

## **Appendix A:**

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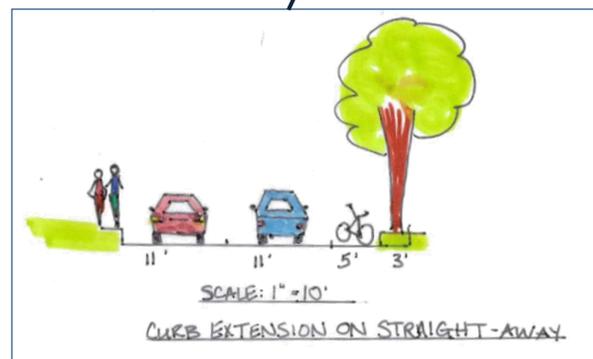
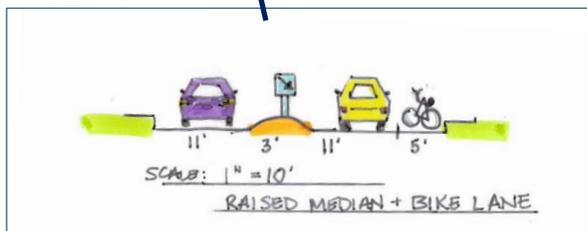
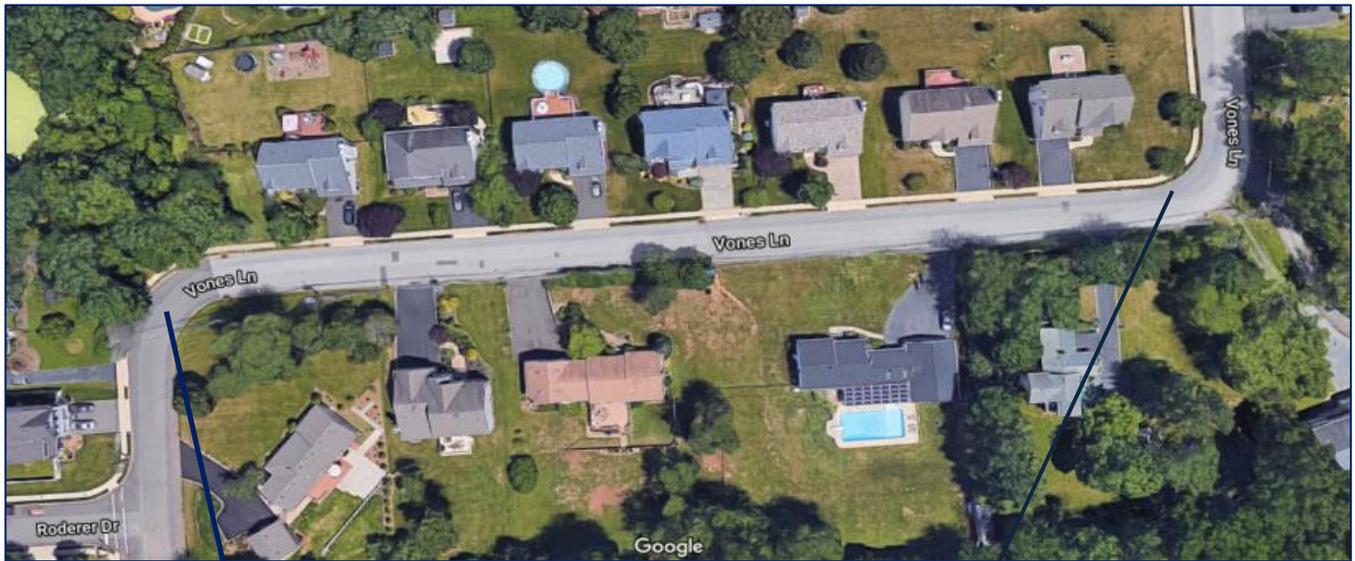
# **Raritan Borough Bike & Pedestrian Safety Plan Design Guidelines**

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# Design Guidelines

## Vones Lane

- Existing sharp turns
- 30 ft. wide roadway encourages speeding
- One travel lane in each direction
- No shoulder
- Sidewalk on one side



At the curves, and within the 30-ft. roadway:

- add 5-ft. bike lane on northbound side
- designate two, 11-ft. travel lanes
- designate one, 3-ft. raised median on the curves
- Medians should be pavers that are almost flush with the pavement.

