TOWNSHIP OF TOMS RIVER

MASTER PLAN
CIRCULATION PLAN ELEMENT

Township of Toms River
Ocean County, NJ

April 9, 2017
ADOPTED: APRIL 19, 2017

Prepared by:

David G. Roberts, AICP, PP, LLA, LEED AP ND
Township Planner
NJ Planner #3081, AICP Member # 042045

Erika Stahl, P.P. #6245, AICP
Assistant Township Planner
NJ Planner #6245, AICP Member # 026200

* * *
Transportation Circulation

Objectives

Traffic congestion and safety affect the quality of life for residents, as well as transient traffic, throughout the Township of Toms River. Therefore, it is necessary to plan for future circulation and transportation needs by taking into consideration both future traffic volumes and the impact of changing patterns in modes of transportation. The Township’s Circulation Plan includes the following objectives:

1. Encourage the development of the Herflicker Boulevard Reconstruction “Loop” Scenario, which would reduce traffic backup and pressures in the downtown area.

2. Encourage the further development and use of mass transit and provide better information on available transit service.

3. Encourage the proper circulation of traffic within and through the Township.

4. Support the connection of Toms River and Lakewood to North Jersey via a train line (MOM Line) or other alternative.

5. Promote regional traffic coordination in State, County and Municipal road projects.


7. Investigate traffic calming techniques in neighborhoods that have been negatively impacted by through traffic, therefore minimizing unrelated traffic in residential areas.

8. Encourage enhancing safety for pedestrian and bicycle traffic through improved design elements and set aside projects.

9. Promote the creation of networks that support multi-modal transit options inclusive of cars, public transit, bicycles and pedestrians.
10. Encourage the minimization of the usage of cars in favor of public transit and non-motorized transportation options to reduce greenhouse gas emissions.

11. Reconstruct transportation infrastructure to elevate or otherwise protect portions vulnerable to flooding and other natural disasters.

12. Implement circulation recommendations and conduct recommended studies provided in the 2016 Smart Growth Plan.

13. Implement circulation recommendations provided in the 2014 Strategic Recovery Planning Report to make the Township more resilient to future storm events.

14. Implement recommendations and conduct studies provided in the Route 37 Economic Corridor Vision Plan related to circulation on Route 37.

15. Implement circulation recommendations provided in the 2016 Downtown Circulation Neighborhood Plan.

16. Implement the circulation recommendations in the 2011 Ocean County Pedestrian and Bicycle Mobility Report.

17. Implement trail and greenway recommendations provided in the Conservation, Recreation and Open Space Element of this Master Plan.

18. Implement circulation recommendations provided in the 2016 Ortley Beach Neighborhood Plan.

19. Require greener parking lots, with expanded landscaping, tree cover, and permeable pavement.

20. Implement Sustainable Jersey Actions related to circulation.


EXISTING TRANSPORTATION INFRASTRUCTURE:

ROAD INFRASTRUCTURE

Toms River Township is a major transportation hub for Ocean County. It is intersected by the Garden State Parkway, as well as eight important local and regional highways, including Route 9, Route 35, Route 37, Route 70, Route 166, Route 571, Hooper Avenue (Route 549), Fischer Boulevard (Route 571/549) and Bay Avenue. The Garden State Parkway permits commercial vehicles on the northbound side until Exit 105. East to west bound traffic to Philadelphia must utilize Route 70 or the Garden State Parkway to exit 98 for Interstate 195.

The road network consists of federal, state, county, and locally funded roads. These roads are classified by function as described below:

Functional Classification of Streets and Highways

The functional classifications utilized herein correspond with the classifications of existing highways utilized by the County of Ocean, State of New Jersey and federal transportation agencies. The classification of “minor collector” and “local collector” are classifications for lower level roads in Dover Township not covered by the functional classification utilized by the County of Ocean. These functional classifications correspond with the classification utilized in the Dover Township Subdivision Ordinance. The roadways within Dover Township are described below by their various functional classification on Figure 1 contained herein.

1. FREEWAYS OR EXPRESSWAYS

Freeways or expressways are high speed, high capacity, limited access highways dedicated exclusively to the mobility of motor vehicles and provide no direct access to abutting properties. They generally cross large areas, often an entire state and connect with the freeways of adjoining states. Design features include the separation of opposing traffic lanes by continuous center barrier or medium strip and full access control and grade separation at intersections or interchanges, which are generally widely spaced. Expressways usually have right-of-way width greater than 150 feet, carry multiple lanes of traffic in each direction and are generally designed for a capacity of between 1,000 to 5,000 vehicles per hour.

At present, the only expressway passing through Toms River Township is the Garden State Parkway, which runs north to south through the Township.
2. **PRINCIPAL ARTERIAL HIGHWAYS**

Principal arterial highways serve as major feeder roads to and from the highway and Parkway systems and carry major movements of traffic between the principal traffic generators in the region. In areas such as Ocean County, where the freeway system is incomplete or not extensive, they also act as carriers for major regional traffic flows. Principal arterial highways usually have four or more traffic lanes and provide direct access to abutting properties. They are usually intersected at grade and utilize timed traffic signals, jug-handle intersections, center barriers and lane markings to facilitate traffic flow.

Streets and highways classified as principal arterial highways include the following:

A. NJSH Route 35 Northbound and southbound  
B. NJSH Route 37  
C. Route US 9 - note: Route 9 only has two lanes of traffic, one in each direction  
D. NJSH Route 70  
E. NJSH Route 166 between the Garden State Parkway and Route 37  
F. Old Freehold Road (between Route 166 and New Hampshire Avenue (Route 623)  
G. New Hampshire Avenue (Route 623) from Old Freehold Road North to Toms River Township Boundary line with Lakewood Township  
H. Hooper Avenue (County Route 549) north of NJSH Route 37  
I. Fischer Boulevard (Route 571/Route 549) between Route 37 and Bay Avenue and Fischer Boulevard (Route 549 Spur 2) north of Bay Avenue to Hooper Avenue

**New Proposed Principal Arterial Highways**

The current alignment of Route 166 from Route 37 south to Route 9 is classified as a minor arterial. It is proposed that upon completion of Highland Parkway as a bypass roadway to the Downtown area, which is currently proposed in the Downtown Toms River Master Plan, that this portion of Route 166 be changed to principal arterial highway.

3. **MINOR ARTERIAL HIGHWAYS**

Minor arterial highways are streets that gather traffic from more than one local, minor or major collector street and direct it into other minor arterial highways or principal arterial highways. This type of roadway places more emphasis on land access and less on traffic mobility than major principal arterials. They often have
only one lane of travel in each direction. The desirable right-of-way width for a minor arterial highway is 200 feet.

Streets classified as minor arterial highways include the following:

- Indian Head Road (Route 571)
- Ridgeway Road (Route 571)
- Bey Lea Road (Route 571)
- Bay Avenue (Route 571) west of Fischer Boulevard
- Washington Street (C.R.4)
- Main Street (NJ Route 166) between Route 37 and Bridge
- Mule Road (C.R. 642) south of Route 37
- Hooper Avenue (Route 549) south of Route 37
- Whiteville Road (Route 527) north of Ridgeway Road
- Highland Parkway, Herflicker Boulevard and Irons Street**

**Proposed Minor Arterial Highways:**

- Highland Parkway
- Herflicker Boulevard

4. **MAJOR COLLECTOR STREETS**

Major collector streets gather traffic from local, minor or major collector streets and direct it into minor arterial highways or major arterial highways. The desirable minimum right-of-way width is 80 feet. However, existing streets with a right-of-way of less than 80 feet are classified as major collector streets if their traffic volume exceeds 2,500 vehicles per day.
Streets classified as major collector streets include the following:

- New Hampshire Avenue (C.R. 623)
- Church Road (C.R. 620) including its proposed extension west to Whitesville Road
- Kettle Creek Road (C.R. 620) except the portion north of Green Island Road
- Cox Cro Road (C.R. 622)
- Old Freehold Road (C.R.623) between Route 166 and New Hampshire Avenue and Old Freehold Road (C.R. 622) between New Hampshire Avenue and Cox Cro Road
- Silver Bay Road (C.R. 28)
- Polhemus Road
- Whitesville Road (Route 527) north of Oak Ridge Parkway to Indian Head Road
- Oak Ridge Parkway (Route 527)*
- North Bay Avenue between Oak Avenue and Bay Avenue
- Coolidge Avenue (C.R.70)
- Clifton Avenue
- Mapletree Road (C.R.34)
- Walnut Street
- Bay Boulevard
- St. Catherine’s Boulevard
- Vaughn Avenue (C.R. 627) between Route 37 and Bay Avenue
- Bananier Drive
- Chestnut Street (C.R. 72)
- Bimini Drive
- Oak Avenue
- A new road connecting James Street to Route 37

*The current classification of Oak Ridge Parkway is considered a major collector. Upon completion of the proposed St. Catherine’s Boulevard extension, the portion of Oak Ridge Parkway from its intersection with St. Catherine’s Boulevard to Ridgeway Road should be reclassified as a minor arterial highway.

5. MINOR COLLECTOR STREET

Minor collector streets serve the same function as major collector streets, except that they generally carry smaller traffic volumes. The desirable minimum right-of-way width for minor collector streets is 70 feet.

Streets classified as minor collector streets include the following:

- Vermont Avenue north of Cox Cro Road
- Silverton Road (C.R.32)
Maine Street
Clayton Avenue
Wrangle Brook Road
Brookside Drive between Route 37 and Cedar Grove Road
Indian Hill Road (C.R. 20) east of Hooper Avenue
Shenandoah Boulevard
Cedar Grove Road (C.R.22)south of Bay Avenue*
Cattus Island Boulevard between Fischer Boulevard and the entrance to Cattus Island Park
Whitty Road east of Route 9
White Oak Bottom Road (C.R.80)
Edken Avenue
Dock Street
Water Street (C.R.2) east of Hooper Avenue
North Bay Avenue north of Oak Avenue
Caudina Avenue
Massachusetts Avenue (C.R. 637)

*The current classification of Cedar Grove Road, south of Bay Avenue, is considered a minor collector street. Upon completion of a proposed connection between two segments of Cedar Grove Road, the portion north of Bay Avenue will also be considered a minor collector street.

