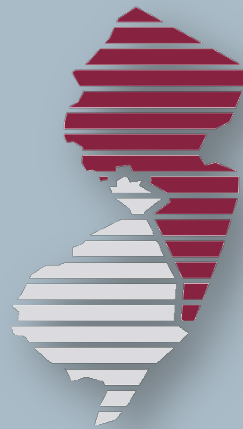


# US 9 Corridor Study Lakewood & Toms River, Ocean Co.

Public Outreach  
Meeting #1

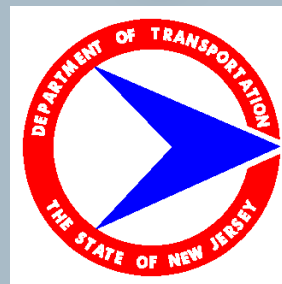
August 25, 2015

Lakewood Municipal  
Building  
Lakewood



# NJTPA

NORTH JERSEY  
TRANSPORTATION  
PLANNING AUTHORITY



# NJTPA Region

**Bergen**

**Essex**

**Hudson**

**Hunterdon**

**Jersey City**

**Middlesex**

**Monmouth**

**Morris**

**Newark**

**Ocean**

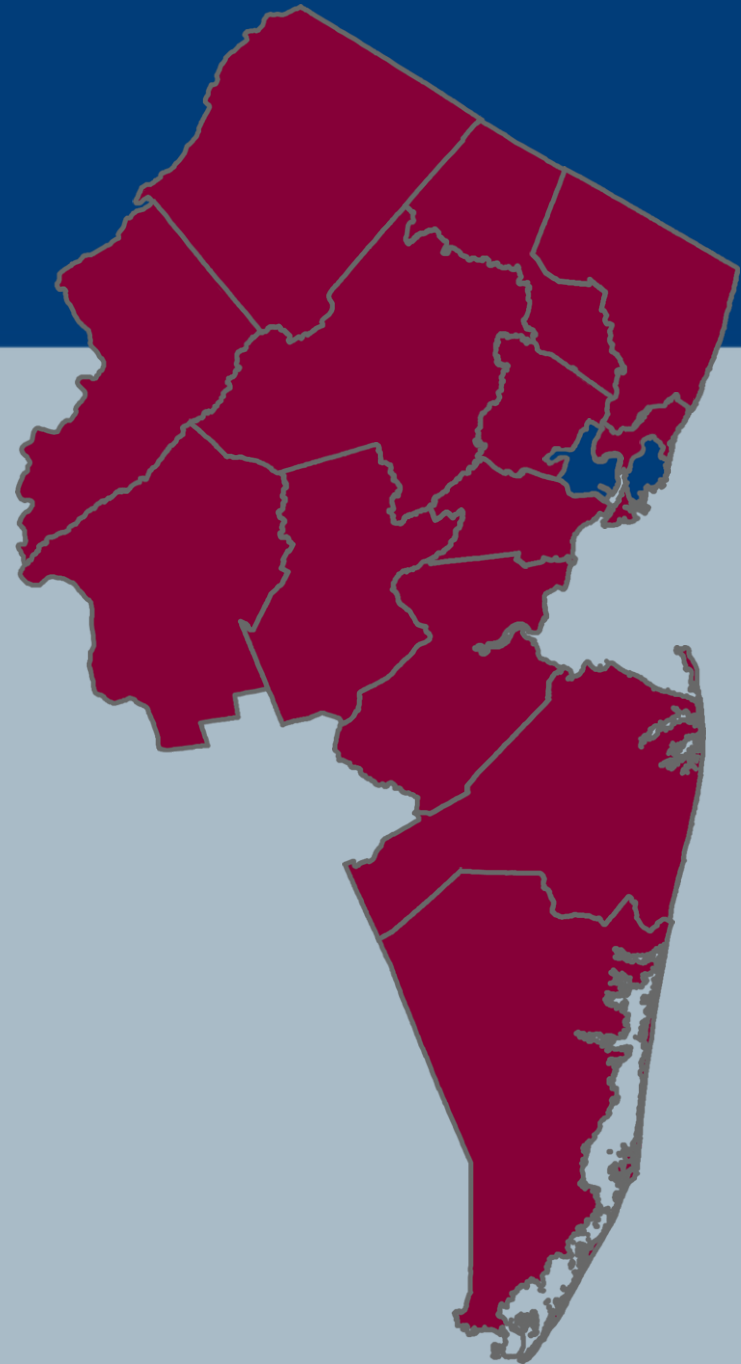
