

IV. CIRCULATION PLAN

INTRODUCTION

Historically, the Borough's roadway links to the outside world were along what is now Morris County Route 510. Route 510, known in Mendham as Main Street, is well over 200 years old and has been called the Washington Turnpike, the Mendham-Morristown Road, the William Penn Highway, and NJ Route 24 at various times in its history.

In 1806 the Washington Turnpike connected the Borough with the regions to the east and the west, as part of Morris County's early turnpike network. Radiating like spokes from a transportation hub in Morristown, this network was developed over nearly seven (7) decades from 1801, when the Morris Turnpike was chartered, to 1866, when the Morristown-Basking Ridge Turnpike was established. To the west, the Washington Turnpike, which bisected Mendham, linked the Borough to Chester, to Hackettstown via a spur, and eventually in 1813, to points south and west via the new Germantown Turnpike. To the east, the Washington Turnpike joined the Morris Turnpike, which headed towards Elizabeth, and linked with the Newark-Morris Turnpike a decade later. Over time, this turnpike network matured into the modern roadways of the 20th century. Basically, the regional access of the Borough is along the same lines of communication that existed over 200 years ago, and East and West Main Street remain the primary roadway link to the east and west.

Main Street serves as a commuter corridor and also serves the Borough's downtown area and Historic District. Recognizing on-going area development and associated increases in traffic, the updated Traffic Circulation Element of the Master Plan requires an evaluation of possible improvements to the Corridor and adjacent intersections, based on a study of existing conditions.

ROADWAY CLASSIFICATION SYSTEM

Roadways and streets are classified based on the functions which they perform. There is a functional hierarchy of roads and streets with the higher level of service facilities providing for inter-municipal and inter-regional travel and the lower classification facilities providing direct access to abutting properties. Intermediate road facilities generally collect and distribute the traffic between the through streets and the local access roads.

Within the Borough there are three (3) jurisdictions of roads: county, municipal, and private.

There are four (4) basic categories of roads which are shown on Exhibit #3, *Circulation Plan*:

- ◆ Primary Arterials
- ◆ Secondary Arterials
- ◆ Collector Roads
- ◆ Residential Local Streets

Table IV-1 summarizes the road and street inventory in miles for the Borough. Table IV-2 provides a detailed breakdown of each category of roads by linear feet and miles.

TABLE IV-1 SUMMARY OF ROAD MILEAGE		
ROAD CLASS	MILEAGE	% OF SYSTEM
Primary Arterial	1.93	5.1
Secondary Arterial	3.62	9.6
Collector Roads	4.06	10.7
Village Rural Roads	4.66	12.3
Residential Local Streets		
Public	15.89	42.0
Private	7.67	20.3
TOTAL	37.83	100.0

SOURCE: Borough Maps, Adrian Humbert Associates

TABLE IV-2 ROAD & STREET INVENTORY		
	LINEAR FEET	MILES
Primary Arterials		
Main Street (Rt. 510)	10,200	1.93
TOTAL		1.93
Secondary Arterials		
Cold Hill Road	5160	0.98
Tempe Wick Road (Rt. 646)	1380	0.26
Hilltop Road (Rt. 525)	7800	1.48
Bernardsville Road	4740	0.90
TOTAL		3.62
Collector Roads		
Mountainside Road	11,160	2.11
Mountain Avenue	5340	1.01
Ironia Road	4980	0.94
TOTAL		4.06
Village Rural Roads		
Talmage Road	6780	1.28
Hardscrabble Road	3720	0.70
Cherry Lane	6900	1.31
Bliss Road	3000	0.57
Pleasant Valley Road	4200	0.80
TOTAL		4.66

