

Report of the Transportation Subcommittee
Lakewood Township Master Plan Advisory Committee
Circulation Plan Element

April 2017

The Transportation Subcommittee of the Lakewood Master Plan Advisory Committee has conducted several meetings, including a well-publicized outreach meeting on November 22, 2016, all held at Town Hall. During these meetings, subcommittee members and residents attending were afforded the opportunity to contribute ideas and opinions on topics relative to the transportation and circulation element of the Master Plan.

The following is a brief recounting of key takeaways from those meetings, which will be followed by a formalized proposed report format. This format, once approved by the subcommittee, will be delivered to the Master Plan Advisory Committee for review and adoption as part of the overall Master Plan recommendation to the Township Committee.

OUTREACH MEETING SUMMARY

A. Roadways

1. Reducing traffic congestion on local roads due to student loading and unloading at the numerous school sites. Loading and unloading of students from vehicles in the roadway restricts the free flow of traffic. Setbacks for schools should be increased to allow for on-site drop off/pick up areas and on-site student loading areas should be required. The comparison of the buffer requirement of the HD-7 zone district on the highway was offered to require increased setbacks. Consider re-zoning emerging artery roads (e.g. County Line Road, E. Kennedy Blvd.) with the HD-6/7 designation to protect future widening opportunities.
2. County roads. Communication with the County Engineer should be increased to coordinate Ocean County road improvements with Township concerns. The Township Committee should appoint a liaison or designate one of the planning bodies to interface with Ocean County officials at least annually to review the planned and needed road improvements.
3. One-way streets should be evaluated, especially in the Downtown – extended area (which would include Main St – 14th Streets and Lakewood Ave. to Monmouth/Princeton Aves.), as a means to assist in better traffic flow.
4. Traffic congestion at the intersection of Route 88 and Clifton Avenue was identified - continue to work with the county and the state to resolve traffic problems.
5. Connectivity- Open roads wherever through traffic can be enabled. Vine Street and Arlington Avenue were identified as examples of locations that are recommended for such improvements. The subcommittee recommends a thorough examination of similar opportunities for creating through streets in Lakewood.
6. Sunset Road to Massachusetts connection. Study circulation linkage of Sunset Road to Massachusetts Avenue through the Industrial Park as a means of reducing traffic volumes on Route 9 (River Road).

7. Residential Site Improvement Standards (RSIS). Given the unique issues in Lakewood, there is a need for wider streets to accommodate buses and other vehicles on streets that often have parking on both sides. Thus, we recommend that all new developments require road widths that exceed the RSIS standards.
8. TID. Implement the Transportation Improvement District (TID) throughout the town to fund circulation improvements.
9. Explore additional north-south connector roads, including the possibility of a vehicular bridge over Lake Carasaljo.

B. Parking

1. The existing unimproved parking area at the former Little League site should be paved to provide additional needed parking. This project is in process with the Township. Side street parking adjacent to this lot should be reviewed for single side parking limitations.
2. Parking in the downtown. Study the parking standard for the B-2 zone; currently, providing parking with development is not required. Create a fund dedicated for parking development and mandate contributions to this fund where variance from a parking requirement is requested.
3. Parking requirements. Evaluate the current parking requirements of offices, schools and houses of worship and other quasi-public uses in the Unified Development Ordinance.

C. Mass Transit

1. Increase shuttle bus service through additional grant – private or government -funding.
2. MOM (Monmouth Ocean Middlesex) Line Passenger Rail service. Endorsement of reestablishment of rail service in Ocean County with a station in Lakewood.
3. Mass transit usage. Adding intersecting (transfer) routes and service frequency will attract more users.

