



FREEHOLD BOROUGH BICYCLE AND PEDESTRIAN PLAN



Final Report
March 2011

Prepared For:
Freehold Borough and
The New Jersey Department of Transportation



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1.0 INTRODUCTION AND SUMMARY

Freehold Borough requested bicycle and pedestrian planning assistance from the New Jersey Department of Transportation-Office of Bicycle and Pedestrian Programs (NJDOT-OBPP) to develop a Bicycle and Pedestrian Plan. In requesting assistance from NJDOT, Freehold Borough passed a resolution, expressing “keen interest in developing a comprehensive plan of action to allow both cyclists and pedestrians to take full advantage of the town’s resources and improvements for maximum recreation opportunities.” NJDOT-OBPP contracted Michael Baker Jr., Inc. to assist Freehold Borough in developing the Bicycle and Pedestrian Plan through analyzing existing conditions and recommending conceptual improvements.

Three primary goals were identified for this Plan by the study team and Steering Committee:

- Facilitate movement of pedestrians and bicyclists throughout Freehold Borough
- Create a borough-wide bicycle network
- Connect bicyclists to regional destinations

These goals guided development of the recommendations found in this Plan.

This Plan was sponsored through NJDOT’s Bicycle and Pedestrian Local Technical Assistance Program. Through this program, New Jersey municipalities have an opportunity to identify pedestrian and bicycle issues that they would like addressed. Upon the request of a local entity, NJDOT provides consultant planning services to the community to perform planning studies that evaluate needs and opportunities relating to bicycle and pedestrian circulation and safety. The planning study serves as a basis for developing proposals for implementing specific improvements. The studies are locally driven in a partnership arrangement with the applicant and have a strong public outreach component.

1.1 SCOPE OF SERVICES

The Freehold Borough Bicycle and Pedestrian Plan was completed following a series of tasks:

- **Data Collection** – Vehicular, pedestrian and bicycle counts were conducted at locations of interest. Site visits were performed to identify key bicycle and pedestrian trip generators, travel patterns, and the location and number of parked bicycles. Data was collected for key roadways to assess bicycle compatibility as well as sidewalk condition.
- **Transportation Facility Assessment** – Bicycle and pedestrian crash data was evaluated. Roadway and sidewalk inventory, bicycle compatibility, and intersection conditions were assessed.
- **Recommendations** – Conceptual improvements were developed to enhance bicycle and pedestrian mobility and safety.
- **Bike Freehold Brochure** – A brochure was developed for Freehold Borough, with a map recommending roads based on bicycle conditions. The brochure identifies interesting places in Freehold Borough to visit, such as the Metz Bicycle Museum and sites associated with Bruce Springsteen. It also includes tips for safe bicycling.
- **Public Involvement** – The study incorporated an active public outreach component. A Steering Committee was formed, comprising local and county officials, and residents. The Freehold Township Planner also participated on the Steering Committee, since recreational destinations

in that municipality were seen as important attractions for local bicyclists, and coordination with Freehold Township is a component of the Plan. Two Steering Committee meetings were held to provide input and direction to the study team. A Public Information Center was held on December 20, 2010 and was attended by over 30 people. A summary of comments provided at the Public Information Center can be found in **Appendix A**. A presentation was made on the Plan to the Borough Council on the same date.



Attendees at the Public Information Center

1.2 SUMMARY OF RECOMMENDATIONS

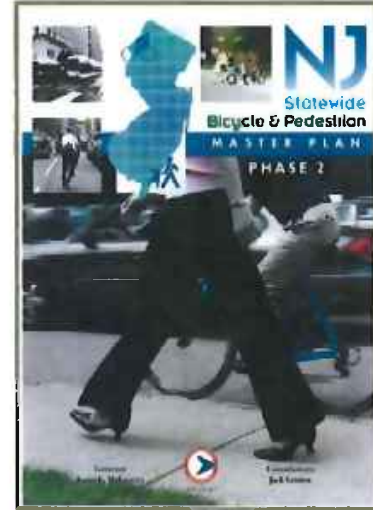
Following is a summary of major recommendations in the Plan:

- Develop a comprehensive Borough-wide bicycle network by enhancing roadways connecting key land uses.
- Evaluate potential for extending Henry Hudson trail, and for developing rails-with-trails along the Freehold-Jamesburg and Freehold Secondary Lines.
- Enhance roadways in Freehold Township that connect Freehold Borough to regional park destinations.
- Install bike racks in downtown Freehold.
- Install mid-block crosswalks across East Main Street in downtown Freehold, and install crosswalks across South Street at Marcy/McLean Streets.
- Signalize the intersection of West Main Street and Throckmorton Street.
- Install sidewalks along Park Street and Throckmorton Street.
- Adopt a Complete Streets policy.
- Conduct safety education outreach and review enforcement efforts.

1.3 NEW JERSEY STATEWIDE BICYCLE AND PEDESTRIAN MASTER PLAN

The Local Technical Assistance Program, and by association this study, is governed by the goals and objectives of the New Jersey Statewide Bicycle and Pedestrian Master Plan. The Master Plan has the following goals:

- **Build the Infrastructure:** “Create bicycle and pedestrian infrastructure by planning, designing, constructing and managing transportation and recreational facilities that will accommodate and encourage use by bicyclists and pedestrian and be responsive to their needs.”
- **Improve Access:** “Make community destinations, transit facilities and recreation facilities accessible and convenient for use by all types and skill levels of bicyclists and pedestrians.”
- **Update Policies, Ordinances and Procedures:** “Reform land use planning policies, ordinances and procedures to maximize opportunities for walking and bicycling.”
- **Educate and Enforce:** “Develop and implement education and enforcement programs that will result in reduction of crashes and a greater sense of security.”
- **Foster a Pro-Bicycling and Pro-Walking Ethic:** “Increase bicycling and walking by fostering a pro-bicycling and pro-walking ethic in individuals, private sector organizations and all levels of government.”



Wherever possible, these goals should be factored into the bicycle and pedestrian planning and concept development process. The **Statewide Bicycle and Pedestrian Master Plan, Update** is available online at <http://www.bikemap.com/RBA/NJBikePed.pdf>

2.0 DEMOGRAPHIC PROFILE AND LAND USES

2.1 2000 POPULATION BY RACE

As of the 2000 Census, the population of Freehold Borough was 10,976, which represents a 2% increase from the 1990 population of 10,742. Table 1 lists the 2000 population by race for Freehold Borough, Monmouth County, and New Jersey. It is noted that Hispanics comprise 28% of the population, higher than the state average of 13%.

Table 1: 2000 Population by Race

	Freehold Borough		Monmouth County		New Jersey	
Total Population	10,976		615,301		8,414,350	
Race	Number	Percent	Number	Percent	Number	Percent
White	7,795	71.0%	519,261	84.4%	6,104,705	72.6%
Black or African-American	1,738	15.8	49,609	8.1	1,141,821	13.6
American Indian and Alaska Native	60	0.5	879	0.1	19,492	0.2
Asian	269	2.5	24,403	4.0	480,276	5.7
Native Hawaiian and Other Pacific Islander	2	0.0	153	0.0	3,329	0.0
Some Other Race	729	6.6	10,685	1.7	450,972	5.4
Two or More Races	383	28.1	10,311	1.7	213,755	2.5
Hispanic or Latino (of any race)	3,081	28.1	38,175	6.2	1,117,191	13.3

Source: 2000 US Census.

2.2 MEANS OF TRANSPORTATION TO WORK

Table 2 summarizes the means of transportation to work for workers 16 years and older for Freehold Borough, Monmouth County and New Jersey. Six percent of Freehold Borough residents travel to work by bicycle or walking, almost twice the state average.

Table 2: 2000 Means of Transportation to Work

	Freehold Borough		Monmouth County		New Jersey	
Workers 16 Years & Older	5,289		291,938		3,876,433	
	Number	Percent	Number	Percent	Number	Percent
Car, Truck or Van	4,246	80.2%	248,029	85.0%	3,240,602	83.6%
<i>Drove Alone</i>	3,363	--	221,097	--	2,828,303	--
<i>Carpooled</i>	883	--	26,932	--	412,299	--
Public Transportation (Bus, Train, Taxi, etc.)	531	10.0	25,866	8.8	371,514	9.6
Bicycle	54	1.0	875	0.3	9,142	0.2
Walked	267	5.0	5,886	2.0	121,305	3.1
Other Means	79	1.8	1,778	0.6	27,314	0.7
Worked at Home	112	2.0	9,504	3.3	106,556	2.8

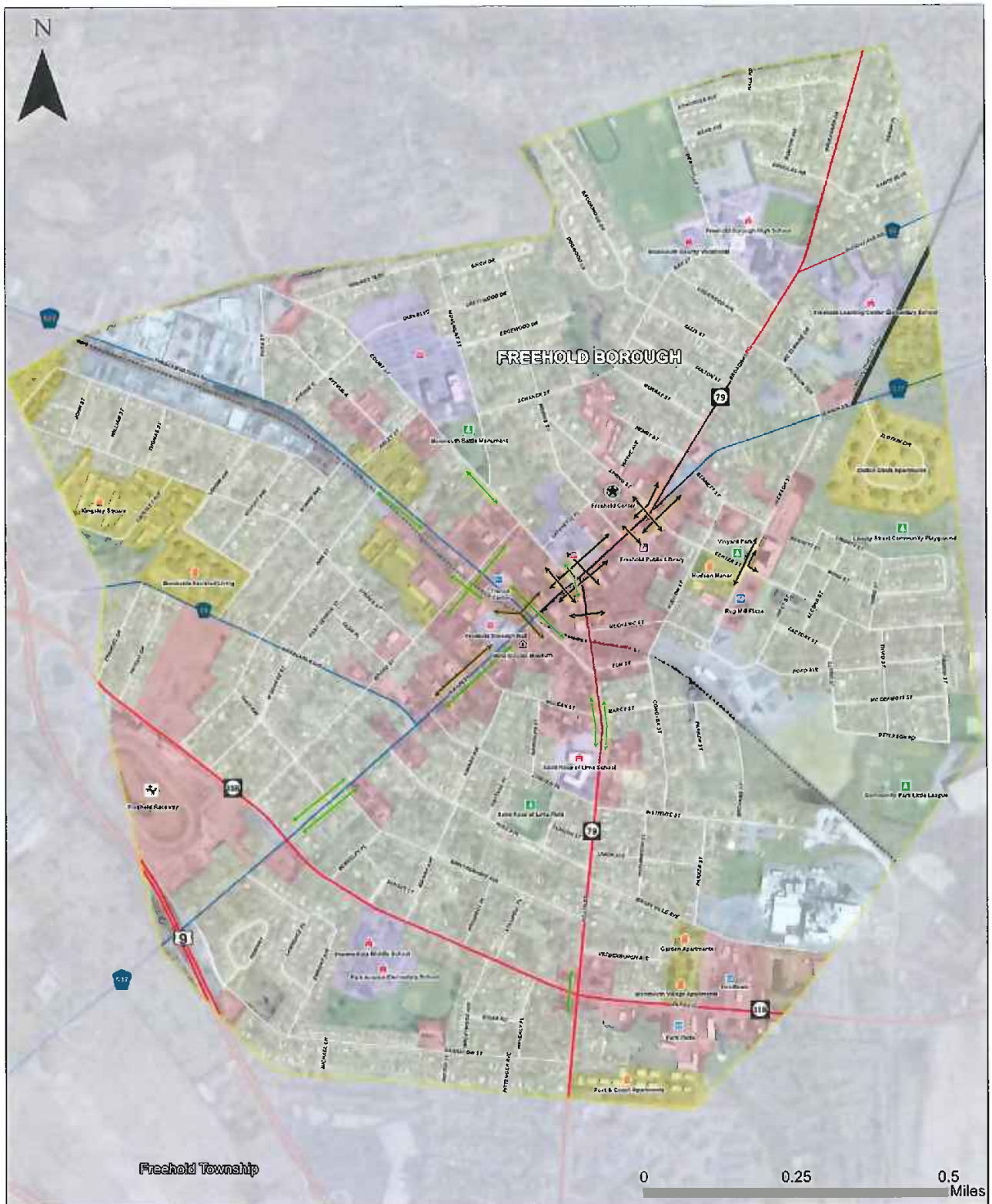
Source: 2000 US Census.

2.3 KEY LAND USES AND TRIP ACTIVITY

Land use areas in Freehold Borough are shown in Figure 1. The Borough is predominantly residential. Commercial activity is concentrated in the Central Business District on West/East Main Street, and other retail centers of interest include Foodtown Plaza, Rug Mill Plaza, and Park Plaza. Other major trip generators, including schools, public buildings, parks and large multi-family developments are also depicted on the map. Pedestrian and bicycle activity levels downtown are illustrated as well, and categorized generally as “high activity” or “low activity.”



East Main Street



LEGEND

- | | | | |
|--|----------------|--|---|
| | Borough Center | | Library |
| | Civic Building | | Transit Center |
| | Schools | | Dining/Shopping |
| | Museum | | Racetrack |
| | Parks | | Multiple Family Residential Development |
- Bike Ped Activities**
- | | | | |
|--|------------|--|-------------|
| | Low Volume | | High Volume |
|--|------------|--|-------------|

Roadways

- | | |
|--|------------------|
| | US/State Roadway |
| | County Roadway |
| | Local Roadway |
| | Rail |

- Trails**
- | | |
|--|--------------------|
| | Henry Hudson Trail |
|--|--------------------|

Boundaries

- | | |
|--|----------------------|
| | Municipal Boundaries |
|--|----------------------|

Land Use

- | | |
|--|---|
| | Civic/Educational |
| | Single Family Residential |
| | Multiple Family Residential |
| | Parks, Athletic Fields and Recreational Lands |
| | Commercial |
| | Industrial |

Freehold Borough Bicycle and Pedestrian Plan

Figure 1: Land Use and Trip Generators

September 2010

Data Sources: NJDEP, NJ Bicycle and Pedestrian Master Plan, NJDOT, Field Observations



Baker

3.0 SUMMARY OF EXISTING CONDITIONS

Site visits were performed, and existing bicycle and pedestrian facilities were inventoried, including the presence and condition of sidewalks, curb ramps, crosswalks, roadway cross-sections (lane and shoulder widths, etc.), and bike racks. Data was also gathered on pedestrian and bicycle activity, and vehicular activity at the intersection of West Main Street and Throckmorton Street. The pedestrian and bicycle crash history was also reviewed.

3.1 SIDEWALK INVENTORY

The presence and condition of sidewalks were inventoried. NJDOT County Sidewalk Inventory data was used to determine the presence and condition of sidewalks on county routes, and this data was field verified. Field views were conducted in order to inventory sidewalks on State Routes 79 and 33, as well as West Main Street and Throckmorton Street.

The sidewalk inventory included:

- Sidewalk width/type
- Condition
- Presence of buffer/width/type
- Adjacent roadway characteristics (posted speed limit, parking, etc.)

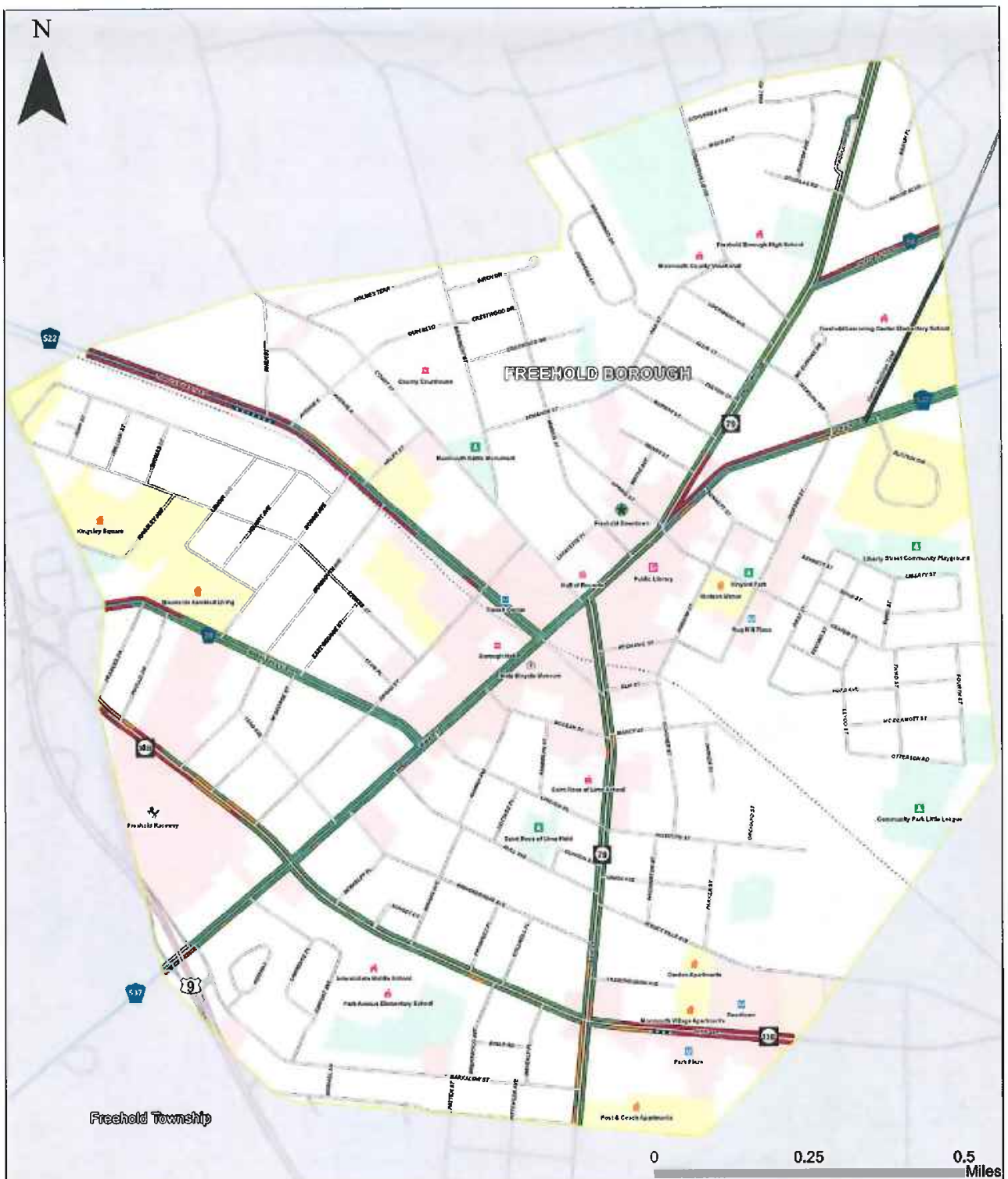
Sidewalk condition was rated based on the following criteria:

- **Good/Fair Condition** – New or nearly new material, or minor defects
- **Poor Condition** – Major defects, such as severe cracking
- **No Sidewalk** – sidewalk is not present

Though sidewalks exist on a large majority of the roadway network, worn foot paths were observed in some areas. Existing sidewalk location and condition is presented in Figure 2.



Sidewalk in poor condition along East Main Street.



LEGEND

- Borough Center
- Civic Building
- Schools
- Museum
- Parks
- Library
- Transit Center
- Dining/Shopping
- Racetrack
- Multiple Family Residential Development

Sidewalks Condition

- Good/Fair
- Poor
- No Sidewalk

Path

- Foot Path

Roadways

- US/State Roadway
- County Roadway
- Local Roadway
- Rail

Land Use

- Civic/Educational
- Single Family Residential
- Multiple Family Residential
- Parks, Athletic Fields and Recreational Lands
- Commercial
- Industrial

Trails

- Henry Hudson Trail

Boundaries

- Municipal Boundaries

Freehold Borough Bicycle and Pedestrian Plan

Figure 2: Sidewalk Inventory

October 2010

Data Source: NJDEP, NJ Bicycle and Pedestrian Master Plan, NJDOT Field Observations



3.2 BICYCLE FACILITIES AND COMPATIBILITY

Site visits were performed to collect roadway attributes, including posted speed limits, pavement widths (lane and shoulder width), pavement condition, on-street parking locations and widths, bicycle compatibility of drainage grates, existing bicycle facilities, and traffic control devices.

There are no on-road designated bicycle facilities in Freehold. The one off-road bicycle facility is the Henry Hudson Trail, which extends along abandoned railroad right-of-way from Atlantic Highlands to Freehold.

State, county and key local roadways in Freehold Borough were evaluated for compatibility with bicycle travel, using *NJDOT Bicycle Compatible Roadways and Bikeways* guidelines (April 1996). "Bicycle compatible" refers to roadway conditions that, taken together, are considered suitable for a fairly wide range of bicyclists. Criteria used to determine bicycle compatibility are: lane width, shoulder width, traffic volume, speed limit, character of the area (urban or rural), presence or absence of on-street parking, and truck volumes. Traffic volumes and speed are important factors; generally, as either increase on a roadway, it is recommended that a travel lane shared by motorists and bicyclists increase in width, or that shoulders or bike lanes be available for use by bicyclists. Bicycle compatible roadway pavement widths are indicated in Table 3.

Table 3: Bicycle Compatible Pavement Widths

Condition I: AADT 1,200 – 2,000			
	Urban w/ Parking	Urban w/o Parking	Rural
<30 mph	SL 12 ft	SL 11 ft	SL 10 ft
31-40 mph	SL 14 ft	SL 14 ft	SL 12 ft
41-50 mph	SL 15 ft	SL 15 ft	SH 3 ft
50 mph	NA	SH 4 ft	SH 4 ft
Condition II: AADT 2,000 – 10,000			
	Urban w/ Parking	Urban w/o Parking	Rural
<30 mph	SL 14 ft	SL 12 ft	SL 12 ft
31-40 mph	SL 14 ft	SL 14 ft	SH 3 ft
41-50 mph	SL 15 ft	SL 15 ft	SH 4 ft
50 mph	NA	SH 6 ft	SH 6 ft
Condition III: AADT Over 10,000 or Trucks Over 5%			
	Urban w/ Parking	Urban w/o Parking	Rural
<30 mph	SL 14 ft	SL 14 ft	SL 14 ft
31-40 mph	SL 14 ft	SH 4 ft	SH 4 ft
41-50 mph	SL 15 ft	SH 6 ft	SH 6 ft
50 mph	NA	SH 6 ft	SH 6 ft

Source: NJDOT *Bicycle Compatible Roadways and Bikeways: Planning and Design Guidelines*.

