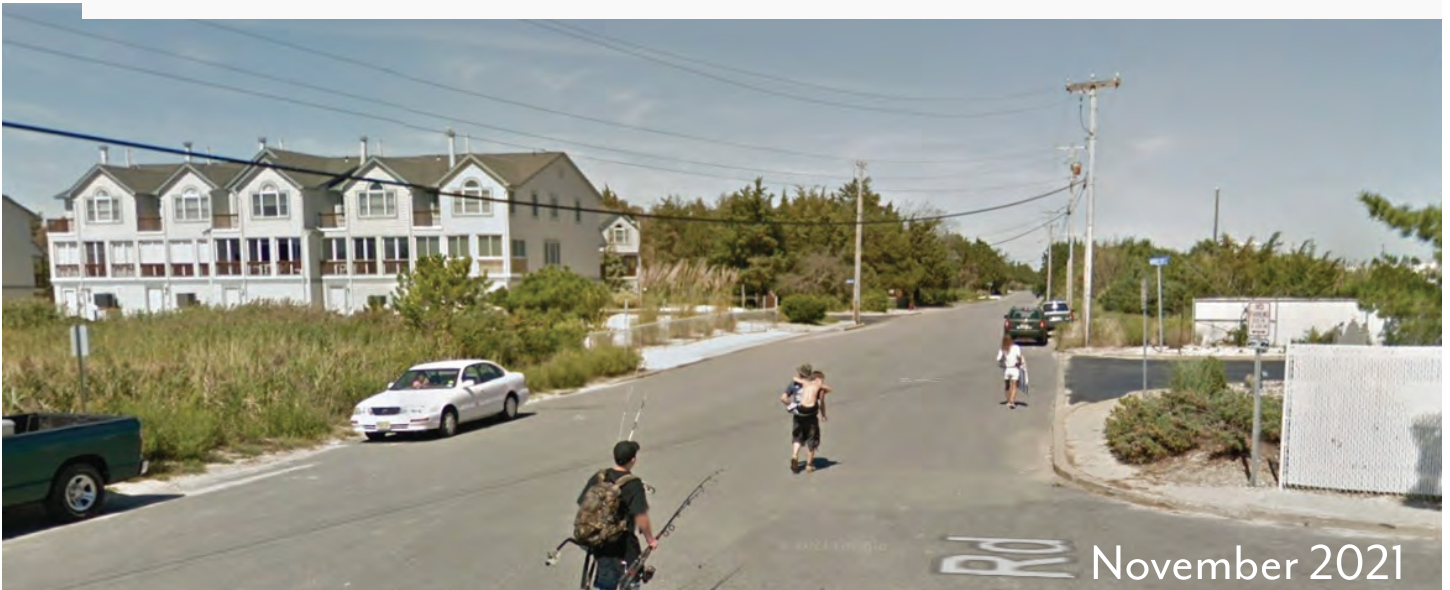




Radio Rd Pedestrian Road Safety Audit

Little Egg Harbor



November 2021

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Introduction

Radio Road, Milepost 2.125-5.15, in Little Egg Harbor Township, is an Urban Minor Arterial that cuts through the township. The study area is 3.025 miles and begins at the Mathistown Road intersection and continues until the end of the road at Graveling Point Beach (See map 1). The frontage of this corridor is a mix of commercial, residential uses, and open space, including Graveling Point Beach. The road serves as one of only two roads into the Mystic Island neighborhood of Little Egg Harbor, and the only road into Osborn Island. There are few pedestrian amenities or sidewalks despite being such a vital corridor. In 2021, Little Egg Harbor Township invited the Greater Mercer Transportation Management Association (GMTMA) to perform a pedestrian road safety audit (PRSA) to improve the corridor's safety and walkability. The impetus for conducting this study arose from the Township's desire to improve pedestrian and bicycle safety along this busy corridor, which has seen several traffic crashes in recent years, including two fatalities, which are well-known to the locals.

A road safety audit (RSA) is a formal examination performed by an independent multidisciplinary team of an existing or proposed roadway conducted by observing current roadway conditions and providing recommendations on improving the safety of the road for all users. A PRSA is similar to an RSA, except with a specific focus on improving safety for pedestrian users. A more detailed description and guidelines for a PSRA can be found in "Pedestrian Road Safety Audit Guidelines," published by the United States Department of Transportation.

Description of the Pedestrian Road Safety Audit

Work on the PRSA began in 2021, with Greater Mercer TMA conducting background analyses to document the corridor's existing conditions. Information collected included: crash data, traffic volumes, area demographics, and land use context. This information was summarized in a document distributed on July 30, 2021, to the Deputy Mayor.

The PRSA event took place on November 24th, 2021, from 8 AM to 11 AM, and was conducted by a multidisciplinary team of nine people from seven organizations. The day was also frigid, with temperatures in the low 30's during most of the audit. The team included planners, engineers, government officials, and residents. Organizations involved included: Greater Mercer Transportation Management Association (project lead), Little Egg Harbor Township, Little Egg Harbor Township Department of Engineering, Little Egg Harbor Township Environmental Commission, Ocean County Department of Planning, Ocean County Department of Engineering, and the Osborn Island Residents Association.

