



## MONMOUTH COUNTY

### Local Concept Development Study for Monmouth County Route 537 Borough of Freehold and Township of Freehold

#### COMMUNITY STAKEHOLDERS MEETING NO. 2 MEETING REPORT

DATE: Monday, December 17, 2012  
TIME: 9:30 a.m. - Noon  
LOCATION: Borough of Freehold Township Municipal Building, Room 114  
1 Municipal Plaza, Freehold, NJ

#### ATTENDEES:

First Name	Last Name	Representing
		<b>Community Stakeholders</b>
Brian	Boyle	Freehold Township Schools
Joan	Burroughs	Freehold Township Schools
Bill	Conry	Property Owner, Historic
A. Richard	Gatto	Downtown Freehold
Scott	Kennel	McDonough-Rae Associates
Frank	Lucia	Freehold Raceway Mall
Joe	Luongo	Freehold Twp Historic Preserv.
Marty	Mee	Centra State Medical Center
Ray	Nash	Longhorn Steak House
Michelle	Ott	Center State Professional Park
Dan	Sandiford	NJ TRANSIT
Khalid	Shaikh	NJDOT, Bike / Ped. Program
Dean	Smith	Freehold Police Department
Anne Marie	Sparaco	Brookdale Community College,
Peter R.	Valesi	Township of Freehold
Timothy	White	Freehold Engineering Dept.
		<b>Project Team</b>
Martine	Culbertson	M. A. Culbertson, LLC
Dennis	DeGregory	NJDOT, Environmental Support
Larry	Diffley	Cherry, Weber & Associates
Anthony	DiMaggio	McCormick Taylor
Inkyung	Englehart	Monmouth County Engineering
Joe	Ettore	Monmouth County Engineering
Pam	Garrett	NJDOT, Environmental Support
Daria	Jakimowska	Monmouth County Engineering
Christine	Mittman	NJTPA
Anthony	Panzarino	Cherry, Weber & Associates
Bruce	Riegel	Hardesty & Hanover
Glen	Schetelich	Hardesty & Hanover
Wendy S.	Smith	NJDOT, Local Aid, District 3
Brian	Stankus	Orth-Rodgers & Associates

#### PURPOSE OF MEETING

The purpose of this meeting is to review the project status, present the purpose and need, and discuss conceptual alternatives for proposed improvements to the corridor. The input obtained from this meeting will then be presented at a future general public meeting. (See attached Agenda.)

## **MEETING SUMMARY**

### 1. Welcome and Introductions

Martine Culbertson, Community Involvement Facilitator opened the meeting on behalf of Monmouth County, and the cooperating agencies of North Jersey Transportation Planning Authority and the New Jersey Department of Transportation.

- a. A moment of silence was asked of all attendees in memory of the children and educators who lost their lives at Sandy Hook School in Newtown, Connecticut.
- b. After introductions by the attendees and project team members, Martine reviewed the handouts updated from those distributed at the prior meeting in the Route 537 Project Portfolio: Community and Agency Stakeholders List, Project Team List, Project Information Update, and Stakeholders Survey Summary Update. Additional RT537 Project Portfolios (green) were distributed to the new stakeholders.
- c. Martine reviewed the Agenda and second set of handouts distributed with new materials for today's meeting: Project Purpose and Need Statement, Conceptual Alternatives Description, Alternatives Matrix, Level of Service Description, RT9 and RT33 Typical and Proposed Sections, Deficiencies Map, and Questionnaire.

### 2. Project Overview and Status

Daria Jakimowska, Monmouth County Chief Engineer, Traffic Design, thanked Freehold Township Officials for hosting this meeting. The RT537 corridor is in need of improvements and obtaining input from the community and users is a very important part of the process. Daria noted the project is on schedule and thanked attendees for their understanding in rescheduling this meeting due to Superstorm Sandy. The objective is to develop improvements to meet the approved project Purpose and Need Statement.

### 3. RT537 Corridor – Purpose and Need Statement

Bruce Riegel presented the Project Purpose and Need as detailed in the handout. He noted that the project schedule has been updated on the Project Information Update to reflect the meetings scheduled and to be held in future.

