

# Walkable Community Workshop

held: October 11, 2006

**Borough of Red Bank,  
Monmouth County**



submitted to:

**North Jersey  
Transportation  
Planning Authority**

submitted by:



in association with:



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## **I Purpose of the Workshop**

The North Jersey Transportation Planning Authority (NJTPA) contracted with the RBA Group and the National Center for Bicycling & Walking to conduct a series of half-day workshops, which were held in the thirteen counties in the NJTPA region in addition to the City of Newark and Jersey City. The workshops were designed to educate and instruct advocates, residents, and professionals to identify barriers to walking and improve pedestrian safety in each of the communities.

Each workshop consisted of four parts: 1) an initial briefing (for the consultants) by local stakeholders; 2) a presentation by the consultants on best practices of walkable communities; 3) a guided walking audit of a study area identified by the local host; and 4) small group sessions from which recommendations for improvements are made. The outcome of each workshop is to identify and prioritize specific improvements that will increase safety and accessibility for pedestrians. This can serve as a catalyst for local communities and county representatives to implement the improvements among themselves and to develop problem statements, which can be submitted to NJTPA for funding of the recommendations. A sample agenda is included as Appendix A.



Each county coordinated with local representatives to develop an invitation list of a broad range of stakeholders including local leaders, planners and engineers, interested business owners, and residents. A listing of workshop participants is included as Appendix D.

## **II Workshop Methodology**

Each workshop begins with an initial briefing by select local stakeholders. Typically, this group includes the mayor, the police chief, the county planner, and representatives from the department of public works—among other groups. During this briefing the consultants are alerted to existing pedestrian safety hazards, locations of walkable destinations (libraries, schools, municipal buildings, shopping, employment centers, parks), existing plans for infrastructure improvements, and any other considerations relevant to the outcome of the workshop. The consultants also get a chance to ask questions of the local representatives during this informal briefing which was conducted with aid of an aerial map of the municipality and walking audit area.

Approximately one hour of the workshop is devoted to a PowerPoint presentation of the elements of the walkable community. The presentation begins with an overview of typical barriers to walking. Also discussed are the reasons people commonly cite for not walking. Those reasons form the basis of the second part of the presentation in which best practices of walkable communities are described. The practices range from the easy and inexpensive to implement, to the longer-range solutions, to the novel ideas that can add character to a neighborhood. The final portion of the presentation is dedicated to implementation strategies. Presented are: public health rationale for increasing physical activity, the economic benefits to the individual and the community for becoming more walkable, and the relationship between walkability and improved quality-of-life. Each presentation is customized by the consultant to reflect local conditions and concerns.

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A guided walking audit follows the presentation. The walk follows a route designated by local officials and varies from an individual intersection to a one-mile-long corridor or more. For the walk each participant is issued a Post-It Note pad for recording observations and ideas during the walk. The purpose of the audit is to observe specific problem spots, as well as to point out features of the study area that are pedestrian friendly. The consultant stops at various points along the route and asks the group to make observations, and to suggest remedies. Attention is paid to ease of crossing the road, the quality of the walking experience, driver behavior, and connectivity between destinations — among other indicators.

The third part of the workshop is devoted to a 30-minute group mapping exercise. The participants divide into small groups and gather around street maps of the study area. The groups are challenged to denote the location of specific problems and to develop solutions. The groups are not constrained in the scope of their suggestions, nor are they asked to worry about jurisdiction, or cost of improvements. The groups are challenged to think beyond infrastructure improvements. A program that encourages more children to walk to school might be one example. Aiding in this exercise are the notes taken during the walking audit.



Finally, each group is asked to present its recommendations to the group at large. This is an interactive portion of the workshop and other participants are encouraged to comment on the suggestions presented. Once the groups have presented, the consultant moves the participants to identify what are the highest priority improvements of those discussed. Lastly, these priorities are recorded and each participant is challenged to offer what she/he will do to advance these initiatives.