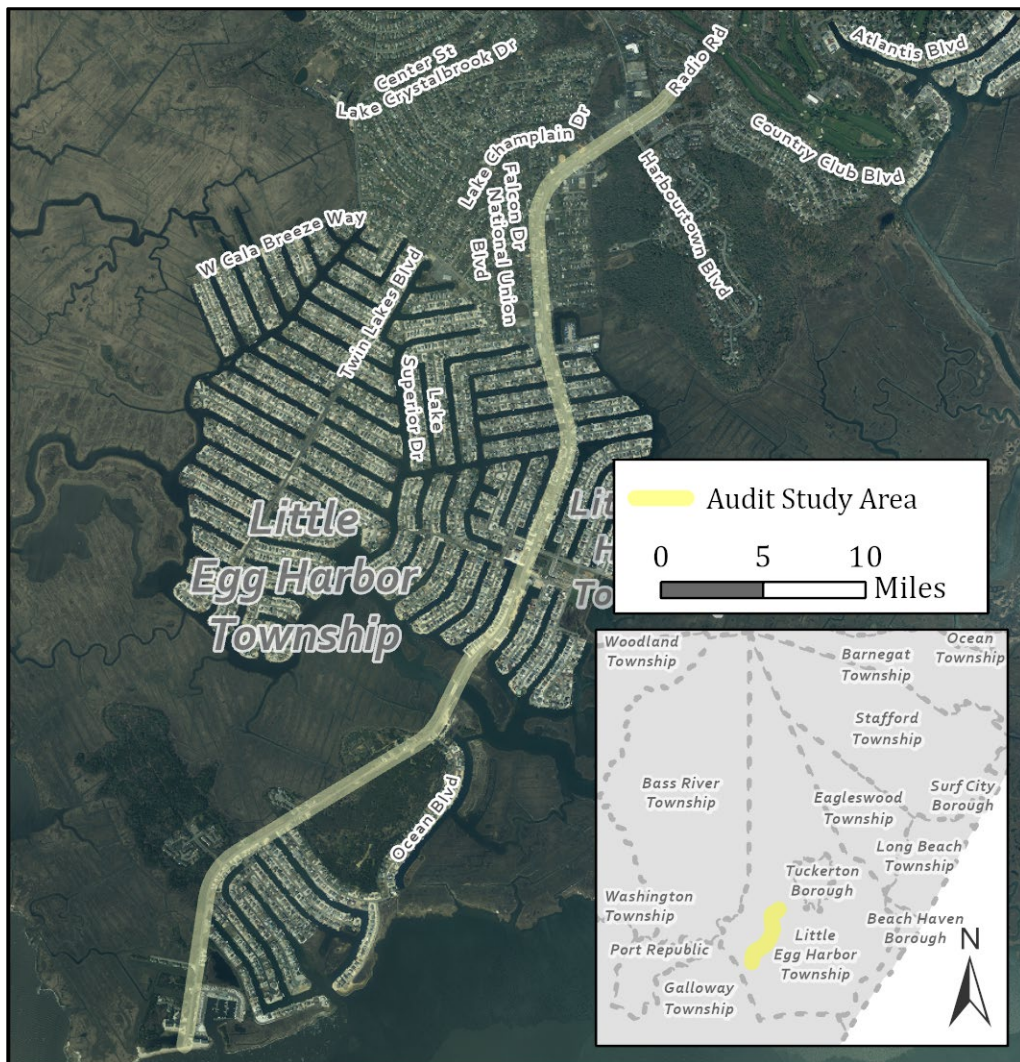
Participants walked along a stretch of Radio Road from Mystic Island Playground to Veteran's Park, at the corner of Cala Breeze Way, and noted the conditions for pedestrians and what obstacles were present. There was also a subjective element to the audit regarding how safe team members felt walking along the road and how safe they felt crossing the street. During this walking portion, team members also observed traffic conditions along the road and the drivers' behavior toward pedestrians on the shoulder. Following this walking segment, the team drove to two predetermined intersections:

- Radio Road and Mathistown Road/Harbourtown Boulevard to study a busy intersection near a commercial and office area of Little Egg Harbor
- Radio Road and Playhouse Drive, to study the conditions at an intersection in one of the main residential areas along the southern portion of Radio Road

The team then traveled to a road segment just south of Playhouse Road, where there is a bend in the road and a small shoulder. The audit then concluded at Graveling Point Beach, the end of Radio Road. The spot is a popular attraction year-round, and while there are very few marked parking spaces for the beach, there are some multifamily housing units nearby and a marina. Traffic could become heavy, especially during the summer months when the Township's population swells. This is also the location of a planned beach replenishment project that will significantly expand the beach.

Participants were given a printed survey of audit questions and a map highlighting areas of interest and were asked to submit their observations online after the audit.

Map 1: Study Area Location



Background Information

Setting and Context

Radio Road passes through nine different block groups, all of which were analyzed and make up the “Study Area” in the following sections; the Study Area demographics have minor variations from the Township as a whole. A map of the study area block groups can be found in the appendix.

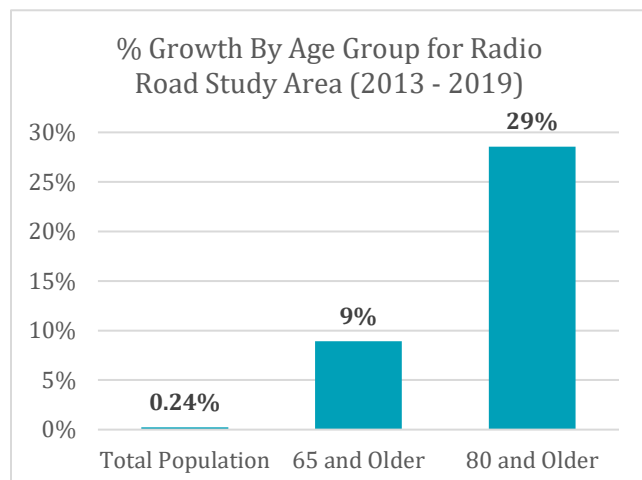
Community Profile

Little Egg Harbor Township is located in the southernmost tip of Ocean County, opening into Great Bay at the estuary of Mullica River, which feeds into the Atlantic Ocean. Eagleswood and Stafford border it to the East, Tuckerton and Great Bay to the South, and Bass River in Burlington County to the West. It is shielded from the Atlantic Ocean by Long Beach Island. As of the 2020 Decennial Census, its population is 20,784, about a 3.5% increase from the 2010 count. The past decade’s growth is much lower than in the previous decade, which saw a growth of nearly 26%.

The township is predominantly rural and is dominated by wetlands, forests, and other green space, which is reflected by its relatively low population density of 439 people per square mile. However, while much of north Little Egg Harbor is undeveloped, south of US Route 9 (where the audit took place), the Township is highly developed with a mix of residential and commercial uses. Much of the residential development is composed of single-family housing (94%), a much higher rate compared to Ocean County (84%) and New Jersey (63%), according to the 2019 American Community Survey 5-Year Estimates. Initially founded as a resort community, the number of full-time residents has increased dramatically over the past few decades. However, approximately 15% of its housing units remain for seasonal, recreational, or occasional use despite this trend. While a good portion of the housing in Little Egg Harbor is for vacation or second homes, the household median income of its full-time residents is \$66,974, lower than both the county and state medians of \$70,909 and \$82,545, respectively.

Furthermore, 21% of the Radio Road study area population is over the age of 65, which is higher than the state rate, but lower than the County rate. The study area’s population 80 or older, an age when many have ceased driving, is 4.5%, compared to 6% and 4% for the County and State, respectively. In addition, from 2013 to 2019, those aged 65 and older have grown by nearly 9%, far outpacing the total population growth of the study area, which grew by only 0.24%. The 80 and older population has grown by 29%. These trends will likely continue.