- a. The deficiencies and substandard design conditions have been identified in the corridor by the engineering team. Now the team is looking for community stakeholder input on possible improvements to address the safety and traffic issues in the RT537 corridor.
- b. The information discussed today will help to refine the improvements, which will then be presented to local officials for review and presentation at a future public meeting to be held in February 2013. Resolutions of support for the Preliminary Preferred Alternative will be asked for from Freehold Township and the Borough of Freehold.
- c. The questionnaire will help the project team to determine what improvements are of greatest benefit and priority by the communities. The agencies look carefully at comments from stakeholders and the general public, so it is important to provide as much input on the improvements to be presented and their importance for safe and effective transportation.

### 4. RT537 Corridor – Conceptual Alternatives Overview

Larry Diffley, Cherry Weber and Associates Roadway Engineer, presented an overview of the proposed improvements. This project is from Gravel Hill Road in Freehold Township to the Route 33 Business intersection in Freehold Borough.

- a. As the Purpose and Need Statement indicates there are safety and access issues to be addressed for vehicular, bus, bicycle and pedestrian modes of transportation.
- b. There are proposed improvement elements associated with the specific intersections and also for the entire corridor. Larry reviewed them as described on the handout: Draft Alternatives Analysis Description from the No Build Alternative to Concept 1 Baseline Corridor Improvement Plan that includes Elements A – H. Element F has proposed improvements to 8 separate intersections along RT537.
- c. A comment was raised concerning the need to look at right-of-way. Larry responded that in the Alternatives Comparison Matrix, right-of-way is a section to be considered and delineates total takes, partial takes such as the amount of shoulder or sidewalk needed to adequately address design safety requirements. Joe Ettore added that the acquisition of property is a driving force in the consideration of improvements, and the level of benefits to be achieved is what the agencies will be examining in the process.

#### 5. Group Discussion on Alternatives - Pros & Cons – Three Tables

Martine asked attendees to count off by 3 and move to one of three tables respectively. Each table was then asked to review in detail each of the proposed improvements elements A – H including each of the 8 intersections (Element F).

- a. The list of stakeholders and project team members at each table is listed with the discussion points noted from the recorder at each table and are included in the Report Attachment No. 1 to these minutes. (*Report Attachment No. 1- Table Discussion Notes*).

#### 6. Group Discussion on Alternatives - Improvements & Priorities – Three Tables

After the three discussion tables had reviewed the proposed improvements, each table was asked to complete the Questionnaire handout and discuss the priorities with the project team members at their table. Some attendees indicated that they wished to review it with their constituents and submit via email or fax.

- a. Martine noted that on the Questionnaire handout, to add under Question No. 7 in parenthesis, ‘refers to Intersections #1 through #8’. Similarly for Question No. 9, to add ‘refers to Intersections #1 through #8’.

#### 7. Group Results – Key Points

Once each Table had completed questionnaires and discussions, Martine asked the Table presenter or recorder for Tables 1 -3 to share a brief overview the of the items discussed at their Table. The following key points were noted:

##### Table 1 – Summary - Larry Diffley:

- Discussed a number of new developments in the corridor with potential access impacts.
- Everyone was favorable of the improvements at the Route 9 interchange.
- Turning movements at certain properties with high volumes were discussed - helpful to show comparison of optional intersection improvement to see how well they operate – such as at Trotter’s Way and at Stillwell.

##### Table 2 – Summary – Bruce Riegel:

- Add missing sidewalks and enhance public transportation
- Everyone favorable of the proposed improvements at the intersections especially at Stillwells Corner and Wemrock, where more improvements are desired

- Everyone also highly favored the improvements at the Route 9 interchange.

Table 3 – Summary – Anthony DiMaggio:

- Everyone favored improvements at Route 9 and the Route 33 interchanges as most important.
- Additional improvements at the Stillwells Corner Road and Wemrock Road were suggested and this intersection was noted as very important in the corridor
- The group would like to see sidewalks and better bus transit where missing in corridor, especially between mall and Freehold Borough.