SH = shoulder SL = shared lane

Note: Shoulder width of 8 ft should be provided wherever possible on roadways with AADT greater than 10,000 vehicles.

It should be emphasized that roadways are open to all bicyclists whether or not the roadway meets compatibility criteria, and that the compatibility evaluation is not intended to assess safety. Rather, the

compatibility assessment is intended to identify roadways that are attractive candidates for incorporating into a bicycle network. Bike compatible roadways may have more room for bicyclists to operate, but municipalities have successfully incorporated many incompatible roadways into bicycle networks.

A Bicycle Compatibility Matrix was developed to detail the results of the assessment. The Matrix is presented in Table 4 and illustrated in Figure 3. Three categories were developed for this assessment. Category A indicates roadways that meet all NJDOT criteria. Category B indicates roadways that do not technically meet criteria since on-street parking is permitted, but can be considered bicycle compatible since the on-street parking is rarely used. The final category includes those roadways deemed as incompatible.

For most of the roadways listed, bicycle compatibility could be achieved by creating 14-foot shared travel lanes. This would require either removing on-street parking or physical widening. Either of these alternatives would be difficult for the roadways listed: the removal of on-street parking is often opposed by businesses and residents, and widening can be expensive. Therefore, other enhancement strategies, such as the use of Shared Lane Markings, are discussed in this report.



Table 4: Bicycle Compatibility Matrix

Roadway	From	To	AADT	# of Lanes	Speed Limit (mph)	Lane/Shoulder Width (NB/SB)	Lane/Shoulder Width (EB/WB)	On-Street Parking / Width / Striped	Total Pavement Width	Bicycle Compatible	
										Status	Action Needed*
Park Avenue (NJ 33B)	US 9	W. Main St.	9,500	2	40		8' / 13' // 13' / 8'	N	42'	Yes	
	W. Main St.	South St. (NJ 79)	10,500	2	40		8' / 13' // 13' / 8'	N	42'	Yes	
	South St. (NJ 79)	Township Border	14,500	2	40		7' / 13' // 12' / 8'	N	40'	Yes	
South Street (NJ 79)	Township Border	Park Avenue (NJ 33B)	10,000 est.	2	35	0' / 17' // 17' / 0'		N	34'	Yes	
South Street (NJ 79)	Park Avenue (NJ 33B)	Throckmorton St. (CR 522)	13,330	2	30	0' / 17' // 15' / 0'		Y / however no cars park	32'	Yes	
South Street (NJ 79)	Throckmorton St. (CR 522)	W. Main St.	10,500	2	30	0' / 12' // 12' / 0'		Y / 8' NB / Y	32'	No	14' SL
East Main Street (NJ 79)	W. Main St.	Center Street	16,000	2	30	0' / 13' // 13' / 0'		Y / 9' both directions / Y	44'	No	14' SL
Broadway (NJ 79)	E. Main St. (CR 537)	Dutch Ln. (CR 46)	11,550	2	30	3' / 12' // 12' / 3'		N	30'	No	14' SL
Broadway (NJ 79)	Dutch Ln. (CR 46)	Township Border			40	8' / 12' // 12.5' / 7.5'		Y / permitted in shoulders	40'	No	14' SL
West Main Street	US 9	Park Avenue (NJ 33 B)	10,560	4	40		0' / 13' / 12' // 12' / 13' / 0'	N	50'	No	4' SH
	Park Avenue (NJ 33B)	Mc Lean St.		2	25		8' / 12' // 12' / 8'	Y / permitted in shoulders	40'	No	14' SL
	Mc Lean St.	South St. (NJ 79)		2	25		0' / 12' // 12' / 0'	Y / 8' both directions / Y	40'	No	14' SL
East Main Street (CR 537)	Broadway (NJ 79)	Township Border		2	25 - 30		0' / 16' // 16' / 0'	N	32'	Yes	
Throckmorton Street (CR 522)	Township Border	Rhea St.	6,200	2	40		3' / 12' // 12' / 3'	N	30'	No	14' SL
	Rhea St.	Monmouth Ave.			30		0' / 15' // 15' / 0'	N	30'	Yes	
	Monmouth Ave.	W. Main St.			25		0' // 12' // 12' / 0'	Y / 8' EB / Y	32'	No	14' SL
Dutch Lane Road (CR 46)	Broadway (NJ 79)	200 ft from Township Border	3,500	2	35		2.5' / 12' // 12' / 0'	N	26.5'	No	14' SL
	200 ft from Township Border	Township Border					8' / 12' // 12' / 2.5'	N	34.5'	Yes EB/No WB	14' SL
Manalapan Avenue (CR 24)	US 9	W. Main St.	3,200	2	35		0' / 16' // 16' / 0'	N	32'	Yes	
Robertsville Road	Broadway (NJ 79)	Park Entrance	1,500	2	25	0' / 12' // 17' / 0'		Y / 7' NB / Y	36'	Yes	
	Park Entrance	Township Border				0' / 18.5' // 17.5' / 0'		Y / 7' both directions / N	36'	No	14' SL
Broad Street	Park Avenue (NJ 33B)	Court Street	6,000	2	25		0' / 21.5' // 21.5' / 0'	Y / 7' both directions / N	43'	Yes	
Jackson Street	E. Main St. (CR 537)	Mechanic Street	4,000	2	25	Unstriped		Y / 7' alternating sides / N	30'	No	14' SL
Center Street	Broadway (NJ 79)	Township Border	4,400	2	25		Unstriped	Y / 7' alternating sides / N	30'	No	14' SL
Court Street	W. Main St.	Lafayette Street	6,300	1	25		Unstriped	Y / 7' both sides / N	31.5'	Yes	14' SL
Court Street	Monument Street	Township Border	3,000 est.	2	25		Unstriped	Y / 7' EB side / N	31'	Yes - B	14' SL
Monument Street	Court Street	Township Border	4,800	2	25	Unstriped		N	30.5	Yes	



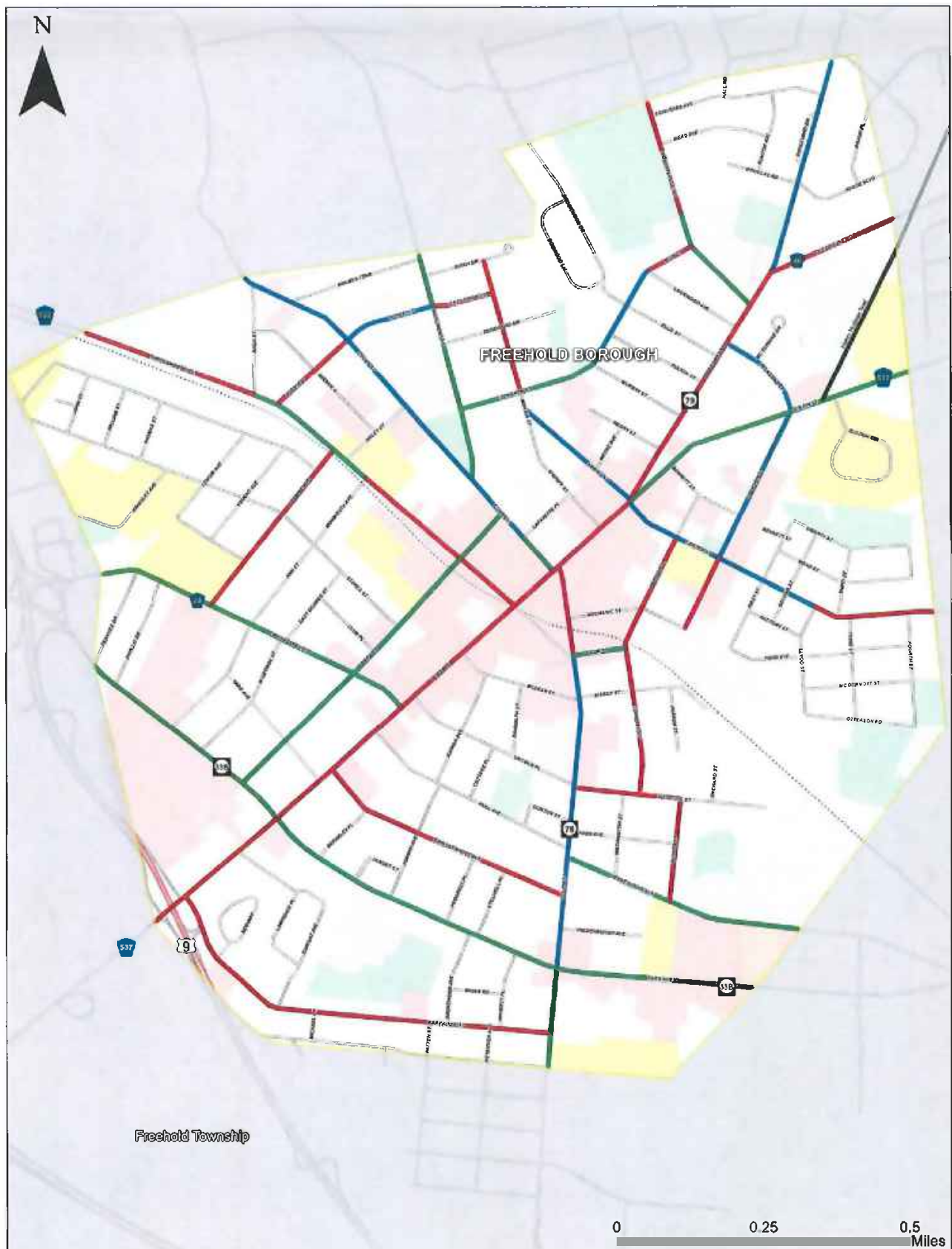
Table 4: Bicycle Compatibility Matrix

Roadway	From	To	AADT	# of Lanes	Speed Limit (mph)	Lane/Shoulder Width (NB//SB)	Lane/Shoulder Width (EB//WB)	On-Street Parking / Width / Striped	Total Pavement Width	Bicycle Compatible	
										Status	Action Needed*
Avenue C	Court Street	Throckmorton St. (CR 522)	2,200 est.	2	25		Unstriped	Y/ 7' WB/ N	30'	No	14' SL
Bowne Avenue	Throckmorton St. (CR 522)	Manalapan Ave (CR 24)	2,200 est.	2	25		Unstriped	Y/ 7' WB/ N	26.5'	No	14' SL
Spring Street	Main St.	Morris St.	3,000 est.	2	25	Unstriped		Y/ 7' SB/ N	28.5'	Yes - B	14' SL
Morris Street	Schanck St.	Birch Dr.	2,200 est.	2	25	Unstriped		Y/ 7' SB/ N	30'	No	14' SL
Crestwood Dr	Morris St.	Monument St.	2,200 est.	2	25		Unstriped	Y/ 7' both directions/ N	30'	No	14' SL
Quin Blvd.	Monument St.	Court Street	2,200 est.	2	25		Unstriped	Y/ 7' WB/ N	30'	No	14' SL
Schanck Street	Monument St.	Morris St.	5,000 est.	2	25		0'/18.5'//14.5'/0'	N	33'	Yes	
Schanck Street	Morris St.	Murray St.	5,000 est.	2	25		Unstriped	N	30'	Yes	
Oak Street	Murray St.	Robertsville Rd.	5,000 est.	2	25		Unstriped	Y/ 7' varies / N	30.5'	Yes - B	14' SL
Jackson Terrace	Broadway (NJ 79)	E. Main St.	4,000 est.	2	25		Unstriped	Y/ 7' WB/ N	29.5'	Yes - B	14' SL
Hudson Street	Center St.	Elm St.	4,000 est.	2	25	Unstriped		Y/ 7' varies/ N	30'	No	14' SL
Elm Street	South St. (NJ 79)	Conover Street	2,500 est.	2	25	Unstriped		N	30'	Yes	
Conover Street	Elm St.	Institute St.	4,000 est.	2	25	Unstriped		Y/ 7' NB/ N	30'	No	14' SL
Institute Street	South St. (NJ 79)	Parker St.	2,500 est.	2	25		Unstriped	Y/ 7' WB/ N	30'	No	14' SL
Parker Street	Institute St.	Jerseyville Ave.	2,200 est.	2	25	Unstriped		Y/ 7' NB/ N	30'	No	14' SL
Jerseyville Avenue	South St. (NJ 79)	Township Border	4,000 est.	2	25		0'/15'//19'/0' east of Parker; 14'//14' west of Parker	N	34'	Yes	
Brinkerhoff Avenue	South St. (NJ 79)	W. Main St.	2,200 est.	2	25		Unstriped	Y/ 7' both directions/ N	40'	No	14' SL
Barkalow Avenue	South St. (NJ 79)	W. Main St.	4,000 est.	2	25		7'/10.5'//10.5'/7'	Y/ permitted in shoulders	35'	No	14' SL

FREEHOLD TOWNSHIP

Roadway	From	To	AADT	# of Lanes	Speed Limit (mph)	Lane/Shoulder Width (NB//SB)	Lane/Shoulder Width (EB//WB)	On-Street Parking / Width / Striped	Total Pavement Width	Bicycle Compatible	
										Status	Action Needed*
Township Border	US 9	Old Monmouth Road	10,600	2	40	4'/12'//12'/4'		N	32'	Yes	
Englishtown-Freehold Road (CR 522)	Old Monmouth Road	Rear path into Battlefield Park	10,600	2	50	4.5'/12'//12'/4'		N	32.5'	No	6' SH
Center Street	Borough Border	Ginesi Street	4,000 est.	2	25		0'/17'//14'/1.5'	N	32.5'	Yes	
Center Street	Ginesi Street	Recycling Yard	4,000 est.	2	25		1'/12'//12'/1'	N	28'	No	14' SL
Robertsville Road	Borough Border	Lake Topanemus entrance	1,500 est.	2	35	1.5'/10.5'//11'/1.5'		N	25.5'	Yes	
Pond Road	Borough Border	Glendale Drive	4,000 est.	2	40	1'/10.5'//10.25'/1.75'		N	23.5'	No	3' SH
Pond Road	Glendale Drive	Lake Topanemus entrance	4,000 est.	2	40	0'/15'//15'/0'		N	30'	No	3' SH
Waterworks Road	Borough Border	Old Englishtown Lane	2,500 est.	2	25	0'/15'//15'/0'		N	30'	Yes	
Waterworks Road	Old Englishtown Lane	Topanemus Lane	2,500 est.	2	25	1'/10.5'//11'/1.5'		N	24'	No	14' SL

* SH - Shoulder, SL - Shared Lane



LEGEND

Bicycle Compatibility

- Bicycle Compatible - Category A
- Bicycle Compatible - Category B
- Not Bicycle Compatible

— Rail

— Henry Hudson Trail

Boundaries

Municipal Boundaries

Land Use

Civic/Educational

Single Family Residential

Multiple Family Residential

Parks, Athletic Fields and Recreational Lands

Commercial

Industrial

Freehold Borough Bicycle and Pedestrian Plan

Figure 3: Bicycle Compatibility

October 2010

Data Sources: Freehold Borough Police Crash Reports, NJDEP, NJDOT, Field Observations.



3.3 BICYCLE AND PEDESTRIAN CRASHES

Bicycle and pedestrian crash reports were received from the Freehold Borough Police Department for the period of July 2007 to March 2010, and analyzed. Following are several highlights of the crash data:

- During the study period there were 49 crashes, comprised of 32 pedestrian crashes and 17 bicycle crashes.
- Main Street was host to 17 crashes, higher than any other roadway. South Street had the second highest number of crashes, with seven.
- Nine pedestrian crashes occurred when a pedestrian crossed in front of a vehicle going straight (jaywalking), and seven occurred when a vehicle turned left into a pedestrian.
- Seven bicycle crashes occurred when a bicyclist crossed in front of a vehicle going straight, and five occurred when a vehicle turned into a bicyclist.
- Four bicycle crashes were related to bicyclists traveling against traffic.

The reported bicycle and pedestrian crashes are described below and illustrated on Figure 4.

Table 5: Bicycle and Pedestrian Crashes, July 2007 to March 2010

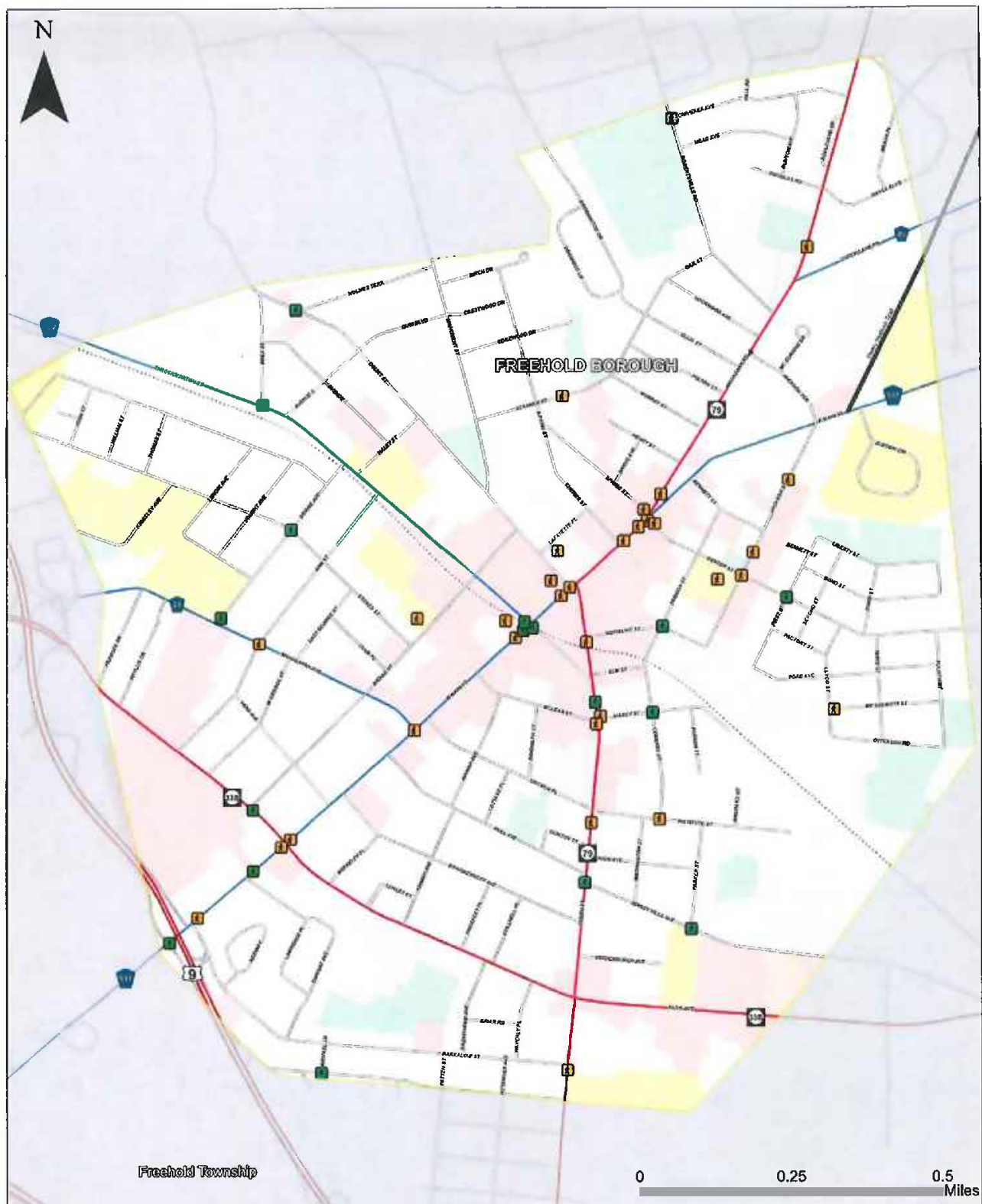
	Date/ Time	Location	Severity	Lighting	Crash Description
PEDESTRIAN CRASHES					
1	11/12/2007, 8:23 PM	Intersection of W. Main St. & Park Ave.	Information Not Available	Dark (<i>no street lights</i>)	A motorist traveling east on Park Ave. made a left turn on W. Main St. and struck a pedestrian who ran into the intersection.
2	1/13/2009, 8:03 AM	Intersection of W. Main St. & Park Ave.	Incapacitated	Daylight	A motorist traveling west on Park Ave. made a left turn on W. Main St. and struck a pedestrian who was walking in the crosswalk.
3	10/15/2009, 10:29 PM	Intersection of W. Main St. & Barkalow Ave.	Complaint of Pain	Dark (<i>street lights on, continuous</i>)	A motorist traveling east on W. Main St. struck a pedestrian who was crossing the road without having the right of way.
4	5/8/2008, 7:07 PM	W. Main St. 125 feet west of Throckmorton St.	Information Not Available	Daylight	A bus exiting the Bus Station made a right turn on W. Main St. and struck a pedestrian who was attempting to get on the bus and fell down. The pedestrian was under the influence of alcohol.
5	3/25/2010, 9:00 AM	W. Main St. & Court Street	Information Not Available	Daylight	A motorist traveling west on W. Main St. struck a pedestrian who was unloading his truck with the side view mirror.
6	12/11/2008, 5:35 PM	Parking Lot of CVS Store. W. Main St.	Moderate Injury	Dark (<i>street lights on, spot</i>)	A motorist struck a pedestrian who was walking in the parking lot of the CVS store.
7	10/10/2009, 11:36 AM	Intersection of E. Main St. & Center Street	Complaint of Pain	Daylight	A motorist traveling west on Broadway Rd. made a left turn onto Center St. and struck a

	Date/ Time	Location	Severity	Lighting	Crash Description
					pedestrian who was crossing Center St. at E. Main St.
8	7/24/2009, 7:28 PM	E. Main St., 100 feet west of Center Street	Complaint of Pain	Dusk	A motorist traveling east on E. Main St. struck a pedestrian who was traveling west on the eastbound side of E. Main St.
9	10/4/2007, 2:11 PM	Intersection of E. Main St. & Sheriff Street	Information Not Available	Daylight	A motorist traveling west on E. Main St. struck a pedestrian who was crossing E. Main St.
10	3/4/2009, 1:53 PM	Intersection of Center Street & E. Main St.	Complaint of Pain	Daylight	A motorist traveling west on E. Main St. made a left turn on Center St. and struck a pedestrian who was crossing Center St. in the crosswalk.
11	4/11/2009, 9:11 PM	Intersection of Spring Street & E. Main St.	Moderate Injury	Dark (street lights on, continuous)	A motorist traveling east on E. Main St. made a left turn on Spring St. and struck a pedestrian who was crossing Spring St. in the crosswalk.
12	12/30/2007, 8:41 PM	South St., 40 feet south of Mechanic Street	Moderate Injury	Dark (street lights on, continuous)	A motorist traveling north on South St. struck a pedestrian who was walking in the street.
13	4/17/2008, 8:46 AM	South St., 20 feet south of Barkalow Avenue	Complaint of Pain	Daylight	A motorist traveling south on South St. struck a pedestrian who was crossing the road.
14	10/3/2009, 9:49 PM	Intersection of South St. & Marcy Street	Moderate Injury	Dark (no street lights)	A motorist traveling north on South St. struck a pedestrian who ran across South St.
15	4/12/2008, 9:33 PM	South St., 80 feet south of Lincoln Place	Complaint of Pain	Dark (street lights on, continuous)	A motorist pulling out of a driveway struck a pedestrian walking along South St.
16	10/17/2009, 6:17 PM	Intersection of South St. & McLean Street	Complaint of Pain	Dark (no street lights)	A motorist traveling south on South St. struck a pedestrian who was crossing South St.
17	7/30/2009, 8:27 PM	Broadway Rd. 200 feet north of E. Main Street	Complaint of Pain	Dark (street lights on, continuous)	A motorist traveling north on Broadway Rd. struck a pedestrian who ran across Broadway Rd.
18	12/12/2008, 10:12 AM	Broadway Rd., 200 feet north of Dutch Lane Road	Moderate Injury	Daylight	A motorist traveling south on Broadway Rd. drove off the roadway and struck a pedestrian.
19	11/17/2009, 12:12 PM	Intersection of Ann Street & Manalapan Avenue	Complaint of Pain	Daylight	A motorist stopped at Ann St. proceeded out on Manalapan Ave and struck a pedestrian crossing Ann St. in the crosswalk.