On the straight-away, and within the 30-ft. roadway:

- Extend northbound curb by 3 ft. to narrow travel lanes.
- add 5-ft. bike lane on northbound side
- designate two, 11-ft. travel lanes

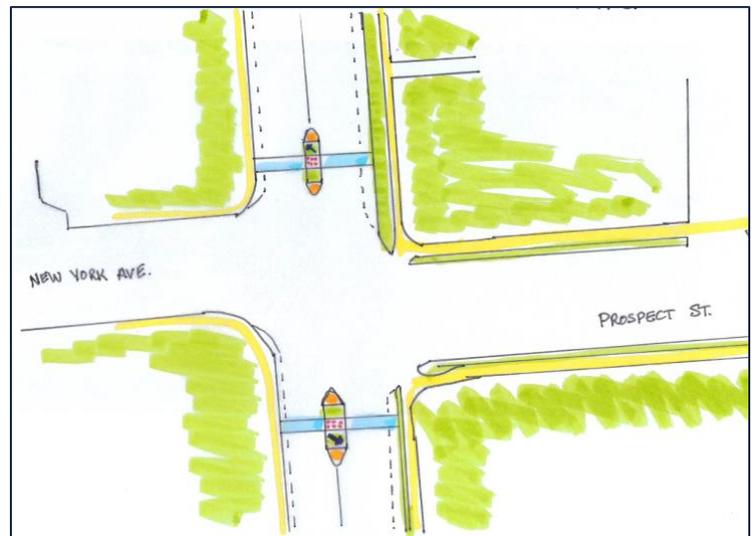
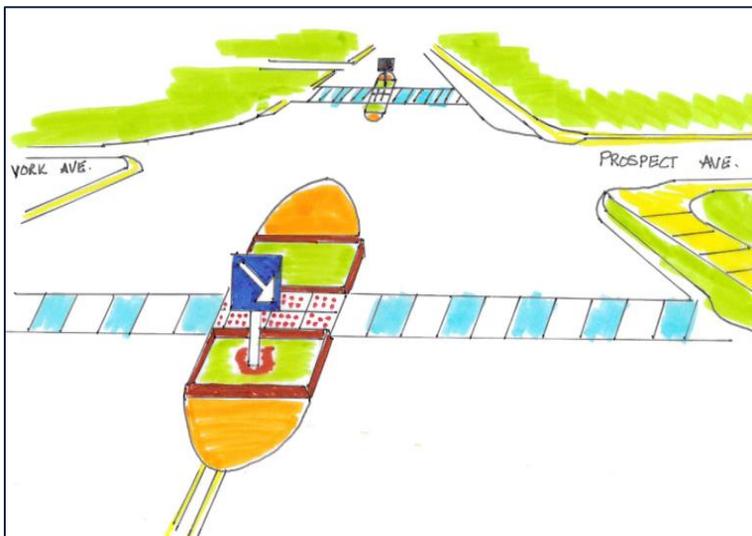
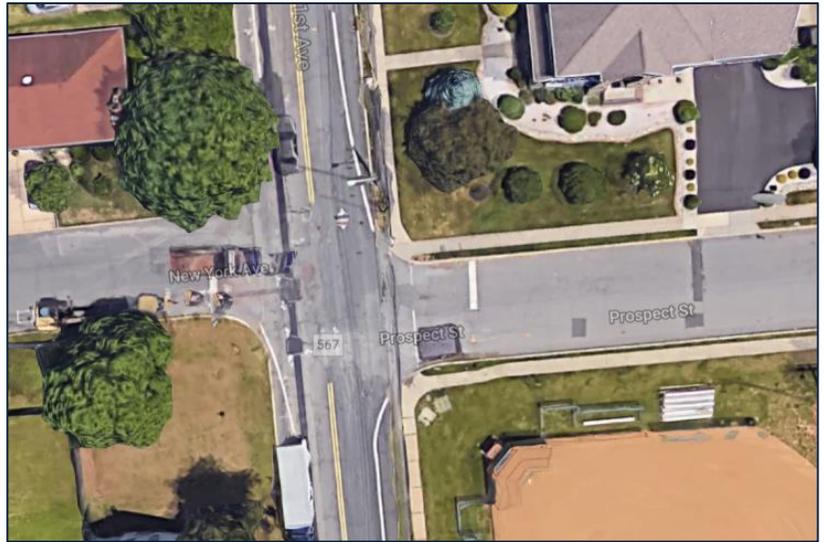
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## Design Guidelines