While the Township’s median age of 51 is higher than both the county and the state, it still has a sizable (17%) population under the age of 18, which is slightly higher within the study area. As a result, it is possible that much of the Township’s population does not drive, especially



when considering that 3.5% of households in the study area do not have a vehicle (33.4% have only one vehicle). The large and growing population of 65 and older residents make alternative modes of transportation, such as walking, essential.

Two bus lines serve the study area and township: one operated by NJ Transit running from Little Egg Harbor to Atlantic City, and the other being Ocean Ride's OC6 route between Little Egg Harbor and Stafford Township. However, Ocean Ride's OC6 has minimal service and only operates Monday, Wednesday, and Thursday, with two runs per operation day. In addition, none of the OC6 stops have bus stop signage. Even with these services, the population commuting by public transportation is only slightly higher than 1%.

Land-Use Context

Little Egg Harbor is composed primarily of open and green space, wetlands, and residential land uses. The commercial areas are located along major roads, including US Route 9, Ocean County Route 539, Mathistown Road, and Radio Road. The largest concentrations of commercial land use within the study area are located at the intersections of Radio Road and Mathistown Road and further south at Radio Road and Cala Breeze Way.

Radio Road is the main road for Little Egg Harbor residents, connecting several residential areas to commercial services and other major roads connecting Little Egg Harbor to the rest of the county and beyond.

Green space within the study area is mostly located on Osborn Island, south of the bridge on Radio Road. Osborn Island contains some low-density residential areas and many wetlands and coniferous forests. The end of Radio Rd, the southernmost point of Osborn Island and Little Egg Harbor, is the location of Graveling Point Beach, which is a popular destination in the area. In the 1950s, it was the site of a boardwalk with a small amusement park befitting Little Egg Harbor's past as a resort town. Presently, there are four condo buildings, and the beach is a popular fishing spot. The Township has approved a beach replenishment plan to extend the beach by 20 feet to create a more attractive beach destination. However, there are currently no plans to expand existing parking, nor are there any road improvement plans. The increase in motorists and pedestrians has the potential to create additional conflicts between all road users, given the lack of sidewalks and parking lots.

Roadway Characteristics – Speed and Crash Statistics

Radio Road (County Route 601) is classified as an Urban Minor Arterial. The study area has a posted speed limit of 35 MPH (milepost 2 until the end of the road at milepost 5.15). The road has two 12 ft travel lanes and shoulders of varying width. A traffic count conducted in October 2017 just north of Playhouse Dr on Radio Road at milepost 3.25 found that the AADT was 4,410, with SB having an AADT of 2,187 vehicles and NB 2,223 vehicles. According to an analysis by Greater Mercer TMA, Radio Rd has few pedestrian amenities, with only 29% of the study area having sidewalks on at least one side of the road.

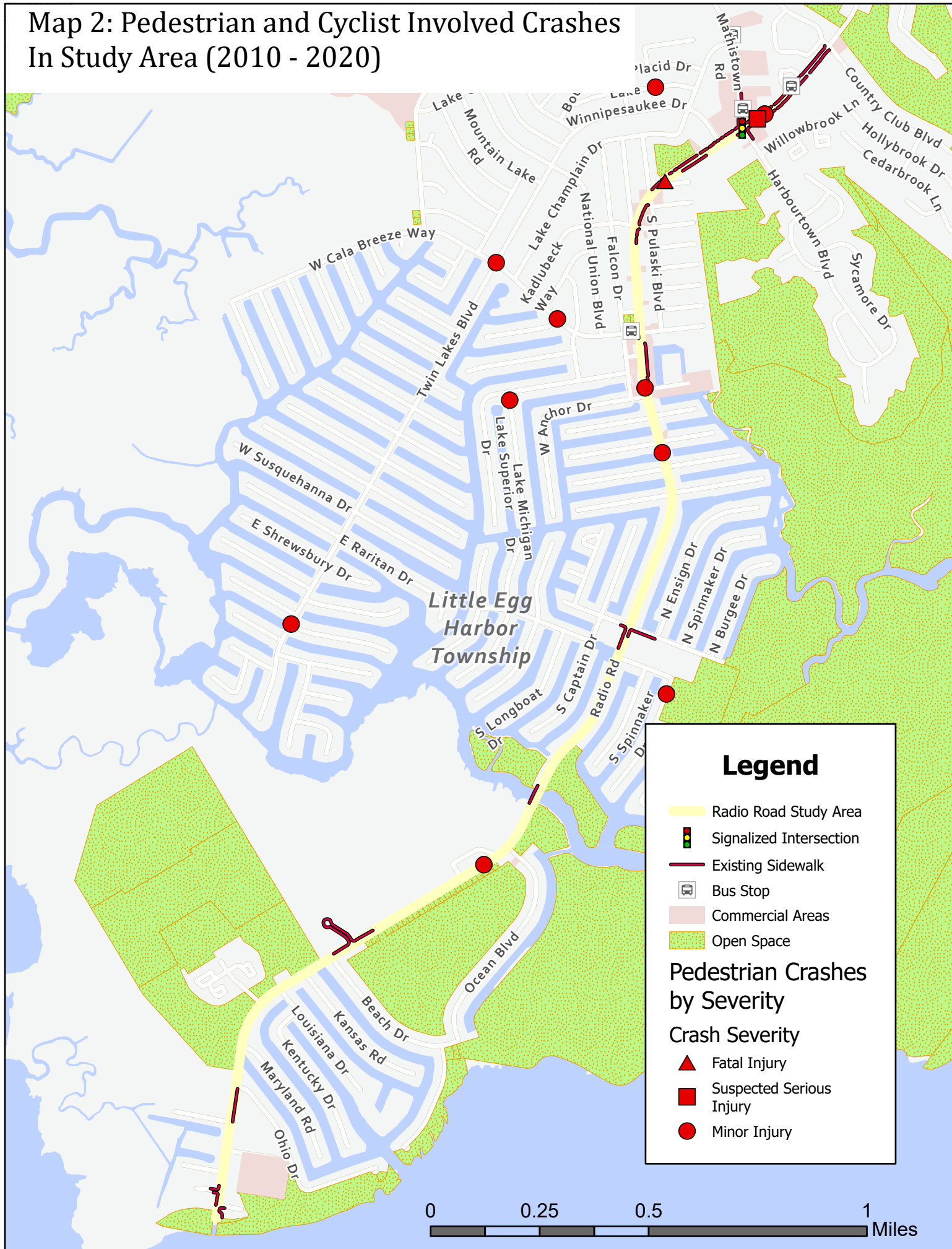
Crash data for Radio Road was collected in June 2021 using Numetric, a Traffic Safety Analytics Solution Provider for state and local agencies. The service is administered in New Jersey by the Division of Highway Traffic Safety, and the crash data used is from police reports. Numetric reports the data as

listed on the report; therefore, there may be some errors or generalizations. Numetric advises that the data be used for exploratory purposes only. At the time of the analysis, data from 2021 was not yet available in Numetric. The data available for all crashes reported are from January 2010 to December 2020.