	Date/ Time	Location	Severity	Lighting	Crash Description
20	12/10/2009, 5:37 PM	Intersection of Manalapan Avenue & W. Main St.	Complaint of Pain	Dark (street lights on, continuous)	A motorist traveling east on W. Main Street made a left turn on Manalapan Ave. and struck a pedestrian who was crossing Manalapan Ave in the crosswalk.
21	3/27/2009, 2:11 PM	Broad Street, 100 feet south of Thockmorton St.	Information Not Available	Daylight	A motorist was backing from a parking space and struck a baby carriage which in turn hit the pedestrian.
22	1/12/2009, 2:12 PM	Institute Street, 10 feet north of Conover Street	Complaint of Pain	Daylight	A motorist traveling south on Conover St. made a right turn on Institute St. and struck a pedestrian who was crossing Institute St. mid-block.
23	2/5/2009, 9:41 AM	Court Street, 20 feet north of W. Main St.	Complaint of Pain	Daylight	A motorist traveling east on W. Main St. made a left turn on Court St. and struck a pedestrian who was crossing Court St.
24	10/10/2007, 4:08 PM	Parking Lot. Lafayette St., 200 feet north of Court St.	Information Not Available	Daylight	A motorist traveling thru the parking lot struck a pedestrian who came out of a parking spot directly in front of the vehicle with his skateboard.
25	10/24/2007, 12:58 AM	Jackson St., 325 feet west of E. Main St.	Moderate Injury	Dark (no street lights)	A motorist traveling north on Jackson St. struck a pedestrian standing next to his truck with the vehicle's side mirror.
26	8/2/2008, 8:30 PM	Jackson St., 20 feet north of Center St.	Information Not Available	Daylight	A motorist traveling south on Jackson St. struck a pedestrian who was traveling on the southbound side of Jackson St.
27	7/14/2008, 12:30 AM	McDermott Street, 110 feet south of Lloyd Street	Information Not Available	Dark (street lights on, continuous)	A motorist traveling west on McDermott St. struck a pedestrian who was traveling along McDermott St.
28	10/5/2009, 3:15 PM	Intersection of Center St. & Jackson St.	Information Not Available	Daylight	A motorist stopped at Jackson St. proceeded out on Center St. and struck a pedestrian who was crossing Jackson St. at the intersection.
29	7/22/2008, 10:25 AM	Schanck Street, east of Morris Street	Moderate Injury	Daylight	A motorist traveling east on Schanck St. struck a pedestrian who was trimming the grass.
30	9/10/2009, 6:06 AM	Intersection of Robertsville Road & Schiverea Avenue	Moderate Injury	Daylight	A motorist traveling south on Robertsville Rd. struck a pedestrian who ran across the street from east to west.

	Date/ Time	Location	Severity	Lighting	Crash Description
31	11/28/2009, 6:15 PM	Hudson Manor Parking Lot, btw Jackson St. & Hudson St.	Incapacitated	Dark (street lights on, continuous)	A motorist was backing out of a parking space and struck a pedestrian who was walking through the parking lot.
32	12/19/2007, 6:41 AM	Bus Station, corner of Thockmorton St. & Broad St.	Complaint of Pain	Dawn	A motorist traveling through the bus station parking lot struck a pedestrian who was also traveling through the parking lot.
BICYCLE CRASHES					
33	8/29/2007, 7:12 PM	W. Main St., Race Track Driveway	Moderate Injury	Dusk	An eastbound bicyclist traveling on westbound W. Main St. struck a motorist who was turning onto W. Main St. from the racetrack.
34	7/2/2009, 3:41 PM	Intersection of W. Main St. & Throckmorton Street	Information Not Available	Daylight	A motorist traveling east on W. Main St. made a right turn on Throckmorton St. and struck a bicyclist who was also traveling east.
35	10/23/2007, 5:47 PM	W. Main St., 10 feet west of Throckmorton Street	Moderate Injury	Daylight	A bicyclist cut in between two vehicles that were stopped for traffic and was struck by a motorist who was traveling west on W. Main St.
36	7/19/2007, 6:24 PM	Intersection of Thockmorton St. & Rhea Street	Complain of Pain	Daylight	A motorist stopped on Rhea St. attempted to make a left turn on Thockmorton St. and struck a bicyclist who was traveling west on Thockmorton St.
37	8/16/2009, 8:26 PM	Intersection of Thockmorton St. & W. Main St.	Moderate Injury	Dark (street lights on, continuous)	A motorist traveling east on W. Main St. made a right turn on Thockmorton St. and struck a westbound bicyclist who was riding against traffic.
38	4/22/2009, 11:14 PM	Intersection of W. Main St. & Ramp from US 9 south	Complaint of Pain	Dark (street lights on, continuous)	A motorist exiting US 9 south made a right turn on W. Main St. and struck a bicyclist who was traveling east on W. Main St.
39	9/3/2007, 4:02 PM	South St., 100 feet north of Marcy Street	Information Not Available	Daylight	A motorist traveling south on South St. struck a bicyclist who swerved across both lanes of travel.
40	9/17/2008, 6:56 PM	Intersection of South St. & Jerseyville Avenue	Complaint of Pain	Daylight	A motorist stopped on Jerseyville Ave. proceeded out on South St. and struck a bicyclist who was traveling south on the sidewalk.
41	10/13/2007, 5:26 PM	Park Ave., 15 ft. south of Broad St.	Complaint of Pain	Daylight	A motorist traveling west on Park Ave. struck a bicyclist who lost control of his bicycle.

	Date/ Time	Location	Severity	Lighting	Crash Description
42	9/4/2009, 9:46 AM	Intersection of Helen Avenue & Michael Lane	Moderate Injury	Daylight	A motorist traveling east on Helen Ave. made a left turn on Michael Ln. and struck a bicyclist who was traveling west on Helen Ave.
43	12/23/2008, 8:55 AM	Jerseyville Avenue, north of Parker Street	Moderate Injury	Daylight	A motorist traveling south on Jerseyville Ave. struck a bicyclist who was traveling south on the southbound side of Jerseyville Ave.
44	12/13/2007, 4:47 PM	Bowne Avenue, 15 feet west of Stokes Street	Moderate Injury	Dark (street lights on, continuous)	A motorist traveling south on Bowne Ave. struck a bicyclist who entered the road without looking.
45	1/21/2008, 4:10 PM	Bowne Avenue, north of Manalapan Ave.	Complaint of Pain	Daylight	A motorist on southbound Bowne Ave. struck a bicyclist who was crossing Bowne from west to east.
46	9/28/2007, 3:51 PM	Intersection of Conover Street & Marcy Street	Moderate Injury	Daylight	A motorist traveling north on Conover St. struck a bicyclist who was coming out of Marcy St. and crossing Conover St. from west to east.
47	2/26/2008, 10:39 AM	Intersection of Mechanic Street & Hudson Street	Complaint of Pain	Daylight	A motorist traveling north on Hudson St. struck a bicyclist who was crossing Hudson St. from east to west.
48	8/28/2007, 1:16 PM	Court Street, 20 feet north of Holmes Terrace	Complaint of Pain	Daylight	A motorist traveling south on Court St. struck a bicyclist who was crossing Court St. from west to east.
49	6/7/2008, 1:00 PM	Intersection of Center Street & First Street	Complaint of Pain	Daylight	A motorist traveling east on Center St. struck a bicyclist who was traveling north on First St. and entered the intersection.



LEGEND

Crash Locations

- Bicycle
- Pedestrian

Trails

- Henry Hudson Trail

Roadways

- US/State Roadway
- County Roadway
- Local Roadway
- Rail

Boundaries

- Municipal Boundaries

Land Use

- Civic/Educational
- Single Family Residential
- Multiple Family Residential
- Parks, Athletic Fields and Recreational Lands
- Commercial
- Industrial

Freehold Borough Bicycle and Pedestrian Plan

Figure 4: Bicycle and Pedestrian Crashes, July 2007 - March 2010

September 2010

Data Sources: Freehold Borough Police Crash Reports, NJDEP NJDOT Field Observations.



U.S. Department of Transportation
Federal Highway Administration

Baker

3.4 BICYCLE PARKING

Bicycle parking is well used in certain areas of Freehold Borough such as the bus station and the Freehold High School. However, other locations that had bike racks were hard to spot and less used. Figure 5 indicates the locations and capacity of bike racks in downtown Freehold, and the location and peak number of parked bikes (both at bike racks and other locations) on several different weekdays in the fall of 2010.

As noted, bike racks at the Freehold Bus Station were overcapacity; many of the bikes inventoried at this site were chained to the fence. The bike rack in front of CVS typically has one or two bikes, as does the rack behind Mellon's on South Street. The eight-space rack behind the American Hotel, by contrast, is relatively inconspicuous and little-used, as is the rack directly behind the Library. In general, the bike parking inventory count revealed regular activity downtown along both sides of South Street; along the north side of West Main Street west of Court Street; and along the south side of West Main Street east of South Street.



Bus Station



Behind the Library



3.5 PEDESTRIAN COUNTS

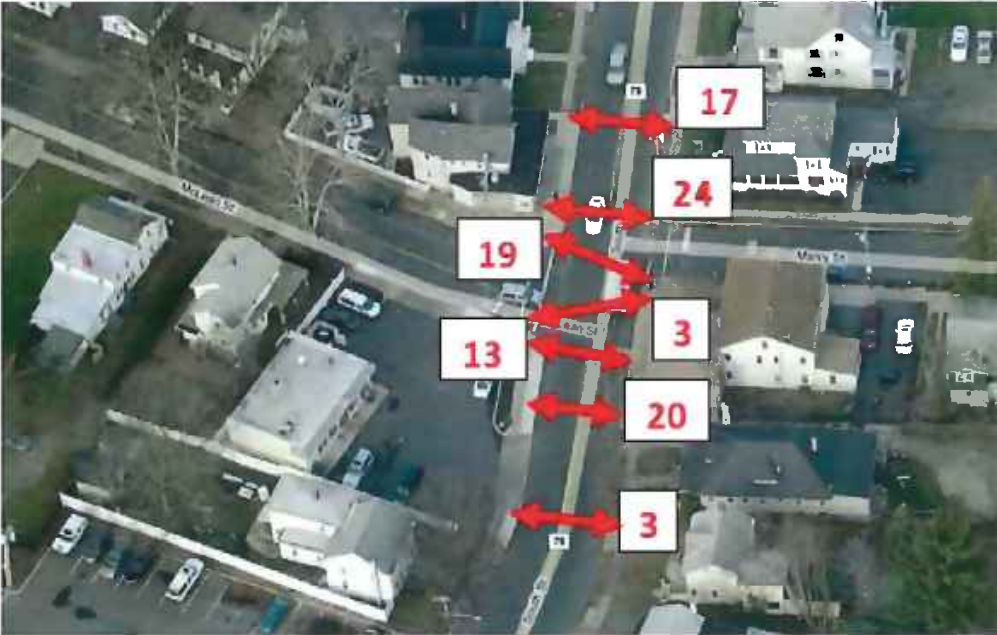
Pedestrian counts were conducted along East Main Street in the Central Business District, and along South Street at Marcy and McLean Streets. The former site was identified of interest by the Borough; officials have expressed interest in installing a crosswalk in the vicinity of the American Hotel on East Main Street. The intersection of South Street and Marcy/McLean was of interest given its crash history; pedestrians crossing South Street were struck in two incidents during the crash study period.

Figure 6 indicates pedestrian volumes across East Main Street between South Street and Center Street on Tuesday, August 10, from 10 AM to 2 PM. It should be emphasized that pedestrian crossing activity is diffuse along this block. The arrows represent total crossings in their vicinity, not at one specific location. For example, the figure indicates 81 crossings in front of the County parking lot. This includes a significant number of crossings immediately east of the arrow, between Sun National Bank and the American Hotel. Taken together, however, the substantial pedestrian volumes support the Borough's interest in installing a midblock crosswalk along this block.

Figure 6: Four-Hour Pedestrian Volumes on East Main Street



Figure 7 indicates pedestrian volumes across South Street at Marcy/McLean Streets on Tuesday, September 21, from 2:30 to 4:30 PM. The highest level of pedestrian crossings occurred across South Street north of Marcy Street, with a total of 41 crossings, with 36 crossings south of McLean Street. It is noted that 19 pedestrians crossed South Street at an angle, from the northwest corner of McLean Street and South Street, to the northeast corner of Marcy Street and South Street.

Figure 7: Four-Hour Pedestrian Volumes on South Street at Marcy/McLean Streets

3.6 SIGNAL WARRANT ANALYSIS

A signal warrant analysis was performed at the unsignalized intersection of Throckmorton Street and West Main Street. Throckmorton Street southbound is controlled by a stop sign; there is no northbound approach, since Throckmorton is one-way southbound south of the intersection. This intersection was identified by Freehold Borough as a potential location for signalization due to heavy traffic delays on the Throckmorton Street approach, and conflicts between vehicles and pedestrians and/or bicyclists on the crossings. It is noted that many motorists waiting on Throckmorton Street edge forward across the crosswalk at this approach in order to better find a gap in traffic on West Main Street; the result is that many pedestrians and bicyclists traveling along West Main Street must cross Throckmorton in between stopped vehicles.

In order to support the warrant analysis, pedestrian, bicyclist, and vehicle volumes were collected at this intersection on Wednesday, October 13, 2010. The signal warrant analysis was performed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. An eight-hour count was performed, to enable the study team to determine if the intersection meets Warrant 1 (eight-hour vehicular volume) and Warrant 2 (four-hour vehicular volume). There are nine warrants available to justify signalization, but Warrants 1 and 2 are among the most common used to justify signalization.

Warrant 1, Eight-Hour Vehicular Volume

Warrant 1, Condition A states that the traffic volumes for both the major and minor streets at the subject intersection must meet the minimum volumes for each of any 8 hours of an average day. Table 1 details the traffic volume data and the minimum volumes needed to satisfy Warrant 1.

Table 6: Minimum Vehicular Volume for Warrant 1 and Counted Volumes

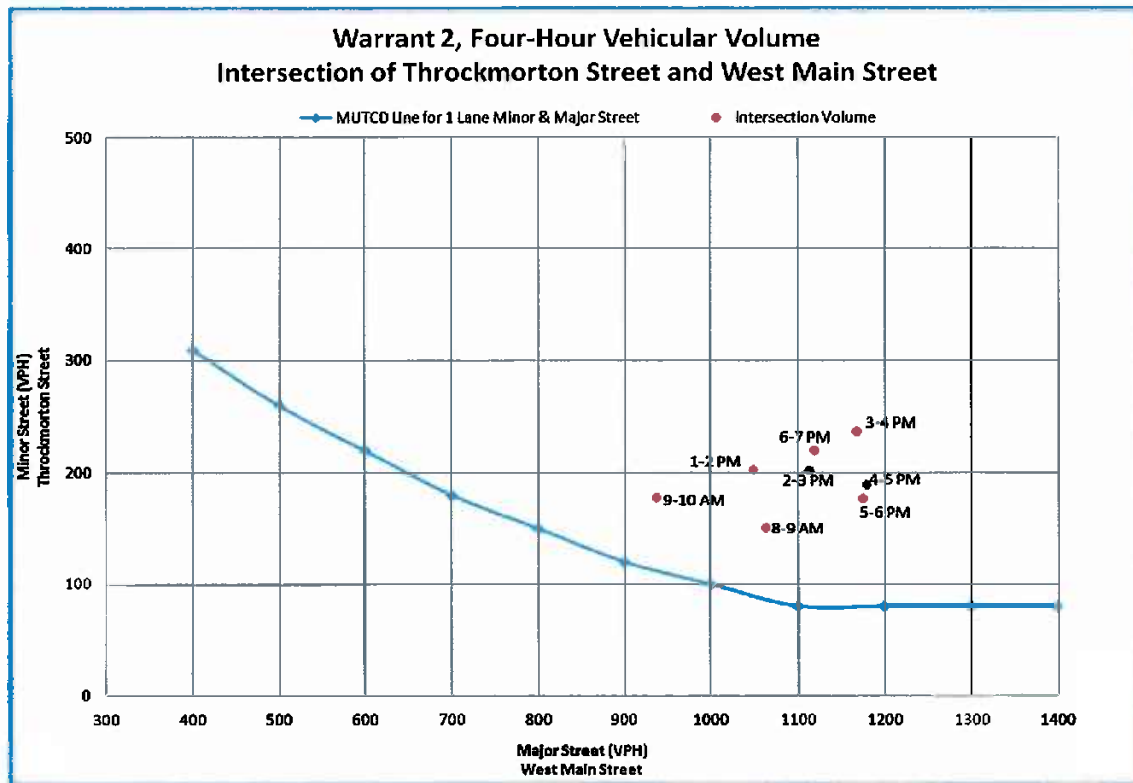
Hours	West Main Street Volume	West Main Street Minimum Volume for Warrant 1	Throckmorton Street (Southbound)	Throckmorton Street Minimum Volume for Warrant 1	Is Warrant 1 Satisfied for this Hour?
8:00AM - 9:00AM	1063	500	151	150	Yes
9:00AM - 10:00AM	937	500	178	150	Yes
1:00PM - 2:00PM	1049	500	203	150	Yes
2:00PM - 3:00PM	1113	500	202	150	Yes
3:00PM - 4:00PM	1167	500	237	150	Yes
4:00PM - 5:00PM	1179	500	189	150	Yes
5:00PM - 6:00PM	1174	500	177	150	Yes
6:00PM - 7:00PM	1118	500	220	150	Yes

Based on this analysis, the intersection meets Warrant 1 for the analysis period.

Warrant 2, Four-Hour Vehicular Volume

Warrant 2 states that a traffic signal may be warranted if for 4 hours of an average day, the vehicles per hour on the major street and vehicles per hour on the higher-volume minor street approach are above a given curve representing volume levels. Figure 8 replicates this volume threshold curve from MUTCD, and shows the plotted volume points from the 8-hour count on October 13. (Although eight hours are shown, MUTCD indicates that only the four highest hours need to surpass the threshold.)

Figure 8: Four-Hour Vehicular Volume at W. Main Street and Throckmorton Street



Since all volume points are above the curve, the intersection meets Warrant 2, Four-Hour Vehicular Volume for the analysis period.

There are seven other traffic signal warrants in MUTCD which were reviewed for this analysis. These were found inapplicable, or did not meet the required threshold. It was specifically noted that the intersection did not meet Warrant 4, Pedestrian Volumes. It was also noted that the intersection did not meet Warrant 7, Crash Experience. This warrant indicates that signalization can be justified for locations where there is a history of five or more crashes of a “type susceptible to correction by a traffic signal” within a one-year period. For the period of January 2008 through September 2010, or 33 months in total, there were 12 crashes that could be corrected by a traffic signal. This is an average of 4.4 crashes per year, or slightly less than the threshold of 5 crashes per year.

Existing Levels of Service

Together with the signal warrant analysis, the intersection of Throckmorton Street and West Main Street was analyzed for the evening peak period of 3:15 PM to 4:15 PM using Highway Capacity Software HCS+. This analysis was performed to determine the “Level of Service” for the intersection. Transportation professionals use level of service to “grade” the performance of intersections on a scale of A to F as shown in Table 7; the level of service is classified according to average delay per vehicle. The analysis indicated that the southbound approach of Throckmorton Street operates at a LOS ‘F’ during the evening peak period, with long delays being common.

Table 7: Levels of Service Classifications

Level of Service	Signalized Intersection Average Delay per Vehicle (seconds)	Unsignalized Intersection Average Delay per Vehicle (seconds)
A	0 to 10	0 to 10
B	10.1 to 20	10.1 to 15
C	20.1 to 35	15.1 to 25
D	35.1 to 55	25.1 to 35
E	55.1 to 80	35.1 to 50
F	Over 80	Over 50

4.0 PROPOSED BICYCLE NETWORK

The bicycle network serves as the framework for proposed bicycle facility improvements in Freehold Borough. The goal of the bicycle network is to connect key land uses in Freehold Borough using roadways and paths considered most appropriate for bicycling; enhancements for these roadways are also proposed. The bicycle network also connects to recreational destinations just outside the Borough.

