

Chapter 8: Circulation Plan

Existing Transportation Network

Wall Township has an extensive network of freeways, arterials, secondary arterials, and collector roads to provide satisfactory circulation for employment, shopping and school trips. This section describes the existing road network in Wall by functional classification and discusses proposed and recommended road improvements. This section also examines other transportation related issues, including public transit. Figure 8 shows the Township's Circulation Plan, with a classification of existing roadways and proposed transportation improvements.

A. Functional Classification

Principal Arterials (Freeway/Expressway)

A freeway or expressway is a principal arterial and is designed to carry regional traffic or through traffic to major arterials. An expressway is a limited access road, carrying large volumes of traffic at higher sustained speeds. The Garden State Parkway (GSP) is classified as toll expressway and is operated by the NJ Highway Authority. The GSP provides a north-south travel route and extends from the New York State border south to Cape May. The GSP has one exit (#98) in Wall Township, which is an interchange with Route 34 and I-195/Route 138. I-195 also runs through Wall Township as a freeway from Route 34 to the Trenton area. I-195 connects the southeastern region of Monmouth County to the NJ Turnpike at Exit 7A, Routes 130 and 206 near Trenton and Route 295.

The third freeway in Wall Township is Route 18. This four-lane, north-south highway, if completed beyond its present terminus of Route 138, would connect the Brielle Circle (Route 35 - Route 70) to points north to New Brunswick. Route 18 is discussed in further detail later in this section. Both I-195/138 and Route 18 are under the jurisdiction of the NJ Department of Transportation.

Primary Arterials

Primary arterials also carry regional traffic volumes, act as feeders to and from freeways and serve as carriers between major regional traffic generators. The primary arterials in Wall Township are Routes 33, 34, 35, 70 and 138. Each is under the jurisdiction of the New Jersey Department of Transportation. Most intersections of the primary arterials are at grade intersections. These primary arterials also provide direct land access to adjacent parcels. Route 33/34 is located in the northern neck of the Township, north of the Collingswood Circle to the municipal boundary with Howell Township. It is a four lane highway with a grassed center median. Route 34, south of the Collingwood Circle, which serves the major employers in the Township, is a major truck route and a feeder to the Garden State Parkway. It has four lanes with a grassed center median, with the terminus is at the Brielle Circle. Route 70 is located in the southern part of the Township extending from the Brielle Circle in a southwest direction toward Brick Township and thence to the Camden-Philadelphia area. The Route 70 bridge over the Manasquan River also provides an alternate river crossing to the Route 35 Brielle Bridge.

Route 35, a north-south primary arterial, serves the eastern sector of the Township, provides land access to much of the year-round retail commercial and service establishments of the Township. It is also an important route for the summer tourist traffic because it travels through the beach communities in Monmouth and Ocean counties.

Secondary Arterials

Secondary Arterial roads link collector roads with the primary arterial roads. Secondary arterials are very similar to primary arterials, but handle shorter length trips and lesser traffic volumes.

The County maintains most secondary arterials, although some state and municipal roads function as secondary arterials. Secondary arterial roads in Wall Township include: Wyckoff Road, Asbury Avenue, Belmar Boulevard, Allaire Road, Atlantic Avenue, Herbertsville Road, Allenwood/Lakewood Road and State Route 71. As noted in the 1987 Master Plan, Wall Township has a well-developed secondary arterial system for east-west directions. However, the north-south secondary arterial road system could be better developed.

Collector Roads

Collector roads “collect” traffic volumes from local streets and often are the direct access road to major residential developments. Some collector roads also serve land access purposes. Typically, collector roads are under Municipal or County jurisdiction.

Local Roads

Any street that does not meet any of the above classifications is a local roadway. Such streets provide land access for circulation and easement for public utilities. Local roads should be designed to minimize “through” traffic. The pattern of local streets should serve visitors, delivery trucks, school buses, municipal vehicles as well as the local residents. Local streets are designed for low traffic volumes and should encourage low traffic speeds. Local roads are always under the jurisdiction of the municipality.

B. Existing Traffic Volumes

State Roads

Traffic count data was obtained from the New Jersey Department of Transportation and the Monmouth County Traffic Engineer. The data is provided in a unit of measurement of Average Annual Daily Traffic (AADT). AADT represents the total number of cars passing a point during a given year divided by 365 days. The figure, therefore, represents an average traffic volume for a 24 hour period.