8. Group Results –Proposed Improvements Preferred by Stakeholders

To provide a general sense of the priorities for the proposed improvements, Martine asked attendees to raised their hand in favor of the element they wished to see move forward. All attendees could raise their hand for all elements or choose to only raise a hand for those most important to them. This helps the project team in understanding the relative preference for improvements along the corridor that are most important to the community stakeholders in attendance. The public meeting will provide an opportunity for further input on the proposed conceptual improvements.

a. The following numbers (indicating the show of hands) reflect the results noted on newsprint at the meeting for those present (*a few stakeholders had left early for other obligations*):

Concept 1 – Baseline Corridor Improvement Plan

Element A - Providing Missing Sidewalks	9
Element B - Providing 15' Outside Lanes	5
Element C - Enhanced Public Transportation Services	2
Element D - Access Management Strategies to Reduce Conflict Points	5
Element E - Proposed ITS Improvements	12
Element F* - Improvements to Intersections No. 1 through No. 8	(see below)
Element G - Elimination/Improvement SAG Curve near Milepost 50	0
Element H – Improvement Substandard Stopping Sight Distance at CR537&Enright Ave intersection	0

\* Element F – Intersections No. 1 - No. 8

Intersection No. 1 - Iron Bridge Road & CentraState Medical Center	3
Intersection No. 2 - Redwood Lane & Village Center Drive	0
Intersection No. 3 - Stillwells Corner Road & Wemrock Road	13
Intersection No. 4 - Wal-Mart Drive & Castranova Way	3
Intersection No. 5 - NJ Route 33 Interchange	9
Intersection No. 6 - Trotters Way Intersection	7
Intersection No. 7 - US Route 9 Interchange	10
Intersection No. 8 - Park Avenue (NJ Route 33Business) Intersection	1

9. Next Steps – Public Information Center Meeting

The project team will review the information provided at this meeting to refine the proposed conceptual improvements. There will be a Local Officials Briefing with Freehold Township and

Freehold Borough to review the proposed improvements and develop a preliminary preferred alternative to then present to the general public at a Public Information Center (PIC) Meeting.

- a. The Local Officials Briefing will be in mid February and the public meetings will follow later in February 2013.
- b. Similar to the prior Public Meeting, there will be an afternoon session in Freehold Borough and an early evening session in Freehold Township (details listed in Next Meeting section below). The PIC meetings will be advertised in local papers and posted to the municipal web sites. Property owners within 200 feet of the roadway within the project study limits will receive a Public Meeting Notice letter in the mail from Monmouth County.
- c. The Public Meeting Notice and the blank Comment Form will also be sent via email to attendees and those on the Community and Agency Stakeholders List. Martine encouraged everyone to attend either or both Public Information Center (PIC) meeting sessions.
- d. Both PIC meetings will be an open house format with display boards providing project information on the existing conditions, proposed improvements, a completed Alternatives Comparison Matrix, and a proposed Preliminary Preferred Alternative (PPA). There will be a brief presentation at each and comment forms available to provide input on the PPA.

#### 10. Next Steps and Closing Comments

Martine thanked everyone for the input during the table discussions. As a next step, stakeholders were asked to send in their completed Questionnaires as soon as possible. A doc word version of the Questionnaire will be sent via email, if stakeholders prefer to type in responses. The meeting minutes will include a summary of the completed questionnaire responses as Report Attachment No. 2 (*Questionnaire Summary Report*).

Daria Jakimowska, thanked attendees for their comments and acknowledged there was a lot of important information shared at the meeting to be taken into consideration. She wished all a happy holiday season. Meeting adjourned at Noon.

#### **KEY ACTION ITEMS**

1. Attendees to review the handouts, project information, proposed improvements, and complete Questionnaires (*if not handed in at meeting*). Please provide any additional comments or suggestions and the Questionnaires by January 11, 2013.
2. H&H will continue traffic analysis and development of improvements based upon stakeholder comments and information, working in coordination with the County and in preparation for the Local Officials Briefing and presentation at the Public Information Center (PIC) meetings.
3. Martine Culbertson will schedule Local Officials Briefing for February and once a date is determined for the PIC, provide PIC Meeting Notice and Comment Form to the community stakeholders and to Freehold Township and Freehold Borough for posting to their website.