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### 1<sup>st</sup> Avenue – North of 202

- Connection between Route 202 and Route 28
- 35' wide roadway encourages speeding
- Blind hill traveling south on 1<sup>st</sup> Ave limits visibility of pedestrians and stopped cars
- No crosswalks to access ball fields
- Sidewalks only on one side



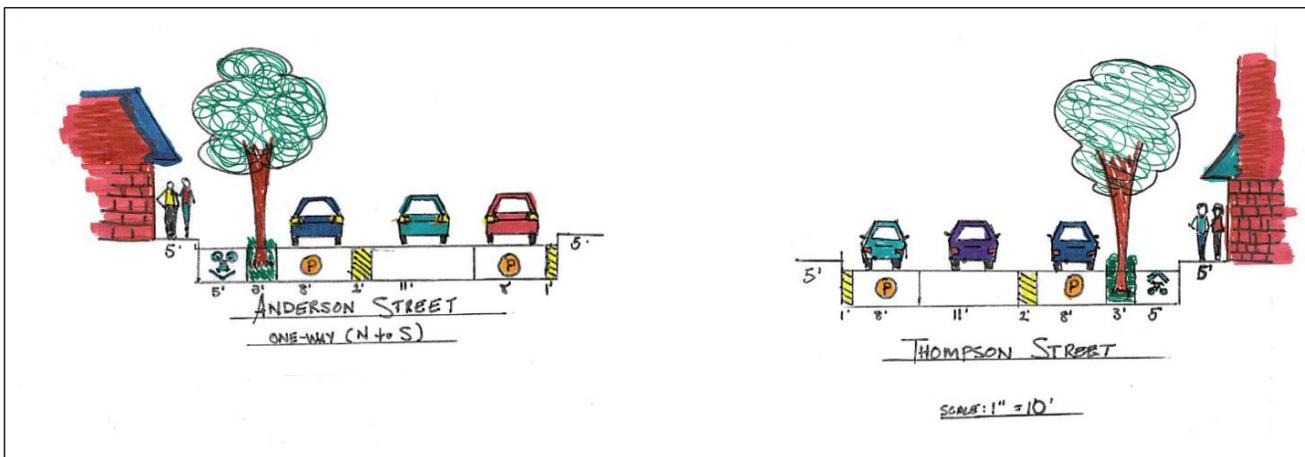
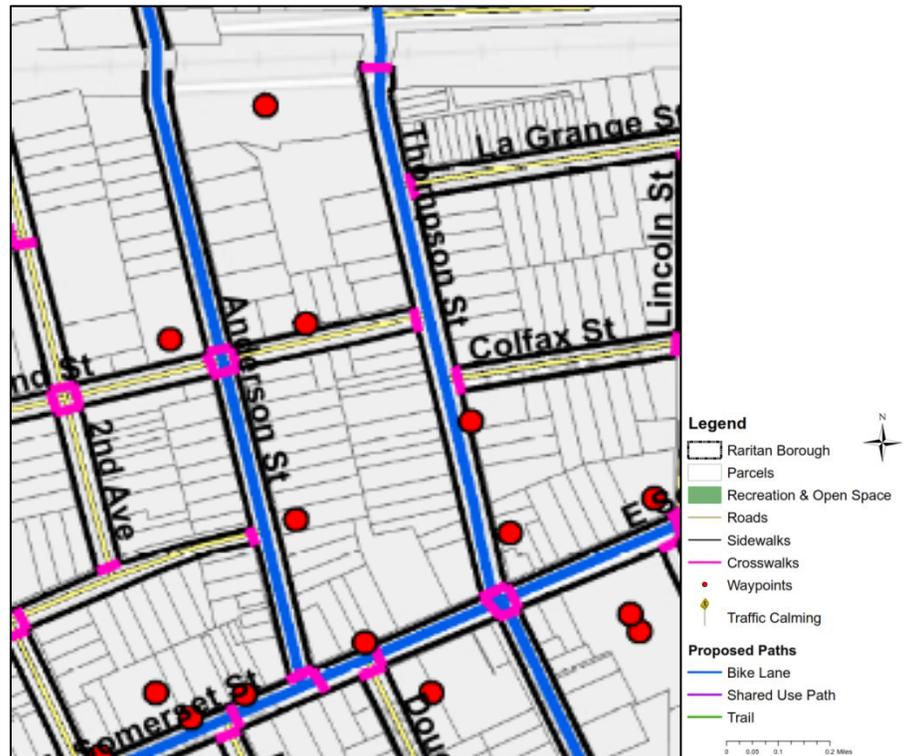
### Design Options