D. Pedestrian and Bicycle Circulation

In 2014, Lakewood adopted a resolution for “Complete Streets”, and NJDOT program for design standards and grant opportunities related to safe and livable streets and roadways. In concert with that initiative, the subcommittee recommends:

1. Bicycle Paths. Bicycle paths are encouraged where traffic and bikes can be separated.
2. Kennedy Boulevard East Right-of-Way- Evaluate the right-of-way of Kennedy Boulevard East from Squankum Road in the west to the municipal boundary with Brick and Howell in the east to improve the town’s circulation network and facilities. The potential future uses include: full or partial road; multi-segment trail; greenway; a utility corridor, and, a combination of uses. *(Background note: Ocean County acquired a right-of-way of approximately 120 feet in width within the aforementioned area. Some portions of the roadway are improved; however, most of the right-of-way is unimproved. It is our understanding that Ocean County has relinquished all rights, jurisdiction and responsibilities (with the notable exception of access to maintain storm water detention basins) over and for the unimproved right-of-way. The right-of-way of Kennedy Boulevard East is located within a developed portion of the Township and is bordered in most cases by single-family residences.)*
3. Sidewalks. The residents of Lakewood fully utilize the sidewalks throughout the town and they provide an alternate to vehicle usage. Sidewalks should be maintained, improved and supplemented. Safe Routes to Schools grant opportunities should be pursued for sidewalks in and around school areas.

4. A walking bridge over Lake Carasaljo was advanced by a resident to improve the pedestrian network. A specific bridge location was not provided.

Lakewood Township Circulation Plan Element

A circulation plan element describes the means by which people and goods travel through and within the town. The goal of any circulation land is to foster safe, efficient and convenient movements and should seek to minimize congestion and limit unwarranted travel delays. The town's transportation network and facilities should support current land uses and provide for the town's vision of growth.

The scope of a circulation plan element is outlined in the NJ Municipal Land Use Law as follows: "*A circulation plan element that shows the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the township, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail.*"

I. Prior Planning A. Goals.

The 1999 Township Master Plan contained several transportation and circulation goals and objectives. The Transportation Subcommittee recommends the following updates to the 1999 goals and objectives and affirms the balance for the 2017 Master Plan:

- ◆ *Maintain a safe and efficient circulation system capitalizing on Lakewood Township's excellent regional highway access and multi-modal transportation system.*

Updated version: Develop policies and strategies to ameliorate the congestion of Lakewood Township's excellent regional highway access and local road network. Develop plans and strategies to expand and enhance the nascent multi-modal transportation system elements, including park and ride facilities, mass transit and bicycle/pedestrian pathways. Provide a robust circulation network that will effectively serve the current and future needs of residents and industry.

- ◆ *Examine and pursue the potential of reactivating passenger rail services from Lakewood Township to multiple regional destinations, including New York City.*

Updated version: Actively support efforts focused on the reactivation of passenger rail services from Lakewood Township to multiple regional destinations, including New York City.

- ◆ *Classify future residential roadways in accordance with the Residential Site Improvement Standards (RSIS).*

Updated version: Classify future residential roadways to exceed the Residential Site Improvement Standards (RSIS). Approach all development with the acknowledgement of high density congestion issues. Minimize traffic congestion and negative impacts to residential neighborhoods through appropriate actions during the development approval process. Coordinate transportation improvements with land use densities and intensity.

- ◆ *Designate and encourage the development of pedestrian corridors and bikeways.*

- ◆ *Encourage creative techniques to control motor vehicle speed in the downtown area and all residential neighborhoods.*

Updated version: Encourage creative techniques to control motor vehicle speed in the downtown area and all residential neighborhoods. Traffic calming and other safety strategies consistent with the Complete Streets initiative should be pursued for wide incorporation into Lakewood Township's circulation plan.