#### **NEXT MEETING**

##### **Route 537 Local Officials Briefing**

Date: early February, 2013

Time: 10:00 a.m. – 11:30 a.m. (*to be determined*)

Location: Borough of Freehold or Freehold Township (*to be determined*)

## **Route 537 Public Information Center (PIC) Meetings**

Date: February, 2013 (*to be determined*)  
Time: 2:00 p.m. – 4:00 p.m. (2:30 pm brief presentation)  
Location: Freehold Borough Council Room, 51 West Main Street, Freehold, NJ

Date: February, 2013 (same day – *to be determined*)  
Time: 6:00 p.m. – 8:00 p.m. (6:30pm brief presentation)  
Location: Freehold Twp Municipal Bldg. Rm. 114, One Municipal Plaza, Freehold, NJ

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within three (3) working days of receipt. Without notification, these minutes will be considered to be record of fact.  
RT537 LCD Study Project Team



## **MONMOUTH COUNTY**

**Local Concept Development Study for Monmouth County Route 537  
Borough of Freehold and Township of Freehold, Monmouth County, NJ**

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### **Community Stakeholders Meeting No. 2**

**Monday, December 17, 2012**

*Freehold Township Municipal Bldg., Room 114, 1 Municipal Plaza, Freehold, NJ, 9:30 a.m.*

#### **AGENDA**

The purpose of this meeting is to review the project status, present the purpose and need, and discuss conceptual alternatives for proposed improvements to the corridor. The input obtained from this meeting will then be presented at a future general public meeting.

**I. WELCOME AND INTRODUCTION**

- Project Status
- Community Stakeholders Update

**II. ROUTE 537 CORRIDOR**

- Purpose and Need Statement
- Conceptual Alternatives Overview
- Group Discussion on Alternatives - Pro & Cons
- Group Discussion on Alternatives - Improvements & Priorities
- Group Results - Key Points

**III. DISCUSSION AND NEXT STEPS**

- Community Feedback
- Action Items – Next Public Information Center Meetings
- Closing Comments

**MONMOUTH COUNTY**

**Local Concept Development Study for Monmouth County Route 537**

**Borough of Freehold and Township of Freehold**

**COMMUNITY STAKEHOLDERS MEETING NO. 2 - REPORT ATTACHMENT NO. 1**

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**TABLE DISCUSSION NOTES**

DATE: Monday, December 17, 2012  
TIME: 9:30 a.m. - Noon  
LOCATION: Borough of Freehold Township Municipal Building, Room 114  
1 Municipal Plaza, Freehold, NJ

**TABLE ONE**

<b>Community Stakeholders</b>		
Brian	Boyle	Freehold Township Schools
Scott	Kennel	McDonough-Rae Associates
Frank	Lucia	Freehold Raceway Mall
Joe	Luongo	Freehold Twp Historic Preserv.
Marty	Mee	Centra State Medical Center
Peter R.	Valesi	Township of Freehold
<b>Project Team</b>		
Larry	Diffley	Cherry, Weber & Associates
Inkyung	Englehart	Monmouth County Engineering
Christine	Mittman	NJTPA
Wendy S.	Smith	NJDOT, Local Aid, District 3

