

06 BICYCLE NETWORK CONCEPTS

With its compact layout and network of low-speed, low-volume residential streets, Fair Haven is an attractive community for bicycling, as evidenced by the large numbers of children who bicycle to school. To advance the goals of this Plan, the bicycle network improvements present opportunities to build upon the community's strengths and existing assets to continue to improve cyclist safety and comfort, enhance access and connections to key destinations, and provide linkages to the regional bicycle network. The following sections discuss different types of bicycle facilities and proposed bicycle network and bicycle parking improvements for Fair Haven.

BICYCLE FACILITY DESIGN

Bicycle treatments should be implemented in a standardized manner in order to create uniform, effective, and recognizable treatments throughout the Borough. Adhering to best practices helps ensure universal understanding of bicyclist and motorist behavior and expectations for a given facility type among all roadway users.

As the Borough implements elements of the Plan, facility design should refer to current best practice guidance for more detailed information, including:

- » *New Jersey Complete Streets Design Guide*
- » *NACTO Urban Bikeway Design Guide*
- » *FHWA Small Town and Rural Multimodal Networks*
- » *AASHTO Guide for the Development of Bicycle Facilities*

The following sections provide a brief overview of common types of bicycle facilities, summarizing the main characteristics, applications, and benefits of each, including:

- » Conventional bicycle lanes
- » Buffered bicycle lanes
- » Separated bicycle lanes
- » Advisory bicycle lanes
- » Bicycle boulevards
- » Shared-lane markings

While not all of these treatments may be applicable in Fair Haven today, they are included to illustrate the range of bicycle treatments that are available for different contexts, needs, and constraints.



Fair Haven, NJ

Conventional Bicycle Lane

Bicycle lanes provide an exclusive space for bicyclists through the use of pavement markings and signage. They enable bicyclists to ride at their preferred speed, free from interference from motorists, and help facilitate predictable behavior and interaction between bicyclists and motorists. Bicyclists may leave the bicycle lane to pass other bicyclists, make turns, or avoid obstacles and conflicts. Motorists may pass through the bicycle lane to access parking or make other turning movements, but they may not stand or park in the lane.



Newark, NJ

Buffered Bicycle Lane

Buffered bicycle lanes can enhance conventional bicycle lanes by providing a marked buffer space and creating additional horizontal separation between bicyclists and motorists. Buffers can be used where there is extra roadway width in order to visually narrow the travel lanes and calm traffic. While buffers are typically used between bicycle lanes and travel lanes to increase bicyclist comfort, they can also be used between bicycle lanes and parking lanes to discourage cyclists from riding too close to parked vehicles, decreasing the risk of conflicts with drivers opening their car door.



Newark, NJ (source: City of Newark)

Separated Bicycle Lane

A separated bicycle lane provides vertical separation to improve safety, prevent encroachment, and deter double-parking. Physical separation from passing traffic can be provided by bollards, planters, on-street parking, curbing, or medians. This extra separation from motor vehicle traffic makes a separated bicycle lane more attractive for bicyclists of all ages and abilities. Typically used to enhance bicyclist comfort on streets with higher traffic speeds and/or volumes, they also require additional street width and consideration of street maintenance needs.

Advisory Bicycle Lane

Advisory bicycle lanes prioritize bicycle movement by creating a usable space for bicycle lanes that would otherwise be too narrow for dedicated lanes. Unlike other mixed-traffic facilities, such as shared-lane markings or bicycle boulevards, advisory lanes function similarly to conventional bicycle lanes. The lanes are delineated with dashed striping, which can be supplemented with signage or colored pavement. Motorists share a two-way center travel lane, and only encroach into the bicycle lane when necessary to pass other vehicles. Advisory bicycle lanes are typically applied on local streets with relatively low speeds and low to moderate traffic volumes.

Although common internationally, advisory bicycle lanes (also referred to as advisory shoulders or dashed bicycle lanes) are

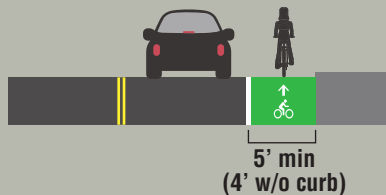


Edina, MN (source: FHWA's Guide to Small Town and Rural Multimodal Networks)

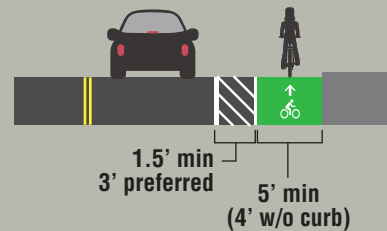
relatively new in the United States. As such, they currently require a Request to Experiment from the Federal Highway Administration (FHWA), as they track projects and gather data on implementation.

TYPICAL DIMENSIONS

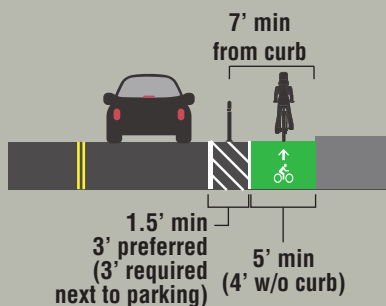
Conventional Bicycle Lane



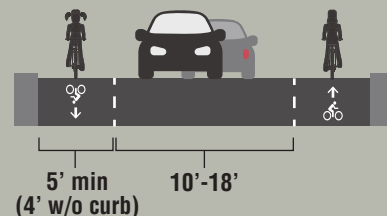
Buffered Bicycle Lane



Separated Bicycle Lane



Advisory Bicycle Lane





Ocean City, NJ

Bicycle Boulevard

Bicycle boulevards, also referred to as neighborhood greenways or quiet streets, are traffic calmed streets that prioritize bicycle travel and create a more comfortable bicycling environment. While bicyclists share the street with motor vehicles, the low speed and low volume character of a bicycle boulevard creates a low-stress facility for bicyclists of all ages and all abilities.

Many neighborhood, residential streets provide the basic components of a bicycle boulevard. These streets can be enhanced to create a bicycle boulevard by a variety of design treatments that deter high vehicle speeds and discourage through trips by motor vehicles. Many of these treatments benefit not only bicyclists, but by creating a safe and quiet environment, they benefit all users of the street.

Where constraints prevent bicycle improvements on arterial roadways, utilizing parallel neighborhood streets as bicycle boulevards can often provide convenient, attractive alternative routes for bicyclists.

Key elements of a bicycle boulevard include:

- » **Reduced Speed Limits:** The preferred speed limit of a bicycle boulevard is 20 mph, common among many of Fair Haven's neighborhood streets
- » **Signage and Markings:** Pavement markings and wayfinding signage highlight the corridor as a priority route for bicyclists and that the roadway is intended as a shared, slow street
- » **Speed Management:** Traffic calming elements appropriate for the context, such as curb extensions, speed cushions, chicanes, or mini-roundabouts, should be used to reinforce the low speed limit and discourage cut-through traffic
- » **Access Management:** Depending on the context, elements such as diverters or medians can be used to deter or prevent vehicular through-traffic, while still accommodating local access and prioritizing bicycle through-trips
- » **Intersection Crossings:** Appropriate intersection treatments, especially at crossings of major streets, are crucial to minimize bicyclist delay and ensure a safe, comfortable street for bicyclists of all ages and all abilities

Shared-Lane Markings

On roadways where it is not feasible or appropriate to provide dedicated bicycle facilities, shared-lane markings may be used to indicate a shared environment for bicycles and automobiles. Shared-lane markings alone do not reduce bicycle level of traffic stress or create an “all ages and abilities” facility; however, they can provide several benefits, including:

- » Assert the legitimacy of bicyclists on the roadway
- » Provide directional and wayfinding guidance
- » Direct bicyclists to ride in the most appropriate location on the roadway
- » Provide motorists with visual cues to anticipate the presence of bicyclists

Shared-lane markings can be used to complete gaps in a bicycle network and provide connections to major destinations where there is limited cartway width or other constraints that limit implementation of other bicycle facilities.

Shared-lane markings are typically applied on streets with a speed limit of 25 mph or less. The markings typically consist of a bicycle and chevron symbol (photo above right). Shared-lane markings should also be paired with traffic calming treatments to reinforce the low speed limit and support a more comfortable environment conducive to sharing the roadway with motorists and other traffic.

To increase the visibility and effectiveness of the marking, the marking can be applied on a green background, such as the example from Newark shown to the right. This “enhanced” or “green back” shared-lane marking is particularly useful on streets with higher traffic volumes and more activity, which may benefit from the improved visibility.



Princeton, NJ



Newark, NJ

PROPOSED BICYCLE NETWORK

The proposed Fair Haven bicycle network provides a framework to support the goals of this Plan. The network utilizes several of the bicycle facilities summarized in the previous section, where feasible, and identifies a series of improvements guided by:

- » Public input: Incorporates input from the Study Advisory Committee, Wikimap, and public meetings on existing issues and desired routes
- » Bicycle level of traffic stress (LTS): Utilizes the existing conditions LTS analysis as a guide to identify high traffic stress roadways and develop targeted recommendations to improve user comfort and connectivity of the low stress network
- » Existing bicycle lanes: Builds upon existing facilities to enhance network connectivity and leverage existing infrastructure
- » Major destinations: Seeks opportunities to provide convenient access to key destinations
- » Regional linkages: Identifies opportunities to create more comfortable bicycle connections to neighboring communities. Although improvement recommendations are limited to Fair Haven itself, linkages are identified with the Red Bank's *Bicycle/Pedestrian Planning Project*, as well as key connections to the east
- » Roadway constraints: Prioritizes easily implementable improvements that can be constructed within existing roadway widths with minimal disruption to current roadway configurations and existing on-street parking. Fair Haven is a built out community, with very limited opportunities for new path connections or widening of existing streets

The proposed bicycle network is illustrated in Map 2 on the opposite page. The following sections summarize the proposed improvements for each key corridor in the network.





MAP 9 - PROPOSED BICYCLE NETWORK

Fair Haven Network

- Bicycle Lane
- - - Advisory Bicycle Lane
- Bicycle Boulevard
- · · · · Shared-Lane Marking

Red Bank Planned Network

- Bicycle Lane
- · · · · Shared-Lane Marking
- Multi-Use Path



The Park Rd / Third St / Linden Dr corridor provides a continuous, comfortable route across the Borough for bicyclists of all ages and abilities

RIVER ROAD (CR 10)

River Road serves as the Main Street of Fair Haven, but also plays an important role for regional mobility, linking Red Bank to the Jersey Shore. With an average annual daily traffic (AADT) count of approximately 12,000 vehicles per day, River Road is the busiest roadway in the Borough.

With a bicycle level of traffic stress between 3 and 4, River Road acts as a barrier to casual or unexperienced bicyclists in Fair Haven. Crossing the road can be difficult at unsignalized intersections and bicycling along the road can be uncomfortable due to high volumes, presence of large vehicles, and relatively high travel speeds.

As discussed in the River Road Corridor section (page 49), a speed limit reduction to 25 mph is proposed, in keeping with the main street business district context.

Due to width constraints and stakeholder feedback regarding the importance of retaining on-street parking in the business district, enhanced shared-lane markings are proposed for the segment of River Road that adjoins the two business districts (Smith Street to Oak Place). The lane widths for the travel lanes and the parking lane remain unchanged on these two sections of roadway.

For the remainder of the corridor, bicycle lanes are proposed in both directions. To accommodate five-foot bicycle lanes, travel lanes should remain at a width of eleven feet and the parking lane would be removed.