6. LOCAL COLLECTOR STREETS

Local collector streets serve the principal function of collecting traffic from residential neighborhoods and directing it to roads of higher classifications. They also provide access to adjoining properties. The desirable minimum right-of-way width for minor collector streets is 60 feet.

Some streets that are classified as local collector streets include, but are not limited to, the following:

- North Maple Avenue including its proposed extension west to Massachusetts Avenue
- Hickory Street including its proposed extension west to Massachusetts Avenue
- Todd Road
- Beaver Dam Road
- Riverwood Drive
- Sunset Avenue
- Fox Glove Run, Columbine Circle and Gardenia Way in the Gardens of Pleasant Plains
- Shady Nook Drive
- Dayton Avenue (C.R. 8)
- Hadley Avenue
James Street (C.R. 10)  
Brookside Drive between Bay Avenue and Cedar Grove Road  
Raleigh Drive  
Whittier Avenue  
Windsor Avenue  
Bay Avenue (C.R. 18) east of Fischer Boulevard  
North Tunesbrook Drive  
Hazelwood Road  
Fairview Drive  
Merrimac Drive  
Warren Point Road  
Brand Road  
Mt. Carmel Boulevard, Hovsons Boulevard, Yorktowne Boulevard and Adirondack Place in Holiday City  
River Terrace  
South Shore Drive (C.R. 88) between Hooper Avenue and Clarkson Drive  
Brokaw Boulevard  
Indian Hill Road west of Hooper Avenue  
Cardinal Drive  
Adams Avenue east of Vaughn Avenue  
Stevens Road  
Hampshire Hills  
Colonial Drive  
Front Street and River Street*  
Vaughn Avenue (between Bay Avenue and Acorn Drive)**  
Yellowbank Road (between Vaughn Avenue and Tralee Drive)***

*To be consistent with the Toms River Waterfront Revitalization Strategy, upon construction of these new roads, they will be classified as local collector streets.

**The current classification of Vaughn Avenue, between Bay Avenue and Acorn Drive is classified as a local collector. Upon completion of a proposed connection between this section of Vaughn Avenue to a segment of Vaughn Avenue to the north, the entire portion of Vaughn Avenue north of Bay Avenue will be classified as a local collector.

***The current classification of Yellowbank Road, between Vaughn Avenue and Tralee Drive is classified as a local collector. Upon completion of a proposed connection between this section of Yellowbank Road to a segment of Yellowbank Road to the west, Yellowbank Road in its entirety will be classified as a local collector.

7. LOCAL STREETS

Local Streets have the primary function of providing access to abutting properties. They also serve as easements for various public utilities and provide
light and air to adjacent buildings. Local streets should have a minimum right-of-
way width of 50 feet. All existing streets in Dover Township not classified under
another functional classification are classified as local streets. Future streets
provided within subdivision or other private development, which could be
expected to carry volumes of less than 1,500 vehicles per day, would be
classified as local streets. The construction of new residential streets must
comply with standards adopted by the State in their Residential Site
Improvement Standards issued by the N.J. Department of Community Affairs
(DCA) Title 5 Chapter 21.

VEHICLE TRANSPORTATION CONCERNS AND POTENTIAL SOLUTIONS:

1. Limited Commercial Vehicle Transportation

The Garden State Parkway prohibits commercial traffic northbound past exit 105.
The Township would like the State to commission a study to review bridges and
other obstacles to permitting commercial traffic to the NJ Turnpike exit. The
Township relies heavily on commercial vehicles due to the fact that the township
lacks freight lines and other modes of transportation for commercial traffic.

Route 70 serves as the most direct east to west Route to the Philadelphia
metropolitan area. This route should be considered for expansion from two lanes
to four lanes throughout the whole route by NJDOT. Route 70 is four lanes in
Toms River Township and northbound but is reduced to two lanes traveling
South through the Pinelands towards Philadelphia. The two lanes make it
inconvenient for travel due to the lack of space to pass other slower moving
vehicles. The typical growth that can occur after the expansion of a road will be
limited by the many acres of preserved and environmentally constrained
properties that are adjacent to Route 70. The road right of way (ROW)
necessary for widening has been in place in Manchester Township for many
years and may be available west of Manchester Township. The NJ Department
of Transportation has informed the Township that they do not support the
expansion of Route 70. The Township will continue to pursue solutions for
commercial vehicle transportation and will request that NJDOT and NJTPA
commission a study to address commercial vehicle transportation within Ocean
County.
2. Congestion on Hooper Avenue North of Fischer Boulevard within Silverton

Hooper Avenue North of Fischer Boulevard within Silverton and surrounding area has been identified as an area of high traffic congestion by residents of the Township. Residents claim that traffic is backed up from Brick Boulevard through the Silverton Section of Hooper Avenue and that the area needs to be improved to allow transportation movement from the Parkway Interchange in Brick Township to the communities of Silverton and East Dover.

Any improvements to Hooper Avenue will have to be addressed by the Ocean County Board of Chosen Freeholds since Hooper Avenue and Brick Boulevard are under the jurisdiction of Ocean County. The Township of Toms River will be requesting that Ocean County further investigate the following potential solutions:

- Request Ocean County connects H. George Buckwald Drive to Old Toms River Road. This would entail utilization of Block 192 Lot 35.01 that is already owned by Ocean County for public use and currently utilized for the jug handle that connects Church Road to H. George Buckwald Drive. There is an existing Road Right of Way for Fischer Boulevard Extension that cuts through the Holiday City Communities. Ocean County would have to research existing conditions for the portion of the Road that would run through Lakewood Township and Brick Township.
• Petition for Parkway North and South Interchange entrance and exit ramps for Silverton Road. Silverton Road dead ends on the east and west of the Garden State Parkway. This makes this an ideal condition for entrance and exit ramps onto and off the parkway because there is limited traffic to compete with. These ramps would service North Dover and Silverton thereby reducing congestion for Hooper Avenue and Brick Boulevard and potentially Route 9 north of Route 571. This area is an ideal location for entrance and exit ramps with minimal potential impact to the surrounding neighborhoods.

The off ramp from Parkway traveling northbound could align with Bay Avenue which already has a light at Church Avenue to provide easy access for traffic wishing to travel east and west. The length of Bay Avenue from the intersection of Silverton Avenue to Church Road allows plenty of room for stacking of cars and should not pose a problem to neighboring land uses for a placement of an exit ramp. The entrance ramp to Parkway North can be a direct extension of Bay Avenue onto the Parkway.
The Parkway traffic traveling southbound could utilize new off ramp onto Silverton Road. Silverton Road dead ends at the Parkway thereby not having to compete with existing traffic. The property adjacent to Parkway South is owned by the Township and JCP&L. Ideally the Township should utilize its own property for the placement of the entrance and exit ramps thereby minimizing costs. An interchange light will be required at the intersection of Todd Road and Church Road, as it is anticipated that vehicles that are traveling east bound towards the College and Silverton area will try to utilize this intersection since it is the most direct route.

A successful petition will require Toms River Township to coordinate with Ocean County Engineering and NJ Turnpike Authority.
2. Route 9 (from County Route 571 north) and Cross Street Improvements

Residents of the North Dover portion of the Township and owners of businesses along Route 9 have voiced their concerns regarding the congestion of Route 9. This congestion is caused by the explosive population growth and development of Lakewood Township and the North Dover section of Toms River Township. The North Jersey Transportation Planning Authority (NJTPA) completed an Access Management study for Route 9 located between Indian Head Road (CR 571) in Toms River Township and Main Street (Route 88) in Lakewood Township. The study forecast future development and traffic volumes, analyzed crash data, and took inventory of the right of way, sidewalks and bus stops. The study identified a long-term vision for the roadway that incorporates a two-way left turn lane, shoulders and sidewalks, in a three-five-lane section within a desired right of way of 92 feet.

The study specifically recommends the following improvements:

1. Implement two-way left turn lane to improve safety and traffic operations.
2. Implementing traffic signal coordination and installation of additional traffic signals.
3. Implementing bus stop relocations.
4. Implement low-cost, high impact improvements to the following locations:
   - U.S. Route 9 and Main Street/Central Avenue/Hurley Avenue
   - U.S. Route 9 and John Street
   - U.S. Route 9 and James Street/Pine Street
   - U.S. Route 9 and Oak Street – Chateau Drive/Broadway
   - U.S. Route 9 and Cross Street/Chestnut Street
   - U.S. Route 9 and Locust Street
   - U.S. Route 9 and Whitty Road
     - Right turn lane from Rout 9 north bound to West Whitty Road East bound
     - Separate right turn and left turn lanes on West Whitty Road
   - U.S. Route 9 and Church Road (including Stevens Road signal)
     - Left turn Lane from Route 9 south bound to Church Road East Bound
     - Two-Way left turn lane along Route 9
     - Right Turn Lane from Route 9 north bound to Church Road east bound
5. Modify the NJDOT Access Code to reflect the changes described above in the near term.
6. Adopt an Access Management Plan for the section of U.S. Route 9 included in the study area in the near to mid-term.
   - Shared access between properties, particularly for left turns and putting as many left turns through signalized intersections as possible (reduce access points from 48 per mile to 28 per mile).
7. As new developments come on line, ensure that shoulders are widened and right of way dedicated in accordance with the Access Management Plan.
8. Construct the missing links and parallel routes presented within the study in the near to mid-term.
   - Church Road Extension west of U.S. Route 9 would allow for east-west travel without the need to turn on and off of U.S. Route 9.
o Extension of Massachusetts Avenue to Whitesville Road can enhance both a parallel route as well as access to an existing intersecting route
o Realignment of Hickory Street across U.S. Route 9 (currently underway) would enhance east-west travel without the need to turn on and off U.S. Route 9.