Table 1: Larry Diffley, Inkyung Englehart

1. Block 85.12, Lots 24/25 – future CVS development proposed; parking lot will be connected to the TD Bank for access to Redwood Lane.
2. Post office site in the Raintree development is proposed to have new direct driveway connection to westbound CR 537.
3. Barkalow School and the ECLC lot are proposed to reconstruct entire frontage to provide new circulation patterns to help separate bus and parent drop-offs and pick-ups. The existing ball fields in the front of the school will be removed, and the driveway connections to Stillwells Corner Road will be altered. This work should take place within 2013, and the CR 537 improvements project should account for these changes.
4. The driveway connection from the Board of Education to CR 537 will be removed, and access to this site will be consolidated with the existing driveway connection for the Children of America/Car Wash properties.
5. The Freehold Mall representatives expressed concern regarding the double right lane exit from southbound Trotters Way onto westbound CR 537. The general concern was related to the fact that, under a double right lane scenario, vehicles could not make right turns on red, which they thought may be worse than having a single right turn lane that allows right turns on red. It was explained that there is a crash problem at this location due to the substandard weaving condition along CR 537 between Our traffic analyses should therefore include this comparison, in order to conclusively demonstrate that we are proposing the option that yields the best level of service scenario for this maneuver.
6. The Bell Meade property, if developed, will have a major impact on traffic along the corridor, including access to and from Trotters Way.



7. Overall, stakeholders were favorable of the improvements at the intersections, particularly at the Route 9 interchange.

**TABLE TWO**

		<b>Community Stakeholders</b>
Joan	Burroughs	Freehold Township Schools
Dan	Sandiford	NJ TRANSIT
Khalid	Shaikh	NJDOT, Bike / Ped
Dean	Smith	Freehold Police Department
Anne Marie	Sparaco	Brookdale Community College,
		<b>Project Team</b>
Daria	Jakimowska	Monmouth County Engineering
Anthony	Panzarino	Cherry, Weber & Associates
Bruce	Riegel	Hardesty & Hanover
Glen	Schetelich	Hardesty & Hanover

Table 2: Daria Jakimowska, Glen Schetelich, Bruce Riegel, & Anthony Panzarino

Concept 1:

- A. Providing missing sidewalks – proposed improvements are needed with the highest priority being between Stillwells Corner Road/Wemrock Avenue and Freehold Raceway Mall and on the north side. There is not much pedestrian traffic west of the Wemrock Road intersection.
- B. Bicycle Compatibility (15’ outside lanes) – proposed improvements needed; priorities same as under A above
- C. Enhanced Public Transportation Services – potential bus stops include in vicinity of Stillwells Corner/Wemrock Road intersection and Redwood Lane/Village Center Drive; buses currently drop off at Freehold Raceway Mall and CentraState Medical Center
- D. Access Management Strategies – no objections for reviewing
- E. ITS Improvements - favorable
- F. Operational Improvements
  - 1. Iron Bridge Road & CentraState – favorable
  - 2. Redwood Lane/Village Center Drive – favorable
  - 3. Stillwells Corner/Wemrock – in favor of more improvements than currently proposed including adding more dedicated right and left turn lanes and adding a dedicated right turn lane along CR 537 Westbound; right turn lanes most voluminous; proposed parking lot modifications for Middle School to accommodate widening of Stillwells Corner Road
  - 4. Wal-Mart Drive/Castronova Way – favorable
  - 5. NJ Route 33 Interchange – highly favorable; additional improvements recommended include providing direct access to Freehold Raceway Mall from Route 33
  - 6. Trotter’s Way – favorable; lower priority
  - 7. U.S. Route 9 Interchange – highly favorable
  - 8. Park Avenue (NJ Rt. 33 Business) - favorable

- G. Elimination/improvement of Substandard Vertical (Sag) Curve near CR 537 Milepost 50 – no objections
- H. Improvement of Substandard Stopping Sight Distance at CR 537 & Enright Avenue – no objections

**Highest Priorities**

- U.S. Route 9 Interchange Improvements
- NJ Route 33 Interchange Improvements
- Stillwell Corner Road/Wemrock Road intersection improvements

**Anthony Panzarino:**

1. Heaviest pedestrian traffic is on the north side of the corridor between Wemrock Rd and NJ Route 33 Business.
2. NJ Transit representative stated they would like to see official bus stops and Redwood Lane and Walmart Drive in both directions.
3. Representative from Freehold Township Police stated heavy traffic movements for WB vehicles making a right turns onto Wemrock Rd and into CentraState hospital and would like to see designated right turn lanes.
4. Representative from Freehold Schools Transportation Department stated a major bus movement is right onto Castronova Way.
5. Overall, stakeholders were favorable of the improvements at the intersections, particularly at the Route 9 interchange and Wemrock Road & Stillwells Corner Road intersection.