SOURCE: Borough Maps, Adrian Humbert Associates

EXHIBIT #3 CIRCULATION PLAN

**TABLE IV-2 CONTINUED
ROAD & STREET INVENTORY**

Residential Local Streets – Public	LINEAR FEET	MILES
Prentice Lane	1560	0.30
Lowery Lane	2460	0.47
Colville Drive	840	0.16
Coventry Road	3060	0.58
Demarest Drive	1140	0.22
Sutton Court	540	0.10
Brookfield Way	1140	0.22
Franklin Road	3600	0.68
Drake Road	3300	0.63
Babbitt Road	1140	0.22
Leddell Road	1260	0.24
Budd Road	300	0.06
Dayton Road	360	0.07
Ogden Road	420	0.08
Balbrook Drive	3480	0.66
Kerby Lane	2520	0.48
Thomas Road	4740	0.90
Heather Hill Way	1620	0.31
Muirfield Lane	360	0.07
Prospect Street	960	0.18
New Street	900	0.17
Hampton Road	600	0.11
Quimby Lane	420	0.08
Linden Lane	720	0.14
North Linden Lane	2640	0.50
Loryn Lane	900	0.17
Deerfield Road	2820	0.53
Lake Drive	960	0.18
Cosma Place	240	0.05
Maple Avenue	3300	0.63
Mansfield Court	420	0.08
Garabrant Street	1200	0.23
Birch Street	540	0.10
Aster Terrace	360	0.07
Gunther Street	2340	0.44
Bockoven Road	1200	0.23
Highfield Circle	660	0.13
Wilson Street	600	0.11
Glen Brook Lane	239	0.05
Village Circle	540	0.10
Country Lane	1560	0.30
Valley Way	1320	0.25
Florie Farm Road	2460	0.47
Knollwood Drive	1140	0.22
Phoenix Drive	2220	0.42
Hoffman Road	750	0.14

TABLE IV-2 CONTINUED		
Residential Local Streets – Public (continued)	LINEAR FEET	MILES
Bowers Drive	750	0.14
Dean Road	5400	1.02
Forest Drive	1500	0.28
Halstead Road	2100	0.40
Emery Avenue	1050	0.20
Sterling Avenue	1050	0.20
Adams Place	1005	0.19
Orchard Street	1650	0.31
Hillcrest Avenue	1200	0.23
Park Avenue	825	0.16
Wedgewood Lane	750	0.14
TOTAL		15.89
Residential Local Streets – Private	LINEAR FEET	MILES
Horseshoe Bend Road/Lane	5100	0.97
Townsend Road	1260	0.24
Oak Forest Lane	2700	0.51
Wyndemere Lane	1500	0.28
Stevens Road	1650	0.31
Charolais Farm Road	2753	0.52
Chapel Lane	1509	0.29
Farmhouse Lane	860	0.16
Chestnut Glen Road	516	0.10
Whispering Ivy Path	1852	0.35
Mendham Commons Way	2997	0.64
Galway Drive	1534	0.29
Hampshire Drive	1679	0.32
Aberdeen Drive	1105	0.21
Essex Drive	738	0.14
Pembrook Drive	945	0.18
Wexford Drive	1036	0.21
Springhill Road	3540	0.67
Garrison Lane	720	0.14
Bridge Street	420	0.08
Peacock Lane	350	0.07
Cromwell Lane	1500	0.28
County Line Road	3800	0.72
TOTAL		7.67

SOURCE: Borough Maps, Adrian Humbert Associates

Primary Arterials

Main Street is the Borough's only primary arterial road. Currently, the roadway is designated as Morris County Route 510 and is a de-designated State Highway (Route 24). Main Street crosses the Borough from east to west over a 1.93 mile length, providing a commuter corridor. This roadway serves the Borough's downtown and Historic District and also provides primary access for the West Morris Mendham High School. With the lack of any other primary east-west roadways in the general area, Main Street is heavily utilized to access Morristown to the east, I-287 to the southeast, and Chester Township, Chester Borough, and the Route 206 corridor to the west.

