LINCROFT VILLAGE GREEN
ASSOCIATION Inc.
P.O. BOX 101 LINCROFT, NEW JERSEY 07738

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

August 16, 2002

Theordore Giannechini
County Engineer
Hall of Records
1 East Main St.
Freehold, NJ 07728

Cc: Freeholder Director Harry Larrison, Jr.
Deputy Freeholder Director Thomas J. Powers
Freeholder Theodore J. Narozanick
Frreeholder Amy H. Handlin
Freeholder Edward J. Stominski
Carol C. Melnick, Traffic Engineer
The Honorable Patrick Parkinson, Mayor of Middletown
William Farrell, Middletown Township Engineer
Senator Joseph Kyrillos

Dear Mr. Giannechini,

The Lincroft Village Green Association is writing to convey our opinions regarding the Orth-Rogers CR 520 Corridor Study comminsioned by your office and to relay our thoughts regarding what should be done along CR 520. Our recommendations are a result of three years of our own discussions as well as the recent input of Charles Carmalt, a traffic planner hired by us. In addition, we feel that the opinions of the majority of the people in Lincroft and surrounding neighborhoods are reflected in our recommendations, as witnessed by a petition, signed by over 2000 people that was presented to you at the Jun 18th meeting that the county hosted to present the corridor study to the public. The petition stated "We, the undersigned, support efforts to slow vehicular traffic in the Lincroft Village along County Routes 520 (Newman Springs Road) and 50 (Middletown-Lincroft /Swimming River Rd). We oppose widening these streets; and we want safe pedestrian access along and across these streets." The public response portion of that meeting was also overwelmingly in support of our viewpoints.

We presented our findings to the general public on Aug. 13th in a PowerPoint presentation. We also asked the audience of about 150 people to fill out a written survey, giving their opinions of the ideas that we presented. The survey results were overwhelmingly supportive and are included with this correspondence. We have also included the original surveys with comments that were collected. We have enclosed a video taped copy of our presentation of Aug. 13th as well as a copy of the PowerPoint

presentation on CD. Please note that the reasoning for many of our proposals was in a verbal format and is recorded on the VHS tape but not in the PowerPoint program.

We feel that the primary problems with CR 520 and its major cross streets (CR 50 and Phalanx Rd.) in Lincroft are excessive speeding and insufficient pedestrian safety along these very busy roadways. The Orth-Rogers report did very little to address these problems and focused primarily on congestion problems. We do acknowledge that congestion is a problem but we feel that the recommendations made by Orth-Rogers to address congestion would not significantly reduce congestion. Orth-Rogers recommendations would, however, make both CR 520 and CR 50 more dangerous for pedestrians and would encourage additional speeding.

Rather than widening the roads in front of Lincroft School and at the intersection of CR 520 & CR 50, we propose that the county develop alternate routes to divert some of the traffic away from the center of Lincroft. An origin and destination study of the traffic on CR 520 is needed. We also feel that changing the timing of some lights, especially at the intersection of CR 520 and Phalanx Rd, would greatly reduce backup at traffic lights. (Please see the enclosed list of recommendations.)

The Middletown Township Police Department has repeatedly said that they have insufficient manpower to regularly ticket speeders and red light runners in Lincroft. Your department has stated that the speed limit cannot be lowered unless 85% of the motorists would be complying with the lowered speed limit. As a 4 or 5 lane wide, straight, open highway, the design speed of CR 520 probably far exceeds the current speed limits and motorists naturally speed. To solve this problem, the design of the highway needs to be changed. Traffic calming techniques such as landscaped center islands, painted warnings to reduce speed, flashing school zone lights, and highly visible, raised crosswalks would be effective in reducing the speed of the vehicles but would not impede the flow of traffic. We presented two areas as examples where center islands have been installed: Fairfax County, VA and College Park, MD. Both highways have GREATER traffic than is currently present on CR 520 but the center islands function well. Center islands also are effective in safely channeling left turns, providing a pedestrian refuge in midblock crossings and beautifying the center of a large expanse of asphalt. Changes in speed limit along CR 520, CR 50 and Phalanx Road are all needed and changing the design of the roads would facilitate this.

Traffic congestion could also be reduced if more people were willing to walk to destinations in Lincroft. However, walking along CR 520 in Lincroft is presently dangerous. Sidewalks should not be directly adjacent to a 5-lane highway that has no shoulder—a situation that currently exists from Hurleys Lane to CR 50 on both sides of CR 520. In addition, sidewalks are non-existent in some areas. Walking to the post office is extremely dangerous since there is not even a shoulder along the road. Yet CBA students regularly walk past the post office when walking to the center of town. Area residents would walk to the post office if a sidewalk were available. We understand that

a multi-use pedestrian/bike path is being planned on the south side of CR 520 in that location. We should not expect people to walk on the south side of CR 520 to get to a destination on the north side when crosswalks are few and far between. In addition several houses are located on the north side of CR 520 in that location. Those residents would either have to cross midblock or walk along CR 520 on the north side to get to the post office or school.

Sidewalks and crosswalk improvements are needed in other areas of Lincroft as well. These include additional pedestrian-activated, pedestrian-only phases at existing traffic lights as well as new traffic lights and crosswalks.

Improving the commercial parking lots and adjusting access to those parking lots could also reduce congestion in Lincroft. Many accidents have occurred because of motorists turning into and out of commercial driveways. We have presented a plan to improve the parking lot situation.

As Brookdale's student population grows, the traffic situation in Lincroft worsens. Brookdale Community College must be more active in encouraging public transportation and carpooling.

Only a few of our recommendations are presented in this letter. Please read the detailed list of recommendations that we have enclosed. The PowerPoint presentation, as well as the VHS tape of the presentation, illustrates with pictures where improvements are needed. Please take the time to review these materials as well.

Thank you for the opportunity to express the views of so many Monmouth County residents on this very important corridor study. We look forward to a continued dialog with you on this matter and would welcome both public and private meetings to discuss the CR 520 corridor and the needs of the people living in surrounding neighborhoods.

Sincerely,

Roger Foss, esq.
Co-President

Mary Ellen Hintz
Co-President

Encl.