



Traffic Calming Evaluation
Borough of Spring Lake, Monmouth County, New Jersey
Semi-Final Report Discussion
Presented to Borough Council
April 25, 2017



SUMMARY OF SUGGESTED APPROACH TO IMPLEMENTING TRAFFIC CALMING MEASURES

- Proceed with a phased approach to implementing traffic calming measures.
- Implement the least expensive and relatively quick alternatives.
- Evaluate the effectiveness of the implemented measures in addressing the observed/identified conditions.
- Consider modifications to the traffic calming measures or provide more extensive strategies based on the evaluation.
- Consider more extensive strategies for traffic calming and management to enhance visualization and an identity of intersections in the Borough.

SHORT TERM MEASURES:

- Provide better crosswalk delineation to enhance notice to motorists.
- Update signing to current reflectivity standards.
- Use striping to delineate travel paths, stop lines, and crosswalks.
- Consider 4-way Stop control at critical intersections.

LONG TERM MEASURES:

- Painted islands and additional striping to enhance intersection approaches.
- Construct stamped asphalt or concrete at intersections to enhance visualization and an identity for intersections in the Borough.
- Construct corner bumpouts.
- Construct landscaped medians or roundabouts.

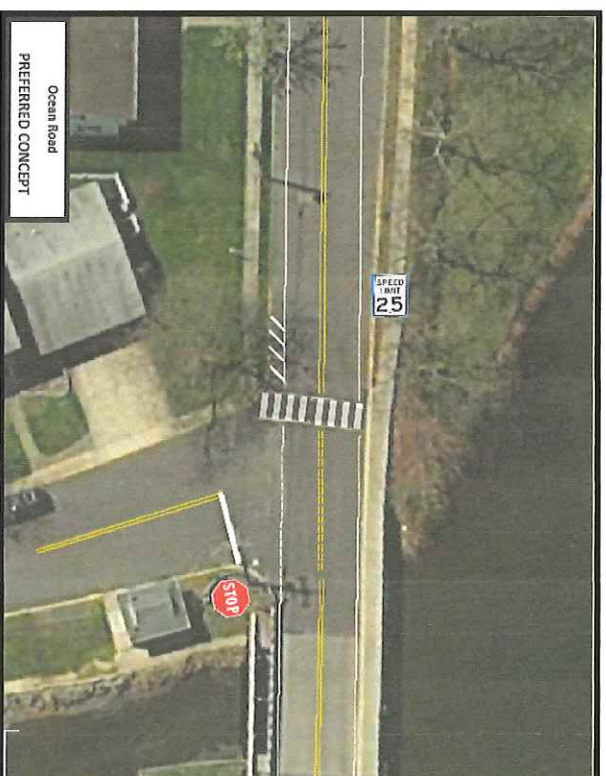


SUGGESTED TRAFFIC CALMING MEASURES-OCEAN ROAD

- Install additional Speed Limit signs to provide motorists with a visual reinforcement of the speed limit.
- Paint a centerline to delineate the travel lanes.
- Provide striped crosswalks at 2nd Street and Shore Road.
- To allow a greater street presence of parking that visually and physically reduce the roadway width, a shoulder lane would be striped along both sides of the Ocean Road. This shoulder would allow for parking and delineate an area that bicyclists could use.



