TABLE OF CONTENTS

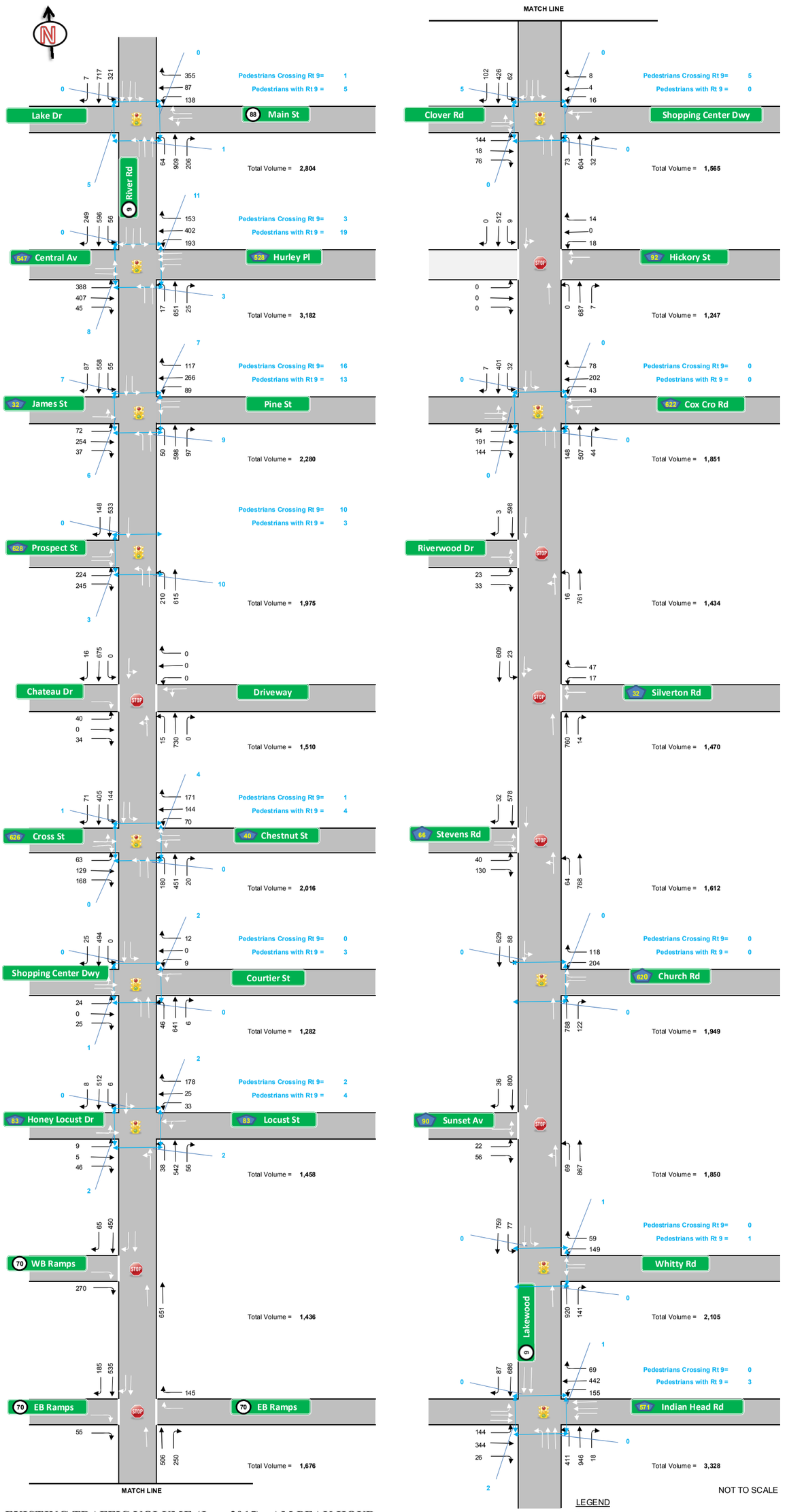
U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX A

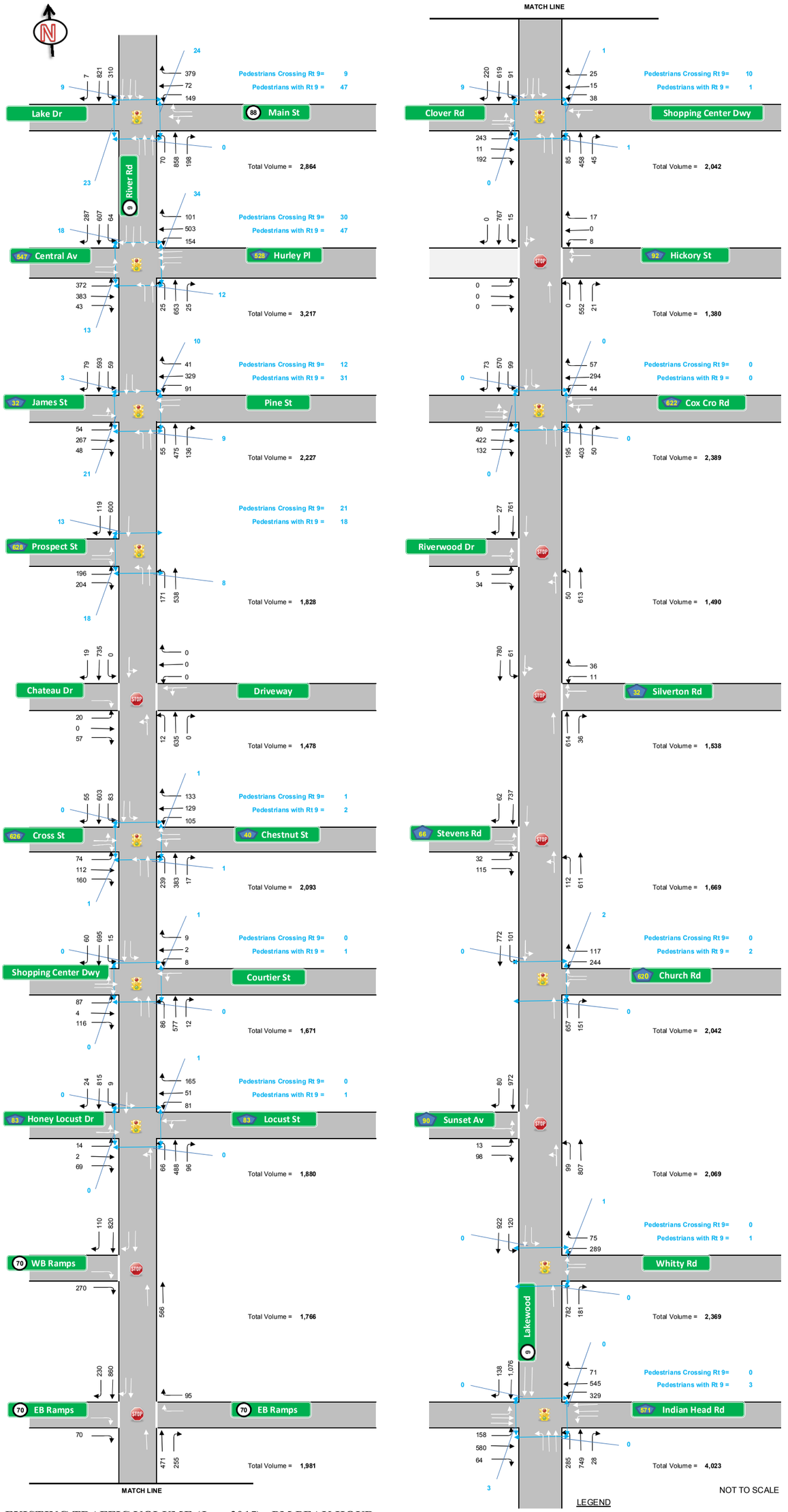
Existing Traffic Volume Flow Maps

Data collected from May 30, 2015 and June 20, 2015



EXISTING TRAFFIC VOLUME (June 2015) - AM PEAK HOUR

The RBA Group rev. 6/28/2015



EXISTING TRAFFIC VOLUME (June 2015) - PM PEAK HOUR

The RBA Group rev. 6/28/2015

EXISTING TRAFFIC VOLUME (June 2015) - SAT PEAK HOUR

The RBA Group rev. 6/28/2015

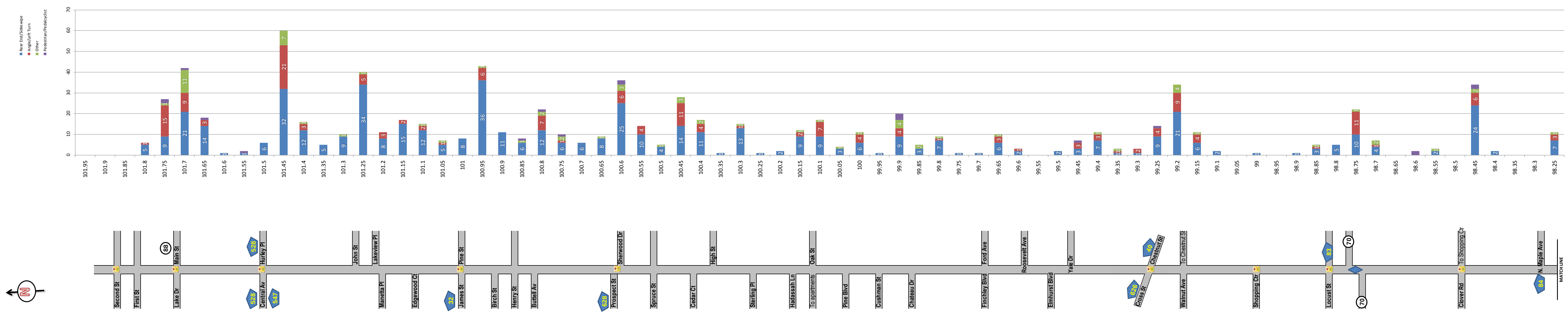
U.S. Route 9 Corridor Study –

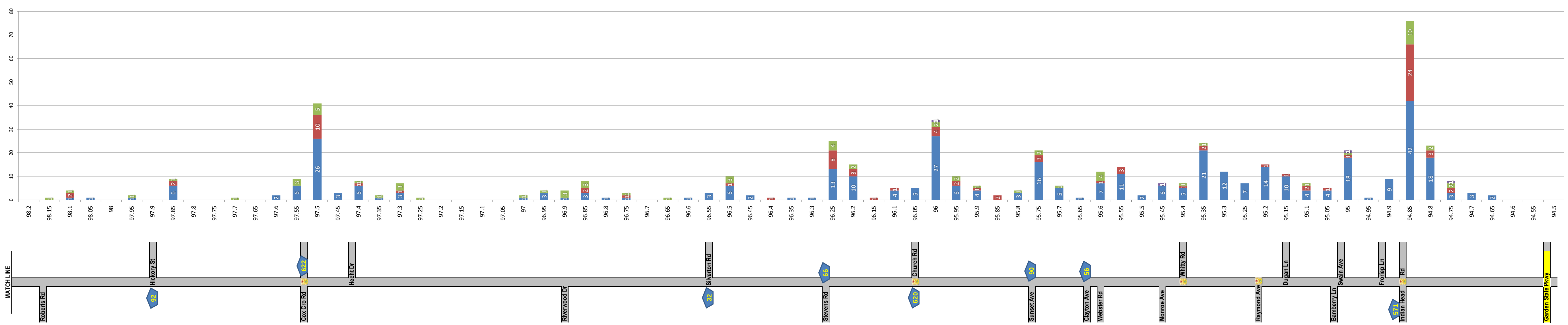
Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX B

Crash Histograms by mile Post

Reportable Crashes between January 1, 2011 and December 31, 2013


Second St
First St
Main St
Lake Dr
Hurley Pl
Central Av
John St
Lakeview Pl
Marietta Pl
Edgewood Ct
Pine St
James St
Birch St
Henry St
Buffett Av
Sherwood Dr
Prospect St
Spruce St
Cedar Ct
High St
Sterling Pl
Hadassah Ln
Oak St
Pine Blvd
Cushman St
Chateau Dr
Ford Ave
Finchley Blvd
Roosevelt Ave
Elmhurst Blvd
Yale Dr
Chestnut St
Cross St
Walnut Ave
Shopping Ctr
Locust St
Clover Rd
N. Maple Ave
MATCH LINE


MATCH LINE
Roberts Rd
Hickory St
Cox Cro Rd
Hecht Dr
Riverwood Dr
Silverton Rd
Stevens Rd
Church Rd
Sunset Ave
Clayton Ave
Webster Rd
Monroe Ave
Whitty Rd
Raymond Ave
Dugan Ln
Bamberry Ln
Swain Ave
Frontep Ln
Indian Head Rd
Garden State Pkwy

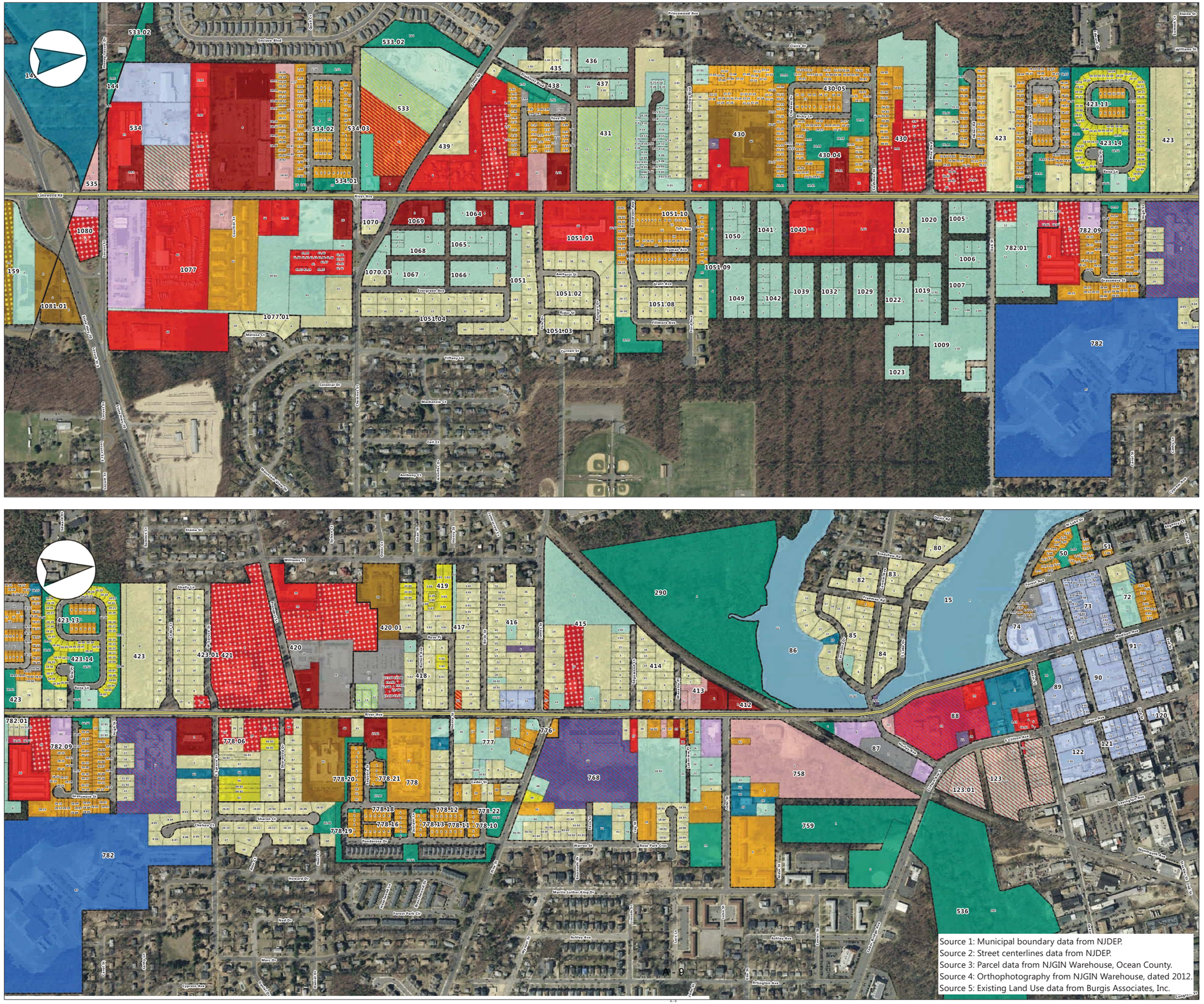
U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX C

Existing Land Uses in Corridor

As of Fall, 2015



Source 1: Municipal boundary data from NJDEP.
Source 2: Street centerlines data from NJDEP.
Source 3: Parcel data from NJGIN Warehouse, Ocean County.
Source 4: Orthophotography from NJGIN Warehouse, dated 2012.
Source 5: Existing Land Use data from Burgis Associates, Inc.

BURGIS
ASSOCIATES, INC.
COMMUNITY PLANNING
LAND DEVELOPMENT AND DESIGN
LANDSCAPE ARCHITECTURE

25 Westwood Avenue p: 201.666.1811
Westwood, New Jersey 07675 f: 201.666.2599

Project Title:

NJTPA Route 9 Access Management Plan

TOWNSHIP OF LAKEWOOD
OCEAN COUNTY, NEW JERSEY

Legend

- Rt 9 Study Corridor
- Municipal Boundary
- Blocks
- Parcels

Existing Land Use

- Residential: Single Family
- Residential: Two Family
- Residential: Multifamily
- Residential: Multifamily Assisted Living
- Commercial
- Retail
- Office
- Medical
- Industrial
- Auto Related
- Hotel
- Mixed Use: Residential/Commercial
- Mixed Use: Commercial/Industrial
- Mixed Use: Commercial/Religious
- Mixed Use: Downtown
- Open Space/Stormwater
- Parking
- Public
- Public Utility
- Quasi-Public
- Public School
- Private School
- Private School/Boarding
- Religious Institution
- Lake
- Vacant: Undeveloped
- Vacant: Commercial
- Vacant: Residential

Rev	Description	Date	Dwn	Ckd

Dwg. Title

Existing Land Use Map
Township of Lakewood

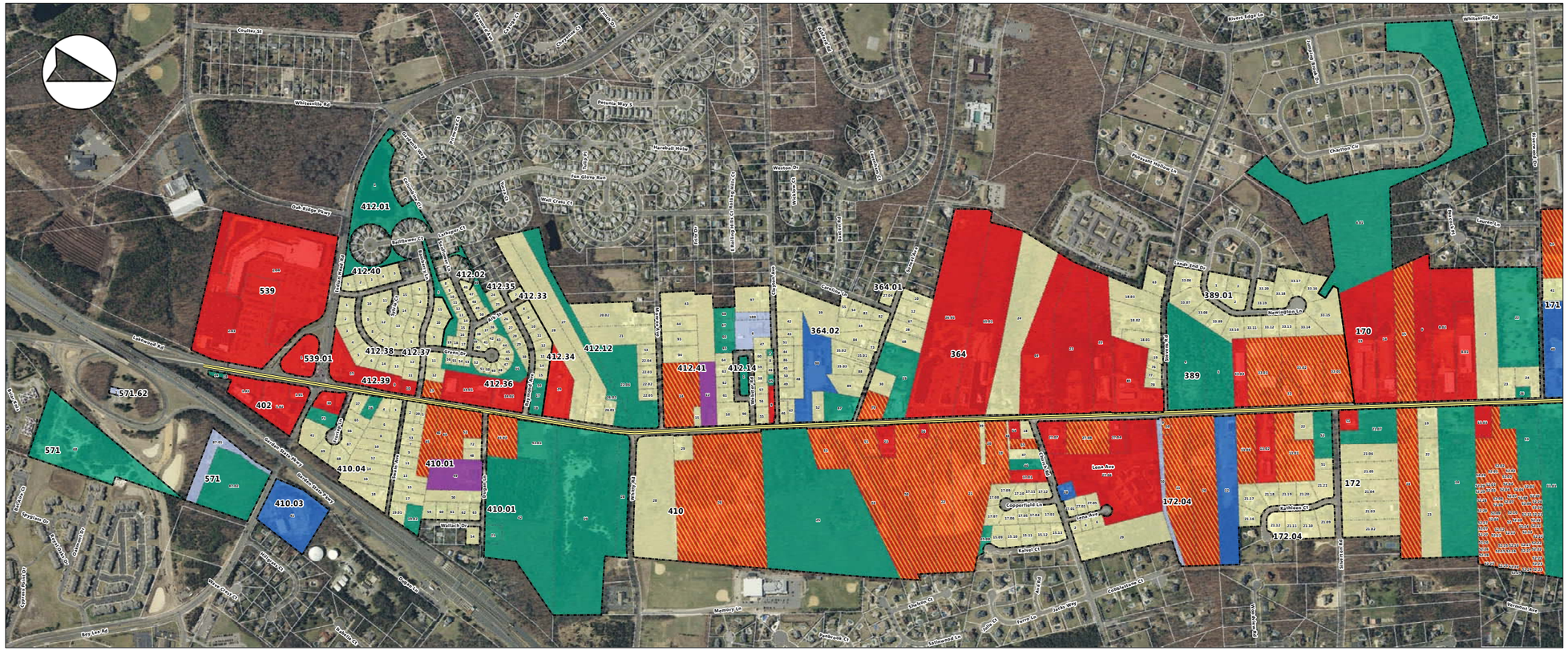
Graphic Scale

0 175 350 700
Feet

JOSEPH H. BURGIS AICP
PROFESSIONAL PLANNER
NEW JERSEY LIC. NO. 2450

Project No.	3012.00
Sheet No.	1 of 1
Date	08/21/15
Drawn	TS
Scale	1 " = 223 '

Dwg. No.
LW ELU 48x36



Source 1: Municipal boundary data from NJDEP.
Source 2: Street centerlines data from NJDEP.
Source 3: Parcel data from NJGIN Warehouse, Ocean County.
Source 4: Orthophotography from NJGIN Warehouse, dated 2012.
Source 5: Existing Land Use data from Burgis Associates, Inc.