**Passaic**

**Somerset**

**Sussex**

**Union**

**Warren**



# What is the US 9 Corridor Study?

**Request from County for assistance**  
- Traffic safety and efficiency issues

## **Route 9 Corridor Study**

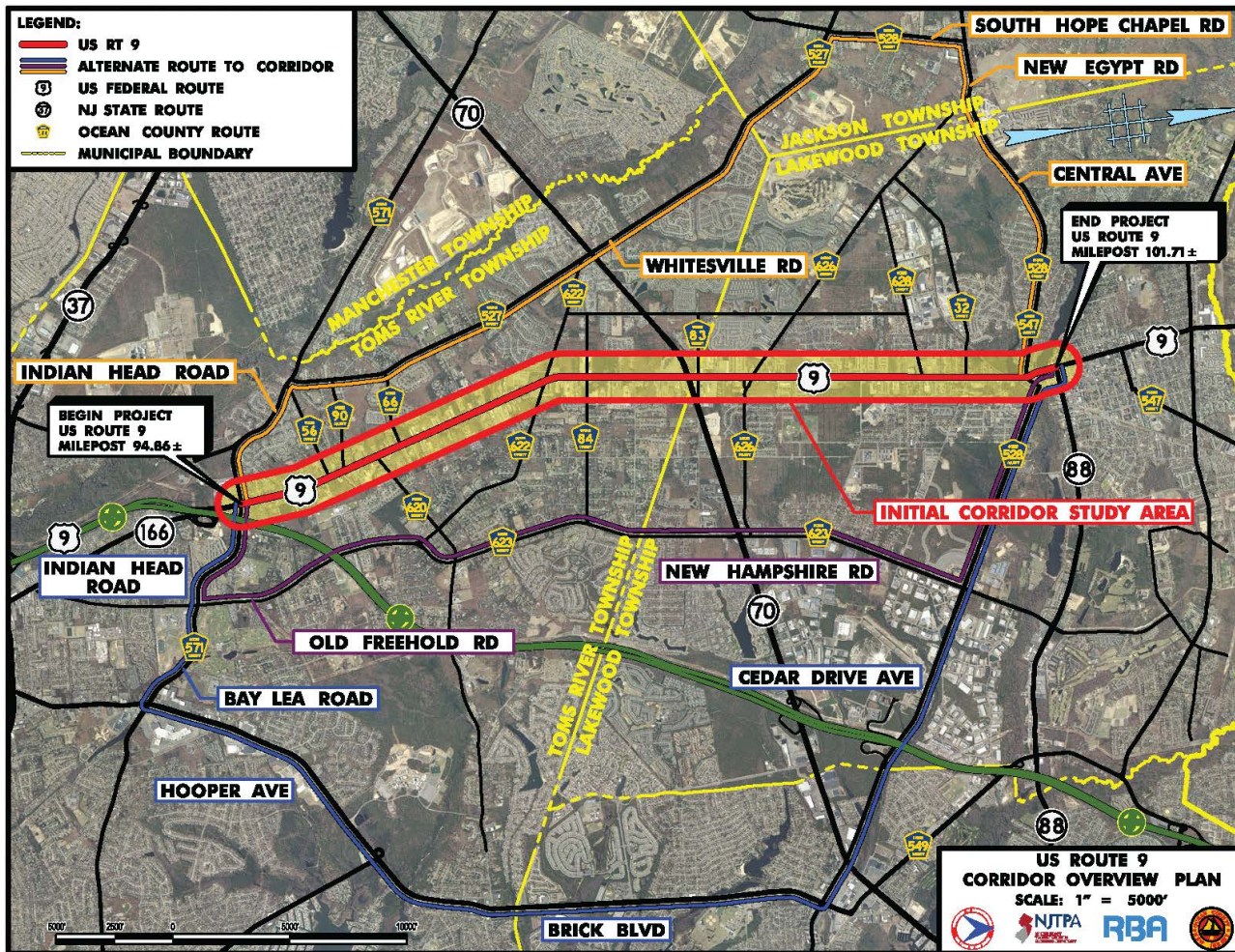
- Evaluate development patterns and forecast future build-out
  - Update existing and future conditions
  - Identify low cost / high impact short term projects