- Construct two crosswalks, each with a pedestrian refuge island
- Construct a sidewalk on the southbound side of the road.
- Within the 35' roadway:
  - Reduce shoulder width to 3 feet.
  - Travel lanes to remain at 12 feet.
  - Construct a 5 ft. wide pedestrian refuge island in addition to each crosswalk for maximum visibility of pedestrians and to encourage traffic to slow down in these areas.

# Design Guidelines

## Anderson & Thompson Streets

- Existing thoroughfares between Somerset Street, the Raritan Train Station and Route 202.
- 40 ft. wide roadways encourage speeding, even with on-street parking on both sides of the street.
- Crosswalks are only at the major intersections
- Lack of greenery does not provide a pedestrian-friendly atmosphere.



## Design Options

- Re-route traffic to travel one way in either direction – South to North on Anderson and North to South on Thompson – between Somerset Street and Route 202.
- Within the 40' roadway:
  - Reduce shoulder width to 1 foot.
  - Construct 5 ft. bike lane
  - Construct 3 ft. biofiltration strips to buffer bike lane from parking
  - Keep two 8 ft. parking lanes.
  - Construct 2 ft. "shoulder" for buffer between parking and travel lane
  - Reduce travel lanes to 11 feet.

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## Design Guidelines

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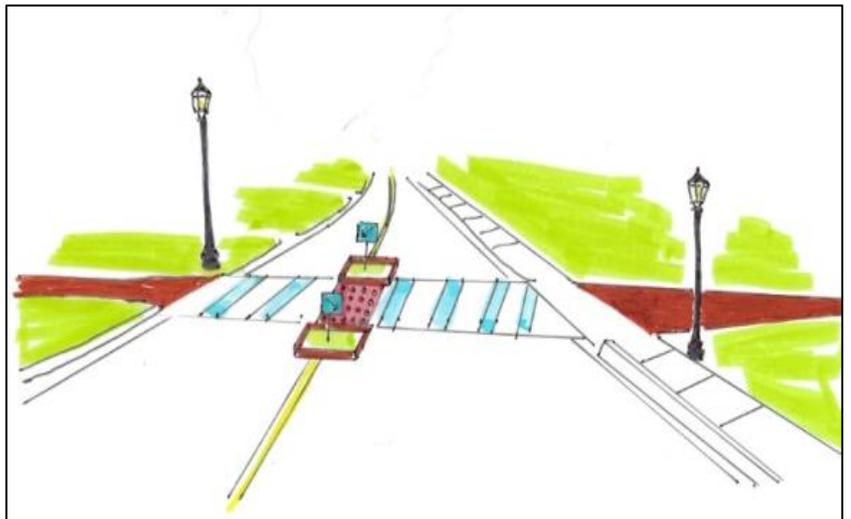
### Old York Road