BURGIS
ASSOCIATES, INC.
COMMUNITY PLANNING
LAND DEVELOPMENT AND DESIGN
LANDSCAPE ARCHITECTURE

25 Westwood Avenue
Westwood, New Jersey 07675
p: 201.666.1811
f: 201.666.2599

Project Title:

NJTPA Route 9 Access Management Plan

TOWNSHIP OF TOMS RIVER
OCEAN COUNTY, NEW JERSEY

Legend

- ⬚ Blocks
- ⬚ Municipal Boundary
- ═ Rt 9 Study Corridor
- ⬚ Parcels

Existing Land Use

- 🟨 Residential
- 🟥 Commercial
- 🟪 Industrial
- ▨ Mixed Use
- 🟩 Open Space/Undeveloped
- ⬜ Public/Quasi-Public
- 🟦 Institutional

Rev	Description	Date	Dwn	Ckd

Dwg. Title

Existing Land Use Map
Township of Tom's River

Graphic Scale

0 255 510 1,020 Feet

JOSEPH H. BURGIS AICP
PROFESSIONAL PLANNER
NEW JERSEY LIC. NO. 2450

Project No.	3012.00
Sheet No.	1 of 1
Date	08/13/15
Drawn	TS
Scale	1 " = 320 '

Dwg. No.
TR ELU C 48x36

U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX D

Pending and Prospective Developments

As of Fall, 2015

Forecasted Development for the US Rt 9 Corridor in the Township of Lakewood

Block	Lot(s)	Status	Information Source	Development Classification	Single Family or Duplex (Unit)	Multifamily (Unit)	Commercial (Square Foot)	Office (Square Foot)	Institutional (Square Foot)	Zoning
415	2.02	Vac	BA	Prospective	2					R-10
415	17, 18, 24	Pending	Subdivision Plan, entitled "Preliminary & Final Major Subdivision Improvement Plan," prepated by Charles Surmonte PE and PLS, dated July 28, 2015.	Pending	8					R-10
415	19,25	Red	BA	Prospective	4					R-10
420	18	Red	BA	Prospective				40,000		R-10
420.01	4	Vac	BA	Prospective	2					R-10
420.01	12, 13, 14	Red	BA	Prospective				23,000		HD-6
423	8, 9	Red	BA	Prospective	48					HD-7
423	29, 30, 31, 75.43, 76	Vac	BA	Prospective	13					HD-7
430	2, 3, 4, 5, 50	Vac	BA	Prospective	16					R-12
431	1.02	Vac	BA	Prospective	5					HD-7
431	9.01 to 9.47	Pending	Jay Lynch - Approval	Pending		40				HD-6
435	1.03	Vac	BA	Prospective	1					R-12
435	6	Vac	BA	Prospective	1					R-12
436	1, 2, 3, 4	Vac	BA	Prospective	5					R-12
437	1, 2, 3.01, 3.02, 4, 6	Vac	BA	Prospective	5					R-12
438	1	Vac	BA	Prospective	1					R-12
439	7, 8	Pending	Layout plan (1 sheet), entitled "Preliminary and Final Major Subdivision," prepared by KBA Engineering, LLC and dated April 30, 2015.	Pending	6					HD-7
533	3, 10	Pending	Site plan (2 sheets), entitled "Preliminary and Final Major Site Plan & Subdivision Layout Plan 1 and 2," prepared by R.C. Associates Consulting, Inc. and dated March 27, 2014.	Pending		74			2,500	HD-7
533	11	Pending	Site plan (1 sheet), entitled "Proposed Mixed-Use Development," prepared by Lakeland Surveying and dated May 26, 2015.	Pending	24		7,960	15,965		HD-7
758	3, 20, 21, 23	Red	BA	Prospective		10				R-7.5
768	5, 21, 23,24, 25, 26, 28, 29, 30, 31, 50, 69, 70	Red	BA	Prospective	14					R-7.5
768	34.01, 40	Red	BA	Prospective					75,000	R-10
768	44, 45, 46, 48, 83.01	Red	BA	Prospective	6					R-10
777	1, 2, 3, 4	Red	BA	Prospective			20,000			HD-6
778	45	Vac	BA	Prospective			3,000			HD-6
778.06	33	Red	BA	Prospective	1					R-10
782	3, 82	Red	BA	Prospective	4					R-10

Forecasted Development for the US Rt 9 Corridor in the Township of Lakewood

Block	Lot(s)	Status	Information Source	Development Classification	Single Family or Duplex (Unit)	Multifamily (Unit)	Commercial (Square Foot)	Office (Square Foot)	Institutional (Square Foot)	Zoning
782	5, 6	Pending	Subdivision Plan, entitled "Minor Subdivision," prepared by New Lines NJ, LLC and dated February 9, 2015.	Pending	6					R-10
782.01	2, 5, 6, 11, 12	Vac	BA	Prospective	32					HD-7
1005 1006	1, 4 1, 2, 3, 4	Vac	BA	Prospective	20					HD-7
1007 1009	1, 3 1.07, 1.08, 1.09	Vac	BA	Prospective	22					R-12
1019 1022	1, 2.01, 2.02, 3, 4 1, 2, 3, 5	Vac	BA	Prospective	22					R-12
1020	1	Pending	Subdivision Plan, entitled "Final Plat ~ Major Subdivision," prepared by FWH Associates, P.A., and dated June 10, 2015.	Pending	18					HD-7
1021	2	Vac	BA	Prospective	4					HD-7
1029	1, 2, 3, 4	Vac	BA	Prospective	18					R-12
1032 1039	1, 2, 3, 4, 5, 6 1, 2, 3, 4	Vac	BA	Prospective	18					B-3
1021 1040	4 1.02	Pending	Subdivision Plan, entitled "Final Plate ~ Major Subdivision," prepared by FWH Associates P.A., and dated February 19, 2015.	Pending	22					HD-7
1041	1, 2, 3	Vac	BA	Prospective	18					HD-7
1042	1, 2, 3, 4, 5, 6, 7, 8, 9	Vac	BA	Prospective	18					B-3
1049 1050	1 4, 7	Pending	Development Plan, entitled "Preliminary and Final Major Subdivision," prepared by FWH Associates, P.A., and dated November 17, 2014.	Pending	24					B-3
1049	6	Vac	BA	Prospective	2					B-3
1050 1051.1	1, 2, 3, 5, 6 1	Vac	BA	Prospective	4					HD-7
1051 1064 1065 1066 1067 1068	30, 31 1, 3, 4 1, 3, 4, 5, 6 1, 2, 3 1, 2 1, 2, 3, 4, 5, 6	Vac	BA	Prospective		100				R-12
1051.09	4	Vac	BA	Prospective	8					B-3
1077	1, 39.02, 43, 51, 52	Vac	BA	Prospective		60	26,000			R-12
1077	39.01, 50	Red	BA	Prospective			20,000			HD-7

Forecasted Development for the US Rt 9 Corridor in the Township of Toms River

Block	Lot(s)	Status	Information Source	Development Classification	Single Family or Duplex (Unit)	Multifamily (Unit)	Commercial (Square Foot)	Office (Square Foot)	Industrial (Square Foot)	Institutional (Square Foot)
164	5, 11	Red/Vac	Burgis Associates	Prospective			50,000			
164	7, 13	Pending	Jay Lynch - Approval	Pending		340				
166	4, 6, 7, 8, 9, 15	Pending	Jay Lynch - Approval	Pending		250	56,000			
170	7	Vac	Burgis Associates	Prospective			10,000			
170	22	Vac	Burgis Associates	Prospective	10					
171	10, 18, 19, 20, 21, 22, 23, 24, 42	Vac	Burgis Associates	Pending			200,000			
171	25.01	Red	Burgis Associates	Prospective	10		10,000	10,000		
171	16, 28, 29, 58.01	Pending	Jay Lynch - Approval	Pending			78,000			
171	40	Pending	Jay Lynch - Approval	Pending						41,200
172	11.01	Pending	Jay Lynch - Approval	Pending		75		18,000		
172	14	Vac	Burgis Associates	Prospective	7					
172	42	Vac	Burgis Associates	Prospective	1					
173	5, 10, 11, 12	Red/Vac	Burgis Associates	Prospective	10					
173	9, 22, 47	Red	Burgis Associates	Prospective	35					
173	25	Pending	Jay Lynch - Approval	Pending					16,800	
410.01	21, 29, 42	Pending	Jay Lynch - Approval	Pending		175	70,000			
410.04	38, 41, 73	Pending	Jay Lynch - Approval	Pending			12,900			

TOWNSHIP OF TOMS RIVER

COUNTY OF OCEAN

N.J. Plane Coordinate System NAD83

10 UNIT SINGLE FAMILY

41,200 SF INSTITUTIONAL

10,000 SF COMMERCIAL

200,000 SF COMMERCIAL

7 UNIT SINGLE FAMILY

75 UNIT MULTI-FAMILY + 18,000 SF OFFICE

12,900 SF COMMERCIAL

175 UNIT MULTI-FAMILY 78,000 SF COMMERCIAL

DEVELOPMENT TYPE	PENDING	PROSPECTIVE
COMMERCIAL		
INDUSTRIAL		
INSTITUTIONAL		
OFFICE		
RESIDENTIAL - SINGLE FAMILY / DUPLEX		
RESIDENTIAL - MULTI-FAMILY		
MIXED-USE		

US ROUTE 9
DEVELOPMENT PLAN –1–

SCALE: 1" = 200' DATE: SEPTEMBER 2015

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA

TOWNSHIP OF TOMS RIVER
TOWNSHIP OF LAKEWOOD

COUNTY OF OCEAN

250 UNIT MULTI-FAMILY RESIDENTIAL + 56,000 SF COMMERCIAL

340 UNIT MULTI-FAMILY RESIDENTIAL

50,000 SF COMMERCIAL

35 UNIT SINGLE FAMILY

20,000 SF COMMERCIAL

60 UNIT MULTI-FAMILY + 26,000 SF COMMERCIAL

41,200 SF INSTITUTIONAL

200,000 SF COMMERCIAL

10 UNIT SINGLE FAMILY + 10,000 SF COMMERCIAL + 10,000 SF OFFICE

78,000 SF COMMERCIAL

250 UNIT MULTI-FAMILY RESIDENTIAL 56,000 SF COMMERCIAL

340 UNIT MULTI-FAMILY RESIDENTIAL

1 UNIT SINGLE FAMILY

16,800 SF INDUSTRIAL

10 UNIT SINGLE FAMILY

35 UNIT SINGLE FAMILY

50,000 SF COMMERCIAL

DEVELOPMENT TYPE	PENDING	PROSPECTIVE
COMMERCIAL		
INDUSTRIAL		
INSTITUTIONAL		
OFFICE		
RESIDENTIAL - SINGLE FAMILY / DUPLEX		
RESIDENTIAL - MULTI-FAMILY		
MIXED-USE		

US ROUTE 9
DEVELOPMENT PLAN –2–

SCALE: 1" = 200' DATE: SEPTEMBER 2015

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA

TOWNSHIP OF LAKEWOOD

COUNTY OF OCEAN

N.J. Plane Coordinate System NAD83

48 UNIT SINGLE FAMILY

40,000 SF OFFICE

2 UNIT SINGLE FAMILY

23,000 SF OFFICE

4 UNIT SINGLE FAMILY

8 UNIT SINGLE FAMILY

2 UNIT SINGLE FAMILY

3,000 SF COMMERCIAL

20,000 SF COMMERCIAL

4 UNIT SINGLE FAMILY

6 UNIT SINGLE FAMILY

1 UNIT SINGLE FAMILY

6 UNIT SINGLE FAMILY

14 UNIT SINGLE FAMILY

10 UNIT MULTI-FAMILY

74 UNIT MULTI-FAMILY + 2,500 SF INSTITUTIONAL

24 UNIT SINGLE FAMILY + 7,500 SF COMMERCIAL + 15,000 SF OFFICE

6 UNIT SINGLE FAMILY

1 UNIT SINGLE FAMILY

1 UNIT SINGLE FAMILY

5 UNIT SINGLE FAMILY

1 UNIT SINGLE FAMILY

5 UNIT SINGLE FAMILY

5 UNIT SINGLE FAMILY

40 UNIT MULTI-FAMILY

16 UNIT SINGLE FAMILY

13 UNIT SINGLE FAMILY

48 UNIT SINGLE FAMILY

20,000 SF COMMERCIAL

60 UNIT MULTI-FAMILY + 26,000 SF COMMERCIAL

100 UNIT MULTI-FAMILY

4 UNIT SINGLE FAMILY

24 UNIT SINGLE FAMILY

8 UNIT MULTI-FAMILY

2 UNIT SINGLE FAMILY

18 UNIT SINGLE FAMILY

18 UNIT SINGLE FAMILY

18 UNIT SINGLE FAMILY

18 UNIT SINGLE FAMILY

18 UNIT SINGLE FAMILY

22 UNIT SINGLE FAMILY

2 UNIT SINGLE FAMILY

18 UNIT SINGLE FAMILY

20 UNIT SINGLE FAMILY

22 UNIT SINGLE FAMILY

32 UNIT SINGLE FAMILY

DEVELOPMENT TYPE	PENDING	PROSPECTIVE
COMMERCIAL		
INDUSTRIAL		
INSTITUTIONAL		
OFFICE		
RESIDENTIAL - SINGLE FAMILY / DUPLEX		
RESIDENTIAL - MULTI-FAMILY		
MIXED-USE		

US ROUTE 9
DEVELOPMENT PLAN –3–

SCALE: 1" = 200' DATE: SEPTEMBER 2015

200' 100' 0 200' 400'