The Borough may also consider extending the western bicycle lane segment from Smith Street to Church Street, through the western commercial node. Due to the existing development pattern in this area, businesses generally have off-street parking options and are less reliant on on-street parking. Since there are numerous driveways and wide curb-cuts, there are only approximately nine

Existing Roadway Characteristics

Speed Limit / 30-35 mph

Typical Cartway Width / 32 ft

AADT / 12,000 vehicles

Travel Lanes / 2 (with marked center line)

Parking / on-street permitted westbound

Existing LTS / 3-4

Proposed LTS / 1/3

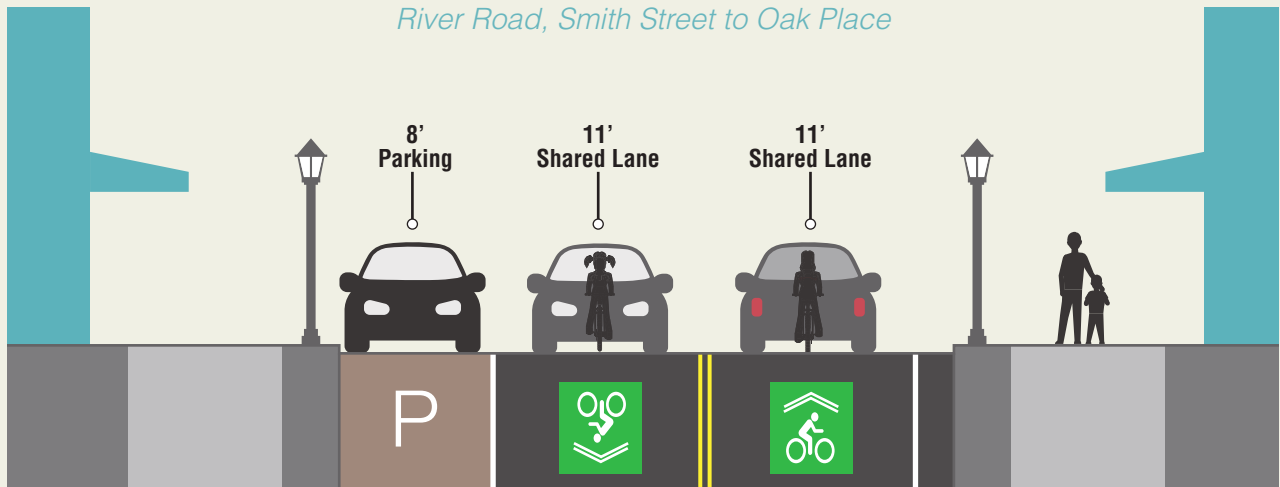
marked on-street spaces in the heart of the western commercial node (Smith Street to Locust Avenue) that would require removal.

Over the long-term, redevelopment planning, particularly in the western node, could support a cohesive main street-style built-environment, with a wider pedestrian-oriented streetscape, buildings adjacent to the street frontage, limited driveways, and shared-parking provided behind the buildings. If not already implemented in the mid-term, additional rear parking would enable existing on-street parking to be removed and bicycle lanes to extend through the western commercial node. Alternatively, raised bicycle lanes could be integrated into the streetscape as a part of the redevelopment scheme to create a separated bicycle facility, which would provide a more attractive and comfortable facility for casual bicyclists, children, and families.

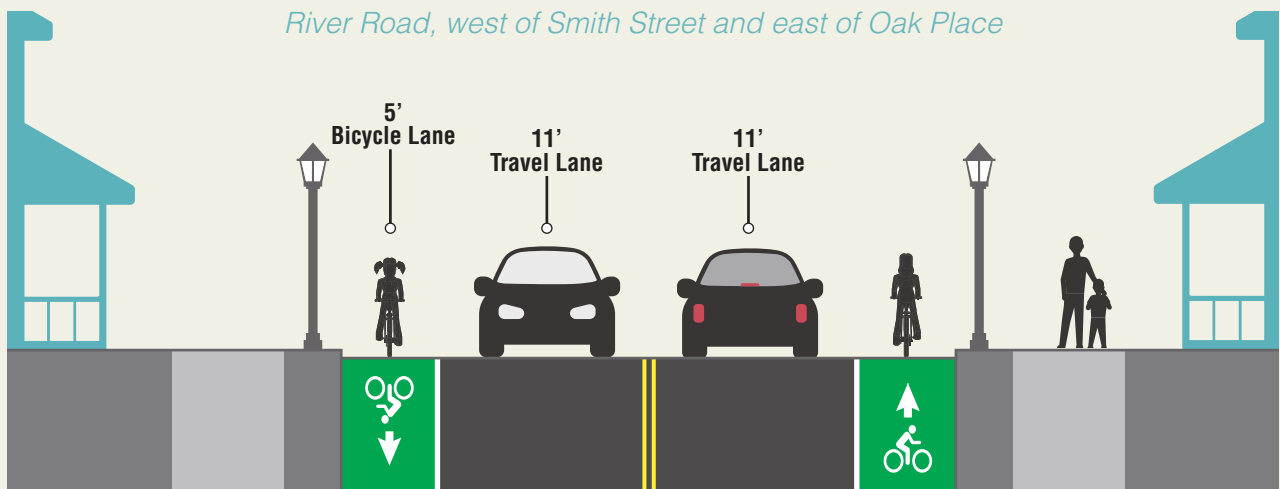
Segments with bicycle lanes would reduce the level of traffic stress to LTS 1, making the route more attractive to a much larger cohort of bicyclists, whereas sections with shared-lane markings would remain LTS 3 due to high traffic volumes.

The cross-sections on the following page illustrate both sets of recommendations.

River Road, Smith Street to Oak Place



River Road, west of Smith Street and east of Oak Place



River Road, near Navesink Avenue (existing condition)



HANCE ROAD

Hance Road is a main north-south artery through central Fair Haven, connecting River Road and Ridge Road to the Knollwood School, Sportsman's Field, and two places of worship. Hance Road also serves residences to the north of River Road and terminates near the Navesink River.

Hance Road has a varying width as it traverses the Borough. Between the northern terminus and River Road, Hance Road is a narrow two-way street (approx. 21 feet) with very low traffic volumes, on-street parking permitted, and no bicycle or pedestrian facilities. Between River Road and Ridge Road, Hance Road is wider and carries significantly higher traffic volumes. While portions of the corridor are wider than the 30 feet necessary to accommodate bicycle lanes, the width is variable, with multiple segments approximately 24 feet wide.

Because Hance Road has two distinct widths and it plays an important role providing access to schools, parks, and places of worship, the following recommendations are proposed for the roadway:

- » North of River Road: shared-lane markings to increase driver awareness of bicycle activity and establish a bicycle friendly route to the future waterfront park that is in development at

Existing Roadway Characteristics

Speed Limit / 25 mph

Typical Cartway Width / 20-34 ft

AADT / 5,000 vehicles

Travel Lanes / 2 (with marked center line)

Parking / Permitted intermittently

Existing LTS / 1-2

Proposed LTS / 1-2 (1 long-term)

the street's northern terminus. Maintains LTS 1.

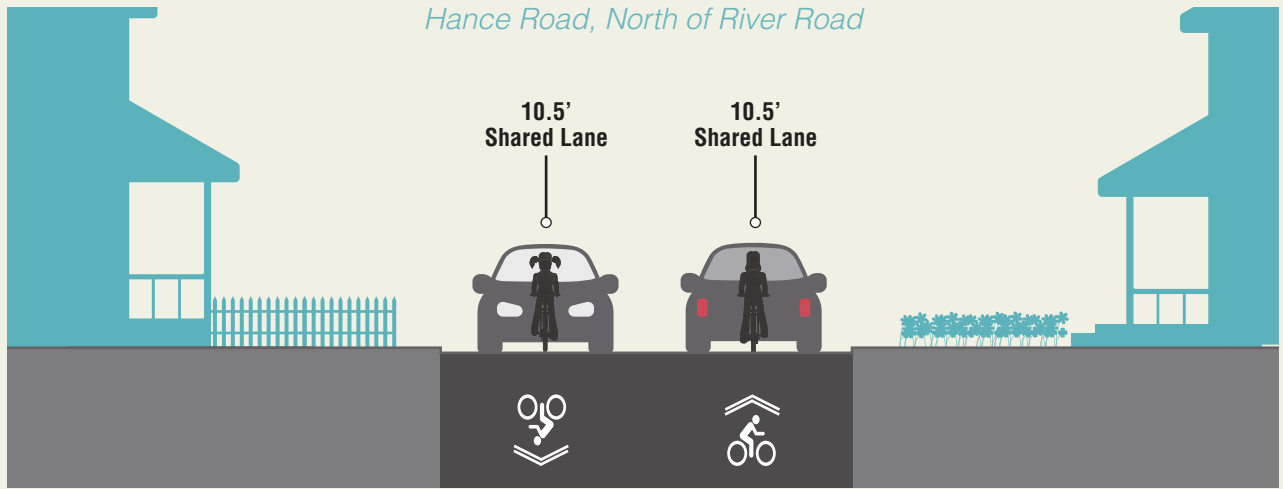
- » River Road to Ridge Road: A variable cartway width precludes the installation of consistent bicycle lanes both directions of travel. Therefore, shared-lane markings supported by traffic calming measures are recommended for the corridor. Traffic calming may include striping an edge line to define 10-foot travel lanes, radar speed signs, raised intersection at the Third Street intersection, and median islands. Maintains an overall LTS 2 rating.

In the long-term, investigate widening current pinch points to provide a minimum cartway width of 30 feet, which would accommodate bicycle lanes. This treatment would achieve an LTS 1.

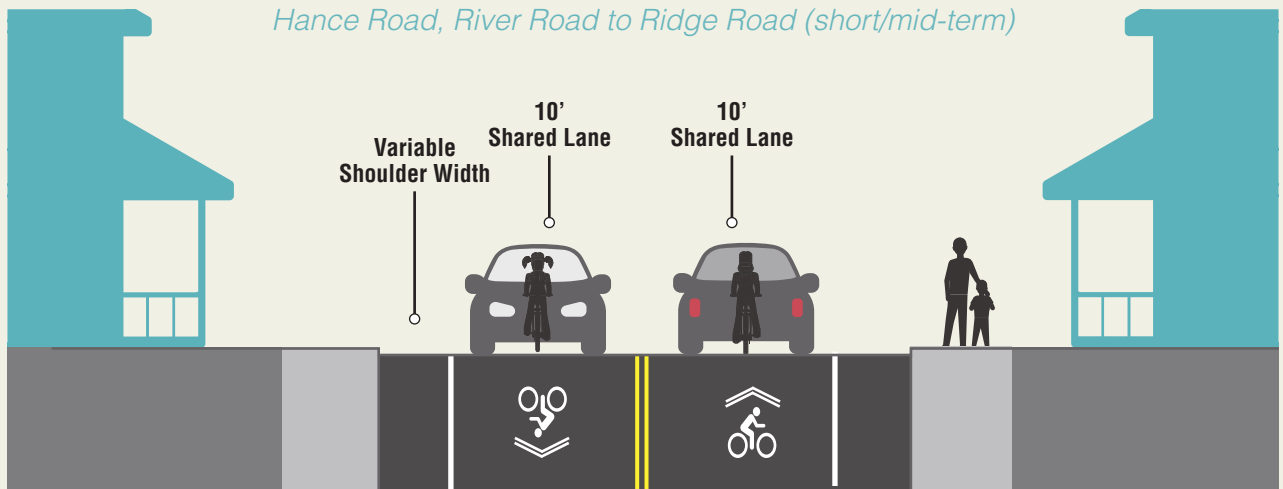
The cross-sections on the following page illustrate the three recommendations for Hance Road.



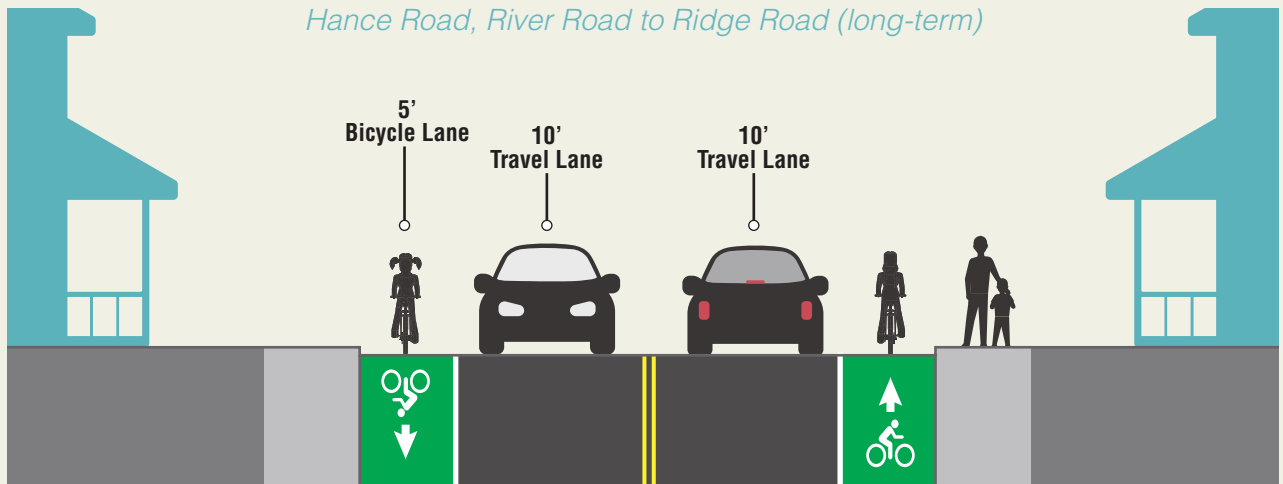
Hance Road, North of River Road



Hance Road, River Road to Ridge Road (short/mid-term)



Hance Road, River Road to Ridge Road (long-term)



FAIR HAVEN ROAD

Like Hance Road, Fair Haven Road is a main north-south artery across the Borough, connecting River and Ridge Roads and providing access to the Sickles School. Fair Haven Road also provides access to the business district and two Borough parks. Public input indicated concern about bicycle and pedestrian safety along the roadway, especially between Third Street and River Road, where many children walk and bicycle. The connection to Third Street, in particular, is a critical route to school.