4.1 BICYCLE FACILITY TYPES

The Plan proposes enhancing roadways in the network for the use of bicyclists through appropriate signing, striping and markings. NJDOT's *Planning and Design Guidelines for Bicycle Compatible Roadways and Bikeways* outline the types of on-road bicycle facilities that were considered for Freehold's roadway network: Bicycle Lane, Paved Shoulder, and Shared Lane. Specific roadway attributes (pavement width, parking provisions, traffic volumes, posted speed limit, etc.) were inventoried and assessed to determine the feasibility of each facility. These facilities have been successfully applied on urban roadway networks in attempts to better accommodate bicycle travel. Following is a description of each facility:

Bike Lane. Bicycle lanes are designated travel lanes for exclusive or preferential use by bicyclists, and are typically 5 to 6 feet in width. Bicycle lanes are often located on roadways in urban settings with moderate to high vehicular traffic volumes, moderate to high posted speeds and permitted or designated on-street parking. Bicycle lanes must include the words "bike lane" or the bike lane symbol; they may be accompanied by bike lane signs. Studies have shown that bike lanes have many safety benefits, and one study concluded that they were the safest type of bike facility.¹ They decrease the number of bicyclists riding on the sidewalk, and they increase the compliance of bicyclists with traffic controls.²



Paved Shoulders. A paved shoulder accommodates bicyclists on the roadway shoulder adjacent to vehicular travel lanes. Paved shoulders can be located on urban or rural roadways with moderate to high vehicular traffic volumes and moderate to high posted speeds. Paved shoulders for bicyclists typically range in width from 4 to 6 feet, and are occasionally supplemented with 'Share the Road' warning signs. Shoulders are used in a variety of circumstances. Bicyclists appreciate them because they indicate an area of roadway in which motorists normally do not encroach.



¹ Moritz, W. "Adult Bicyclists in the United States: Characteristics and Riding Experience in 1996." *Transportation Research Record* 1636. Transportation Research Board, 1998, pp. 1-7.

² Hunter, W, J.R. Stewart, J. Stutts, H. Huang, and W. Pein. "A Comparative Analysis of Bicycle Lanes Versus Wide Curb Lanes: Final Report." Report No. FHWA-RD-99-034. FHWA, US Department of Transportation, December 1999

On roadways where 5-foot bike lanes cannot be fit, 3- to 4-foot shoulders can sometimes be striped. This creation of 4-foot shoulders on several major roadways in Freehold is proposed for this reason. Studies show that on roadways without on-street parking, the effect of shoulders is similar to bike lanes.

Shared Lane. A shared lane accommodates bicyclists and motorists in the same travel lane. Shared lanes can be located on roadways with low vehicular traffic volumes and low posted speeds, and are occasionally supplemented with 'Share the Road' warning signs. Wide (12 feet to 15 feet) outside travel lanes are often desired for shared lane facilities.



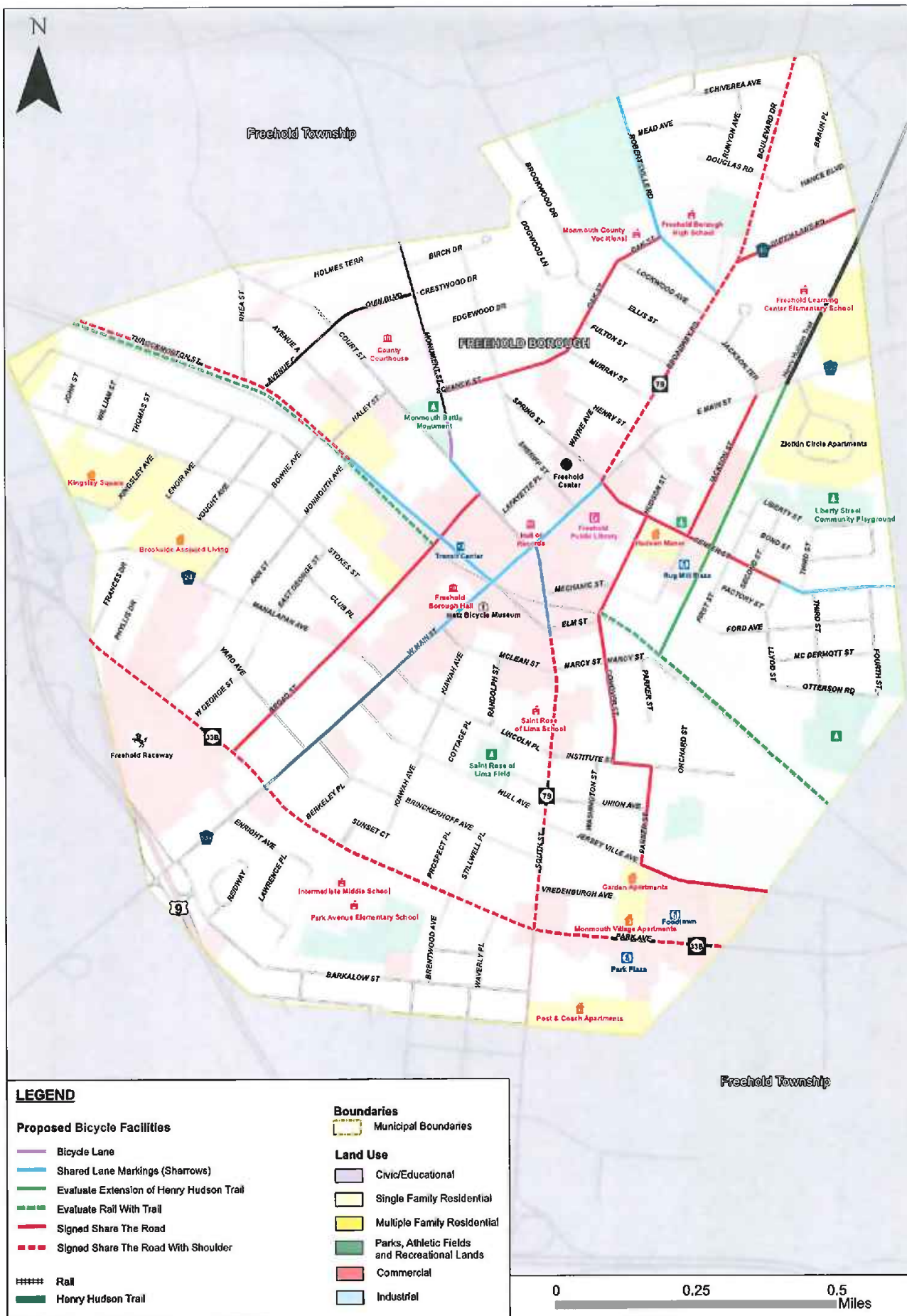
Shared Lane Markings

Informally referred to as "sharrows," shared lane markings are a sub-category of shared lanes; bicyclists shared the road with motorists, but markings guide bicyclists with lateral positioning, unlike the typical shared lane. The sharrow markings comprise two chevrons together with a bicyclist symbol, with the center of the chevron marked 11 feet from the curb on streets with parking, and 4 feet from the curb on streets without parking. These markings are placed after intersections and spaced at intervals of at least every 250 feet. They should be accommodated by "Bicycles May Use Full Lane" signs (MUTCD R4-11). They are particularly recommended for use on urban streets with on-street parking where bike lanes cannot be accommodated. They are a relatively new marking, having just been approved for inclusion in the 2009 Manual on Uniform Traffic Control Devices (MUTCD). Initial studies show a number of safety benefits of sharrows. In one study in San Francisco, sharrows were shown to reduce sidewalk riding by 35% and the number of wrong-way bicyclists by 80%. They also were demonstrated to increase the distance between bicyclists and passing cars and parked cars.³ The success of sharrows in increasing distance between bicycles and cars was also demonstrated in other studies.⁴



³ San Francisco Department of Parking and Traffic, *San Francisco's Shared Lane Pavement Markings: Improving Bicycle Safety*, 1984.

⁴ FHWA, *TechBrief: Evaluation of Shared Lane Markings*, FHWA Publication No. FHWA-HRT-10-044, October 2010.



Freehold Borough Bicycle and Pedestrian Plan

Figure 9: Proposed Bicycle Facilities

March 2011

Data Sources: NJDEP, NJDOT, Field Observations



4.2 PROPOSED BICYCLE FACILITIES

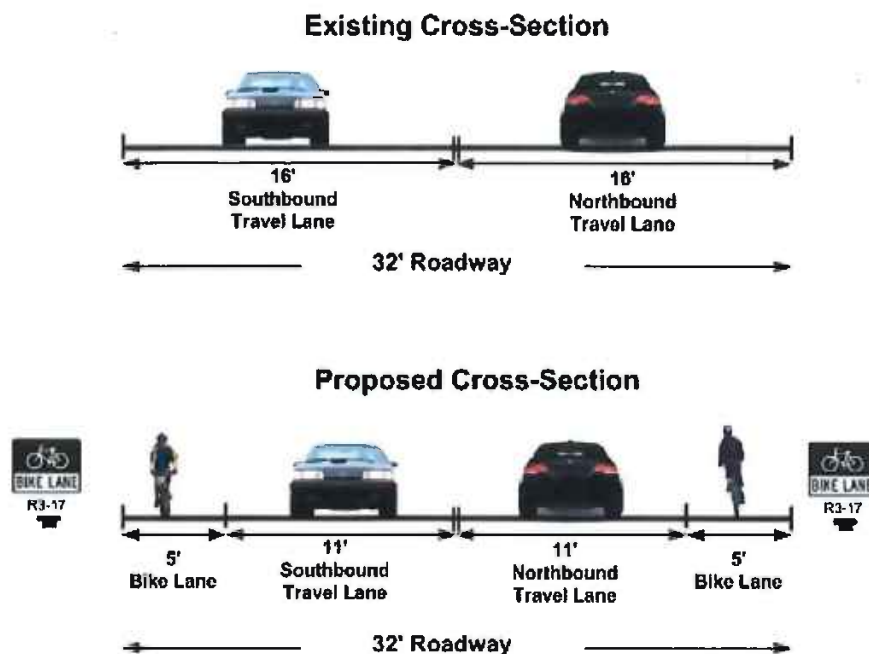
Bike Lanes

Although the bike lane is the preferred bicycle facility for the average bicyclist, there are few places in Freehold where bike lanes can be accommodated, due to constrained roadway widths. Their use is recommended on one roadway, since it fits within the existing cross-section:

- Monument Street, between Court Street and the Freehold Township border – this is proposed as a potential route to Lake Topanemus. This treatment is illustrated in Figure 10.

The bike lane treatment is illustrated below for Monument Street. This involves transformation of a 31-foot wide roadway into 5-foot bike lanes along with 10.5-foot wide travel lanes.

Figure 10: Bike Lane on Monument Street between Court Street and Freehold Township



Paved Shoulders

Bicycle compatible shoulders exist on two roadway segments in Freehold:

- Park Avenue (Route 33) has 8-foot shoulders the length of the Borough; these shoulders should be maintained, although the Borough may wish to add "Share the Road" signs.
- Broadway Road (Route 79) has 8-foot shoulders between Dutch Lane Road and the border with Freehold Township.

The creation of bicycle compatible shoulders is recommended for these segments:

- South Street (Route 79), between Park Avenue and Elm Street – Although parking is permitted on this roadway currently, no motorists currently park here, perhaps in part to the insufficient

width (lanes ranging from 15 to 17 feet). The “No Parking” status should be formalized, and the roadway made safer for bicyclists, through striping shoulders of 5 feet in width. This would also serve as a traffic calming treatment. This treatment is illustrated in Figure 11.

- Throckmorton Street – Between Monmouth Avenue and Rhea Street, restripe the existing two 15-foot travel lanes to two 11-foot lanes and two 4-foot shoulders, as shown in Figure 12. Between Rhea Street and the border with Freehold Township, the cross-section of two 12-foot lanes and two 3-foot shoulders should also be restriped to two 11-foot lanes and 4-foot shoulders, as shown on Figure 13.
- Broadway Road (Route 79) – The existing cross-section of two 12-foot lanes and two 3-foot shoulders between Spring Street and Dutch Lane Road should be restriped to 11-foot lanes and 4-foot shoulders, as shown in Figure 14.

Figure 11: Shoulders on South Street between Park Avenue and Elm Street

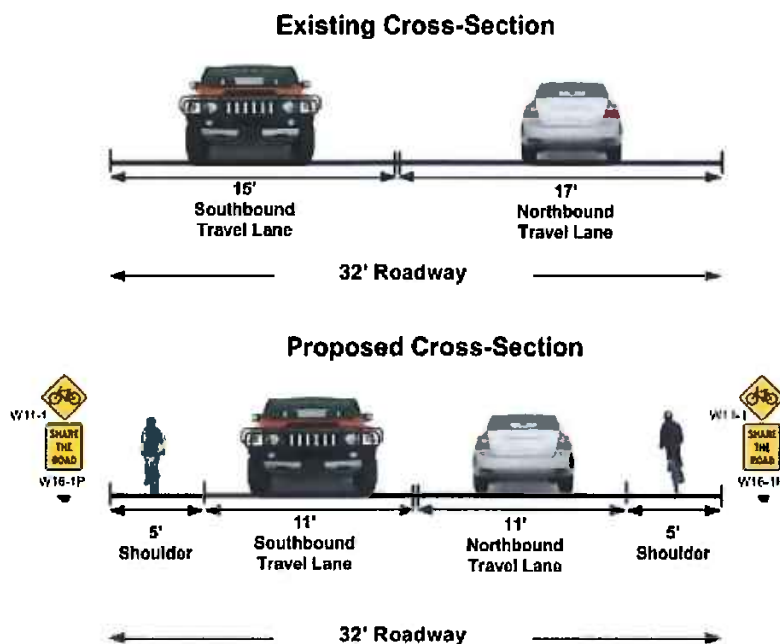


Figure 12: Shoulders on Throckmorton Street between Monmouth Avenue and Rhea Street

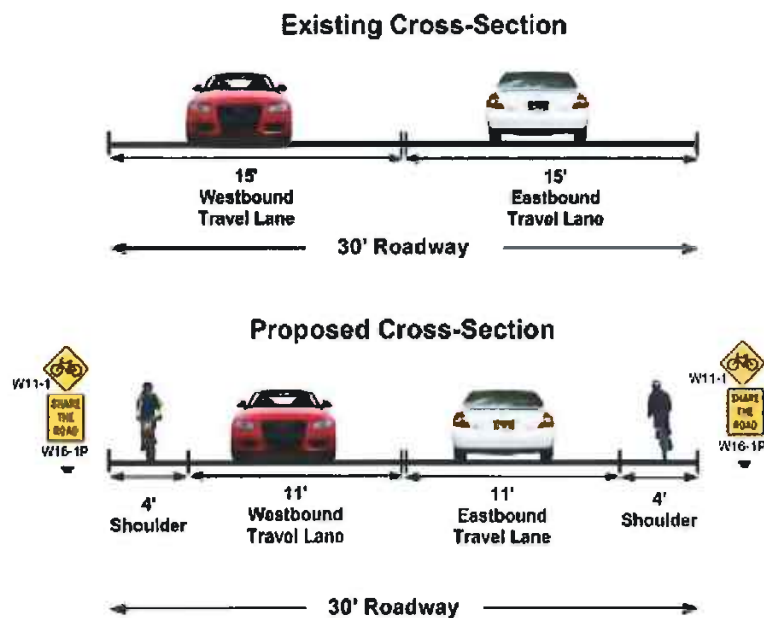


Figure 13: Shoulders on Throckmorton Street between Rhea Street and Freehold Township

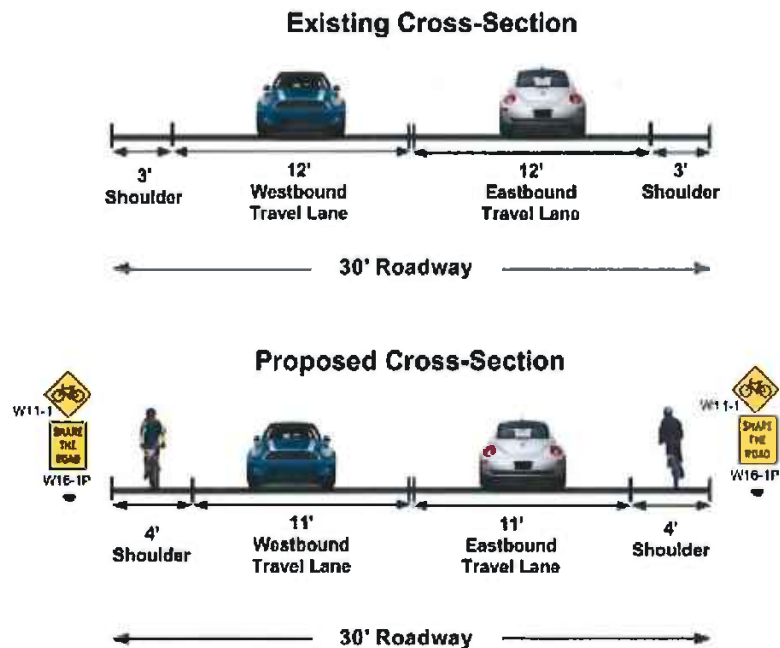
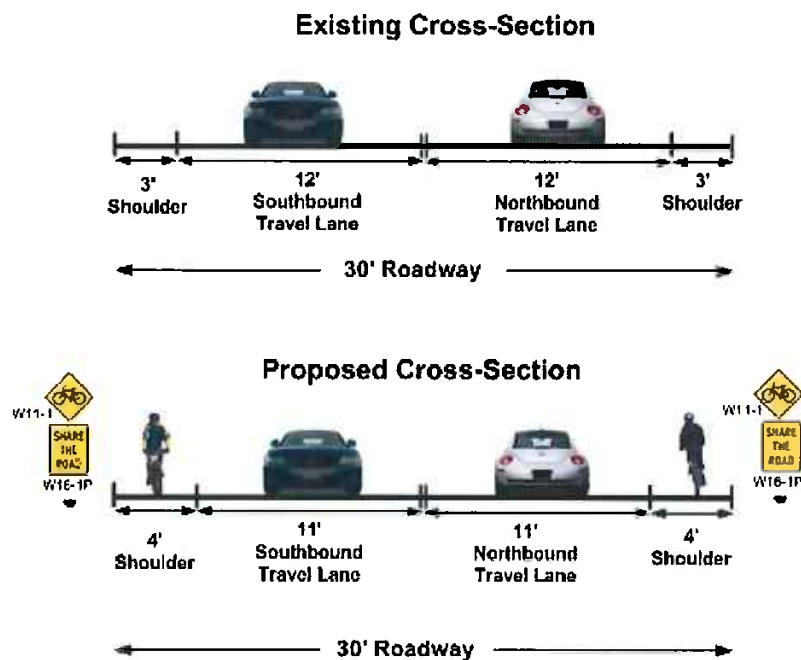


Figure 14: Shoulders on Broadway between Spring Street and Dutch Lane Road



Shared Lanes

Roadways proposed for shared lanes (without shoulders) include:

- Broad Street
- Jerseyville Avenue
- Parker Street
- Institute Street
- Conover Street
- Hudson Street
- Center Street, E. Main Street to Lloyd Street
- Jackson Street
- Oak Street
- Schanck Street
- Quin Boulevard
- Avenue C

Minimal treatments are recommended for these roadways, since widening or the removal of on-street parking is generally impracticable. If desired, "Share the Road" signs may be installed at 1000-foot intervals. Traffic volumes and speeds are relatively low on these roadways, which make them appropriate for use by bicyclists even in the absence of special roadway markings. The use of on-street parking is also low on most of these roadways. Although a number of these roadways are technically incompatible by NJDOT standards, the infrequent use of on-street parking (on streets where parking is

permitted) makes these roadways more comfortable for bicyclists than indicated by the compatibility matrix.

Bike route marking is particularly recommended for Broad Street, since that is seen as a desirable alternative to W. Main Street. Signage can be placed to direct bicyclists from W. Main Street to Broad Street using Park Avenue, or using Throckmorton Street.

Shared Lane Markings

The following roadways are recommended for sharrows in Freehold Borough:

- Main Street between Park Avenue and Center Street
- Throckmorton Street between Monmouth Avenue and West Main Street
- South Street between Elm Street and Main Street
- Court Street between Broad Street and Monument Street
- Center Street between Lloyd Street and Freehold Township border
- Robertsville Road

These roadways (or segments of roadways) have the same thing in common: heavy use of on-street parking on a roadway without adequate room for bike lanes. Several of these roadways also accommodate regular use of bicyclists, particularly Main Street, Throckmorton Street and South Street. Limited bicycle counts were conducted on July 13 along Main Street, at Throckmorton Street and at the intersection with South Street. For the total 1.5 hour duration, 31 bicyclists were observed. Of these, only 9 were riding the correct direction in the street. Four bicyclists were observed riding the wrong way in the street, and 18 were observed riding on the sidewalk. These roadways are thus ideal places to install sharrows, since they have been demonstrated to decrease wrong-way bicycling, and bicycling on sidewalks.

Figures 15 through 17 illustrate how sharrows would look on West Main Street, Throckmorton Street, and Center Street, respectively. On West Main Street between McLean Street and South Street (Figure 15), the centers of the sharrows should be marked at 11 feet from both curblines, in keeping with MUTCD recommendations. This figure also illustrates the proposed restriping of the parking lanes along W. Main Street from 8 feet to 7 feet in width, consistent with the recommendation discussed later in section 4.3. Figure 16 illustrates the use of sharrows along Throckmorton Street; the marking is placed at 11 feet off the curb on the eastbound travel lane, but placed just 4 feet from the curb on the westbound lane, since no parking is permitted for this direction. A similar sharrow treatment is recommended for Center Street (Figure 17); the center of the markings are placed 11 feet from the curb on the eastbound side, but 4 feet from the curb on the westbound side in the absence of on-street parking.