- ◆ *Establish weight limits to avoid truck traffic on residential streets.*
- ◆ *Discourage truck traffic through residential neighborhoods by strictly enforcing weight limits and developing a comprehensive signage system (uniform in its design) alerting truckers to designated routes to and from the Industrial Parks.*
- ◆ *Improve traffic circulation in and adjoining the downtown area. An analysis of new one-way streets should be explored.*
- ◆ *Promote sustainable means of funding transportation improvements such as full implementation of the existing transportation improvement district and/or other techniques.*
- ◆ *Designate and encourage the development of pedestrian corridors and bikeways that link residential neighborhoods with schools, parks, community facilities and public transit.*

B. Recommendations of the 2007 Master Plan Reexamination Report.

The recommendations of the 2007 Master Plan Reexamination Report are affirmed and amended as noted below. (Deletions are shown as ~~strikeout text~~, ~~thus~~; supplemental proposals are shown underlined, thus.)

| B. Circulation | |
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| U.S. Route 9 (Madison Avenue / River Avenue) | |
| Goal | Reduce delays along Route 9. |
| Objective | <i>Equip 4-way intersections with left-turn signals in order to facilitate left turns from Madison Avenue into the downtown business district.</i> |
| Objective | <i>Increase directional signage on Route 9.</i> |
| Goal | Improve/widen Route 9 south of Main Street. |
| Objective | <i>Continue to enforce HD-6 and HD-7 ordinance provisions.</i> |
| Objective | <i>Review Township right of way requirements consistent with discussions with Ocean County and NJDOT standards.</i> |
| Objective | <i>Work with Toms River Township, Ocean County and the State of New Jersey to develop a long-term plan for the appropriate Route 9 right of way.</i> |
| Objective | <i><u>Ensure proper fee schedules are adopted for Transportation Improvement Districts 1 and 2, which were established in 2014 and border the eastern and western sides of Route 9 south of Lake Carasaljo.</u></i> |
| Goal | Create alternative routes to Route 9. |
| Objective | <i>Explore the possibility of widening the following roadways: East County Line Road, State Route 88, Pine Street, Central Avenue, Prospect Street, Cross Street, and Chestnut Street.</i> |
| Objective | <i>Redirect some traffic onto alternate routes.</i> |
| Objective | <i>Commission a study to investigate extending Massachusetts Avenue through Excel Industrial Park to James Street.</i> |
| Objective | <i>Commission a study to investigate extending New Hampshire Avenue north through Kennedy Boulevard to Route 9</i> |
| Objective | <i>Commission a study to investigate extending Vermont Avenue through Essex Street to Pine Street to Route 70 via Vine Street.</i> |
| Objective | <i><u>Review other alternative routes to Route 9 and encourage the full development of the proposed north-south Pine-Oak connector road near the recently vacated Charity Tull right-of-way.</u></i> |
| Objective | <i><u>Discourage creation of cul-de-sacs and street vacations where such action can limit the free flow of traffic in grid patterns.</u></i> |

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| Campus Area | |
| Goal | Improve traffic safety conditions at heavily used intersections. |
| Objective | <i>Install traffic lights and left-turn signals at the following intersections: Forest Ave. and 4th Street; Forest Ave. and 5th Street; Forest Ave. and 6th Street; Forest Ave. and 7th Street; and Forest Ave. and 8th Street.</i> |
| Goal | Create additional parking areas and maximize existing parking areas. |
| Objective | <i>Construct adequate parking facilities to serve the students who commute to the BMG and GCU schools.¹<u>New Proposal: Encourage the institutions to consider private dedicated shuttle service to address the underserved/unserved student commuters from defined clustered areas in Lakewood Township.</u></i> |
| Objective | <i>Create loading and drop-off zones for commuters on 6th and 7th Street between Private Way and Lakewood Avenue for BMG and loading and drop-off areas for GCU²</i> |
| Downtown Area | |
| Goal | Improve circulation in downtown area. |
| Objective | <i>Make streets one-way only, where appropriate, in the area bounded on the north and south by Ninth and First Streets and bounded on the East and West by Princeton Avenue and Lakewood Avenue, based on further study. Also, included in this area is the area between 10th Street and Courtney Road.</i> |
| Objective | <i>Explore jitney service as an element of a Downtown merchants BID/DID/SID strategy.</i> |
| Mass Transportation | |
| Goal | Improve access to mass transportation. |
| Objective | <i>Put pressure on New Jersey Transit to establish commuter rail service.</i> |