Space constraints make the implementation of continuous bicycle lanes infeasible without roadway widening, which similarly would be constrained by utilities, limited right-of-way, and higher costs. The street's function as a primary north/south route for vehicular traffic also makes it not well-suited for advisory bicycle lanes or a bicycle boulevard treatment. Therefore, shared lane markings are recommended for the entire corridor within the Borough. While the markings would not reduce traffic stress, they will increase driver awareness of bicycle activity and help assert the legitimacy of bicyclists using the roadway.

As discussed on page 34, this street

Existing Roadway Characteristics

Speed Limit / 25 mph

Typical Cartway Width / 27-31 ft

Travel Lanes / 2 (with marked center line)

Parking / Not Permitted

Existing LTS / 2

Proposed LTS / 2 (1 long-term)

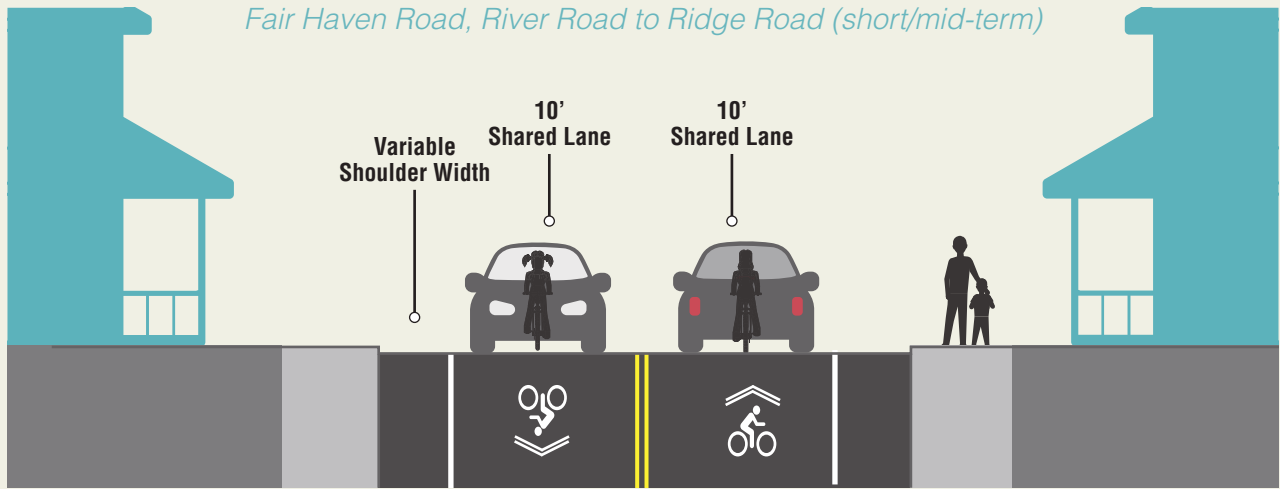
is also a candidate for traffic calming to reinforce the roadway's 25 mph speed limit and support the shared-lane markings. Shoulder striping would define 10-foot travel lanes, visually narrowing the roadway and providing separate space that could be used by bicyclists as an informal bicycle lane. Additional traffic calming measures could include radar speed signs, median islands, and/or speed cushions.

Implementation of bicycle lanes may be considered in the long-term as part of a widening project to create a minimum cartway width of 30 feet. This treatment would achieve an LTS 1.

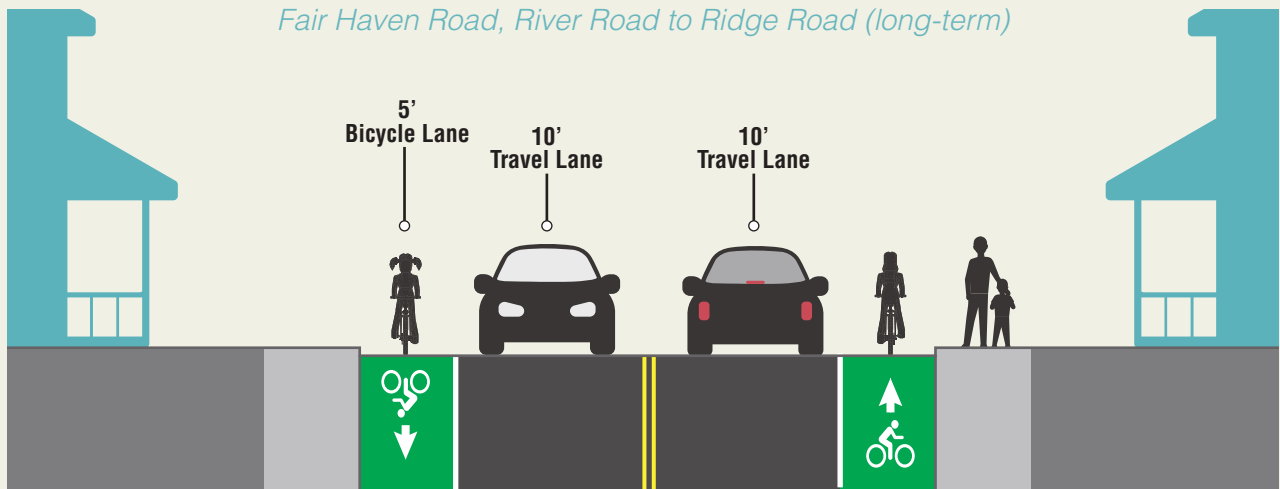
The cross-sections on the opposite page illustrate the recommendations for Fair Haven Road.



Fair Haven Road, River Road to Ridge Road (short/mid-term)



Fair Haven Road, River Road to Ridge Road (long-term)



THIRD STREET

Third Street is one of the most heavily bicycled and walked streets in Fair Haven. It is closed to vehicular traffic during school arrival and dismissal times, and it is a primary route to school for many students who reside to the east of the Knollwood School.

Outside of school arrival and dismissal, the route is still a popular bicycle route for east/west trips within the community, providing an alternative to the busier River and Ridge Roads, linking residential neighborhoods, and providing access to several parks and playgrounds.

There are no existing dedicated bicycle facilities along Third Street. While the roadway has a low speed limit and relatively low traffic volumes, the street also serves local vehicular trips and provides access to the Borough's Public Works yard and recycling center. As a result, stakeholder input indicated a need to improve the differentiation of street space among different street users.

Due to the spatial constraints of the street, there is insufficient space to provide fully dedicated bicycle lanes. Therefore, advisory bicycle lanes are proposed. Third Street's travel speeds and volumes are conducive to advisory bicycle lanes, which will help

Existing Roadway Characteristics

Speed Limit / 20 mph

Typical Cartway Width / 25 ft

Travel Lanes / 2 (no marked center line)

Parking / on-street permitted intermittently

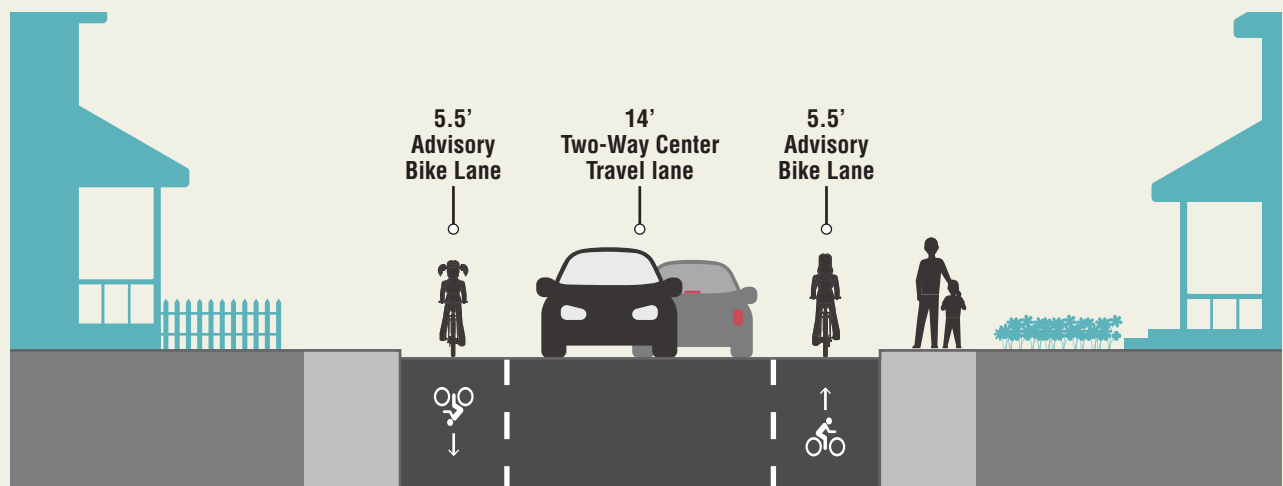
Existing LTS / 2

Proposed LTS / 1

prioritize bicycle movement along the street. Due to the enhanced bicycle priority of this low speed roadway, the proposed improvements would reduce the traffic stress to LTS 1.

Due to limited roadway width, on-street parking would need to be prohibited along much of the corridor to accommodate advisory bicycle lanes. The cross-section below illustrates the recommendations for Third Street.

As an alternative, the street is also a candidate for a bicycle boulevard, featuring pavement markings and traffic calming. Such a treatment would not provide the desired differentiation of space among bicyclists and vehicles that advisory bicycle lanes would create, but would allow for the retention of informal on-street parking.



BEEKMAN PLACE / FORREST AVENUE / PARK ROAD

This route, consisting of Beekman Place, Forrest Avenue, Park Road, Cambridge Avenue, and Oxford Avenue, winds its way from the west side of the Borough to the Knollwood School. In combination with the proposed Third Street and Linden Drive improvements, it provides a continuous, bicycle priority east/west route through the center of Fair Haven. It provides a lower traffic, more comfortable alternative to River Road and Ridge/Harding Road and access to schools, parks, and residential neighborhoods. It also connects to Red Bank's planned bicycle network, facilitating access to downtown Red Bank via local streets rather than higher traffic county roads.

With a variable roadway width, portions of the roadways are too narrow to accommodate dedicated bicycle lanes, particularly where on-street parking is permitted. However, as local residential streets with low traffic speeds and volumes, the route is well-suited to serve as a bicycle boulevard.