9. Convert the roadway to a five lane section with shoulders in the long term when warranted by traffic growth
10. Seek opportunities to complete the sidewalk network on U.S. Route 9

In addition, the study identified that widening Cox Cro Road approaches and providing opposing left turn lanes through the Route 9 intersection would further improve future traffic operations in the corridor.

**Church Road Extension west of U.S. Route 9**

The Route 9 Access Management Study, prepared by NV5, proposes the extension of Church Road west of Route 9 to Whitesville Road (County Route 527). The Church Road potential extension as proposed by NJTPA would extend through private property and property owned by Ocean County, as depicted below.
According to a local developer proposing plans to improve property attached to the Church Road Extension has informed the Township that they have been approved by Ocean County Engineering for a Road Right of Way that will eventually connect to Sunset Avenue, as depicted below.
Either option will allow traffic to move east to west thereby allowing traffic to avoid Route 9 when feasible. Shopping Center developments proposed to be located adjacent to Church Road Extension encourage all left turning traffic to utilize the Church Road Extension, so that left turns can be made from a signalized intersection. Cross Access easements are highly encouraged.

**Raymond Avenue Extension East of Route 9**

The Toms River Township Zoning Board of Adjustment has approved a Major Site Plan for O. Dover Summit. O. Dover Summit is identified in the Toms River Township Housing Plan as a future site for affordable housing. The site has been approved for the housing portion only with an entrance from West Whitty Road and a unimproved access point from Dugan Lane. The commercial portion of the site is proposed with no site plan approval. It is proposed that Raymond Avenue be extended to O. Dover Summit and connected to Whitty Avenue and that the new intersection become a signalized intersection. This would allow traffic from the numerous residential neighborhoods to cross Route 9 and access the Ocean County YMCA and connect to Old Freehold Road. The O. Dover Summit should also connect to Dugan Lane to allow existing residential properties east of Route 9 to utilize a signalized intersection for left turn movements and easy access to West Whitty Road without having to access
Clayton Avenue Extension to West Whitty Avenue, East of Route 9

Clayton Avenue should be extended to West Whitty Avenue to allow East West traffic movements without having to utilize Route 9. Clayton Avenue forms a T-intersection with Route 9 and is currently not a signalized intersection. Dover Shopping Center Associates, LLC. is proposing to construct a planned unit development (PUD) across from Clayton Avenue on Route 9, which will consist of commercial, market rate and affordable housing. The site is included in the Toms River Housing Plan Element. It is proposed that Clayton Avenue be extended through the Dover Shopping Center Associates, LLC property and connected with Whitty Avenue and that Clayton Avenue/Route 9 intersection become a signalized intersection. It should be noted that the Route 9 Corridor Study recommends that Clayton become a signalized intersection. A cross access easement should be granted to the properties to the north of the Clayton
Avenue intersection to try to encourage traffic to make left turns from the signalized intersection. The Clayton Avenue Extension road should also align with the new approved O. Dover Summit development, to allow for a four way signalized intersection on Whitty Avenue.

Riverwood Drive and Silverton Road Business Loop

A 32 foot wide road easement in accordance with Township road standards is proposed for properties located adjacent to and on the east and west of Route 9. This loop will allow residents residing on the east and west of Route 9 to access existing business such as the Ocean County business Park, assisted living facility and nursing home, and other existing and proposed businesses. There are numerous existing residential properties of Riverwood Drive and Silverton Road and it is recommended that the new business loop provide sidewalks to accommodate pedestrians.
It is also recommended that properties located to the north and south of the business loop be required to provide cross access easement to adjacent commercial properties to allow the benefits of the loop to be expanded. In particular properties located on the east of Route 9 and to the north of the loop shall provide cross access easements and properties to the South of Silverton Road and south of the loop should provide cross access easements to allow a connection to the loop. These lots are shallow compared to the lots that were included in the loop and therefore less likely to be able to accommodate a 32’ wide road easement.

Hickory Street Reallignment West and East of Route 9

Hickory Street Reallignment has been approved by the Planning Board of Adjustment as part of a Major Site Plan approval. The extension has been constructed. Upon the completion and acceptance of site improvements, the
road should be accepted and dedicated to Ocean County to complete Hickory Street, which is a County owned road. It is recommended that Hickory Street become a signalized intersection.

Maple Avenue Completion of Road Construction, West of Route 9

Maple Avenue is proposed as an East West Road connecting Massachusetts Avenue with New Hampshire Avenue. The road is improved from Route 9 to New Hampshire Avenue. Completing the improvements would remove traffic on Route 9 from Roberts Mobile Home Park and provide them with a more direct access point to Route 70 and allow east/west movement without having to utilize Route 9. Maple Avenue would also provide a new access point to the paper street subdivision area to the North, which is proposed to be rezoned from Light Industrial to Highway Business and be identified as an area that should be considered for qualification as an Area in Need of Redevelopment.

If the Area is found to qualify as an Area in Need of Redevelopment it is highly encouraged that a circulation plan be developed that connects the area to Maple Avenue, Route 70 and the existing Shoprite Shopping Center.
**Extension of Massachusetts Avenue to Whitesville Road**

The Route 9 Corridor Study prepared by NV5 for NJTPA in December 2016 recommends that Massachusetts Avenue is extended from the intersection of Cox Cro Road south to Whitesville Road. This extension would bypass traffic having to utilize Cox Cro Road to access Whitesville Road. The extension of Massachusetts Avenue should try to line up with Grande River Boulevard so that a new lighted intersection could be utilized by the existing residential development to access Massachusetts Avenue or Whitesville Road. The extension will cut through two large privately owned tracts of land. When these lots are developed they should develop the road in accordance with Ocean County standards and dedicate it to Ocean County.
Shallow lots on Route 9:

It is recommended that shallow lots on Route 9, that have not been included in any of the proposed road extensions/realignments, be required to provide cross access easement to adjacent commercial properties in all minor and major site plan approvals. This will allow residents and customers to access nearby businesses without having to travel back onto Route 9 or allow them the option of avoiding Route 9 entirely by accessing other alternative routes. This method is currently utilized in the Silverton Section of Toms River Township and is efficient in providing nearby residential properties access to businesses without having to utilize Hooper Avenue. All cross-access easement agreements should be reviewed by the Board (Planning Board or Zoning Board of Adjustment) attorney.
3. Downtown Toms River Area in Need of Redevelopment

Maser Consulting P.A. prepared a Downtown Neighborhood Circulation Plan for the Downtown Redevelopment area to find options for identify existing transportation volumes and find a solution for addressing new traffic volumes from a proposed draft redevelopment plan. The plan recommended a loop be created to ease existing congestion and accommodate growth. The preferred method as describing the August 26, 2016 plan has been provided below.

**PREFERRED SCENARIO: THE “LOOP”**

A number of scenarios for modifying access to the Garden State Parkway, reconfiguring the intersections at Highlands Parkway and Water Street and extending Herflicker Boulevard to Highlands Parkway were tested without arriving at improvements to vehicular circulation that would be sufficient to justify intensification of more trips in the network from new redevelopment projects. However, in the process of reviewing these scenarios the concept emerged of not only extending Herflicker to Highlands Parkway, but using it as a one-way eastbound route from Highlands Parkway to the Herflicker Bridge enabled Water Street to become one-way westbound from Irons Street to Highlands Parkway. This generated a “loop” which could provide alternative routes to and from the GSP and remove the backup of eastbound traffic at the Irons Street intersection in front of the Post Office. The Synchro model was then used to test the loop alternative as the preferred option.

![Diagram of the recommended “Loop” scenario.](image-url)
4. Toms River Downtown Transit Orientated Development

In addition, the Township Smart Growth Plan seeks Transit Village Designation for Downtown Toms River. In order to receive Transit Village Designation, the Township will have to implement Transit-Oriented Development Supportive zoning. The 2006 Toms River Master Plan Supported Transit-Oriented Development Supportive Zoning as provided below.
“Areas around the Downtown where Transit Oriented Development is envisioned should have zoning standards reflective of higher density development, with a minimum net residential density of 8 dwelling units/acre (amended to 15 dwelling units/acre should a rail station come about); a minimum floor area ratio (FAR) of 2.0 for non-residential development, and a minimum building height of at least 3.5 stories in a significant portion of the district.”

This recommendation is still valid. It is recommended that the Township look at designating an Area in Need of Rehabilitation for all areas that are located outside of the designated Area in Need of Redevelopment and within a ½ mile walking radius of the Bus Terminal/Park and Ride Facility.