Route 18: The traffic count point for the Wall segment of Route 18 is about 1/10 of a mile south of Brighton Avenue. On this roadway, the traffic volumes increased from 24,000 vehicles in 1991 to 28,660 vehicles in 1994. In the early 1980's, the AADT was between 14,000 and 15,000 vehicles.

Route 34: The traffic volumes on Route 34 vary greatly by the roadway segment. At a point about 0.8 miles south of Allaire Road (Route 524), the AADT in 1993 was 29,830 vehicles.

Route 35: The traffic on Route 35 is mostly oriented to retail commercial facilities. Traffic counts performed by the State in 1994 at two locations - just north of Sea Girt Avenue and south of New Bedford Road - the traffic volumes were 33,800 and 34,600 respectively.

The Garden State Parkway: Traffic volumes increased from an AADT of 107,500 in late 1991 to 122,200 in late 1995.

County Roads: Traffic volume data was obtained from the Monmouth County Engineer's Office for County roads in Wall Township. The County data is not in the same format as the NJDOT's data since the County performs a count over a one week time period with a mechanical counter and derives "average daily traffic" (ADT). Therefore, the County data can be more seasonal in nature and affected by weather or other short term events. Monmouth County also provided data which was collected by NJDOT. Therefore, the information discussed below contains two different types of data, average daily traffic and average annual daily traffic.

Route 524 (Allaire Road): The estimated AADT in 1992 on Allaire Road, just west of the Spring Lake Heights border was 6,260 vehicles, compared to 3,800 in 1983. In 1992, the ADT of the segment west of New Bedford Road was 7,700 vehicles, compared to 7,000 vehicles in 1983. East of Route 34, the AADT of Allaire Road was 8,430 vehicles in 1987.

Route 547 (Asbury Avenue): The AADT of Asbury Avenue in February 1995 for the segment west of Collingwood Circle was 4,400 vehicles. In 1978, the NJDOT estimated the same segment to have 6,000 AADT.

Route 18 (Belmar Boulevard): In April 1995, the ADT of the portion of Belmar Boulevard west of Route 35 was 9,000 vehicles. In 1984 the AADT was 10,000 according to the last Master Plan.

Route 30 (18th Avenue): In April 1995 the ADT for the segment of 18th Avenue east of Allenwood Road was 2,500 vehicles. Previous data from the NJDOT in 1987 determined this portion of the roadway to have an AADT of 1,300, roughly half of the 1995 figure.

Route 524 Spur (Atlantic Avenue): Although current data is not available for the roadway, 1987 traffic data indicates that the AADT was 11,840 vehicles.

Table 12 contains an inventory of County Roads in Wall Township by name, description, length, the right-of way width and the current status. The list, obtained from the Monmouth County Planning Board, was prepared as part of the 1996 Monmouth County Road Plan. The inventory indicates that there are 25.2 miles of County roads in Wall Township. The list also contains five road segments classified as Minor County roads (M in the table) which are essentially under the jurisdiction of the County, but which do not serve a County purpose. These are County roads that the County would look to exchange prior to taking jurisdiction over any future roads.

TABLE 12
COUNTY ROAD INVENTORY
WALL TOWNSHIP

Route #	Road Name	Segment Description	Length (Mi)	ROW (Ft)	Status
18	Belmar Blvd.	Howell Bndry. - NJ Rt 18 Overpass	3.9	80	CR
18	Belmar Blvd.	NJ Rt. 18 Overpass - NJ Rt. 35	1.9	60	CR
21	Squankum-Allenwood Rd.	Howell Bndry. - Ocean Co Bndry.	1.0	60	CR
21	Allenwood-Lakewood Rd.	Ocean Co. Bndry. – Atlantic Ave.	0.8	60	CR
21	Allenwood-Lakewood Rd.	Westside Dr. - Atlantic Ave.	0.2	60	M
21	Westside Dr.	Allenwood-Lakewood Rd. - Atlantic Ave.	0.3	60	CR
30	W. Eighteenth Ave.	Atlantic Ave., - NJ Rt. 34	1.3	60	M
30	Eighteenth Ave.	Allenwood Rd. - NJCL Railroad	3.7	60	M
47	Warren Ave.	Allaire Rd. - Spring Lake Heights Bndry.	0.4	80	CR
524 SPUR	Atlantic Ave.	Allenwood Rd. - Manasquan Bndry.	3.0	80	CR
524	Atlantic Ave.	Howell Bndry. - Allenwood Rd.	2.2	80	CR
524	Allenwood Rd.	Atlantic Ave. - Allaire Rd.	0.2	80	CR
524	Allaire Rd.	Allenwood Rd. - Spring Lake Heights Bndry.	2.8	80	CR
524	Allenwood Rd.	Allaire Rd. - NJ Rt. 34	0.5	80	CR
547	Asbury Rd.	Howell Bndry. - NJ Rt. 34	0.5	80	CR
547	Shafto Rd.	NJ Rt. 33 - Shark River	0.2	80	CR
549	Herbertsville Rd.	Howell Bndry. - Ocean Co. Bndry.	1.4	80	CR
18	Megill Rd.	NJ Rt. 34 - Belmar Blvd.	0.5	60	M
547	Wyckoff Rd.	NJ Rt. 34 - NJ Rt. 33	0.4	80	CR