As a bicycle boulevard, all segments of this corridor should have speed limits reduced to 20 mph, context sensitive traffic calming elements installed to keep vehicular speeds

Existing Roadway Characteristics

Speed Limit / 25 mph

Typical Cartway Width / 27 - 35 ft

Travel Lanes / 2 (no marked center line)

Parking / on-street permitted intermittently

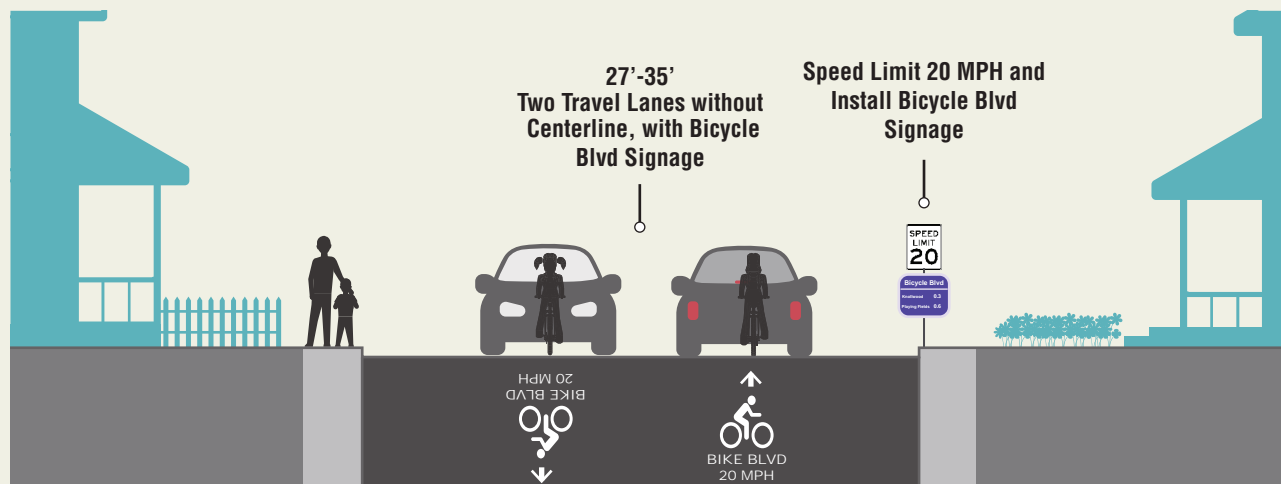
Existing LTS / 1

Proposed LTS / 1

low (e.g., speed cushions, neighborhood roundabout, median islands), and signage and striping to reinforce the bicycle boulevard concept among drivers and cyclists alike. Other strategies could include two-way stop control for Lake Avenue only at its intersection with Beekman Place, thereby prioritizing bicycle movement along Beekman Place.

Already an LTS 1 roadway, the bicycle boulevard will enhance a bicycle-priority corridor and improve wayfinding to clearly identify the route. These improvements address a desire for a family-friendly route linking Fair Haven and Red Bank, as indicated through public input activities.

The cross-section below illustrates the recommendations for all roadways included in this corridor, with varying widths.



LINDEN DRIVE / PARK LANE / LAUREL DRIVE

This route, consisting of Linden Drive, Park Lane, and Laurel Drive, connects the east side of the Borough to Fair Haven Road at Third Street. In combination with the proposed Third Street and Beekman Place/Park Road improvements, it provides a continuous, bicycle priority east/west route through the center of Fair Haven. The route provides a lower traffic, more comfortable alternative to River Road and Ridge/Harding Road and access to schools, parks, and residential neighborhoods. It also provides linkages to Rumson Borough and regional connections east towards the Shore.

As with the Beekman Place/Park Road corridor, the roadway width is typically too narrow to accommodate dedicated bicycle lanes, particularly where on-street parking is permitted. However, as local residential streets with low traffic speeds and volumes, the route is well-suited to serve as a bicycle boulevard.

As a bicycle boulevard, all segments of this corridor should have speed limits reduced to 20 mph and context sensitive traffic calming elements to keep vehicular speeds low. With many wide intersections along the corridor,

Existing Roadway Characteristics

Speed Limit / 25 mph

Typical Cartway Width / 29 ft

Travel Lanes / 2 (no marked center line)

Parking / on-street permitted both sides

Existing LTS / 1

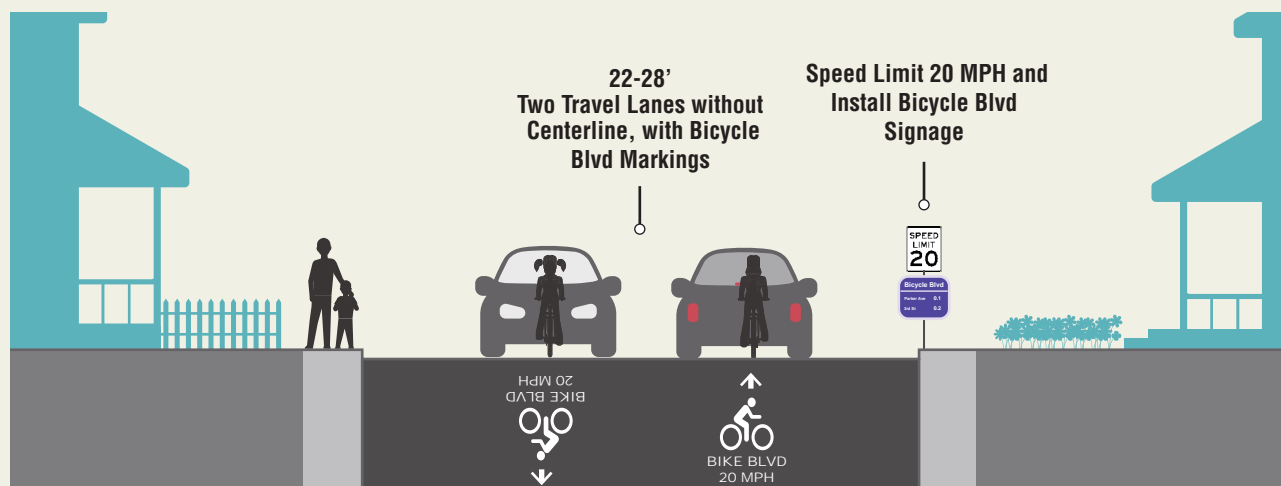
Proposed LTS / 1

strategies such as neighborhood roundabouts and tighter curb radii may be applicable, supplemented with speed cushions, median islands, or neckdowns, as needed.

Signage and striping should reinforce the bicycle boulevard concept among drivers and cyclists alike, improve wayfinding, clearly identify the route for cyclists, and brand the street as a bicycle-priority corridor. Already an LTS 1 roadway, the bicycle boulevard will enhance the street for bicycle travel.

These improvements help address a desire for a continuous, family-friendly route linking Fair Haven to Red Bank and Rumson, as indicated through public input activities.

The cross-section below illustrates the recommendations for all roadways included in this corridor, with varying widths.



CEDAR AVENUE

Cedar Avenue provides an important connection between Fair Haven's western business district, the Youth Center, and the proposed Third Street improvements and associated east/west bicycle route across the Borough. The street is heavily utilized by school children before and after school hours.

With a typical roadway width of only 22-28 feet, Cedar Avenue is too narrow to accommodate bicycle lanes. However, as a local residential street with low traffic speeds and volumes, the route is well-suited to serve as a bicycle boulevard.

As a bicycle boulevard, this corridor should have context sensitive traffic calming elements installed to keep vehicular speeds low and support the existing 20 mph speed limit. The street's narrow width and on-street parking policy already support low traffic speeds. Alternating on-street parking from one side of the street to the other on alternate blocks functions as a chicane to calm traffic. This may be supplemented with additional strategies, such as speed cushions or curb extensions, as needed.

Existing Roadway Characteristics

Speed Limit / 20 mph

Typical Cartway Width / 22-28 ft

Travel Lanes / 2 (no marked center line)

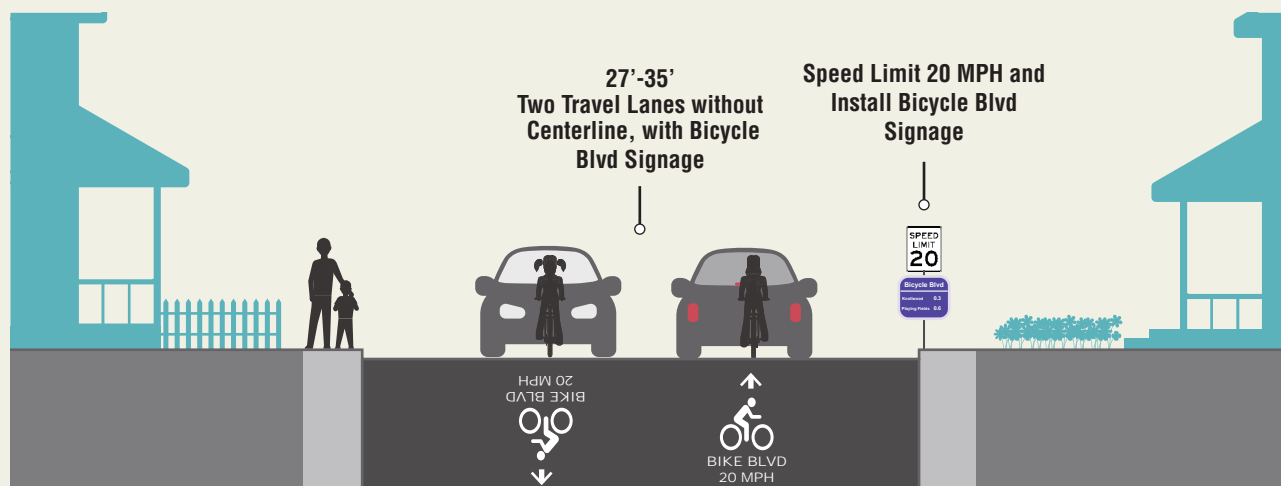
Parking / on-street permitted one side

Existing LTS / 1

Proposed LTS / 1

Signage and striping should reinforce the bicycle boulevard concept among drivers and cyclists alike, improve wayfinding, clearly identify the route for cyclists, and brand the street as a bicycle-priority corridor. Already an LTS 1 roadway, the bicycle boulevard will enhance the street for bicycle travel.

The cross-section below illustrates the recommendations for Cedar Avenue.



HARRISON AVENUE

Harrison Avenue straddles the border between Fair Haven and Red Bank. While not a high volume roadway, Harrison Avenue is one of a handful of roads that directly connects River Road and Ridge Road within the Borough. It is also an important corridor to facilitate connections into Red Bank and its proposed bicycle network.

The roadway width is sufficient to support bicycle lanes while retaining on-street parking on one side of the street. In addition to having sufficient width, the relatively low volumes provide for a low-stress bicycling experience. For these reasons, bicycle lanes are recommended on Harrison Avenue between Harding Road and Beekman Place (Red Bank boundary). This is consistent with the recommendations of Red Bank's *Bicycle and Pedestrian Plan*.

The cross-section below illustrates the recommendations for Harrison Avenue.

Existing Roadway Characteristics

Speed Limit / 25 mph

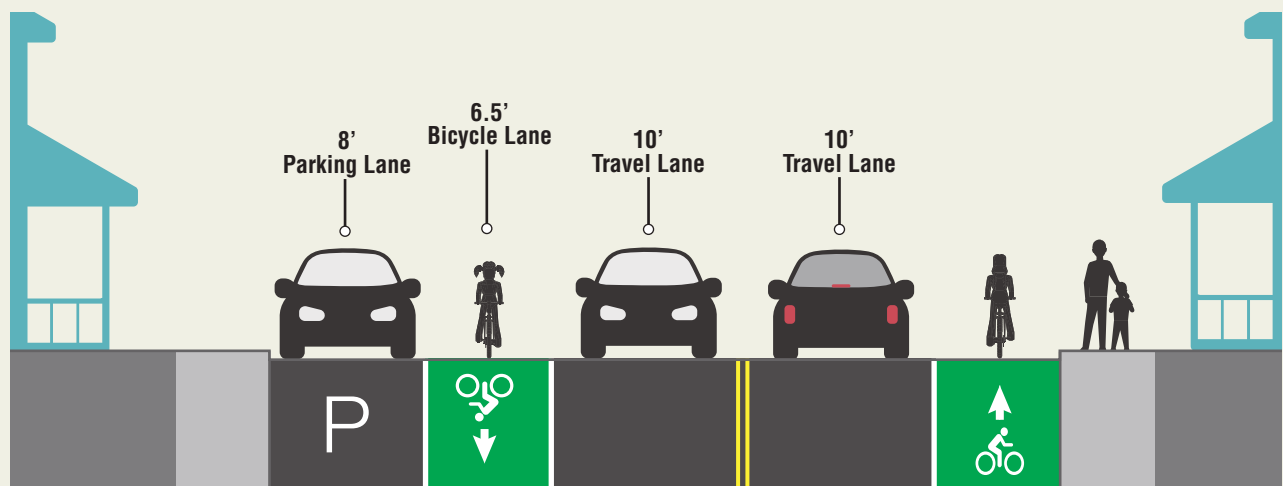
Typical Cartway Width / 41 ft

Travel Lanes / 2 (with marked center line)

Parking / on-street permitted both sides

Existing LTS / 1-2

Proposed LTS / 1





BICYCLE LTS REVISITED

The proposed program of improvements described in the previous section are intended to create a more comfortable, convenient, and interconnected bicycle network for cyclists of all ages and abilities. Improving the bicycle facilities for the roadways mentioned in the previous section will create a more comprehensive bicycle network for Fair Haven. As shown in Map 2, the proposed bicycle network builds upon existing bicycle facilities, connects major destinations for residents and school-children, and improves linkages between Red Bank and Rumson.