Traffic counts performed in October 2005 indicate that portions of Main Street carry average daily traffic volumes in the range of 12,000 to over 16,000 vehicles per day, depending upon the location along the Corridor. These volumes are expected to increase, due to area development within and outside of the Borough. West Morris Mendham High School is expected to increase in population, which will result in additional vehicles along the Corridor. In addition, developments such as the Florham Park Corporate Campus are likely to exert additional volumes along the Corridor.

Given the existing and projected volumes, a four-lane roadway might seem an appropriate configuration for Main Street. However, given the existing development along the Corridor, the historic designation within the Borough, and limited right-of-way, it is neither feasible nor desirable to widen the roadway to a four (4) lane cross-section. Recognizing the practical constraints, this updated Circulation Element sets forth reasonably achievable improvements to help move the primary east-west traffic flows, as well as movements to/from major intersections. This roadway is under County jurisdiction; the conceptual improvements outlined in this updated Circulation Element have been developed through discussion with the County, to ensure improvements consistent with County planning and design criteria.

Secondary Arterials

The secondary arterials of the Borough are Cold Hill Road, Tempe Wick Road, Hilltop Road, and Bernardsville Road. These roadways generally serve north and southbound traffic over their combined 3.62 miles.

Cold Hill Road forms the eastern boundary of the northeast portion of the Borough. The roadway has split jurisdiction with Mendham Township. The northern leg of Cold Hill Road (north of Main Street) along Mountainside Road has developed into a bypass of Main Street.

Tempe Wick Road is under County jurisdiction, designated as Morris County Route 646. As evidenced through recent 2005 traffic counts, Tempe Wick Road accommodates substantial volume to/from the west of the Borough and to/from the I-287 corridor, generally southeast of the Borough. The Cold Hill Road intersection with Tempe Wick Road is a location which potentially requires signalization, due to these existing traffic flows and the diverted traffic via Cold Hill Road. The Tempe Wick Road intersection with Main Street has a skewed configuration and is under unsignalized control. The configuration in combination with heavy through and turning movements have resulted in this intersection being a high accident location within the Borough.

Hilltop Road is designated as Morris County Route 525, beginning at the intersection with Main Street and Mountain Avenue, and continuing southward into Somerset County. Hilltop Road accommodates the majority of trip origins and destinations to locations south of the Borough.

Another 8.7 miles of collector roads, with about four (4) miles within the Village boundary and the remainder in the rural portions of the Borough, complete the Borough's major road network. More than half of the Borough streets, accounting for more than 19 miles of public and private roadways, are designed to give access to the Borough's residential areas. In this category, over 16 miles of street are the Borough's responsibility for maintenance, plowing, and repair.

SCOPE OF CIRCULATION ELEMENT UPDATE

In August 2005 the Borough solicited proposals for studying the Main Street Corridor and preparing the Circulation chapter of the Master Plan. In October 2005 the contract was awarded to Elizabeth Dolan Consulting, LLC, for the work effort as follows:

- ◆ Field investigation, including inventory of existing roadway system, key intersections along the Corridor, observations of peak hour and off-peak hour activity, observation of peak school drop-off activity
- ◆ Meeting with the public safety committee and representatives of the police department, so as to gain an understanding of historic traffic constraints, safety concerns, and to discuss the goals of the updated Circulation chapter
- ◆ Collection of traffic counts along Main Street and Tempe Wick Road
- ◆ Review of accident history data as collected by the Borough Police Department
- ◆ Evaluation of conceptual intersection/roadway improvements to improve flow along the Corridor and to improve safety
- ◆ Consultation with Morris County Engineering, regarding conceptual improvements, as related to the County's Master Plan and design criteria
- ◆ Collection of pedestrian traffic counts and evaluation of pedestrian connections and pedestrian safety improvements
- ◆ Recommendations

COUNT DATA

A series of automatic and manual traffic counts were conducted in October and November 2005, along Main Street and at the intersections with:

- ◆ Hilltop Road/Mountain Avenue
- ◆ Orchard Street
- ◆ Halstead Road/High School driveway
- ◆ Dean Road
- ◆ Tempe Wick Road
- ◆ Kings Shopping Center driveways
- ◆ Cold Hill Road

In addition, counts were conducted along Tempe Wick Road at the Post Office driveways, Dayton Road, and Ogden Road. Supplemental traffic counts were conducted at the high school in January and February, 2006.