### **III FINDINGS & RECOMMENDATIONS**

#### **A. Summary of Existing Conditions**

##### **1. Local Insights**

On Wednesday, October 11, 2006, a Walkable Community Workshop was held in the Borough of Red Bank (Monmouth County) from 8:30 am until 12:30 pm. The workshop facilitator for this event was Mr. Mark Plotz from the National Center for Bicycling & Walking. The location of the workshop was Monmouth Street westward to Shrewsbury Avenue; the northern boundary is West/East Front Street, and the eastern boundary is the hospital and Broad Street.



The initial briefing was led by Gail O'Reilly (Borough of Red Bank) and Inkyung Englehart (Monmouth County Engineering). Several years ago the downtown underwent a highly successful revitalization, and is now a showcase for best practices in walkable communities. The entire Borough is approximately two square miles. Within that area are numerous walkable destinations including many restaurants, the waterfront park, and annual events such as the film festival, the jazz festival, and fireworks attract many people to downtown Red Bank. The downtown also is a regional draw due to a concentration of high

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end retail shopping, art galleries, and Count Basie and Two River Theaters. It has been the Borough's intention to encourage visitors to park their cars, and explore on foot.

While all the basic ingredients are there for a very walkable community, Red Bank already is a very walkable community with several significant challenges remaining. Shrewsbury Avenue, Bridge Avenue, Maple Avenue are extremely busy streets that run north-south through the Borough. They all carry high volumes of traffic, and appear to be exceeding posted speed limits. The roads present an obstacle to residents living in the western part of Red Bank who are trying to access schools, shopping, and the waterfront in the eastern part of Red Bank. Front Street, which runs east-west, serves as another barrier to pedestrians. Though the road is only two lanes wide, and the posted speed limit is 30 mph, it is extremely difficult to cross. Particularly problematic is an uncontrolled crosswalk on the eastern side of the Borough near the hospital.

It is the desire of Red Bank to improve pedestrian links between the cultural attractions, the downtown, and civic center. Also of concern are pedestrian links to the commuter rail station at Monmouth Street, and to the hospital on E. Front Street.

### **2. Needs/Issues/Opportunities**

The walking audit began at the Borough's Town Hall and traveled west along Monmouth Street to the transit station. From the transit station, the walk progressed south along Bridge Avenue to Chestnut Street. At Chestnut Street the group turned west until Shrewsbury Avenue. At Shrewsbury Avenue the route turned north until the intersection with Front Street. The group turned west to the beginning of West Front Street/Hubbards Bridge. From the bridge they traveled east on Front Street until reaching the hospital. At the hospital the walkers crossed the road and returned to the Borough Town Hall using the sidewalk on the south side of Front Street to Broad Street to Monmouth Street.



On the walking audit, specific attention was paid to the following:

- Pedestrian and bicycle facilities and access to the transit station.
- Driver yield behavior at the crosswalks along Bridge Avenue.
- Driver yield behavior at the crosswalks along Shrewsbury Avenue. Particular attention was paid to the crossing near the Borough's senior citizen center.
- Current pedestrian access to Hubbards Bridge, and challenges for proposed pedestrian routes under the rail overpass and to the new bridge.
- Pedestrian safety and quality of crossings at intersection of West/East Front Street and Shrewsbury Avenue.



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- Pedestrian routes and vehicle circulation at the intersection of State Highway 35 and West/East Front Street.
- The uncontrolled crosswalk in front of the hospital.

The findings of the walking audit are as follows:

### **Issue Area: Safety**

Ensuring safety is the primary consideration for walkable communities. Crossings must be safe and well-marked. Motor vehicles must travel at appropriate speeds.

#### Monmouth Street (Maple Avenue to Bridge Avenue)

- Crosswalks are in need of upgrades and repainting (striping).

#### Transit Station

- Crosswalks at entrance to station's parking lot need repainting.