Re-evaluating the bicycle level of traffic stress (LTS) for the proposed network is one way to measure the anticipated benefits to user comfort. Map 3 shows the revised LTS analysis with all the recommended bicycle improvements implemented, both short term and long term. The result is a network composed almost entirely of LTS 1 or 2 roadways.

The most significant change in the network is an LTS decrease from 3 and 4 to a 1 along River Road. This is the result of the proposed bicycle lanes along much of the corridor and speed limit reduction to 25 mph. The improvement between Smith and Church Streets illustrated in Map 3 also assumes the implementation of the long-term concept to integrate standard or raised bicycle lanes along River Road through corridor redevelopment. With these conditions met, the roadway, and several intersecting roadways, would drop to an LTS of 1. In the interim, due to high traffic volumes, the LTS would remain at an LTS 3 for segments where shared-lane markings are used in place of bicycle lanes.

Other improvements include:

- » Third Street, where proposed advisory bicycle lanes would help prioritize bicycle movement along the corridor, reducing LTS from 2 to 1
- » Hance Road and Fair Haven Road, where the long-term proposed bicycle lanes would reduce the LTS from 2 to 1. In the interim, proposed shared-lane markings and traffic calming would maintain LTS 2.

The highest LTS roadway in the Borough, Ridge Road, will likely remain an LTS 3. Even though the roadway currently has bicycle lanes, the speeds remain high enough to create an uncomfortable environment for many cyclists (35 mph posted speed limit). Only additional separation between bicyclists and motor vehicles would improve the LTS in this segment. Because the roadway serves through traffic and has little direct access to businesses or residential development, it is unlikely that the speed limit will be reduced further, or that the roadway will undergo widening to accommodate separated bicycle facilities.

The level of traffic stress metric measures the comfort level of a roadway for different types of users. By focusing on providing connections that are either LTS 1 or 2, the network better accommodates current cyclists and is more attractive to potential new bicyclists.



MAP 10 - PROPOSED BICYCLE LEVEL OF STRESS

- Level of Stress 1
- Level of Stress 2
- Level of Stress 3
- Level of Stress 4
- LTS Change from Existing



Twelve roadway segments would experience a measurable reduction in bicycle level of traffic stress in the long-term

BICYCLE PENALTY METRIC

Along with the updated LTS analysis, the bicycle penalty metric was also revisited to estimate the impact of the proposed improvements. As discussed in Chapter 4, the bicycle penalty metric helps evaluate and illustrate the connectivity of the low stress bicycle metric. A reduction in the bicycle penalty indicates that more of the roadway network is accessible and comfortable for casual cyclists, families, and children.

Using only LTS 1 roadways and limiting trip distance to two miles, the maps to the right illustrate the changes in the bicycle penalty analysis assuming implementation of the proposed bicycle network recommendations. The short/mid-term recommendations include all improvements that would not require significant changes to the roadway width. The long-term recommendations include the proposed bicycle lanes along Hance and Fair Haven Roads, which would require roadway widening in some sections, as well as bicycle lanes or raised bicycle lanes along River Road between Smith and Church Streets, which could accompany redevelopment.

While access along Ridge Road remains limited due to high traffic speeds, network connectivity is significantly improved elsewhere in the Borough. As illustrated in the interim recommendations, the proposed Third Street improvements support a continuous east/west bicycle-priority corridor that would significantly enhance Borough-wide connectivity. Similarly, bicycle lane improvements along segments of River Road significantly improve access to the downtown and enhance linkages between the neighborhoods north of River Road and the rest of the community.

The proposed long-term improvements would further enhance connectivity of the low stress network, particularly in the downtown and northeastern neighborhoods.





BICYCLE PARKING

Bicycle parking facilities are needed to extend bicycle use from an opportunity for recreation to a feasible mode of transportation. Providing adequate, secure bicycle parking is an important measure to accommodate and encourage cycling. Proper parking facilities increase the convenience of cycling for commuting, utilitarian, or recreational purposes while also alleviating the threat of theft. Appropriate infrastructure design and siting standards, additional bicycle parking capacity, and a bicycle parking ordinance can all help improve options for bicycle parking in Fair Haven.

PRIORITY LOCATIONS

The inventory of existing conditions indicated that there are opportunities to expand bicycle parking throughout the community. Key locations include:

- » Knollwood and Sickles Schools: while there is ample bicycle parking provided at the Borough's two schools, additional capacity could be provided to accommodate the high numbers of students who bike to school
- » 3rd Street fields and playground: currently lacks parking facilities
- » River Road business district: Limited existing capacity exists through the downtown; encourage and work with local businesses to implement additional parking

RACK DESIGN

Parking should be conveniently located, well lit, and easily visible for cyclists arriving at a destination. There are a variety of bicycle parking racks available to meet different capacity needs or accommodate space constraints. The majority of existing bicycle racks in Fair Haven are an older design. As they are replaced and additional capacity is added, new racks should meet the following

guidelines provided by the Association of Pedestrian and Bicycle Professionals (APBP):

- » Be intuitive to use
- » Support the bicycle upright by its frame in two locations
- » Prevent the wheel of the bicycle from tipping over
- » Enable the frame and one or both wheels to be secured
- » Accommodate a variety of bicycles and attachments, including bicycles without a diamond shaped frame and horizontal top tube
- » Allow both front-in and back-in parking with a U-lock through the frame and front or rear wheel
- » Resist the cutting or detaching of any rack element with hand tools

Older style racks, such as the “comb”/ “schoolyard”, “toast”, and “wave” are not recommended because they do not properly support the bicycle frame, generally do not facilitate locking of the frame to the rack, and frequently cause interference between the handlebars of adjacent bikes when the rack is near capacity. The preferred rack is the “inverted U”. Other acceptable designs include the “post and ring”, and “wheelwell secure.” These rack types are illustrated in the figure on the following page.

Bike racks should also be properly spaced to allow easy, independent access to each bike. This includes providing sufficient space between racks and buildings, walls and parked cars, as well as between other bikes. Additional guidance on bike rack design and placement can be found in the Association of Bicycle and Pedestrian Professionals' (APBP) guide: *Essentials of Bicycle Parking* (2015).



RECOMMENDED BIKE RACK DESIGNS

Preferred Design

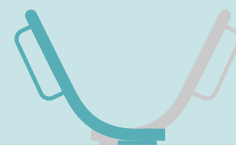
**Inverted U**

Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

Other Acceptable Designs

**Post and Ring**

Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

**Wheelwell Secure**

Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types than other recommended designs.



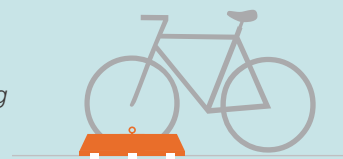
RACKS TO AVOID

Wave

Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

**Wheelwell**

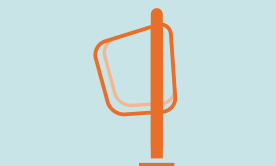
Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

**Schoolyard (comb)**

Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns.

**Coathanger**

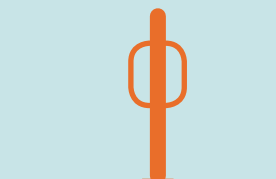
This style has a top bar that limits the types of bikes it can accommodate.

**Spiral**

Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

**Bollard**

This style typically does not appropriately support a bike's frame at two separate locations, which limits its framelock capability and bicycle stability.



Images and descriptions courtesy of APBP *Essentials of Bicycle Parking*

ENHANCED BICYCLE PARKING OPTIONS

Covered Parking

To further enhance bicycle parking options, the Borough should consider providing covered bicycle parking at the local schools. Covered parking helps protect bicycles from inclement weather and is particularly appealing for people parking for longer periods of time, such as students, commuters, or employees. Having covered parking available can make bicycling a more practical and attractive option if rain is forecast during the day, but not during commuting or travel times.

While covered parking requires more capital investment than racks alone, a variety of pre-fabricated shelters are available for a relatively low cost. Installation of covered parking could be a long term improvement, either implemented incrementally or integrated into larger capital projects at the schools.

Bicycle Corrals

Bicycle corrals are rows of bike racks installed in the parking lane of the street instead of on the sidewalk. Bicycle corrals help provide highly visible and ample bicycle parking without occupying sidewalk space, making them particularly useful in areas with constrained sidewalk space and/or high pedestrian activity. They can convert a parking space for a single automobile to parking for 8 to 12 bicycles, creating more convenient access for more customers of nearby businesses. Additionally, bicycle corrals help “daylight” an intersection by preventing motor vehicles from parking close to the intersection. This helps improve the visibility of all road users at the intersection and creates an easier crossing for pedestrians. Corrals are also temporary, and can be easily removed during the winter.

Bicycle corrals are one tool to provide additional parking in the downtown. The Borough should explore opportunities for bicycle corrals near commercial nodes along River Road, such as in the vicinity of the intersections with Cedar Avenue and



Examples of covered bicycle parking at Rutgers University (left) and a school in London, UK (right, source: guide.saferoutesinfo.org)



Bicycle corral in New Brunswick (source: njbikeped.org)

Fair Haven Road. Bicycle corrals can be an amenity for local shops and cafes, and there may be opportunities for businesses to partner with the Borough or sponsor corrals adjacent to them.

Bicycle Parking Ordinance

The Borough should also consider adopting a bicycle parking ordinance to further integrate bicycling into the Borough's planning process and development regulations. The ordinance would ensure that appropriate bicycle parking is provided as redevelopment occurs, supporting additional parking capacity throughout the community and increasing the convenience of bicycling.

Similar to automobile parking requirements, the ordinance should reflect different demands for different types of land uses and scaled based on an appropriate metric for the land use, such as square footage, number of bedrooms, or number of employees. The ordinance should also address both short-term and long-term parking needs. While customers or visitors making quick trips may require a simple bicycle rack, employees and residents often desire more secure parking options protected from the weather.

In addition to setting capacity requirements, the ordinance should also stipulate the design standards summarized in this chapter and reference best practice design guidelines from the Association of Pedestrian and Bicycle Professionals.

As an incentive, the Municipality may also consider allowing developers to provide additional bicycle parking and/or higher quality facilities (e.g., covered parking) to offset vehicular parking requirements.



07 POLICIES AND PROGRAMS

While proper design and physical infrastructure improvements are essential to creating a safe, comfortable, and convenient environment for bicycling and walking in Fair Haven, they are only part of the process. Underlying policies and programs sponsored by the municipality, as well as partnerships with non-governmental organizations or local businesses, can help create a successful and sustaining bicycle and pedestrian friendly community, support and promote higher rates of bicycling and walking, and foster mutual respect among all roadway users. Efforts can include educational programs, encouragement initiatives, and enforcement activities. Appropriate travel behaviors and practices among bicyclists, pedestrians, and drivers alike are essential to creating safe and accessible communities.

EDUCATION

Educational programs provide all roadway users – cyclists, pedestrians, and motorists – with information about their rights and responsibilities and applicable laws. These efforts can increase general awareness and promote courteous and safe interaction among all users. Educational programs may include a simple distribution of information in a wide range of formats to improve motorist, cyclist, or pedestrian awareness and understanding of traffic laws and safe practices. Larger efforts could include a more structured, hands-on training program to improve individual skills and abilities. Educational programs should be tailored to specific audiences, such as school-age children, parents, adults, seniors, or motorists.

Specific recommendations for Fair Haven include:

- » Distribute public service announcements (PSAs) and brochures on topics such as speeding, safe bicycling, how to bicycle with traffic, proper helmet usage, bicycle routes, and safe pedestrian behavior. Materials can be posted or distributed at the Fair Haven Public Library, the municipal office, the schools, and/or at community events. PSAs may also be printed in the local newspaper

or posted on the Fair Haven Borough website or social media site. Resources with safety information and brochures include the Meadowlink Transportation Management Association (TMA); NJDOT's Bicycling in New Jersey and Pedestrian Safety websites; the Pedestrian and Bicycle Information Center, a national clearinghouse of information related to walking and bicycling sponsored by the FHWA and operated by the University of North Carolina Highway Safety Research Center; and the National Highway Traffic Safety Administration (NHTSA).