- Existing parking area on the south side of the road accesses Duke Island Park pedestrian bridge.
- Basilone Park on the north side of the road lacks a proper trailhead and trail.
- The connection between Duke Island Park and Basilone Park at this location would be an important link for bicycles and pedestrians to have safe passage to parks, schools, commerce throughout town.



***Old York Road looking  
west toward Bridgewater.***

***The River is to the left,  
Basilone Park is to the right.***



### Design Options

- Develop a Basilone Park Trail that will connect Duke Island Park with JFK Elementary School and points north and east throughout the Borough.
- Provide a proper trailhead and crossing from the Raritan River Greenway parking area.
- Construct a 5 ft wide pedestrian refuge island to allow for safe crossing.
- Install lighting and signage to aid in safe passage from one park to the next.

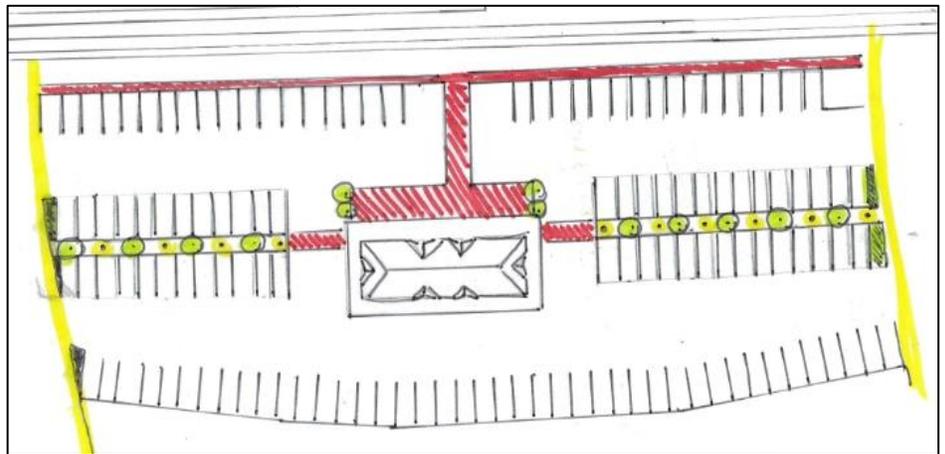
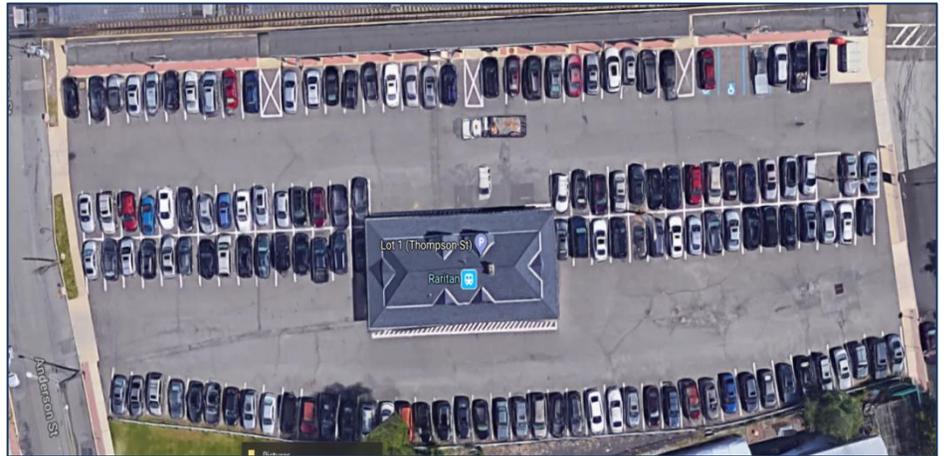
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## Design Guidelines