#### Bridge Avenue (Monmouth Street to Chestnut Street)

- Motor vehicles were perceived to be speeding on Bridge Avenue. The road is very wide considering it only has two travel lanes. On-street parking is provided, but not demarcated with paint. The wide open appearance of the street may be contributing to perceived speeding.
- Crosswalks need to be repainted and currently are not well-marked. This upgrade should occur immediately as this is a major pedestrian route to the transit station.
- Street signs are mounted too low. Some are less than 7 ft above the street.



#### Chestnut Street at Shrewsbury Avenue

- Sightlines are a problem for drivers attempting to enter Shrewsbury Avenue from Chestnut Street (west of Shrewsbury) which is "Stop" controlled. Buildings are not set back far enough from the street. Drivers must enter the crosswalks to sight oncoming traffic.
- On-street parking is provided, but not demarcated. This contributes to the perception that Shrewsbury Avenue is wide and, as a result, encourages speeding.
- Visibility of pedestrians is a problem for those waiting to cross the street due to on-street parking.

#### Shrewsbury Avenue at Monmouth Street

- Shrewsbury Avenue widens considerably to the south of West Front Street (in front of the senior center). The width of the street, its flat grade, and lack of signalized intersections may be contributing to the perceived high vehicle speeds through the corridor. These conditions create a considerable risk for those using the uncontrolled crosswalks near the senior center. One workshop participant noted that it can take as long as 10 minutes to cross the street at peak period.



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- A portable in street pedestrian warning sign was located at the curb.
- The crosswalk in front of the senior center terminates in the center's driveway. This sets up potential conflicts with entering/exiting motor vehicles.

### West Front Street (from Shrewsbury Avenue to Hubbards Bridge)

- Debris from a car crash partially obstructed the sidewalk.

### West Front Street (from Shrewsbury Avenue to Hospital)

- Pedestrian signal heads at Shrewsbury are difficult to see. This applies to the north side of West Front Street and the north crossing of Maple Street.
- Motor vehicle speeds appeared to be high at the intersection of Riverside Avenue/Route 35 and West Front Street making Veterans Park inaccessible, and contributing to hazardous crosswalks.
- The pedestrian crossings at Maple and West Front Street appear to be hazardous. The intersection is confusing for pedestrians. Access problems exist for those working in the office building who may wish to access shopping and eateries on the south side of West Front Street.
- The two uncontrolled crosswalks in front of the riverside park are difficult to cross. On-street parking creates poor sightlines for drivers. The crosswalks terminate close to parking lot entrances/exits. The perceived high speed of motor vehicles may contribute to poor driver yield behavior at this crossing.
- The uncontrolled crosswalk across East Front Street in front of the hospital is difficult to cross (location of a recent fatal accident). The crosswalk is of the high-visibility style, supplemented by advance warning signs and in-street pedestrian warning signs. The perceived high speed of motor vehicles may contribute to poor driver yield behavior at this crosswalk.



### **Issue Area: Comfort**

Aesthetics are an important determinant in the decision of whether to walk. A well-designed pedestrian space encourages more walking.

### Monmouth Street (Maple Avenue to Bridge Avenue)

- Trash cans are missing which is a problem due to the number of people walking to the transit station.
- Benches at the bus stops near the transit station are absent.
- This location lacks street lights.

### Transit Station

- Better landscaping and more maintenance is needed around the station for aesthetics and the weeds are growing in excess.
- Sign pollution was observed on the north side of



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Monmouth Street near the intersection with Bridge Avenue.

### Bridge Avenue (Monmouth Street to Chestnut Street)

- Numerous people are observed standing along the street in this corridor as benches are lacking.
- The buffer strip is unplanted and sidewalk adjacent to the church parking lot is dirt.

### West Front Street (from Shrewsbury Avenue to Hubbards Bridge)

- The width of the sidewalk is narrow along the entire length of the corridor. Its width is estimated to be 4 feet or less. This places the pedestrian in close proximity to passing motor vehicles, making for an undesirable walking experience.