- » Emphasize distribution of information to parents of Fair Haven school children who walk and bicycle to school. Coordinating with school officials is the most effective way to distribute safety information.
- » Work with nearby municipalities including Red Bank, Rumson, Little Silver and Sea Bright along with the Meadowlink TMA to develop a brochure tailored to the regional needs of bicyclists and pedestrians and how they can travel seamlessly between the municipalities to their destinations.
- » Integrate bicycle and pedestrian educational programs into school curricula. Both the Sickles and Knollwood schools are located within walking and bicycling distance of the majority of the

Borough. To support and foster safe bicycling and walking to and from the schools, as well as to develop lifelong habits, educational programs tailored for children should be an important element of the overall community campaign. Several types of resources are available:

- Traffic Safety Learning Progression Component: Funded by the Division of Highway Traffic Safety and developed by Kean and Rowan Universities, the curriculum includes lessons on pedestrian, bicycle, and traffic safety. It is an on-going educational program, with lesson plans on several pedestrian safety issues tailored to each age group with interactive activities. These materials are available to all New Jersey schools free of charge. Kindergarten through Grade 8 lesson plans can be found at <http://bianj.org/prevention/childhood-safety/pedestriansafety/> and Grade 9-12 lesson plans at <http://teensafedriving.bianj.org/submit-a-lesson-plan/>.
 - Other programs, such as WalkSafe™, BikeSafe™, and Safe Kids also offer educational materials and other activities focused on school-aged children.
- » Partner with local community groups, schools, the police department, businesses, local advocacy groups, or other interested parties to organize bicycle training through the League of American Bicyclists (LAB). The LAB offers a range of courses by certified instructors for different ages and different abilities. These interactive training courses are a good way to educate cyclists on traffic rules and safety equipment, as well as to practice cycling skills that enable novices and experts to ride confidently and safely with traffic.
- » Utilize the Ambassadors in Motion program (AIM) at the Alan M. Voorhees Transportation Center at Rutgers University as a resource for bicycle and pedestrian education. AIM provides training on helmet fittings, bicycle skills, bike safety checks, and other topics related to bicycling and Complete Streets
- » Meadowlink TMA also provides technical expertise and educational resources to support local Complete Street initiatives, including:
- Administers the Safe Routes to School program to schools and municipalities to encourage walking and bicycling to school in a safe manner
 - Organizes a “walking school bus” and provides a step by step guide for faculty and parents
 - Presentations about bicycle and pedestrian safety in schools, including topics such as yielding to cars, pedestrian signal indicators, distracted driving, helmet fitting, where to ride on the road, rules of the road, hand signals, visibility and predictability, and more
 - Conducts a walkability/bikeability audit to identify obstacles to pedestrians and bicyclists along local roadways
 - Conducts a bicycle rodeo event to teach children the basic skills needed to ride their bicycles. Students typically learn about pre-ride safety checks, bicycle sizing and helmet fitting, bicycle handling and safety drills, and information on how to interact with traffic
 - Creates school travel plans that lay out suggested steps towards increasing walking and bicycling for a school. A typical travel plan includes the following elements:
 - ♦ School description
 - ♦ Working group and partnership
 - ♦ Walk/bike barriers and opportunities
 - ♦ Map of school neighborhood
 - ♦ Goals and proposed actions
 - ♦ Program evaluation and monitoring
 - ♦ Administer the “Train the Trainer” program by supplying teachers with all of the necessary information, including training, to teach grade-schoolers about bicycle and pedestrian safety



Transition Day
2017



- » Provide training for local officials, planners, engineers, and public works staff to support Complete Streets implementation. Fair Haven's adoption of a Complete Streets policy ensures that transportation projects should provide for all expected users, including pedestrians and cyclists. Providing training on

effective implementation and maintenance will reinforce the Borough's policy and help make it part of all future transportation investments in the study area. NJDOT has resources available online and periodically provides training workshops.

ENCOURAGEMENT

Encouraging active modes of transportation such as walking and bicycling has a host of benefits for residents and the community, including better health, reduced road congestion, support for local businesses, reduced environmental impact, and lower per-trip costs. By supporting and promoting walking and bicycling activities, the Borough can spur a change in travel habits among residents and visitors, and entice more residents to walk and bike more regularly. Recommendations include:

- » Encourage the use of "Walking School Buses" and "Bike Trains" to promote physical activity for children and parents traveling to and from schools. Walking school buses and bike trains provide an organized and supervised way for children to walk and bike to school, particularly for younger children, and can make walking and bicycling a fun, social activity. Work with school staff, parent volunteers, and the police department to organize the events. Assistance is available through the Meadowlink TMA.
- » Continue to hold Fair Haven Transition Day annually to encourage students and parents to walk and bike to school and as a popular community event. Utilize the Transition Day video created by NJDOT to promote the event and the strong walk and bicycle to school culture of the Borough.
- » Continue utilizing resources through SRTS and Meadowlink TMA to provide activities that encourage bicycling and walking at local schools, such as bike rodeos or other events.
- » Create and publish an online bike map on the Fair Haven Borough website and social media account, highlighting the location of

bicycle lanes, off-road facilities, preferred on-road cycling routes, bike parking, and major destinations (schools, businesses, etc). Providing information on Fair Haven Borough's bicycle facilities and best routes can encourage more people to try cycling.

- » Highlight pedestrian and bicycle improvements that accompany transportation projects through press releases, websites, and social media. By focusing on these elements and improved conditions, more people will be encouraged to walk and bike.
- » Apply to become a Bicycle or Walk Friendly Community. These programs, sponsored by the League of American Bicyclists and the Federal Highway Administration, respectively, will not only encourage bicycle use or increased walking by residents, but serve as a potential marketing tool to encourage visitors to travel to the study area.
- » Continue to publicize and participate in Bike Month, including events such as Bike to School Day, Bike to Work Day, and Bike to Work Week. Use the events to encourage cycling throughout the month and the year.
- » Continue the popular 3rd Street closure during school arrival and dismissal hours. This popular program is one of the most successful single effort to foster interest in bicycling and walking in Fair Haven.
- » Participate in Park(ing) Day or other event as a way to pilot an idea and demonstrate different ways to utilize public space. Typically held in September every year, cities and towns around the world use Park(ing) Day to temporarily convert a parking space into a parklet. A parklet is a small public space that could include planters, greenery, or street furniture, among other things. Like any

“tactical urbanism” event, Park(ing) Day is an opportunity to collaborate with and engage residents, businesses, and other interested stakeholders to think creatively about the Borough’s streets and public space and try out ideas using temporary materials. This allows residents to visualize other uses of the street and see first-hand how the street would function. Temporary installations can spur new ideas or refine initial concepts, and lead to more permanent installations. In New Jersey, communities such as New Brunswick and Morristown have participated in Park(ing) Day, while Princeton and Rahway have implemented longer-term parklets.



Park(ing) Day parklet in New Brunswick

ENFORCEMENT

When combined with education, enforcement is a key element to ensuring safe travel for all roadway users. While the police department cannot dedicate a significant amount of resources to enforce traffic regulations, targeted enforcement campaigns, through warnings and tickets, are effective at correcting unsafe behaviors. Safety is a shared responsibility among all roadway users, and enforcement should apply to both motorists (speeding, failure to stop for pedestrians) and cyclists (riding on the wrong side of the street, failure to adhere to traffic control devices). Potential strategies for Fair Haven include:

- » Implement a pedestrian safety enforcement (PSE) program. A key resource for local police departments is the PSE program sponsored by the NJ Division of Highway Traffic Safety (NJDHTS) with support from NJDOT. The PSE program provides a structured approach to crosswalk compliance enforcement, with training and support for local police officers. It addresses two important contributing factors to pedestrian crashes: driver knowledge of the law and driver yielding behavior. A variety of resources for enforcement are available through the NJDHTS, including grant funding. PSE training workshops are

also available through the NJ Bicycle and Pedestrian Resource Center. One common PSE program supported by the NJDHTS is the “Cops in Crosswalks” decoy program. Used in municipalities throughout New Jersey, the program is a targeted enforcement campaign. A plainclothes police officer attempts to cross a marked crosswalk, and drivers who fail to stop for the pedestrian are given a warning or citation. NJDOT provides additional information about PSE programs and resources in its Pedestrian Safety Action Plan Toolbox.

- » Institute a community-oriented traffic calming campaign to help raise awareness about speeding and safety. Campaigns used elsewhere in New Jersey include “Twenty is Plenty” and “Keep Kids Alive, Drive 25.”
- » Continue distributing safe behavior tickets to children to positively reinforce their good bicycle and pedestrian travel behaviors.
- » Implement variable message signage and mobile radar units on main roadways throughout Fair Haven (e.g., Hance Road, Fair Haven Road, River Road, and Ridge Road), but especially near the schools, to make motorists more aware of their travel speeds.

POLICIES

Supportive local policies can help create avenues to advance infrastructure improvements and facilitate implementation of the plan. This section summarizes several potential policy initiatives.

- » Land Use and Development Review: Continue to use the land use and development review process to ensure new development includes appropriate bicycle and pedestrian accommodations. Leveraging private development activity provides an opportunity for the Borough to advance planned improvements and preferred design standards by requiring their integration in development site plans. Potential elements that could be addressed through site plan review include, but are not limited to, streetscape improvements, filling sidewalk gaps, repairs to existing sidewalk, driveway access modifications, and bicycle parking. Large scale projects could also include intersection or roadway improvements.
- » River Road Redevelopment Plan: As discussed in conceptual recommendations for the River Road corridor in Chapter 5 (page 49), a long-term redevelopment plan can create a unified, comprehensive vision for the Borough's downtown. The plan should integrate land use and transportation objectives and define desired streetscape improvements and typologies, pedestrian and bicycle circulation needs, building setbacks, placemaking strategies, and site access and parking considerations, among others. With a plan in place, the Borough can further guide redevelopment activity along the corridor through planning and development review process.
- » Bicycle Parking Ordinance: As discussed on page 83, adopt an ordinance requiring bicycle parking with new development. The ordinance should define minimum short-term and long-term bicycle parking facilities based on the land use and its size, and define appropriate design standards.
- » Sidewalk Program: To implement sidewalk maintenance and construction projects, the Borough should continue to require sidewalk repair or installation as a part of new development or major renovation. For properties where sidewalk is not necessary, the developer should contribute to a Borough sidewalk fund that can be used to support sidewalk repair and construction projects in other areas of the Borough. This dedicated sidewalk fund can be supplemented with grant funding and other funding sources. Where applicable, sidewalk improvements should be bundled into other roadway projects to reduce costs.

Another common funding mechanism for sidewalk projects used in New Jersey municipalities is to require abutting property owners to contribute to the costs of sidewalk repairs. Rather than require individual property owners to make repairs themselves, the Borough could consider administering a program where they bundle improvements together to reduce costs. Abutting property owners could be asked to contribute a percentage of the cost, with the Borough covering the remainder through other funding sources.

In commercial areas, the Borough could consider establishing a business improvement district or other strategies to collaborate with local businesses to support streetscape projects in the downtown.
- » Speed Limits: Adjust the speed limit on all bicycle boulevards to 20 MPH. Work with Monmouth County to reduce the speed limit to 25 MPH along River Road, as discussed on page 50.





08 IMPLEMENTATION AND NEXT STEPS

The recommendations in this Plan provide a roadmap for improving walking and bicycling in Fair Haven. Prioritized and implemented over time, they outline a blend of infrastructure improvements and supportive policies and programs to help the Borough realize its vision for making “walking and bicycling convenient, comfortable, and safe transportation options for people of all ages and abilities,” and the “natural, default choice” for children, residents, and visitors alike.

The pedestrian and bicycle infrastructure improvements presented in Chapters 5 and 6 are intended to be conceptual in nature, and may require varying levels of design, survey, or further analysis, and/or coordination with residents, businesses, or other stakeholders, depending on the magnitude of the improvement. As the concepts advance through engineering design, they should reflect the current best practices and guidelines referenced in the previous chapters. The recommendations are summarized in an implementation matrix in Appendix A2, which also identifies a timeframe for the improvement (short/medium/long), potential implementation partners, and order-of-magnitude cost (where practical).