Figure 15: Sharrows on W. Main Street between McLean Street and South Street

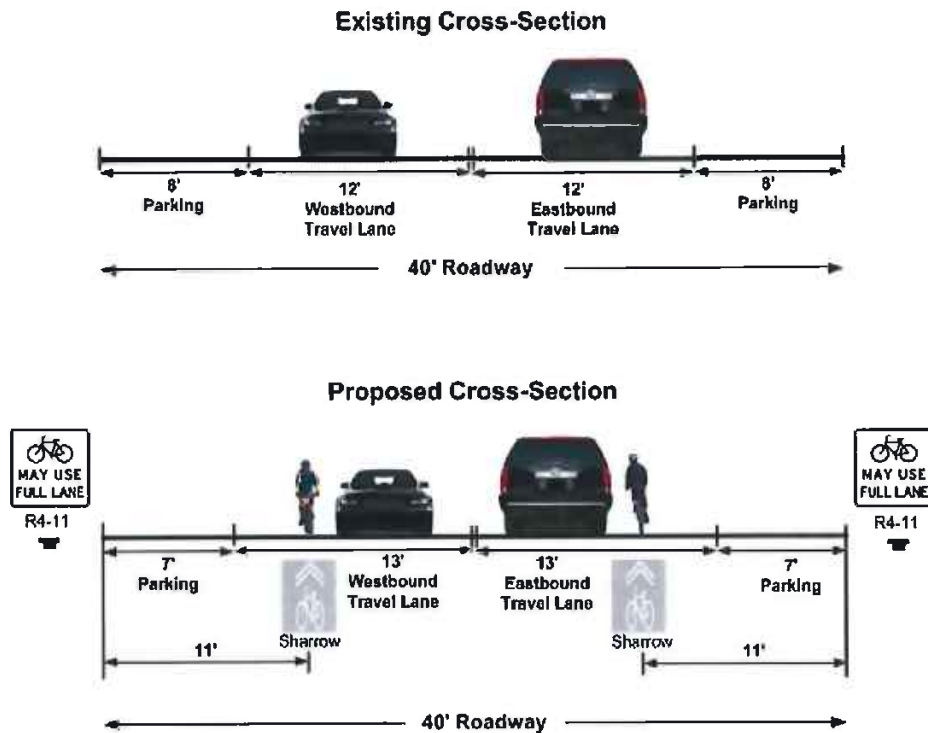


Figure 16: Sharrows on Throckmorton Street between W. Main Street and Monmouth Avenue

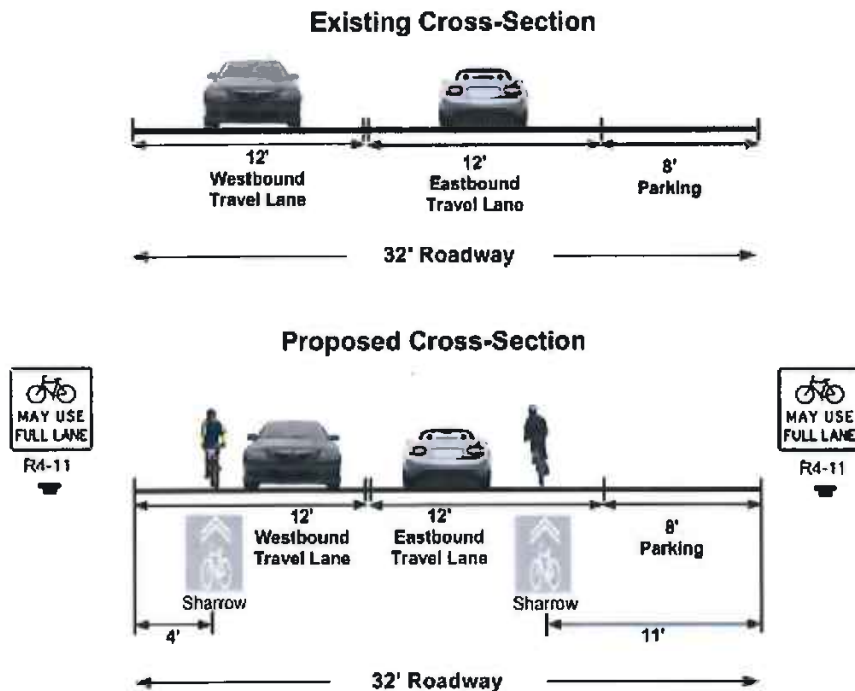
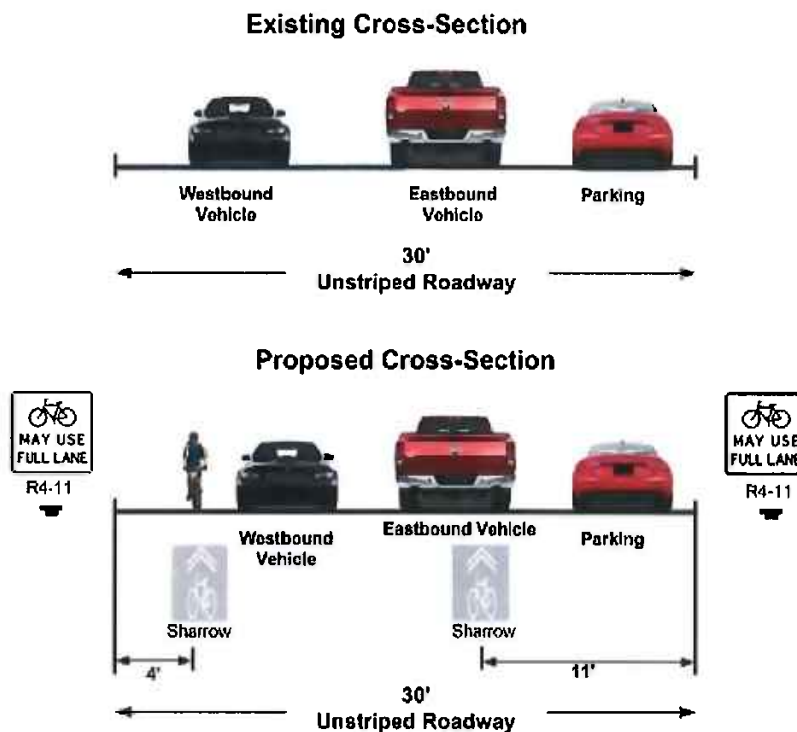


Figure 17: Sharrows on Center Street between Lloyd Street and Freehold Township



The recommendation of sharrows for Main Street through downtown Freehold received extensive discussion as part of the public involvement process for this plan. There were concerns that placing sharrow markings along Main Street might encourage a greater number of bicyclists to travel this heavily-trafficked roadway. It was noted by the study team that sharrows here are not meant to draw a higher number of bicyclists to the Main Street corridor. Main Street is viewed as an inhospitable roadway for bicycling by many in Freehold, and this roadway is acknowledged as “Poor” for bicycling in the *Bike Freehold* map that accompanies this Plan. However, this Plan recognizes that a significant number of bicyclists will continue to use W. Main Street, since this is a major route and hosts many commercial and public land uses that bicyclists (as well as pedestrians and motorists) find attractive. Therefore, the use of sharrows is recommended to encourage those bicyclists who currently ride on the sidewalk along Main Street, or who ride the wrong way, to ride in the roadway in a safer manner. They are also intended to encourage motorists to give a greater berth to bicyclists when passing them.

Although a relatively new marking, the use of sharrows is increasing rapidly across the country. There are several examples of uses comparable to Main Street in Freehold (average daily traffic volumes above 10,000; roadway width in the range of 40 feet; on-street parking both sides):

- Milwaukee Avenue in Chicago – this two-lane roadway is 40 feet in width, parallel parking both sides, with average daily traffic of 11,000 to 14,000, and bicycle volumes up to 3,000 per day.
- 34th Street in Astoria, Queens – this two-lane roadway is 40 feet in width, parallel parking both sides; average daily traffic is unknown, but estimated to be in range of 9,000 to 10,000.

- Massachusetts Avenue, Cambridge, MA – this four-lane roadway has parallel parking both sides, and average daily traffic of 29,000. The sharrows are marked at 10 feet from the curb.

Based on reports from these sites, there have been no operational traffic problems reported, and the facilities have encouraged safer behavior. For example, studies show that sharrows have led to more appropriate spacing between bicyclists and vehicles on Massachusetts Avenue.⁵

Because sharrows are a relatively new treatment, it is recommended that the Borough phase these in on Main Street after the larger bicycle network has begun to develop. An emphasis should be placed on first encouraging bicyclists to use alternative routes to Main Street, such as Broad Street. Sharrows can also first be placed on less busy roadways, such as Center Street, to begin to familiarize Freehold residents with these markings.

4.3 VEHICULAR PARKING

A complementary strategy to designating bike routes along Freehold roadways involves re-striping parking spaces on busy downtown streets. A recent study shows that the distance between parked vehicles and the curb corresponds to the width of parking spaces.⁶ Specifically, the mean distance from curb increases by 3.7 inches with every foot increase in parking space width. This is significant, since the closer to a curb that a vehicle is parked, the lower the risk for bicyclists in being struck by an opened car door. The re-striping of parking spaces is recommended in particular for Main Street, since it has the highest traffic volumes of the roadways studied, with heavy use of parallel parking spaces. Parking spaces are striped at 8 feet in width west of South Street, and 9 feet in width east of South Street. It is recommended that these parking spaces be re-striping at 7 feet in width.

4.4 EXTENSION OF HENRY HUDSON TRAIL

The greatest bicycling amenity – and at the current time the only designated bicycle facility in Freehold Borough – is the Henry Hudson Trail. The trail, 24 miles in length, begins in Atlantic Highlands and terminates at East Main Street in Freehold. The trail is paved with asphalt and is 10 feet in width, occupying a former railroad right-of-way. The abandoned railroad right-of-way continues south of East Main Street to Ford Avenue; an industrial structure occupies the ROW between Ford Avenue and the active Conrail line (Freehold Secondary Line) owned by NJ Transit. Interest has been expressed by area residents in continuing the Hudson Trail further into downtown Freehold, and connecting with a facility along the



Abandoned railroad ROW

⁵ FHWA, *TechBrief: Evaluation of Shared Lane Markings*, FHWA Publication No. FHWA-HRT-10-044, October 2010.

⁶ Peter Furth, *Parking Lane Width and Bicyclist Operating Space*, 2010 Transportation Research Board Annual Meeting.

Conrail ROW if that ever materializes. This would extend a popular recreational facility, and have the added benefit of cleaning up the abandoned right of way, which currently serves as an informal dump.

However, the crossing of Center Street makes the extension of the Hudson Trail along the railroad ROW an unlikely prospect in the short term. There is a change in elevation of roughly 14 feet at the intersection of the railroad ROW with Center Street; a railroad bridge once stood in this location. The Monmouth County Parks Commission has indicated that while an extension would be desirable, it would be difficult to justify a crossing of Center Street on economic grounds, if the sole purpose is to extend the trail an additional ½ mile. However, if the trail is connected to an extension of a rail-trail facility in the region (discussed in section 4.5), this improvement would be more feasible. It is thus recommended that the possibility be studied in conjunction with a rail-with-trail facility.

Short of an actual physical extension of the trail itself, the most effective means of connecting the Hudson Trail to downtown Freehold would be the installation of on-road facilities. This would take one of two forms:

- Installing “Share the Road” signs on Jackson Street and Center Street; or,
- Installing bike lanes on E. Main Street between the Trail and Center Street. This would be the preferred treatment.

Both of these treatments are discussed above in Section 4.2.

4.5 RAIL-WITH-TRAIL

Different recreational possibilities have been suggested for the freight rail line running through Freehold from northwest to southeast. West of the downtown, this line is known as the Freehold-Jamesburg line, and is owned by NJ Transit. East of the downtown, the line is known as the Freehold Secondary line, and is owned by Conrail. A Conrail train runs on both lines, but only two to three times per week. As part of this plan, Steering Committee members suggested evaluation of a rail-with-trail facility along this line. Similarly, the Monmouth County Park System recommends consideration of a greenway to occupy the rail line between Freehold and Allaire State Park.

However, any evaluation of a potential recreational facility on the freight rail line comes with several major caveats. One of Monmouth County’s highest priority transportation projects is the proposed MOM (Monmouth-Ocean-Middlesex) passenger rail line. This project, which is supported by both Monmouth County and Freehold Borough, would occupy the rail line, and takes precedence over any proposed recreational use. There should be no serious investigation of conversion of the railroad into a bike path, or a rail-with-trail facility, until the status of the MOM line has been resolved, and until such time that passenger rail service is no longer under consideration by the County and State.

In the event that passenger rail service is no longer under consideration, but freight service is still active, there could be evaluation of rail-with-trail. In a rail-with-trail – as the name implies – a trail is developed alongside an active rail line. According to a USDOT report, *Rails-With-Trails: Lessons Learned* (August 2002), there are 61 examples across the country. New Jersey has one example: the Traction Line in Morristown.

An important factor in rail-with-trail facilities is the setback of the trail from the rail line (defined as the distance from the center of the rail line to the edge of the trail). The rail setback on existing lines nationwide varies from 7 to 100 feet. Over half of the existing trails have setbacks less than 25 feet.

The rail line right-of-way in Freehold is:

- 100 feet between the northern border with Freehold Township and Vought Avenue
- 66 feet between Vought Avenue and Bowne Avenue, and between South Street and the southern border with Freehold Township
- 50 feet between Monmouth Avenue and Broad Street,
- 35 to 25 feet between Broad Street and South Street, in the center of town

A rail-with-trail would not be feasible between Broad Street and South Street due to the narrow ROW, but could be explored for sections on either side to the north and south. For the most representative section in Freehold – 66 feet ROW – the maximum setback is 23 feet. Although not ideal, it is feasible, particularly when other factors are considered:

- **Speed of train.** The train moves through Freehold at a very slow pace. A wide setback is considered most critical for high-speed service.
- **Frequency of service.** The Conrail trains run infrequently, normally two to three times per week.

Before planning is significantly advanced, the openness of Conrail and NJ Transit to a rail-with-trail facility should be evaluated. Although they have been successfully implemented in many places, rails-with-trails have also been discouraged by many rail companies. Some concern about establishing a formal rail-with-trail could be mitigated by the fact that the rail line essentially serves as an informal rail-with-trail facility today. Based on field views, there is regular pedestrian activity along the rail line, exceeding pedestrian activity along the nearest parallel roadway of Throckmorton Street. If a formal trail is devised, with a fence erected between the trail and the rail line and other treatments, safety could be enhanced. *Rails-With-Trails: Lessons Learned* notes that many railroad companies have seen the number of potential conflicts reduced due to well-designed trails, including adequate setback, separation, landscaping, and crossing design. The USDOT report also notes that railroads spend millions of dollars per year on insurance, legal fees, and claim payments, and that agreements that reduce liability exposure (e.g., indemnification agreements) can help to reduce these costs. This should also be taken into consideration by railroads.

Consideration should also be given to the ultimate trail operator, since they will bear the expenses of developing and maintaining the facility. The FHWA report notes that government agencies (usually states, counties, and cities) own about half the rail-with-trail corridors nationwide. In the large majority of cases where the railroad retains ownership, the trail management agency purchases a use easement or license from the railroad.

Because a rail-with-trail facility should be undertaken as a regional recreational facility, it is recommended that this investigation be undertaken by the Monmouth County Parks Commission.

4.6 REGIONAL CONNECTIONS

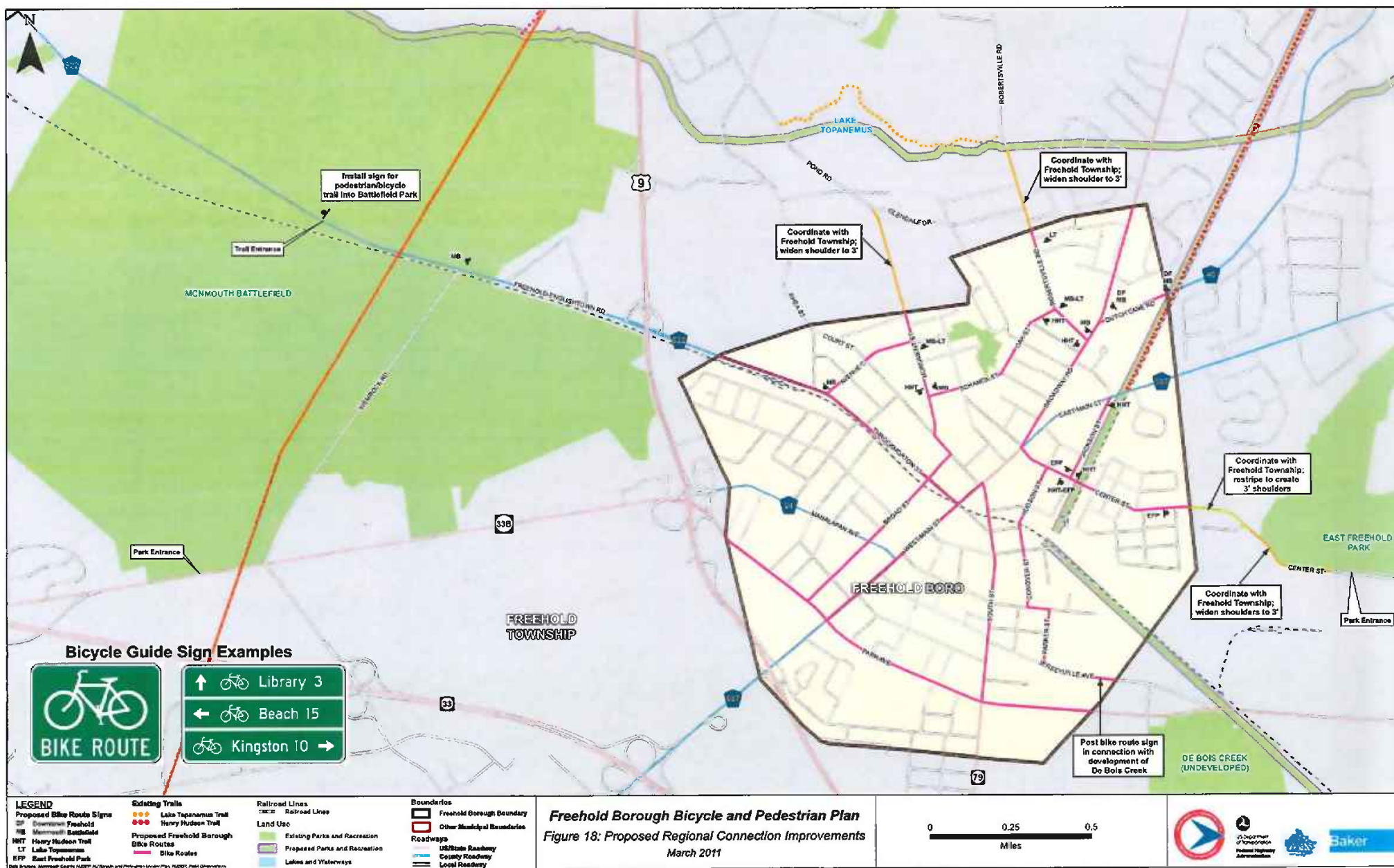
Providing bicycle connections to regional recreational destinations was identified as an important goal of the bicycle network, and is recommended in this Plan. The following regional destinations were identified as being of greatest interest:

- Monmouth Battlefield
- Lake Topanemus
- East Freehold Park
- Henry Hudson Trail

These facilities are within reasonable bicycling distance from Freehold Borough. Monmouth Battlefield is located in Manalapan Township, and Lake Topanemus and East Freehold Park are located in Freehold Township. In addition to these parks, regional bicycle network planning should ultimately encompass DeBois Creek, owned by the Monmouth County Park Commission. This site was historically a sod farm, and currently accommodates passive recreational use. It will ultimately be developed as ball fields or other active recreation; as an active site, visitation from Freehold Borough will likely increase.

Several different strategies are recommended to enhance access to regional destinations, as illustrated in Figure 18, and discussed below.

Develop the bicycle network within Freehold. This strategy is discussed and illustrated earlier in chapter 4. Within Freehold, it is important to connect the end of the Hudson trail to the downtown. One means would be signing bicyclists from the Hudson Trail onto E. Main Street (CR 537) and then onto Jackson Street and Center Street. In the future, Monmouth County will be signalizing the intersection of E. Main Street and Jackson Street/Jackson Terrace. This will enhance the crossing of E. Main Street by bicyclists and pedestrians, and facilitate the movement of bicyclists and pedestrians from the trail to downtown Freehold. Another strategy would involve placing a sign for downtown Freehold on the Hudson Trail at the intersection with Dutch Lane Road (CR 46), and encouraging bicyclists to use Dutch Lane Road and Broadway Road to access the downtown.



Provide bike guide signs to recreational destinations. Bike guide signage is regulated in section 9B.20 of the MUTCD. There are two choices for these signs: 1) provide the generic “Bike Route” signs (MUTCD D11-1), as found in most municipalities employing bike route signs; or 2) pair the Bike Route signs with supplemental plaques indicating the direction to a destination (D1-1) or destination with mileage (D1-1a). Signs that reference a specific destination can provide greater encouragement to bicyclists to travel to these regional locations. Figure 18 indicates locations where signage would be best located. Most are at intersections where turning movements will be required to follow the proposed bike route.



On the left, a D11-1 sign. Right top: a D1-1 sign. Right bottom: a D1-1a sign.

Post a directional sign into the back entrance of the Monmouth Battlefield Park. A sign at this location would provide a more direct route for bicyclists to the Battlefield Park than a route to the front entrance off NJ 33B. The latter requires turning left onto Wemrock Road from westbound CR 522, then right onto NJ 33B. Wemrock Road is incompatible for bicycle travel; it has no shoulders or minimal shoulders, and the underpass beneath the Conrail line immediately south of CR 522 is uncomfortably narrow for bicyclist travel. The Battlefield currently does not post a sign at its back entrance. However, there is a walking route between the Battlefield property to the south of CR 522 and the property to the north of CR 522, in close proximity to a solar-powered pedestrian warning flasher. It is thus recommended that Freehold Borough and Monmouth County coordinate with Monmouth Battlefield Park to install a small sign indicating a pedestrian/bike path into the Park.



The rear entrance to Monmouth Battlefield Park along CR 522. As seen in this photo, this roadway is already used by recreational bicyclists.