**Build Short  
term Projects**

**Ability for NJDOT to begin  
advancing Route 9  
improvements**

**Changes to  
Regulations (Access  
Code , local zoning)**

# Study Area



# Previous Efforts

1. NJDOT Access Code in 1992 – defined road as 4 lane with median barrier and jughandles.
2. NJDOT undertook concept development for numerous options for improving Route 9 in 1999. Put on hold due to costs of right of way.
3. NJDOT undertook to Smart Growth and Mobility Study in 2009.
4. Ocean County and local efforts since then to improve corridor.

# Project Goals

1. Establish a long-term conceptual design and vision for Route 9 and county and local roads as appropriate. Establish a long-term vision for developable land in the study area.
2. Define the desired design for Route 9 that supports the needs of all users (including motorists (cars, trucks, buses), transit users, pedestrians, and bicyclists), and provides for an appropriate balance of safety, mobility and access.

# Project Goals

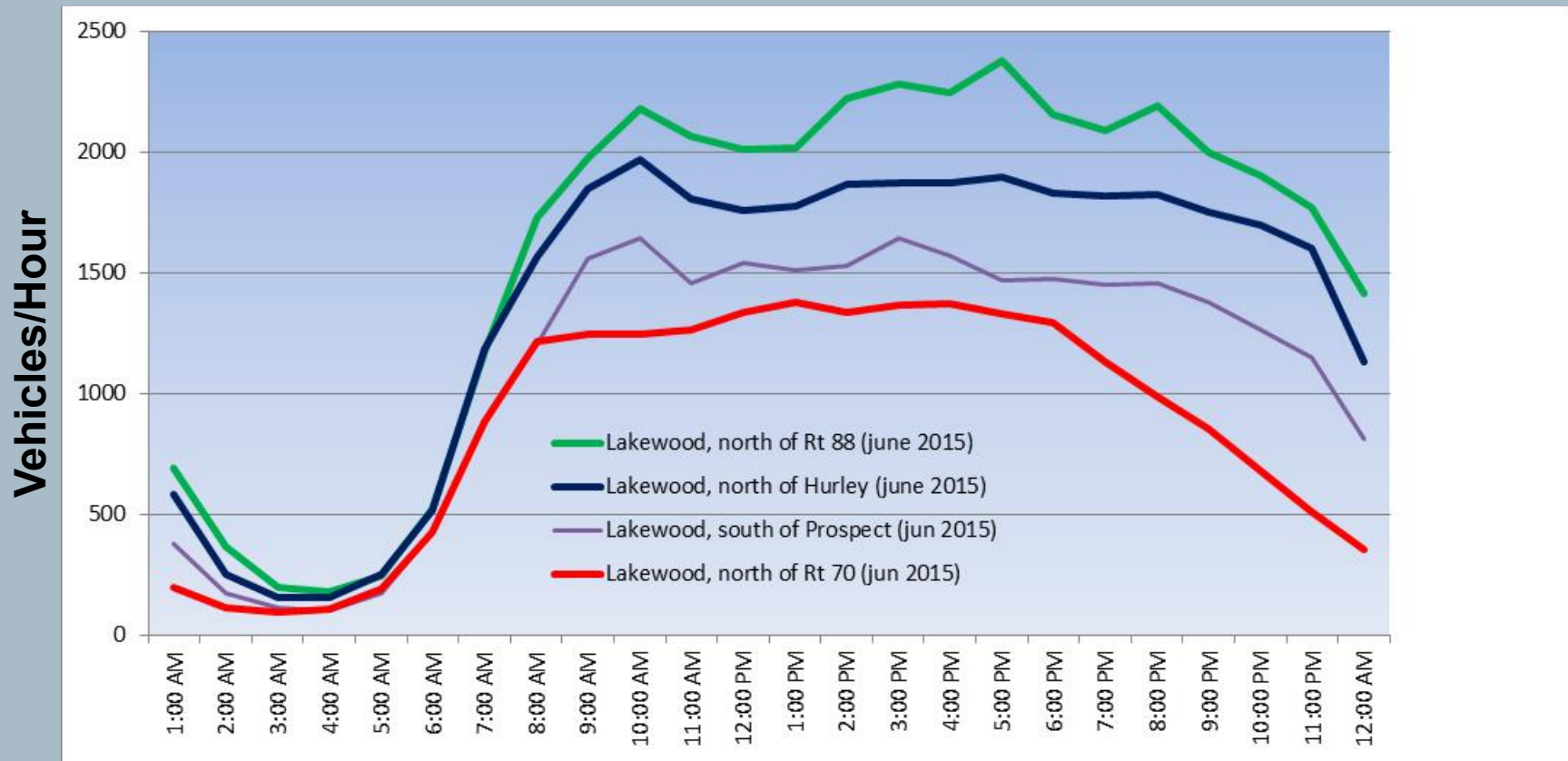
3. Develop a package of low-cost, high-impact spot improvements for the corridor that in the short term address safety and operational issues, and the needs of all users.
4. Identify and make recommendations to address any traffic signal operational or locational deficiencies.

# Project Goals

5. Develop a formal Access Management Plan proposal that NJDOT can advance toward adoption.