### West/East Front Street (from Shrewsbury Avenue to the hospital)

- The sidewalk on the north side of West Front Street is in disrepair in numerous places and is not a pleasant walking experience.
- There are no benches in the Veterans Park triangle.
- Overhead utilities clutter the appearance of the corridor.
- Lighting standards need to be replaced with appropriate pedestrian-scale fixtures as found on Broad Street.

### **Issue Area: Convenience**

Good routes and short distances between destinations encourage trips on foot and by bicycle.

### Transit Station

- Public restrooms are missing from the transit station. Adjacent businesses frequently complain about the public using their restrooms during festivals. Other stations in the NJ Transit system have restrooms.
- There is an acute shortage of bicycle parking. Many people are riding to the station. The bike racks are filled, with overflow locked to railings, signposts, and any other available spot.
- The presence of bicycle lockers is not indicated in signage.

### Bridge Avenue (Monmouth Street to Chestnut Street)

- Benches are absent with numerous people observed standing along the street in this corridor.

### Chestnut Street at Shrewsbury Avenue

- The bus stops have no benches or route information.
- This is reported to be a heavily used bus stop.

### West/East Front Street (from Shrewsbury Avenue to the hospital)

- Veterans Park is inaccessible. There is a sidewalk along one side of the park, but no linking crosswalk.
- It appears speeds are in excess of the posted speed limit (traveling north on Route 35) making the existing crosswalk difficult for pedestrians.



### **Issue Area: Access & Design**

The pedestrian space must reflect the various levels of mobility. Proper design benefits all users, and allows all to participate in the community.

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## Chestnut Street at Shrewsbury Avenue

- The crosswalk across Shrewsbury Avenue has no curb cut or ramp at the terminus on the west side of Shrewsbury Avenue.

## West Front Street and Shrewsbury Avenue intersection

- The sidewalk is in need of repair and maintenance. It is buckled in numerous places creating a tripping hazard and an obstacle for wheelchairs.

## B. Summary of Priority Recommendations & Next Steps

Of all the ideas and recommendations discussed, the Red Bank stakeholders agreed that the following four (4) locations/corridors should have the highest priority. A complete listing of recommendations, comments and feedback received can be found in Appendix B. All the recommendations will require further investigations and concurrence from Monmouth County and the Borough of Red Bank.

1. **Shrewsbury Avenue and Monmouth Street.** Improving pedestrian safety at this location is the primary concern. Motor vehicle traffic must be calmed, and driver yield behavior at crosswalks must be improved.

Specific recommendations:

- Add a flashing yellow beacon to warn of uncontrolled crosswalk.
- Move in-street pedestrian warning sign back into the center of the road. It currently resides on the side of the road where it is not visible.
- The crosswalk in front of the senior center should be relocated so that it does not terminate in the driveway of the facility. This could be accomplished in several ways. One option discussed is to narrow the senior center's driveway, and extend the curb to meet the crosswalk.
- Where Shrewsbury Avenue widens (near the senior center) parking lanes should be striped with a continuous line to visually narrow the road.



2. **Shrewsbury Avenue and Chestnut Street.** This offset intersection is unfriendly to pedestrians due to perceived high motor vehicle speeds, visibility problems for drivers created by on-street parking, and buildings located close to the street. Facilities for transit riders are also deficient in this location.

Specific recommendations:

- Striping must be added to visually narrow Shrewsbury Avenue. This can be accomplished by demarcating on-street parking spaces with paint and/or striping a bike lane on both sides of the street.
- Add a curb cut and ramp to the existing crosswalk across Shrewsbury Avenue.
- Bus stop amenities should be added at the current bus stop. These should include: a bus shelter, benches, route information and a service schedule.
- Add a curb extension to the northeast corner of Shrewsbury Avenue and Chestnut Street. The sidewalks are too narrow to accommodate bus stop improvements. The curb extension

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would add sidewalk space.

