



# LINCROFT VILLAGE GREEN ASSOCIATION Inc.

P.O. BOX 101 LINCROFT, NEW JERSEY 07738

"A COMMITMENT TO THE PRESERVATION AND RESTORATION OF OUR COMMUNITY"

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December 11, 2003

Theodore A. Giannchini  
County Engineer  
P.O. Box 1255  
Freehold, NJ 07728-1255

Dear Mr. Giannchini,

Thank you for presenting the most recent proposals regarding the CR 520 project to the public at the meeting of November 12<sup>th</sup> at Brookdale Community College. We truly appreciate the county's willingness to include the residents in the design phase of this project. We also thank you for the opportunity for Mr. Michael Wallwork to present his ideas regarding roundabouts to the county. Enclosed, please find Mr. Wallwork's recommendations regarding CR 520 as well as his aaSIDRA analyses of the BCC entrance, the Phalanx Rd. intersection and the intersection of CR 520 & 50.

We support all of Mr. Wallwork's recommendations and have added the following comments of our own.

1. We are glad that the county is seriously considering the building of a one-lane roundabout at the BCC entrance on CR 520. We think that a roundabout will be an improvement over the current traffic light. We find the originally proposed dual jug handles and changes to the post office parking lot and ingress/egress unacceptable.
2. We do not feel that anything should be done in widening CR 520 to either side of its intersection with Phalanx Rd. We agree with those that spoke at the meeting, that this would encourage speeding in front of the elementary school. Furthermore, if a roundabout is built at the BCC entrance and it is well received, hopefully the county will build a roundabout at Phalanx, as Mr. Wallwork has recommended. A roundabout, with its improved intersection safety will also remove conflicts for cars and school buses departing Lincroft School, and would make any widening issues moot.
3. We support Middletown Township Committee's recent request for the county and state to study the feasibility of building a new Garden State Parkway exchange at mile 107. Apparently the township of Eatontown has also expressed their support as it would relieve congestion at exit 105.
4. We also feel that access roads should be built to connect
  - a) Rt. 18 southbound to parkway North and
  - b) Parkway southbound to Rt. 18 northThis would help reduce east-west traffic on CR 520. Route 18 in Colts Neck is primarily an east-west highway but it does not directly connect to the Garden State Parkway for those people who need to travel to the north on the parkway.

5. The county should work with Middletown Township to build a new road from the BCC entrance on 520 to Middletown-Lincroft Road through the existing properties owned by the Bible Church and CBA.
6. As Mr. Wallwork pointed out in his comment #2, sidewalks must be set back from the road and include trees and a grass strip between the road and the pedestrians. This is a national standard and should be followed along all roads, especially a busy road like CR 520. Accordingly, we would like all planned as well as current sidewalks moved back from the road, especially in the center of Lincroft between Hurleys Lane and CR 50. There is space and there is no reason why pedestrians should be forced to walk within 2 feet of traffic. Moving the sidewalks back would also assist in snow removal from the sidewalks.
7. We feel the slip lanes at the intersection of CR 520 & 50 should be redesigned considering both the safety of pedestrians and motorists but they should not be eliminated.
8. The current entrance to the Fleet Bank on Middletown-Lincroft Rd should be closed. It is too close to a major intersection and will only be worse if the road is widened by one lane at that point. Provide an entrance to Fleet Bank through a connection of their parking lot to the Lincroft Grove (formerly Tolas Plaza) shopping center. Also provide an entrance and exit to Fleet through the Acme access road.
9. We agree that the Acme access road should be widened to two lanes all the way to the Acme and left turns in and out should be allowed on CR 50. A raised brick crosswalk and stop sign should be built from a north side (new) sidewalk to Lincroft Grove to discourage speeding.
10. A crosswalk through the proposed landscaped center island in Middletown-Lincroft Rd. just north of the Lincroft Commons entrance is needed.
11. A small raised island rather than a painted island just south of the Acme access road to mark the beginning of the left turn lane from Middletown-Lincroft Rd. for left turns onto Rt. 520 is needed. This would prevent conflicts with vehicles in the left turn lane for the Acme access road. (Motorists currently ignore painted lane markers and turn into the center lane as early as the Lincroft Commons entrance to speed to a left turn at the intersection with 520.)
12. a. Although we favor the proposal to build a center island on 520 between CR 520 and Hurleys Lane, we feel that the proposed configuration will cause problems. Specifically:
  - i. Toop Plaza (location of Dunkin Donuts) is far too busy and too narrow to adequately accommodate 2-way traffic.
  - ii. Eliminating left turns into and out of the Exxon station will increase the amount of traffic that will have to use the left turn lane onto Swimming River Road. In addition, the increased number of left turns into the Exxon from Swimming River Rd. will also be dangerous since motorists will need to cross 3 lanes of traffic near an intersection to make the left.
- b. We propose the following alternatives. (Please see attached sketch.)
  - i. Build a smaller island in front of Toop Plaza that is approximately the length of Toop Plaza. Use part of the island to define the current left turn lane into Toop Plaza. Landscape the remainder of the island. Keep the current circulation pattern in Toop Plaza the same. The new island would prohibit left turns into the pharmacy lot.
  - ii. To prevent motorists from moving to the left turn lane for Swimming River Road too soon (at the Toop Plaza left turn lane), build a small raised island just beyond the Toop Plaza entrance, before the Exxon entrance.
- c. Do NOT extend the side of the island with a curb to the Rt. 50 intersection (on the left side of the left turn lane to Swimming River Rd). This curb, presumably to prohibit lefts into and out of Tolas Plaza, will not be necessary. With other access available (via Acme

access road or Fleet Bank lots), motorists will voluntarily cease to make the dangerous left turns at Tolas Plaza that are now common. If the right turn driveways into and out of Tolas Plaza are angled sufficiently, left turns into and out of the shopping center will not be possible. Reinforce with no left turn signs. We agree with the proposal to eliminate all other driveways into Tolas Plaza from 520, including the driveways at the Nail and Subway shops.

13. A small landscaped island should be built on 520 just east of the Acme entrance. However the curb should NOT be extended to define the left turn lane for Hurley Lane. The curb may interfere with fire trucks and is unnecessary. Instead, paint the lines to define the left turn lane.

14. We favor traffic calming devices, such as center islands, but we feel that a center island on Swimming River Rd. between Oak St. and the Exxon station will block traffic that is

- a) backed up to make a left onto 520,
- b) turning left into the professional building and
- c) turning left into Triangle Square. We therefore cannot support this island.

15. The need to reduce the speed of traffic on Rt. 50 is apparent. Currently the speed on Rt. 50 is higher than the speed on Rt. 520 at the main intersection!! We feel that speed limit changes MUST be made. Please note that when traffic is heavy, it is already going slower. Reducing the speed limit will NOT impede traffic during peak hours. When traffic is light, speeding persists and this MUST be addressed.

16. The reduction in speed limit on CR 520 should be started sooner from both directions. From the west, begin the lower speed limit at the Brookdale entrance. From the east begin the lower speed limit at Jumping Brook Road or the Normandy Road underpass. At the center of the shopping area the speed limit should be 30 mph and not the present 35 mph.

17. The speed limit on Rt. 50 from Rose St. on Swimming River Rd. to the end of the center island beyond Lincroft Commons on Middletown-Lincroft Rd. should be changed to 30 mph.

18. The speed limit on Swimming River Rd. from the reservoir to Rose St should be changed to 35 mph.

Thank you again for the opportunity to express the opinions of our organization and many of the residents of the Lincroft area.

Sincerely,

Mary Ellen Hintz  
Co-President

Winnie Scuteri  
Co-President

Cc: Freeholder Harry Larrison, Jr.  
Freeholder Thomas J. Powers  
Freeholder Theodore J. Narozanick  
Freeholder Edward Stominski  
Freeholder Amy Handlin  
Mayor Rosemarie Peters