6. Develop recommendations for amendments to municipal master plans and zoning ordinances that municipalities can advance toward adoption.
7. Proactively engage all stakeholders in the planning process.



# Existing Conditions – Traffic Volumes (Route 9 in Lakewood)



# Existing Conditions – Traffic/ Roadway (Lakewood)

- Over 3 miles, with 35-45 mph speed limit
- 21,000-38,000 vehicles per day on weekdays
- 6-7% trucks and buses
- Through traffic share – 5-8%
- 7 existing traffic signals, one new one planned for at Chateau Dr
- Several major stop controlled intersections

# Existing Conditions – Traffic/ Roadway (Lakewood)

Travel speeds by time:

Time of Day	Northbound	Southbound
Weekdays, 7-9 am	20 mph	23 mph
Weekdays, 9-10:30 am	12 mph	22 mph
Weekdays, 12-2 pm	22 mph	20 mph
Weekdays, 2:30-4 pm	13 mph	12 mph
Weekdays, 4-6 pm	15 mph	19 mph
Saturdays, 12-2 pm	26 mph	28 mph

# Existing Conditions – Traffic Operations

- Significant delay at all stop signs on Route 9
- Delays at Route 88 (Main St)
- Delays at Central Avenue/Hurley Place
- Delays at James St/Pine St on side street
- Delays at Cross St/Chestnut St
- Delays at Locust St/Honey Locust St on side street

# Existing Conditions – Traffic Safety

- Approx. 240 crashes per year, versus statewide average of 75 crashes per year for similar roads
- Rear-end crashes and right angle crashes predominate
- 19 vehicle-bicycle or vehicle-pedestrian crashes in 3 years