**TABLE THREE**

<b>Community Stakeholders</b>		
Bill	Conry	Property Owner, Historic
A. Richard	Gatto	Downtown Freehold
Ray	Nash	Longhorn Steak House
Michelle	Ott	Center State Professional Park
Timothy	White	Freehold Engineering Dept.
<b>Project Team</b>		
Anthony	DiMaggio	McCormick Taylor
Joe	Ettore	Monmouth County Engineering
Pam	Garrett	NJDOT, Environmental Support
Brian	Stankus	Orth-Rodgers & Associates

Table 3: Brian Stankus, Orth-Rodgers & Associates, Inc.  
Anthony DiMaggio, McCormick Taylor

**Concept 1 – Baseline Corridor Improvement Plan**

- No improvements are proposed at Gravel Hill Road under this corridor study. Improvements at this intersection were recently completed under a separate project.
- Provided missing sidewalks in between Iron Bridge Road through Route 9
- Provide bicycle pedestrian 15’ outside lane

- Coordinate with NJ Transit to provide additional bus stops
- The corridor improvements will include an interconnected traffic signal system

### **Iron Bridge Road & CentraState Medical Center Intersection**

- Extend NB right turn lane
- Increase Traffic Signal cycle
- Included interconnected traffic signal system
- County will investigate adding an exclusive southbound right turn lane for the hospital.

### **Redwood Lane & Village Center Drive Intersection**

- Add an exclusive left turn lane on Redwood Lane.
- The signal will operate with a split phase.
- Attendees explained that a CVS is planned adjacent to the parcel on the southwestern corner (Block 85.12 Lot 24).
- Attendees explained that Township approved a right turn in and right turn out access for the Post Office.

### **Stillwells Corner Road & Wemrock Road Intersection**

- Reconfigure Stillwells Corner Road approach to 1 left turn, lane, 2 through lanes, and 1 exclusive right turn lane. The approach will be widened between 12 to 16 feet.
- Add a through lane to Wemrock.
- We are concerned with the historic properties adjacent to the northeast corner.
- Attendees requested to investigate installing right turn lanes on Route 537.
- Attendees explained that the Township has planned improvements between Stillwells Center Road and Schlechtweg Road.

### **Wal-Mart Drive & Castronova Way Intersection**

- Add a left turn lane on CR 537 eastbound.
- Improve signal timing schedule
- Attendees requested for the study to investigate the uses of local roads.
- Attendees explained that the Township has planned improvements adjacent to Castranove Way.

### **Route 33 Interchange**

- Widen the bridge to provide acceleration\deceleration lanes, bicycle compatible lanes, on CR 537.
- Install sidewalk along the westbound side
- Attendees suggested realigning the Rt 33 westbound exit ramp with Trotters Way. In addition provide the missing move loop ramp from CR 537 eastbound to RT 33 westbound.

### **Trotters Way Intersection**

- Widen the CR 537 westbound approach, provide an additional through lane for access to NJ Rt 33 westbound to eliminate the substandard weave condition from CR 537 westbound vehicles accessing the NJ Rt 33 westbound ramp.
- Trotters Way southbound approach, provided an additional dedicated right turn lane.

- CR 537 eastbound reverse jughandle, widen and lengthen to improve maneuverability and additional storage.
- Attendees suggested that improvements should correlate with the Bellemead Development plan.

### **U.S. Route 9 Interchange**

- Replace the existing functional obsolete bridge
  - Provide a dedicated right turn lane from CR 537 EB to Rt 9 NB
  - Provide a dedicated left turn lane from CR 537 WB to Rt 9 SB
  - Provide bicycle compatibility and sidewalk along the EB side.
- Raise CR 537 profile to meet the required 16'-6" vertical clearance on Rt 9
- Eliminate access to Barkalow Ave from US Route 9.
- Attendees suggested that improvements should correlate with the Bellemead Development plan.