The Borough is already active in advancing several bicycle and pedestrian improvements throughout the community, including planned sidewalk improvements along Third Street and Fair Haven Road, as well as its 2017 Road and Sidewalk Program, which includes:

- » Sidewalk improvements along:
 - Schwenker Place
 - Cambridge Avenue near Park Road
 - Park Road near Forrest Avenue
 - Cedar Avenue
 - Willow Street
- » Linden Drive at Buttonwood Drive curb improvements and reduced curb radii
- » Fair Haven Road at Buttonwood Drive curbing, striping, and drainage improvements

- » Battin Road at Holly Lane curb improvements
- » Crosswalk improvements at:
 - River Road at Fair Haven Road
 - River Road at De Normandie Avenue
 - River Road at Oak Place
- » Sidewalk, striping, and curb ramp improvements along Hance Road, between River Road and Lewis Point Road

The Borough should use this Plan to integrate additional improvement recommendations into planned projects and identify and prioritize future projects. The Plan can also help bolster applications for grant funding to support implementation efforts.

Fair Haven should also work with NJDOT, the North Jersey Transportation Planning Authority (NJTPA), and Monmouth County to help advance proposed improvements, leverage other projects, and identify resources and funding opportunities. Other entities, such as Meadowlink TMA, may also be able to support non-infrastructure strategies, such as Safe Routes to School activities. Development activity provides another avenue for implementation, leveraging private investment to construct elements of the Plan and enhance bicycle and pedestrian mobility.

Finally, the Plan should be shared with neighboring municipalities to help inform and advance efforts to create a regional, interconnected bicycle network.



APPENDICES

A1 BICYCLE LTS
CRITERIA 96

A2 IMPLEMENTATION
MATRIX 98

A3 PUBLIC
INVOLVEMENT 106

BICYCLE LEVEL OF TRAFFIC STRESS CRITERIA

CRITERIA FOR LEVEL OF STRESS IN MIXED TRAFFIC

Posted Speed Limit	Street Width		
	2-3 Lanes	4-5 Lanes	6+
Up to 25 mph	LOS 1 or 2	LOS 3	LOS 4
30 mph	LOS 2 or 3	LOS 4	LOS 4
35 + mph	LOS 4	LOS 4	LOS 4

LEVEL OF STRESS FOR MIXED TRAFFIC IN THE PRESENCE OF A RIGHT TURN LANE

Configuration	Level of Stress
Up to 25 mph Single right-turn lane with length \leq 75 ft. and intersection angle and curb radius limit turning speed to 15 mph	(no effect on LOS)
Single right-turn lane with length between 75 and 150 ft., and intersection angle and curb radius limit turning speed to 15 mph	LOS \geq 3
Otherwise	LOS = 4

LEVEL OF STRESS FOR UNSIGNALIZED CROSSINGS WITHOUT A MEDIAN REFUGE

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	2-3 Lanes	4-5 Lanes	6+
Up to 25 mph	LOS 1	LOS 2	LOS 4
30 mph	LOS 1	LOS 2	LOS 4
35 + mph	LOS 2	LOS 3	LOS 4
40 + mph	LOS 3	LOS 4	LOS 4

Source: *Low-Stress Bicycling and Network Connectivity*, Mineta Transportation Institute, 2012

CRITERIA FOR BIKE LANES ALONGSIDE A PARKING LANE

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (through lanes per direction)	2	(no effect)	4 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 ft. or more	14 ft.	13.5 ft or less	(no effect)
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	(no effect)	frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

CRITERIA FOR BIKE LANES NOT ALONGSIDE A PARKING LANE

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (through lanes per direction)	2	4, if directions are separated by a raised median	5, or 4 without a separating median	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 ft. or more	5.5 ft. or less	(no effect)	(no effect)
Speed limit or prevailing speed	30 mph or less	(no effect)	35 mph	40 mph or more
Bike lane blockage may apply in commercial areas)	rare	(no effect)	frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

Source: *Low-Stress Bicycling and Network Connectivity*, Mineta Transportation Institute, 2012

VOLUME ADJUSTMENT

Volume Threshold	Min. LTS
-	1
5,000	2
10,000	3
15,000	4

IMPLEMENTATION MATRIX

The implementation matrix summarizes the improvements included in the *Fair Haven Active Transportation Plan*, including a proposed timeframe for the improvement (short/medium/long), potential implementation partners, and order-of-magnitude cost (where practical). These estimates are intended to convey the level of investment that proposed concepts would require for implementation. The cost estimates are based on industry standards for per-unit material costs, and do not include the cost of right-of-way acquisition, relocation of utilities or drainage that could be involved, engineering design, or contingencies.

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
River Road at Cedar Avenue	Priority Intersection Improvement	Install high visibility crosswalk striping (2)	\$1,400	Short-term	Borough/ Monmouth County
		Interim daylighting treatment utilizing paint and flexible bollards to define curb extension area	\$2,400	Short-term	Borough/ Monmouth County
		Narrow driveway on north side and extend pedestrian space and existing pocket park	\$2,200	Medium-term	Borough/ Developer
		Install rectangular rapid flashing beacons	\$13,600	Medium-term	Borough/ Monmouth County
		Install raised curb extension	\$12,000	Long-term	Borough/ Monmouth County
		Close western-most driveway along River Road of currently vacant parcel at SE corner	\$4,500	Long-term	Borough/ Developer

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
River Road at De Normandie Avenue River Road at De Normandie Avenue	Priority Intersection Improvement	Repaint parking lane between Oak Place and Fair Haven Road	\$34,100	Short-term	Borough/ Monmouth County
		Install high visibility crosswalk striping (3)	\$2,200	Short-term	Borough/ Monmouth County
	Priority Intersection Improvement	Install in-road "Stop for Pedestrians" sign (MUTCD Ra-6a)	\$100	Short-term	Borough/ Monmouth County
		Interim daylighting treatment utilizing paint and flexible bollards to define curb extension areas at NE and NW corners	\$600 (paint included in parking lane costs)	Short-term	Borough/ Monmouth County
		Integrate parklet or bicycle corral into daylighting treatment at NE corner	variable	Short-term	Borough/ Monmouth County
		Install raised curb extensions at NE and NW corners	\$24,000	Long-term	Borough/ Monmouth County
Hance Road at 3rd Street	Priority Intersection Improvement	Interim daylighting treatment utilizing paint and flexible bollards to define curb extension areas at NE and SE corners	\$2,800	Short-term	Borough
		Install high visibility crosswalk striping (3)	\$2,200	Short-term	Borough

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
Hance Road at 3rd Street	Priority Intersection Improvement	Install raised curb extensions at NE and SE corners	\$24,000	Long-term	Borough
		Install raised intersection	\$59,000	Long-term	Borough
		Install sidewalk along 3rd Street westbound	n/a (corridor sidewalk improvement)	Long-term	Borough
Hance Road at Dartmouth Avenue	Priority Intersection Improvement	Install high visibility crosswalk striping (2)	\$1,400	Short-term	Borough
		Install ADA-compliant curb ramps (4)	\$3,000	Short-term	Borough
		Install pedestrian crossing signage (MUTCD W11-2)	\$200	Short-term	Borough
		Install sidewalk along north side of Dartmouth Avenue, west of intersection	n/a (corridor sidewalk improvement)	Medium-term	Borough
		Install sidewalk along south side of Dartmouth Avenue, west of intersection	n/a (corridor sidewalk improvement)	Long-term	Borough
		Reduce curb radii at NE and SE corners	\$6,100	Long-term	Borough

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
Hance Road at Ridge Road Hance Road at Ridge Road	Priority Intersection Improvement	Install high visibility crosswalk striping (4)	\$4,700	Short-term	Borough/ Monmouth County
		Install ADA-compliant curb ramps (4)	\$3,000	Short-term	Borough/ Monmouth County
	Priority Intersection Improvement	Upgrade traffic signal equipment with pedestrian actuation and pedestrian signal heads	\$19,100	Medium-term	Borough/ Monmouth County
		Coordinate sidewalk construction along Ridge Road eastbound and Hance Road south of intersection with Rumson Borough	n/a	Long-term	Borough/ Rumson/ Monmouth County
Fair Haven Road at 3rd Street	Priority Intersection Improvement	Install high visibility crosswalk striping (4)	\$3,300	Medium-term	Borough
		Install ADA-compliant curb ramps (8)	\$5,900	Medium-term	Borough
	Priority Intersection Improvement	Install pedestrian crossing signage (MUTCD W11-2)	\$200	Medium-term	Borough
		Reduce curb radii at NE and SE corners	\$9,000	Medium-term	Borough
		Install cobblestone median islands on Fair Haven Road at the north and south approaches	n/a	Medium-term	Borough

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
Fair Haven Road at 3rd Street	Priority Intersection Improvement	Install sidewalks along east side of Fair Haven Road between McCarter Park and Linden Drive	\$26,800	Medium-term	Borough
		Install high visibility crosswalk striping (4)	\$3,300	Short-term	Borough/ Monmouth County
		Install ADA-compliant curb ramps (8)	\$5,900	Short-term	Borough/ Monmouth County
Fair Haven Road at Ridge Road Fair Haven Road at Ridge Road	Priority Intersection Improvement	Install pedestrian crossing signage (MUTCD W11-2)	\$200	Short-term	Borough/ Monmouth County
		Install sidewalk along Ridge Road westbound and Fair Haven southbound (north of intersection)	n/a (corridor sidewalk improvement)	Medium-term	Borough/ Monmouth County
	Priority Intersection Improvement	Install sidewalk along Fair Haven northbound (north of intersection)	n/a (corridor sidewalk improvement)	Long-term	Borough
		Coordinate sidewalk construction along Ridge Road eastbound and along Fair Haven Road south of intersection with Rumson Borough	n/a	Long-term	Borough/ Rumson/ Monmouth County
		Install ADA-compliant curb ramp on north side of existing crossing	\$700	Medium-term	Borough/ Monmouth County
Ridge Road at Fair Haven Fields	Priority Intersection Improvement	Install multi-use path connection from crossing to Fair Haven Fields path	\$1,100	Medium-term	Borough/ Monmouth County

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
Ridge Road at Fair Haven Fields	Priority Intersection Improvement	Coordinate with Rumson Borough to install path connection from crossing to Meadow Ridge Park parking area	n/a	Medium-term	Borough/ Rumson/ Monmouth County
		Install rectangular rapid flashing beacon	\$13,600	Medium-term	Borough/ Monmouth County
		Install path along Ridge Road westbound, east of the crossing	n/a (corridor sidewalk improvement)	Long-term	Borough/ Monmouth County
		Install additional crossing at east side of intersection, with RRFB and path connections	\$19,400	Long-term	Borough/ Rumson/ Monmouth County
River Road	River Road Corridor	Reduce speed limit to 25mph	n/a	Short-term	Borough/ Monmouth County
		Mark pedestrian crossings at all intersections along corridor, with pedestrian enhancements in the downtown area	n/a	Short-term	Borough/ Monmouth County
		Create a redevelopment plan for the corridor	n/a	Medium-term	Borough/ Monmouth County
River Road	Bicycle Network	Implement streetscape and mobility improvements and redevelopment	n/a	Long-term	Borough/ Developer/ Monmouth County
		Install bicycle lanes (Red Bank to Smith Street, Oak Place to Rumson)	\$14,200	Medium-term	Borough/ Monmouth County

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
River Road	Bicycle Network	Enhanced shared lane markings (Smith Street to Oak Place)	\$13,000	Medium-term	Borough/ Monmouth County
River Road	Bicycle Network	Bicycle lanes/ separated (raised) bicycle lanes integrated into redevelopment plan (Smith Street to Oak Place)	n/a	Long-term	Borough/ Developer/ Monmouth County
Fair Haven Road	Bicycle Network	Shared lane markings	\$10.900	Medium-term	Borough
Fair Haven Road	Bicycle Network	Investigate minor widening to accommodate bicycle lanes	n/a	Long-term	Borough
Hance Road	Bicycle Network	Shared lane markings	\$8.900	Medium-term	Borough
Hance Road	Bicycle Network	Investigate minor widening to accommodate bicycle lanes	n/a	Long-term	Borough
3rd Street	Bicycle Network	Advisory bicycle lanes	\$7,300	Medium-term	Borough
Cedar Avenue	Bicycle Network	Bicycle boulevard	\$2,700*	Medium-term	Borough
Beekman Place/Forrest Avenue/Park Road	Bicycle Network	Bicycle boulevard	\$7,400*	Medium-term	Borough
Linden Drive/ Park Lane/ Laurel Drive	Bicycle Network	Bicycle boulevard	\$5,200*	Medium-term	Borough
Harrison Avenue	Bicycle Network	Bicycle lanes	\$5,000	Medium-term	Borough