# Existing Conditions – Transit/Walk

- 24 hour local Route 9 bus service, some commuter bus service, and local commuter bus
- 14 bus stops, 3 with shelters, most with sidewalks
- According to census, 6% of people in corridor in Lakewood commute by bus, 3% walk to work, and 11% work at home

# Existing Conditions – Shoulder/ Sidewalk

- Approx. 30% of road has narrow shoulder
- 55-70% of road has curb and sidewalk, but isolated pieces only in some places
- Utility poles close to road



# Existing Conditions – Land Use

- 130 properties with direct access to Route 9
  - 23% single family residential
  - 2% residential/commercial
  - 12% multi-family residential/assisted living
  - 6% religious/public
  - 12% retail
  - 18% commercial/industrial
  - 26% vacant



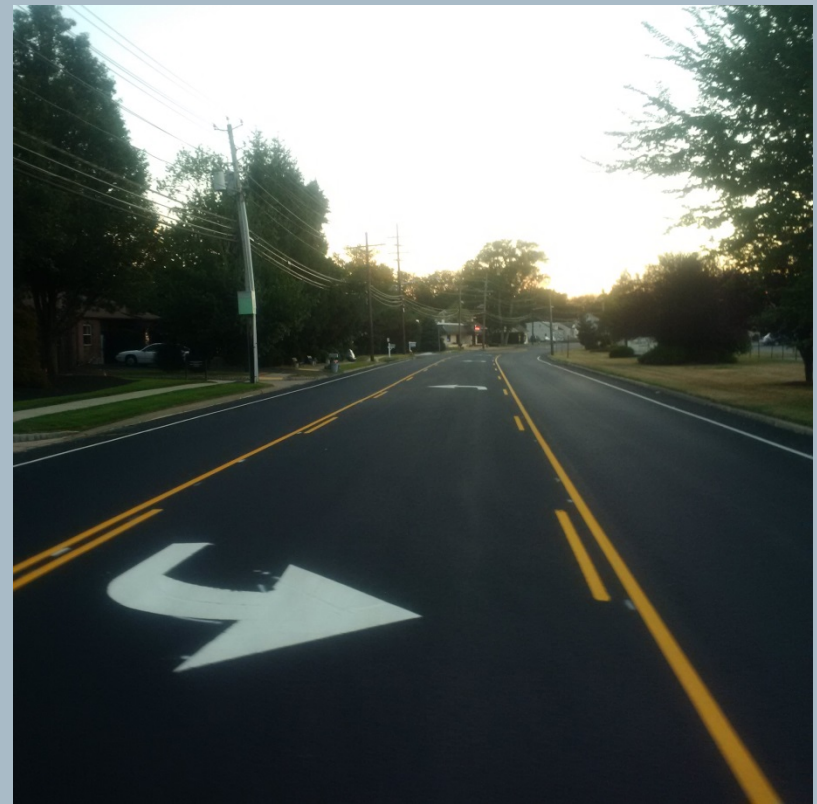
# Features to be Considered - Shoulders

- Benefits include:
  - Traffic safety (30-45% crash reduction)
  - Transit stops
  - Provide buffer between cars and sidewalk/utilities
  - **STORMWATER** storage (alternative is more inlets/sewer)



# Features to be Considered – Left Turns?

- Benefits of Two-way left turn lane:
  - Traffic safety (35% crash reduction\*)
  - Increased road capacity
  - Improved travel speed
- Trade-offs:
  - More vehicle conflict potential



\* Access Management Manual, TRB, Washington DC, 2002, P. 19, Table 2-5.

# Features to be Considered – or No Left Turns?

- Benefits of median barriers:
  - Large traffic safety improvement
  - Increased road capacity
  - Improved travel speed
- Trade-offs:
  - More circuitous travel
  - Need for U-Turn ability



# Features to be Considered

- Sidewalks and/or Bus Shelters?