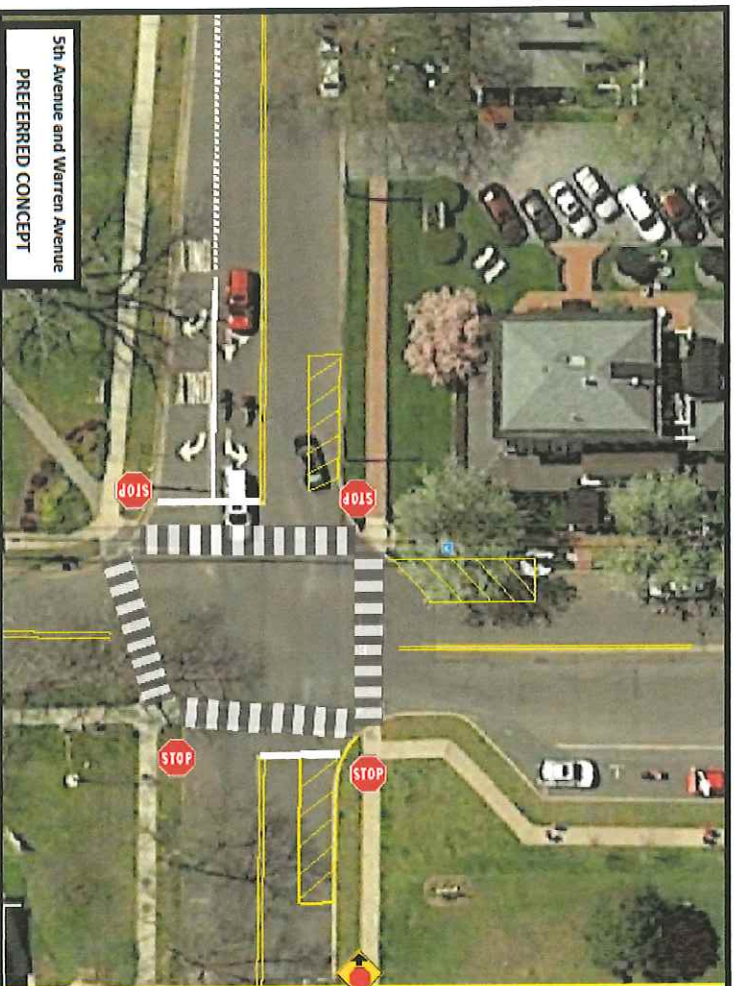
SUGGESTED TRAFFIC CALMING MEASURES-OCEAN ROAD





SUGGESTED TRAFFIC CALMING MEASURES - 5TH AVENUE AND WARREN AVENUE

- Visually enhance the intersection with striping and signing.
- Replace the Stop and Stop Ahead signs with new signs meeting the current retro-reflectivity criteria.
- Paint new stop lines and stripe the crosswalks with transverse markings to increase visibility.
- Stripe the northwest corner on 5th Avenue to emphasize the statutory No Parking limit from a crosswalk
- The observed issues are more capacity related.
- The intersection is a candidate for a 4-way Stop.





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- Remove the tree in the southeast to improve sight lines.
- The row of arborvitaes on the easterly side 5th Avenue, south of Washington Avenue, also provides a visual obstruction than the tree. Reducing the row by about 10 to 15 feet would greatly increase visibility.

- Provide striping through the intersection to delineate the travel lane.
- Install textured/colored pavement between Washington Avenue and Brighton Avenue to narrow the roadway width.
- Reconstruct the curbline between Washington Avenue and Brighton Avenue to narrow the roadway width.





SUGGESTED TRAFFIC CALMING MEASURES - 3RD AVENUE AND LUDLOW AVENUE

Short Term:

- Update the Stop and Stop Ahead signs.
- Paint new stop lines and crosswalks across each approach.
- It was also suggested that the striping of the crosswalks could be implemented at the Ludlow Avenue intersections of 4th Avenue and 5th Avenue.