The following are the results of the traffic count program:

- ◆ Flows along Main Street exhibit typical commuter activity, with highest volumes recorded generally between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. The secondary peak occurs generally between 2:30 p.m. and 3:30 p.m., associated with school-related activity.
- ◆ The majority of traffic entering the Borough from the east appears to have destinations west of the Borough. This appears to be true during both the morning and evening peak hours, as the turning movements along Main Street are relatively low with the exception of the left-turn onto Hilltop Road.
- ◆ Much of the traffic entering the Borough from the west has destinations either east of the Borough or to the southeast via Tempe Wick Road.
- ◆ During the morning peak hour, the majority of through movements from the north along Cold Hill Road are destined to Tempe Wick Road.
- ◆ During the evening peak hour, there is a high orientation of traffic from Tempe Wick Road to Cold Hill Road north of Main Street.
- ◆ Peak pedestrian activity is associated with school activity, generally between 7:30 a.m. and 9:00 a.m. and between 2:30 p.m. and 4:00 p.m.
- ◆ Buses comprise approximately 1.5% of the Main Street flow during the morning peak hour and less than 1.0% during the evening peak hour.
- ◆ Trucks comprise approximately 3% to 4% of the Main Street volume during the morning peak hour and 1.5% to 3% during the evening peak hour.
- ◆ The Main Street Corridor volumes were compared with traffic counts conducted at West Morris Mendham High School in 2003 by Schoor DePalma. The volumes show consistency, with little background growth. This is likely due to the fact that the roadway is only able to process a certain number of vehicles per hour. As such, the classic peak hours extend beyond a concentrated one-hour period.

Figures 1, 2, 3, and 4 show the following:

- ◆ Figure 1 – Morning Peak Hour Traffic Volumes
- ◆ Figure 2 – School Peak Hour Traffic Volumes – Main Street & High School Driveway
- ◆ Figure 3 – Evening Peak Hour Traffic Volumes
- ◆ Figure 4 – Saturday Peak Hour Traffic Volumes – Main Street & Kings Shopping Center

With the data collection completed, a series of meetings were held with the Mendham Borough Public Safety Committee, and consultation was held with the County Engineer's Office, as well as the Mendham Borough Police Chief. Based on the information in the analysis combined with field investigation and observation, a series of recommendations were developed to improve traffic flow through the area.

Figure 1

Insert Figure 2 here

Insert Figure 3 here.

Insert Figure 4 here.

ACCIDENT HISTORY

Accident data along the Main Street Corridor was reviewed with the Borough Police Department. Table IV-3 summarizes the accident totals at the various intersections along the Corridor from 2002 through 2005.

INTERSECTION	2005	2004	2003	2002	TOTAL
Hilltop Road/Main Street	3	7	7	2	19
Tempe Wick Road/Main Street	8	4	8	8	28
Cold Hill Road/Main Street	6 (3)	5	4	4	19
Orchard Road/Main Street	4 (1)	1	1	2	8
Kings Driveway/Main Street	11	4	1	6	22
Dean Road/Main Street	2 (1)	3	3	1	9
High School Driveway/Main Street	1	0	2	0	3
Halstead Road/Main Street	2	3	0	1	6
TOTAL	37	27	26	24	114
Numbers of accidents with injuries are shown in parenthesis. Injury data only available for 2005.					

As shown, the area of highest incident frequency is the Tempe Wick Road intersection at Main Street. It is likely that the accident frequency at the Tempe Wick Road intersection with Main Street is due in part to the skewed intersection configuration and the high left-turn volume from Tempe Wick Road onto Main Street. Other high accident areas include the Main Street intersections with the Kings Driveway System, Hilltop Road, and Cold Hill Road.