# Features to be Considered – Bicycle Needs?



Source: [www.bikearlington.com](http://www.bikearlington.com)



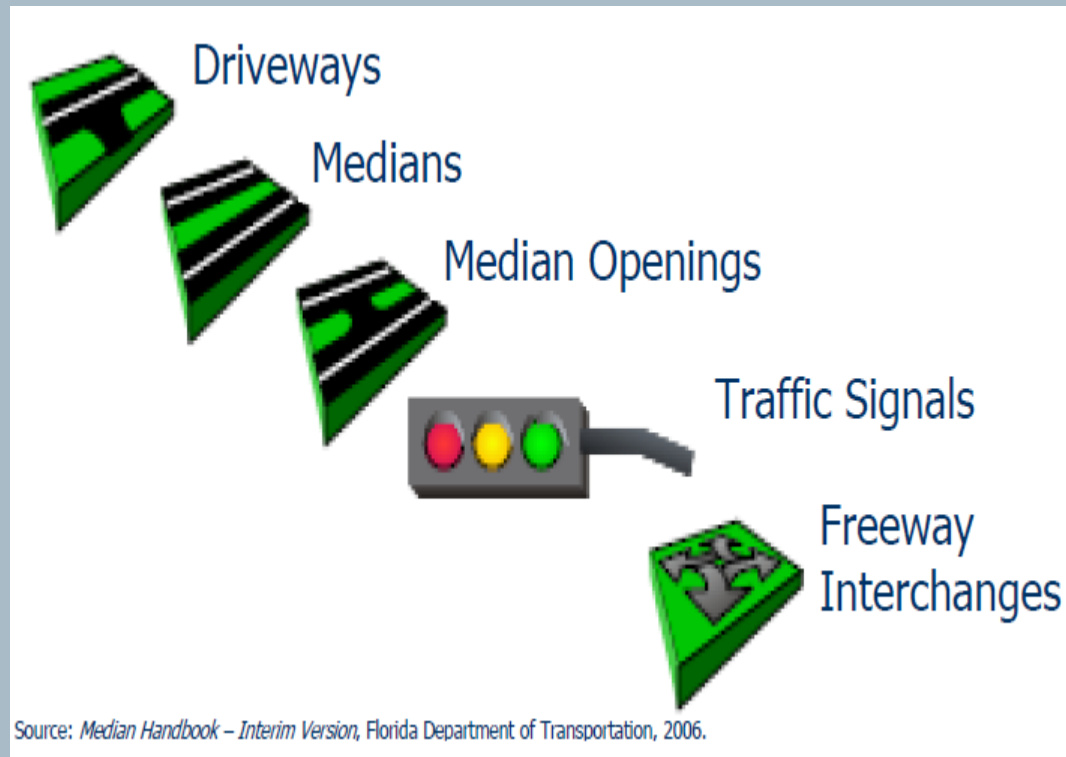
Texas Tech's new "Shared Use" paths make campus safer and more accessible to cyclists.

# What is Access Management?

Access Management attempts to balance the need to provide good mobility for through traffic with the requirements for reasonable access to adjacent land uses.

# Access Management is...

The control and regulation of the spacing and design of:



# Principal Goals

- Reduce accidents
- Maintain the efficient movement of people and goods
- Leverage investment in transportation infrastructure
- Support local vision for community character



# Benefits of Access Management

- Roadway Safety
- Traffic Operations
- System Preservation
- Economic
- Environmental
- Aesthetic