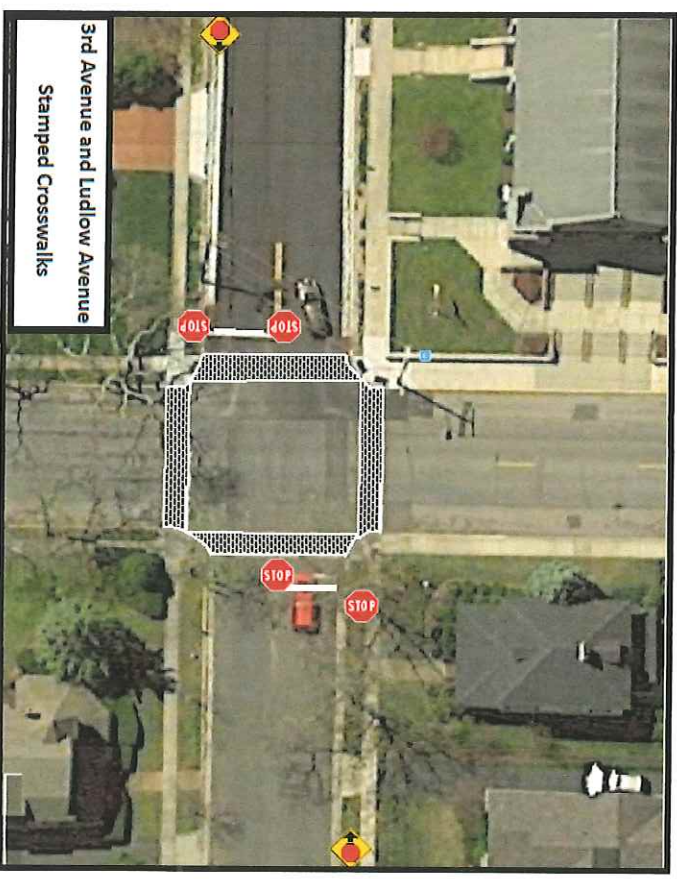
SUGGESTED TRAFFIC CALMING MEASURES - 3RD AVENUE AND LUDLOW AVENUE

Short/Mid-Term:

- Construct stamped asphalt or concrete at the intersection to enhance visualization and an identity for intersection. Colors and patterns to be determined by the Borough.
- Future considerations are to construct stamped asphalt or concrete at other intersections in the Borough if this treatment is well received by the public.



3rd Avenue and Ludlow Avenue
Stamped Concrete Concept



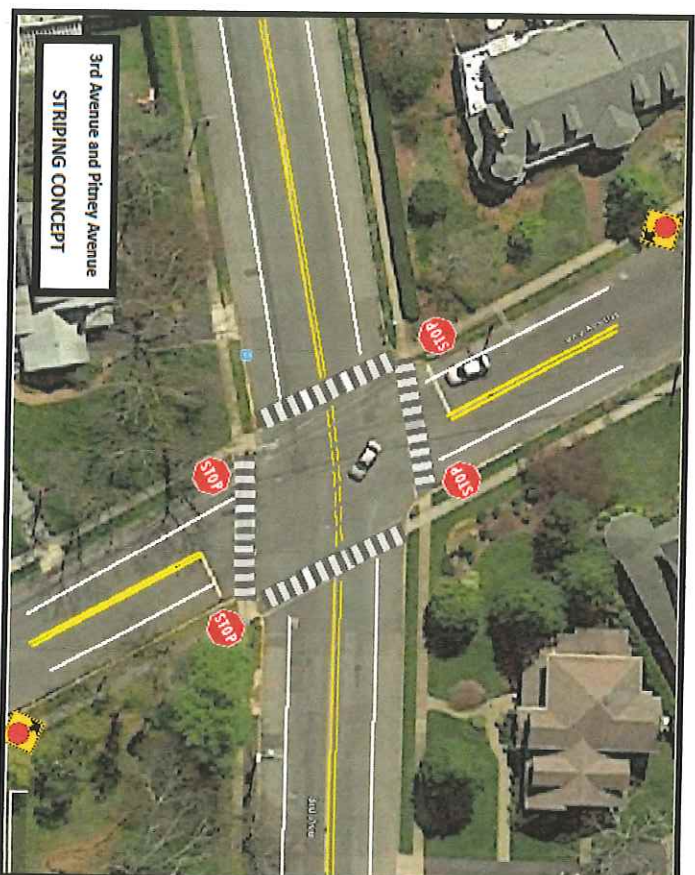
3rd Avenue and Ludlow Avenue
Stamped Crosswalks



SUGGESTED TRAFFIC CALMING MEASURES - 3RD AVENUE AND PITNEY AVENUE

Short Term

- Update the Stop and Stop Ahead signs.
- Paint new stop lines and crosswalks across each approach.
- Paint a centerline to delineate the travel lanes
- A shoulder or edge line can also be painted to further delineate the travel lanes and area for parking and/or bicyclists.
- The treatment selected for 3rd Avenue near Marucci Park should be extended through this intersection