5. North to southwest Link to West Dover

The Township Police Department has identified a need for a more direct access road to West Dover in particular to the Industrial park and existing residential areas located adjacent to Route 37. They have suggested the extension of Saint Catherine’s Boulevard north of Route 37 to Oak Ridge Parkway. This proposed extension would run through the former Ciba Geigy Property (currently owned by BASF) which has been classified as an Area in Need of Redevelopment. It is proposed that this road be constructed in accordance with Ocean County road standards as part of the Redevelopment Plan. In addition, Echo Park Road should be extended to connect to the Saint Catherine’s Boulevard Extension to allow access to the existing residential areas. The redevelopment plan for the Ciba Geigy Area in Need of Redevelopment must include this road extension as well as a network of proposed roads that connect into the extension.
6. Extension of Wren Place to Cardinal Drive

Wren Place should be extended to Cardinal Drive to allow the development of commercial property located on the Route 37 ramp. It is currently unsafe to have vehicle stopping in the middle of the ramp as they try to exit to access the commercial property. The Wren Place extension would allow traffic to turn right from the Route 37 Ramp onto Cardinal Drive, make a right onto Wren Place and a right into the businesses. The commercial property owner has acquired the adjacent residential property, which would allow the property owner to install the road extension in accordance with Township Road standards and dedicate the improvements to the Township. It is highly recommended that the commercial properties also provide cross access easement to mitigate any negative impacts to the existing residential area. No through street signs should be installed at the intersection of Germania Court and Starling Place intersection with Wren Place.
7. Elevation of Flood Prone Roads

Flood prone roads should be elevated when it is feasible and cost effective as described in the Toms River Hazard Mitigation Plan to mitigate nuisance flooding and where feasible keep properties viable when considering sea level rise. Elevation of roads for the purpose of addressing sea level rise requires a thorough analysis of projected costs and concrete land use recommendations to try to minimize future road construction costs. The Township recommends that any analysis also include a revised grading ordinance that could be put in place to require individual land owners to design their property to make them more conductive to future roadway elevation, such as minimum garage and landing elevations, as well as driveway slopes. Offsite restoration work is a significant portion of the total project cost that could be potentially reduced by 30% to 40% through new regulations.
PARKING

Ortley Beach Parking

With the density of the existing development and the large increase in seasonal population, curb-side parking has formerly been a problem during the summer months along the barrier island. Since Hurricane Sandy, parking conditions have improved in the Barrier Island. This is due to the fact that new dwellings replacing older damaged dwellings can now accommodate parking spaces under the elevated dwelling. In addition, dwellings that are being elevated to comply with flood standards are also required to comply with parking regulations whenever feasible.

Many residents in Ortley Beach park in the on-street parking spaces to “save” their onsite parking spaces for guests. This action by residents reduces the amount of on-street parking available to beach goers and creates traffic on the local roads as they circle looking for parking spaces. The Township should consider funding a parking study to determine the best way to manage the publicly owned parking spaces. Such study should delineate the metered parking area, balance the needs of residents and guests, designate an agency to manage the metered parking spaces, designate enforcement hours and dates, and selection of the most appropriate metering technology.

The 2006 Master Plan stated that “residential densities and the intensity of commercial uses should be restricted.” The Land Use Element of this report recommends that duplexes be permitted as a conditional use for areas east of Route 35 Southbound and not permitted west of Route 35 Southbound. Duplexes are required to comply with the Township’s parking standards per residential dwelling unit. The Township’s parking standards were modified to round the RSIS standards up to the nearest whole number and require a half parking space for every bedroom over 5 bedrooms. In addition, Joey Harrison’s Surf Club was damaged in Super Storm Sandy and has not been replaced. This area was rezoned in 2006 for multi-family 16 developments, which will have to comply with the new parking standards adopted in 2014. This area will no longer be zoned commercial. All commercial uses are proposed for Route 35 Northbound, Route 37 and a small portion of Bay Avenue across form the existing Route 37 shopping center.

Ortley Beach would like to encourage a more upscale commercial strip along 35 Northbound. A major impediment to developing commercial uses on Route 35 Northbound is the shallowness of existing lots. The lots leave little room to accommodate parking. The 2006 Toms River Master Plan indicted that “a plan for off-street parking should be developed for the business district.” This plan was not developed and parking needs for the business district have not been addressed.
In addition, the 2006 Master Plan stated that the Township should consider “increasing the amount of off-street parking by possibly purchasing vacant properties and using them for municipal parking garages or lots. Parking “meter maids” should be hired to enforce parking and to empty the meters.” This recommendation has not been implemented and may still be valid. It is recommended that the Township review the following options:

1. **Use of Existing on-street parking spaces** –
   Maintain Diagonal parking spaces on 4th Avenue. Those located west of Baier Avenue should be considered for metering and dedication for use by the business district. This amounts to approximately 11 spaces east of Route 35 Northbound and 11 parking spaces west of Route 35 Northbound and East of Railway Avenue. There are also a total of 11 parallel parking spaces that could be metered located between Baier Avenue and Railway Avenue.

In addition, there are numerous on-street parking spaces located on Route 35 Northbound and within one block to the east and west of Route 35 Northbound located on side roads. A number of these existing parking spaces should be considered for dedication to Ortley Beach Business district. A thorough parking study would be required to determine which parking spaces should be dedicated to the business district, designation of agency to manage parking spaces, determination of best meter technology to utilize, and cost of required improvements. It should also be noted that any metering of parking spaces on Route 35 Northbound would require consent by NJDOT. In addition, the designated agency would have to review and accept the responsibility of managing the parking spaces.

2. **Parking Lots as a Permitted Use** – If it is not feasible to publically develop parking spaces for dedication to the business district, the zoning regulations should be modified for the business district to permit parking lots as a principal permitted use. This would allow the private market to construct parking lots and charge a fee, similar to private parking lots established in Seaside Heights, Point Pleasant Beach and other “shore” communities.

3. **Public Parking Lots** - Perform an analysis to potentially acquire vacant lots for municipal parking lots and designate the Toms River Parking Authority or some other agency to manage the lots. The designated agency would be responsible for maintaining parking meters, collecting payments, and enforcement. Due to a tight municipal budget caused by Super Storm Sandy recovery ratable loss, it is recommended that parking needs be accomplished utilizing existing resources and that this option only to be exercised after all existing parking opportunities have been maximized and exhausted.
It should be noted that businesses already have the option of providing parking off site and some businesses have already utilized this option by acquiring a parking lot and sharing parking spaces. The land use boards should ensure that a shared parking easement (or other legal mechanism) has been granted prior to approving any off site shared parking agreement. Businesses with excess parking should consider leasing their excess parking spaces to businesses that cannot provide onsite parking spaces.

**Downtown Parking**
Sam Schwartz Engineering D.P.C prepared a Downtown Parking Study for the Toms River Parking Authority that was completed on September of 2014. The purpose of the study was to conduct field studies, identify parking issues, and prepare recommendations designed to offset parking problems, parking space deficiencies or unhealthy parking patterns. The studied reviewed 1900 parking spaces owned by Ocean County, 1,000 parking spaces owned by Toms River Township, 850 parking studies privately owned or reserved, and 380 parking spaces owned by the Toms River Regional Schools. The study recommended the following:

- Create parking turnover on the streets of the central business district via changes in time limits, pricing strategies and enforcement.
  - Reduce time limits - by reducing time limits the theoretical number of parking turns to be accommodate by one space throughout the day are increased and long term parkers who are “feeding the meter” will be inconvenience to make additional trips to the parking meter. It was recommended the section of Main Street between Water and Washington and the section of Washington between Main and Robbins be implemented with reduced time limits – from 2 hours to 90 minutes.
  - Enforcement – increased enforcement for unlawful extension of meter time will increase parking opportunities in areas where this issue persists
  - Extension Pricing – Institute graduated fee schedules for on street parking spaces. For example, on-street spaces may be signed for “4 hour limit” but the pricing structure would be: 1st hour = $.50, 2nd hour = +$1.00, 3rd hour = +$2.00, and 4th hour = +$5.00. The first two hours to stay would be reasonable and the remaining hours would be at a fee that would encourage movement of the vehicle. This option is only feasible by converting the existing parking meters to “smart” meters which are further described below as part of the “Upgrade Meter Technology” section.
• Adjust parking fees according to supply and demand economic principles.
  o It is recommended that parking fees for the most convenient on-street parking spaces along Main and Washington be the highest in Toms River. The rationale behind this recommendation is supported by the basic economic principal of supply and demand:
    - Low supply + high demand = higher pricing
    - High supply + low demand = lower pricing
  o Parking fees that are too low create congestion in high demand areas, cause motorist to circle for inexpensive convenient parking, and enables meter feeding by local merchants and employees. At the current rate of $.25 per hour for prime on-street parking, there is not enough “sting” if a local employee decides to leave their car in one space and feed the meter all day, which is related to item “c” from the previous section of “Creating Turnover at On-Street Spaces”. It is recommended that on-street meter rates along Main Street and Washington Street be increased as follows:
    Phase 1: $.50 per hour/ implement immediately
    Phase 2: $1.00 per hour / implement within 5 years of Phase 1 or in conjunction with installation of on-street meter kiosks, whichever comes first.

• Upgrade meter technology and parking consumer options.
  o Conduct pilot program on at least two block sides to gauge the suitability and effectiveness of the utilizing multi-space meter kiosks in downtown Toms River. Multi-space meters provide the benefits of easier collections, better accountability/paper trail, customers have multiple payment options including credit cards and smart cards, easy to adjust rates, and reduced sidewalk clutter. The machines can also send customers text messages when their parking time is about to expire and offer advertising, promotional, or validation programs for local businesses.
  o Integrate “pay by cell phone” to existing meters and new proposed multi-space meter kiosks.

• Address handicap parking patterns and conduct an ADA checklist.

• Address the TRRS lot at the north end of Court House Lane.
  o Convert the ten 8-hour limit meters on Court House Lane from 8-hour limit to 90 minute limit metered spaces and sign them “No Parking from 6am to 10Am”, which should keep them reasonably free of employee parkers who may wish to use them and feed the meters during the day;
• Work with TRRS to convert the operation of the 64 interior spaces of Lot 13 as follows, moving from south to north: add 4 free handicap stalls (lose 2 spaces due to access aisle cross hatching), create 29 2-hour or 3-hour limit metered spaces, create 29 10-hour limit metered spaces. All of these spaces can be operated by the Township with expense net revenues being shared between the Township and TRRS.