As would be expected, a number of accidents have occurred at the signalized intersections along the Corridor (Hilltop Road and Cold Hill Road). While traffic signals sometimes correct certain accident patterns, traffic signals also contribute to rear-end type accidents. As Cold Hill Road is partially under Mendham Township’s jurisdiction, there may be additional accidents not recorded in the Borough’s files. The accident history at this location could be higher than shown in Table IV-3.

The Kings Shopping Center access system essentially creates three intersections with Main Street. The number of driveways and the number of movements permitted at each driveway should be explored if/when the shopping center makes application to the Borough for improvements. An accident assessment at the access system may allow for an evaluation of driveway modifications which could reduce the accident frequency.

RECOMMENDATIONS

Main Street and Hilltop Road/Mountain Avenue

Signal timing modifications cannot be made, pursuant to discussions with the County Engineer’s Office. As such, measures must be taken to improve capacity, within the existing roadway cartways. In addition, the proximity of Hilltop School and the related driveway activity must be considered. Any possible modifications on the school property to enhance vehicular flow will have positive impact to the Main Street intersection with Hilltop Road/Mountain Avenue.

- ◆ Prohibit parking on westbound Main Street between Hilltop Road/Mountain Avenue and the fire house entrance. Prohibit parking from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. With parking available behind these buildings, it may also be prudent to prohibit parking from 2:00 p.m. to 4:00 p.m. on school days.
- ◆ Prohibit parking on westbound Main Street from the Mountain Avenue/Hilltop Road intersection westward to and including the Black Horse Inn frontage.
- ◆ Prohibit parking on both sides of Hilltop Road between Prospect Street and Main Street. Prohibit parking on both sides from 8:00 a.m. to 9:00 a.m. to allow for improved operations at the intersection and the adjacent Hilltop School.
- ◆ Eliminate the on-street parking during all hours on southbound Hilltop Road, just north of the Pastime Club to Main Street.
- ◆ Maintain the existing parking prohibition on northbound Hilltop Road from 4:00 p.m. to 6:00 p.m.
- ◆ Provide a southbound left-turn lane on Hilltop Road for movements into the Hilltop School.
- ◆ Designate the alley connecting Hilltop Road with the Pastime Club parking area for one-way flow from Hilltop road into the parking lot. Limited sight distance exists at this alley.

It is recognized that on-street parking in the Historic Business Zone is important to accommodate the parking demands associated with the various commercial uses in the area. However, a goal of the Borough is to provide sufficient off-street parking to accommodate demands.

Main Street and Orchard Street

No changes or improvements are proposed at this time. Should future levels of service result in delay in excess of an average of 60 seconds per vehicle, and/or if there is an accident pattern which develops, it then may be appropriate to reexamine this intersection.

Main Street and High School Access/Halstead Road

The traffic counts and analyses have been used to evaluate whether or not traffic volumes meet the warrants for signalization, as outlined in the Manual on Uniform Traffic Control Devices. The eight-hour and four-hour warrants are not met. Further, signalization was discussed with the County Engineer's Office. Because Halstead Road does not provide any regional connections and because the warrants are not met, the County would not authorize signalization at this location.

The continued use of a police officer for traffic control along with the following recommendations will allow for improved operation:

- ◆ Provide a striped right-turn lane for movements into the high school property (as long as possible).
- ◆ Allow use of Drake Road for alternative access to relieve the burden on Main Street.
- ◆ Consider speed humps or reduced cartways, as a means of controlling speeds on Drake Road in the vicinity of the high school gate.
- ◆ Provide a left-turn lane on the school driveway for movements into the parking lot on-site. The provision of a left-turn would allow through-moving vehicles to continue traveling southbound into the school property without creating a bottleneck on the school driveway.
- ◆ Provide a left-turn lane on westbound Main Street for movements into the high school.