Source: Monmouth County Planning Board, 1996

CR = County Roads; Existing county roads that continue to serve a regional function.

M = Minor County Roads; Existing county roads that no longer serve a regional function.

C. Allaire Airport

Allaire Airport is situated on the west side of Route 34 and on the north side of Hurley Pond Road. It is the largest privately-owned, privately-funded, public use facility in the State of New Jersey. Information from the NJDOT Division of Aeronautics indicates that the main runway (east-west) is 7,300 feet long and 80 feet wide and is constructed of asphalt. The cross runway is also constructed of asphalt and is 3,707 feet long and 50 feet wide. Hangar facilities and full repair services are available for private and corporate planes. General aviation, corporate and commercial air carriers operate from this airport. Emergency medical transportation, air ambulance services for transportation of vital human organs and State Police law enforcement efforts are served by the airport's facilities. Allaire is the home base for approximately 275 aircraft with approximately 173,000 annual takeoffs or landings.

The Wall Township Planning Board considers the Allaire Airport an important economic and community resource. The airport is strategically located with respect to the State's highway network and serves recreational and corporate aviation needs of the region.

The planning designation shown in the Land Use Plan is not meant to validate existing uses on the airport property. Many of the uses at the airport are located on the tract for economic reasons and are not dependent upon the airport. The Board encourages smaller-scale aviation for the airport consistent in character and scale with the existing operations. Large scale cargo or distribution uses requiring air services are not consistent with this Master Plan and not compatible with the surrounding area.

In August 1998, Wall Township was granted an exclusive nine-month option to purchase the Allaire Airport. The Wall Township Committee has initiated a feasibility study of the airport acquisition. The study is currently underway and includes appraisals, an environmental audit, an investigation and application for state and federal funding for purchase monies and a cost-revenue analysis of the operations. Ownership of the airport will provide the Township additional control of the airport operations and the ability to focus the airport on corporate and executive aviation needs of the region.

D. Public Transportation

1. Bus Transit

Bus service in Wall Township is fairly limited. The M26 service, operated by New Jersey Transit, runs between Asbury Park and Freehold on weekdays. Service by this line is limited to a small segment of the Township in the Route 33/34 and the Collingwood Circle area. A shared ride service, provided by Monmouth County, is also available for a minimal charge for senior citizens and disabled residents on Mondays, Wednesdays and Fridays during working hours. The shared ride service requires one day advance reservations.

NJ Transit provides bus service (M20 Bus Route) between Asbury Park and Point Pleasant, with a stop at the Wall Township K-Mart. The Township should investigate the availability of State or Federal funding for constructing or improving a more formal bus stop at this location. Such an improvement may improve use of mass transit. Approvals from State and County officials may be required and a lease or easement may be necessary if this improvement requires acquisition or use of private property.

2. Rail Transit

Passenger rail service is available for the residents of Wall Township on the North Jersey Coast line through NJ Transit. The rail line has scheduled service from Bay Head to Newark and New York City. Rail stations that are convenient to residential areas of Wall include Belmar, Spring Lake, Manasquan and Point Pleasant Beach.

E. Bike and Pedestrian Transportation

The Edgar Felix Bikeway, discussed in the Community Facilities section, is one of the few bikeways in the region that has a totally separate right-of-way. The Township should consider adding bikeways along existing roads, where appropriate, to improve recreational bicycling opportunities in Wall Township.

