

Holmdel

1984

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Queall's Memo re: proposed amendment to
Circulation Plan

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MEMORANDUM 84-19

DATE: December 29, 1984

TO: Holmdel Township Planning Board

FROM: Queale & Lynch, Inc.


William Queale, Jr., P.P.#40, AICP

SUBJECT: Proposed Amendment to Circulation Plan

As requested, I have reviewed the 1979 Master Plan and that portion suggesting a "collector" street that would connect the Garden State Arts Center with Crawford's Corner-Everett Road.

The 1979 Master Plan addresses the issue on page 58:

"The final collector road recommendations are centered on the Bell and IBM complexes plus an additional interchange with the Parkway using the Arts Center's ramps and exiting on Crawford's Corner-Everett Road. Direct access to Rt. 34, Crawford's Corner-Everett Road, and the Parkway interchange at Red Hill Road is intended for the office complexes. The development of internal roads on both these major tracts should minimize the use of local streets near these sites and be roads attracting a minimum of traffic through the Bell and IBM sites."

In view of the changes that have taken place in the township as well as the findings in the 1984 Traffic Study, it is recommended the proposed connection to the Parkway, being discussed as Exit 116, be deleted from the township's Circulation Plan.

In general it is noted that the township and the region have experienced significant development since 1979, with additional development proposals under review. While the timing of future development is speculative because of water supply limitations, the continuing flow of plans in the township and the region suggest a desire to locate in the area if and when other services become available.

On the other hand, the municipal complex, through which the ramps of Exit 116 would pass, has been expanded with functions ranging from the new municipal building, library and police department to the road department, first aid squad and post office. Furthermore, in the six year period between plotting accident trends, Crawford's Corner-Everett Road doubled the number of traffic accidents. In the 1976/77 period, this road had 19 accidents. In 1982 there were 39.

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In 1976/77 there were three accidents at each of the three intersections of Longstreet, Holland and Red Hill Roads. In 1982, these locations had two, five and four accidents. Of greater interest were the seven accidents on Crawford's Corner-Everett Road around the municipal complex and the thirteen accidents between Roberts Road and Red Hill Road. Six years ago these areas had one accident and five accidents, respectively.

The conditions on Crawford's Corner-Everett Road have changed in terms of intensity of land use, driveway connections, and traffic volume. The result has been an increasing concern over highway safety.

The conclusion, therefore, is that existing Exit 114 should be improved beyond the signals and channelization improvements completed in recent years. Particularly, right turn entrance ramps for both north and south-bound lanes should be installed and channelization for turning traffic onto Van Schoick Road should be completed.

The diversion of additional traffic to a new Exit 116 will add traffic to Crawford's Corner-Everett Road. This additional volume will conflict with the focus of local traffic oriented to the two schools and the municipal functions surrounding the exit. None of these major public improvements were done with the idea of being in the midst of a regional traffic condition. Shifting the orientation of traffic to the new exit is also seen as attracting traffic to the Holmdel Road/Bethany Road area as well as to Holland Road/Telegraph Hill Road. Both these roads have difficult traffic problems at present and meaningful solutions are unlikely due to intense, close development along Bethany Road and the topographic conditions along Telegraph Hill Road.

It is therefore concluded that Plate 22, Circulation Plan be amended to delete the proposed collector road connecting the Parkway to Crawford's Corner-Everett Road and that the third paragraph on page 58 be amended to read as follows:

"The final collector road recommendations are centered on the Bell and IBM complexes. Direct access to Rt. 34, the village by-pass and to Exit 114 of the Parkway is intended in order to offer direct and convenient access to these major roads without over utilization of existing local roads. The development of the new internal roads on these major tracts should help achieve these goals while being designed in such a way as to discourage public traffic through the Bell and IBM sites."