The volume of outbound trips from the high school during the morning indicates a high percentage of drop-offs, which negatively impacts capacity at Main Street. In general, busing, satellite park and rides, and carpooling should be encouraged to minimize trips to/from the high school.

As traffic along Main Street as well as at the high school is expected to increase, it is appropriate to reevaluate the use of the Drake Road gate during the off-peak hours. Currently, the use of the gate allows for a distribution of traffic between the school property and points to the east, and reduces the burden on the driveway intersection at Main Street. The gate is only open for a limited period at the start and end of the regular school day. By 2010 the high school's population is expected to increase by more than 10%. With such growth, it may be appropriate to evaluate keeping the gate open longer in the afternoon to allow high school drivers the option of exiting either to Main Street or Tempe Wick Road via Drake Road. This would be an appropriate area for additional traffic counts and analyses, with the additional high school population.

Main Street and Dean Road

There is a heavy right-turn volume from Main Street onto Dean Road. Therefore, a right-turn lane should be provided on Main Street for movements onto Dean Road. The provision of a right-turn at this location will allow right-turning vehicles to move out of the westbound through lane in advance of the intersection, thereby providing more capacity for through-moving vehicles.

Main Street and Tempe Wick Road

The Tempe Wick Road intersection with Main Street has a higher accident rate than other intersections in the Borough. The skewed intersection configuration, the high left-turn volume from Tempe Wick Road onto Main Street, and the high volumes along the Main Street Corridor are the likely contributing factors to the accident pattern. While traffic volumes may warrant signalization at this location, signalization may be difficult due to the intersection configuration and the number of driveways proximate to the intersection. Therefore, two (2) alternatives have been developed for this intersection:

- ◆ Consider prohibiting left-turns from Tempe Wick Road to Main Street and reorienting them to the signalized intersection of Cold Hill Road.
- ◆ Consider realignment of Tempe Wick Road to intersect Main Street east of the current intersection, opposite the Kings Shopping Center. This concept requires property acquisition and would necessitate signalization to control the new four-leg intersection.

Main Street and Kings Shopping Center Driveways

It is recommended that a traffic study be prepared for any redevelopment of the shopping center, not only to address driveway operation, but also to assess on-site circulation for vehicles and pedestrians, and to address the need for dedicated right-turn lanes at site driveways.

Currently, traffic is controlled on Friday evenings and Saturdays between 10:00 a.m. and 2:00 p.m. by a police officer. This arrangement should continue as long as the current configuration of the intersection remains.

Based upon the traffic count data and observations, it is recommended, that at a minimum, left-turn lanes be provided on Main Street to accommodate movements into the site. Left-turn lanes may not be required at all driveways. The location and length of the left-turn lanes would be determined through a traffic study for redevelopment of the shopping center.

Main Street and Cold Hill Road

If left-turn movements from Tempe Wick Road are prohibited and reoriented to this intersection, the northbound Cold Hill Road approach to Main Street will require widening. Widening will be required to provide two (2) left-turn lanes, as well as a combination through/right-turn lane. Right-of-way acquisition will be needed to effectuate this improvement. In addition, the westbound Main Street approach would have to be restriped to accommodate two (2) receiving lanes. This improvement would require coordination with any restriping or driveway modifications at the Kings Shopping Center.

Currently, there are no pedestrian crossings at this intersection. In addition to revising the signal timing and phasing to accommodate the above described improvements, the signal needs to be upgraded to accommodate pedestrian actuation and phasing.

Because Main Street is under County jurisdiction and half of Cold Hill Road is within Mendham Township, any improvements to this location must be coordinated with the County and the Township.

Cold Hill Road and Tempe Wick Road

This unsignalized intersection could be considered for signalization. Currently there is a high left-turn volume from Cold Hill Road onto Tempe Wick Road. A full Traffic Signal Warrant Analysis will have to be performed. In addition, it would be appropriate to consider including the Ogden Road intersection in the signalization due to the offset.