Pedestrian circulation improvements also are important. Pedestrian transportation is important to school children walking to school, store patrons walking from their vehicle to retail establishments and leisurely neighborhood walks. Township officials should be alert for opportunities to improve pedestrian circulation whenever possible during development reviews and with sidewalk construction programs. Such improvements will reduce conflicts between pedestrians and motor vehicles.

Wall Township would benefit greatly from a bicycle and pedestrian network linking residential areas to parks, open space and schools. Families and children could safely bike or walk to parks and school on such a network. Bicycle lanes or paths can be constructed along side existing roads at a relatively inexpensive price, especially if such paths are designed at the time roadways are improved or widened.

Wall Township should prepare a pedestrian and bicycle network on a town-wide basis to increase non-vehicular circulation. Such a plan should examine potential connections between vehicular roadways. The Township also should formalize and improve existing informal access points to the bike path to minimize conflict and increase usage. Bikeways are also discussed in the Community Facilities Element.

F. Proposed Roadways and Improvements

1. State Roads

Route 18

As noted in the above section, Route 18 is an important north-south freeway to points north of Route 138, such as Eatontown, Old Bridge and New Brunswick. It is also an important route for truck traffic that must leave the Parkway at Exit 105.

In the past, the State has proposed the extension of Route 18 to the Brielle Circle linking the freeway to Routes 70, 34 and 35. The New Jersey Department of Transportation (NJDOT) has acquired the right-of-way for the missing segments from Route 138 to the Brielle Circle. However, NJDOT staff has been reexamining this proposal. The staff of the DOT has identified three alternatives to the current alignment and presented some preliminary findings to Wall Township officials in a brief

report entitled "Route 18 Freeway Extension Needs Assessment" (July 1997). The three alternatives are:

1. Terminate Route 18 at Route 138 and improve Route 35
2. Continue Route 18 to Atlantic Avenue in the existing right-of-way and connect to Route 35 at Atlantic Avenue; and
3. Continue Route 18 to Atlantic Avenue in the existing right-of-way and connect to Route 34 south of Atlantic Avenue.

The Planning Board has reviewed the issue of the extension of Route 18 and has held extensive discussions of the matter during the course of several meetings of the full board and the Master Plan subcommittee. The Route 18 alternatives were considered and the merits of each were noted. After weighing the relative advantages of the freeway extension, the Planning Board does not recommend that the State of New Jersey complete the proposed extension of Route 18 from the existing Route 138 interchange to the Brielle Circle (Routes 34 and 70) utilizing the present alignment through the Township. The basis for this recommendation is twofold. First, the current right-of-way travels through the central portion of the Township, which is rural and agricultural in character. The preservation of the rural nature of the central area is largely due to specific actions of the governing body which included open space acquisitions of large parcels coupled with an amendment to the zoning ordinance reducing the residential densities. Therefore, the extension of Route 18 through this area would alter the character of this focal point of the community and conflict with prior planning and zoning efforts. Second, the construction of the highway in the present alignment would have a substantial detriment on several residential neighborhoods based on the associated noise and air-related impacts of a regional freeway.

The Planning Board is cognizant of the traffic problems in Wall Township which would be partially ameliorated by the Route 18 Extension. New Bedford Road south of Route 138, Route 35 at the Manasquan Circle, and Route 34 south of the Garden State Parkway are examples of such

roadways segments which may benefit from such a Route 18 Extension. If constructed, the Route 18 freeway extension would improve some traffic congestion problems, shift traffic volumes to other areas of the Township but would not address all of the traffic issues of Wall Township. Therefore, the Planning Board recommends that the NJ Highway Authority, the NJ Department of Transportation, Monmouth County and Wall Township work together to prepare a complete set of roadway improvements to the Wall Township road network which address the traffic problems in a comprehensive and regional manner.

Route 70 Dualization/Brielle Interchange

The NJDOT is in the final design and permitting phase to dualize Route 70 from Jack Martin Boulevard in Brick Township to the Brielle Circle. The project scope includes replacement of the existing Brielle Circle with a traffic signal and jughandles. Improvements are proposed to the bridge over the Manasquan River under a separate contract. The dualized roadway will consist of two lanes in each direction (for the length of the project), a concrete median barrier and inside and outside shoulders. Reconstruction of four existing drainage culverts is also planned.

Traffic signals are proposed at Riverview Drive and in the vicinity of Old Bridge Road.