• Re-assess reserved parking, parking policies, and traffic patterns at the Municipal Garage, behind the library, and along Wisely Way and Allen Street
  o Consideration should be given to relocating Township vehicles which are not being used or are out of service from the municipal garage to Township storage yards in order to improve visitor parking opportunities and revenue potential in the parking garage
  o Consideration should be given to relocating Township vehicles and other parking activity in this area in order to improve visitor parking and revenue opportunities on Wilsey Way. In addition, the current wording and locations of all signs in this area should be reviewed as some are reported to be misleading or misunderstood.
  o It is recommended that a number of currently reserved or dedicated spaces in this lot be converted to customer use and/or HC use for library patrons. The relocated library reserved spaces can be accommodated in a convenient location within the County parking garage.
  o Consideration should be given to making Allen Street one way Southbound as this will provide an 8-space parking lane directly off Washington Street and provide more direct access to the Municipal Parking Garage. This would allow beneficial signage such as “Town Hall Parking” to be installed on Washington Street in advance of Allen Street from both directions.

• Create directional signage to direct inbound motorists to County, Township and Library parking areas.
  o Parking demand in the eastern half of the study area is primarily generated by the Ocean County Complex, Toms River Township Complex, and the Library. The three primary destinations described all have Washington Street addresses, however the parking facilities intended for these destinations are not on Washington Street. It is recommended that attractive, strategically placed signs be installed in downtown Toms River to direct inbound motorists
to off-street parking facilities serving the Ocean County Complex, the Toms River Complex, and the Library.

In 2016, the Toms River Township Parking Authority implemented most of the recommendations from the Downtown Parking Study. It is recommended that the Parking Authority and Township Council continue to implement the recommendations from the Parking Study.

Since the development of the recommendations of the Parking Study:
1. The demographics of the downtown area have changed since the gathering of data for the study was completed between 2011 and 2012. Because of Hurricane Sandy the Report was not finalized until 2014. Parking that was not being utilized at the time of the study is now at capacity.
2. Current parking issues that need to be addressed is daily long term parking for employees and business owners of the downtown area.
3. Two new multi-family developments have been approved on the Legion Court. Both developments were approved with on-site parking spaces; however there is a concern that the on-site parking spaces will not be sufficient to accommodate the residents and their guests. The 55-unit development is in the process of being constructed.
4. Toms River Post Office – The Toms River Post Office is now utilizing the majority of the parking spaces at the Irons Street Parking Lot (former site of the Farmer’s Market) due to the fact that Wells Fargo is no longer allowing them to utilize parking spaces on their Iron Street Parking lot.
5. The Toms River Fire Commissioners are developing a plan to construct a new Fire House (for the merging of Fire House 1 & 2 into one new Fire House out of the flood prone area) on the Township Irons Street lot which will utilize a large portion of the lot and reduce parking spaces for the Western section of the Downtown.
6. The Farmer’s Market has now been relocated to the grass area behind the Ocean County Parking Garage.
7. The Township will be attempting to formalize the Redevelopment Plan for Downtown Toms River Area in Need of Redevelopment and seek approval from Township Council and the Planning Board. The Redevelopment Plan will be looking to redevelop the municipal parking lot currently being used by the Post Office and replace those spaces in a parking structure as part of a redevelopment agreement with a redeveloper and/or the U.S. Postal Service.
8. Robbins Street Parking Improvements have been proposed to provide more parking to the portion of the Downtown Core east of Main Street.
9. The parking lot behind the former Santander Bank located off Sheriff Street has been offered for the creation of a parking garage. This possibility should be further researched.
Due to these new conditions, it is recommended that a new Parking Study be funded by the Parking Authority to ensure that adequate parking spaces are maintained for the Downtown Business District. The parking study should include input form the Township Planning and Engineering Divisions.

**Robbins Street Parking:**

The Township Engineering Department has prepared two options for providing more public parking spaces on Robbins Street. One option takes into consideration the turning movements that are required for the fire engines. The second option can only be implemented once the Fire House operations are relocated to Irons Street. When funding is available the Township should consider implementing the plan that is most appropriate.

**Redevelopment Plan**

A redevelopment plan for the Area in Need of Redevelopment is scheduled to be prepared and completed in 2017. The Plan must provide public parking spaces accommodated in parking garages throughout the proposed redevelopment area to accommodate both proposed residents and projected clients for the commercial square footage, as well as to replace the surface parking currently being used by the Post Office and neighboring businesses. Parking Garages should also try to accommodate parking needs of the existing downtown that is located on Main Street and west.
Mass Transportation:

RAIL TRANSPORTATION

Toms River Township is not currently served by rail facilities beyond the freight spur, which extends only to the Ciba Geigy Toms River Chemical Plant located at the Township’s western boundary.

As one of the fastest growing areas in the state, the restoration of passenger rail is critical to provide a convenient and reliable travel choice for commuters in Ocean County. There is a need to address the increasing congestion, travel times and delays on area roadways. Because of this, the Township supports the introduction of a rail passenger service, MOM-Monmouth Ocean Middlesex to Ocean County or other commuter rail line alternative. The MOM line will benefit the area by linking the region to major job markets in New York, Philadelphia and New Jersey. It will also shift auto and bus commuters from congested highways, reducing overall travel times. In addition, it will improve air quality from reduced emissions, increase property values, attract major corporations and higher retail sales and maintain the quality of life for residents in the region.

Ocean County is in support of the Lakehurst to Monmouth Junction rail alignment. This line would connect with the Northeast Corridor, providing access to both northbound and southbound NJ Transit and Amtrak destinations. This alignment will also reduce traffic on Route 9 and provide public transportation to areas of the region with the least amount of public transportation.

If such rail service were available, the terminal facilities in Downtown Toms River could provide efficient connections between the automobile, the county bus system and the long-haul transit service provided by buses serving the Toms River area.

BUS TRANSPORTATION

New Jersey Transit has had a positive effect on improvement and expansion of existing long-haul commuter bus service within Ocean County. The County of Ocean, in conjunction with New Jersey Transit, is continually working to modify and improve services to better meet the needs of Ocean County residents.
Toms River Township has benefited from the completion of a park and ride facility adjacent to the Toms River and east of Garden State Parkway, exit 81. This facility provides a major transfer point between the County Transit System and long-haul transit routes of the bus companies presently serving the County.

The facility is serviced by NJ Transit, Academy Bus and Ocean Ride. The parking facility is managed by the Toms River Parking Authority under contract with NJ Transit and the New Jersey Department of Transportation. The facility has 524 total parking spaces, 10 ADA parking spaces, bicycle racks and lockers.

Bus transportation is also an important factor in the Township’s seasonal impacted summer circulation needs. New Jersey Transit provides a summer-weekend bus service program from the rail-commuter terminal in Bay Head south along Route 35 along the barrier island to Island Beach State Park. However, it is still important to increase service in areas that are heavily trafficked and difficult to park in during the summer months.

Ocean Ride, which was started over 25 years, has shown itself to be a successful program. In 2004, Ocean Ride provided over 400,000 passenger trips. Due to the Board of Freeholder’s commitment, Ocean Ride has been able to add new routes. Currently, the Ocean Ride Transportation system operates using 17 bus routes that run on a fixed schedule throughout Ocean County, 4 of which run through the Township of Toms River Township. Most of the Ocean Ride buses are handicapped equipped. Also, residents age 60 and over or a person with a disability can Reserve-A-Ride. Although Ocean County provides these services, better information should be made available on mass transit services using print and electronic media to make the public aware that they exist.

The following bus lines make stops in Toms River Township, with the majority stopping at the Bus terminal:
<table>
<thead>
<tr>
<th>Bus Line</th>
<th>Company</th>
<th>Destinations</th>
<th>Stops in Toms River</th>
</tr>
</thead>
<tbody>
<tr>
<td>319</td>
<td>NJ Transit</td>
<td>NYC (Port Authority), Atlantic City, Wildwood, Cape May (Seasonal)</td>
<td>Toms River Park &amp; Ride</td>
</tr>
<tr>
<td>137</td>
<td>NJ Transit</td>
<td>Island Beach State Park to NYC Port Authority Bus Terminal</td>
<td>Toms River Park &amp; Ride (Bus Terminal), Ocean County Mall, Ocean County College</td>
</tr>
<tr>
<td>67</td>
<td>NJ Transit</td>
<td>Toms River, Lakewood, Newark, Jersey City (Journal Square Transportation Center – Path train access)</td>
<td>Toms River Park &amp; Ride, Ocean County Mall, Ocean County College</td>
</tr>
<tr>
<td>559</td>
<td>NJ Transit</td>
<td>Atlantic City to Lakewood</td>
<td>Route 9 &amp; Route 571, Toms River Park &amp; Ride</td>
</tr>
<tr>
<td>Parkway Express to Wall Street</td>
<td>Academy Bus</td>
<td>Forked River Rest Area to Wall Street Area</td>
<td>Toms River Bus Terminal, Ocean County Mall, Hooper Avenue &amp; Fischer Blvd, Silverton Polhemus Road, Silverton &amp; Kettle Creek Road</td>
</tr>
<tr>
<td>OC1A</td>
<td>Ocean Ride</td>
<td>Whiting Express– Cedar Glen Lakes Clubhouse to Ocean County Mall (Service Days Monday, Wednesday &amp; Friday)</td>
<td>Seacourt Pavilion (upon request), Ocean County Mall</td>
</tr>
<tr>
<td>Bus Line</td>
<td>Company</td>
<td>Destinations</td>
<td>Stops in Toms River</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>OC2</td>
<td>Ocean Ride</td>
<td>Manchester to Toms River (Service Days: Monday, Wednesday, &amp; Friday)</td>
<td>Ocean County Mall</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Old Freehold Road &amp; Walnut Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Snyder Street &amp; Main Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Toms River Park &amp; Ride</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Community Medical Center</td>
</tr>
<tr>
<td>OC10</td>
<td>Ocean Ride</td>
<td>Lavallette to Toms River (7 days a week Spring &amp; Summer)</td>
<td>Toms River Business Park</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BJ’s Wholesale Club</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Walmart</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Community Medical Center (Route 37)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Main Street (Route 166) Bus Shelter North</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Toms River Park &amp; Ride</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ocean County Government Complex</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Route 37 &amp; Hooper Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Route 37 &amp; Fischer Boulevard</td>
</tr>
<tr>
<td>OC3</td>
<td>Ocean Ride</td>
<td>Brick, Lakewood &amp; Toms River - Yorktowne Blvd &amp; Hovson’s Blvd to Ocean Medical Center (Service Days: Monday, Wednesday &amp; Friday)</td>
<td>Yorktowne Blvd. &amp; Hovsons Blvd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Hovsons Blvd. &amp; Mt. Carmel Blvd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Hovsons Blvd. &amp; Mt. Matterhorn Lane</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mt. Matterhorn Lane &amp; Mt. Carmel Blvd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mt. Carmel Blvd. &amp; Mt. Hood Lane</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mt. Hood Lane &amp; Mt. Idenburg Lane</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mt. Idenburg Lane &amp; Mt. Hope Lane</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mt. Hope Lane &amp; Mt. Everest Lane</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mt. Everest Lane &amp; Yorktowne Blvd.</td>
</tr>
</tbody>
</table>
The Acting Commissioner of Transportation on June 21, 2016 approved the Traffic Regulation Order RP 2016-07(Bus Stop). The traffic regulation order requires the Department’s Bureau of Traffic engineering to establish “Bus Stops” along a portion of Route NJ 166 as follows:

A. James Street  
B. Lynn Drive  
C. Suburban Drive  
D. Colonial Drive  
E. Dover Street  
F. West Gateway Avenue  
G. Fernwood Drive  
H. Between Hilltop Road and Briar Knolls Apartment Access  
I. Glenwood Road  
J. Colonial Drive  
K. Broad Street  
L. Between Lomell Lane and Hilltop Road  
M. South Dakota Avenue  
N. Between Winteringham Drive and Presidential Boulevard  
O. Between Route 37 and Highland Parkway.

RECOMMENDATIONS:

1. The US 9 Corridor Study Managing and Accommodating Growth in Lakewood and Toms River, Ocean County prepared by NV5 dated December 2016 proposes consolidating Bus Stops along Route 9 and recommends that all bus stops be sheltered. The Township supports the implementation of the Bus Stop consolidation plans.

2. It is recommended that all site plans approvals located on Route 9 require the construction of sidewalks within a half mile walking distance of the proposed Bus Stops identified in Appendix I Bus Stop Relocation Plans of the US 9 Corridor Study as a condition of approval. The
granting of waivers from providing sidewalks in this area is highly discouraged.

3. Sidewalks should also be encouraged for all areas located within a half mile of a bus stop located in Toms River Township, including but not all inclusive, Hooper Avenue, Route 37, Downtown Toms River and Route 35.

4. The Township also highly encourages Ocean County Ride to provide a bus stop in Ortley Beach on the OC-10 Ocean Ride Bus. The bus currently services Lavallette, Seaside Heights, and mainland Toms River. Ocean Ride may have an option of adding a stop at the Acme food store shopping center on Route 37 or by Barnacle Bill's which would provide ample parking at the Third Avenue publically owned parking lot. This bus would allow the Township to efficiently connect Downtown Toms River with Ortley Beach, with minimal costs to Ocean Ride.

5. Rapid Bus Transit should be further researched for Route 37 and implemented if feasible.

6. Transportation Improvement District should be implemented as part of the Downtown Redevelopment Plan and shall include a downtown jitney to provide service to existing businesses, new proposed businesses, residential areas, and the Park and Ride Facility. The Redevelopment Plan should include provisions for Transportation Demand Management Plans (TDM), to include developer sponsored shuttles, ride sharing, bike sharing and other techniques that reduce vehicular trip and encourage the use of mass transit.

7. The existing Park and Ride Facility should be redeveloped to include both the park and ride services and new dwellings as part of the Downtown Redevelopment plan and Transit Village initiative. This would mean the consolidation of commuter and residential parking into a parking structure and an bus station facility that is integrated into the new residential development.

8. Encourage Transit Orientated Development (TOD) within Downtown Toms River and seek Transit Village Designation. This may entail modifying land uses within a half mile of the bus terminal and Park and Ride facility to increase density to be incompliance. The majority of the area within the half mile of the Park and Ride Facility is located in the Downtown designated Area in Need of Redevelopment. Areas located outside of the designated Area in Need of Redevelopment but still within the half mile walking radius of the Park and Ride Facility should be considered for incorporation into an Area in Need of Rehabilitation.

TC-42
and a Redevelopment Plan proposed to incentive increasing the density within this area.

**AIRPORT FACILITIES**

The Township is served by a variety of airport facilities. These facilities and the type of service provided may be summarized as follows:

1. Ocean County’s Robert J. Miller Air Park and nearby general aviation airport facilities, which offer chartered service to the major air carrier airport facilities in Philadelphia, Newark and New York City, as well as a nearby facility to service the recreational and private commercial flying needs of the residents of the Township.

2. The Atlantic City Airport, located 45 miles south of the Township, provides scheduled commuter air connections to major airports.

3. Newark International Airport, located 70 miles north of the Township, and Philadelphia’s International Airport located 60 miles west of the Township, provides complete scheduled airline service to domestic and foreign destinations.

**WATER FERRIES/WATER TAXIS AND ALTERNATE TRANSPORTATION OPTIONS:**

Toms River Township has water frontage on the Toms River, Barnegat Bay and Atlantic Ocean. The Ocean County Long Term Recovery plan recommends studying the feasibility of developing other transportation alternatives such as water ferries. Toms River Township supports studying the feasibility of developing other transportation alternatives such as water ferries as proposed in the Ocean County Long Term Recovery Plan. In addition, the Township also supports the development of water taxi businesses and recommends it for commercial areas that have water frontage, such as in downtown Toms River in the Village Seaport Zone. Commercial Land Use zones adjacent to water should be reviewed and water taxis/ferries permitted if compatible with surrounding Land
Use Zones, as well as coordination with redevelopment initiatives in adjoining municipalities such as South Toms River.

**PEDESTRIAN AND BICYCLE INFRASTRUCTURE**

The Toms River Council adopted a Complete Streets resolution in 2012, which recommended a pedestrian and bicycle study. It is highly recommended that the Township seek New Jersey Department of Transportation Technical Assistance or funding to prepare a bicycle and pedestrian plan. The plan should prioritize walking and bicycle infrastructure with the following priority:

1. Identify all areas within a half mile of a bus stop and identify missing linkages for both pedestrian and bicycle infrastructure.

2. Identify all areas within walking/bicycling distance of a school utilizing the guidelines for elementary, middle and high schools. Identify missing linkages for both pedestrian and bicycle infrastructure. Utilize the “Safe Routes” to School NJDOT program to provide recommendations.

3. Identify all designated areas in need of redevelopment and provide missing linkages for both pedestrian and bicycle infrastructure.

In general, all site plans and subdivisions within a half mile of a bus stop or school should be required to provide sidewalks as a condition of board approval. The Township would like to encourage all students residing within a half mile of their school within the Toms River Regional School System to utilize sidewalks when feasible to try to provide daily opportunities for physical exercise to students, thereby improving student health. Increasing the volume of students that walk/bicycle to school could also reduce the future cost of busing students. Providing design waivers for sidewalks within the half mile distance from schools and bus stops is highly discouraged.

The Ortley Beach Neighborhood Plan prepared by Maser Consulting identified a bicycle and pedestrian plan. This plan should be implemented as funds become available. The Planning Board adopted the Plan in December of 2016 by way of resolution. The Township has applied for funding to implement the streetscape improvements identified for Route 35 Northbound, however no decision has been relayed to the Township from NJDOT.

In addition, all areas that have previously had sidewalks prior to Superstorm Sandy should be required to reinstall the sidewalks. Areas that could not accommodate sidewalks should be restriped with a walking path as streets are repaved.

All areas located in Areas in Need of Redevelopment must provide sidewalks and pedestrian walkways within the Redevelopment Plans.
Bicycles are heavily utilized on the Barrier Island. It is highly recommended that all businesses located on the Barrier Island provide at minimum one bicycle rack per establishment. It is recommended that this be a condition of all board land use site plan approvals.

The Barnegat Branch Trail will terminate in Toms River. The Township has requested that the County assist the Township with linking the Barnegat Branch Trail to Winding River Park and continue it to the Manchester Border along the Toms River. Ocean County has also looked at extending the Barnegat Branch Trail west along the former Conrail line. The Route 37 Study encourages the pedestrian and bicycle linkages along the Route 37 Commercial corridor and to residential areas and downtown Toms River. Bicycle rack placement should be encouraged in Downtown Toms River, Winding River Park and the newly proposed Downtown River Walk. The Downtown Redevelopment Plan should identify ideal locations for the placement of the Bicycle Racks.

CIRCULATION PLAN DEVELOPMENT POLICIES

This section of the Circulation Plan is intended to provide guidance and establish standards to be applied by the Township’s Planning Board and Zoning Board of Adjustment when considering development proposals. Overriding policy standards associated with this plan element may be summarized as follows:

1. Site plan submissions should be designed in such a manner that the development of unconnected street patterns between subdivisions is avoided for reasons of emergency access and improved vehicular circulation.

2. The extension of streets through environmentally sensitive areas should be avoided in the Township’s plan due to the need to preserve these areas and the likelihood that such extensions would not receive the required local, State and Federal approvals. Alternate roadway connections should be considered as development proposals are submitted to improve the Township’s circulation system.

3. Future sidewalk construction should occur 1-foot from the right-of-way line with a minimum 3 ½ foot setback from the street curb line to limit the negative impact on existing sidewalks caused by street widening programs. It is recommended that curbs and sidewalks be installed throughout the town to encourage safe pedestrian traffic.