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### Raritan Train Station

- Four separate entrances to this portion of the train station parking area make pedestrian access to the site confusing and dangerous.
- Within the parking area there is no greenery or sidewalks which make for a more pedestrian friendly atmosphere.
- There is no designated drop-off and pick-up point. Cars tend to double park behind parked cars to wait for departures or arrivals, making it difficult for pedestrians to be seen walking between cars.
- The circulation is such that if a parking space is not available in one row, a car has to exit the lot and re-enter at a different location to access a different row.



### Design Options

- Remove 6-8 parking spaces on either side of the station building to allow for internal circulation of the parking lot.
- Widen the buffer between the center rows to allow for construction of a landscaped pedestrian alley that leads to the station building.
- Construct an outdoor pedestrian plaza and bicycle parking area to allow for better visibility of pedestrians in the parking lot.
- Consider transforming at least one side of the station building into something for commercial use (ex: café / deli).

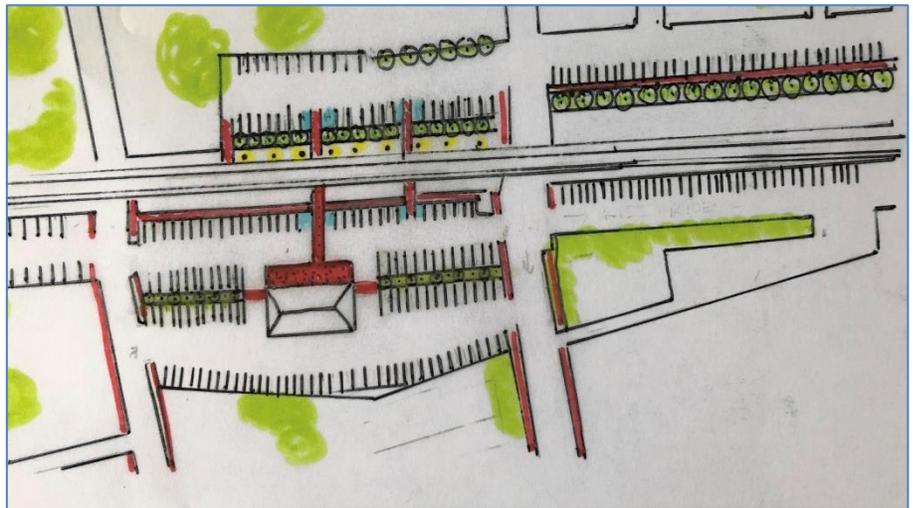
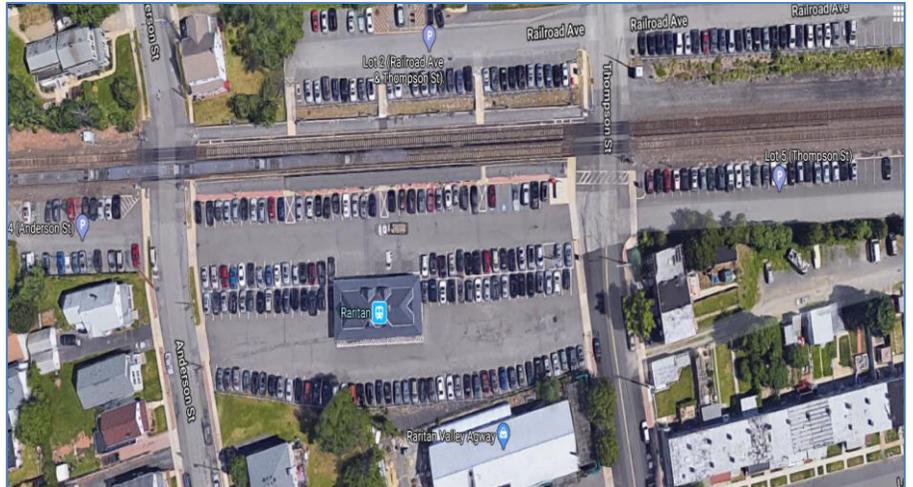
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## Design Guidelines

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### Raritan Train Station

- Lack of greenery, lighting, and sidewalks throughout the site do not promote pedestrian safety.
- Train station facilities lack amenities for regular commuters.
- Circulation in each of the parking lots does not offer a safe space for passengers to exit vehicles and either cross the parking lots or the railroad tracks.