The current time schedule for this project includes advertisement for bids in May 1999 and the start of construction in September 1999.

Collingwood Circle

Schematic drawings of the reconstruction of the Collingwood Circle (Routes 33 and 34 and Asbury Avenue) indicate that the traffic circle will be reconstructed as an intersection or interchange. The timetable for the design and construction phases of this project has not been released.

Allaire Circle

No plans presently exist to reconstruct the intersection of State Highway Route 34 and Allaire Road, also known as the Allaire Circle.

The Planning Board supports the proposed reconstruction of the state highway traffic circles to improve circulation and safety. The Board also believes that the Route 35 Manasquan traffic circle needs major improvements. After the Brielle Circle reconstruction, which will commence in late 1999, reconstruction of the Collingswood circles and then than the Manasquan Circles are recommended.

2. County Roads

On June 17, 1996 the Monmouth County Planning Board adopted the Monmouth County Road Plan as an element of the "Monmouth County Growth Management Guide," the County Master Plan. The County Road Plan contains the location, design and right-of-way widths of the county road system. The Plan consists of a map and some brief explanatory text. The map depicts existing and potential County roads.

The map shows two municipal streets, as potential County roads. They consist of Allenwood Road from State Highway Route 34 to County Route 524 and West Side Drive near Allenwood School. Monmouth County is willing to assume jurisdiction of these roadways if the Township exchanges jurisdiction for a County road (or road segment) that no longer fits the County road network.

In addition, the County Road Plan shows West 18th Avenue; County Route 30 from Atlantic Avenue (County Route 524) to Route 34; the eastern segment of 18th Avenue from Allenwood Road to the Wall-South Belmar boundary; and Megill Road from Rt. 34 to Belmar Boulevard as "Minor County Roads." This term is defined in the Plan as an "existing County road(s) that no longer serve a regional function."

The above identified Minor County Roads are those roads which Monmouth County would be willing to withdraw it jurisdiction.

3. Municipal Roads

Intersections

Problem intersections shown in Figure 8 include New Bedford Road at the high school; the Manasquan Circle (i.e. Route 35 and Atlantic Avenue); the Brielle Circle (Route 34, 35, and 70); the Collingwood Circle (Routes 33 and 34); 18th Avenue and Old Mill Road; and Atlantic Avenue and Tilton's Corner Road. The New Bedford Road intersection is impacted by the terminus of Route 18 at Route 138 and could potentially improve if Route 18 is extended and certain new interchanges are constructed. The extension of Route 18 is not recommended.

Camp Evans

With the imminent transfer of Camp Evans from Federal to Township ownership, circulation issues should not be overlooked since there could be an opportunity to improve the Township road network. A review of the "Marconi Park Complex Reuse Plan" however, indicates that extension of any roads through the military installation in the near future, is neither appropriate nor necessary at this time. Since the land will be transferred to municipal ownership there is always the opportunity for officials to reevaluate the circulation needs of this area.

The Preferred Alternative for Land Use in the Reuse Plan delineates a sector of the complex for education. A portion of the educational land use area is currently being contemplated by County officials as a satellite campus for Brookdale Community College. The satellite campus area is shown in the Land Use Plan as public land use. If the community college campus becomes a reality, there is the potential of traffic impacts on the local road network due to the vehicle trips of students, teachers and staff members to the site. Planning for the college campus should include a traffic investigation by Monmouth County to determine the level of anticipated trips to the new campus and the capacity of the local road network to accommodate the college-related traffic. The traffic studies will determine whether any road or intersection improvements will be required as a result of the satellite campus. Wall Township officials should consider the possibility of requesting Monmouth County to assume jurisdiction of appropriate roads or road segments in the proximity of the proposed campus.

4. Roadway Classification

A roadway classification system is used to develop standards for road right-of-way widths and improvements. The classification of the major roadways in Wall Township is summarized in Table 13 and shown on Figure 8.