- Curb extensions should be added at crosswalk locations. This will increase the visibility of the pedestrian and shorten crossing distances.

### **3. West Front Street from Shrewsbury to Hubbards Bridge.** Pedestrian comfort, safety, and access are the primary needs that should be addressed.

Specific recommendations:

- There is sidewalk only on the north side of West Front Street. When the new bridge is built, sidewalks should be included on both sides of the bridge.
- The existing sidewalk should be widened. Currently, less than 4 feet of walking surface is available.
- The debris should be removed from the truck crash location under the low height railroad bridge.
- Install a railing along the sidewalk to separate pedestrians from motor vehicles.

### **4. West/East Front Street.** Specific recommendations:

- The crossings in front of the riverfront park need to be upgraded. High visibility crosswalks should be installed. In-street pedestrian warning signs should be used. Consider moving the crosswalks to minimize conflicts with motor vehicles that enter/exit nearby parking lots. The crosswalk in front of the hospital needs a pedestrian refuge island. Targeted crosswalk enforcement should be used at this location. Pedestrian countdown signals should be added at signalized intersections throughout the corridor.
- Stripe bicycle lanes along East Front Street to narrow the travel lanes.
- Bury the overhead utilities; install pedestrian-scale lighting along the corridor.
- Remove sidewalk and add plantings.
- Pedestrian and motor vehicle traffic flow should be studied at the intersection of Maple Avenue, Riverside Avenue/Route 35, and West/East Front Street. Pedestrian access at this intersection is a problem. Several walkable destinations are in the vicinity.

Cautionary Note: The walkable community workshops were conducted over a half-day period and did not involve in-depth evaluation or engineering analysis of existing conditions. Accurate survey data/mapping, additional field evaluation and/or engineering analysis may be required prior to advancing the above recommendations. Agencies should be consulted for available engineering designs and applicable data.

The following table briefly summarizes the priority recommendations, associated benefits, and timeframes of completion. A lead agency for implementation has not been identified, but it is intended that appropriate local, county, and state agencies stakeholders will work together to advance the priority projects identified here.

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Project / Location	Proposed Benefits	Timeframe
<b>Shrewsbury Avenue and Monmouth Street</b>	Traffic calming (additional paint, curb extensions, lane narrowing) will reduce motor vehicle speeds, and increase driver yield behavior at crosswalks.	<b>Short Medium</b>
<b>Shrewsbury Avenue and Chestnut Street</b>	Traffic calming (additional paint, curb extensions, lane narrowing) will reduce motor vehicle speeds, increase driver yield behavior at crosswalks, and increase the visibility of pedestrians who are waiting to cross Shrewsbury Avenue.	<b>Short Medium</b>
<b>West Front Street from Shrewsbury to Hubbards Bridge</b>	Widening the sidewalk and adding the protective railing will give pedestrians additional separation from traffic.	<b>Medium</b>
<b>West/East Front Street</b>	Traffic calming, high visibility crosswalks, improved pedestrian phasing at signalized intersections will create safer crossings for pedestrians.	<b>Medium</b>

Timeframe:

Short = < One Year

Medium = One to Two Years

Long = > Two Years

# APPENDICES

## Appendix A

### Sample Agenda

North Jersey Transportation Planning Authority		
	<h2>Walkable Community Workshops Agenda</h2>	
	<b><u>Module Length</u></b>	<b><u>Sample Agenda</u></b>
1. Briefing with Mayor & Consultant Team	30 min	8:30 – 9:00
2. Welcome by Mayor/Introductions/Workshop Overview	10 min	9:00 – 9:10
3. Elements of a Walkable Community	60 min	9:10 – 10:10
<ul style="list-style-type: none"> <li>• Barriers, benefits and real-world examples</li> <li>• Site Introduction &amp; Review</li> </ul>		
4. Walking Audit	60 min	10:10 – 11:10
<ul style="list-style-type: none"> <li>• In field assessments</li> </ul>		
5. Design Solutions (Break-out Sessions)	30 min	11:10 – 11:40
<ul style="list-style-type: none"> <li>• Small team working groups</li> </ul>		
6. Presentation of Recommendations	30 min	11:40 – 12:10
7. Priorities, Action Plan & Funding	15 min	12:10– 12:25
8. Next Steps, Questions & Wrap-up	5 min	12:25– 12:30
9. Adjourn		12:30