# Who Benefits?

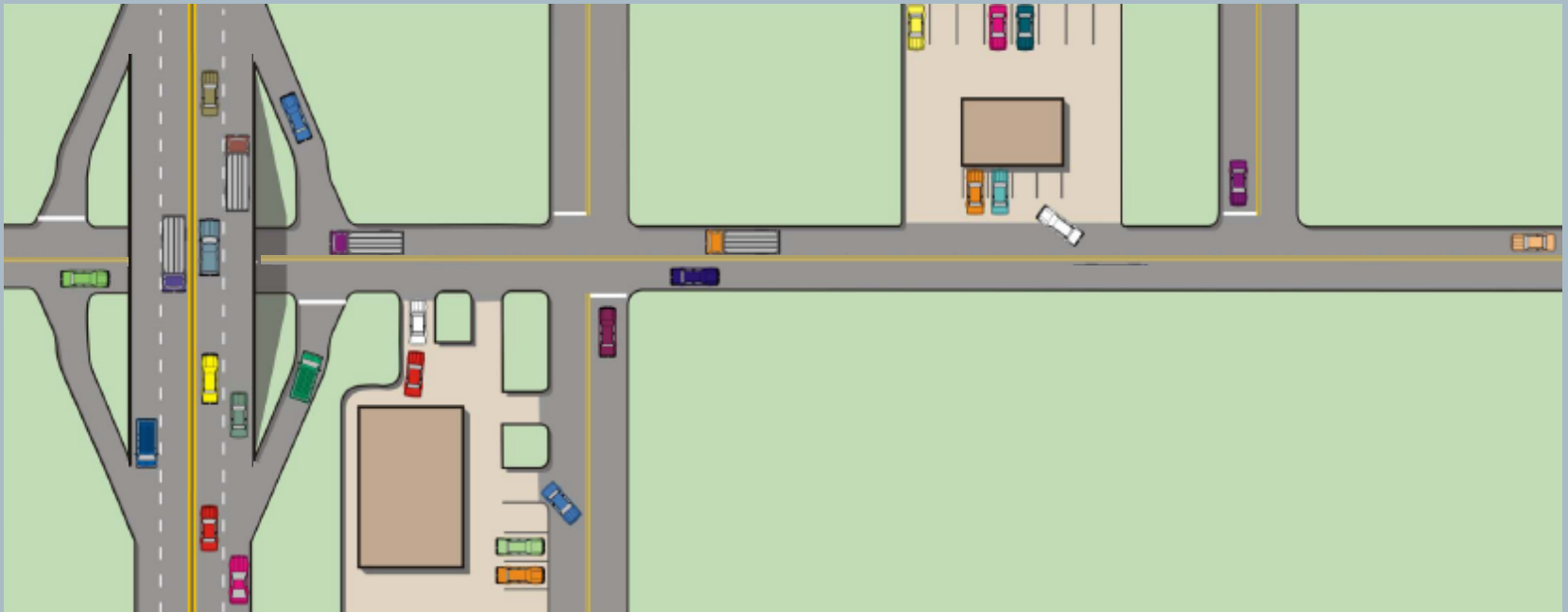
- **Motorists**
  - Fewer conflict and decision points
  - Driving task safer and more efficient
- **Cyclists and Pedestrians**
  - Fewer conflicts with vehicles
- **Transit Riders**
  - Reduced delays and travel times
  - Access to bus stops



# Who Benefits?

- **Businesses**
  - Broader market area and more stable property values
- **Freight Delivery Carriers**
  - Shorter transport times
- **Government Agencies**
  - Lower cost to deliver safe & efficient transportation system
- **Communities**
  - Safer and more attractive driving environment