TABLE 13

**ROADWAY CLASSIFICATION
WALL TOWNSHIP**

<u>Classification</u>	<u>Roadway</u>	<u>Recommended Roadway Width (Ft.)</u>	<u>Jurisdiction</u>
Freeway	Interstate 195	300	U.S.
	Garden State Parkway	300	NJ Hwy. Auth.
	Route 18	240	NJ DOT
Major Arterial	N.J. Route 33	120	NJ DOT
	N.J. Route 34	120	NJ DOT
	N.J. Route 35	120	NJ DOT
Major Arterials	N.J. Route 70	120	NJ DOT
	N.J. Route 138		NJ DOT
Sec. Arterials	Allaire Road	80	Mon. Co.
	Allenwood/Lakewood Rd.	60	Mon. Co.
	Asbury Avenue	80	Mon. Co.
	Atlantic Avenue	80	Mon. Co.
	Belmar Boulevard	80	Mon. Co.
	Herbertsville Road	80	Mon. Co.
	N.J. Route 71		NJ DOT
	Shafto Road	80	Mon. Co.
	Wyckoff Road	80	Mon. Co.

Table 13 (cont'd)
ROADWAY CLASSIFICATION
WALL TOWNSHIP

<u>Classification</u>	<u>Roadway</u>	<u>Recommended Roadway Width (Ft.)</u>	<u>Jurisdiction</u>
Collectors	Algonquin Trail	70	Township
	Allenwood Road	70	Township
	Andrienne Road	70	Township
	Brighton Avenue	70	Township
	Campbells Road	70	Township
	Chicago Boulevard	70	Township
	Church Road	70	Township
	Eighteenth Avenue	60	Mon. Co.
	Glendola/Baileys Cor.Rd.	70	Township
	Gully Road	70	Township
	Hurley Pond Road	70	Township
	Industrial Road	70	Township
	Lakewood Road	70	Township
	Marconi Road	70	Township
	Megill Road	60	Mon. Co.
	Mill Road	70	Township
	Monmouth Boulevard	70	Township
	New Bedford Road	70	Township
	Ocean Road	70	Township
	Old Bridge Road	70	Township
	Old Mill Road	70	Township
	Ramshorn Drive	70	Township
	Ridgewood Road	70	Township
	School House Road	70	Township
	Sea Girt Road	70	Township
	Seventeenth Avenue	70	Township
	Shark River Road	70	Township
	Squankum Allenwood Rd.	60	Mon. Co.
	Tilton's Corner Road	70	Township
	Warren Drive	80	Mon. Co.
Westside Drive	60	Mon. Co.	

5. Transportation Policies

New Jersey Department of Transportation Access Code

On April 20, 1992, the New Jersey Department of Transportation adopted new access regulations, N.J.A.C. 16:47 to implement the provision of the State Highway Access Management Act, P.L. 1989 C.32. The new rules are summarized in the State Highway Access Management Code. The access code is a comprehensive set of rules to systematically manage vehicular access to and from state highways. The access code establishes uniform standards that are applicable to all state highways and provide for the consistent application of these standards. It enables all levels of government, as well as developers and property owners to readily determine how access will be managed on any give state highway. The access code allows the control of the number of driveways, street intersections, traffic signals and interchanges to the state highway in order to maximize traffic flow and capacity, as well as safety.

The access code regulations directly affect existing and proposed access points to New Jersey State Highways 34, 35, 70 and 71 in Wall Township. The access code also details the long range highway configurations, desirable typical section (DTS), for each section of highway under State jurisdiction. The DTS indicates the recommended cross section or number of lanes and right-of-way width. Table 14, N.J.D.O.T. access code - access levels details the designated access levels and desirable typical sections of each segment of the state highways in the Township of Wall.

TABLE 14
N.J. D.O.T. ACCESS CODE- ACCESS LEVELS
WALL TOWNSHIP

<u>Highway Segment</u>	<u>Access Level</u>	<u>Desirable Typical Section/R.O.W.</u>
1. Route 18	1	4A/114'
2. Route 33	3	4A/114'
3. Route 34	3	4A/114'
4. Route 35		
A. Milepost 15.79 to 16.04	3	4A/114'
B. Milepost 16.04 to 20.10	4	4F/116'
C. Milepost 20.10 to 20.51	3	4A/114'
5. Route 70	3	4A/114'
6. Route 71	5	4D/78'
7. Route 138	3	4A/114'
8. Route 195	1	4A/114'

Source: N.J.A.C. 16:28 et. seq.

Notes:

1 = Fully controlled access.

3= Right-turn access with provision for left-turn access via jug handle.

4 = Driveway with provision for left-turn access via left-turn lane.

5 = Driveway with provision for left-turn access (limited by space requirements and safety considerations).

4A (DTS) = 4 lanes, divided with shoulders.

4D (DTS) = 4 lanes, undivided without shoulders.