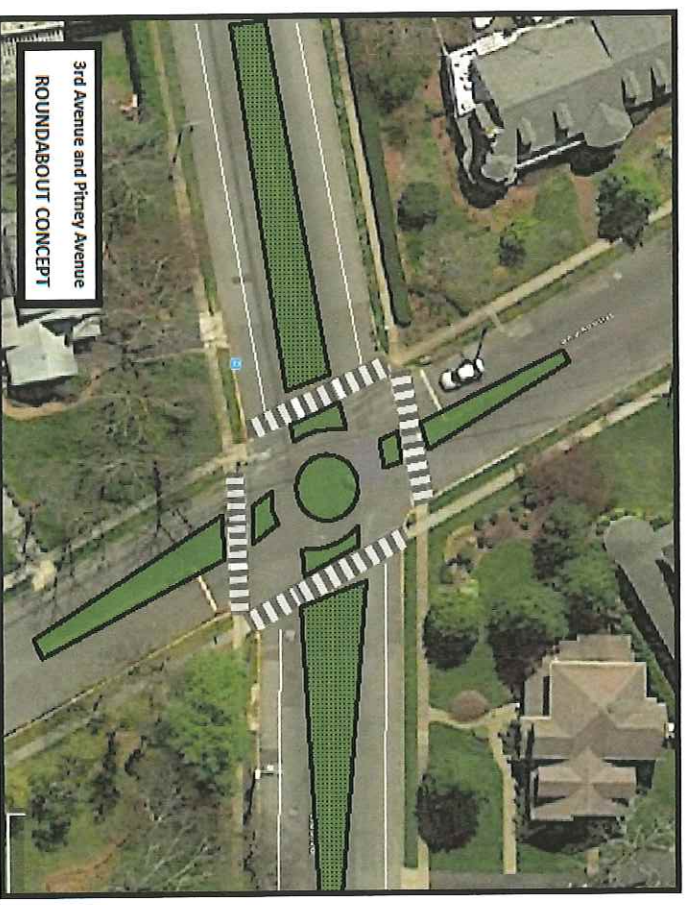
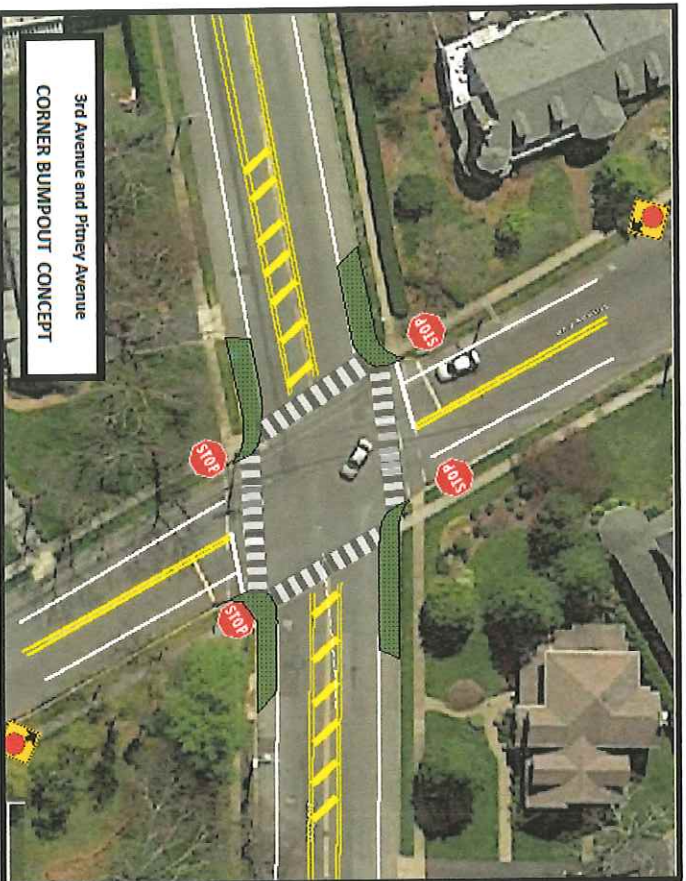




SUGGESTED TRAFFIC CALMING MEASURES - 3RD AVENUE AND PITNEY AVENUE

Long Term

- Construct corner bumpouts to increase sight lines from the eastbound and westbound Pitney Avenue approaches.
- Construct a landscaped center median. This treatment could be extended to Lake Como border
- Construct a mini-roundabout