As Tempe Wick Road is under County jurisdiction (Route 646) and because Cold Hill Road is half within Mendham Borough and half within Mendham Township, any improvements to this location must be coordinated with the County and Township.

Mountainside Road

Traffic counts and observations have indicated that drivers are using Mountainside Road to bypass the Main Street Corridor. Mountainside Road provides a parallel route, north of the Main Street Corridor. Vehicles originating to the west of the Borough, with destinations east of the Borough or to Tempe Wick Road southeast of the Borough, are accessing Mountainside Road via Ironia Road at the western Borough boundary. As a result, future studies could be conducted to determine appropriate improvements to Mountainside Road. Widening, speed control, and providing appropriate sight triangles and intersection control could be the focus of future studies for this Corridor. Again this is a shared roadway; the eastbound direction is in the Borough and the westbound is in the Township.

Pedestrian Considerations and Traffic Calming

Pedestrian counts have been collected throughout the Corridor and indicate the continued need for well defined pedestrian crossings. Although many of the intersections currently have pedestrian crossings, the following crossings, and additional enhancements are proposed for consideration:

- ◆ Provide pedestrian crosswalks and pedestrian phases at the signalized intersection of Main Street and Cold Hill Road.
- ◆ Provide pedestrian crosswalks across Dean Road and across Main Street near the Kings Shopping Center. The location will have to be coordinated with any plans for driveway re-design, so that pedestrians are crossing outside the limits of any left-turn lanes.
- ◆ Use regulatory signage at heavy crossing locations along the Corridor, reminding motorists to yield to pedestrians.
- ◆ Use textured pavement and/or wide painted cross-hatching to call attention to the designated pedestrian crossings.
- ◆ At the Robinson's egress to Mountain Avenue, provide mirrors and "Limited Sight Distance" signage on the approach to Mountain Avenue, and use textured pavement to clearly delineate the pedestrian crossing.

OVERALL PLANNING STRATEGIES

Main Street will continue to function as a major east-west primary arterial through the Borough. Given the existing land development along the Corridor and limited right-of-way, Main Street cannot be widened to provide two (2) lanes for each direction of travel. Rather, it is appropriate to provide left-turn lanes and right-turn lanes at major intersections along the Corridor. The provision of such lanes will allow turning vehicles the ability to stack, thereby allowing through moving traffic to travel along the Corridor unimpeded. While this Circulation Plan has identified key locations where left-turn or right-turn lanes are appropriate, it is recommended that as development continues in the area, additional studies be undertaken to determine appropriate driveway and/or intersection treatments.

Access management must be considered along the Corridor, as well as along any of the roadways within the Borough. Combined access, shared access, and cross access easements should be considered for any new development or redevelopment applications. Such measures will allow for the reduction of conflict points, thus improving safety along the Corridor.

Similarly, prohibition of turning movements may be appropriate in some instances, particularly where shared access or alternative access is available. Such prohibitions must be evaluated on a case-by-case basis, with the goal of providing safe and efficient access for all land uses, and recognizing the constraints of the Main Street Corridor. Therefore, reduction in the overall number of access points must be a goal of the Master Plan.

Parking studies should be conducted and additional off-street parking must be planned for, particularly in the vicinity of the Mountain Avenue/Hilltop Road intersection. By providing additional off-street parking with interconnections between properties, on-street parking can be removed, and shared parking can be provided for the various users in the area. By removing or regulating on-street parking, additional capacity can be provided along the roadways, and conflicts with parallel parking maneuvers will be eliminated.

The overall goals of the Circulation Plan are reduction in access points along the roadways, shared access, shared parking, and integration of properties to allow for the appropriate distribution of traffic. In addition, pedestrian connections between the available off-street parking areas and the adjacent roadways and intersections must be included, so as to provide a continuous pedestrian circulation system.