## Appendix B

### **Breakout Group Comments & Feedback**

#### Monmouth Street (from Maple Avenue to Bridge Avenue)

- Street lights are missing.
- Install speed limit signs.
- Upgrade the crosswalks (many are in need of repainting).
- Missing trash cans.
- Benches are needed at the bus shelters near the transit station.

#### Transit Center

- Crosswalks across driveway entrances are in need of repainting.
- Restrooms are needed at the train station. Signs indicating public restrooms will need to be added. Adjacent businesses frequently complain about the public using their restrooms during festivals.
- More bike racks are needed. Lots of people are riding to the transit station. The bike racks are filled, and overflow is locked to railings, signposts, and any other available spot.
- Signs indicating presence of bike lockers are needed.
- Better landscaping and more maintenance are needed around the center. Lots of weeds are growing.
- Sign pollution was observed on the north side of Monmouth Street near the intersection with Bridge Avenue.

#### Bridge Avenue to Chestnut Street

- Plant the buffer strip on the east side of the block (along the church parking lot). There is only dirt in that location. Recommendation to use pavers along the strip due to lots of people standing around.
- Provide benches for people standing in that location.
- Additional lane and parking striping on Bridge Avenue. There is on-street parking that is underutilized, and the road is a wide two lanes. These conditions encourage vehicle speeding. Recommendation to stripe the parking spaces and/or stripe bicycle lanes.
- New, more visible crosswalks are needed on Bridge Avenue. The current markings aren't very noticeable.
- Street signs hang low, should be raised to 8 feet.

#### Chestnut Street to Shrewsbury Avenue

- The crosswalk across Shrewsbury Street has no curb cut on the west side of the street.
- Sightlines are a problem for drivers attempting to enter Shrewsbury Avenue from Chestnut Street. Buildings are not set back far enough from the street. Drivers must enter the crosswalks to sight oncoming traffic.
- Shrewsbury Avenue widens considerably south of the senior home. The width of the street, its grade, and lack of signalized intersections contributes to high vehicle speeding through the corridor. These conditions create considerable risk for those using the uncontrolled crosswalks.
- Add striping for on-street parking and/or add bike lanes to visually narrow the road through this corridor.
- Add bus stop amenities along Shrewsbury Avenue. Bus ridership is high here and people have no place to wait comfortably for the bus, nor is the route information posted.

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- Add curb extensions to crosswalks. The curb extensions will increase the visibility of the pedestrian, shorten crossing distance, slow turning vehicle speed, preserve on-street parking; provide space for benches (current sidewalk is very narrow).

#### Shrewsbury Avenue and Monmouth Street

- Add a flashing beacon to warn of pedestrian crossing. Due to grade, traffic volumes, and vehicle speeds, the crossing is very hazardous. Driver yield behavior is poor at this location. Pedestrians need to take more of a priority here due to the adjacent senior center.
- Move the in-road sign into the road. It is on the side of the road where it is not visible.
- Fix the crosswalk that leads to the senior center. Currently, it enters the sidewalk at the facility's driveway.
- The street is impossible to cross at 3 pm due to congestion and driver behavior.

#### Railroad Bridge and Hubbards Bridge

- Remove sidewalk debris (sidewalk under RR trestle).
- Widen sidewalk under the bridge.

#### West Front Street (Bridge Area)

- Signal heads are very difficult to see by pedestrians. (Sidewalk on the north side, westbound).
- Provide pedestrian signal heads.
- Sidewalks are dilapidated, buckled, unattractive.
- Provide more/better landscaping through the corridor.