### **Park Avenue (NJ Route 33 Business) Intersection**

- CR 537 EB & WB: provide a dedicated LT lane.
- Park Ave approaches will be realigned so that the LT lanes are directly opposing each other.
- Attendees requested to investigate additional pedestrian enhancements.

### **Top Five Improvements**

1. CR 537 & US Route 9
2. CR 537 & Rt 33
3. Stillwells Corner Road & Wemrock Road
4. Route 33 through Wemrock Road
5. Pedestrian Improvements with the Borough of Freehold.

### **Greatest Concerns for Safety along Corridor**

1. Access
2. Pedestrians
3. Lack of auxiliary lanes
4. Route 9
5. Enright Ave

**MONMOUTH COUNTY**

**Local Concept Development Study for Monmouth County Route 537  
Borough of Freehold and Township of Freehold**

**COMMUNITY STAKEHOLDERS MEETING NO. 2 - REPORT ATTACHMENT NO. 2**

**Route 537 Corridor Improvements**

**Questionnaire Summary Report  
Responses to Stakeholder Questionnaire**

1. Which of the elements (A through H) of Alternative Concept 1 for improvements to the corridor should be the highest priority?

*List Top 5, with 1 being the Highest Priority:*

	<i>Responder 1</i>	<i>Responder 2</i>	<i>Responder 3</i>	<i>Responder 4</i>	<i>Responder 5</i>	<i>Responder 6</i>	<i>Responder 7</i>
1.	C	F3	F7	F	F	F	F
2.	F3	F5	F3	D	E	B	B
3.	F7	F7	F5	C	D	A	A
4.	F6	B	F4	A	C	H	H
5.	F1	A	A	B	A	D	D

Responder 8:

1. 4  
W

al-Mart Drive & Castronova Way Intersection with the possibility of allowing a left turn from 537 west bound onto Wal-Mart Drive because the weave created by the traffic exiting 537 west to highway 33 east bound and the highway 33 westbound traffic entering 537 west bound while traffic is trying to enter Gibson Place to Castronova Way to Wal-Mart Drive is dangerous. Additionally the signage for Wal-Mart Drive using Gibson Place is substandard.

2. 5 The widening of the bridge on 537 crossing highway 33 is a must allowing for acceleration / deceleration without the use of stop signs and allowing pedestrian / bicycle traffic at the same time is a must.
3. Not discussed is that highway 33 east bound has no access to 537 west bound starting at the bridge crossing 33. This is causing the issues at Wemrock Road and Stillwells Corner Road. By not having this ramp from highway 33 east bound onto 537 west bound is causing all the traffic on 33 to use the Smithburg exit, traveling south on Wemrock Road and turn left onto 537 east to access Wal-Mart Drive. This creates a new issue that there is not enough right turn lane from 537 east bound onto Wal-Mart Drive due to the unneeded drive way just prior to turning right onto Wal-Mart Drive.
4. All issues stated in the Stillwells Corner & Wemrock Road intersection must be improved.
5. Trotters way intersection improvements will also incorporate the issues I stated above in the Wal-Mart Drive & Castronova Way intersection.

2. Where are there the greatest concerns for safety along the corridor?

- Shoulders and safe places for bus stops are NJ Transit’s top concern.
- Vehicle / Bike / Pedestrian – 33 Bypass Bridge  
Vehicular – Stillwells Corner Road/Wemrock Road Intersection

- Making 537 wider to help congestion
- Master Plan: Not allowing traffic to be diverted onto the rear (North) loop road of the Hospital to lessen traffic on RT537 – too many emergency vehicles – cannot impact this
- Stillwells Corner Road/Wemrock Road; Trotters Way
- Route 9 Bridge / access lanes to Route 9 North and South
- The weave created by the highway 33 west bound traffic entering 537 west, 537 west exit to highway 33 east, 537 west exiting to Gibson Place, not being able to left turn to Wal-Mart Drive from 537 west