Coordinate with Freehold Township on physical improvements. Because of the locations of the parks, improvements on Freehold Township roadways are recommended. Three roadways are of particular interest:

- Pond Road – This is one of two principal routes to Lake Topanemus. Shoulders are minimal, at 1 to 2 feet wide, on the section between the Freehold Township border and Glendale Drive. Travel lanes are only 10.5 feet in width. To provide a bicycle compatible roadway, it is recommended that Freehold Township consider expanding shoulders to 3 feet as part of future roadway resurfacing.
- Robertsville Road – This is the other principal route to Lake Topanemus. Travel lanes are 10.5 to 11 feet in width, and shoulders are 1.5 feet. It is recommended that Freehold Township consider widening shoulders to 3 feet in width as part of future roadway resurfacing, for a bicycle compatible roadway.
- Center Street – This is the principal route to East Freehold Park. The section between the Freehold Borough border and Ginesi Street already is of bicycle-compatible width; 3-foot shoulders could be created by restriping the roadway. East of Ginesi Street, the roadway has 12-foot lanes and 1-foot shoulders, and future resurfacing should provide 3-foot shoulders.

By taking these actions, these roadways would provide a more comfortable bicycle ride for residents of Freehold Borough and Freehold Township alike.

4.7 BICYCLE PARKING

Bicycle parking is an important element of the bicycle infrastructure. Well-maintained bicycle parking can help encourage persons to take bicycle trips to destinations that they otherwise might avoid. Further, in the absence of visible and functional bicycle parking, bicyclists may simply choose to lock their bikes to lamp posts, parking meters, signs, and other street furniture. This section discusses recommendations for enhancing bicycle parking in Freehold.

Freehold Borough Ordinance No. 2009-24, “Ordinance Regulating Bicycle Parking Racks/ Bicycle Storage, Securing of Bicycles” prohibits the parking of bicycles at any appurtenance other than a bicycle rack in public or semi-public rights of way. Any bicycle so parked may be impounded by the Borough Police. Since an ordinance of this nature is highly unusual, it is likely that some visitors to the Borough, and even some residents, may not be aware of its existence. Therefore, to avoid a situation where well-meaning bicyclists have their bicycles impounded after visiting the downtown, it is critical that Freehold provide a good supply of bicycle racks throughout the downtown, conspicuous and convenient for possible users.

An effective way to determine where bike racks should be located is to identify where bicyclists currently park their bikes. Conversely, placing bike racks where they go unnoticed, or in locations inconvenient to bicyclists, will ensure that they go unused. As noted in *Bicycle Parking Guidelines* (Association of Pedestrian and Bicycle Professionals, 2nd edition), short-term parking racks should be:

- Placed no more than 50 feet from the door of the destination; otherwise, cyclists may lock to other street furniture or trees.
- Visible from the destination to reassure cyclists about the security of the rack.
- Located in a high-traffic area with passive surveillance or eyes on the street.
- Located along the desire line from adjacent bikeway (the path that cyclists are most likely to travel).

Two options are recommended for consideration to address bike parking needs in downtown Freehold. Option A (Figure 19) illustrates potential locations for bike racks in front of commercial uses along South Street and Main Street. Bike racks are placed in the vicinity of locations where bikes were inventoried on field views. These locations are, logically, where bicycle activity is generated: restaurants, grocery stores, community facilities (e.g., the Library), banks, and other uses. Placed in these locations, bike racks can intercept bikes that otherwise would be chained to poles or signs. A total of 13 new inverted-U bike racks are recommended along South Street and Main Street, along with increased capacity at the Bus Station.

Option B (Figure 20) illustrates potential options for bike racks behind commercial uses along South Street and Main Street. These options are more limited, simply because space is not available to the rear of these stores to the same degree that it is available in front of the stores. However, one possibility would be placing bike racks on top of the physical islands at the head of parking bays in the Market Yard parking lot. Other locations are also indicated, such as in the parking lot immediately behind the Columbia Triumphant statue. This option involves bike racks in seven new locations; at least two inverted-U racks could be placed in each location.

It has been indicated by the Freehold Center Partnership that one potential location for bike racks would be next to the dumpster at the rear of the Market Yard parking lot. This location should be discouraged, as it would be less conspicuous than places closer to retail uses, and would create an unpleasant association with the activity of bicycling. At the Public Information Center for this plan, a number of residents voiced concern about locating bike racks behind retail uses and out of eyesight, since bikes at these sites would be more susceptible to theft. If bike racks are sited to the rear of retail uses, it is important to accompany these locations with bicycle parking signs placed to the front of the retail uses. In the absence of these signs, many visitors to the downtown will likely remain unaware of the rack locations. MUTCD sign D4-3 should be used.



Sign D4-3.

The two bicycle parking options were presented at the Public Information Center and the Borough Council meeting on December 20th, as part of public outreach for this plan. Attendees at the Public Information Center indicated unanimous support for Option A, while Borough Council members indicated that Option B was preferred by many of the downtown merchants, including restaurant operators. Some merchants are concerned that bike racks on sidewalks would occupy space that could be used for tables or pedestrians. There was also a concern that racks would be occupied by workers, and would not be free for visitors.

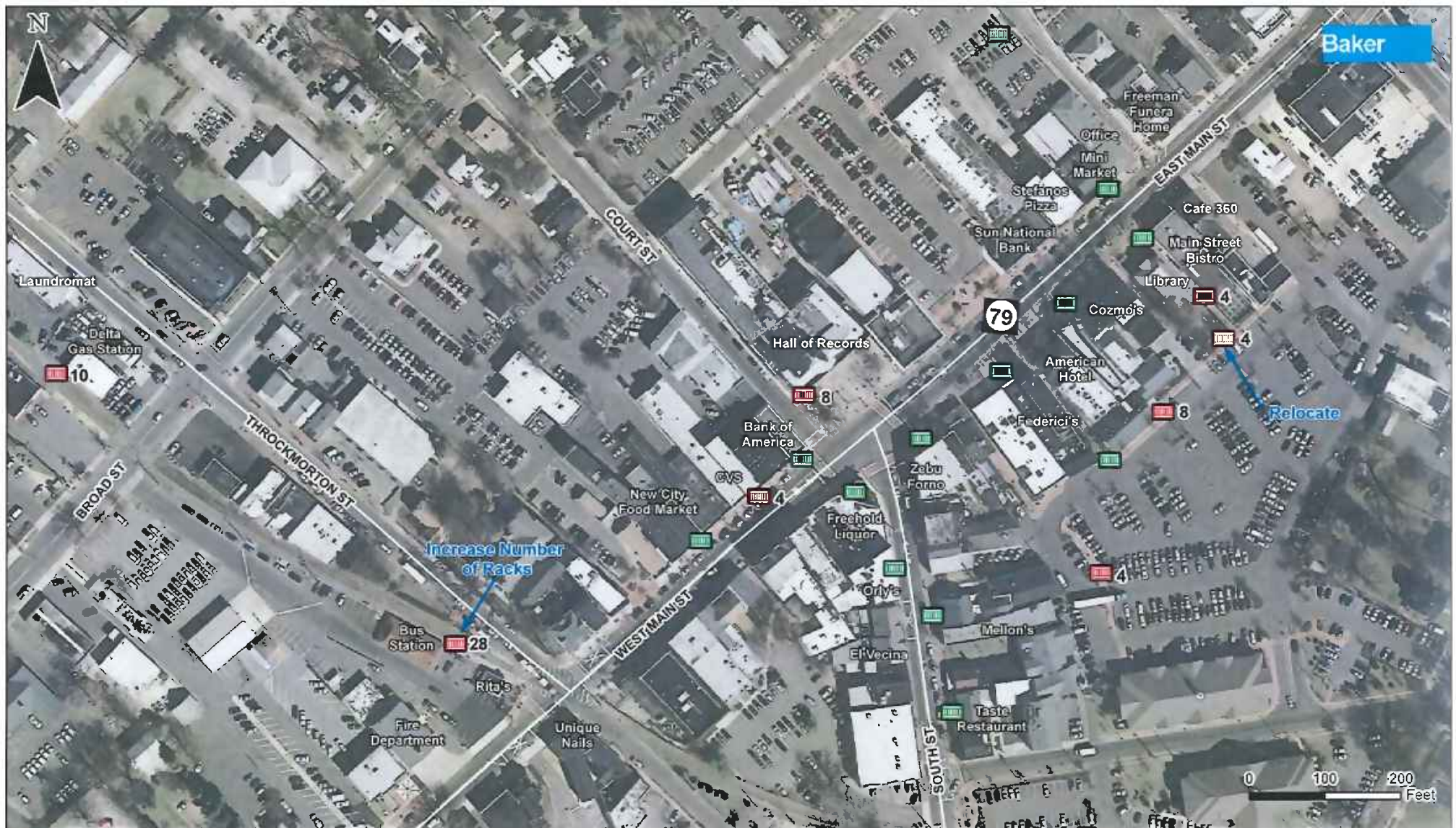
There are a number of potential solutions to these issues, in addressing the concerns of both the bicycling public and downtown business owners:

- Offer an “Option C” – a mix of the bike rack locations suggested in Options A and B. If constrained space proximate to restaurants is the most significant obstacle to bike racks, they could be placed in front of commercial uses along South Street, as well as along much of the north side of Main Street, such as in front of the Bank of America, or Sun National Bank. Restaurants without outdoor seating could also be considered for bike racks in front. For area of the downtown where sidewalk space is at a premium, racks could be placed immediately behind the commercial uses, in a visible location.
- To help address the issue of sidewalk clutter, install bike racks that provide an aesthetic enhancement to the downtown. Bike racks can be made in a wide variety of shapes, as discussed later in this section. The vo-tech high schools in Monmouth County – including the school in Freehold – could hold a competition for their students to design a bike rack for use in the downtown.
- Place a number of racks to the rear of stores, and indicate that these are for “employee bike parking”, to help free up parking for visitors to the front of stores.
- Install a “bike corral” in the street, replacing one on-street vehicular parking space. This storage technique has been increasingly employed in municipalities such as Portland, Oregon. Downtown merchants in that municipality favor this option since it frees sidewalk spaces for other uses. Five inverted-u racks can be installed in a typical vehicular parking space, thus creating room for 10 bikes. Bike corrals should be demarcated with bollards, concrete curbs, or other means to provide safety and visibility.

Besides the downtown, bike racks should also be placed at parks and schools, other major retail uses (such as the Shop-Rite along Park Avenue).



Bike corral in downtown Portland. (Credit: Jonathan Maus, BikePortland.org)



Proposed Bike Racks



Existing Bike Racks

Freehold Borough Bicycle and Pedestrian Plan

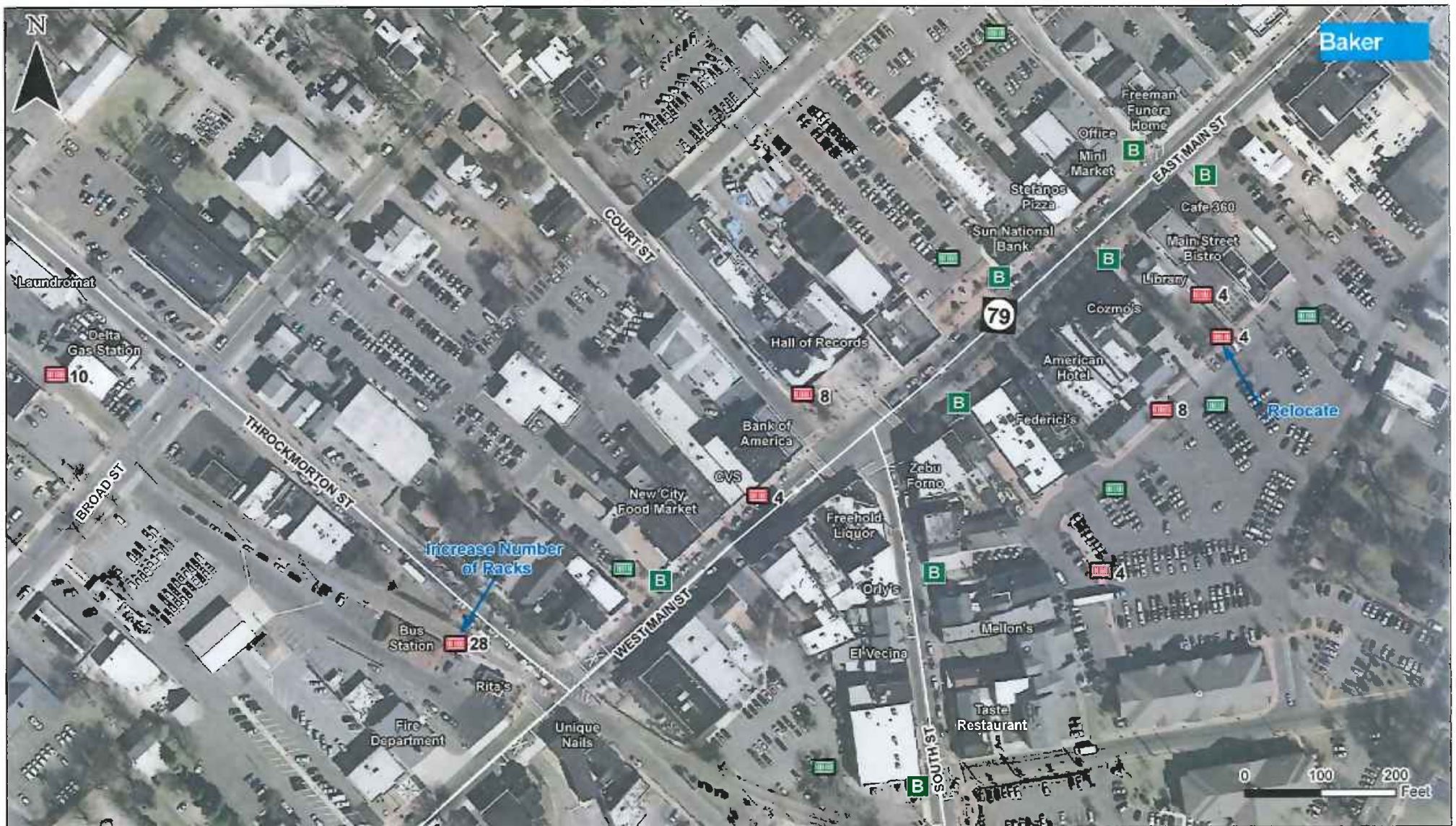
Figure 19: Proposed Downtown Bike Parking, Option A

December, 2010



U.S. Department of Transportation
Federal Highway Administration





- | | | | |
|--|------------------------|---|------------------------|
|  | Proposed
Bike Racks |  | Existing
Bike Racks |
|  | Bike Rack Signs | | |

Freehold Borough Bicycle and Pedestrian Plan
 Figure 20: Proposed Downtown Bike Parking, Option B
 December, 2010



4.7.1 Bike Rack Design

The following criteria are recommended by APBP for a bike rack design:

- Support the bicycle upright by its frame in two places.
- Prevent the wheel of the bicycle from tipping over.
- Enable the frame and one or both wheels to be secured.

Given these criteria, the Borough should not install the “Wave” rack, which currently predominates in the downtown. This rack supports a bicycle in only one place. Further, it is often misused by bicyclists who lock a bicycle parallel to the frame (not perpendicular), thus permitting only two bicycles to be locked to a rack that has capacity for four bicycles. Handlebar conflicts are common between adjacent bikes, and, in general, it can be difficult to fit in as many bicycles as the manufacturer promises.

The two most common and recommended racks include the Inverted-U, and Post and Ring, and these are recommended for downtown Freehold. Both support bicycles at two points, are intuitive to use, and are inexpensive. These can be easily arranged in a series to expand capacity of parking at any one location. Aesthetic bike racks, such as the “Music” bike rack on this page, may also be considered.



Music-themed bike rack on the left (source: Creative Metalworks, LLC).

Unique example of post-and-ring bike rack on the right.



On the left: a common problem with the Wave rack is that bicyclists often park parallel to the rack, not perpendicular, thus reducing capacity. This rack is in front of the CVS. On the right: the Inverted-U rack is inexpensive and functional. One rack can be placed by itself, or several racks can be placed in a series, 3 feet apart.

5.0 CROSSWALKS



5.1 EAST MAIN STREET

The heart of the downtown is the block of East Main Street between Court Street/South Street and Center Street/Spring Street. Midblock pedestrian crossings are common, as documented in Section 3.5. Given the distance between signalized intersections – 800 feet – and the heavy pedestrian activity, midblock crosswalks to facilitate pedestrian crossings are justified and recommended. The potential locations for crosswalks are presented in two options in Figure 21:

- **Option 1** – This would involve one crosswalk situated close to the block mid-point, aligned with the pedestrian alley to the Market Yard parking lot just west of the Library. This location sees pedestrian activity since many persons parking in Market Yard emerge here, but also due to popular land uses – Library, Stefano’s Pizza, Mini-Market – in proximity of the crossing.
- **Option 2** – This would involve the installation of two crosswalks: one at Sun National Bank, and another at Morris Street. The crosswalk at Sun National Bank would likely be the most heavily used crosswalk of the locations discussed in this section, based on pedestrian counts. It should be noted, however, that at a distance of 240 feet to South Street, this crosswalk is also closer to the signalized intersection than is considered ideal. A distance of 300 feet from signalized intersections is typically sought for midblock crosswalks. If interest develops in providing more advanced treatment to this crosswalk in the future, such as pedestrian hybrid beacons or other flashing treatments, the close proximity could prove an impediment to approval of more advanced treatment by NJDOT.

All crosswalks installed should be accompanied by “Stop for Pedestrian” signs mounted on the roadway centerline, or by roadside Pedestrian Crossing signs.



-  Option 1 - One Crosswalk
-  Option 2 - Two Crosswalks

Freehold Borough Bicycle and Pedestrian Plan
Figure 21: East Main Street Midblock Crosswalk Options
 December, 2010



U.S. Department
of Transportation
Federal Highway
Administration

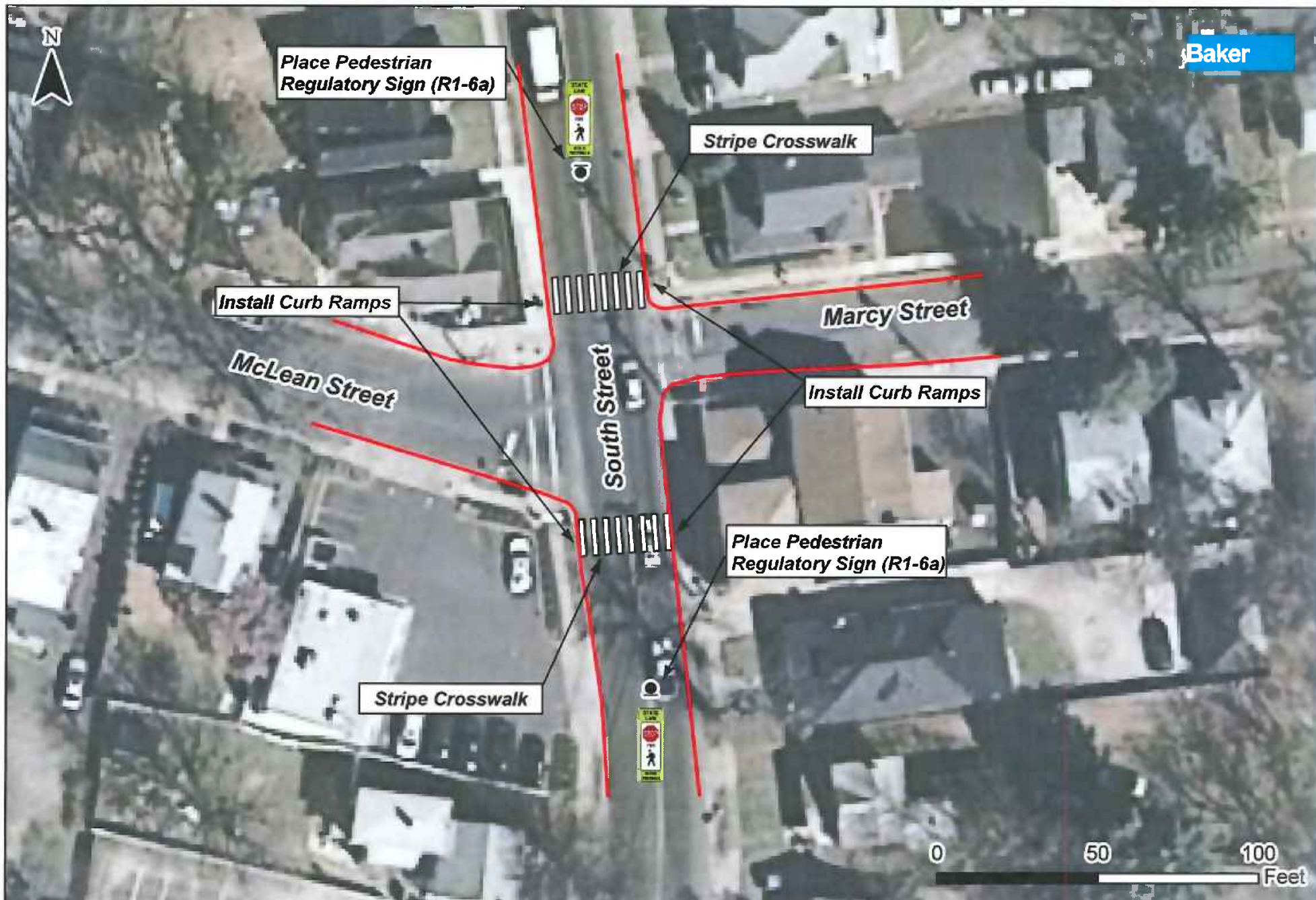


5.2 SOUTH STREET AND MARCY/MCLEAN STREETS

A high level of pedestrian crossing activity was observed at this intersection. Pedestrian crossing activity is diffuse; this may be due, in part, to a lack of crosswalks and curb ramps to focus pedestrian crossings. As discussed in Section 3.5, a sizable number of pedestrians cross South Street at an angle from the northwest corner of McLean Street and South Street, to the northeast corner of Marcy Street and South Street. To promote a greater level of expectancy on the part of motorists and pedestrians, and to enhance the safety of pedestrian crossings, the following improvements are recommended, as illustrated in Figure 22:

- Installation of high-visibility crosswalks to the north of Marcy Street, and to the south of McLean Street, with curb ramps at the ends of both crosswalks.
- Placement of “Stop for Pedestrian” (R1-6a) signs in advance of the crosswalks.