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| Parking | |
| Goal | Improve parking to aid circulation. |
| Objective | <i>Construct multi-level parking garages.</i> |
| Objective | <i>Create a municipal parking authority.</i> |
| Objective | <i>Establish a multi-modal “park and play” facility on the corner of Clifton Ave. and Ninth Street (site of the former Little League fields) to serve the Campus and Downtown areas.</i> |

¹ It should be noted that representatives of GCU testified that the University did not want to be included in any parking solutions relating to on-site parking needs of the University as they felt that they could address these needs within their campus. This also includes the recommendation for adequate loading and drop off facilities.

² See footnote #7 above regarding GCU.

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| | <i>The facility should be planned for possible future construction of a multi-level parking garage to accommodate additional parking needs.³</i> |
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| School Busing | |
| Goal | Improve busing for school children through design review |
| Objective | <i>Provide locations for school bus pick-up and drop-off as part of a comprehensive transportation plan as well as within developments along major thoroughfares to limit potential conflicts and safety problems.</i> |
| Objective | <i>Recommend all major developments allow access for school bus pick-up and drop-off.</i> |
| Objective | <i>At appropriate locations, provide on-site circulation of buses.</i> |

³ GCU representatives also objected to this recommendation.

C. Recommendations from the **Downtown Parking Strategic Plan** (dated April 28, 2011)

The Circulation Subcommittee affirms the following strategies of the Downtown Parking Strategic Plan.

TABLE 8 - STRATEGIES TO MEET PARKING DEMAND

| <u>Strategy</u> | <u>Pros</u> | <u>Cons</u> | <u>Constru</u> <u>ction</u> | <u>O&</u> <u>M</u> | <u>Revenue</u> | <u>Supply</u> |
|--------------------------------|---|---|--------------------------------|---------------------------|----------------|---------------|
| Municipal Parking Garage | Satisfies most if not all parking needs | Takes a substantial amount of time to implement | \$ \$ \$ \$ | \$ \$ | \$ \$ \$ \$ | +++ + |
| Municipal Parking Lot(s) | Satisfied some of the parking needs | Requires property acquisition | \$ \$ | \$ | \$ \$ | ++ |
| Shared parking strategies | More efficient use of existing available parking | Need cooperation from many private entities; requires a plan and supporting Ordinance | \$ | \$ | N/A | ++ |
| Enforce parking time limits | Obtain high turnover for existing parking supply | Requires Police or other Authority personnel | N/A | \$ \$ \$ | \$ \$ \$ | + |
| Meter on-street parking spaces | Provides a revenue source; creates higher turnover and better utilization of limited parking supply | Parking fees may discourage patrons from shopping in the downtown | \$ \$ | \$ \$ | \$ \$ | |
| Meter parking lot spaces | Provides a revenue source; creates higher turnover and better utilization of limited parking supply | Parking fees may discourage patrons from shopping in the downtown | \$ \$ | \$ \$ | \$ \$ | |
| Institute a Parking Authority | More control and supervision than a Parking Department/Bureau | Requires legislation; funding; puts control of parking outside of general Township administration | N/A | \$ \$ \$ | \$ \$ \$ | N/A |
| Institute a Parking Utility | | Another bureaucratic level that may duplicate | N/A | \$ \$ \$ | \$ \$ \$ | N/A |