# What happens if you DO NOT manage access?



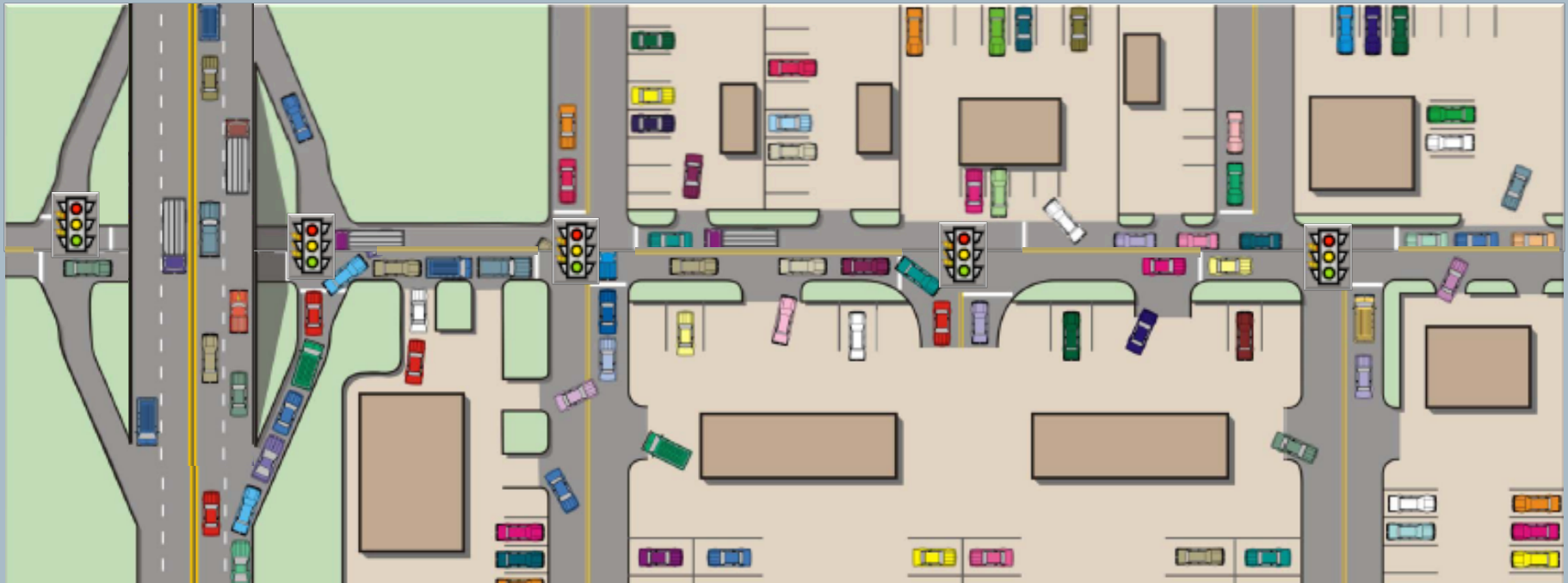
In the beginning...

# What happens if you DO NOT manage access?



As time progresses...

# What happens if you DO NOT manage access?



The result...

# Principal Access Management Strategies

- **limit direct access to Route 9**
- **Reduce traffic conflicts**
- **Strategically locate traffic signals**
- **Provide extra streets for local travel**



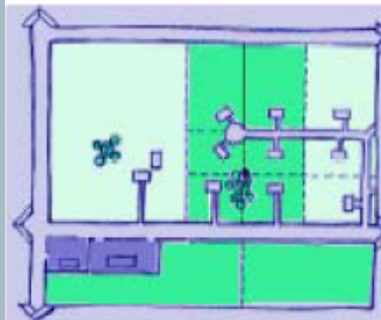
# Need for Local Coordination



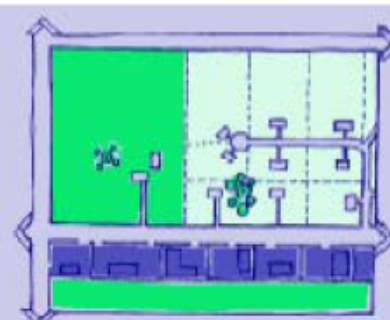
*Small, uncoordinated land use decisions...*



*create problems over time.*



*When problems become apparent...*



*the best solutions are no longer available.*



# Feedback

- We have four (4) stations set up:
  - Traffic Safety/Operations - Andrew
  - Transit / Bicycle / Pedestrian - Mike
  - Land Use – Ed
  - Feedback (Visual Preference & Survey) - Jonas
- Please visit all stations to learn more about each topic and provide input