Since 2010, there have been 115 crashes that took place along Radio Road within the project study area (MP 2 to MP 5.15); of these, 71% resulted in no injury, 26% resulted in possible or minor injury, 1.7% in fatal, and .9% in suspected serious injury. This segment of Radio Road has the largest concentration of pedestrian or cyclist crashes in Little Egg Harbor. There were seven crashes involving pedestrians or cyclists, including one of the two fatal crashes. The fatal pedestrian crash occurred in 2011 near Mystic Island park. The victim had been walking in the shoulder as there were no sidewalks at the time. Since the crash, sidewalks have been installed.

The Mathistown Road and Radio Road intersection saw the largest cluster of pedestrian or cyclist crashes, with three of the seven crashes occurring just north of this intersection. Although there are marked crosswalks at the intersection, these crashes happened just north of the intersection and not within the crosswalks. However, one of the crashes occurred before sidewalks were installed at the intersection in late 2016. The following map shows the location of all pedestrian or cyclist crashes by severity.

Map 2: Pedestrian and Cyclist Involved Crashes
In Study Area (2010 - 2020)



Pedestrian Road Safety Audit Team

Organization	Role/Responsibility	Name/Title/Contact
Greater Mercer TMA	Key Partner	Steven DaCosta, AICP Senior Planner sdacosta@gmtma.org
Greater Mercer TMA	Key Partner	Joan Lockwood-Reck Marketing and Service Development Manager/ Resident jlockwood-reck@gmtma.org
Greater Mercer TMA	Key Partner	Jacob Thompson Transportation Planning Associate jthompson@gmtma.org
Little Egg Harbor Township	Key Partner	Blaise Scibetta Deputy Mayor
Little Egg Harbor Township	Township Engineer (T&M Associates)	Jason Worth Township Engineer/Consultant
Little Egg Harbor Township	Environmental Commission	Joe Rullo Vice Chairman
Little Egg Harbor Township	Environmental Commission	Chuck Griffin Member
Ocean County	County Planner	Mark Villinger Supervising Planner
Ocean County	County Engineer	Mark Jehnke Assistant County Engineer
Osborn Island HOA	Partner	Gary Rissolo Member and Resident

Recommended Infrastructure Improvements

The following pages contain identified issues with each street and infrastructure recommendations. Recommendations are broken down into three locations: Intersection of Radio Road and Mathistown Road/Harbourtown Boulevard to Kadlubeck Way; Kadlubeck Way to Anchor Drive; and Anchor Drive to the end of Radio Road at Graveling Point Beach. For each section, there is a brief description of the area, identified issues, a list of recommended improvements, and a map that summarizes and displays the location of the identified issues and recommendations.

Location 1: Intersection of Radio Road and Mathistown Road to Kadlubeck Way

Issues/Description:

This intersection serves as the starting point of the PRSA study area. Notable land uses include a senior center and the Little Egg Harbor Town Hall, both of which are located just north of the intersection on

the northbound side of the road; an NJ Transit and Ocean Ride bus stop and shelter just east of the intersection on Mathistown Road; an age-restricted affordable housing apartment complex just east of the intersection on Mathistown Road; and a commercial area on the southwest corner of the intersection. The intersection was also the location of three pedestrian crashes, one causing serious injury and two causing minor injury.

North of this intersection, Radio Road has a speed limit of 45 MPH. This changes to 35 MPH just south of Mathistown Road intersection. The speed limit remains 35 MPH for the rest of the study area. Travel lanes for the study area are 12 feet throughout.

Overall, the condition of the intersection is good. Improvements were recently completed, including repaving with improved pedestrian amenities. Sidewalks, curb cuts, and tactile surfaces were added to all four corners of the intersection. In addition, crosswalks were repainted, and pedestrian crossing signals are present. The crossing signal to cross Radio Road requires pedestrian actuation. Actuation is not necessary to cross Mathistown Road or Harbourtown Boulevard. The table below summarizes the crossing signal times for the Radio Road and Mathistown Road intersection.

Some audit participants noticed that some cars turned fast when traveling south on Radio Road and turning right onto Mathistown Road. Participants observed this behavior from motorists traveling on Mathistown Road and making a right onto Radio Road. The angle of these roads is wider than 90 degrees, leading to faster speeds when entering the turn, posing serious risks to pedestrians.

South of the intersection, on the southbound side of Radio Road, sidewalks continue until Basswood Lake Road. These sidewalks are in good condition. This is also the location of the fatal pedestrian crash on Radio Road. The crash, which occurred in 2011, happened when the sidewalks did not exist.

The sidewalks on the northbound side of Radio Road cease shortly after the intersection. Also, there is another small section of sidewalk about 600 feet from the Mathistown Road intersection on the northbound side, and then another section just south of S Pulaski Boulevard.

Nearby the Mathistown Road intersection is a bus stop and bus shelter for NJ Transit and Ocean Ride. The shelter has signs for NJ Transit but lacks any Ocean Ride signage. Also, audit participants noted that bikes were chained to the bus shelter. In addition, audit participants who were residents confirmed that this behavior is common and sometimes increases during the summer months.

Due to the presence of both an age-restricted community, senior center, and town hall, this intersection could see a lot of senior pedestrians. While no pedestrians were observed on the audit day, this was likely due to the time and weather of the audit day, a frigid weekday morning. The intersection should be re-visited in the summer months to observe pedestrian activity. A review of the pedestrian clearance time found that the current clearance times meet the recommended 3.5 per second for three of the four crosswalks. The only crosswalk where the clearance time did not meet this standard was the southwest crosswalk for crossing Radio Road (See table on next page). In addition, clearance times were insufficient for meeting the 3 feet per second standard for those with mobility issues. Due to the likelihood of older pedestrians using this intersection, increasing the clearance times should be considered. For crossing Mathistown or Harbourtown Road, this would only require adjusting the walk time to add time to the pedestrian clearance time.