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|--|---|---|--------|--------------|--------|-----|
| | | services provided by other agencies | | | | |
| Institute a Parking Bureau/Dept. | | Requires funding from general operating budget | N/A | \$\$\$ | \$\$\$ | N/A |
| Develop Employee Parking Lots | Frees up parking for customers; could be limited to special event parking needs | Requires property; employees to park remote to their stores; security; transportation (shuttles); permit; education; enforcement; may not be perceived as desirable; requires agreements administrative costs | \$\$\$ | \$\$\$ \$ | | |
| Require Developers to Construct Parking Supply | No capital cost to Township | Burdens developers with construction costs; requires Ordinance | N/A | | | |
| Acquire Land for Public Parking Lots | | Burdens Township with costs | | | | |
| Direct Patrons to Alternative Parking Areas | | Requires shuttle system; signage; shelters; security; public education; remote parking may be perceived as undesirable | \$\$\$ | \$\$\$ \$ | \$\$ | ++ |

LEGEND

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|----------------------------------|
| <i>High Cost = \$\$\$ \$</i> |
| <i>Low Cost = \$</i> |
| <i>High Benefit = + +++</i> |
| <i>Low Benefit = +</i> |

E. Recommendations of the **Downtown Lakewood Township Traffic and Pedestrian Circulation Study** (dated July 16, 2009)

The Transportation Subcommittee affirms the following recommendations of the Downtown Lakewood Township Traffic and Pedestrian Circulation Study.

IMPLEMENTATION SCHEDULE

Implementation of the strategies recommended in this report will improve circulation in the Downtown area.

The Circulation study recommends a combination of strategies to improve traffic and pedestrian flow. We have provided a list of these recommendations as Early-Action, Short-Term and Long-Term. Early-Action recommendations could be implemented within one year. Short-Term recommendations could be implemented in one to four years and Long-Term Recommendations could be implemented in a timeframe of more than four years. The implementation of any new traffic signals, turning restrictions and one-way streets will require approval from NJDOT Bureau of Traffic Engineering & Investigation.

Early Action Recommendations:

- Prior to modifications of turn restrictions, implement a way finding signage program to inform motorists of where to make left turns and where to cross Route 9 at signalized intersections.
- Designate time-restricted loading zones on First, Second, Third, and Fourth streets near Clifton Avenue. This would require designating an over-sized parking space for loading vehicles such as FedEx, UPS, food delivery trucks, mail trucks, etc. This would remove double-parked vehicles from Clifton Avenue, improving vehicle capacity and improving safety.
- Improve pedestrian crossings by implementing upgraded signage such as in-road “Yield to Pedestrian in Crosswalk” signs, educational program for the pedestrians by distributing flyers about pedestrian safety to pedestrians and motorists.
- Enforce parking regulations, pedestrian regulations, and loading, unloading and double-parking regulations
- Signs encouraging left turns and cross traffic to use the signalized intersection of Route 9

These Early Action recommendations do not require approval from NJDOT.

Short-Term Recommendations:

- Restrict left turning movements from side streets at unsignalized intersections along Madison Avenue (Route 9).
- Implement one-way streets for Seventh Street westbound and Sixth Street eastbound between Forest Avenue and Lakewood Avenue. This will enable approximately 150 new on-street parking to be implemented.
- Traffic signal coordination along Route 9 (Madison Avenue).
- Improve ambient lighting at Forest Avenue with Seventh Street.

The lighting improvements would not require NJDOT approval. All other recommendations would require approval from NJDOT.

Under a Safe Corridor initiative, NJDOT is currently studying Route 9 between MP 100 and MP 110. One of the potential improvements of that study would be left turn lanes on Route 9 at signalized intersections. If the curb-to-curb width were at least 56 feet, a 10-foot left turn lane, two 11-foot through lanes and two 12-foot through-right lane would be recommended.

Long-Term Recommendations:

- Installation of new traffic signals along Clifton Avenue, Lexington Avenue and Forest Avenue based on continual evaluation of traffic volumes and crash records and a Traffic Signal Warrant study.
- Installation of a new traffic signal is warranted at the intersection of North Lake Drive and Lakewood Avenue

Based on new legislation, (A2731), these recommendations will not require NJDOT approval.

- Monitor traffic and pedestrian volumes to see if the Traffic Signal Warrant is met for the intersection of Route 9 with Seventh Street.

This recommendation will require NJDOT approval.

F. 2013 Smart Growth Plan (adopted June 9, 2013)

The Transportation Subcommittee affirms the transportation strategy and circulation-related recommendations of the Smart Growth Plan adopted in June 2013.

Excerpt from section 6 of the Smart Growth Plan

Transportation Strategy

The intent of the Transportation Strategy is to improve the road network throughout Lakewood to facilitate and disperse vehicular movements within the Township and reduce congestion by reducing the need to access Route 9 or the other major highways. This will include extending and connecting the existing road network at key locations as specified in this plan. This strategy also will include the development of mixed-use cores and satellite retail and service areas as part of smart growth development strategy that provides shopping and service opportunities proximate to existing and planned residential neighborhoods, including the Township's proposed affordable housing sites.

The Township will further emphasize multi-modal transportation alternatives, such as park and ride facilities, mass-transit, pedestrian linkages, and bikeways. The plans for the centers, cores, and nodes will encourage local transit connections in site design through bus shelters, bicycle racks, drop-off areas and similar facilities. Transit opportunities to be explored include expansion of existing bus services and routes within the Township, local jitneys or van and shuttle services, and the location of a new train station in Lakewood's downtown in association with the proposed MOM rail line. Transit-oriented development opportunities, including residential and mixed-use development and redevelopment proximate to the train station will be explored.

Lakewood Township performed two major transportation and circulation-related studies after adoption of the Master Plan Reexamination Report to address circulation issues. The Downtown Traffic and pedestrian Circulation Study focused on short and long term improvements in the downtown center to improve vehicle and pedestrian circulation. The second study targeted parking needs and recommendations for increase downtown parking facilities. Improvements to US Route 9 are a key Township priority. Lakewood will continue to work with the NJDOT to implement a strategy to improve circulation and safety along this corridor.

Impact Fees

The infrastructure improvements identified in this plan shall be funded through impact fees charged for new development. Impact fees shall be applied to all types of development without any exception, including all residential and non-residential development, non-profit development, affordable housing, and schools to the extent permitted by applicable law. Fees collected shall be used exclusively to defray the cost of infrastructure and not used for any other purpose. Priority should be given to the road and intersection improvements identified in this plan.

Overall Township Transportation Strategy

Lakewood's overall Transportation Strategy to promote smart growth is as follows:

1. Work with NJDOT to implement improvements to Route 9.
2. Transportation infrastructure such as streets, pedestrian and bicycle accommodations as well as mass transit options must be provided in the core redevelopment and development areas.
3. Provide a bus shuttle system with multi-modal facilities to reduce vehicular trips and reduce parking demands.
4. Construct a bicycle and pedestrian network to connect different parts of the Township. These pedestrian and bicycle enhancements will provide an alternative to the single passenger vehicle and relieved congestion on the road network.
5. Explore and promote local transit connections in site design within each center and core area, and along highway corridors to provide public transportation options to the single passenger car throughout the Township.
5. A Monmouth-Ocean-Middlesex Railroad Station should be located in the downtown near the existing bus depot. Other more long-term options may be explored depending on Township-wide growth and ridership levels, or if the downtown site is determined not to be a feasible option.
6. "Complete" streets providing the capacity and accommodations for pedestrians, bicycles, parking, mass transit as well as vehicles.
7. Widen major corridors (as identified in Figure 6.2) and improve existing traffic signal capacity.
8. Install new traffic signals at the intersection of Oak Street with Route 9, Broadway with Route 9, Prospect Street with Cross Street, Prospect Street with Massachusetts Avenue, Vine Street with Clover Street, Martin Luther King Drive with Pine Street, and Oak Street with Pine Street.
9. Complete Broadway between Route 9 and Vine Street.
10. Improve access to and from the Garden State Parkway through improvements to existing interchanges.
11. Complete the "gaps" in local streets such as Vermont & Vine Street.
12. Improve West Cross Street, west of the Prospect Street intersection.
13. Connect and improve Arlington Avenue to Pine Street.
14. Improve intersection at Clover Street and Route 88.
15. Restrict on-street parking along Pine Street, Vine Street, and Clover Street.

Downtown Traffic and Pedestrian

Circulation and Parking Recommendations

Within the Downtown, there are several recommendations that address traffic, pedestrians, transit and parking issues. These have incorporated in previous transportation planning efforts by the Township and include:

1. Locate the Monmouth-Ocean-Middlesex railroad station in the downtown.
2. Vehicular circulation should be improved by restricting certain turning movements that impede traffic flow, such as left turns from side streets onto Route 9. Such turns and crossing movements should be accommodated at signalized intersections
3. Wayfinding signage must be provided to direct motorists to signalized intersections as well as direct motorists to parking facilities, transit services and other points of interest, such as BMG and Georgian Court University.

4. Work with the NJDOT to design left turn lanes at all intersections along Route 9 between Main Street and County Line Road.
5. Develop a one-way street pair on 6th and 7th Streets between Lakewood Avenue and Forest Avenue to increase on-street parking and promote safer more efficient drop-off/pick-up for the BMG school, and reorient the parking ingress to Kingscote and Hamilton Halls at Georgian Court University to ensure adequate access.
6. Install traffic signals, when warranted, at intersections along Forest Avenue, Clifton Avenue and Lexington Avenue.
7. Provide on-street loading spaces to remove double parking vehicles that block traffic flow. Enforce double-parking regulations,
8. Increase the parking supply at strategic locations to serve commuters, shoppers, employees and students.
9. Adopt buffer design guidelines for development along the proposed MOM line.

II. Proposed Improvements

- A. US Route 9 corridor study: North Jersey Transportation Planning Authority (NJTPA) study (Route 9, portion south of Route 88), Findings were presented in September 2016.
- B. Ocean County.

The Ocean County Engineering Office advised the Lakewood Township Engineer in November 2016 of the following proposed improvements:

The following locations are proposed for new traffic signals, some of which are already under construction:

- Prospect and Cross
- Prospect and Williams
- Miller and Hope Chapel
- Prospect Street (east of Special Children's Center) approximate location
- Cross Street (near Eagle Ridge) approximate location
- Vine Street and Cedar bridge
- Cedar bridge and Shenandoah
- Cedar bridge and Avenue of the States
- New Hampshire Avenue and America Avenue

The signals at the following locations are proposed to be upgraded:

- James Street and Cross Street
- Locust and Vermont (Flasher to become a full signal)
- Massachusetts and Prospect (Flasher to become a full signal)
- New Hampshire and Pine
- Cedarbridge and Oberlin
- Cedarbridge and Dr. Martin Luther King
- Lanes Mill and Joe Parker
- Ridge and East County Line/Lanes Mill
- East County Line and Brook Road
- East County Line and Somerset

The following streets are proposed to be widened to three (3) lanes:

- Cross Street from Route 9 to the Jackson border (probably to New Egypt but map stops at border)
- Prospect Street from Route 9 to Cross Street

- Massachusetts from Prospect to Toms River Township border (perhaps farther but map stops at border)

Other County Improvements

- The intersection of Cedarbridge and Oberlin is proposed to be upgraded, including all four approaches. The County will inspect the condition of Cedarbridge east to Airport Road, to see if it can be included into this project.
- The County proposes a median on Cedarbridge between Vine and Dr. Martin Luther King to reduce pedestrian fatalities.

III. Other

1. Wayfinding Signage for downtown public parking and various landmarks should be encouraged to assist other improvements in reducing traffic congestion.

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