Since South Street is State Route 79, NJDOT would investigate this recommended improvement.



- Existing Curb Line
- Proposed Sign
- Proposed Crosswalk

Freehold Bicycle and Pedestrian Plan
Figure 22: Crosswalks at South Street and McLean/Marcy Streets
 December, 2010



6.0 INTERSECTION IMPROVEMENTS

6.1 WEST MAIN STREET AND THROCKMORTON STREET

As discussed in Section 3.6, this unsignalized intersection meets the MUTCD warrant for signalization. It is recommended that the Borough pursue signalization, to help reduce the potential for conflicts between motorists and pedestrians or bicyclists, and to reduce delay on Throckmorton Street.

At the presentation of the plan to the Freehold Borough Council, council members indicated that efforts to signalize this intersection in the past had encountered a number of obstacles, including the proximity to the Conrail line, which requires the involvement of that agency in the signal design and approval process. It should be acknowledged that coordination with Conrail will likely have the effect of lengthening the signal design and approval process. However, based on the initial assessment of the intersection for this plan, proximity to the rail line should not present a significant obstacle to signalization. Signal phases for vehicular movements will need to be pre-empted by the approach of trains. Given the relative infrequency of trains at this location, there will be minimal impact on vehicular delays, and relatively little interaction between trains and motorists.

It was also indicated that the requirement for NJDOT to approve a signal had slowed the process. However, NJDOT's involvement in signal approval has changed with the passage of a 2008 state law (P.L. 2008, c. 110) which grants to municipalities the authority to approve certain traffic control devices, including traffic signals, on municipal roadways. NJDOT will still need to review any plans to signalize this intersection, since it lies within 1,000 feet of a state roadway (NJ 79), and the state thus has interest in determining if signalization will impact its roadway. However, under the new state law, municipalities manage the process.

6.2 WEST MAIN STREET AND PARK AVENUE

As documented in Table 5, motorists turned left and struck pedestrians crossing in the crosswalk at this intersection in two crashes in the study period. One motorist was westbound on Park Avenue, and the other was eastbound on Park Avenue (NJ 33). The installation of "Turning Vehicles Stop for Pedestrians" signs is thus recommended for both of these vehicular approaches, as illustrated in Figure 23. An assessment of other physical conditions at this intersection also reveals the need for other improvements:

- Install curb ramp on northwest corner;
- Install detectable warnings on the curb ramps; and,
- Add three seconds to the Park Avenue signal phase. The current pedestrian clearance time is 22 seconds, but a clearance time of 25 seconds is needed to permit pedestrians to cross West Main Street at a walking speed of 3.5 feet per second, as stipulated by the 2009 MUTCD.

Figure 23: West Main Street and Park Avenue Intersection Improvement



6.3 EAST MAIN STREET AND BROADWAY ROAD

As documented in Table 5, three crashes at this intersection in the study period involved motorists turning left into crossing pedestrians: a westbound motorist on Broadway (NJ 79); a westbound motorist on East Main Street (CR 537); and an eastbound motorist on East Main Street (NJ 79). Despite the crash involving a westbound motorist on East Main Street, a “Turning Vehicles Stop for Pedestrians” sign is not recommended for this approach. This is because left turns are prohibited from this approach. However, signs are recommended for the other two approaches – westbound on Broadway and eastbound on East Main Street – where crashes have occurred. A sign is also recommended for the Center Street approach, although a crash has not occurred here. Conflicts were observed between motorists and pedestrians at this leg on field views. Improvements are illustrated in Figure 24.

Figure 24: East Main Street and Center/Spring Street

An assessment of physical conditions at this intersection also reveals the need for improving the street lighting in the vicinity of the Spring Street approach, and the southwest corner of the intersection. Field views at night indicated that this area is darker than desirable.

It should also be noted that Steering Committee members expressed concern about crossing East Main Street at this intersection. They indicated that there was no clear indication of when pedestrians could cross. Based on a field investigation, the signal at this intersection is working satisfactorily. The signal directive calls for a "Walk" signal when the pedestrian pushbutton is actuated. However, the Walk signal does not come up immediately following actuation, and the length of the signal cycle is 120 seconds for most of the day, which is longer than most signals. Complaints relating to the Walk signal may therefore be traced to the fact that the Walk signal does not automatically appear. Since pedestrian crossing volumes are relatively low at this end of the downtown, and traffic delays are heavy, the current use of pedestrian actuation at this intersection is appropriate from a traffic control perspective.

7.0 SIDEWALKS








Two priorities for the installation of new sidewalks were identified: along Park Avenue and Throckmorton Street. Both are illustrated in Figure 25.

Throckmorton Street. A sidewalk is recommended for the north side of Throckmorton Street between Avenue C and Rhea Street, to provide extension of the sidewalk network. Pedestrian volumes along Throckmorton Street diminish west of Rhea Street, and a bus stop here is the last significant pedestrian generator along the roadway. A sidewalk would also be desirable for the south side of Throckmorton Street between Ann Street and Rhea Street. However, installation of a sidewalk here will require more study. Throckmorton Street directly adjoins the Conrail right-of-way, and it is not evident from tax maps if sufficient right-of-way is available to install a sidewalk along Throckmorton Street. This will require a survey.

Park Avenue. A sidewalk should be installed along Park Avenue (NJ 33) where missing between South Street and the Freehold Township border. There is regular pedestrian activity along Park Avenue related, in part, to the concentration of retail uses here. Based on field views, it would be feasible to install a sidewalk along both sides of the roadway. It would also be desirable to implement access management strategies for driveways along this corridor in conjunction with sidewalk installation, in order to reduce the potential for conflicts between pedestrians and motorists turning into and out of driveways on this corridor.

In addition to these improvements, it is also recommended that action be taken to improve sidewalks in poor condition. These segments are found in isolated sections throughout the borough, and identified in Figure 2; these should be replaced when opportunity permits. Sidewalk repair/replacement is the responsibility of adjacent property owners.



Land Use		Sidewalks	
	Single Family Residential		Proposed
	Multiple Family Residential		Existing
	Commercial		No Sidewalk
			Planned by Borough

Freehold Borough Bicycle and Pedestrian Plan

Figure 25: Proposed Sidewalk

November 2010



8.0 COMPLETE STREETS POLICY

It is recommended that a Complete Streets Policy be adopted by Freehold Borough. As defined by the National Complete Streets Coalition, Complete Streets are designed and operated to enable safe access for all users (www.completestreets.org). Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Interest in the idea of Complete Streets has grown significantly since the birth of the movement in 2003. Nationwide, 183 jurisdictions have adopted Complete Streets policies, including 31 in the category most comparable to Freehold (municipalities of 20,000 people or fewer).

In New Jersey, Monmouth County was the first to adopt a complete streets policy, and a policy has also been adopted by five municipalities. The Monmouth County policy draws heavily upon the Complete Streets policy approved by NJDOT in 2009. It states that Complete Streets policy will be applied to all projects on the Monmouth County Capital Improvements Program. That Program should be reviewed to ensure that it is consistent with the recommendations of this Plan.

The Monmouth County policy can serve as a model for a similar policy for Freehold Borough. Following are examples of components of the policy:

- Establish a checklist of pedestrian and bicycle facilities that should be routinely evaluated as part of future roadway projects in Freehold.
- Whenever a roadway is resurfaced in Freehold, evaluate potential actions that would enhance the roadway for bicycle or pedestrian compatibility.
- Evaluate transportation improvements using all appropriate standards, including NJDOT guidelines and AASHTO *Guide for the Development of Bicycle Facilities*, and AASHTO's *Guide for the Planning, Design and Operation of Pedestrian Facilities*.

As is true for the Monmouth County policy, exemptions should also be provided for the Freehold policy. Monmouth County indicates that an exemption is possible when the cost of the new accommodation is excessively disproportionate to the cost of the project.

In its essence, application of a Complete Streets policy would involve examining the opportunity for accommodating pedestrians and bicyclists on new and retrofit projects, including design, planning, maintenance and operations, for the entire right-of-way. Even a relatively simple resurfacing project should involve an evaluation as to whether the roadway can better accommodate bicyclists.

The Monmouth County Complete Streets Policy is provided in Appendix B.

9.0 EDUCATION, ENFORCEMENT AND ROADWAY MAINTENANCE

Maintenance of roadways, including on-road bicycle facilities; education of bicyclists and motorists; and enforcement of traffic laws and statutes are important considerations as the potential for increased bicycle ridership increases along with the creation of new facilities.

9.1 SAFETY EDUCATION

To properly plan for future increase in bicycling and walking in Freehold, it is important to implement educational programs that encourage safe and lawful practices among bicyclists, pedestrians and motorists. By utilizing the resources of the local police, schools, and community institutions such as churches, education programs have the potential of reaching a broader audience and cross section of the community.

The following groups should be educated about bicycle and pedestrian safety and awareness:

- Hispanic community
- Young (17 and under) bicyclists
- Parents of young bicyclists
- Adult bicyclists
- Motorists

9.1.1 Outreach to Hispanic Community

The Hispanic community, particularly new immigrants, should be an important focus of educational efforts given their significant presence in the bicycling community, and their involvement in bicycle crashes and pedestrian crashes. A comprehensive overview of safety education recommendations for the Hispanic community is provided by an FHWA report, *Promoting Pedestrian and Bicyclist Safety to Hispanic Audiences*, November 2005. This can be found at the following website:

http://safety.fhwa.dot.gov/ped_bike/hispanic/

Following is a summary of guidance from that report, supplemented by recommendations by safety advocates in New Jersey.

- Messages about pedestrian and bicycle safety for Hispanic audiences should:
 - Focus on the value of family and impact on family.
 - Be realistic, with relationships to their lives.
 - Have an emotional component (e.g., graphic and explicit descriptions of crashes), but should not be overly frightening or use “scare tactics.”
- These messages should:
 - Use graphics, photos, and other visuals.
 - Be concise, not too wordy, and written for low literacy level.
 - Be clear and free of jargon
- For new immigrants, graphic brochures should be disseminated at:
 - Public transit stations
 - Supermarkets or convenience stores

- Churches
- The following subjects should be taught:
 - Importance of obeying laws
 - Traffic signs (exactly what signs mean; many signs are the same in Latin American countries, but understanding these signs is still an issue)
 - How traffic regulations are enforced in the U.S. (regulations tend not to be enforced as strictly in Latin American countries)
 - How to cross the street safely (including using crosswalks, understanding walk/don't walk signals, and pushing a button to get a walk signal)
- For bicyclists in particular, the following subjects should be taught:
 - Importance of stopping at every light
 - Be visible (wear light clothing at night, and have lights on the bicycle)
 - Be predictable (do not swerve between parked cars)
 - Ride bike with traffic (some Latin American countries permit bicyclists to ride on the opposite side of the road)

Past Efforts

The Freehold Police have in the past conducted safety education outreach efforts with the Hispanic community. These efforts have included conducting a safety workshop, which included handing out safety equipment such as bicycle helmets and vest, and passing out brochures. Many of the police activities were coordinated through St. Rose of Lima Church, which has a significant Hispanic presence. The activities cited above are consistent with the best practices for outreach to the Hispanic community recommended in the 2005 FHWA study.

However, according to the Freehold Police Department, these events have not been conducted in the Borough for several years. Police indicated that organizing these safety events was more feasible when *Nosotros*, the Spanish newspaper, operated out of Freehold. It has since moved to Asbury Park.

Recommended Actions

Although *Nosotros* is no longer in Freehold, the Police Department retains important partners in St. Rose of Lima Church and Casa Freehold, an immigrant advocacy organization. The St. Rose parish administrator has indicated interest in sponsoring future bicycle safety education events. Indeed, outreach efforts should be expanded. Holding a workshop is commendable, but a more active outreach to members of the Hispanic community has the potential to bring safety messages to a greater number of persons. Along with workshop events held at the St. Rose parking lot, consideration should be given to handing out brochures (and safety equipment, if available) following the Spanish-language masses on



Bilingual safety education brochure

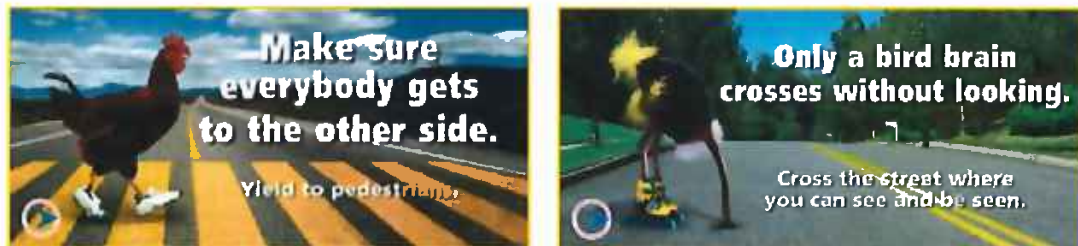
Saturday evening and Sunday morning. Coordination efforts should also be made with Casa Freehold. Efforts should be made to bring in safety educators from other organizations to supplement police efforts. The turnover in the Hispanic community means that outreach efforts must take place at a regular basis.

9.1.2 Other Outreach Groups

Schoolchildren comprise an important target group. The National Highway Traffic Safety Administration (NHTSA) distributes a packet called "Getting to School Safely Community Action Kit." Within the packet there are fact sheets about bicycle and pedestrian safety. More information on this program can be found at the following website:

http://www.nhtsa.gov/people/injury/buses/Getting_to_School/devschool.html

NJDOT uses several messages to educate citizens about bicycle and pedestrian safety. The two messages used primarily for pedestrian safety education include: "Cross the street where you can see and be seen" (intended to encourage pedestrians to be aware of motorists) and "Yield to Pedestrians" (intended to encourage motorists to stop for pedestrians in a crosswalk).



Bicycling tips for children can be found at the following page on the NJDOT website:

<http://www.state.nj.us/transportation/commuter/bike/kids.shtm>

Bicycling tips for all age groups can be found at the following page on the FHWA website

<http://www.bicyclinginfo.org/education/resource/fhwa.html>

Safe pedestrian tips can be found at the following website:

<http://www.walkinginfo.org/education/>

Educational efforts, such as "bicycle rodeos," should be held at Freehold schools. The Freehold school district should also continue its Safe Routes to School efforts. In May of 2008, a SRTS Grant was submitted to the New Jersey Department of Transportation in coordination with the local municipality. At that time, the following statistics existed:

Table 8: Freehold Elementary and Intermediate Students Mode of Transportation to School

School	Walkers	Bicyclists	Bus	Drop Off/Other
Freehold Learning Center	40	20	20	435
Park Avenue Elementary	294	40	20	113
Freehold Intermediate School	196	25	0	170

The Safe Routes to School grant includes the installation of crosswalk treatments to help alert drivers to pedestrian activity near schools. The SRTS Grant also includes the installation of five flashing beacons and one hardwire flashing beacon at six locations to serve the three schools. The project will include a pair of driver feedback signs along Barkalow Avenue (one for each direction) with the pair of flashing beacons. Another pair of flashing beacons surrounding a Posted School Zone Speed sign will be posted on Park Avenue. The final pair of flashing beacons surrounding a Posted School Zone sign will be installed on Dutch Lane. The speed zone signs will be installed at locations that are covered by a school speed zone ordinance. By slowing traffic at these locations, the overall safety for the children should be improved. The speed of traffic has often been cited by Freehold parents that drive their children to school. This effort will improve the area for students to access the schools by biking and walking.

A police safety officer has been in regular communication with the school district and will cooperate with the program to accurately locate the flashing beacons at the start of the school zones along Park Avenue and Dutch Lane, and provide advice on locations for the beacons and driver feedback signs on Barkalow Avenue. The officer will have continued outreach with the schools and students to encourage and educate children and parents on the proper safe routes to schools.

In summary, the school district expects to see an increase in the number of students that will walk or bike to school, and it is anticipated that use of warning flashers, and increasing drivers' awareness of their speed, will decrease the travel speed in the school zones and area. This will be monitored by the local police. Teachers, parents, and students will be constantly reminded of the many positive benefits of walking and biking to school through district communications and instructional programs.

9.2 ENFORCEMENT

At the public meeting for this plan, Freehold residents emphasized the importance of enforcement, particularly with regard to persons who bicycle in the wrong direction, or on the sidewalk. The Freehold ordinance prohibits riding bicycles on the sidewalk (10.40.060) and on the sidewalk in the central business district in particular (10.40.070), and the Police have regularly ticketed offenders of this regulation. Residents also indicated that not all bicyclists use lights after dusk. The Freehold ordinance requires use of a bicycle lamp from one hour after sunset to one hour before sunrise (10.40.050). Ordinance provisions are thus in place to address the most common concerns expressed by Freehold residents at the public meeting, and the Freehold police should continue to enforce these laws.

An ordinance which drew significant comment at the public meeting prohibits bicycles to be locked to anything other than bicycle racks on public or semi-public rights of way, or on public property. This ordinance is discussed in Section 5.

There have been past discussions about the balance between education and enforcement. Casa Freehold has expressed concern about requiring court appearance for tickets, since laborers may face a situation where they would choose between appearing in court or losing their employment. The policy on court appearances for minor offenses should thus be evaluated, as well as consideration to providing warnings for first offenses, rather than tickets.

In addition, a review of enforcement regulations and practices may assist in identifying opportunities to partner with community, county, or state organizations to inform users about safe bicycle travel behavior, such as the required use of helmets by bicyclists under the age of 17 (N.J.S.A 39:4-10.1). Outreach and promotion through community channels and events is a critical piece in reminding motorists, bicyclists, and pedestrians of applicable laws and recommended travel practices.

9.3 MAINTENANCE

The condition of a roadway's surface is an important factor in bicycle comfort and safety. When a surface is irregular it not only causes an unpleasant ride, but also poses risk to the bicyclist. An irregular surface (such as a pothole) may cause a bicyclist to swerve into motor vehicle traffic to avoid the obstacle, or it can off-track the bicycle's tires. NJDOT and AASHTO bicycle guidelines recommend the routine maintenance of roadways to provide good riding conditions for bicycle traffic. In addition, efforts should be made to remove debris in the roadway, especially along the outside edge of roadways where bicyclists often ride. Particular attention should be given to cleaning shoulders, or bike lanes, if these are installed in Freehold. Debris can impact bicycle operations and increase maintenance needs of roadway facilities over time.

10.0 IMPLEMENTATION AND FUNDING

10.1 IMPLEMENTATION MATRIX

A wide variety of strategies are proposed in this plan. Table 9 summarizes the strategies by location, issue and improvements. Rough estimates of timeframe and cost are provided, along with the priority. The responsible party is indicated, and the overall table is classified by the level of jurisdiction.

Table 9: Implementation Matrix

Location	Issue	Improvement	Timeframe	Cost	Priority	Responsibility
State						
South Street (NJ 79), from Park Street to Elm Street	Bicycle accommodation	Install shoulders	Short	Low	Medium	NJDOT – TE&I (Traffic Engineering and Investigations)
South Street (NJ 79), from Elm Street to Main Street	Bicycle accommodation	Install sharrows	Short	Low	Medium	NJDOT – TE&I
E. Main Street (NJ 79), from South Street to Center Street	Bicycle accommodation	Install sharrows	Short	Low	High	NJDOT – TE&I
Broadway Road (NJ 79), from E. Main Street to Dutch Lane Road	Bicycle accommodation	Re-stripe shoulders to be 4 feet in width, and Share the Road signs	Short	Low	Medium	NJDOT – TE&I
Park Avenue (NJ 33), length of Borough	Bicycle accommodation	Install Share the Road signs	Short	Low	Low	NJDOT – TE&I
Broadway Road (NJ 79), from Dutch Lane Road to Freehold Township	Bicycle accommodation	Install “Share the Road” signs	Short	Low	Medium	NJDOT – TE&I
E. Main Street (NJ 79), from South Street to Center Street	Bicycle accommodation	Re-stripe 9 feet wide parking stalls to 7 feet wide	Short	Low	High	NJDOT – TE&I
E. Main Street (NJ 79), between South Street and Center Street	Pedestrian accommodation	Install mid-block crosswalks	Short	Low	High	NJDOT – TE&I
Intersection of South Street (NJ 79) and Marcy &	Pedestrian accommodation	Install crosswalks	Short	Low	High	NJDOT – TE&I

Location	Issue	Improvement	Timeframe	Cost	Priority	Responsibility
McLean Streets						
Intersection of W. Main Street and Park Street (NJ 33)	Pedestrian accommodation	Install "Turning Vehicles Stop for Pedestrians" signs	Short	Low	Medium	NJDOT – TE&I
		Install curb ramp on northwest corner			Low	
		Add 3 seconds to Park Avenue signal phase			Low	
Intersection of E. Main Street (NJ 79) and Center Street/ Spring Street	Pedestrian accommodation	Install "Turning Vehicles Stop for Pedestrians" signs	Short	Low	Medium	NJDOT – TE&I
Park Avenue (NJ 33)	Pedestrian accommodation	Install sidewalks	Long	High	Medium	NJDOT-OBPP
County						
E. Main Street (CR 537) from Center Street to terminus of Hudson Trail	Bicycle accommodation	Install bike lanes	Short	Low	Medium	Monmouth County Engineering
Dutch Lane Road (CR 46)	Bicycle accommodation	Install "Share the Road" signs	Short	Low	Low	Monmouth County Engineering
Abandoned railroad right-of-way	Bicycle accommodation	Extend Hudson Trail along railroad right-of-way	Long	High	Low	Monmouth County Parks Commission
Freehold-Jamesburg and Freehold-Secondary rail lines	Bicycle accommodation	Investigate potential for rail-with-trail	Long	High	Medium	Monmouth County Parks Commission
CR 522, back entrance to Monmouth Battlefield Park	Bicycle accommodation	Install signage to Battlefield Park for bicyclists and pedestrians	Medium	Low	Low	Monmouth County Engineering
Municipal						
W. Main Street, from Throckmorton Street to South	Bicycle accommodation	Re-stripe 9 feet wide parking stalls to 7 feet wide	Short	Low	High	Freehold Borough

Location	Issue	Improvement	Timeframe	Cost	Priority	Responsibility
Street						
Intersection of W. Main Street and Throckmorton Street	Bicycle and pedestrian safety	Signalize intersection	Medium	High	High	Freehold Borough
Various	Bicycle accommodation	Install bike guide signage to regional destinations	Medium	Low	Low	Freehold Borough
Broadway Road north of Spring Street	Pedestrian accommodation	Improve street lighting	Short	Low	Low	Freehold Borough
Various	Bicycle accommodation	Install bike racks downtown	Short	Low	High	Freehold Borough and Freehold Center Partnership
Throckmorton Street	Pedestrian accommodation	Install sidewalks	Long	High	Low	Freehold Borough
NA	Bicycle and pedestrian accommodation	Adopt Complete Streets policy	Short	Low	Medium	Freehold Borough
NA	Bicycle and pedestrian safety	Conduct safety education outreach	Continuous	Low	High	Freehold Borough

Legend:**Timeframe**

Short = 1-2 years

Medium = 3-4 years

Long = 5 years

Cost

Low = <\$25,000

Medium = \$25,000 - \$100,000

High = \$100,000+

10.2 COST ESTIMATES

Order-of-magnitude cost estimates are summarized in Table 10 for the major improvements discussed in the plan. It should be emphasized that these are planning-level “ballpark” estimates, and estimates will likely change to some degree as improvements are actually designed.