Radio Road and Mathistown Road Intersection Pedestrian Intervals and Pedestrian Clearance Times

Phase	Crossing Radio (Actuation Required)		Crossing Mathistown	Crossing Harbortown
Walk Time (Walk Signal)	7		25	25
Pedestrian Clearance Time (Flashing Don't Walk)	19		21	21
Buffer Interval (Don't Walk)	3		3	3
Total Time	29		49	49
	<i>Northeast Side</i>	<i>Southwest Side</i>		
Crosswalk Distance*	60'	65'	71'	68'
Current Feet per Second Clearance (Flashing Don't Walk)**	3.2'	3.4'	3.4'	3.2'
Time Needed for 3.5 feet per second clearance***	18	19	21	20
Time Needed for 3.0 feet per second clearance***	20	22	24	23

*Distance is measured from center of crosswalk, curb to curb.

**Buffer Interval not used in calculating pedestrian clearance time

***Red font indicates current clearance time is insufficient

Recommendations:

- Due to the proximity to senior housing and the senior center, the clearance time of crossing signals should be adjusted to meet the 3 feet per second standard for those with mobility issues
- Add Leading Pedestrian Interval (LPI) to the intersection to reduce the risk of pedestrians being struck by fast turning vehicles
- Reduce travel lanes from 12 feet to 11 feet to encourage slower driving
- Connect existing segments of sidewalks on the northbound side of Radio Road
- Add Ocean Ride signage to the NJ Transit bus stop and shelter
- Install bike rack near NJ Transit bus stop and shelter
- Reduce speed limit to 25 MPH for motorists traveling south on Radio approaching Kadlubeck Way. Continue 25 MPH zone until Ocean Boulevard
- Begin bike lanes near Mystic Island park, extend bike lanes to Graveling Point Beach. This will require roadway expansion in some areas where existing shoulders are too narrow. Institute parking ban along Radio Road for the length of the bike lanes (See Appendix C for examples)

Location 1: Mathistown Rd to Kadlubeck Way

Location of NJ Transit bus stop and shelter. This is also a bus stop for OC 6, however it lacks Ocean Ride signage. Township should request that County add Ocean Ride bus stop signage.

Audit participants observed bikes locked to bus shelter. Resident audit participants confirmed that this is common and increased in summer months. Bike racks should be installed nearby.

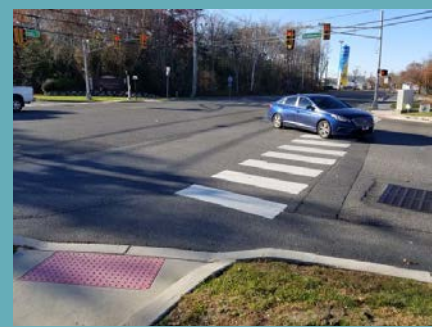


Audit participants noted that motorists traveling south on Radio Road who turned right onto Mathistown Rd did so at a high rate-of-speed and without consideration for pedestrians.

Consider adding leading pedestrian intervals to signal.

Extend sidewalks

Intersection recently improved and in good condition. Actuation required to cross Radio Road. Clearance time should be increased to 3 ft per second



Reduce travel lanes to 11'. Continue reduction until end of road at Graveling Point Beach.

Sidewalks end, extend sidewalks to connect existing segments.

Begin bike lanes on both sides of Radio Road and continue them to Graveling Point Beach. Prohibit parking on both sides of Radio Road.

Add marked crosswalks to allow pedestrians to safely get between existing sidewalks segments

Reduce speed limit to 25 MPH as drivers approach the more densely populated areas of Radio Road, continue reduced speed limit until Ocean Boulevard

Bus Stop

Existing Sidewalks

Commercial Areas

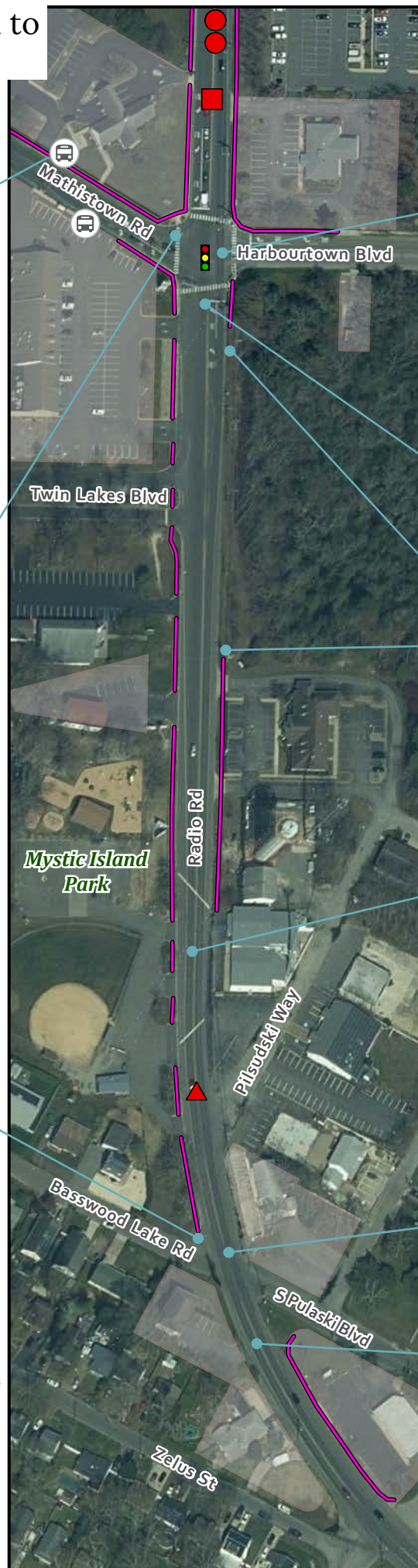
Pedestrian Crashes by Severity

January 2010 - December 2020

Fatal Injury

Suspected Serious Injury

Minor Injury



Location 2: Kadlubeck Way to Anchor Drive

Issues/Description:

This area of Radio Road is almost entirely devoid of sidewalks despite a higher density of residential houses and commercial properties. After crossing Kadlubeck Way there is a small sidewalk segment on the east side of the street that abruptly ends. This sidewalk segment is also in poor condition and may need to be replaced in some spots. The property owner at the end of the sidewalk has also installed a wall on County ROW that forces pedestrians onto the shoulder of the roadway.

Moving further south, this area of Radio Road has multiple businesses. While there is a sidewalk in front of some businesses on the east side of the street, it is not directly adjacent to Radio Road. The detectable surfaces near Grace Place and W Cala Breeze Way are dirty and deteriorated and need to be cleaned or replaced. In addition, there is only one marked crosswalk in this area, located at W Cala Breeze Way. The crosswalk and stop line are faded and need to be repainted. There is also an unmarked bus stop for Ocean Ride OC6 located just in front of Veteran's Park on W Cala Breeze Way.

Almost no pedestrian activity was observed during the audit. However, this could be due to the time and weather of the audit day. The commercial area between Cala Breeze Way and Anchor Drive should be re-visited during the summer months to observe pedestrian behaviors.