#### East Front Street (Maple Avenue to hospital)

- Veterans Park is inaccessible. There is a sidewalk along one side of the park, but no linking crosswalk. Due to high vehicle speeds (traveling north on Route 35) the existing crosswalk is very dangerous.
- Add benches to the park.
- Bury exposed utilities and install pedestrian-scale lighting.
- Front and Maple: signal heads are difficult to see by pedestrians.
- Provide a mid-block crossing at English Plaza. A better crossing is needed to the park. The existing crosswalks have conflicts with driveways, and are not well-marked.
- Front and Broad: Provide leading pedestrian interval (3 second advance) to improve pedestrian safety and driver yield behavior at crosswalks.
- Pocket park at Warf Street & East Front Street.
- Fix the crosswalk in front of the hospital! The existing crossing is dangerous and drivers do not yield. Add a pedestrian refuge island at this location.

## Appendix C

### Evaluation Criteria Checklist for Walking Study Area

#### **Safety**

##### ***Streets***

Is the posted speed limit in excess of 35 mph?  
Motor vehicle speed  
Driver yield behavior to pedestrians  
Lane widths and road characteristics

##### ***Crossings***

Conditions of crosswalks  
Crosswalk markings  
Other pedestrian-related signage

##### ***Intersections***

Traffic control devices  
Wide turn radii  
Poor sightlines  
Pedestrian signals

#### **Comfort**

Lighting (pedestrian-scale or overhead)  
Sidewalk width (appropriate for adjacent uses)  
Maintenance of sidewalk surface  
Overgrowth of vegetation/trees  
Consistency of streetscape  
Condition of adjacent properties  
Other sidewalk obstructions  
Presence of other pedestrians

#### **Convenience**

Wayfinding signage  
Connectivity of street layout  
Bicycle parking facilities  
Quality of bus stops/transit stops  
Bicycle racks on buses  
Benches  
Public restrooms and water fountains

#### **Access/Design**

Are crossings compliant with the Americans with Disabilities Act?  
Alignment of crosswalks and curb cuts/curb ramps  
Timing of pedestrian phase for traffic lights (adequate crossing time)

## Appendix D

### **Project Team**

In conjunction with NJTPA, a team of consultants specializing in making communities more walkable conducted the Walkable Community Workshops. The RBA Group, based in Morristown, NJ, served as the local lead for the workshops with assistance from National Center For Bicycling and Walking (NCBW), based in Bethesda, MD who has completed similar workshops throughout the country.

If you would like further information regarding this workshop or other related efforts, please contact:

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Mark Plotz, National Center for Bicycling and Walking  
301-656-4220  
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[www.bikewalk.org/](http://www.bikewalk.org/)

Inkyung Englehart  
Monmouth County Engineering Department  
732-431-7760

Other websites that may helpful include:

New Jersey Department of Transportation  
[www.state.nj.us/transportation](http://www.state.nj.us/transportation)

League of American Bicyclists  
[www.bikeleague.org](http://www.bikeleague.org)

Active Living by Design  
[www.activelivingbydesign.org](http://www.activelivingbydesign.org)

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**Attendee Listing**

**Monmouth County Walkable Community workshop**  
**Red Bank, New Jersey**  
**October 11, 2006**

<b>Name</b>	<b>Organization</b>
Gail O'Reilly	Borough of Red Bank
Donna Barr	Red Bank Planning/Zoning
Stanley Sickels	Borough of Red Bank Administrator
Darren McConnell	Borough of Red Bank Police Department
Wilhelmina Vaughn	Red Bank Senior Center
Inkyung Englehart	Monmouth County Engineering
Daria Jakinowska	Monmouth County Engineering
Robbin Kirk	Borough of Belmar
Joseph Sickels, Mayor	Town of Fair Haven
Tricia Rumola	Red Bank River Center
Layli Whyte	The HUB of Red Bank
Tracy Lockhart	NJTPA
Ron Tindall	NJTPA