively disproportionate to cost of project.
- e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f) An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

**BE IT FURTHER RESOLVED**, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the Monmouth County Complete Streets Policy.

RECORD OF VOTE						
FREEHOLDERS	YES	NO	ABSTAIN	ABSENT	MOVED	SECOND
Mr. Curley						
Mrs. Mallet						
Mr. D'Amico						
Mr. Clifton						
Mrs. Burry						

## Borough of Red Bank

**BOROUGH OF RED BANK**

**COUNTY OF MONMOUTH**

**RESOLUTION NO. 10-195**

### **A RESOLUTION ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY**

offered the following resolution and moved its adoption:

**WHEREAS**, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

**WHEREAS**, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities, promoting healthy lifestyles; creating more livable communities, reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

**WHEREAS**, the Mayor and Council of the Borough of Red Bank wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and Council of the Borough of Red Bank adopts that following Complete Streets Policy with the following goals and objectives:

- 1) Create a comprehensive, integrated, connected multi-modal network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
- 3) Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
- 4) Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage, then sidewalks shall be considered in the project.
- 5) Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
- 6) Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- 7) Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as

travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

- 8) Bicycle and pedestrian facilities shall be designed and contracted to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.
- 9) Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.
- 10) Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or populations groups with limited transportation options.
- 11) Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
- 12) Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Council in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
  - a) Non-motorized users are prohibited on the roadway
  - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - c) Detrimental environmental or social impacts outweigh the need for these accommodations.
  - d) Cost of accommodations is excessively disproportionate to cost of project.
  - e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
  - f) An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor and Council.

**BE IT FURTHER RESOLVED**, that a certified copy of this Resolution shall be sent to the Monmouth County Board of Chosen Freeholders and all Departments and Agencies having a responsibility for or connection with projections covered by the Borough of Red Bank Complete Streets Policy.

Seconded by \_\_\_\_\_ and adopted on roll call by the following vote:

	Yes	No	Abstain	Absent
Ms. Lewis	( )	( )	( )	( )
Mr. Zipprich	( )	( )	( )	( )
Mr. DuPont	( )	( )	( )	( )
Ms. Horgan	( )	( )	( )	( )
Ms. Lee	( )	( )	( )	( )
Mr. Murphy	( )	( )	( )	( )

Dated: