



LINCROFT VILLAGE GREEN

ASSOCIATION Inc.

P.O. BOX 101 LINCROFT, NEW JERSEY 07738

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

July 17, 2001

Freeholder Harry Larrison, Jr., Director
Freeholders' Office
1 East Main Street
Freehold, NJ 07728

Dear Freeholder Larrison,

As the elected representatives of the Lincroft Village Green Association as well as members of the Lincroft Task Force, we would like to thank the Board of Freeholders for the attention that it has given to improving the conditions along the county roads in Lincroft. However, we would also like to bring to your attention two recommendations that need action.

County Road 520 in the center of Lincroft has become a 5-lane super highway, filled with traffic and almost impossible to cross on foot. Within a one block area between Rt. 50 (Lincroft-Middletown Road) and Hurleys Lane there are nine entrances and exits on each side of 520 (including a side street and Fire Dept. driveway) for a total of EIGHTEEN. Along most of the block, the center lane serves as a dual purpose left turn lane for traffic going in both directions. In addition, many pedestrians choose to cross 520 between the Lincroft Pharmacy and Dunkin Donuts shopping centers rather than walking a half block in either direction to a light. We have made the following recommendations:

1. Construct a center island between the pharmacy and the Dunkin Donut shopping centers. Left turns would only be permitted into the Dunkin Donut lot. Motorists wishing to go to the pharmacy lot would have to enter at the Acme entrance, which is only a short distance further. The Acme and pharmacy lots are already connected. The island could be landscaped, which would help to beautify the area, and would encourage speeders to slow down. Cars would no longer come head-to-head with both trying to make left turns in a very small area. Pedestrians who choose to cross 520 would not have to dodge traffic in a center dual left turn lane.
2. The county and the township should develop a plan in conjunction with commercial property owners on both sides of Rt. 520 with the purpose of connecting off-street parking lots and reducing the number of ingress and egress driveways.

Although Freeholder Amy Handlin has promised (at the Town Meeting in June, 2001) that Lincroft was to have four islands at the four 'entrances' to the downtown area, we feel that the most important island for both motorists and pedestrians, as outlined above, has been neglected. The county engineer, Mr. Theodore Giannchini, has voiced opposition

to the construction of most if not all islands in county roads in Lincroft to members of our group. However, it must be pointed out that Rt. 520 already has center islands between Lincroft and the border of Red Bank.

Other towns have successfully installed center islands to the added safety and beauty of their communities. We have included photos of two such towns with this letter: Fairfax, VA and College Park, MD. We have also included photos of Rt. 520 in Lincroft that were taken on a Saturday in July, when traffic was unusually light. A sketched map showing proposed islands is included.

Please consider our proposals and reply in writing to our association's mailing address: P.O. Box 101, Lincroft, NJ 07738. Members of our group would be happy to speak with you. We feel that these proposals are important to help both motorists and pedestrians in reducing congestion, increasing safety, and beautifying the area.

Sincerely,
The Lincroft Village Green Association Officers

Roger Foss, Esq.
Co-President

MaryEllen Hintz
Co-President

Winnie Scuteri
Vice President

Angelo Grigoli
Treasurer

Carol Baker
Secretary

encl.

cc: Freeholder Thomas J. Powers
Freeholder Theodore J. Narozanick
Freeholder Edward Stominski
Freeholder Amy H. Handlin
Senator Joseph Kyrillos
Middletown Mayor Joan Smith

VA State Highway 7 in Fairfax Co., VA is a 5-lane highway with a landscaped center island.

The location is near a school and has a permanent 25 MPH speed limit.

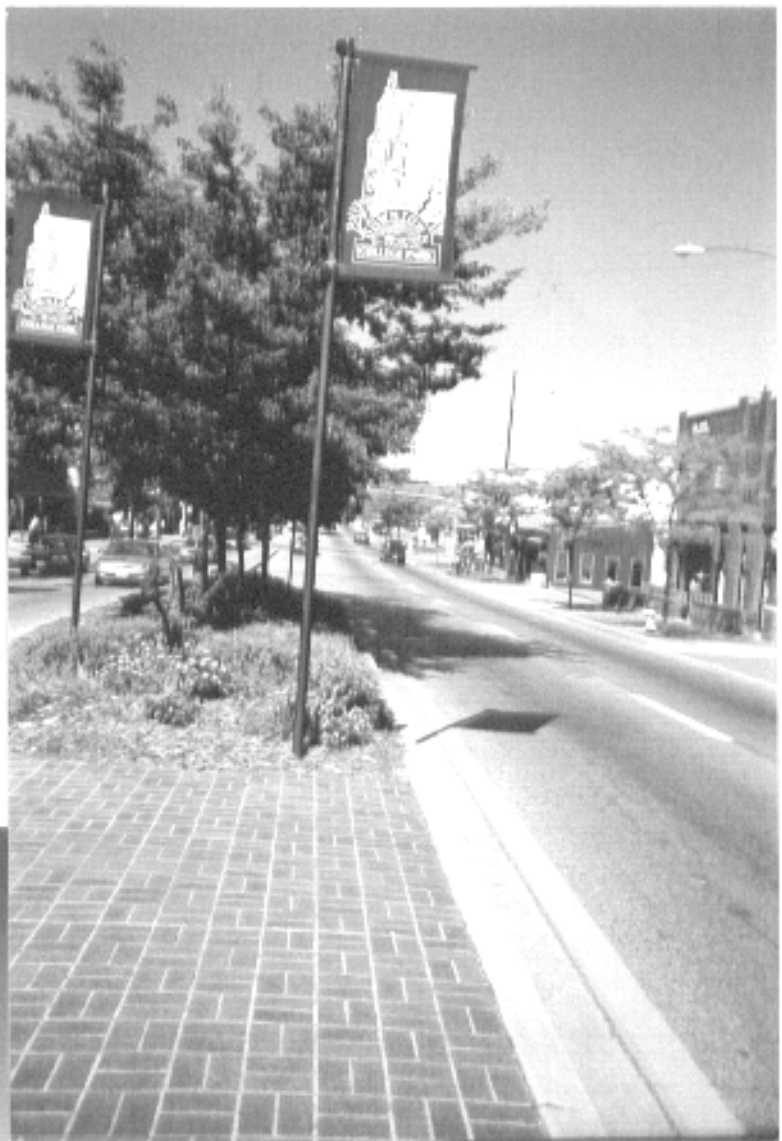
Notice the large sidewalks with plantings near the street which serve to further separate pedestrians from the road. Except for the high voltage wires, there are no lower level utility wires.

This is an ideal model for what could be done in Lincroft along County Rt. 520.



U.S. Route 1 in College Park, MD is a major 5-lane highway leading to the suburbs of Washington, DC.

Notice the center island has various trees, annuals and perennials as well as brick pavement.



The islands extend to delineate the left turn lanes. Left turns into driveways are also prohibited.

Notice the large sidewalks with trees, trash receptacles and utility poles, separating the pedestrians from the road.

At Hurleys Lane crosswalk, looking west along Rt. 520. Notice Acme entrance is on right and Rose St. is on left (at fire hydrant). The car in center with lights on is making a left at the Pharmacy entrance. With the proposed island, the car would enter at the Acme entrance instead.



Illegal left turns into Rose St. would be prevented by a 2 ft. wide brick divider, surrounded by curbs at the yellow line.

Along southern side of Rt. 520, beyond Rose St. Notice the many entrances and exits and poorly maintained narrow sidewalk directly adjacent to road.



Picture is from Amoco Station, looking east along Rt. 520 at intersection with Rt. 50 (Swimming River Road is on the right side and Lincroft-Middletown Rd. on the left).

Notice the many entrances and exits onto Rt. 520. Motorist frequently make left turns into and out of those parking lots, creating a high accident rate area.



Picture is at corner of Rt. 520 and Rt. 50 looking east along Rt. 520 (other side of street from above photo).

Notice the poorly maintained sidewalk, directly adjacent to the road.

Picture is looking from Exxon station eastward along Rt. 520. A dark car is exiting the pharmacy lot. A white station wagon is exiting the Dunkin Donut lot.

The proposed island would be in this area and would prohibit left turns into the pharmacy lot.



Picture is looking along Rt 520, westward just before Pharmacy entrance.

Notice the woman crossing the street (by the red truck). Pedestrians crossing at this site is a common event.



Picture is taken a few seconds after the above photo. The pedestrian is continuing to cross the street from the Dunkin Donut entrance to the Pharmacy exit.

The proposed island would be just before this location.

Photo is taken at the intersection of Rt. 520 and Phalanx Rd. looking eastward along Rt. 520 towards Rt. 50. A landscaped island with left turn curbs could be built between Rt. 50 and Phalanx Road.

Notice that the sidewalks are separated from the road by a grassy area on both sides of Rt. 520 (unlike the sidewalks along Rt. 520 between Rt. 50 and Hurleys Lane which are directly adjacent to Rt. 520).