4F (DTS) = 4 lanes undivided with shoulders with 14' two-way left turn.

Access to State Highways whether developer funded or funded by municipality and/or county requires an application and review by the New Jersey Department of Transportation. In addition, existing access drives or streets that are modified significantly also require approval by the N.J.D.O.T.

The State Highway Access Management Code also requires N.J.D.O.T. to be notified of any subdivisions or lot consolidations along the State Highways.

Transportation Improvement District

Many of the planning issues in Wall Township involve around traffic and circulation. While transportation improvements do not resolve land use and aesthetic issues, the installation of the appropriate roadway and intersection improvements reduces traffic congestion, improves safety and creates a more desirable community. Typically, transportation improvements lag traffic congestion. The time lag is due to a lack of proper planning and financing. Several municipalities in New Jersey have implemented a "Transportation Improvement District" (TID) as a uniform method for seeking private cash or in-kind contribution for a pro-rata share of local road traffic improvements in a high growth area.

The creation of TID is preceded by traffic study which analyzes traffic conditions in future years resulting from full build out of major development parcels in the study area. The study also establishes an equitable method of allocating improvement costs required by development. Costs are assessed at the time of development approval for future improvements and credits allowed for improvements to be installed at the time of site construction. The TID Traffic Study would be incorporated into the Township Master Plan as an amendment to the Circulation Element.

Traffic Calming

As a result of increased growth and traffic congestion, planners, public officials and citizens have become very concerned about traffic impacts and interested in innovative methods to mitigate those impacts. One technique, which has received a lot of attention because it is diametrically opposite of traditional traffic engineering, is “traffic calming”. Traffic calming is a term which describes certain types of circulation improvements which slowdown traffic to improve safety and encourage walking and bicycling. The calming techniques are in contrast to the typical traffic engineering approach to widen lanes and roadways and increase speeds, which increase volume. Traffic calming involves vertical and horizontal changes to the roadway to change the character of street and thereby change driving behavior (that is, slowdown traffic). For example “humps” are 20 to 25-foot raised portion of the road, constructed curb to curb, which can be installed to slow traffic. Humps differ from speed bumps in that they are 20-25 inches wide at their base for the width of the road and not as sharp an incline. Another example is a “choker” in which the road is narrowed to 12 to 20 feet in width for a physical restriction. Traffic calming techniques can be used in residential neighborhoods to slowdown traffic and increase safety for

pedestrians and cyclists. The techniques can also be utilized in the development review process to mitigate potential traffic impacts on existing neighborhoods.

Residential Site Improvement Standards

On June 3, 1997, the NJ Residential Site Improvement Standards (RSIS) became effective for new residential development in New Jersey. The new statewide standards imposed maximum improvement levels for streets, curbs, sidewalks, drainage facilities and utilities. The RSIS affects future Township roads because the requirements establish standards for cartway (i.e. curb-to-curb) and right-of-way widths. Since the purpose of the requirements is to reduce development costs, the standards permit more narrow cartways than is typical in most of the Monmouth-Ocean County region. (Please refer to Table 15.) The RSIS standards provide for a 50 ft. wide right-of-way (ROW) and 30 ft. wide cartway for a local street where Wall Township requires a 60 ft. wide ROW and a 36 ft. wide cartway.

In terms of new streets in new residential subdivisions, the RSIS are the requirements which the developers must follow. However, many residential developments are extensions of existing streets or are along existing collectors. In both cases, the right-of-way pattern has been established by prior developments. The RSIS specifically allows municipalities to allow right-of-way and cartway widths consistent with an existing street when the new street is a continuation of an existing one. Therefore, the Township will have to have two (2) different roadway standards - the RSIS for new developments and the existing requirements.

TABLE 15

**COMPARISON OF WALL TOWNSHIP AND
NJ RESIDENTIAL SITE IMPROVEMENT STANDARDS**

<u>Street Type</u>	<u>ROW Width</u>	<u>Cartway Width</u>	<u>Utility Area (both side)</u>
Wall - Local Residential	60'	36'	24'
RSIS - Neighborhood	50'	30'	20'
Wall-Collector	70'	40'	30'
RSIS-Minor Collector *	60'	36'	24'
RSIS- Major Collector **	50/54(2)	24'	30'

* High Intensity with two parking lanes.

** Medium High Intensity, 50 ft. ROW with curb and 54 ft. row with shoulder.