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

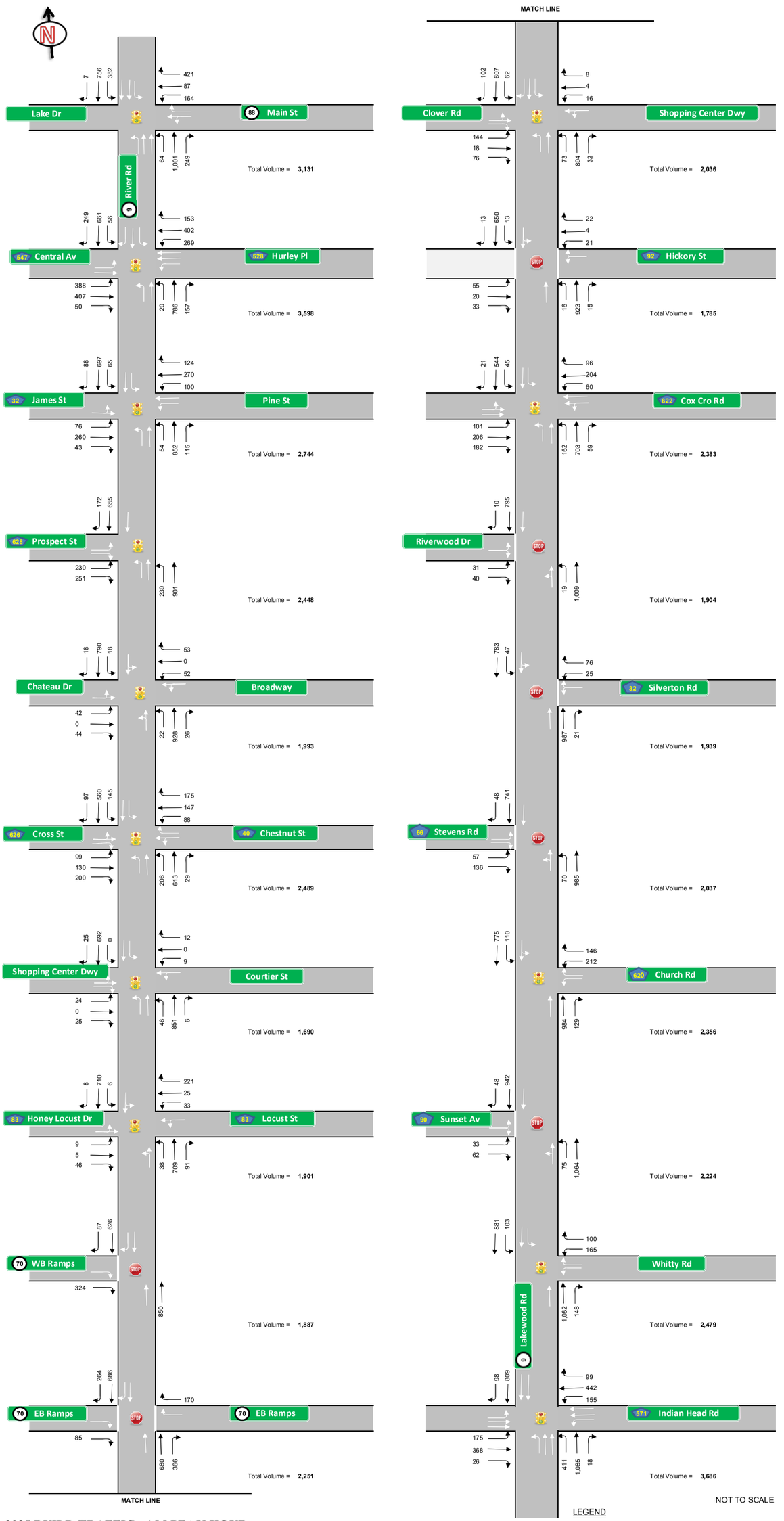
RBA

U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

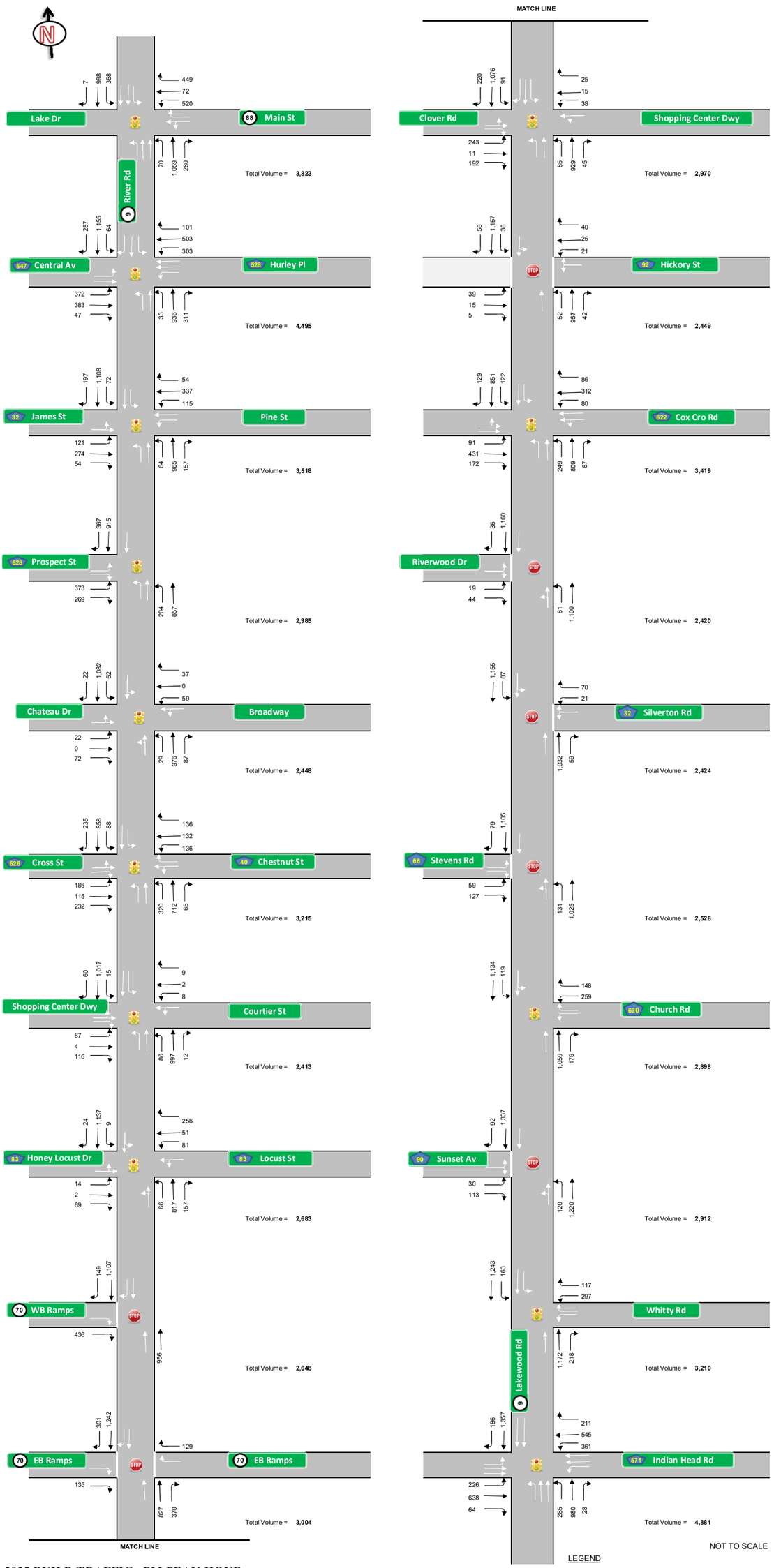
APPENDIX E

Future (2035) Traffic Volume Flow Maps



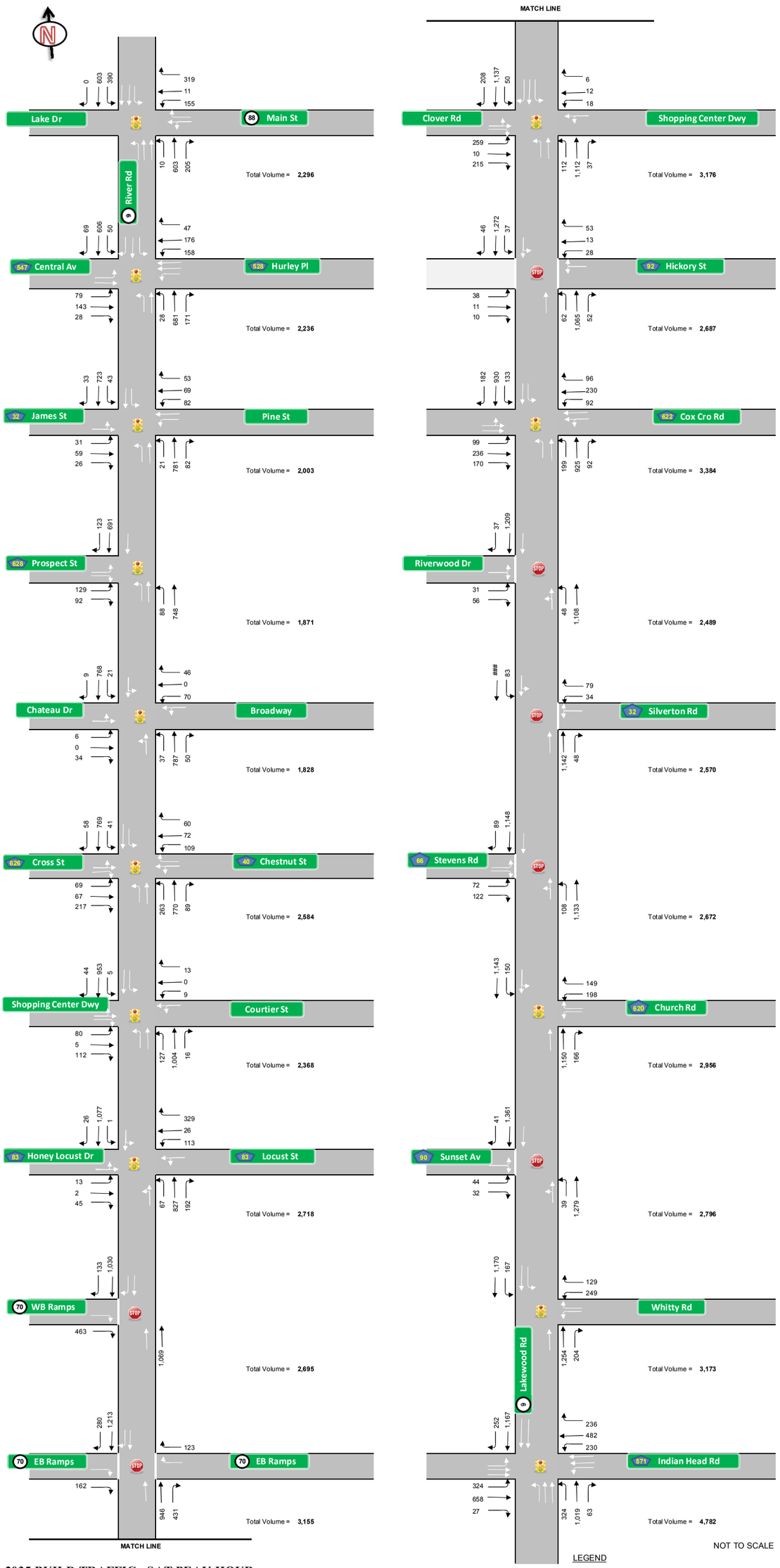
2035 BUILD TRAFFIC - AM PEAK HOUR

The RBA Group rev. 9/12/2015



2035 BUILD TRAFFIC - PM PEAK HOUR

The RBA Group rev. 10/14/2015



2035 BUILD TRAFFIC - SAT PEAK HOUR

The RBA Group rev. 9/12/2015

U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX F

Order of Magnitude Cost Estimates for Low Cost-High Impact Improvements

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Summary of Concept Costs

1	LCHI 1 - West Whitty Rd	$ 1,330,000.00
2	LCHI 2 - Church Rd (CR-620) & Stevens Rd (CR-66)	$ 1,270,000.00
3	LCHI 3 - Locust St (CR-84)	$ 1,610,000.00
4	LCHI 4 - Cross St (CR-626) / Chestnut St (CR-40)	$ 960,000.00
5	LCHI 5 - Broadway / Chateau Dr & Oak St	$ 1,410,000.00
6	LCHI 6 - James St (CR-32) / Pine St (Signal & Striping only)	$ 320,000.00
6A	LCHI 6 - James St (CR-32) / Pine St (Roadway Improvements)	$ 670,000.00
7	LCHI 7 - John St HAWK Signal (Signal & Striping Only)	$ 320,000.00
7A	LCHI 7 - John St HAWK Signal (Roadway Improvements)	$ 880,000.00
8	LCHI 8 - Central Ave (CR-528/547) / Hurley Ave (CR-528) & Main St (NJ-88)	$ 2,720,000.00
	Totals (without Roadway Improvements at James St & John St):	$ 9,940,000.00
	Totals (With Roadway Improvements at James St & John St):	$ 10,850,000.00

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 1 - West Whitty Rd

Construction Costs					
Item	**Units**	**Unit Price**		**Quantity**	**Cost**
Removal of Existing Road	SF	$	2.50	12,535	$31,338
Earth Work	CY	$	20	1,192	23,837
Drainage	LF	$	60	2,200	132,000
Curb	LF	$	25	2,200	55,000
Full Depth Pavement	SF	$	7.50	9,050	67,875
Mill Old Pavement	SF	$	0.75	101,000	75,750
Resurface Old Pavement (2" overlay)	SF	$	2.00	101,000	202,000
Sidewalk/Concrete Islands	SF	$	7.00	10,200	71,400
Barrier Curb	LF	$	80		0
Guide Rail	LF	$	60	1,000	60,000
Traffic Signals	EACH	$	215,000	1	215,000
Sub-Total 1					$934,200
Signing/Striping	Sub-Total 1		5%		46,710
Noise Barriers	LF	$	230		0
Wall (6' High, Gabion Basket)	LF	$	200		0
Wall (2-4' High, Modular Block)	LF	$	130		0
Stormwater Management	LUMP SUM	$	-		0
Bridges/Structures	SF	$	275		0
Sub-Total 2					$980,910
Mobilization / Clearing Site	Sub-Total 2		3%		29,427
Soil Erosion and Sediment Control	Sub-Total 2		1%		9,809
Construction Stakeout	Sub-Total 2		3%		29,427
Maintenance and Protection of Traffic	Sub-Total 2		10%		98,091
Landscaping	Sub-Total 2		5%		49,045
Performance and Payment of Bond	Sub-Total 2		1%		9,809
Total Hard Costs					$1,206,519
Contingency	Hard Cost		10%		120,652
Construction Costs					$1,327,171
Total Cost of Improvement					$1,327,171
ASSUMED COST (rounded)					$1,330,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 2 - Church Rd (CR-620) & Stevens Rd (CR-66)

Construction Costs

Item	Units	Unit Price	Quantity	Cost
Removal of Existing Road	SF	$ 2.50		$0
Earth Work	CY	$ 20	133	2,667
Drainage	LF	$ 60	2,450	147,000
Curb	LF	$ 25		0
Full Depth Pavement	SF	$ 7.50	2,700	20,250
Mill Old Pavement	SF	$ 0.75	106,430	79,823
Resurface Old Pavement (2" overlay)	SF	$ 2.00	106,430	212,860
Sidewalk/Concrete Islands	SF	$ 7.00		0
Barrier Curb	LF	$ 80		0
Guide Rail	LF	$ 60		0
Traffic Signals	EACH	$ 215,000	2	430,000
Sub-Total 1				$892,599
Signing/Striping	Sub-Total 1	5%		44,630
Noise Barriers	LF	$ 230		0
Wall (6' High, Gabion Basket)	LF	$ 200		0
Wall (2-4' High, Modular Block)	LF	$ 130		0
Stormwater Management	LUMP SUM	$ -		0
Bridges/Structures	SF	$ 275		0
Sub-Total 2				$937,229
Mobilization / Clearing Site	Sub-Total 2	3%		28,117
Soil Erosion and Sediment Control	Sub-Total 2	1%		9,372
Construction Stakeout	Sub-Total 2	3%		28,117
Maintenance and Protection of Traffic	Sub-Total 2	10%		93,723
Landscaping	Sub-Total 2	5%		46,861
Performance and Payment of Bond	Sub-Total 2	1%		9,372
Total Hard Costs				$1,152,792
Contingency	Hard Cost	10%		115,279
Construction Costs				$1,268,071
Total Cost of Improvement				$1,268,071
ASSUMED COST (rounded)				$1,270,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 3 - Locust St (CR-84)

Construction Costs					
Item	**Units**	**Unit Price**		**Quantity**	**Cost**
Removal of Existing Road	SF	$	2.50	5,800	$14,500
Earth Work	CY	$	20	998	19,951
Drainage	LF	$	60	1,500	90,000
Curb	LF	$	25	3,000	75,000
Full Depth Pavement	SF	$	7.50	11,000	82,500
Mill Old Pavement	SF	$	0.75	118,150	88,613
Resurface Old Pavement (2" overlay)	SF	$	2.00	118,150	236,300
Sidewalk/Concrete Islands	SF	$	7.00	13,600	95,200
Barrier Curb	LF	$	80		0
Guide Rail	LF	$	60		0
Traffic Signals	EACH	$	215,000	2	430,000
Sub-Total 1					$1,132,063
Signing/Striping	Sub-Total 1		5%		56,603
Noise Barriers	LF	$	230		0
Wall (6' High, Gabion Basket)	LF	$	200		0
Wall (2-4' High, Modular Block)	LF	$	130		0
Stormwater Management	LUMP SUM	$	-		0
Bridges/Structures	SF	$	275		0
Sub-Total 2					$1,188,666
Mobilization / Clearing Site	Sub-Total 2		3%		35,660
Soil Erosion and Sediment Control	Sub-Total 2		1%		11,887
Construction Stakeout	Sub-Total 2		3%		35,660
Maintenance and Protection of Traffic	Sub-Total 2		10%		118,867
Landscaping	Sub-Total 2		5%		59,433
Performance and Payment of Bond	Sub-Total 2		1%		11,887
Total Hard Costs					$1,462,060
Contingency	Hard Cost		10%		146,206
Construction Costs					$1,608,265
Total Cost of Improvement					$1,608,265
ASSUMED COST (rounded)					$1,610,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 4 - Cross St (CR-626) / Chestnut St (CR-40)

Construction Costs

Item	Units	Unit Price	Quantity	Cost
Removal of Existing Road	SF	$ 2.50		$0
Earth Work	CY	$ 20	428	8,562
Drainage	LF	$ 60	700	42,000
Curb	LF	$ 25	1,400	35,000
Full Depth Pavement	SF	$ 7.50	7,200	54,000
Mill Old Pavement	SF	$ 0.75	90,750	68,063
Resurface Old Pavement (2" overlay)	SF	$ 2.00	90,750	181,500
Sidewalk/Concrete Islands	SF	$ 7.00	5,875	41,125
Barrier Curb	LF	$ 80		0
Guide Rail	LF	$ 60		0
Traffic Signals	EACH	$ 215,000	1	215,000
Sub-Total 1				$645,249
Signing/Striping	Sub-Total 1	5%		32,262
Noise Barriers	LF	$ 230		0
Wall (6' High, Gabion Basket)	LF	$ 200		0
Wall (2-4' High, Modular Block)	LF	$ 130		0
Stormwater Management	LUMP SUM	$ -		0
Bridges/Structures	SF	$ 275		0
Sub-Total 2				$677,512
Mobilization / Clearing Site	Sub-Total 2	3%		20,325
Soil Erosion and Sediment Control	Sub-Total 2	1%		6,775
Construction Stakeout	Sub-Total 2	3%		20,325
Maintenance and Protection of Traffic	Sub-Total 2	10%		67,751
Landscaping	Sub-Total 2	5%		33,876
Performance and Payment of Bond	Sub-Total 2	1%		6,775
Total Hard Costs				$833,339
Contingency	Hard Cost	15%		125,001
Construction Costs				$958,340
Total Cost of Improvement				$958,340
ASSUMED COST (rounded)				$960,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 5 - Broadway / Chateau Dr & Oak St

Construction Costs					
Item	**Units**	**Unit Price**		**Quantity**	**Cost**
Removal of Existing Road	SF	$	2.50	1,700	$4,250
Earth Work	CY	$	20	1,420	28,395
Drainage	LF	$	60	2,500	150,000
Curb	LF	$	25	5,000	125,000
Full Depth Pavement	SF	$	7.50	21,400	160,500
Mill Old Pavement	SF	$	0.75	133,000	99,750
Resurface Old Pavement (2" overlay)	SF	$	2.00	133,000	266,000
Sidewalk/Concrete Islands	SF	$	7.00	22,600	158,200
Barrier Curb	LF	$	80		0
Guide Rail	LF	$	60		0
Traffic Signals	EACH	$	215,000		0
Sub-Total 1					$992,095
Signing/Striping	Sub-Total 1		5%		49,605
Noise Barriers	LF	$	230		0
Wall (6' High, Gabion Basket)	LF	$	200		0
Wall (2-4' High, Modular Block)	LF	$	130		0
Stormwater Management	LUMP SUM	$	-		0
Bridges/Structures	SF	$	275		0
Sub-Total 2					$1,041,700
Mobilization / Clearing Site	Sub-Total 2		3%		31,251
Soil Erosion and Sediment Control	Sub-Total 2		1%		10,417
Construction Stakeout	Sub-Total 2		3%		31,251
Maintenance and Protection of Traffic	Sub-Total 2		10%		104,170
Landscaping	Sub-Total 2		5%		52,085
Performance and Payment of Bond	Sub-Total 2		1%		10,417
Total Hard Costs					$1,281,291
Contingency	Hard Cost		10%		128,129
Construction Costs					$1,409,420
Total Cost of Improvement					$1,409,420
ASSUMED COST (rounded)					$1,410,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 6 - James St (CR-32) / Pine St (Roadway Improvements)

Construction Costs

Item	Units	Unit Price	Quantity	Cost
Removal of Existing Road	SF	$ 2.50	5,400	$13,500
Earth Work	CY	$ 20	735	14,691
Drainage	LF	$ 60	400	24,000
Curb	LF	$ 25	800	20,000
Full Depth Pavement	SF	$ 7.50	8,700	65,250
Mill Old Pavement	SF	$ 0.75	25,650	19,238
Resurface Old Pavement (2" overlay)	SF	$ 2.00	25,650	51,300
Sidewalk/Concrete Islands	SF	$ 7.00	3,100	21,700
Barrier Curb	LF	$ 80		0
Guide Rail	LF	$ 60		0
Traffic Signals	EACH	$ 215,000	1	215,000
Sub-Total 1				$444,679
Signing/Striping	Sub-Total 1	5%		22,234
Noise Barriers	LF	$ 230		0
Wall (6' High, Gabion Basket)	LF	$ 200		0
Wall (2-4' High, Modular Block)	LF	$ 130		0
Stormwater Management	LUMP SUM	$ -		0
Bridges/Structures	SF	$ 275		0
Sub-Total 2				$466,913
Mobilization / Clearing Site	Sub-Total 2	3%		14,007
Soil Erosion and Sediment Control	Sub-Total 2	1%		4,669
Construction Stakeout	Sub-Total 2	3%		14,007
Maintenance and Protection of Traffic	Sub-Total 2	10%		46,691
Landscaping	Sub-Total 2	5%		23,346
Performance and Payment of Bond	Sub-Total 2	1%		4,669
Total Hard Costs				$574,303
Contingency	Hard Cost	15%		86,145
Construction Costs				$660,448
Total Cost of Improvement				$660,448
ASSUMED COST (rounded)				$670,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 6 - James St (CR-32) / Pine St (Signal & Striping only)

Construction Costs

Item	Units	Unit Price	Quantity	Cost
Removal of Existing Road	SF	$ 2.50		$0
Earth Work	CY	$ 20		0
Drainage	LF	$ 60		0
Curb	LF	$ 25		0
Full Depth Pavement	SF	$ 7.50		0
Mill Old Pavement	SF	$ 0.75		0
Resurface Old Pavement (2" overlay)	SF	$ 2.00		0
Sidewalk/Concrete Islands	SF	$ 7.00		0
Barrier Curb	LF	$ 80		0
Guide Rail	LF	$ 60		0
Traffic Signals	EACH	$ 215,000	1	215,000
Sub-Total 1				$215,000
Signing/Striping	Sub-Total 1	5%		10,750
Noise Barriers	LF	$ 230		0
Wall (6' High, Gabion Basket)	LF	$ 200		0
Wall (2-4' High, Modular Block)	LF	$ 130		0
Stormwater Management	LUMP SUM	$ -		0
Bridges/Structures	SF	$ 275		0
Sub-Total 2				$225,750
Mobilization / Clearing Site	Sub-Total 2	3%		6,773
Soil Erosion and Sediment Control	Sub-Total 2	1%		2,258
Construction Stakeout	Sub-Total 2	3%		6,773
Maintenance and Protection of Traffic	Sub-Total 2	10%		22,575
Landscaping	Sub-Total 2	5%		11,288
Performance and Payment of Bond	Sub-Total 2	1%		2,258
Total Hard Costs				$277,673
Contingency	Hard Cost	15%		41,651
Construction Costs				$319,323
Total Cost of Improvement				$319,323
ASSUMED COST (rounded)				$320,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 7 - John St HAWK Signal
(Roadway Improvements)