Some large potholes were also observed, near Grace Place and the other in front of Circle K.

Recommendations:

- Extend sidewalks
- Re-paint crosswalks and stop line at W Cala Breeze Way
- Add high visibility continental crosswalks and stop bars along Radio Road at all stop-controlled side streets: Grace Place, W and E Cala Breeze Way, and W and E Anchor Drive
- Add high visibility continental crosswalks to cross Radio Road at Cala Breeze Way intersection
- Add Ocean Ride bus stop signage to the Ocean Ride bus stop in front of Veterans Park
- Re-visit site in summer to observe pedestrian activity
- Continue bike lanes and parking prohibition (See Appendix C for examples)
- Fill in large potholes near Grace Place and Circle K
- Reduce travel lanes from 12 feet to 11 feet
- Continue 25 MPH speed limit zone

Location 2: Kadlubeck Way to Anchor Dr

No sidewalks. Extend sidewalks down to Anchor Drive. This will require working with property owners as some have fences on County ROW.

No marked crosswalks and there are large potholes that are potential hazards to pedestrians and cyclists. Add marked crosswalks and repair potholes.



Crosswalk is faded and needs to be repainted, detectable surface covered in dirt and needs to be cleaned and/or replaced.



Location of OC6 bus stop. Currently no bus stop signage, Township should reach out to County to add bus stop sign.



Bus Stop

Existing Sidewalks

Commercial Areas

Pedestrian Crashes by Severity

January 2010 - December 2020



Fatal Injury



Suspected Serious Injury



Minor Injury



Existing sidewalk ends and is in poor condition, property owner has put up a wall on County ROW to divert foot traffic into street. Replace sidewalk, add curb cuts and remove wall.

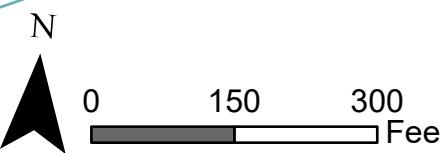


Intersection lacks marked crosswalks, add marked crosswalks.

Large potholes that are potential hazards for pedestrians and cyclists. Repair potholes.



No marked crosswalks, add marked crosswalks to cross Anchor road.



Location 3: Anchor Drive to Graveling Point Beach (End of Radio Road)

Issues/Description:

Radio Road south of Anchor Drive is significantly less dense than the previous location and has almost no commercial properties. However, this portion of Radio Road serves as the only road to access the rest of Little Egg Harbor for nearly half of Mystic Island residents and all of Osborn Island residents, making it an essential connector. There is currently very little sidewalk along this segment of Radio Road and some portions of the road have only two feet of shoulder width. Two minor injury pedestrian crashes occurred in this location.

The Playhouse Drive and Radio Road intersection have sidewalks and curb cuts on the southeast and southwest corners, however, the southwest corner lacks a detectable surface. There are no marked crosswalks.

South of Playhouse Road has significantly less development and very few sidewalks. The only notable commercial use is the Great Bay Marina located at the end of Radio Road at Graveling Point Beach. The shoulder in this segment also varies in size, sometimes shrinking to as little as two feet. One location that audit participants felt was potentially hazardous was at a bend in the road just south of the bridge at mile marker 3.9, near Ocean Boulevard. This portion of Radio Road was identified as potentially dangerous due to the small shoulder at the bend. Audit participants were concerned that pedestrians on the southbound side were at a high risk of being struck or forced off the road into the adjacent wetlands. Motorists are made aware of the bend via a sign just north of the bridge.

Radio Road ends at Graveling Point Beach. The Township is currently working on a beach replenishment project to expand the beach by approximately 20 feet. This plan is likely to increase visitors to the beach. However, there are no plans to expand the existing parking, which currently consists of only seven parking spots. Parking is permitted on the shoulder of Radio Road. With the increase in visitors, it is important to plan for increased road users of all types. The proposed bike lane along Radio Road should end near Mariners Point W, and a sidewalk should be installed to guide people along a safe path to the beach.

Recommendations:

- Reduce travel lanes from 12 feet to 11 feet
- Add high visibility continental crosswalks and install detectable surfaces at the corners of Playhouse Drive and Radio Road
- Lift 25 MPH zone near Ocean Boulevard
- Maintain landscaping and prevent obstructing road users
- Connect and expand existing sidewalks near Graveling Point Beach
- Install bike parking in the Graveling Point Beach parking area
- Continue bike lanes and parking prohibition until Surfside Boulevard near Graveling Point Beach (See Appendix C for examples)

Location 3: Anchor Dr to Graveling Point Beach (End of Road)

Intersection lacks crosswalks, add marked crosswalks.

Detectable surface not present at curbcut on southwest corner of intersection. Add detectable surface.



Location of beach expansion project, which may result in an increase of beach visitors. Add sidewalks to west side of Radio Road from Surfside Boulevard to Graveling Point Beach. This will allow for safe travel of beach visitors who need to park farther away due to increased demand.



Bus Stop

Existing Sidewalks

Commercial Areas

Pedestrian Crashes by Severity

January 2010 - December 2020



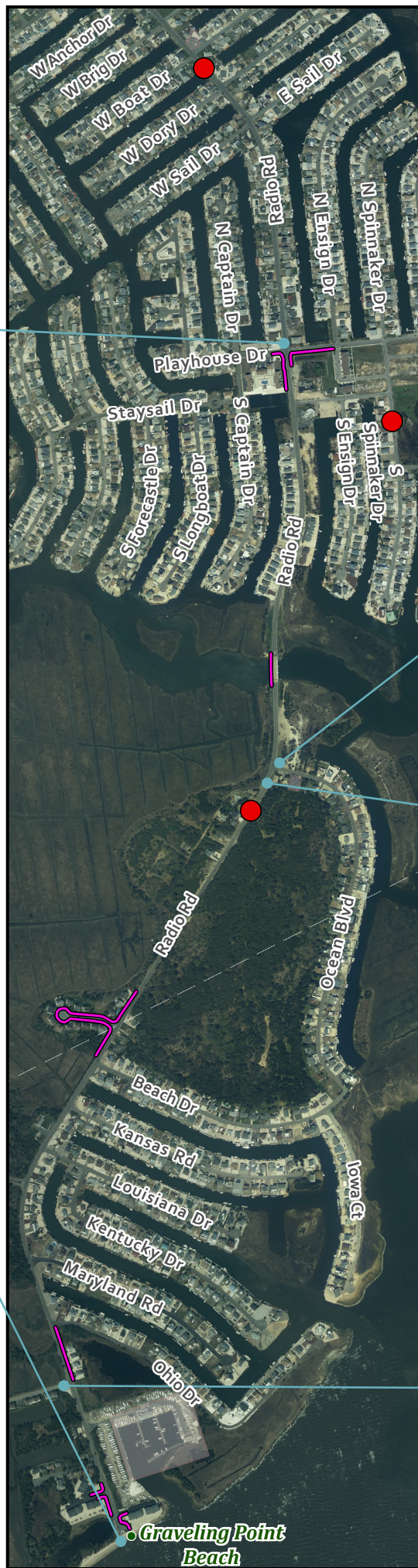
Fatal Injury



Suspected Serious Injury



Minor Injury



End 25 MPH speed limit zone, revert back to 35 MPH until Graveling Point Beach (end of road)