The first sub-table summarizes signing and striping improvements, with the basic cost of signing and striping shown in the first column. Costs associated with these improvements – everything from construction layout to protection of traffic – are summarized in “General Items.” The item “Construction Engineering” involves the task of monitoring construction to ensure that it is consistent with plans. Costs are calculated assuming that these are stand-alone improvements; if signing and striping is done as part of regularly scheduled roadway maintenance, the costs are significantly reduced. Further, many municipalities are able to perform some of these improvements with their own forces, which would further reduce costs. Assumptions used in preparing striping and signing costs are summarized at the bottom of Table 10.

Sidewalk cost estimates are shown in the second sub-table. It should be noted that sidewalk costs do not include costs associated with installing or relocating utilities or drainage facilities. An estimate of these costs is not appropriate for planning-level estimates.

Other than roadway striping and sidewalk installation, the only strategy involving more than a minimal outlay of funds is the signalization of West Main Street and Throckmorton Street. Monmouth County Engineering indicates that signalizing the typical intersection of two-lane roadways can cost \$200,000 or more.

Cost estimates for strategies involving only the installation of signs are not provided, since this is relatively minimal. On average, a sign proposed in this Plan costs approximately \$75 to \$90.

NJDOT provides the information contained in these Local Bicycle and Pedestrian Plans as a service to local communities. The Department and its consultants strive to provide quality planning studies that include a range of recommended improvements, but make no claims, promises, or guarantees about the availability of funding to complete the projects recommended.

Table 10: Cost Estimate

Roadway Improvements

Concept	Roadway	Signing and Striping Cost	General Items Cost	Construction Engineering	Total Cost Estimate
Bike Lane	Monument Street	\$ 3,981.03	\$ 8,781.85	\$ 3,658.25	\$ 16,421.13
Shared Lane Markings	Center Street	\$ 2,300.00	\$ 4,748.56	\$ 2,098.80	\$ 9,147.36
	Robertsville Road	\$ 4,290.00	\$ 5,090.25	\$ 2,761.76	\$ 12,142.01
	South Street	\$ 1,680.00	\$ 4,904.42	\$ 1,892.25	\$ 8,476.67
	Throckmorton Street	\$ 3,295.00	\$ 5,019.40	\$ 2,430.28	\$ 10,744.68
	West Main Street	\$ 7,145.00	\$ 8,507.12	\$ 4,712.31	\$ 20,364.43
Share the Road Shoulder Striping	Broadway Road	\$ 6,084.55	\$ 8,931.62	\$ 4,359.03	\$ 19,375.20
	South Street	\$ 4,086.23	\$ 8,789.34	\$ 3,693.30	\$ 16,568.88
	Throckmorton Street	\$ 5,367.95	\$ 8,880.60	\$ 4,120.30	\$ 18,368.84

Sidewalk Improvements

Roadway	Side	Sidewalk Cost	General Items Cost	Construction Engineering	Total Cost Estimate
Park Avenue	Both sides	\$ 123,463.83	\$ 127,035.65	\$ 70,130.34	\$ 320,629.82
Throckmorton Street	East	\$ 10,037.03	\$ 13,222.21	\$ 6,526.81	\$ 29,786.05
	West	\$ 56,207.38	\$ 74,044.38	\$ 36,550.12	\$ 166,801.88

Assumptions

	Bike Lane	Shared Lane Markings 'Sharrow'	Share the Road
Sign Spacing	Beginning of facility	Beginning of facility	Beginning of facility
	End of facility	Before major intersection	After major intersection
	After major intersection	After major intersection	Every 1000 ft
Marking Spacing	Every 500 ft	Every 250 ft	N/A

A number of sources are available to fund these improvements. These sources are summarized in a report at the New Jersey Bicycle and Pedestrian Resource Center (located at Voorhees Transportation Center, Rutgers University):

<http://www.njbikeped.org/index.php?module=Downloads&func=display&lid=1594>

10.3 STEERING COMMITTEE

A wide variety of strategies are proposed in this Plan. To monitor implementation, as well as to continue identifying strategies to facilitate pedestrian and bicycle travel, it is recommended that Freehold establish a Traffic Safety, Pedestrian and Bicycle Committee. This can be comprised of local stakeholders, including residents, businesspeople, local officials and personnel, school representatives, Borough Human Relations Committee, and others. A councilman should be appointed as liaison between the committee and the Borough to report on Committee recommendations to the Borough, and to work with the Committee on implemented strategies.

APPENDIX A: SUMMARY OF PUBLIC MEETING

MEMORANDUM OF PUBLIC MEETING



Project:	Freehold Borough Bicycle and Pedestrian Plan	S.O. No:	2007BPP643C, T.O. #16
Date:	December 20, 2010	Time:	4:00 – 6:30 PM
Place:	Freehold Borough Hall	By:	Layla Fryc
Purpose:	Public Meeting		

This memorandum summarizes public comments provided both during the presentation/discussion and on comment forms at the Public Meeting for the Freehold Borough Bicycle and Pedestrian Plan. The attendance sheet was signed by 31 persons, but several persons did not sign in.

PRESENTATION AND DISCUSSION

The meeting began with William Riviere welcoming everyone to the Public Meeting. Mr. Riviere introduced Daniel Kueper and Layla Fryc from Michael Baker Jr., Inc. (Baker), and said that this meeting was intended to present conceptual improvements. He then turned the meeting over to Mr. Kueper.

Mr. Kueper said that the purpose of the Study is to develop a bicycle and pedestrian plan for Freehold Borough which would facilitate the movement of bicyclists and pedestrians throughout the Borough, connect to regional destinations, and create a Borough-wide bicycle network.

The meeting was anticipated to be an open house format meeting. However, due to the high attendance, Mr. Kueper gave a PowerPoint presentation before the open house portion. Following are comments from the audience during and after the presentation:

- Keeping the shoulders clean is safer for bicyclists. Regular maintenance should be provided, but someone has to pay for that.
- Can shared lane markings address the safety issue of pedestrians who decide to walk out between parked cars and not pay attention to bicyclists traveling?
- Police does not enforce all laws for bicyclists, especially the need for lights at night, and not riding on sidewalks.
- How do you accommodate for motorized wheelchairs? Do they have to ride on the shoulder or the sidewalk?
- The rail setback on a proposed trail near Throckmorton Street could be less than 20 feet because there are very few trains traveling and if there are any, they travel at a very low speed.
- Drainage should be maintained along the rail-with-trail. However, someone has to pay for that.
- Bike racks are available in the rear parking lot of Main Street. However, bicyclists don't want to leave their bikes there fearing they will be stolen.
- Install a bike rack near the Gazebo.
- The Association of Pedestrian and Bicycle Professionals (APBP) states in the Bicycle Parking Guidelines that "the rack area should be located along a major building approach line and clearly visible from the approach. The rack area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet."
- Couldn't NJ Transit fund the proposed signalized intersection at Throckmorton Street and Main Street since this is next to railroad tracks?
- There is a massive gap in the proposed bicycle and pedestrian facilities at the end of the each street.
- Dutch Lane Road has very wide shoulders and should be used to connect to the Henry Hudson Trail.

MEMORANDUM OF PUBLIC MEETING



- Bicycle parking should be available on buses.
- Look into the Transportation Equity Act (TEA) fund.
(<http://ncseonline.org/NLE/CRSreports/Transportation/trans-12.cfm>)
- NYCDOT is requiring every commercial bicycle operator and business owners who employ bicycle operators to place a poster about bicycle safety. The poster should be in different languages and be made available for blind people.
(http://www.nyc.gov/html/dot/downloads/pdf/2010_notice_opportunity_to_comment_bike_safety_poster_revisions.pdf)
- Streets have to be safer for bicyclists to ride on them instead of sidewalks.
- Freehold Borough has some SRTS funding to place signs on Park Avenue, Barkalow Avenue and Dutch Lane Road.
- Traffic calming should be implemented.
- Points of interest and bicycle shops outside of Freehold Borough should be placed on the brochure map. Extend the map.
- Bike racks are needed at Borough Hall.

The formal presentation concluded, with attendees moving to a room set up with exhibits.

COMMENT FORMS

Comment forms were gathered from 22 persons. Following is a record of comments, following the question presented on the comment form:

What concepts in the Bicycle and Pedestrian Plan do you like? Why?

- Extension Henry Hudson Trail – better access of trail in the boro. Bike lanes on Main St., Park Ave., South St. – currently no biking on sidewalks, much easier to use and access these streets by bicycle. Rail/trail into Freehold/Manalapan – can access Battlefield Park.
- More bike racks made part of town infrastructure. Closer delineation and accommodations for peds at crosswalks in Borough. Connecting Henry Hudson Trail south to Borough more effectively.
- It makes Freehold Borough more user friendly to all modes of transportation, while doing it in a safe and ordered fashion.
- I like the fact that we are finally thinking about alternative forms of transportation like cycling and walking.
- Option #1 – midblock crosswalk; critical to prevent walking across the traffic; accessibility of restaurants/businesses.
 - Extension of Henry Hudson Trail (HHT) and accessibility of trail.
- Crosswalks on Main Street (I like) but there then must be traffic grid on Spring St., Center St., and East Main St. intersection to avoid gridlock on East Main St. section and Broadway and 537!!!
- I would like to see a traffic light at Throckmorton Street and Main – long overdue.
- New/more sidewalks – I walk everywhere in town and some areas need sidewalks – too dangerous to walk on roads. Mid-block crosswalks, esp. on Main Street downtown, would be a feasible idea – hard to enforce?
- Definitely interested in the interconnection of communities in the area. Like the idea of connectedness to areas of interest – battlefield, HH Trail.

MEMORANDUM OF PUBLIC MEETING



- The signs are fine, but are obviously of limited value. Bike lanes are a great idea, where possible. Especially to link the Henry Hudson Trail (and if walking to the HH Trail, where do we park?). Love the Rail-with Trail idea.
- Needs more signing and making of bike routes. Would prefer that bike parking be created in front by entrances of stores/restaurants.
- Likes the Rail with Trail thoughts!
- "Share the Road" signs! These signs should be placed along major roadways to alert motor vehicle traffic of the presence of cyclists.
- Education
- The Bike Network – with clearly marked lanes, paths and signs, the network will promote better health and safety for the people of Freehold Borough. I love bicycling and connecting the Henry Hudson Trail is a FANTASTIC IDEA! I love the Freehold Bike Map!
- Signal at Throckmorton/West Main Street is needed.
- Liking boro bicycle lanes/paths to "regional" destination – extending southern end of trail to the boro municipal park should be added to the plan.
 - Bicycle info in Spanish.
 - "Safe Streets" policy thru Complete Streets approach.
- Sharrow use, restriping to make parking spaces narrower. Bike Map – good idea.
- Taking different user needs into account. The tourism and recreation aspects are very important.
- Interconnection with parks.
- Not much. Concept to share Conrail Shared Assets (not CONRAIL) with trail should be applied to Henry Hudson Trail between bikers/bikes and commuter rail.

What concepts in the Bicycle and Pedestrian Plan could be improved? Why?

- Have designated crossing on Throckmorton/Main Street. Have designated crossing on Main St./537/Center St. Access from Bowne Ave. to proposed rail/bike trail along proposed route.
- There is a need for mid-block crosswalks on East Main St. between South St. and Center St., but maybe a very hard sell to NJDOT/Monmouth County due to traffic levels.
- Would like to see more coordination with Freehold Township, most roads under consideration lead out of the borough and into the township.
- Think of cycling as transportation as well as recreation.
- Better access across center of borough. Better access to HHT. Grid at East Main/Broadway/Center St. intersection to prevent blocking traffic.
- Illegal to cycle on any sidewalk – period!!! (Enforced as well.) Cyclists must wear reflective clothing and have illumination on cycle after dusk.
- 522 & 537 traffic light.
- Overall, the plan is comprehensive. I feel that the Spanish community (a major use of bikes) should also be directly involved. I noticed that there weren't any leaders and/or citizens represented at the meeting.

MEMORANDUM OF PUBLIC MEETING



- Like bike racks in front of stores – more inviting. Plus folks like to keep their eye on their bikes. It is human nature to park in front of a place. We want to see our bikes. If you put racks out back, we will park at posts and trees and benches out front.
- 33B should be signed Share the Road from Monmouth Battlefield to DeBois Creek Park. Bike Freehold should indicate where all bike racks are located.
- Many motorists are not aware that cyclists have a right to use the road. More signs may help with this.
- Education
- I like the bike racks in front of stores! The bike racks may make the people feel uncomfortable with the racks in the back. Racks in the front will create more traffic for stores.
- Enforce bicyclists' laws! Especially during downtown festivals.
- Add Dutch Lane Road to plan (link to Henry Hudson Trail). Add ordinances for nighttime bicycling (lights, etc.). Boro should consider pedestrian/cycling standing committee to monitor ongoing issues.
- Bike racks – important for racks to be prominently placed, not in rear of building (or by dumpsters). Bike less secure than cars, but are still a significant asset to owner. Want to be able to see bike. If I had a choice between a shop or restaurant with a convenient rack, I will choose that one, and bypass one with an inconvenient or no facility.
- Road accommodation for bikes. Review borough practices such as leaf and brush pikes. Fix pot holes and other bike hazards.
- Bike “boxes” needed at certain intersections. Bike events to encourage safe biking.
- Add wheel chair and scooter (ADA) use to plan. Show maintenance and security costs. Show transitions of bike types.

Do you have recommendations to add to the Bicycle and Pedestrian Plan?

- Rail/trail proposal to access Monmouth Battlefield. Possibility of train station with access to North Jersey coastline – bike racks, trail/bike/pedestrian access to a proposed transportation hub for train and bus accessible by bike or walking.
- There is limited connectivity for pedestrians and bicyclists to safely access Freehold Borough from areas of Freehold Twp. to the south and west (i.e., CR 537, Freehold Raceway Mall, and across NJ 33 freeway). Please recommend need to work with Freehold Twp. to develop a safe bike/ped route, possibly via Freehold Raceway Mall and new Wemrock access road from mall; to allow thousands of residents in Raintree and Wyndham to access borough safely.
- If New York City and Philadelphia and Princeton can do this, then so can Freehold Borough!!
 - Enforcement of existing state and local laws regarding bicycle and pedestrian and motor vehicles.
- Yes – Wally Tunison, Bicycle Hub (732) 946-9080
- Educate cyclists in proper use of cycle lanes and traffic direction!
- Solar panel flashing stop signs and crosswalk signs.
- Law enforcement is key – pedestrian crossings must be monitored for law breakers; speed limit (25 mph on Main St.) must be adhered to.

MEMORANDUM OF PUBLIC MEETING



- Education and enforcement – make it part of licensure for automobile drivers to know how to share roads with cyclists. We need to educate everyone on how to coexist – cyclists and motorists.
- No safe access by bike or walking to Lake Topanemus, Throckmorton still has sections with no sidewalks. There is a huge depression/sometimes puddle in the crosswalk on Park Avenue, across from PAE. A light at Throckmorton and Main is badly needed – the bus/train station lot is a terrible cut-through.
- Adopt school zone speed limits of 20 mph on Barkalow, Park Ave., South Street, and Dutch Lane. Develop ordinances that extend the length of school zones about 500' from the end of school properties.
- Connection to the “Capital of the Coast” trail.
- Signage – “Share the Road” will help to make motorists aware of cyclists. These signs should be placed along major roadways throughout Freehold.
- Consideration of providing sidewalks or other pedestrian consideration between 537 and Reid Way on Barkalow Avenue.
- Education!
- Definitely push the light at Throckmorton/Main. Crosswalks on Main may be more dangerous than helpful based on traffic into Freehold. Do not want Spanish written signs in Freehold.
- Bike racks should be placed where the bikers can easily see them.
- Bicycle racks should be near Main St. destinations (Option A). Coordinate with other municipalities (Freehold Twp., Manalapan). Add/consider space by Main St. gazebo for bike rack.
- Enforcement of existing laws is key – riding on sidewalks, night riding with no lights.
- Has anyone ever studied making Main Street (whole or part) a One Way street? Other major roads?
- Strongly recommend “decorative” bike racks in front of restaurants/establishments. Incorporate business logos, historic/patriotic symbols, Springsteen guitars, etc. Make the bike racks a win-win; i.e., more racks, more attractive, more draw to bike-customers of establishments. All “issues” have been batted around for the last 20 years (see/read “Joy Ride” by Mia Birk, www.miabirk.com).
- Show how the county and township are to cooperate on a regional walking and bike (plan).

Other Comments

- These are general comments and not specific to these questions:
 - Bicycle parking should be placed following the guidelines set forth by the Association of Pedestrian and Bicycle Professional. Anything else would be substandard.
 - Many cyclists ride on the sidewalk because they have been scared off the road where they are safer statistically. This is a sign of a failed street environment that is not “complete” for all users. The plan presented by Michael Baker would so a long way to remedy this.

APPENDIX B: MONMOUTH COUNTY COMPLETE STREETS POLICY

**RESOLUTION ESTABLISHING AND ADOPTING A MONMOUTH COUNTY
COMPLETE STREETS POLICY**

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the Monmouth County Board of Chosen Freeholders wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

WHEREAS, it is the intent of the Board of Chosen Freeholders that to the extent practicable, the Monmouth County Complete Streets policy shall include all road, bridge, and building projects funded through Monmouth County's Capital Program.

NOW, THEREFORE, be it resolved that the Monmouth County Board of Chosen Freeholders adopts the following Complete Streets Policy with the following goals and objectives:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.

2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.

3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.

4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.

6. Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

7. Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

8. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the

Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

9. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 -Accommodating Pedestrian and Bicycle Traffic During Construction.

10. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

12. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- d) Cost of accommodations is excessively disproportionate to cost of project.
- e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f) An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the Monmouth County Complete Streets Policy.

RECORD OF VOTE						
FREEHOLDERS	YES	NO	ABSTAIN	ABSENT	MOVED	SECOND
Mr. Curley						
Mrs. Mallet						
Mr. D'Amico						
Mr. Clifton						
Mrs. Burry						

Joe Bellina

From: Sheryl Stanley <shstanley@dittmarinsurance.com>
Sent: Friday, September 08, 2017 11:47 AM
To: Joe Bellina
Subject: Quasi municipal entity worksheet to complete and return
Attachments: Freehold Borough 2017 quasi entity worksheet.xlsx

Joe,

Per our discussion this morning I would like to update our 2018 coverage applications for GSMJIF, Middlesex JIF, Monmouth JIF, and Travelers and provide a list of "quasi municipal entities". See draft attached. I've listed all committees, board, and commissions under the Government tab of Freehold Borough's website. Frankly, I'm not sure many of these would really be considered "quasi municipal entities". But, I'd rather err on the side of caution, list them, and let the carriers sort it out. Whether or not the entity can be covered under Freehold Borough's insurance depends upon several factors (how it was created, how members are appointed, if it is funded by Freehold Borough, what controls are exercised.....).

I filled in what I could from info on Freehold Borough's website. Please review and answer what I left blank and return to me at your earliest opportunity.

FYI - There is no NJ legal definition of a quasi-municipal entity. The courts have described it as an entity created by a municipal body to perform a particular function for the municipality. Whether a municipality can insure such entity depends upon what type it is and if it meets certain statutory requirements (NJSA 40A:10-1 sets forth the criteria). Even if the entity itself is not eligible for coverage under a municipality's insurance program, the municipality (Freehold Borough) would be covered if the municipality is sued due to the actions of the entity.

From a workers comp perspective, volunteer fire and rescue personnel are covered. All other volunteers are not eligible for coverage.

Thanks.

Sheryl H. Stanley, JD, CIC
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The Dittmar Agency
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GSMJIF - 2017 Quasi Entity Worksheet

GSMJIF Member	Quasi Entity Name
Freehold Borough	Shade Tree Commission
Freehold Borough	Lake Topaneumus Commission
Freehold Borough	Recreation Commission
Freehold Borough	Library Commission
Freehold Borough	Historic Preservation Commission
Freehold Borough	Freehold Borough Housing Authority
Freehold Borough	Board of Health
Freehold Borough	Human Relations Committee
Freehold Borough	Planning Board

Exposure Data: *

Description - Relationship/Activities	Comments/ Special Conditions**	Resolution? Y/N	Date Added	Budgeted Expenditures*	Annual Payroll*^
oversee planting, care, and control of shade trees that are property of Freehold Borough		Y			volunteer
oversee use of property and facilities as a recreation area		Y			volunteer
oversees all playgrounds and recreation fields within Freehold Borough. Also offers recreation activities such as Easter Egg Hunt, Borough wide yard sale, and Spooktacular , annual holiday house decorating contest.		Y			volunteer
		Y			volunteer
Advise planning and zoning boards on effect of development applications within the boundaries of the Freehold Center historic district		Y			volunteer
		Y			volunteer
advisory capacity to mayer and council to foster community effort and goodwill		Y			
responsible for formulation of a master plan and amending as needed to control creation of all land subdivisions		Y			

# of EE's / Volunteers*	# of Vehicles*
8 commission members	
5 commission members	
8 commission members	
7 commission members	
9 commission members	
7 members	
8 members	
9 committee members	
8 board members	