Construction Costs

Item	Units	Unit Price	Quantity	Cost
Removal of Existing Road	SF	$ 2.50	5,400	$13,500
Earth Work	CY	$ 20	600	12,000
Drainage	LF	$ 60	1,000	60,000
Curb	LF	$ 25	2,000	50,000
Full Depth Pavement	SF	$ 7.50	3,750	28,125
Mill Old Pavement	SF	$ 0.75	45,600	34,200
Resurface Old Pavement (2" overlay)	SF	$ 2.00	45,600	91,200
Sidewalk/Concrete Islands	SF	$ 7.00	12,000	84,000
Barrier Curb	LF	$ 80		0
Guide Rail	LF	$ 60		0
Traffic Signals	EACH	$ 215,000	1	215,000
Sub-Total 1				$588,025
Signing/Striping	Sub-Total 1	5%		29,401
Noise Barriers	LF	$ 230		0
Wall (6' High, Gabion Basket)	LF	$ 200		0
Wall (2-4' High, Modular Block)	LF	$ 130		0
Stormwater Management	LUMP SUM	$ -		0
Bridges/Structures	SF	$ 275		0
Sub-Total 2				$617,426
Mobilization / Clearing Site	Sub-Total 2	3%		18,523
Soil Erosion and Sediment Control	Sub-Total 2	1%		6,174
Construction Stakeout	Sub-Total 2	3%		18,523
Maintenance and Protection of Traffic	Sub-Total 2	10%		61,743
Landscaping	Sub-Total 2	5%		30,871
Performance and Payment of Bond	Sub-Total 2	1%		6,174
Total Hard Costs				$759,434
Contingency	Hard Cost	15%		113,915
Construction Costs				$873,349
Total Cost of Improvement				$873,349
ASSUMED COST (rounded)				$880,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 7 - John St HAWK Signal (Signal & Striping Only)

Construction Costs					
Item	**Units**	**Unit Price**		**Quantity**	**Cost**
Removal of Existing Road	SF	$	2.50		$0
Earth Work	CY	$	20		0
Drainage	LF	$	60		0
Curb	LF	$	25		0
Full Depth Pavement	SF	$	7.50		0
Mill Old Pavement	SF	$	0.75		0
Resurface Old Pavement (2" overlay)	SF	$	2.00		0
Sidewalk/Concrete Islands	SF	$	7.00		0
Barrier Curb	LF	$	80		0
Guide Rail	LF	$	60		0
Traffic Signals	EACH	$	215,000	1	215,000
Sub-Total 1					$215,000
Signing/Striping	Sub-Total 1		5%		10,750
Noise Barriers	LF	$	230		0
Wall (6' High, Gabion Basket)	LF	$	200		0
Wall (2-4' High, Modular Block)	LF	$	130		0
Stormwater Management	LUMP SUM	$	-		0
Bridges/Structures	SF	$	275		0
Sub-Total 2					$225,750
Mobilization / Clearing Site	Sub-Total 2		3%		6,773
Soil Erosion and Sediment Control	Sub-Total 2		1%		2,258
Construction Stakeout	Sub-Total 2		3%		6,773
Maintenance and Protection of Traffic	Sub-Total 2		10%		22,575
Landscaping	Sub-Total 2		5%		11,288
Performance and Payment of Bond	Sub-Total 2		1%		2,258
Total Hard Costs					$277,673
Contingency	Hard Cost		15%		41,651
Construction Costs					$319,323
Total Cost of Improvement					$319,323
ASSUMED COST (rounded)					$320,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

US Rt 9 Low Cost / High Impact Improvements Cost Estimate

Improvement Description LCHI 8 - Central Ave (CR-528/547) / Hurley Ave (CR-528) & Main St (NJ-88)

Construction Costs

Item	Units	Unit Price	Quantity	Cost
Removal of Existing Road	SF	$ 2.50	6,200	$15,500
Earth Work	CY	$ 20	1,123	22,469
Drainage	LF	$ 60	2,000	120,000
Curb	LF	$ 25	4,000	100,000
Full Depth Pavement	SF	$ 7.50	8,500	63,750
Mill Old Pavement	SF	$ 0.75	242,250	181,688
Resurface Old Pavement (2" overlay)	SF	$ 2.00	242,250	484,500
Sidewalk/Concrete Islands	SF	$ 7.00	32,200	225,400
Barrier Curb	LF	$ 80		0
Guide Rail	LF	$ 60	850	51,000
Traffic Signals	EACH	$ 215,000	3	645,000
Sub-Total 1				$1,909,307
Signing/Striping	Sub-Total 1	5%		95,465
Noise Barriers	LF	$ 230		0
Wall (6' High, Gabion Basket)	LF	$ 200		0
Wall (2-4' High, Modular Block)	LF	$ 130		0
Stormwater Management	LUMP SUM	$ -		0
Bridges/Structures	SF	$ 275		0
Sub-Total 2				$2,004,772
Mobilization / Clearing Site	Sub-Total 2	3%		60,143
Soil Erosion and Sediment Control	Sub-Total 2	1%		20,048
Construction Stakeout	Sub-Total 2	3%		60,143
Maintenance and Protection of Traffic	Sub-Total 2	10%		200,477
Landscaping	Sub-Total 2	5%		100,239
Performance and Payment of Bond	Sub-Total 2	1%		20,048
Total Hard Costs				$2,465,870
Contingency	Hard Cost	10%		246,587
Construction Costs				$2,712,456
Total Cost of Improvement				$2,712,456
ASSUMED COST (rounded)				$2,720,000

Full Depth Pavement Assumed to be: 2" Surface, 4" Intermediate, 4" Base, 8" DGA

U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX G

Access Management Plan for Toms River

TOWNSHIP OF TOMS RIVER

COUNTY OF OCEAN

N. J. Plane Coordinate System NAD83

MATCHLINE US RT 9 & STA 5038+50 SEE PLAN -2-

Indian Head Rd 571

Bamberry Ln

Raymond Ave

9 Lakewood Rd

Froriep Ln

Swain Ave

Dugan Ln

Indian Head Rd

Garden State Pkwy

W Whitty Rd

Recharge Basin

Paved Parking

Gas Canopy

Pool

Pile

Dense Tree Cover

PI STA 5009+00.21

PC STA 5027+76.01

PT STA 5029+08.48

PC STA 5035+66.27

LEGEND:

- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

100' 50' 0 100' 200'

US ROUTE 9
DRAFT ACCESS MANAGEMENT
TOMS RIVER PLAN -1-

SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An AECOM Company

TOWNSHIP OF TOMS RIVER

COUNTY OF OCEAN

MATCHLINE US RT 9 & STA 5038+50
SEE PLAN -1-

MATCHLINE US RT 9 & STA 5069+50
SEE PLAN -3-

Monroe Ave

Webster Rd

Clayton Ave

Sunset Ave

9 Lakewood Rd

PT STA 5050+24.52

PT STA 5057+87.91

OR

LEGEND:

- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

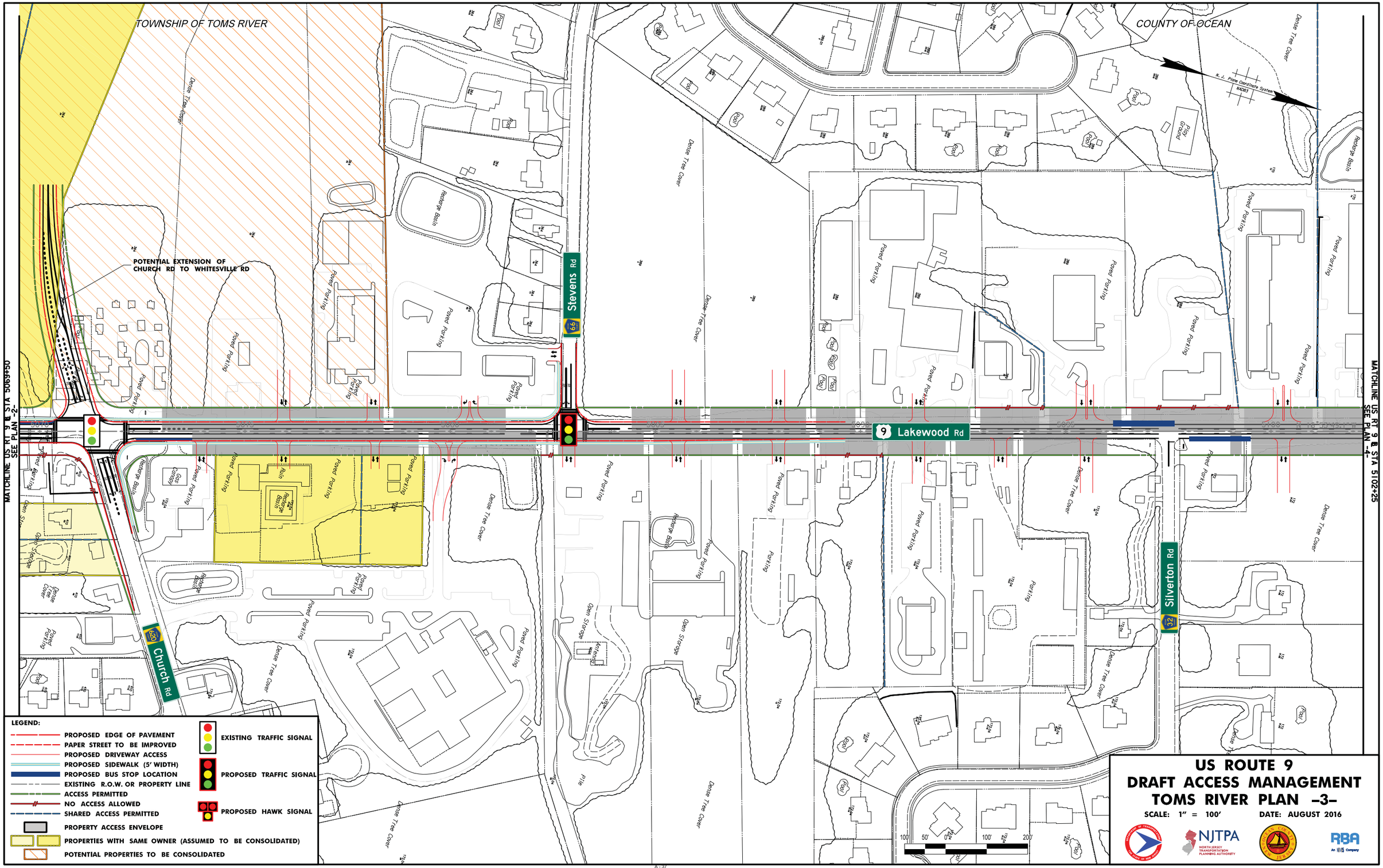
100' 50' 0 100' 200'

US ROUTE 9
DRAFT ACCESS MANAGEMENT
TOMS RIVER PLAN -2-

SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An AKRF Company

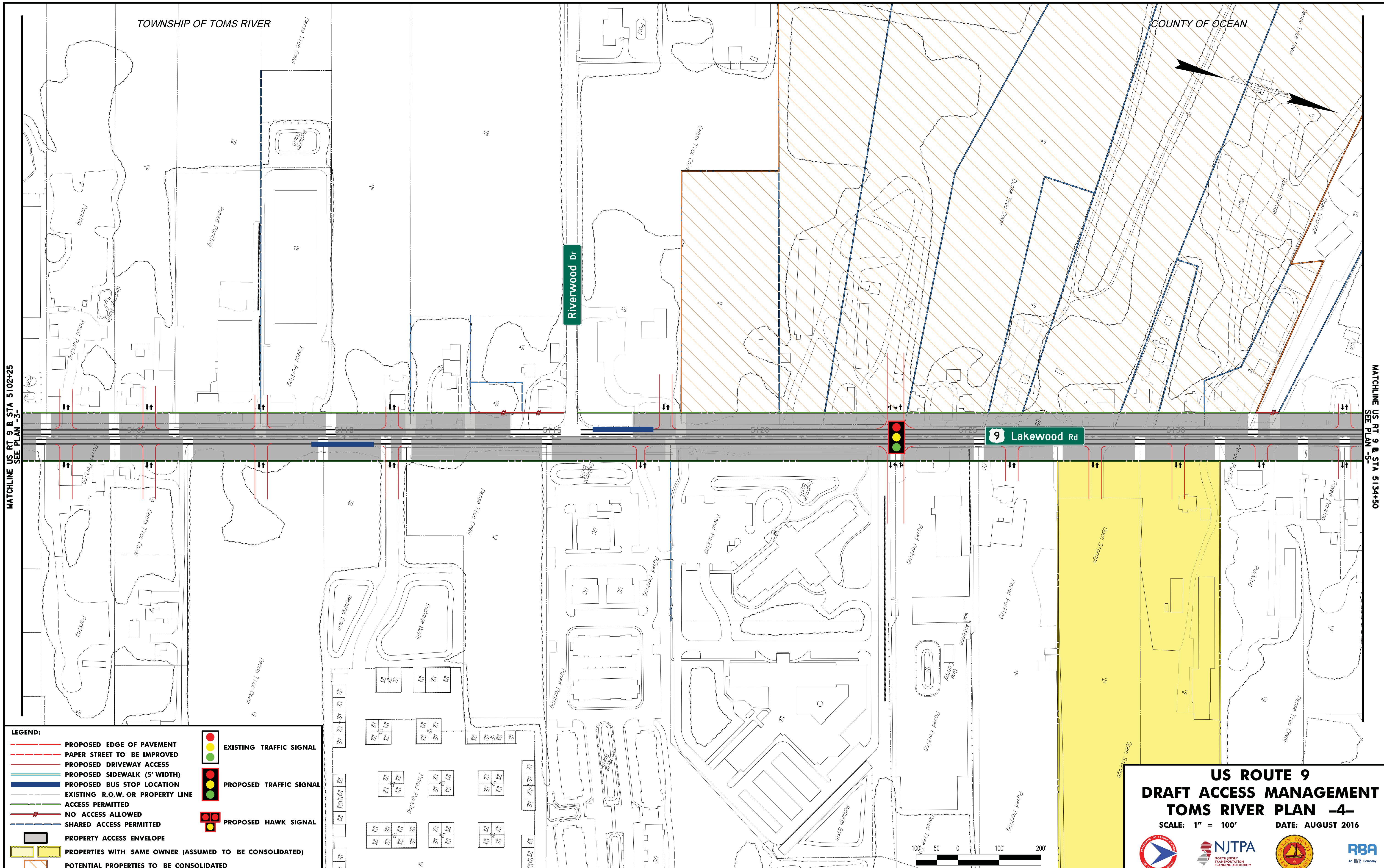


US ROUTE 9
DRAFT ACCESS MANAGEMENT
TOMS RIVER PLAN –3–

SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An AECOM Company



US ROUTE 9
DRAFT ACCESS MANAGEMENT
TOMS RIVER PLAN -4-

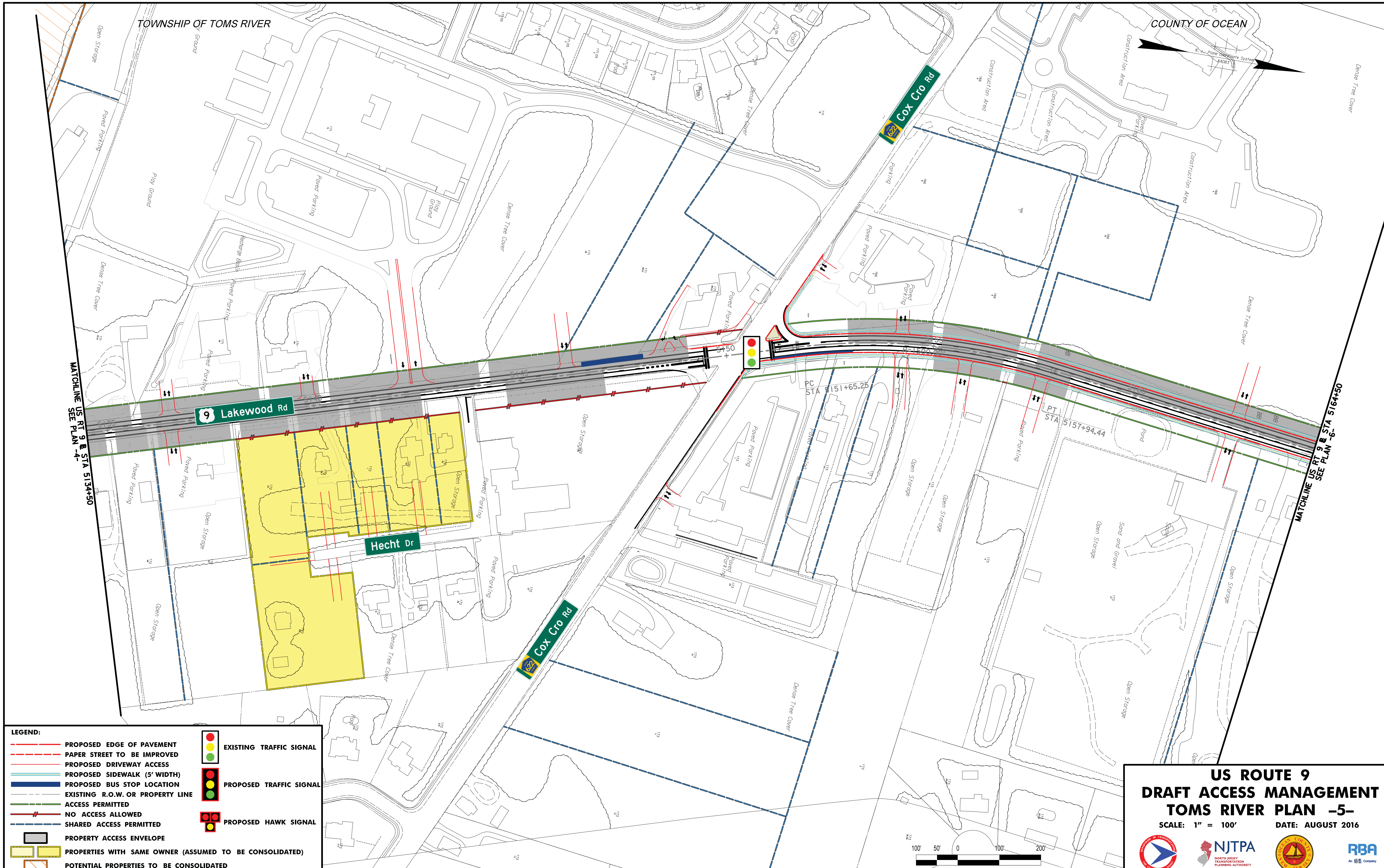
SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA

RBA

LEGEND:

- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL



LEGEND:

- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

US ROUTE 9
DRAFT ACCESS MANAGEMENT
TOMS RIVER PLAN -5-

SCALE: 1" = 100'   DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An NV5 Company

TOWNSHIP OF TOMS RIVER

COUNTY OF OCEAN

W. J. Plane Coordinate System NAD83

MATCHLINE US RT 9 & STA 5164+50
SEE PLAN -5-

MATCHLINE US RT 9 & STA 5195+50
SEE PLAN -7-

STA 5195+35.54

W Hickory St

Roberts Rd

N Maple Ave

Haven St

Pinehurst St

9 Lakewood Rd

Hickory St

Wyeth Way

HICKORY ST "MISSING LINK" (BY OTHERS)

Construction Area

Recharge Basin

Paved Parking

Open Storage

Dense Tree Cover

Pool

UC

BB

100' 50' 0 100' 200'

LEGEND:

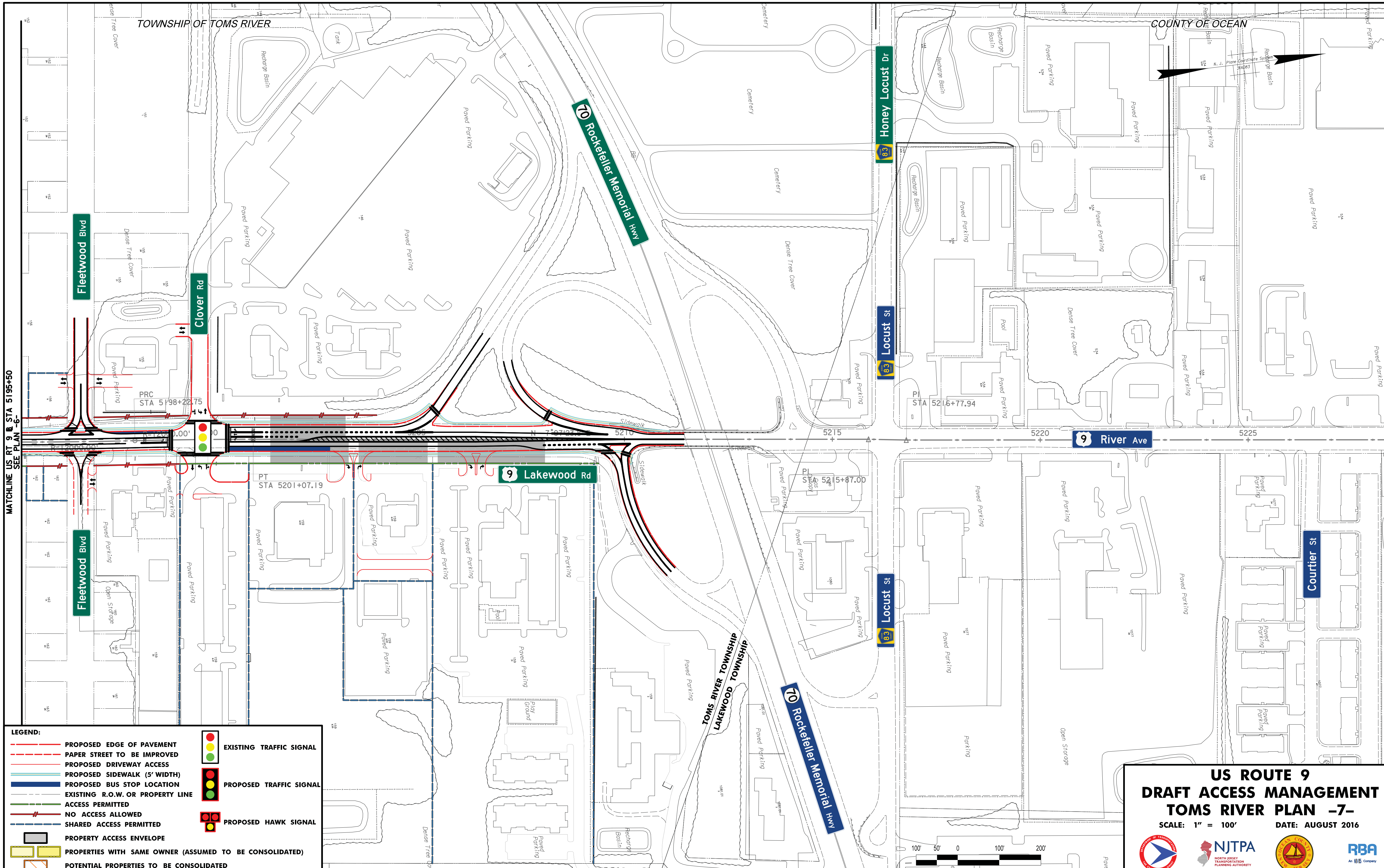
- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

US ROUTE 9
DRAFT ACCESS MANAGEMENT
TOMS RIVER PLAN -6-

SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An HNTB Company



LEGEND:

- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

US ROUTE 9 DRAFT ACCESS MANAGEMENT TOMS RIVER PLAN -7-

SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An NV5 Company

U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX H

Access Management Plan for Lakewood

TOWNSHIP OF LAKEWOOD

COUNTY OF OCEAN

Fleetwood Blvd

Clover Rd

70 Rockefeller Memorial Hwy

Honey Locust Dr

Locust St

9 Lakewood Rd

9 River Ave

Courtier St

TOMS RIVER TOWNSHIP

LAKEWOOD TOWNSHIP

Cemetery

Dense Tree Cover

Paved Parking

Recharge Basin

Tank

Pool

Open Storage

Play Ground

Sidewalk

PRC STA 5198+22.75

PT STA 5201+07.19

PT STA 5215+87.00

PT STA 5216+77.94

R=12000.00'

N 7°07'23.8" E

5200

5205

5210

5215

5220

5225

MATCHLINE US RT 9 & STA 5227+50
SEE PLAN -2-

LEGEND:

- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED

- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

US ROUTE 9
DRAFT ACCESS MANAGEMENT
LAKEWOOD PLAN –1–

SCALE: 1" = 100' DATE: AUGUST 2016

100' 50' 0 100' 200'

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An NV5 Company

LEGEND:

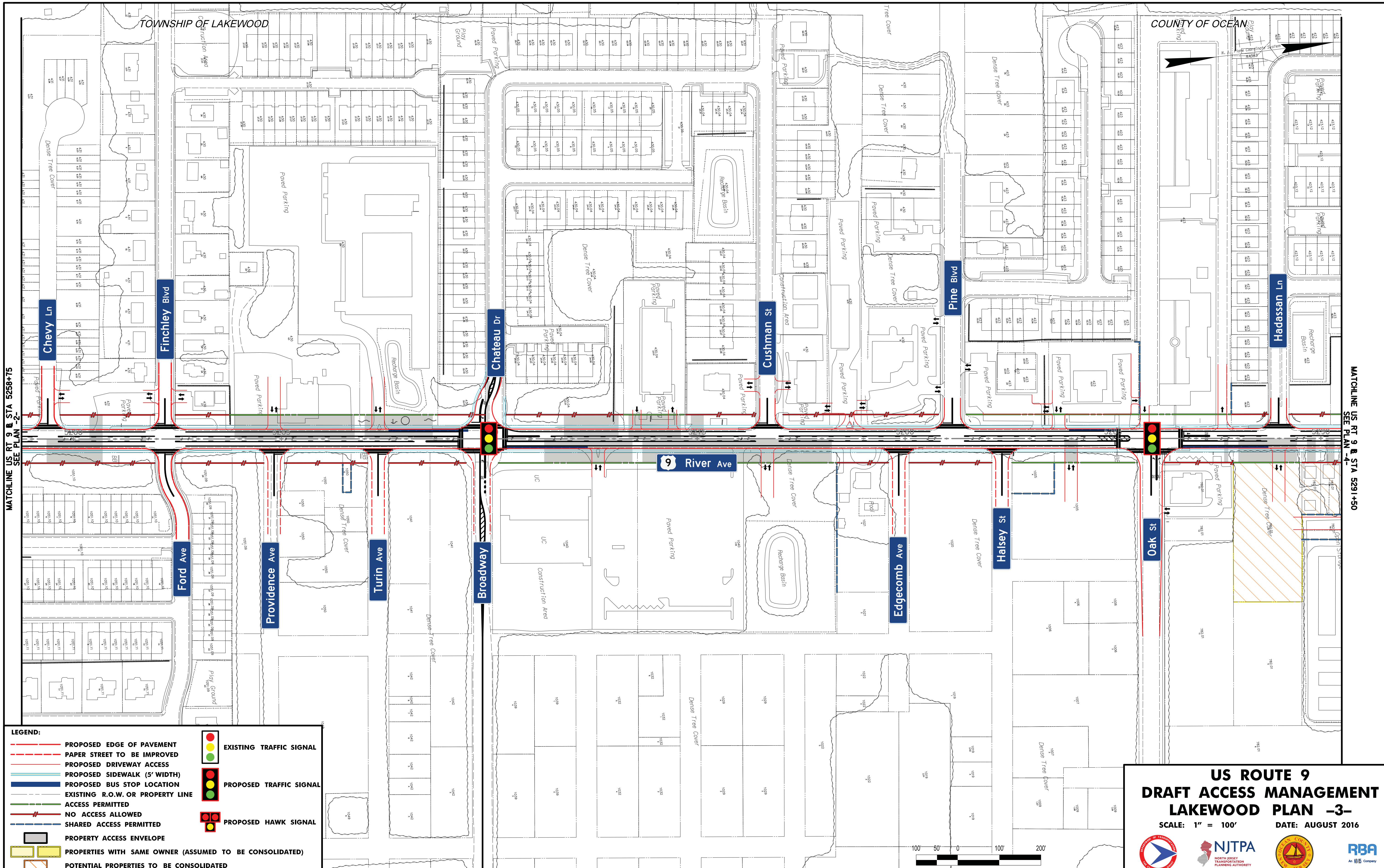
- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

US ROUTE 9
DRAFT ACCESS MANAGEMENT
LAKEWOOD PLAN –2–

SCALE: 1" = 100'
DATE: AUGUST 2016

NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA
An NV5 Company


TOWNSHIP OF LAKEWOOD
COUNTY OF OCEAN
Chevy Ln
Finchley Blvd
Chateau Dr
Cushman St
Pine Blvd
Hadassan Ln
Ford Ave
Providence Ave
Turin Ave
Broadway
9 River Ave
Edgecomb Ave
Halsey St
Oak St
MATCHLINE US RT 9 ℄ STA 5258+75 SEE PLAN -2-
MATCHLINE US RT 9 ℄ STA 5291+50 SEE PLAN -4-
Paved Parking
Dense Tree Cover
Recharge Basin
Construction Area
Play Ground
LEGEND:
PROPOSED EDGE OF PAVEMENT
PAPER STREET TO BE IMPROVED
PROPOSED DRIVEWAY ACCESS
PROPOSED SIDEWALK (5' WIDTH)
PROPOSED BUS STOP LOCATION
EXISTING R.O.W. OR PROPERTY LINE
ACCESS PERMITTED
NO ACCESS ALLOWED
SHARED ACCESS PERMITTED
PROPERTY ACCESS ENVELOPE
PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
POTENTIAL PROPERTIES TO BE CONSOLIDATED
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
PROPOSED HAWK SIGNAL
US ROUTE 9
DRAFT ACCESS MANAGEMENT
LAKEWOOD PLAN -3-
SCALE: 1" = 100'
DATE: AUGUST 2016
100' 50' 0 100' 200'
NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY
RBA

TOWNSHIP OF LAKEWOOD

COUNTY OF OCEAN

N.J. Plane Coordinate System NAD83

MATCHLINE US RT 9 & STA 5291+50
SEE PLAN –3–

MATCHLINE US RT 9 & STA 5322+50
SEE PLAN –5–

9 River Ave

Gila Pl

Cedar Ct

Spruce St

Prospect St

Buttell Ave

Windermere St

High St

Spruce St

Sherwood Dr

PI STA 5316+97.90

STA 5299+08.92

Paved Parking

Dense Tree Cover

Recharge Basin

Play Ground

Pool

Bus Canopy

Open Storage

LEGEND:

- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

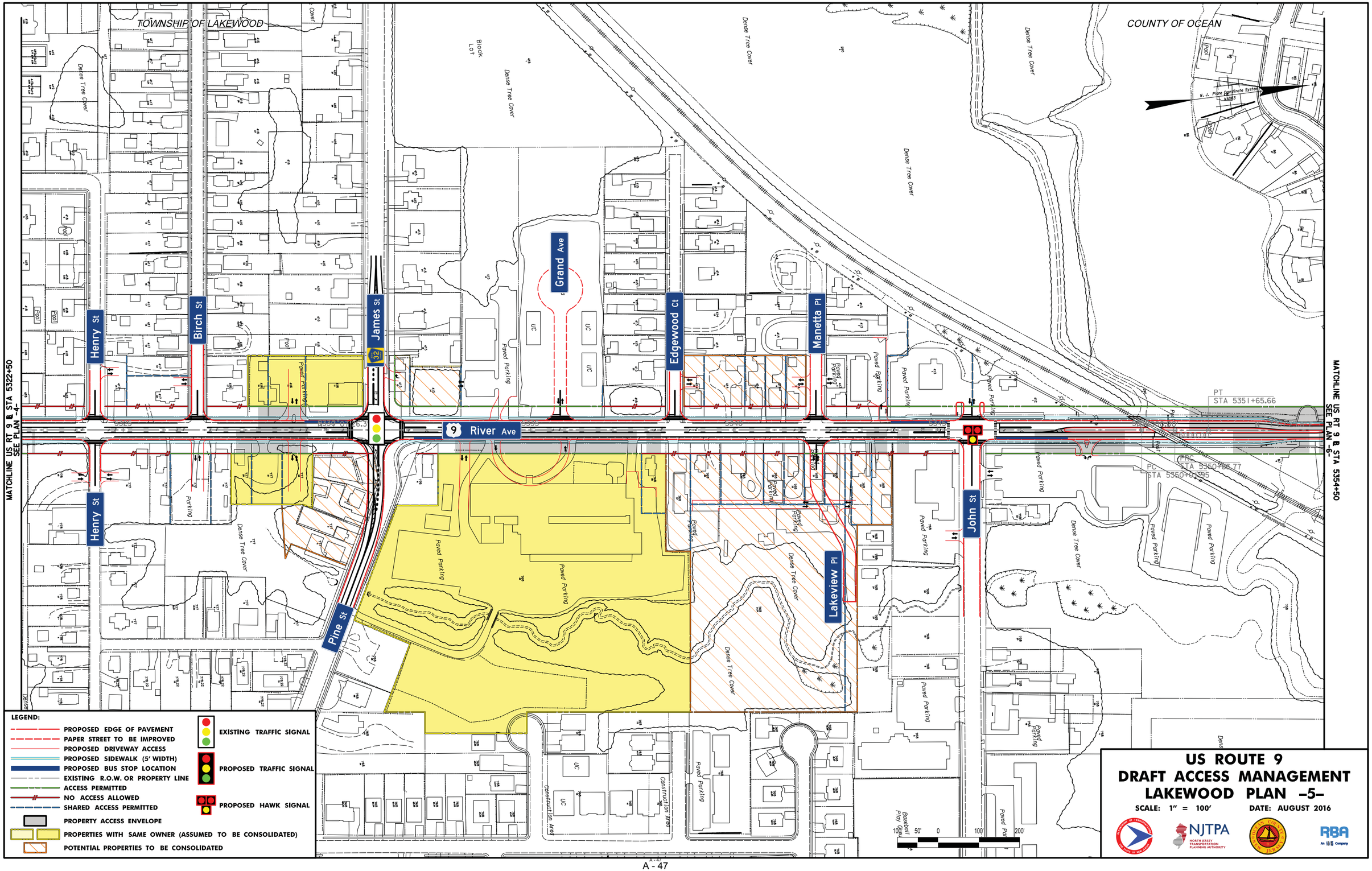
100' 50' 0 100' 200'

US ROUTE 9
DRAFT ACCESS MANAGEMENT
LAKEWOOD PLAN –4–

SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An WSP Company



US ROUTE 9
DRAFT ACCESS MANAGEMENT
LAKEWOOD PLAN –5–

SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An AECOM Company

TOWNSHIP OF LAKEWOOD

COUNTY OF OCEAN

MATCHLINE US RT 9 & STA 5354+50
SEE PLAN -5-

9 River Ave

Carafeta Dr

Central Ave 547

S Lake Dr

9 547 Madison Ave

N Lake Dr

1st St

2nd St

3rd St

Hurley Ave 528

Cedar Bridge Ave 528

S Clifton Ave

88 Main St

PC STA 5360+75.90

PT STA 5359+31.23

PT STA 5362+46.37

PC STA 5366+77.60

PT STA 5368+96.90

PT STA 5370+98.91

5370

5375

5380

R=4800.00'

Paved Parking

Construction Area

Substation

Antenna

Photophotes

Dense Tree Cover

Conc.

100' 50' 0 100' 200'

LEGEND:

- PROPOSED EDGE OF PAVEMENT
- PAPER STREET TO BE IMPROVED
- PROPOSED DRIVEWAY ACCESS
- PROPOSED SIDEWALK (5' WIDTH)
- PROPOSED BUS STOP LOCATION
- EXISTING R.O.W. OR PROPERTY LINE
- ACCESS PERMITTED
- NO ACCESS ALLOWED
- SHARED ACCESS PERMITTED
- PROPERTY ACCESS ENVELOPE
- PROPERTIES WITH SAME OWNER (ASSUMED TO BE CONSOLIDATED)
- POTENTIAL PROPERTIES TO BE CONSOLIDATED
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL

US ROUTE 9
DRAFT ACCESS MANAGEMENT
LAKEWOOD PLAN -6-

SCALE: 1" = 100' DATE: AUGUST 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An AECOM Company

APPENDIX I

Bus Stop Relocation Plans

TOWNSHIP OF TOMS RIVER

COUNTY OF OCEAN

N.J. Plane Coordinate System NAD83

Stevens Rd

Riverwood Rd

FINAL LOCATION TO BE DETERMINED

CONSOLIDATE INTO SINGLE BUS STOP

9 Lakewood Rd

Church Rd

32 Silverton Rd

5060 5065 5070 5075 5080 5085 5090 5095 5100 5105 5110 5115 5120 5125 5130

Indian Head Rd

Bamberry Ln

Raymond Ave

Froriep Ln

Swain Ave

Dugan Ln

Monroe Ave

Webster Rd

Clayton Ave

Sunset Ave

4995 5000 5005 5015 5020 5025 5030 5035 5040 5045 5050 5055 5060

POTENTIAL EMERGENCY SIGNAL MODIFICATIONS

EXISTING BUS STOP (W/O SHELTER)

EXISTING BUS STOP (W/ SHELTER)

EXISTING BUS STOP TO BE REMOVED

PROPOSED BUS STOP

EXISTING TRAFFIC SIGNAL

PROPOSED TRAFFIC SIGNAL

PROPOSED HAWKK SIGNAL

A-50

200' 100' 0 200' 400'

US ROUTE 9
BUS STOP SPACING PLAN –1–

SCALE: 1" = 200' DATE: MARCH 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An HNTB Company

TOWNSHIP OF TOMS RIVER
TOWNSHIP OF LAKEWOOD

COUNTY OF OCEAN

Relocated Hickory St

Hickory St

N Maple Ave

Clover Rd

Fleetwood Blvd

9 Lakewood Rd

70 Rockefeller Memorial Hwy

Honey Locust Dr

Locust St

Locust St

Walnut Ave

9 River Ave

5170 5175 5180 5185 5190 5195 5200 5205 5210 5215 5220 5225 5230 5235

5120 5125 5130 5135 5140 5145 5150 5155 5160 5165 5170 5175

9 Lakewood Rd

Hecht Dr

622 Cox Cro Rd

Relocated Hickory St

Hickory St

N. J. Plane Coordinate System
NAD83

EXISTING BUS STOP (W/O SHELTER)
EXISTING BUS STOP (W/ SHELTER)
EXISTING BUS STOP TO BE REMOVED
PROPOSED BUS STOP
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
PROPOSED HAWKK SIGNAL

US ROUTE 9
BUS STOP SPACING PLAN –2–

SCALE: 1" = 200' DATE: MARCH 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An HNTB Company

TOWNSHIP OF LAKEWOOD

COUNTY OF OCEAN

N. J. Plane Coordinate System NAD83

Prospect St (620)
Buttell Ave
Henry St
James St (32)
Birch St
Edgewood Ct
Manetta Pl
9 River Ave
Lakeview Pl
Caraneta Dr
Central Ave (528 547)
S Lake Dr
N Lake Dr
9 Madison Ave (547)
1st St
88 Main St
S Clifton Ave
Hurley Ave (528)
Cedar Bridge Ave (539)
John St
Pine St
Henry St
Sherwood Dr
Spruce St

5305 5310 5315 5320 5325 5330 5335 5340 5345 5350 5355 5360 5365 5370

Cross St (626)
Walnut Ave
Elmhurst Blvd
Finchley Blvd
Chateau Dr
Cushman St
Pine Blvd
Hadassan Ln
Gila Pl
Cedar Ct
Spruce St
9 River Ave
Yale Dr
Roosevelt Ave
Ford Ave
40 Chestnut St
Broadway
Oak St
High St

5235 5240 5245 5250 5255 5260 5265 5270 5275 5280 5285 5290 5295 5300 5305

EXISTING BUS STOP (W/O SHELTER)
EXISTING BUS STOP (W/ SHELTER)
EXISTING BUS STOP TO BE REMOVED
PROPOSED BUS STOP
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
PROPOSED HAWKK SIGNAL

A-52

200' 100' 0 200' 400'

US ROUTE 9
BUS STOP SPACING PLAN –3–

SCALE: 1" = 200' DATE: MARCH 2016

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

RBA An HNTB Company

U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX J

Quarterly Reports to Commissioner from Working Group

Defining the Vision. Shaping the Future.

NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

One Newark Center, 17th floor, Newark, NJ 07102
(973) 639-8400 • fax (973) 639-1953 • www.njtpa.org

Thomas DeGise, Chair
Mary K. Murphy, Executive Director

US 9 Corridor Study – Managing and Accommodating Growth in Lakewood & Toms River, Ocean County

Access Management Plan (AMP) Working Group Quarterly Progress Report #2 to NJDOT Commissioner as per Title 16:47-6.5 (j) of New Jersey State Highway Access Management Code

Period: August 1, 2015 – October 31, 2015

Progress Report:

The purpose of the US 9 Corridor Study – Managing and Accommodating Growth in Lakewood & Toms River, Ocean County is to develop an Access Management Plan for Route 9 within Lakewood and Toms River which can be utilized in the future to guide long-term improvements to the roadway and adjacent properties. The study also identifies spot improvements and corridor-wide design treatments, within a limited right-of-way, that address existing operational deficiencies, high crash rates, anticipated future development, and optimizes safety, mobility and access for motorized vehicles, transit users, pedestrians and bicyclists.

In accordance with the NJDOT's Access Management Plan (AMP) code (Title 16:47-6.5 (i)), the US 9 Corridor Study Working Group continued to meet monthly through the second quarter of the 12-month study to jointly coordinate the progress of the work activities.
The Working Group met on August 18th, September 18th, and October 15th at the Ocean County Engineering Office. The Working Group includes representatives formally designated by the governing bodies of Ocean County, Lakewood Township, and Toms River Township, as well as representatives of the Greater Mercer Transportation Management Association (GMTMA), the New Jersey Department of Transportation (NJDOT), New Jersey Transit (NJ TRANSIT), and the North Jersey Transportation Planning Authority (NJTPA). It is chaired by the representative of the NJ DOT commissioner.

In addition, two public meetings were held in Toms River at the Ocean County Library on August 18th and in Lakewood at the municipal building on August 25th. Many Working Group members attended one or both meetings.

The Working Group meeting #4 on August 18th reviewed existing conditions data, assumptions for future conditions, base maps, land use analysis, and the proposed format for the upcoming public outreach meetings. The group also reviewed and commented on the project team's proposed Low Cost / High Impact Improvements at target intersections that are critical bottlenecks in the corridor. These locations included the intersections of US 9 with Central Ave./Hurley & Main St., James St./Pine St., and Cross St./Chestnut St.

The Working Group reviewed the project team's traffic growth rate assumptions and commented on the need for better east-west corridors within the study area as well as the need for a corridor vision that includes multi-modal alternatives to driving single occupancy vehicles, such as improved transit or bicycle and pedestrian facilities.

The September 18th Working Group meeting #5 included review of public meetings held in August, discussion of additional outreach efforts, and forecast assumptions for traffic and land use impacts. Working Group members continued their discussion of growth forecasts for traffic and land use. The Working Group requested Level of Service calculations for existing, future, & future with improvements scenarios at each of the bottlenecks under consideration for Low Cost/High Impact improvements. The Working Group also provided critical feedback for revising the Central Ave./Hurley & Main St. improvement concept. In addition, the group discussed preliminary bus stop improvement concepts for US 9 that included the addition of bus pull-outs, relocation of bus stops, and improvement of nearby pedestrian crossings.

The October 15th Working Group meeting #6 discussed the analysis of bicycle and pedestrian crashes along the corridor, future traffic signal locations, traffic forecasts, including previously requested revisions from the Working Group for LOS calculations, and concepts for Low Cost/High Impact improvements and parallel route concepts to divert traffic from Route 9. The County expressed concerns that expanding parallel routes along County roadways should not be construed as an alternative to future improvements to Route 9. The Working Group also discussed the potential regulatory impact of a codified Access Management Plan.

Public Outreach Meetings

Two public meetings were held to gain public input on issues, needs, and possible improvement strategies along the corridor. The meetings were held on August 18th in Toms River and August 25th in Lakewood. Advertisement of the meetings included dissemination of information through county, municipal and TMA stakeholder contacts, as well as a direct mailing to owners of property abutting the portion of Route 9 that is under study. Each meeting included introductory remarks from local officials and state legislators, as well as a project overview presentation on existing conditions and access management planning by the consultant. A workshop style format encouraged members of the public to visit three information stations to address traffic, land use, and bicycles/pedestrians/transit issues and needs. A fourth station for feedback included an exit survey and a visual preference exercise to document public input on potential corridor features. The meeting in Lakewood was particularly well attended with more than 500 participants. It is anticipated that additional outreach will be conducted over the winter.

Report prepared and submitted by:
Keith Hamas, AICP
Principal Planner: Safety Planning and Mobility Programs
North Jersey Transportation Planning Authority

Concurrence:

John Ernst, Ocean County

Jeff Staiger, Township of Lakewood

Robert J. Chankalian, Township of Toms River

Michael Viscardi, New Jersey Transit

Chad Dixson, Greater Mercer Transportation Management Association

Keith Hamas, North Jersey Transportation Planning Authority

Andrew Clark, New Jersey Department of Transportation

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Peter S. Palmer, Chair
Mary K. Murphy, Executive Director

US 9 Corridor Study – Managing and Accommodating Growth in Lakewood & Toms River, Ocean County

Access Management Plan Working Group Quarterly Progress Report #3 to NJDOT Commissioner as per Title 16:47-6.5 (j) of New Jersey State Highway Access Management Code

Period: November 1, 2015 – January 31, 2016

Progress Report:

The purpose of the US 9 Corridor Study – Managing and Accommodating Growth in Lakewood & Toms River, Ocean County is to develop an Access Management Plan (AMP) for Route 9 within Lakewood and Toms River which can be utilized in the future to guide long-term improvements to the roadway and adjacent properties. The study also identifies spot improvements and corridor-wide design treatments, within a limited right-of-way, that address existing operational deficiencies, high crash rates, anticipated future development, and optimizes safety, mobility and access for motorized vehicles, transit users, pedestrians and bicyclists.

In accordance with the NJDOT's Access Management Code (Title 16:47-6.5 (i)), the US 9 Corridor Study Working Group continued to meet monthly through the third quarter of the 12-month study to jointly coordinate the progress of the work activities.
The Working Group met on November 16th, December 15th, and January 12th at the Ocean County Engineering Office. The Working Group includes representatives formally designated by the governing bodies of Ocean County, Lakewood Township, and Toms River Township, as well as representatives of the Greater Mercer Transportation Management Association (GMTMA), the New Jersey Department of Transportation (NJDOT), New Jersey Transit (NJ TRANSIT), and the North Jersey Transportation Planning Authority (NJTPA). It is chaired by the representative of the NJ DOT commissioner.

In addition, two supplemental outreach events were held in Lakewood at the municipal building on December 10th and December 17th.

The Working Group meeting #7 on November 16th recapped the October 27th NJDOT subject matter expert meeting and reviewed existing Route 9 access and lot conformity conditions. The working group also learned about two supplemental public outreach events to occur in December to target population segments that were underrepresented in the first round of input gathering public outreach meetings that were held in August. The discussion on access included a review of example access modifications such as alternative access points, shared access points, and future access points. The Working Group provided insight on lot-specific access issues and critical feedback on how access modifications may be perceived by the community. The working group also requested that right-in-right-out access to existing driveways be maintained.

The December 15th Working Group meeting #8 included reviewed feedback from the December 10th Spanish-language public meeting and notice of the upcoming women's focus group on December 17th. The 2nd quarterly progress report was circulated for signatures, and upcoming Local Officials, Public and Supplemental Stakeholder meetings were also discussed. The Working Group reviewed a draft AMP and discussed issues related to driveway access, conformity and modifications. The Working Group provided feedback on the draft and discussed the potential ramifications of lot-specific access modifications. There was also discussion on how access modifications and future roadway reconfigurations may impact transit users, pedestrians and cyclists.

The January 12th Working Group meeting #9 discussed the findings of the supplemental outreach efforts to the Spanish-speaking community and the women's focus group. The Working Group also reviewed content for the upcoming local officials meetings. The Working Group discussed the comments collected regarding the previously issued draft of the AMP and reviewed a revised AMP. The County, Toms River, and Lakewood reiterated their interest in a roadway widening, and there was a brief conversation on how ROW acquisition would impact the project. There was also discussion of the Low Cost / High-Impact improvements and general support for the inclusion of a Two-Way Left Turn Lane.

Supplemental Public Outreach Events

Acknowledging concerns that the initial public outreach meetings that were for the purpose of gaining public input did not sufficiently reach the Spanish-speaking community nor women of the Orthodox community, it was decided to hold two supplemental outreach events. The Rutgers Voorhees Transportation Center (VTC) facilitated logistics for both events. For the Spanish-language meeting held on December 10th, VTC worked with Spanish-speaking news outlets and community leaders and posted advertisements in shop windows in downtown Lakewood. The format for the meeting was similar to the workshop style of the initial public outreach meetings. For the December 17th focus group meeting, VTC worked with the Lakewood administrative offices to identify a group of women to be part of a 10-12 person group that reviewed and discussed a condensed version of the workshop materials.

Report prepared and submitted by:
Keith Hamas, AICP
Principal Planner: Safety Planning and Mobility Programs
North Jersey Transportation Planning Authority

Concurrence:

John Ernst, Ocean County

Jeff Staiger, Township of Lakewood

Robert J. Chankalian, Township of Toms River

Michael Viscardi, New Jersey Transit

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Peter S. Palmer, Chair
Mary K. Murphy, Executive Director

US 9 Corridor Study – Managing and Accommodating Growth in Lakewood & Toms River, Ocean County

Access Management Plan Working Group Quarterly Progress Report #3 to NJDOT Commissioner as per Title 16:47-6.5 (j) of New Jersey State Highway Access Management Code

Period: February 1, 2016 – April 30, 2016

Progress Report:

The purpose of the US 9 Corridor Study – Managing and Accommodating Growth in Lakewood & Toms River, Ocean County is to develop an Access Management Plan (AMP) for Route 9 within Lakewood and Toms River which can be utilized in the future to guide long-term improvements to the roadway and adjacent properties. The study also identifies spot improvements and corridor-wide design treatments, within a limited right-of-way, that address existing operational deficiencies, high crash rates, anticipated future development, and optimizes safety, mobility and access for motorized vehicles, transit users, pedestrians and bicyclists.

In accordance with the NJDOT's Access Management Code (Title 16:47-6.5 (i)), the US 9 Corridor Study Working Group continued to meet periodically through the fourth quarter of the study to jointly coordinate the progress of the work activities. During this quarter, Working Group members focused on coordinating with NJDOT staff experts to gain consensus and buy-in regarding the study's recommendations, including intersection improvements and, in particular, the creation of a continuous two-way left turn lane within the existing right of way along the study corridor.

The Working Group includes representatives formally designated by the governing bodies of Ocean County, Lakewood Township, and Toms River Township, as well as representatives of the Greater Mercer Transportation Management Association (GMTMA), the New Jersey Department of Transportation (NJDOT), New Jersey Transit (NJ TRANSIT), and the North Jersey Transportation Planning Authority (NJTPA). It is chaired by the representative of the NJ DOT commissioner.

Working Group Meetings

The Working Group did not meet during this quarter due to ongoing coordination efforts between project managers and key stakeholder groups to reach consensus on the proposed recommendations of the study.

The Working Group scheduled to meet early in the next quarter (May 6th) to discuss planning for upcoming Local Officials Meetings and Public Outreach Meetings in both Toms River and Lakewood.

Due to additional interagency coordination, project managers coordinated within the NJDOT throughout the quarter to secure a six-month extension to the state access code's twelve-month AMP development process. Upon NJDOT approval, the extension would authorize the Working Group to conclude the AMP planning process by November 2, 2016.

Supplemental Stakeholder Outreach Events

Two supplemental stakeholder outreach meetings took place throughout the quarter. On February 24th, the NJTPA met with NJDOT subject matter experts to review the study's recommended Low Cost High Impact (LCHI) improvements and to receive expert input on potential design standards for a proposed continuous left turn lane within the existing right of way. The project team utilized NJDOT expert guidance to clarify the design and speed limit considerations that would facilitate implementation of a continuous two-way left turn lane along the study corridor.

On April 6th, the NJTPA project manager attended the NJDOT's Capital Programming Screening Committee meeting at NJDOT offices to take part in discussion of the Route 9 Indian Head Road, Central Ave. Hurley Ave. Pavement project, a project that includes the length of the AMP study corridor. The NJDOT project manager conveyed to the committee that the repaving project would include evaluation all of the corridor study's LCHI spot improvement concepts during the preliminary engineering phase of the project. The NJTPA requested that the repaving project also include evaluation of the corridor study's continuous two-way left turn lane concept. The NJDOT project manager and screening committee formally acknowledged the request and agreed to evaluate the feasibility of the proposed turn lane during preliminary engineering, which is expected to proceed by the end of May 2016.

Report prepared and submitted by:
Keith Hamas, AICP
Principal Planner: Safety Planning and Mobility Programs
North Jersey Transportation Planning Authority

Concurrence:

John Ernst, Ocean County

Jeff Staiger, Township of Lakewood

Robert J. Chankalian, Township of Toms River

Michael Viscardi, New Jersey Transit

Cheryl Kasstrenakis

Chad Dixson, Greater Mercer Transportation Management Association

Keith Hamas, North Jersey Transportation Planning Authority

Andrew Clark, New Jersey Department of Transportation

U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX K

Public Outreach Summaries and Survey Results for Toms River

U.S. Route 9 Corridor Study
Public Meeting 1

MEETING SUMMARY

Location: Ocean County Library, 101 Washington St, Toms River NJ 08754
Date: August 18, 2015
Time: 5:00 PM – 8:00 PM

Purpose: The meeting was intended to engage the public in the Route 9 Corridor Study process, and measure their desires for the future vision of Route 9.

Attendees: 26 persons signed in

Meeting Format: A brief presentation was given twice (5:30 and 7:00 pm), and comments were taken from the public. Four stations were positioned around the room to allow attendees to interact with staff and ask questions about the topics — Traffic; Land Use; Bicycle and Pedestrians; and Feedback. At the Feedback Station participants were given three dots and asked to vote on their preference. Participants were also given a survey and staff collected comments throughout the event.

Summary of Feedback: Participants provided general and specific comments for the study. The following are some of the more prevalent issues raised:

- The public wants Route 9 widened
- The public wants two-way left turn lanes and left turn access to remain. Left turn lanes were seen as an immediate improvement.
- Shoulders need to be kept.
- Sidewalks need to be completed.

Summary of comments received, either in writing, through questions and answers, or informally:

- Howell Township has increased its development along Route 9, mainly from the dualization of the roadway. Businesses want widened roads and by widening the road, there will be more economic activity and more jobs
- Sidewalks in the area are in unacceptable shape for people with disabilities. It is safer to walk in the shoulder of the roadway than on the sidewalk. There are no shelters available for transit users in Toms River which discourages use.
- Even if one comes out at 4:30 am, there is a traffic jam on Route 9
- "I don't use Route 9 – it is way too congested."
- The congestion at the intersection of Route 166 and Route 37 is bigger issue than Route 9
- Senior residential complex offers free shuttle to ShopRite, Kohls, mall, etc.
- "Do what is good for the people"
- New development at Whitty Road. Prior to 2012 there were several homeless folks struck by motor vehicles

- Bus stops – need safe crossings
- Prefer jug handles over center turn lane
- Multiple fatal accidents have occurred from people attempting to turn left on/off of Rt 9. There needs to be a median barrier to prevent this from happening
- A property owner, who is pursuing a fast food franchise, raised concerns about potential access restrictions if the roadway were divided. The owner is concerned a divider would restrict business potential. The owner also mentioned that proposed development of Whitty Road Business Park for residential will not allow for access from lots on Dugan Lane to signalized intersection at Whitty Road.

The above section includes summaries based on notes and does not reflect all verbatim statements made during the event.

8 Total Surveys Submitted

Where do you live? (circle one)

(7) Toms River (0) Lakewood (1) Other (0) Blank

Where do you work? (circle one, leave blank if you don't work)

(3) Toms River (0) Lakewood (4) Other (1) Blank

What is Your Age ? (circle one)

(0) Under 18 (0) 18-24 (1) 25-34 (0) Blank
(3) 35-54 (3) 55-64 (1) 65 & Over

What is Your Gender? (circle one)

(3) Male (5) Female (0) Blank

Do you have convenient access to a car? (circle one)

(7) Yes (1) No

How often do you use the bus on Route 9? (circle one)

(0) Daily (1) Weekly (0) Monthly (0) Blank
(2) Annually (5) Never

For what purpose do you primarily use Route 9? (circle all that apply)

(1) Commute (2) I work there (6) Shopping (1) School pick-up/drop-off
(2) I live there (1) Doctors visits (4) Dining (3) Other

How do you use Route 9? (circle all that apply)

(7) Drive (1) Bus (0) Walk (0) Bike

What are your concerns for Route 9 in your town? (circle the number that applies)

# that Circled		Not Concerned		Neutral		Highly Concerned	
(8)	Traffic Safety	1	2	3	4	5	(4.75)
(7)	Incomplete Sidewalks	1	2	3	4	5	(3.71)
(7)	Crossing Route 9 as a Pedestrian	1	2	3	4	5	(3.57)
(7)	Bicycle Safety	1	2	3	4	5	(3.29)
(7)	Travel Time	1	2	3	4	5	(4.43)
(7)	Access to Businesses & Side Streets	1	2	3	4	5	(4.71)
(7)	Level of Bus Service	1	2	3	4	5	(3.57)
(0)	Other	1	2	3	4	5	(0.00)

What is most important to you? (Pick top three and rank from one to three)

(Score determined by giving 1st choice 3pts, 2nd choice 2pts, 3rd choice 1pt)

Score		1st	2nd	3rd
(11)	Reducing Travel Time	(3)	(1)	(0)
(6)	Reducing Traffic Crashes	(0)	(3)	(0)
(5)	Improving Bus Service	(0)	(2)	(1)
(1)	Completing Sidewalks	(0)	(0)	(1)
(1)	Improving Pedestrian Crossings	(0)	(0)	(1)
(3)	Biking Safely Along and Across Route 9	(1)	(0)	(0)
(4)	Access Management	(1)	(0)	(1)
(3)	Making Left Turns into Private Driveways	(1)	(0)	(0)
(0)	Having a Shoulder on the Road	(0)	(0)	(0)
(1)	Making U turns	(0)	(0)	(1)
(0)	Other _____	(0)	(0)	(0)
	Blank Entry	(2)	(2)	(3)

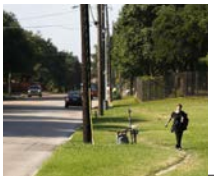
Reordered in Ranking:		Score
1)	Reducing Travel Time	(11)
2)	Reducing Travel Crashes	(6)
3)	Improving Bus Service	(5)
4)	Access Management	(4)
5)	Biking Safely Along and Across Rt 9	(3)
6)	Making left turns into private driveways	(3)
7)	Completing Sidewalks	(1)
8)	Improving Pedestrian Crossings	(1)
9)	Making U-Turns	(1)
10)	Having a shoulder on the road	(0)
11)	Other	(0)

Comments?