4. Local collector streets created as a result of subdivision approvals should be added to the Master Plan on a regular basis.
5. Site Plan Ordinances and completion checklists should be amended to require that future development applications require submission of a traffic impact report, particularly for commercial and larger residential developments.

6. Applications on State jurisdiction roadways should require right-of-way dedications consistent with the New Jersey State Highway Access Code in terms of compliance with desirable typical sections.

7. Applications on County roads should require right-of-way dedications consistent with the Ocean County development requirements.

8. Encourage reporting and monitoring of areas that have frequent accidents to determine whether a graphic signalization is warranted.

9. Incorporate the Residential Site Improvement Standards into the Toms River Township Ordinance with respect to compliance with establishment of design standards.

**RESILIENCY AND SUSTAINABILITY**

Superstorm Sandy affected roads in the Township, flooding those in the lagoon, Bayfront and coastal areas. Several studies documented areas impacted by flood, including the following:

| • Sections of Fischer Boulevard          | • West Water Street from North Main Street to Lien Street |
| • Barrier Island Roads                   | • Windsor Avenue                                      |
| • Silver Bay Road to Intersection        | • Bayview Drive                                        |
|   Vincent Street                        |                                                        |
| • Garfield Avenue from Delaware Avenue  | • Wave Way and Green Island Road                       |
|   Avenue to Forest Grove Avenue          |                                                        |
| • Route 37 from the bay to Lloyd Road    | • South Shore Drive                                    |
| • Riviera Avenue north to Bryant Avenue  | • Bay Avenue                                           |
| • East Water Street and Horner Street,   | • Hooper Avenue from Fischer Boulevard to Silver Bay   |
|   East Water and North Main Street,      | Road                                                   |
|   Irons Street and Herflicker Boulevard, |                                                        |
|   and Irons Street and West Water Street |                                                        |
|   Intersection                          |                                                        |
Of particular concern was the flooding of the Township’s Coastal Evacuation Route along Water Street in the downtown area. The Township’s Strategic Recovery Planning Report recommends raising major roadways to address flooding issues from storms (as well as regularly-occurring drainage issues), though the specification of which roadways is not provided.

The following new objectives and recommendations are suggested to enhance community economic resiliency and sustainability:

1. Implement circulation recommendations and conduct recommended studies provided in the 2016 Smart Growth Plan, stated as the following:
   - Support the connection of Toms River and Lakewood to North Jersey via train line (MOM Line) or other alternative
   - Support, fund and provide technical assistance to designate downtown Toms River as a Transit Oriented Development (TOD), specifically Transit Village Designation.
   - Create a Transportation Improvement District and improve pedestrian and bicycle connections in the Downtown Toms River Regional Center.
   - Continue to encourage the installation of sidewalks to accommodate pedestrians in all highway cores
   - Encourage and coordinate with the County to address flooding on Fischer Boulevard.
   - Implement recommendations outlined in the Toms River Hazard Mitigation Planning Report to address flooding on roads under the jurisdiction of the Township.

2. Implement circulation recommendations provided in the 2014 Strategic Recovery Planning Report, stated as the following:
   - Raise major roadways. This was a desired project expressed at all three public open house meetings based on experiences during Sandy of roads being blocked, as well as long term experiences with flooding of low-lying roads in lagoon neighborhoods on both east and west shores of Barnegat Bay during “moon high tides” due to obsolete drainage facilities.

3. Implement recommendations and conduct recommended studies provided in the Route 37 Economic Corridor Vision Plan related to circulation on Route 37, stated as the following:
   - Study greenway connecting Barnegat Branch Trial to Route 37, Downtown and riverfront areas
   - Study multimodal road/trail along rail right of way in Downtown
   - Develop alternate bike network for corridor and region

4. Implement Circulation recommendations provided in the 2016 Downtown circulation Neighborhood Plan, stated as the following:
- Herflicker Boulevard Reconstruction "Loop" scenario with Parkway ramp relocation, which would reduce traffic backup and pressures in the downtown area
- Implement Intersection improvements to better accommodate pedestrians
- Use reconstruction of Herflicker Boulevard as a resiliency measure to protect downtown Toms River from flooding by elevating the portion of the roadway between Irons Street and Highland Parkway. This elevated roadway would be connected to a berm around the Township parking lot.
- Create detention basins and flood storage in the area between the proposed multi-use trail and Herflicker Boulevard on the New Jersey natural gas site.

5. Implement the circulation recommendations in the 2011 Ocean County Pedestrian and Bicycle Mobility Report

6. Implement trail and greenway recommendations provided in the 2016 Conservation, Recreation and Open Space Element, stated as the following:
   - Coordinate with South Toms River and Ocean County to accomplish the construction of the northern-most section of the Barnegat Branch Trail (BBT).
   - Study the merits of routing the final section of the BBT along Herflicker Boulevard versus through the TRMUA property scheduled for use as a conservation and passive/active recreation land.
   - Develop a phasing plan for the construction of the 1.2-mile connector between the terminus of the BBT and Winding River Park along the JCP&L utility easement, including necessary pedestrian bridges over the Toms River and Route 37.
   - Implement the bike bath plan envisioned in the Ortley Beach Neighborhood Plan.
   - Study potential trail routes for connecting Winding River Park and Riverwood Park.
   - Participate in discussions and plans if development of the River and Bay Greenway or Golden Triangle Trail progress to ensure that these paths intersect with the network of trails through Toms River.

7. Implement circulation recommendations provided in the 2016 Ortley Beach Neighborhood Plan, stated as the following:
   - Implement proposed bike routes, including two north-south routes to run along Washington Avenue and Ocean Avenue, two east-west routes along Fielder Avenue and 3rd Avenue, and one east-west spur from Ocean Avenue west along 4th Avenue.
   - Add bike racks to the business district and community destination points
8. Require greener parking lots, with expanded landscaping, tree cover and permeable pavement requirements

9. Implement Sustainable Jersey Actions related to circulation, including:
   - Adopt a complete streets policy
   - Create a bicycle and pedestrian plan
   - Create a safe routes to school program

10. Implement circulation recommendations in the Township’s 2016 Hazard Mitigation Plan, including:
   - Pilot programs to elevate Bay Breeze Road, Creek Road, Pumpshire Road, Sea Breeze Drive, and Washington Avenue, as well as Herflicker Boulevard.
   - Install traffic light backup switch and socket connectors for generator plug-in, prioritizing the set of specific intersections listed in the Hazard Mitigation Plan.

11. Implement circulation plans in the Ocean County Long-term Recovery Plan (2015), including:
   - Coordinate with the County to study the feasibility of a water taxi/ferry route to move people across Barnegat Bay, both for everyday commuting purposes and during emergency mandatory evacuations.

2006 MASTER PLAN PROGRESS OF PROPOSED DEVELOPMENT REGULATIONS

The following improvement projects were recommended as both proposed and in progress as part of the 2006 Master Plan Circulation Element.

STATE PROJECTS

- **NJSH Route 35**

The project involves restoration and drainage improvements from Island Beach State Park to 6th Avenue in Toms River Township. The entire southbound roadway will be milled and resurfaced. Drainage improvements will include retrofiling/raising the southbound roadway and reconstruction of shoulders in areas of severe flooding. Sidewalks will be added to areas along the northbound roadway to provide a continuous walkway, in addition to sidewalk construction along both sides of the southbound roadway for the entire length of the project. Crosswalks and the back-out areas will be constructed with a different material or texture to help delineate the traveled way. Shoulder parking will be maintained; however, widths will be increased to provide shared use for bicycles.
Route 35 Northbound and Southbound were fully reconstructed throughout all of Toms River Township municipal boundaries by the New Jersey Department of Transportation after Super Storm Sandy. Improvements included all new storm water management improvements.

- **NJSH Route 70 and Massachusetts Avenue (C.R. 637)**

The project involves the reconstruction of Massachusetts Avenue, south of NJSH Route 70 and the state highway (Route 70) approaches to the signalized intersection. The improvements on the state highway include extending the four-lane divided section west of Massachusetts Avenue to improve the bottleneck that occurs for westbound traffic just west of Route US 9. Additional improvements at the intersection include adding dedicated turning lanes and jug handles to accommodate turning movements and improve the operational capacity of the intersection.

These improvements were completed.

- **NJSH Route 166**

The project involves Route 166 between Highland Parkway and Old Freehold Road. It will be widened to two travel lanes in each direction, with no shoulders and a 4-foot curbed median. Two new traffic signals at Route 166 and Highland Parkway and Route 166 and James Street will be installed. A service road will join Route 37 to James Street. An overhead sign for Route 37 westbound will also be installed.

This project is currently underway and NJDOT is acquiring the required Road Right of Way from adjacent property owners.