This area of Radio Road was identified as potentially dangerous due to the small shoulder near a bend in the road. Audit participants were concerned that pedestrians on the southbound side were at a high risk of being struck or forced off the road into the adjacent wetlands.

Expand shoulder to give more space for pedestrians and cyclists. Consider adding sidewalks to this area.



End bike lanes and lift parking prohibition.



0 0.13 0.25 Miles

Bike Lane Considerations

- Road and shoulder width vary throughout the study area, bike lane size may need to adjust to changing road width.
- While buffered bike lanes are generally preferred, the table below will indicate minimally acceptable standards.
- A traffic count conducted in 2017 near Playhouse Road found that the AADT was 4,410. This combined with the posted speed limit of 35 MPH means that bike lanes would be acceptable along Mystic Island. However, additional traffic counts and speed studies should be conducted to determine minimally appropriate facility type throughout the study area.
- Most of the ROW between the Mathistown Road intersection and W Cala Breezeway would not be wide enough to accommodate both sidewalks and buffered bike lanes. Standard bike lanes should still be feasible.
- South of Mystic island, the existing roadway width is likely too small for the installation of the minimum 4-foot bike lanes. Roadway expansion is likely required. This area may require buffered bike lanes. A traffic count and speed study would be needed to determine an appropriate bicycle facility.

Bicycle Facility Table (Source NJ Complete Streets Guide)

ADT	85TH PERCENTILE SPEED ¹						
	≤ 20	25	30	35	40	45	≥50
≤ 2,500	A B C D E F	A ² B C D E F	C D E F	C D E F	C D E F	D E F	F
2,500–5,000	B C D E F	B C D E F	C D E F	C D E F	D E F	D E F	F
5,000–10,000	B ³ C D E F	B ³ C D E F	C D E F	D E F	D E F	E F	F
10,000–15,000	D E F	D E F	D E F	D E F	E F	E F	F
≥15,000	D E F	D E F	D E F	E F	E F	F	F

A: Shared Street/Bicycle Boulevard **B:** Shared-lane Markings **C:** Bicycle Lane **D:** Buffered Bicycle Lane
E: Separated Bicycle Lane **F:** Shared-use Path

¹If data not available, use posted speed

²Bicycle boulevards are preferred at speeds ≤25 mph

³Shared-lane markings are not a preferred treatment with truck percentages greater than 10%

Goals and Actions

The recommended improvements to Radio Road serve to improve road safety and encourage people to walk or bike more as desired. Although the recommendations are targeted at different issues, they can work together to create more significant changes than if they were to be implemented individually. Most of the improvements are economical solutions, given the already present infrastructure and given the County's goal to narrow travel lanes on several County roads. The Township can seize the opportunity presented by the repainting of lanes to install one-way bike lanes on each side of the road with the new space that will be gained in the existing shoulder. If the County or the Township needed

more space along the residential parts of Radio Road, the official right-of-way information should be consulted and improvements such as sidewalks can be made where some residents may have extended lawns, driveways, mailboxes, or makeshift parking spaces into the County's right-of-way.

Finally, these improvements could lead to longer-term changes in residents' behavior and future development. More people will choose to walk or bike when they have safe and adequate resources to do so. This is especially true during the seasonal uptick in population, when some tourists may feel more inclined to walk to various destinations. In addition, the large and growing senior population would also greatly benefit from improved streets. Seniors who cannot drive will feel safer getting to nearby stores or accessing bus stop locations.

Potential Funding Sources

The following have been identified as potential funding sources that the Township or County can use to fund improvements along Radio Road.

Local Safety Program

The Local Safety Program is a federally-funded program that is a component of wider safety planning at the NJTPA. The program supports the construction of cost-effective, high-impact safety improvements on county and local roadway facilities in the NJTPA region. Applicants must be an NJTPA subregion, i.e. Ocean County.

Typical projects supported by this program include new and upgraded traffic signals, road diets, modern roundabouts, pedestrian safety including countdown signal heads, high visibility crosswalks, curb extensions, new and upgraded signs and pavements markings, bike lanes, and other improvements.

In order to qualify, projects must either be identified on high crash network screening lists prepared by the NJDOT or propose eligible systemic safety improvements. Greater Mercer TMA reviewed this screening list and found that Radio road (from mile 2.07 - 3.07) is ranked 12th on the Ocean County Pedestrian/Bicycle Corridor List, and from mile 1.99 - 2.99 Radio road is ranked 12th on the Ocean County Pedestrian Corridor List.

The solicitation for the Fiscal Year 2022 Local Safety Program is now open. Proposals are due Monday, March 15, 2022, at 3pm.

More information: <https://www.njtpa.org/LSP.aspx>

Complete Streets Technical Assistance

A program conducted by NJTPA in partnership with Sustainable Jersey and the Voorhees Transportation Center at Rutgers University.

Selected participants receive free direct technical assistance to complete a specific task related to advancing a complete streets initiative in their communities. No direct funding to municipalities is provided. Tasks include creating Bicycle Corridors or Network Plans.

Available annually, with the application period opening in December.

More information: <https://www.njtpa.org/Get-Involved/Info-Resources/Calendar/2021/December/Complete-Streets-Technical-Assistance-Application.aspx>

Sustainable Jersey Grants Program Cycle

Sustainable Jersey grants are intended to help local governments make progress toward a sustainable future in general, and specifically toward Sustainable Jersey certification. The PSEG Foundation is contributing \$200,000 to support this round of Sustainable Jersey Grants. Funding supports efforts to implement projects that help municipalities gain points needed for Sustainable Jersey certification and make progress toward a sustainable future. New Jersey municipalities that are registered or certified in the Sustainable Jersey program are eligible to apply for the grant program.