Route 9 Visual Preference Survey Results

Toms River

The quality, character, and functionality of oute 9 are defined and i fluenced y many di erent roadway design and development features. In each community, participa ts were asked consider each issue and place a dot beside which image they thought was more desirable for Route 9. Results illustrate preferences in total and as a fraction



no sidewalks

Walking
(9 responses)

0 | 9

sidewalks

left-turns

Getting to the Other Side
(9 responses)

7 | 2

jug handles

jersey barrier

Median Types
(5 responses)

3 | 2

planted

sign - no shelter

Transit Stops
(9 responses)

0 | 9

sheltered

trees

Street Trees
(2 responses)

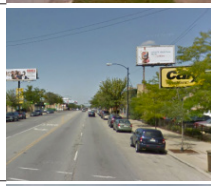
0 | 2

no trees

no parking

Parking
(1 response)

1 | 0



on-street spaces

spaced/shared

Driveways
(2 responses)

2 | 0

frequent

narrow shoulder

Shoulder
(9 responses)

0 | 9

wide shoulder

town

Development Character
(7 responses)

6 | 1

suburbia

U.S. Route 9 Corridor Study
Public Meeting 2

MEETING SUMMARY

Location: Ocean County Library, 101 Washington St, Toms River NJ 08754
Date: August 23, 2016
Time: 2:00-4:00 PM and 5:00–8:00 PM

Purpose: The meeting was intended to show proposed Access Management Plans and Low Cost-High Impact Improvements to the public, and solicit their feedback.

Attendees: 27 persons signed in

Meeting Format: A brief presentation was given three times (3:00, 5:30 and 7:00 pm), and comments were taken from the public. Three stations were positioned around the room to allow attendees to interact with staff and ask questions about the topics — Access Management Plan, Low Cost-High Impact Improvements and Feedback. Participants were also given a survey and staff collected comments throughout the event.

Summary of Feedback: Six surveys were completed. The following are some of the more prevalent issues raised:

- Support was given for proposed Access Management Plan and low cost-high impact improvements.
- Concerns were expressed regarding the need for improvements at Route 9 and Cox Cro Road.

Summary of comments received, either in writing, through questions and answers, or informally:

- One survey stated concerns at Cox Cro Road over signal configuration. The respondent would prefer dedicated left turn lanes on Cox Cro Road to allow protected left turns. The respondent approved of the left turn lane from U.S. Route 9 southbound onto Church Road, but questioned the right turn lane onto Church from U.S. Route 9 northbound. The respondent was in favor of the two-way left turn lane (TWLTL).
- One survey stated approval of the Church Road improvements. The respondent expressed concern over the two-way left turn lane and thinks it will be abused by impatient drivers as an additional through lane. The respondent requested additional information on the Indian Head Road & Garden State Parkway Interchange 83 improvements that were part of another study.
- One survey commented that a traffic signal should be installed at U.S. Route 9 and Stevens Road. The respondent also had a comment regarding left turns at U.S. Route 9 & Indian Head Road, which was part of another study.
- One survey stated that Whitty Road is currently very congested, dangerous, and that left turns are difficult due to volume. The respondent also commented that improvements are definitely required.

- One survey stated that Whitty Road & Church Road improvements and two-way left turn lane appear to be good solutions. The respondent thought that the missing links would be good improvements. The respondent thanked the presenters for supplying information in the additional comments section
- One survey requested that a proposed storm water basin near Church Road be removed from the plan, as there is an advertisement for a future development on that site.

The above section includes summaries based on notes and does not reflect all verbatim statements made during the event.

U.S. Route 9 Corridor Study –

Managing and Accommodating Growth in Lakewood and Toms River, Ocean Co.

APPENDIX L

Public Outreach Summaries and Survey Results for Lakewood

U.S. Route 9 Corridor Study
Public Meeting 1

MEETING SUMMARY

Location: Lakewood Municipal Building, 231 Third St, Lakewood, NJ 08701
Date: August 25, 2015
Time: 5:00 PM – 8:45 PM

Purpose: The meeting was intended to engage the public in the Route 9 Corridor Study process, and measure their desires for the future vision of Route 9.

Attendees: 415 persons signed in

Meeting Format: A brief presentation was given twice, and comments were taken from the public. Four stations were positioned around the room to allow attendees to interact with staff and ask questions about the topics — Traffic; Land Use; Bicycle and Pedestrians; and Feedback. At the Feedback Station participants were given three dots and asked to vote on their preference. Participants were also given a survey and staff collected comments throughout the event.

Summary of Feedback: Participants provided general and specific comments on the study. The following are some of the more prevalent issues raised:

- The public wants Route 9 widened
- The public wants two-way left turn lanes and left turn access to remain. Left turn lanes were seen as immediate improvement.
- Emergency access is a problem for Route 9, especially given the presence of a hospital. Shoulders are needed for emergency circulation.
- Extending Vermont Avenue to Route 70 and other improvements can give some relief, and allow people to better avoid Route 9.
- Lower speed limits would be preferable for bicycles and pedestrians
- Consistent shoulder is desirable for bicycles, many of whom are children
- Central Avenue/Hurley Avenue is a large bottleneck

Summary of comments received, either in writing, through questions and answers, or informally:

Question & Answer Session

1. Want turn lanes, especially left-turn lanes onto Route 9, flashing operation overnight at traffic lights. No chance to get onto Route 9, always yellow or red.
2. Question – A few years back there was a plan to widen Route 9 (it stopped). Bottleneck starts by lake. How much $ is put aside for this project? Will there be a big grand plan that we cannot afford?
Answer #1 – This study will develop 10 low cost-high impact solutions

Answer #2 – The Transportation Trust fund is projected to run out of money in June. Past that, all funding is unknown and funding has been the #1 barrier to the project.
3. Is this going to be a study or a study that produces results? If only intersections are addressed, then the whole corridor may never get widened. Wants to add shoulders from south of Prospect Street.
4. General Concern – only answer is to widen Route 9. Eminent Domain will be majority of the cost. Locals have pushed for ROW donations to see project move forward.
5. We are in emergency status situation. When emergency situations arise, traffic is stuck. Tax increase would be OK! Like Sandy – in emergency – funding will be found.
6. Need a multi-faceted answer (i.e. bus and train networks to reduce people using the corridor), not just a widening.
7. Dispatcher for OEM route response - avoid Route 9 due to traffic delays. Cannot get to victims and/or treatment facilities in enough time otherwise.
8. Hospital access – Monmouth Medical Center South. Shoulders are needed; possibly three lanes are needed in each direction. We voted for Christie and he said he would fix Route 9. We still have traffic on Route 9.
9. Small fixes are wasted money; better to work in increments. Left turns are necessary. Locals and town will do their part, now we want State to do its part.
10. Left turns should be allowed, i.e., Route 37 people still try to turn left even though they are restricted.
Question – How are the value of properties set if road is widening? How will appraisals occur?
Answer – The state has to pay market value for any eminent domain takings.
11. Lakewood is a fast growing City. There are few options for north-south travel, Route 9 is only way. A project this big should be done in stages, working from north to south.
Feeder roads, like Pine Street and Prospect Street, need to be alleviated.
12. Resident who drives Route 9 everyday:
Corner of Route 9 and Central Avenue turning traffic – possible solution – remove the left turn lanes and from Central to Route 88 add a lane.

Station Comments (By Topic)

Bicycle/Pedestrian:

- The public generally likes curb extensions
- Bus access and stops are a priority and safe nearby crossings of Route 9 are needed
- The public generally likes flashing warning lights at crossings
- Lower speed limits are preferable
- The public generally likes bus pullouts for stops
- There is always major congestion by the lake
- Need a new way to get through other than Route 9
- Finish the sidewalk network
- Landscaping should not be prioritized over sidewalks
- High visibility crossings are good
- Are pedestrian overpass an option?
- Bicycle accommodation? Consistent shoulder; most bike riders are kids
- Make areas where drivers can pull off

- Zipper lane? Variable direction option?

Widening :

- Four lanes are good
- Route 9 needs four lanes of traffic in order to flow. Anything less won't impact the congestion
- The state has been talking about widening Route 9 for 55+ years, when will it ever happen?
- Why is it necessary for sidewalks/berm areas? All we need is a wider roadway
- Left turn lanes would be an immediate improvement
- Right of way acquisition will cause issues for local businesses
- By County Line Road – adding a center turn lane improved traffic greatly
- Question – The state had previously acquired a 10 foot of right of way years ago, why do they need to acquire more?
  Answer – In order to improve the roadway, a minimum of an additional 2 feet would be necessary, but the amount of land needed will vary based on the roadway section chosen through this study. Therefore, it is important to get as much input from the public as possible.
- While generally comments were split on the best way to improve the highway (four lane divided, center left turn, shoulders/no shoulders) there did seem to be a consensus on improving the timing of lights and adding more signals to create gaps in traffic and a center left turn lane. A resident expressed concern that short term improvements only delay the major work to be done. Some did though prefer a center turn lane over a jug handle since it was deemed impractical or not contributing to business needs along the corridor. This could negatively impact property values if only a jug handle.
- A median barrier is necessary to prevent all turns and increase the safety of the roadway
- No one will cooperate for a large right of way taking through Lakewood, especially if eminent domain is used.
- Improving Rt 9 is impossible – the state should focus on a Lakewood by-pass instead
- The state needs to ban turns at various streets to reduce traffic congestion

Land Use:

- There were minimal comments regarding land use mostly noting how there is too much residential development with too many driveways.
- Property owner for 35 years at Route 9 and Pine Street bought parcel when previous owner sold for fear of jughandle being constructed; the jughandle has never been constructed.
- Resident says huge chunk of traffic by lake is due to the Yeshiva
- T&M has a Master Plan for Lakewood - PDF to be provided to the project representatives

Other comments:

- Consider traffic cops at busy intersections
- Question – Vermont Avenue south end – Extension to Route 70 – local owner is interested in intersection and road extension
  Answer – Work with Town to approach DOT to coordinate and possibly submit a "Problem Statement" that starts a multi-year process. (Note this roadway improvement is in the T&M Master Plan)
- Do not block the box!
- Public education outreach!

- One resident owns auto shop and sees many rear-end accidents from Route 9
- Multiple people raised the same concern about Finchley Blvd. not having sufficient ROW width to safely accommodate two-way traffic, resulting in a lot of side-swipe accidents. These people were also concerned that putting a light at the Chateau would further complicate maneuvers into and out of Finchley. They wanted to know if we could also look at improving the west/east movement of vehicles from that neighborhood (Princewood Dr) out to Route 9
- One property owner raised concerns about access and currently experiences long waits to turn into or out of property. Feels a traffic light is needed at Riverwood Dr. and would also alleviate access problems that commercial users on east side of highway experience. Overall concern was that more traffic lights would improve flow on highway and allow for gaps for access to businesses.
- One property owner acknowledged problems at Pine Strett and Route 9 and pointed out long delays to travel into and out of the corridor influenced his decision to move business from that property to Farmingdale. Did not offer suggestions on means to improve or preferences for one of the design schemes.
- When queried about roadway design preferences to improve access and flow at the northern portion of the study area in Lakewood, a number of individuals pointed out that one of the property owners had intentions of acquiring adjoining lots to expand the existing school. They noted that school buses from the school had a dramatic impact on the functioning of Pine Street and Route 9.
- A school bus driver offered the following comments:
  1) Pine Street is a major circulation route for busses. It was noted that the intersection with Route 9 configuration represents limitations to bus turning movements. Pine Street was cited as a major area of congestion.
  2) Prospect is a major accident location.
  3) James Street is a major bottleneck area
  4) School buses use Oak Street often and Oak and Overland is a major intersection used by school buses.
  5) Locals tend to ignore all traffic laws, which creates a hazardous driving situation for all roadway users
  6) Avoids Route 9 at all costs on his route, and other side streets aren't much better.
- A park and ride needs to be considered at the Lakewood Airport to minimize commuting in the area
- Emergency vehicle access in the congested corridor is a significant issue that needs to be addressed. Many have experienced delays and have considered driving an injured person to the hospital (sometimes on a sidewalk) as being faster than calling an ambulance and waiting for the ambulance to go to the hospital.
- Comments were made that eastbound traffic on James Street is avoiding the left turns to go north on Route 9 in the morning rush. Instead, some are bypassing Route 9 to go north on Martin Luther King Drive to John Street then turning north on Route 9. This causes further delays on those trying to do the left turn movement from James Street.
- The Hurley and Central intersection were noted by many as being the problem or choke point for traffic. It was also noted that the alignment of the northbound lanes at Hurley are disjointed causing a question of which lane to be in to continue north as one approached this intersection. The gas station at this intersection creates additional problems at this intersection (no condition specifically mentioned). It was noted that the left turn lanes northbound or southbound Route

9 or on Central were not productive at this intersection and should be removed or reconsidered with a green left turn arrow.

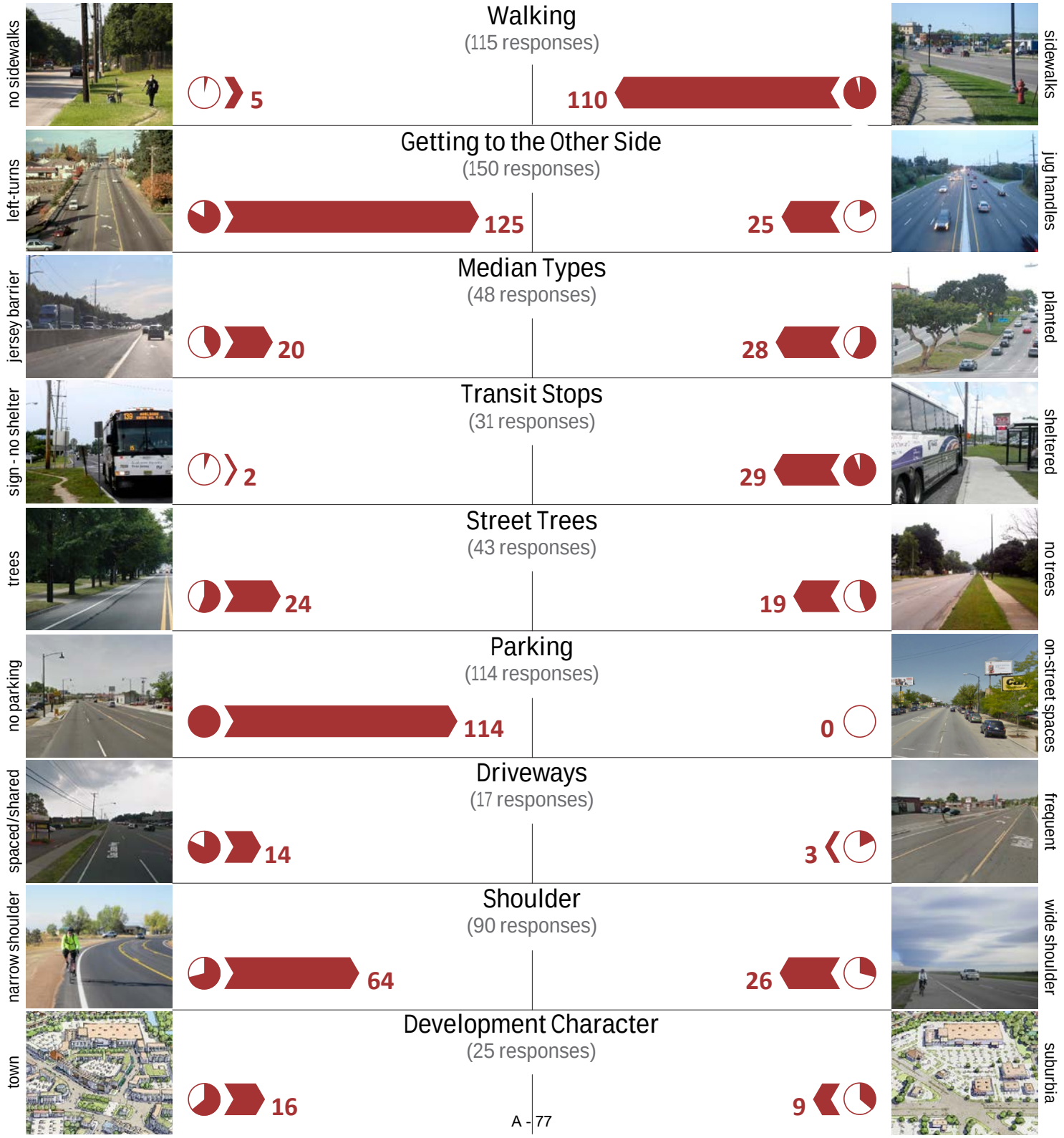
- Finchley Blvd. should be connected through to Massachusetts if possible as a way to bypass congestion.

The above section includes summaries based on notes and does not reflect all verbatim statements made during the event.

Route 9 Visual Preference Survey Results

Lakewood

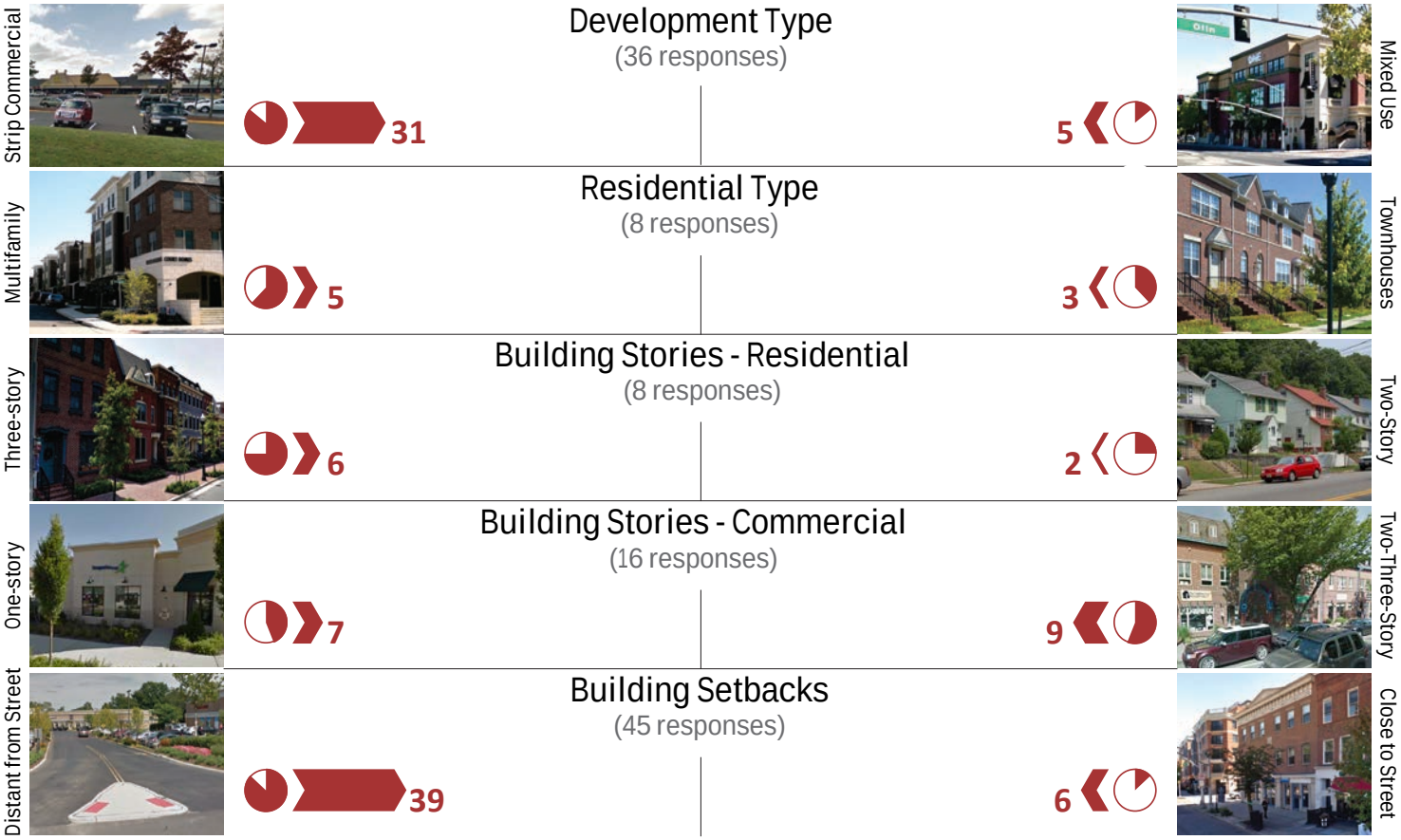
The quality, character, and functionality of oute 9 are defined and i fluenced y many di erent roadway design and development features. In each community, participa ts were asked consider each issue and place a dot beside which image they thought was more desirable for Route 9. Results illustrate preferences in total and as a fraction



Route 9 Visual Preference Survey Results

Lakewood

The quality, character, and functionality of oute 9 are defined and i fluenced y many di erent roadway design and development features. In each community, participa ts were asked consider each issue and place a dot beside which image they thought was more desirable for Route 9. Results illustrate preferences in total and as a fraction



U.S. Route 9 Corridor Study
Public Meeting 1, Spanish Language Focus Group

MEETING SUMMARY

Location: Lakewood Municipal Building, 231 Third St, Lakewood, NJ 08701
Date: December 10, 2015
Time: 5:45 PM – 8:30 PM

Purpose: The meeting was intended to engage the public in the Route 9 Corridor Study process, and measure their desires for the future vision of Route 9. It was provided in Spanish language, due to the size of the Spanish community.