### Design Options

- Widen buffers between designated parking areas and the railroad tracks to allow for space to install lighting, sidewalks, and greenery.
- Designate areas for pick up and drop off that are not in the main station building parking lot.
- Re-route the circulation of vehicles to the main station building parking lot to only enter in the southern-most entrance and exit only through the northern entrance. This will more easily facilitate circulation to adjacent parking lots.

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## Design Guidelines

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### Orlando Drive / Raritan River Greenway

- Sidewalk exists only on one side of the road
- A crosswalk across Orlando Drive leads to nothing on the south side of the road.
- There is no lighting or buffer for bicycles or pedestrians on the south side of the road.
- Traffic tends to speed on this road as a cut-through from Route 206 to points south, or vice versa.



***Orlando Drive looking east toward Route 206.  
The Lena is to the left, the River is to the right.***

### Design Options

- Construct a grade-separated multi-use path on the south side of Orlando Drive to connect to the Nevius Bridge to the west and the Raritan River Greenway to the east.
- Install lighting as an aesthetic and safety measure.
- Install landscaping as a buffer from traffic and as a visual cue for vehicles to slow down.

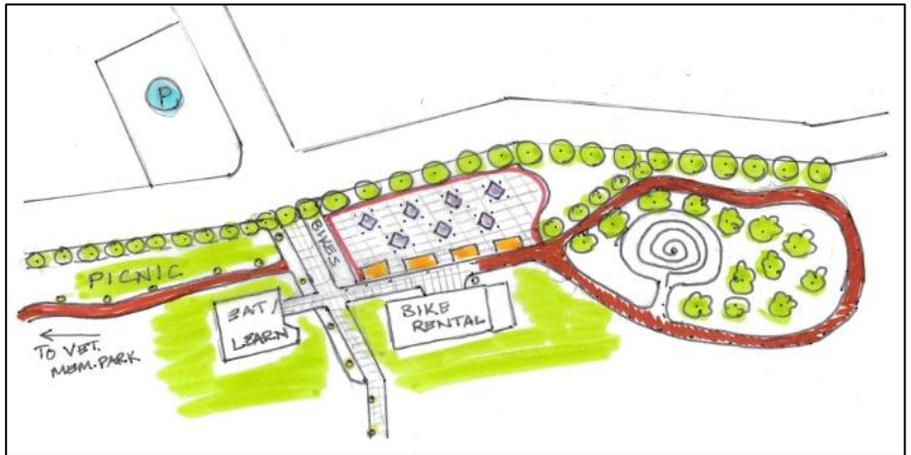
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## Design Guidelines

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### Nevius Bridge & Pedestrian Plaza

- Nevius Bridge draws a large number of tourists and residents on foot and on bicycle.
- Availability of vehicle parking is unclear.
- Dilapidated buildings flank the entrance to the bridge.
- The area surrounding the entrance to the bridge lacks any indication it is a public space where visitors would want to linger.



### Design Options

- Designate the entire area in at the entrance to the pedestrian bridge and in front of the historic buildings, a pedestrian plaza.
- Buffer the space with landscaping along Orlando Drive.
- Designate the former auto repair garage across the street as public parking.
- Formalize the footpath from the plaza to Veterans Memorial Park.
- Construct an impervious paver area for seating
- Refurbish the existing Duke buildings into uses such as a café, orientation center, bicycle rental center, etc.
- Install additional public space such as a meditation garden and /or trails that link to the Greenway