

TO: ROBERT OCHES
CHIEF OF POLICE

JOSEPH BRAUN
DEPUTY CHIEF OF POLICE

FROM: FREDERICK HENRY
TRAFFIC BUREAU COMMANDER

SUBJECT: CROSS WALKS – SWIMMING RIVER RD (MONMOUTH CO. 50)

DATE: 29 SEPTEMBER 2005

In reference to a traffic complaint from The Township of Middletown Safety Council regarding marked crosswalks on Swimming River Road; placement of cross walks require the following:

- Sufficient site distance.
- Crosswalks need a handicapped curb cut at sidewalks.
- Crosswalks should originate from a sidewalk and terminate at a sidewalk.
- Mid-block crosswalks are seldom placed in favor of intersection placement.
- There should be regular pedestrian traffic.
- Crosswalks should not used as deterrent to speeders, to slow or reduce traffic.

The complaint suggests placement of crosswalks on Swimming River Road at High Point Road, Rose Street and Rogers Avenue.

High Point Road intersects Swimming River Road in two locations. I have never noticed any pedestrian traffic at either one.

Rogers Avenue is in a curve and does not offer suitable site distance.

Crossing at Rose Street would not allow you access to the Lincroft Center as the sidewalk on the east side of Swimming River Road is not complete. And, again, I have not noticed sufficient pedestrian traffic to warrant placement of crosswalks.

When sufficient pedestrian traffic is present, the goal would be to give notice to pedestrians and motorists alike that people should be crossing in a specific location. To place crosswalks in a location that seldom has pedestrian traffic unnecessarily puts drivers on notice for pedestrians that are seldom present and thereafter, drivers fail to pay attention to the signs.

Swimming River Road is a County Road and as such Monmouth County would have to make the decisions as to the crosswalks, however, I am sure they will weigh the position of the township concerning such issues. Monmouth County 50 is a collector for traffic

and carries large volumes of vehicles. Extreme caution should be used when crossing a major roadway. I would not want to encourage pedestrian traffic across this road.

I might suggest a crosswalk across Swimming River Road at Oak Street so that any one walking from the south toward the Lincroft Center could cross in the area of the first stores on Swimming River Road.

The Traffic Safety Bureau does not recommend the placement of crosswalks on Swimming River Road at High Point Road, Rose Street and Rogers Avenue.

The Township of Middletown Safety Council

*Memo
to Lt. Horan*

Administration Building, Kings Highway

Middletown, N. J. 07748

MEMBER: NATIONAL SAFETY COUNCIL
NEW JERSEY STATE SAFETY COUNCIL
MONMOUTH COUNTY SAFETY COUNCIL

ADDRESS REPLY TO:

To: Tom Hall
Mayor

From: Frank Badali
Chairman, Safety Council

Ref: Marked Crosswalks
Swimming River Road at
High Point Road, Rose St. and Rogers Ave.

Date: August 25, 2005

The attached excerpt from the US Department of Transportation (page 26) study was submitted by council member Walter Horan.

This council agrees that marked crosswalks are a useful tool to get pedestrians across the street. Please note recommendations and restrictions from page 26.

Please advise this council of your findings in order that residents of this area can be informed.

FB:kg

cc: Robert Oches
Chief of Police

PROPOSED RECOMMENDATIONS FOR INSTALLING MARKED CROSSWALKS

Marked crosswalks serve two purposes: (1) they tell the pedestrian the best place to cross; and (2) they clarify that a legal crosswalk exists at a particular location.

Marked crosswalks are one tool to get pedestrians safely across the street. When considering marked crosswalks at uncontrolled locations, the question should not simply be: "Should I provide a marked crosswalk or not?" Instead, the question should be: "Is this an appropriate tool for getting pedestrians across the street?" Regardless of whether marked crosswalks are used, there remains the fundamental objective to get pedestrians safely across the street.

In most cases, marked crosswalks are best used in combination with other treatments. (e.g., curb extensions, raised crossing islands, traffic signals, roadway narrowing, enhanced overhead lighting, traffic-calming measures, etc.) Think of marked crosswalks as one of a progression of design treatments. If one treatment does not adequately accomplish the task, then move on to the next one. Failure of one particular treatment is not a license to give up and do nothing. In all cases, the final design must address the goal of getting pedestrians across the road safely.

Marked pedestrian crosswalks **may** be used to delineate preferred pedestrian paths across roadways under the following conditions:

1. At locations with stop signs or traffic signals. Vehicular traffic might block pedestrian traffic when stopping for a stop sign or red light; marking crosswalks may help to reduce this occurrence.
2. At non-signalized street crossing locations in designated school zones. Use of adult crossing guards, school signs and markings, and/or traffic signals with pedestrian signals (when warranted) should be used in conjunction with the marked crosswalk, as needed.
3. At non-signalized locations where engineering judgment dictates that the number of motor vehicle lanes, pedestrian exposure, average daily traffic (ADT), posted speed limit, and geometry of the location would make the use of specially designated crosswalks desirable for traffic/pedestrian safety and mobility. This must consider the conditions listed below and also in table 1.

Marked crosswalks alone are insufficient (i.e., without traffic-calming treatments, traffic signals and pedestrian signals when warranted, or other substantial crossing improvement) and should **not** be used under the following conditions:

1. Where the speed limit exceeds 40 mi/h (64.4 km/h).
2. On a roadway with four or more lanes **without a raised median or crossing island** that has (or will soon have) an ADT of 12,000 or greater.
3. On a roadway with four or more lanes **with a raised median or crossing island** that has (or will soon have) an ADT of 15,000 or greater.

Street crossing locations should be routinely reviewed to consider the following available options:

- Option 1 - No special provisions needed.