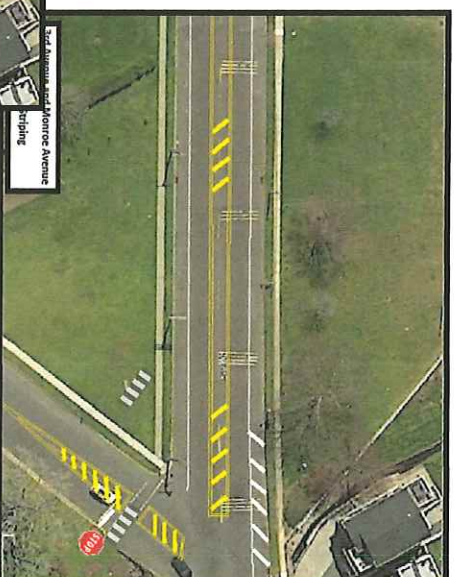
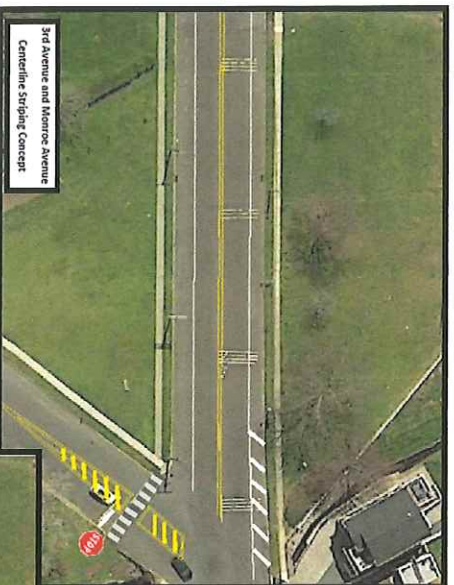
SUGGESTED TRAFFIC CALMING MEASURES - 3RD AVENUE

Short Term

- Install striping to delineate the travel lanes and visually reduce the width of the roadway. This will be accomplished by painting a striped median and shoulder lane.

Long Term

- Convert the striped median to a landscaped island. This could be continuous or small islands at intervals.
- The landscaped median concept could be extended from Lake Como border to Vroom Avenue.
- Construct a mini-roundabout at or near Monroe Avenue.





PREFERRED CONCEPT-SHORT TERM TRAFFIC CALMING MEASURES

Traffic Calming Measure	3 rd Avenue-Lake Como to South Blvd.	3 rd Avenue and Pitney Avenue	3 rd Avenue and Ludlow Avenue	5 th Avenue and Warren Avenue	5 th Avenue and Washington Avenue	Ocean Road	Total Estimated Cost
Replace the Stop and Stop Ahead signs with new signs meeting the current retro-reflectivity criteria.		\$1,600	\$1,600	\$1,600			\$4,800
Install additional Speed Limit signs						\$800	\$800
Stripe centerline (No Passing) and stripe shoulder/ parking lane	\$5,000					\$3,000	\$8,000
New striping for centerline, stop lines, crosswalks, corner "bumpouts"		\$6,400	\$3,000	\$2,300			\$11,700
Tree removal					\$1,500		\$1,500
Estimated Construction Cost	\$5,000	\$8,000	\$4,600	\$3,900	\$1,500	\$3,800	\$26,800



PREFERRED CONCEPT-LONG TERM TRAFFIC CALMING MEASURES

Traffic Calming Measure	3 rd Avenue-Lake Como to South Blvd.	3 rd Avenue and Pitney Avenue	3 rd Avenue and Ludlow Avenue	5 th Avenue and Warren Avenue	5 th Avenue and Washington Avenue	Total Estimated Cost
Install textured/colored pavement					\$8,000	\$8,000
Install stamped concrete entire intersection			\$45,000			\$45,000
Install stamped concrete crosswalks			\$20,000 - \$25,000			\$20,000 - \$25,000
Reconstruct the curbline between Washington and Brighton Avenue to narrow the roadway width.					\$12,000 - \$20,000	\$12,000 - \$20,000
Landscaped Median	\$60,000 - \$80,000					\$60,000 - \$80,000
Construct random bump outs	\$15,000 - \$30,000					\$15,000 - \$30,000
Construct corner bumpouts with landscaping (with concrete or pavers)		\$15,000 - \$20,000 (\$35,000 - \$45,000)				\$15,000 - \$45,000
Construct mini-roundabout with striping (with concrete or pavers for splitter islands)	\$60,000 (\$75,000)	\$60,000 (\$75,000)				\$120,000-\$150,000
Estimated Construction Cost	\$135,000-\$185,000	\$75,000-\$120,000	\$65,000 - \$70,000		\$20,000-\$28,000	\$250,000-\$403,000