Attendees: 12 people signed in

Meeting Format: A brief presentation was given, and comments were taken from the public. Four stations were positioned around the room to allow attendees to interact with staff and ask questions about the topics — Traffic; Land Use; Bicycle and Pedestrians; and Feedback. At the Feedback Station participants were given three dots and asked to vote on their preference. Participants were also given a survey and staff collected comments throughout the event.

Summary of Feedback: Participants provided general and specific comments on the study. The following are some of the more prevalent issues raised:

- The public wants U.S. Route 9 widened
- The public would like to see bicycle lanes on U.S. Route 9
- The public does not want median barriers on U.S. Route 9
- This group is highly dependent on transit and walking, and therefore wants sidewalks and bus shelters

Summary of comments received, either in writing, through questions and answers, or informally:

Written comments:

- Better enforcement for cell phone use while driving or other distracted driving, speeding, stopping at stop signs, and not obstruct bicycle lanes.
- Improved crosswalks are desirable

Group comments at stations:

- The public are in favor of a widening of Route 9
- The public were in favor of a two-way left-turn lane rather than a median barrier that obstructs the ability to cross the road
- Left turn lanes and left turn arrows at traffic signals are preferred

- There is a desire to not have to use cars for economic reasons. However, transit is relatively inaccessible to many (particularly in winter), and taxis are cost prohibitive.
- Better compliance with traffic regulations would be helpful

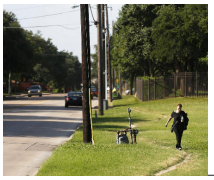
The above section includes summaries based on notes and does not reflect all verbatim statements made during the event.

Route 9 Visual Preference Survey Results

Spanish-speaking Community Meeting

The quality, character, and functionality of oute 9 are defined and i fluenced y many di erent roadway design and development features. In each community, participa ts were asked consider each issue and place a dot beside which image they thought was more desirable for Route 9. Results illustrate preferences in total and as a fraction

Walking
(3 responses)


no sidewalks

0

3

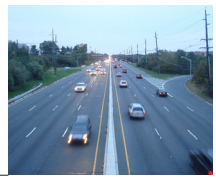

sidewalks

Getting to the Other Side
(2 responses)

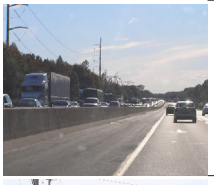

left-turns

5

0


jug handles

Median Types
(2 responses)


jersey barrier

0

2


planted

Transit Stops
(6 responses)

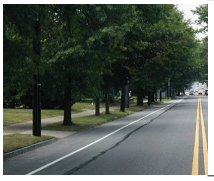

sign - no shelter

0

6


sheltered

Street Trees
(1 response)


trees

1

0

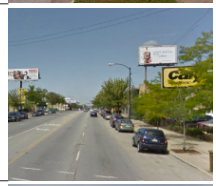

no trees

Parking
(5 responses)


no parking

5

0


on-street spaces

Driveways
(3 responses)


spaced/shared

1

2

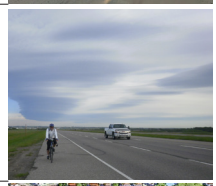

frequent

Shoulder
(5 responses)


narrow shoulder

1

4


wide shoulder

Development Character
(2 responses)


town

0

2


suburbia

U.S. Route 9 Corridor Study
Women's Focus Group Meeting

MEETING SUMMARY

Location: Lakewood Municipal Building, 231 Third St, Lakewood, NJ 08701, 2nd Floor
Date: December 17, 2015
Time: 12:30 pm – 2:00 pm

Purpose: The meeting was intended to engage women of the Orthodox community specifically in the Route 9 Corridor Study process, and measure their desires for the future vision of Route 9. This focus group was held to better accommodate cultural preferences of Orthodox women, who were sparse and reluctant to participate during the crowded general public meeting.

Attendees: 10 people attended

Meeting Format: The presentation used at Public Meeting 1 was significantly modified to provide more of a facilitator/discussion guide for the group. Some technical information was presented with discussion questions interjected by the group facilitator.

Summary of Feedback: Some comments received were as follows:

1. U.S. Route 9 Driving Experience
    a. One participant drives on Route 9 three times a day, starting between 8:30 AM and 9 AM. She often has to wait at least five minutes to make a left turn to get on to Route 9.
    b. There is concern about the emergency vehicles that travel along Route 9 due to the hospital. Consistently heavy traffic often causes delays for the ambulance along the route. Because of the heavily congested traffic, it is very difficult for vehicles to move aside for the ambulances when the sirens are on. This causes the ambulance difficulty getting to the hospital during an emergency.
    c. One participant takes multiple trips per day along Route 9. She cannot combine trips due to schedules and/or avoiding heavy traffic at certain times. However, she has to go home daily at a specific time every day when traffic is particularly bad. She usually goes back out to Route 9 later in the evening to finish errands. She says it is stressful to try to maintain a daily schedule when traffic causes consistent delays.
    d. Many participants agreed that it is difficult to make a left turn near Oak Street and they usually have to wait a very long time.
    e. Another participant mentioned that the light at Prospect Street near Spruce Street can cause cars to wait for 5 minutes or more.
    f. Construction for over a year and a half has caused congestion near James Street. The group agreed that approximately 3:30 pm is when traffic along this area is the most congested (after school hour).

g. One participant explained that she makes a lot of right turns to avoid making left turns along Route 9. She told the group that making a left turn is very difficult and often drivers can get stuck trying to turn. This causes other cars to honk and causes stressful driving conditions. This participant noted that she has now changed all of her routes in order to avoid left turns, even when she has to drive further distance. Often driving further distance can yield shorter total time in the car without having to make left turns.
h. Route 9 is the only road that connects to all other roads around the area. Therefore the congestion is not only caused by Lakewood residents, but it is also caused by thru traffic. GPS directs everyone traveling in the area to go to Route 9. This contributes to the traffic problems.
i. There is no good way to get to north Lakewood.
j. There are still traffic problems even during off-peak hours. Even drivers that leave early in the morning still encounter significant traffic problems and delays.
k. There are too many cars in the one corridor and no alternative routes. Left turn lanes might help mitigate the problems.
l. One woman generally avoids Route 9 when travelling and instead tries to take 209.

2. Discussing the issues and solutions
    a. Sidewalks and Pedestrian Issues
        i. There are parts of Route 9 with no sidewalks. One participant noted that she had to walk on Route 9 on a Saturday with her daughter and that they had to walk on the road inches from cars.
        ii. One participant noted that she is petrified to cross route 9 – she suggested crossing bridges would help so people don't have to go in between the cars. Participants noted they won't let their kids cross Route 9.
        iii. Cars won't stop for them to cross and continue to speed by.
        iv. A participant pointed out that Route 9 is a problem in other towns as well, not just in Lakewood.
        v. A participant pointed to the pedestrian bridges in NYC as an example and asked why Lakewood cannot have similar pedestrian bridges.
        vi. Participants agreed that they wouldn't walk more if there were more sidewalks. However, a participant said that on Saturdays she walks a few minutes on Route 9. She suggested that since many residents have to walk anyway the township should put in sidewalks. Another participant noted that there are sidewalks on one side of Route 9 but no light to get across. But another participant noted that most residents drive more than walk, so sidewalks would be a waste of money.
        vii. One participant commented that an extra travel lane would make the commute and the drive easier but it doesn't make Route 9 safer for bicyclist and pedestrians. She said that between convenience and safety, she would choose safety. A handful of participants agreed with her.
        viii. A different participant noted that if she had a choice, she would rather have an extra lane instead of a sidewalk because walking along Route 9 is not a major desire for the community. From where they live it is not convenient to walk to

destinations on Route 9. Other participants agreed with this. There was no general consensus over whether a lane or a sidewalk is preferable.

ix. A participant noted that Lakewood is so big that even if there are sidewalks no one will walk.

x. There was agreement that it is dangerous to cross mid-block ("jaywalk") but they often see people cross this way. They agreed it was safer for pedestrians to cross at signals, but that there are not enough signals and places to cross. Several were not familiar with some of the new smart signal technology (push button actuation) or lighted crosswalks.

b. Traveling Speed
   i. In regards to the average travel speed of the Route 9 corridor, one participant noted that the numbers on the chart being displayed (in the presentation) is the average of the corridor and the study team should be aware that the smaller section near the lake is much slower than these averages.

c. Land Use and Context Images
   i. A participant noted that they don't really see how land use and form could fix the traffic solution long term. She noted that Lakewood is growing and that bad traffic will continue to be a problem. She also argued that Route 9 needs the extra lane.
   ii. Participants noted that the community is growing due to high birth rate and will also need more places to live in the future. This will lead to even more cars to be on the road over time. Most families are large and have at least 2 vehicles.
   iii. Several seemed to have a vision of the corridor in the future that resembled where they grew up, similar to more urban areas with multi-lane high speed roadways for quick travel, grade separated highways and pedestrian bridges.
   iv. They don't really want to see more residential housing along Route 9.
   v. There was a shared feeling that citizenry have a small voice in the development process. In reference to zoning changes: it is very hard for the average citizen to influence the planning or zoning board.
   vi. Participants did not understand why there would ever be parking (parallel) along Route 9. (this was in reference to a land use graphic)
   vii. A participant noted that there are developments on Route 9 for which the only way to leave the home is to go on Route 9.

d. Turn Lanes
   i. Many noted that the turning lanes really do help.
   ii. Participants stated that the real problem is the large number of cars and not enough travel lanes for them to move along the corridor. Some in the group felt that restricted turns would make businesses less accessible. They reiterated that they need two lanes in each direction in order to open up the traffic along the road and allow better flow of traffic.
   iii. In reference to jug handles, a participant noted that if jug handles are added to Route 9 traffic will just get stuck in the jug handle if they don't also add a second travel lane in.

iv. A different participant noted that Route 9 doesn't need jug handles and that they are more expensive than left turn lanes. Left turn lanes make it turning and traveling easier. Lakewood should copy Madison Avenue.

e. Transit
   i. None of the participants take transit.

f. Traffic
   i. A participant noted that she uses Jackson Ave which is an additional distance to her trip. However, this road is more reliable than Route 9 and she knows what time she will get to her destination.
   ii. Right now kids sit on the school bus for an hour because of poor traffic flow. A participant noted that she and others drive kids to school because it is quicker than letting them take the bus. School busses are not reliable or take too long due to traffic issues.
   iii. A participant spoke about the problems caused by trucks on Route 9 and asked if there a way to limit truck travel (including limiting size) along this corridor. At some intersections, such as Pine, trucks cannot maneuver turns without encroaching on other lanes creating dangerous situations.
   iv. A participant noted that there are so many stop lights already and additional stop lights won't help with the flow of traffic.

g. Roadway Configurations
   i. Participants noted that they like the divided highway configuration the best. One participant stated that if traffic moves, it will work well.
   ii. In reference to bikes: they agreed that they do see more people are riding bikes and more probably would like it to be safer, especially for teenage boys. It was noted that bicyclists needed to learn how to be safe. Lois from NJTPA pointed out that NJTPA is doing a bike and pedestrian safety campaign in Lakewood and that participants can check out bestreetsmartnj.org

3. What's next?
   a. Participants wanted to know what's next and when changes will actually be implemented. Lois from NJTPA explained that the project is intended to prioritize quicker/low-cost implements while establishing a long term vision for the corridor. Lois also talked about the barriers to the crossing bridges. A participant followed up saying that in NYC along the Hudson parkway they only have these bridges every few blocks but at least it's available.
   b. A participant asked Lois when they can expect to widen the roads. Lois Goldman from NJTPA noted that road widening is not on the agenda because the issues is incredibly complex and expensive. Denise daCunha from The RBA Group described the environmental constraints of road widening.
   c. Participants asked how improvements would be paid for and whether or not it would increase property taxes. The consultant team explained that road improvements came from the transportation fund revenues, including the gas tax.

d. The group generally thought that Route 9 repaving may not be needed since it is not as bad as some other roads.

4. Meeting Format Feedback
    a. One participant noted that she had never before been invited to a meeting to discuss something in their town and she appreciated that her voice would be heard.
    b. A participant noted that the women were stuck at home during the evening workshop and they are more likely to send husbands to speak on the family's behalf. They said having a lunch meeting works better for them. Evening events between 4 pm and 8 pm are impossible because it is "crunch time."

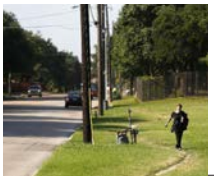
The above section includes summaries based on notes and does not reflect all verbatim statements made during the event.

Route 9 Visual Preference Survey Results

Lakewood Women's Focus Group

The quality, character, and functionality of oute 9 are defined and i fluenced y many di erent roadway design and development features. In each community, participa ts were asked consider each issue and place a dot beside which image they thought was more desirable for Route 9. Results illustrate preferences in total and as a fraction

Walking
(8 responses)


no sidewalks

1

7


sidewalks

Getting to the Other Side
(8 responses)


left-turns

6

2


jug handles

Median Types
(2 responses)


jersey barrier

1

1


planted

Transit Stops
(3 responses)


sign - no shelter

0

3


sheltered

Street Trees
(5 response)


trees

1

4

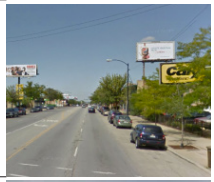

no trees

Parking
(4 responses)


no parking

3

1


on-street spaces

Driveways
(1 response)


spaced/shared

1

0


frequent

Shoulder
(6 responses)


narrow shoulder

2

4


wide shoulder

Development Character
(2 responses)


town

1

1


suburbia

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Development Type
(2 responses)

Strip Commercial  1 — 1  Mixed Use

Residential Type
(1 response)

Multifamily  1 — 0  Townhouses

Building Stories - Residential
(0 responses)

Three-story  0 — 0  Two-Story

Building Stories - Commercial
(2 responses)

One-story  1 — 1  Two-Three-Story

Building Setbacks
(6 responses)

Distant from Street  6 — 0  Close to Street

U.S. Route 9 Corridor Study
Public Meeting 2

MEETING SUMMARY

Location: Lakewood Municipal Building, 231 Third St, Lakewood, NJ 08701
Date: September 28, 2016
Time: 1:00-2:30 PM and 4:30–8:30 PM

Purpose: The meeting was intended to show proposed Access Management Plans and Low Cost-High Impact Improvements to the public, and solicit their feedback.

Attendees: 287 persons signed in

Meeting Format: A brief presentation was given three times (1:30, 5:00 and 7:15 pm), and comments were taken from the public. Three stations were positioned around the room to allow attendees to interact with staff and ask questions about the topics — Access Management Plan, Low Cost-High Impact Improvements and Feedback. Participants were also given a survey and staff collected comments throughout the event.

Summary of Feedback: 229 surveys were completed. The following were the some of the more prevalent comments:

- Support was given for proposed Access Management Plan and low cost-high impact improvements.
- Concerns were expressed regarding the proposed improvement at U.S. Route 9 and Central Avenue/Hurley Avenue.

Summary of comments received, either in writing, through questions and answers, or informally:

- A majority of surveys did not make any specific comments on the Low Cost-High Impact (LC/HI) improvements.
    - The most commented LC/HI improvement was on the Central Avenue/Hurley Avenue/ Main Street improvement plan
    - 38 surveys stated a disapproval of the one-way traffic pattern on Hurley Avenue; 1 survey stated approval of the one-way scheme
- A majority of surveys that commented on the two-way left-turn lane (TWLTL) were in favor of adding it to the Route 9 Corridor
    - Some stated that this should be a stopgap until a divided highway is built
- There were almost no direct comments in regards to the Access Management Plan (AMP), but had a wide range of responses
    - Comments ranged from, “Stop the band-aids two lanes each way on Rt 9 is the only solution” to “Not good enough for the current traffic” to “Stressing these changes to the planning, zoning, & master plan boards is imperative – ultimately the town council must get behind the necessary changes to zoning ordinances.”

- A majority of surveys that commented on the missing links plan were in favor of building all the missing links shown
- The vast majority of surveys simply stated some variation of "widen Route 9," usually in all available fields
    - Some surveys stated that sidewalks should be removed for additional travel lanes
    - Some recommending spot widening at critical points not a part of the low cost-high impact improvements (e.g. Prospect Street) as opposed to a corridor-wide widening
- Other comments
    - There were many requests for improvements on roadways and intersections outside of the project area:
        - Build or complete "missing links" in local street grid
            - Williams St (parallel to Route 9)
            - Arlington St (eliminate dead end & connect to Pine Street)
            - Develop paper streets (general)
            - Build bridges over / across Lake Carasaljo to Forest Avenue
            - Extend Hurley Avenue to Main Street (Route 88)
            - Extend MLK Drive to Main Street (Route 88)
        - Intersection improvements / traffic signals:
            - Cross Street / Prospect Street
            - Sunset Road / James Street
            - New Central Avenue /Hope Chapel Road
            - Cedar Bridge Avenue / Clover Street
            - James Street / Williams Street
            - Pine Street / Warren Street
            - Madison Avenue (Route 9) / Third Street
        - Widen other roadways to four lanes
            - Oak Street
            - Broadway
        - Create a two-way left-turn lane on Cross Street
        - Add additional turn lanes on Main Street (Route 88) to facilitate traffic flow
    - There were other requests for improvements or alternatives along the Route 9 corridor within the study area:
        - Widen Route 9 to provide additional turning lanes at Prospect St
        - Restripe & restrict certain vehicular movements to lengthen storage for the Route 9 southbound to Route 88 eastbound left turn movement
        - Increase time for protected left turns at all intersections
        - Install right turn only lanes and protected right turn signals to allow for unimpeded right turn movements (likely as a counter-flow movement to protected left turns)
        - Ban large trucks from Route 9 (note – likely as through movements, deliveries on and along the corridor would still need to use Route 9. Participants didn't specify)
        - Limit or stop all development until Route 9 has been widened
        - If a signal is installed at Broadway & Chateau Drive, convert Cushman Street to right-in-right-out (RIRO) to force left turn movements through a signalized intersection

- Some surveys identified specific locations and problems that need to be addressed
  - One property owner commented on the Pine Street/James Street/River Road (Route 9) intersection, and stated that large trucks are inhibited by the existing intersection geometry and cause delays. It is his opinion that the building in the northwest corner of the intersection is constricting both the sight lines and the mobility of the turning traffic. He recommends demolishing the building & widening the intersection to alleviate traffic & provide an alternate route to Central Avenue
  - Several surveys (and meeting attendees) stated their concern of the River Road (Route 9)/Prospect Street/Sherwood Drive intersection. Their observations and survey comments state that traffic backs up due to left turning vehicles onto Sherwood Drive. In addition, in their opinion, a right turn lane should be added to Route 9 south to provide an unimpeded movement for westbound traffic. According to their statements, traffic going southbound opens up after this bottleneck and this is the source of the southbound traffic problems. The issues at this intersection were not addressed in a low cost-high impact improvement, and the intersection geometry precludes the addition of lanes within the existing right of way.

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