The funding cycle will award:

- Four (4) \$20,000 project grants
- Eight (8) \$10,000 project grants
- Twenty (20) \$2,000 project or green team support grants

Funding may be passed through to a non-profit, partner organization, or contractor, but the municipality must be the applicant and will be responsible for the reporting requirements. Checks will be made payable to the municipality and sent to its fiscal agent.

To be eligible to apply for a grant in this cycle, the following requirements must be met:

- The applicant must be a New Jersey municipal government.
- The applicant must be registered or certified with the Sustainable Jersey program AND have appointed a green team that meets the Green Team Action Standard.

Available annually, with the application period opening in December.

More information: <https://www.sustainablejersey.com/grants/pseg-cycle/>

Conclusion

Little Egg Harbor Township is eager to make Radio Road a safer corridor for all road users, residents and visitors alike. With 14% of all pedestrian or bicyclist involved crashes in Little Egg Harbor occurring along this segment of Radio Road, milepost 2.125-5.15, has the highest number of pedestrian or bicyclist involved crashes in Little Egg Harbor. Despite it being an essential corridor for Little Egg Harbor residents, this segment largely lacks the pedestrian infrastructure necessary to create a safe walking experience. In an effort to address these issues, a Pedestrian Road Safety Audit was conducted in late 2021 that included experts from county and municipal agencies, as well as community leaders and activists.

After walking most of the segment, participants gave feedback identifying multiple areas of improvement that would advance the township's goal of improving walkability. These improvements include expanding the existing sidewalk network, adding additional marked crosswalks, reducing speed limits, reducing road lane width, and adding bike lanes. The addition of bike lanes along Radio Road will also improve access to Graveling Point Beach, a tourist destination that will likely see higher demand once beach improvements are completed. Lastly, these improvements are also important for ensuring that Little Egg Harbor's growing senior population has the ability to access stores and transit services safely.

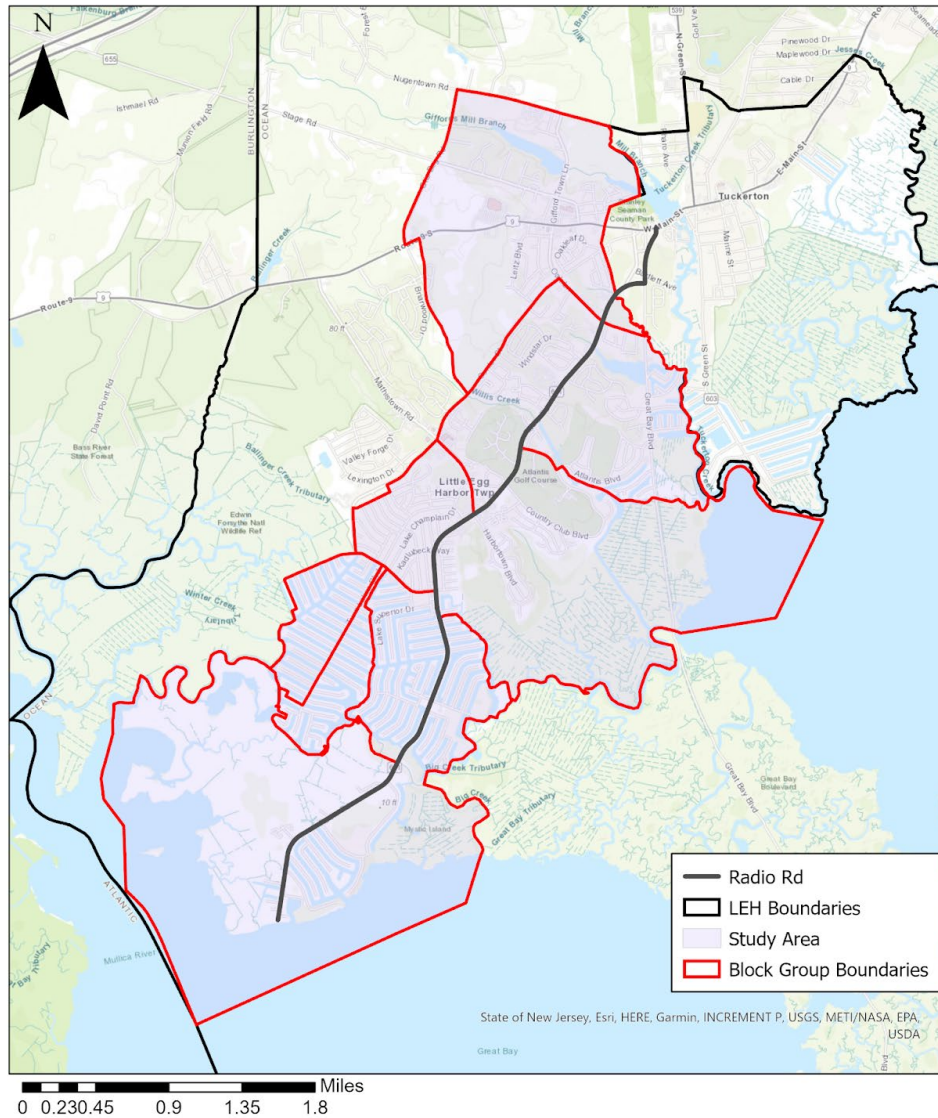
Little Egg Harbor Township has expressed a desire to see pedestrian and cyclist improvements along Radio Road. Ocean County is supportive of the desire of Little Egg Harbor to improve pedestrian and cyclist facilities. The recent improvements to the intersection of Radio Road and Mathistown Road and the County's ongoing plans to narrow travel lanes on Radio Road demonstrate their interest in improving the safety of the road. The findings of this audit, when implemented, will help to increase pedestrian safety along Radio Road.

Appendix A: Radio Road Pedestrian and Cyclist Crashes from Numetric, 2010-2020

Crash Year	Severity	Crash Type	Mile Post
2020	Suspected Minor Injury	Pedalcyclist	2.1
2019	Possible Injury	Pedestrian	1.12
2018	Possible Injury	Pedestrian	2.1
2015	Suspected Serious Injury	Pedestrian	2.12
2015	Suspected Minor Injury	Pedestrian	2.86
2015	Possible Injury	Pedalcyclist	3.01
2014	Suspected Serious Injury	Pedestrian	1.58
2013	Suspected Minor Injury	Pedalcyclist	2.36
2013	Suspected Minor Injury	Pedestrian	4.06
2011	Fatal Injury	Pedestrian	2.37
2011	Possible Injury	Pedalcyclist	0.64

Appendix B: Study Area Block Groups

Radio Road Study Area Block Groups Within Little Egg Harbor, NJ



Appendix C: Buffered Bike Lane Examples