**COUNTY AND LOCAL PROJECTS**

- **Toms River Business Improvement District (BID)**

The BID covers the area bound by the Toms River on the South, the Garden State Parkway on the West, Route 37 to the North and Hooper Avenue to the East. The proposed circulation and parking improvements for downtown Toms River include the construction of a principal arterial bypass of the Downtown Toms River area utilizing Highland Parkway and new construction along the alignment of Herflicker Boulevard to a new bridge over the Toms River connecting with Route 166 in the Borough of South Toms River. This principal arterial bypass will:
Provide access and circulation to the Garden State Parkway
Provide access to the commuter park and ride facility and relocated
  • bus station adjacent to the Toms River
Improve access and circulation to the undeveloped areas between this
  • proposed roadway and the Garden State Parkway south of West
    • Water
  • Street.
Allow Main Street, between Highland Parkway and Water Street,
  • to become more local traffic oriented.
Provide for improvements to pedestrian and bike circulation within the
  • Downtown Toms River area.
Improve air quality in the Downtown Toms River area.
Improve the ability to revitalize the Downtown Toms River area and
  • create a downtown seaport district.
Provide more parking
In accordance with the Downtown Toms River Master Plan, the
following intersection improvements are proposed:
The Garden State Parkway and West Water Street
Main Street and Route 37
Hooper Avenue and Route 37

In addition to intersection improvements, the following roadway
improvements are proposed:
Extend Washington Street to Irons Street (not completed, and since
abandoned)
Sheriff Street realignment (This recommendation was completed)

In accordance with "Reclaiming Toms River Waterfront" the following
signal improvements are proposed for the Downtown Toms River area:
  • Herflicker Boulevard and South Main Street (completed)
  • Main Street and Water Street (completed)
  • Irons Street and Water Street (completed)

Suggested for the Downtown Toms River area:
  • Highland Parkway South and Herflicker Boulevard (completed)
  • Highland Parkway South and Water Street (completed)

• Garden State Parkway

  • Parkway southbound exit at Interchange 83/84-Garden State
    Parkway, Route 9, Route 166 and Indian Head Road
    (improvement are in progress)
  • Northbound entrance and southbound exit from the Garden State
    Parkway to the proposed Fischer Boulevard extension through
Church Road. *(This recommendation is still valid, see Section under VEHICLE TRANSPORTATION CONCERNS AND POTENTIAL SOLUTIONS Section for Hooper Avenue improvements)*

These additional and expanded facilities will reduce traffic passing through residential areas, reduce transportation cost, improve air quality and improve overall traffic congestion.

- **Route 9**
  - Contract awarded for improvements to the intersection of Route 9 and Cox Cro Road. *(completed)*
  - Dualization of the Route 9 corridor through Toms River Township from Route 70 to the Garden State Parkway. *(This improvement has not been implemented, see Route 9 Section under VEHICLE TRANSPORTATION CONCERNS AND POTENTIAL SOLUTIONS Section for NJTPA proposed improvements)*

The following recommendations are proposed to ease the traffic problem on Route 9 until the dualization is accomplished:

- Require limited ingress/egress for properties along Route 9, Route 37 and Route 70. Encourage interconnections of sites along these corridors. *(This recommendation is still valid and is ongoing.)*
- Place traffic control signals along Route 9 where potential lights will allow safe and easy access. *(This recommendation is still valid)*
- Investigate the potential of installing a service road (a two directional left turn lane) along Route 9. *(This recommendation is still valid. See VEHICLE TRANSPORTATION CONCERNS AND POTENTIAL SOLUTIONS Section that addresses alternative solutions to the service road option)*

- **Route 37**
  - Construct an eastbound Route 37 reverse u-turn facility west of the Garden State Parkway to avoid vehicles from being required to either utilize the Garden State Parkway or Route 166 for reverse turn movements. *(This recommendation was not implemented and remains valid)*
  - Consideration for an additional lane at Route 37 and Washington Street, northbound on Washington Street to west on Route 37. *(This recommendation was not implemented and remains valid)*
  - Upgrade all street lights along Route 37 east from Vaughn Avenue to Fischer Boulevard. *(This recommendation was not implemented and remains valid. Any upgrading of lights*
should also include resiliency improvements such as ability to attach to a generator)
  o The section of Route 37 between the Garden State Parkway and Barnegat Bay had the most accidents of any segment of state highway in the coastal region of NJ in 2004 with some of the worst accidents occurring at the intersection of Route 37 and Route 166. It is recommended that the jug-handles be evaluated because out-of-town visitors who are unfamiliar with the road try to make illegal turns. *(This recommendation is still valid.)*

  - **Hooper Avenue**
    o Contract awarded for traffic signalization improvements to Hooper Avenue at Fischer Boulevard, South Shore Drive and Silver Bay Road. *(Improvements completed)*
    o Reconstruction and resurfacing of Hooper Avenue from Water Street to Church Road. *(Improvements completed)*

  - **Fischer Boulevard**
    o Contract awarded for the reconstruction of Fischer Boulevard from Bay Avenue to Hooper Avenue. *(Improvements completed)*
    o Contract awarded for improvements/reconstruction to the intersection of Fischer Boulevard at Hooper Avenue. *(Improvements were completed)*
    o Expand Fischer Boulevard across Church Road to connect to Exit 88/89 of the Garden State Parkway. *(This recommendation is still valid, however altered to bypass wetlands area by utilizing Ocean County College existing roads to connect to the Fischer Boulevard right of way north of Church Road. See VEHICLE TRANSPORTATION CONCERNS AND POTENTIAL SOLUTIONS Section for more detail)*

    o **Whitesville Road (Route 527)**
      Contract awarded for the reconstruction of Whitesville Road from Route 571 to Route 70. *(This project has been completed)*

  - **Mule Road**
    o Contract awarded for the reconstruction of Mule Road at Route 37. *(This project has been completed)*

  - **New Hampshire Avenue**
    o Contract awarded for the reconstruction of New Hampshire Avenue. *(This project has been completed)*
• **Cox Cro Road**
  o Contract awarded for improvements to the intersection of Cox Cro Road and Route 9. *(This project has been completed)*
  o Reconstruction of Cox Cro Road from Route 9 to Whitesville Road. *(This project has been completed)*

• **Vermont Avenue**
  o Contract awarded for roadway improvements to Vermont Avenue. *(This project has been completed)*

• **Old Freehold Road**
  o Reconstruction of Old Freehold Road from Church Road to Vermont Avenue *(This project has been completed)*

• **Vince’s Bridge**
  o Contract awarded for the reconstruction of Vince’s Bridge carrying Route 527 (Oak Ridge Parkway) over the Toms River. *(This project has been completed)*

• **Grand Avenue**
  o Consideration of a study of the hazardous conditions that exist on or in close proximity to Grand Avenue to determine an appropriate Traffic Calming Improvement Plan. Currently there are an increasing number of vehicles that travel this roadway in excess of the speed limit. Due to the large number of residents, students and neighborhood children that use the sidewalks and cross streets, consideration for a speed reduction and an installation of speed bumps are requested if deemed necessary by the study.

• **The following street extensions and connections are proposed**
  o Extend St. Catherine’s Boulevard northerly to Oak Ridge Parkway upon final disposition of the Ciba Geigy property to connect Route 37 to Route 527. *(This recommendation is still valid, see VEHICLE TRANSPORTATION CONCERNS AND POTENTIAL SOLUTIONS Section for more detail)*
  o Extend Church Road westerly to Whitesville Road upon dualization of Route 9 by the State of New Jersey. *(This recommendation is still valid, see VEHICLE TRANSPORTATION CONCERNS AND POTENTIAL SOLUTIONS Section for more detail)*
  o Extend Hickory Street from Route 9 to Massachusetts Avenue in anticipation of a new housing project. *(This recommendation is still valid and implementation is underway)*
• **Miscellaneous Projects**
  - Consider two-way left turn lanes or shoulders on two-lane roadways where high frequency of driveways associated with numerous smaller and isolated developments on roads create a potential for frequent back-ups on the through travel lanes. **(Still valid)**
  - Encourage a bi-annual audit of reported vehicular accidents to identify hot spots within the Township that may require mitigation. **(Still valid)**
  - Repeal ordinance against collector roads, providing collector and connector roads from residential developments. **(This has been implemented)**
  - Investigate appropriate measures on Route 35 to improve the safety for pedestrian crossings, such as enhanced signage,
crosswalk/geometric treatments and traffic pedestrian signals. (This has been implemented for Ortley Beach through the Ortley Beach Neighborhood Plan that was adopted by the Planning Board in December of 2016. Recommendations will be implemented as funding becomes available).

- Additional pedestrian crossing signs and permanent chain link fence for median strip at: Charles Street area for both directions, Vaughn Avenue to Washington Street and Washington Street to Brookside Drive. (NJDOT is in the process of installing Chain Link Fencing in median of Route 37)
- Encourage the county to proceed with the previously proposed channelization of the Hospital Drive and Lakehurst Road intersection. (This recommendation has been implemented)

OVERALL TOWNSHIP TRANSPORTATION STRATEGY

Toms River Township’s overall Transportation Strategy to promote smart growth is as follows:

- Transportation infrastructure such as streets, pedestrian and bicycle accommodation as well as mass transit options must be provided in the core redevelopment and development areas

- Coordinate with Ocean County to connect Winding River Park and other areas along the Toms River (from Manchester to Downtown) with the Barnegat Bay Trail (as an extension of the Barnegat Bay Trail) to provide a bicycle and pedestrian connection from downtown to the Industrial Center and residential areas in North Dover. Continue to support a Monmouth-Ocean-Middlesex Railroad Station in Downtown Toms River. Township is also open to utilizing the rail right of way for light rail and rapid bus alternatives.

- Implement the recommendations proposed in the Downtown Neighborhood Circulation Plan.

- Encourage the State to implement the findings of the Route 9 Access Management Plan and encourage Ocean County to study the extension of County owned Roads that could assist in mitigating congestion on Route 9 as outlined in the Vehicle Transportation Concerns section of this element.

- Continue to enforce the Design Typical Sections for Route 9 and Route 37 during reviews of site plans

- Continue to coordinate with the New Jersey Department of Transportation
and neighboring municipalities to identify strategic improvements and long term solutions that coordinate traffic flow with land use, particularly along heavily traveled roads such as Route 9, Route 70 and Route 37

- Install more collector or pass-through roads to move traffic to main roads through development areas
- Continue to encourage the State, NJTPA, and NJDOT to restore the former Conrail line for use for passenger and freight rail.
- Encourage the State to commission a study to review bridges and other obstacles to permitting commercial traffic to the NJ Turnpike exit.
- Encourage the State to expand Route 70 to minimum of four lanes (two in each direction) throughout the whole route from Toms River to Philadelphia or at a minimum encourage the state to commission a commercial vehicle transportation study for Ocean County to address commercial vehicle circulation.
- Study the feasibility of developing other transportation alternatives such as water ferries as proposed in the Ocean County Long Term Recovery Plan.