3. Where are the greatest concerns for congestion along the corridor?

- Around Trotters Way, U.S. 9, NJ33 and Stillwells Corner Road
- 33 Bypass and Stillwells Corner Road/Wemrock Road
- Stillwells Corner Road and 537
- Making left turn out of Hospital at west entrance
- Stillwells Corner Road/Wemrock Road; Trotters Way
- From Route 9 Bridge to Park Avenue:
  1. Traffic from Route 9 North feeding into 537 East
  2. Enright Avenue traffic feeding onto 537 – East and West
  3. Racetrack traffic feeding onto 537 – East and West
  4. Residents on West 537 feeding onto 537 – East and West
  5. School buses with class trips entering / exiting Historic Covenhoven House
- From Wemrock Road to Trotters Way

4. Where are the greatest needs for bicycle compatibility along the corridor?

- 33 Bypass Bridge
- Along 537 where the shopping is
- By Post Office
- N/A
- Park Avenue to Trotters Way (East to West)

5. Where are the greatest needs for pedestrian improvements along the corridor?

- Trotters Way to Stillwells
- By Stillwells and the Mall
- Same – by the Post Office
- Near the shopping center
- Need for pedestrian crosswalk / signal light between Route 9 Bridge to Park Avenue – children cross the road here to go to Park Avenue School also buses park on Enright Avenue to Freehold Race Track parking lot to cross children for class trips to Historic Covenhoven
- Bridge over highway 33

- Again bridge over highway 33

6. Do you have any concerns regarding any of the proposed improvement elements (A through H) for the corridor?

- Stillwells / Wemrock needs to consider turning movements more – underestimating volume
- No
- No
- Yes. There is no consideration listed at this time regarding having a exit ramp from highway 33 east bound to 537 west bound to serve the segment of 537 west at 33 to Wemrock Road to elevate traffic using Wemrock Road turning left onto 537 east to access Wal-Mart Drive.

7. Do you have any concerns with any of the specific improvements proposed under Element F?

- (Intersection Improvements 1-8) - We would just like to see a few safe locations identified near Wal-mart and other local shopping centers
- (1-8 Intersections) - Stillwells/Wemrock needs to consider turning movements more – under-estimating volume
- (Intersection Improvements 1-8) – No
- (Intersection Improvements 1-8) – Master Plan – concerned to not divert traffic from RT537 onto rear loop road of Hospital – emergency traffic cannot be disrupted
- Trotters Way; RT9 Interchange
- No
- Yes. 537 west only allows access to Wal-Mart Drive through Gibson Place to Castronova Way. The signage is inadequate unsafe and drivers not aware of this situation try to make a illegal left onto Wal-Mart Drive after the passed the poor signage at Gibson Place while trying to avoid the weave caused by traffic entering highway 33 or exiting 537 to highway 33 at the bridge

8. Which of the proposed improvement elements (A through H) do you not support?

- None
- F6 could wait to be fixed
- (Iron) Iron Bridge Road
- Ok with all
- I support all (A through H)
- H the Enright Ave intersection

9. Which of the specific improvements proposed under Element F do you not support?

- 1 – 8 Intersections; Need right-turn-only lane added to w/b for Wemrock – need to take houses
- (Intersection 1 – 8) – None

- (Intersection 1 – 8)
- None
- I support all with future clarifications
- I support all with the exception that some of the issues I have raised above. These issues have to be entered into the planning and believe that without addressing these maybe short term resolutions will be made and not meet the needs of the corridor in the next five to twenty years thus not really making well thought out or planned improvements that MUST be addressed currently

10. Are there additional improvements needed along the corridor that are not being addressed under Alternative Concept 1?

- No
- No
- Pedestrian Crossing
- A potential trouble spot is going to beat Freehold Racetrack's 70+/- ft driveway with a high volume of traffic entering and exiting to make left and right turns this entrance not only handles Race Track patrons but "Nu Car Carriers" bringing in new cars to be stored in Race Track parking lot, opposing this driveway is Enright Avenue traffic making left and right hand turns onto 537 - ! This is a problem that must be addressed! (Element – H – might have to be refined no mention of Freehold Race Track traffic making left and right turns from West bound 537!)
- I believe that I have raised those additional improvements throughout this questionnaire