**traffic calming elements of a bicycle boulevard not included*

SAC MEETING #1

JANUARY 31, 2017

Fair Haven Bicycle and Pedestrian Master Plan

Sign-In Sheet
Study Advisory Committee Meeting #1
January 31, 2017

Name	Organization	Phone
William Riviere	NTDOT	
Nicole Rice	Fair Haven Bicy. Assoc.	Coastalconnect@msn.com
Keri Sibly	WSP/PB	sibly@planet.ill.com
Gail O'Reilly	Steering Committee	goreilly@townworks.net
Travis Cole	Fair Haven Family	tracole@cloud.com
John McCormack	Fair Haven resident	mccormackjohn@optonline.com
Nick Poruchynsky	FH Engineering / DPW	nporuchynsky@fhbor.net
Ben Lucarelli	Mayor	
Mike Kuslanski	WSP/PB	
Peter Kravos	WSP/PB	



TRUCKTOBERFEST

OCTOBER 29, 2016 | PUBLIC COMMENTS AND MAP MARK-UP

Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

Rumson Road toward Red bank - b. L. Route
Red Bank to Rumson via Rivett Road

2. Where would you like to bike and walk?

this Route is very nice

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

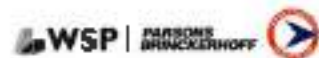
Not time visibility - additional reflective
signage - MARKERS

4. Please leave additional comments:

Proposed CUP is well thought out -

For more information please contact:

Reed Sibley (rsibley@pbworld.com)



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

River Road through Hartshorne Park.
River Road to Pte 35 Long Branch to
Ashbury Park.

2. Where would you like to bike and walk?

Fair Haven Fields is great!

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

Ridge Road bike path is interrupted
in a few areas. Cars come too close to bike
lane. Med #1 below. Bush should not obstruct
the bike lane.

4. Please leave additional comments:

How about having a set distance a
car must keep from a cyclist? When
a car is avoiding a cyclist and they veer
into the oncoming traffic lane, a citation
should be given to the driver entering
the opposite lane. The cyclist obstruction
should cause the
driver to pull
until opposing traffic
passes.

For more information please contact:

Raed Sibley (sibley@pbworld.com)

Fair Haven

Bicycle & Pedestrian Master Plan

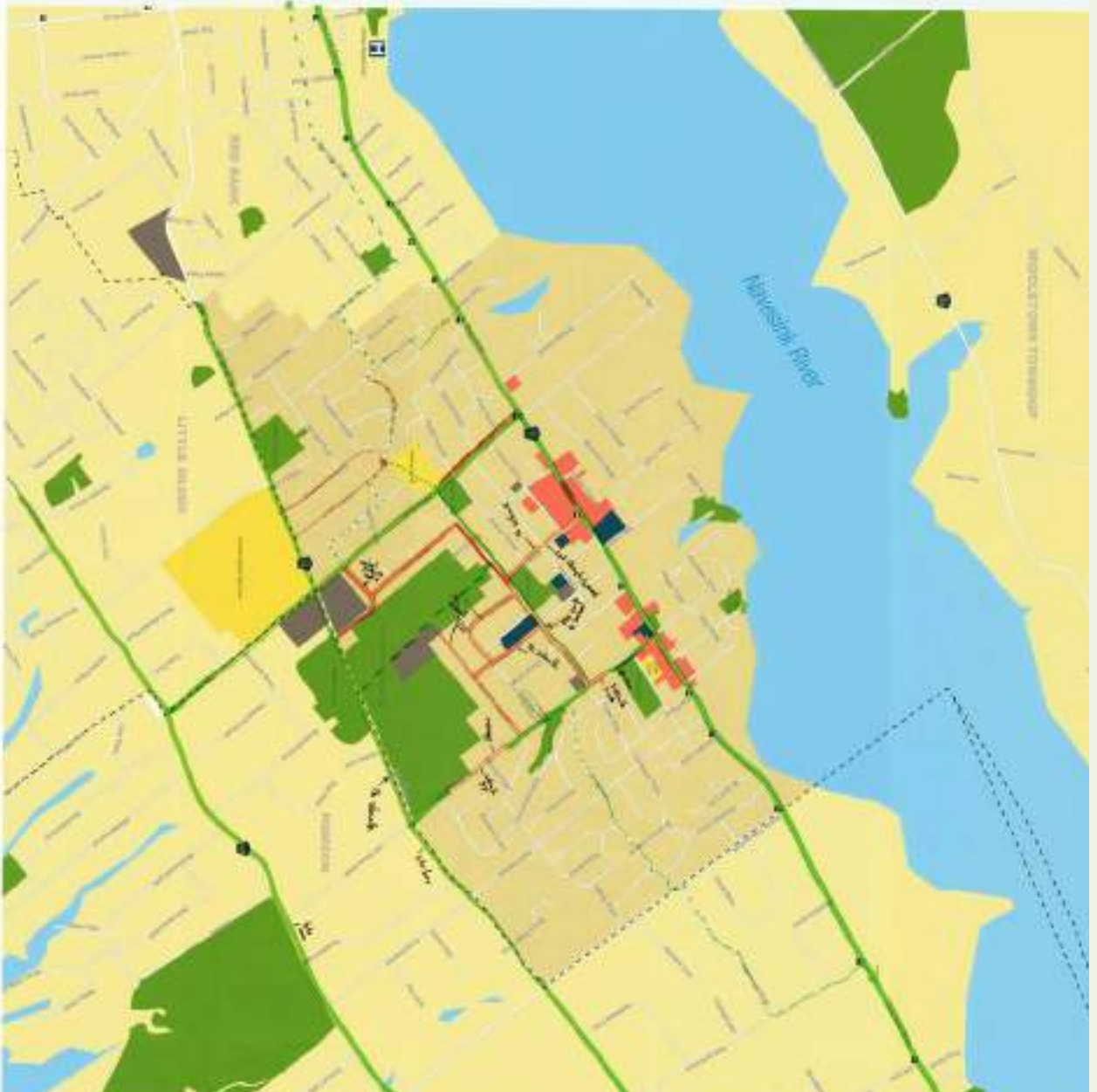
Description

The purpose of the bicycle Master Plan is to identify areas within the Borough of Fair Haven for bicycle and pedestrian infrastructure improvements. The goal of these improvements is to create a more comfortable and safe environment for bicyclists and pedestrians, making walking and biking a more attractive, convenient, and easy option for Fair Haven residents and visitors.

- Desired Walk/Bike Route
- Public Center/Street
- Public Stop/Amenity

Map Legend

- School
- Park
- Commercial Area
- Place of Worship
- Municipal Building
- NJ Transit Bus Stop
- Municipal Boundary



PUBLIC INFORMATION CENTER #1

APRIL 27, 2017 | PUBLIC COMMENTS AND MAP MARK-UP

Fair Haven Bicycle and Pedestrian Master Plan

Sign-In Sheet
Public Information Center
April 27, 2017

Name	Organization	Phone
Rachel Griffin	resident	r.griffin322@gmail.com
Carol Lang	resident	carol.b.lang@gmail.com
Susan Sotensen	resident/council	susan.sotensen@spray.com
Betsy Koch	resident/organized	ekoch21643@aol.com
Kendall Laine	FCCIT	KLaine@ccnj.edu
Spill O'Brien	resident/council	spillobrien11@thehopewell.com
Theresa Casagrande	Board Administration	tcasagrande@fbora.net
Sean McNeil	Board of Education	mcneil5@fairhaven.edu
Tracy Cole	President / council member	tracycole@icland.com
Jesse J. DiKastella	Fair Haven Police Dept.	jdkastella@fairhaven.net
Audrey Henne	Resident	AudreyHenne@verizon.net
Chris Rodriguez	Resident / Council	CRUD1972@gmail.com
Chris Cole	Resident	ccole@metrovision.com
Emma Cole	Resident	ecole@metrovision.com
David Schwetere	North County	David.Schwetere@northcounty.com



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

School Avenue and the Beach

2. Where would you like to bike and walk?

beach - ice cream - PIZZA

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?
When there is no crossing
Just i don't feel safe crossing
~~the~~ street river road

4. Please leave additional comments:

For more information please contact:

Reed Sibley (sibley@pbworld.com)



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

Grange to downtown Fair Haven
Fair Haven Field

2. Where would you like to bike and walk?

To Fair Haven Road + Sea-Bright

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

Between Grange + downtown. Sidewalks are not even
+ unsafe.

To go to Fair Haven Field sometimes hard to
bike w/ garbage cans, debris in street.

4. Please leave additional comments:

For more information please contact:

Reed Sibley (sibley@pbworld.com)

Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

~~Store~~ - woods in fair haven - Red bank
Store - Raven and the beach.

2. Where would you like to bike and walk?

beach - Crozys ice cream

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?
Crossing the street on river end
hance.

4. Please leave additional comments:

side walks arnt always wide enough to
ride bike on. ~~trash~~ trash cans sometimes
take up ~~the~~ the side walk.

For more information please contact:

Reed Sibley (sibley@pbworld.com)



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

Everywhere! prefer bike/walk/run
over cars

2. Where would you like to bike and walk?

Same as above

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

Narrow sidewalks River Road needs a bike lane
Even if its a shaped Lane / marked Lane

4. Please leave additional comments:

Make and keep the Rich bike tradition
of FAIR HAVEN! Its unique & cherished.

For more information please contact:

Reed Sibley (sibley@pbworld.com)



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

FH Nature trails

2. Where would you like to bike and walk?

Ground Hill Field's

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?
Getting to FHF on Ridge Rd. Lanes too narrow
Turning onto Harding Rd from Ridge is very difficult

4. Please leave additional comments:

Turn onto Harding from Ridge should have a better crosswalk plan

For more information please contact:

Reed Sibley (sibley@pbworld.com)

Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

All over town, mostly walk

2. Where would you like to bike and walk?

All over

3. What difficulties do you find biking and walking in Fair Haven?
Where/what are specific problem areas?

BRUSH in the streets:
Cross walks in Downtown need repair

4. Please leave additional comments:

Awareness of people in crosswalks & more ^{Drivers stop!} ~~for~~ ~~fit~~

For more information please contact:

Reed Sibley (rsibley@pbworld.com)



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

I walk everywhere!

2. Where would you like to bike and walk?

*I enjoy walking River Rd, Ridge Rd
J.H. Rd and side streets.*

3. What difficulties do you find biking and walking in Fair Haven?
Where/what are specific problem areas?

*Crosswalks are in dire need
of repair.*

4. Please leave additional comments:

*Crosswalks are dangerous.
Raise awareness for drivers when
approaching a crosswalk and someone
is in the Xwalk - stop!*

For more information please contact:
Reed Sibley (rsibley@pbworld.com)

Draft Vision

Fair Haven is a model community for walking and bicycling, where these are convenient, comfortable, and safe transportation options for people of all ages and abilities. Traveling on foot or by bicycle is the natural, default choice for children going to school and residents and visitors traveling within the Borough. Active transportation supports a vibrant community, with a thriving business district and streets filled with people of all ages.



Draft Goals

To support this aspirational vision, the Plan seeks to achieve the following goals:

What is most important to you?

Comfort and Access

- Support a Borough-wide network for bicyclists and pedestrians that is comfortable for school children and provides convenient access between residential neighborhoods and schools, parks, and businesses



Regional Connectivity

- Integrate Fair Haven's bicycle network with the regional network, supporting links to destinations in neighboring Red Bank, Rumson, Sea Bright, and Little Silver



Safety

- Improve safety and driver awareness of bicyclists and pedestrians through enhanced crossings, improved bicycle facilities, traffic calming, or other infrastructure improvements consistent with the local context and need



River Road Complete Street

- Balance the needs of bicyclists, pedestrians, and motor vehicles along River Road to enhance access and support a bustling, vibrant local business district



Education

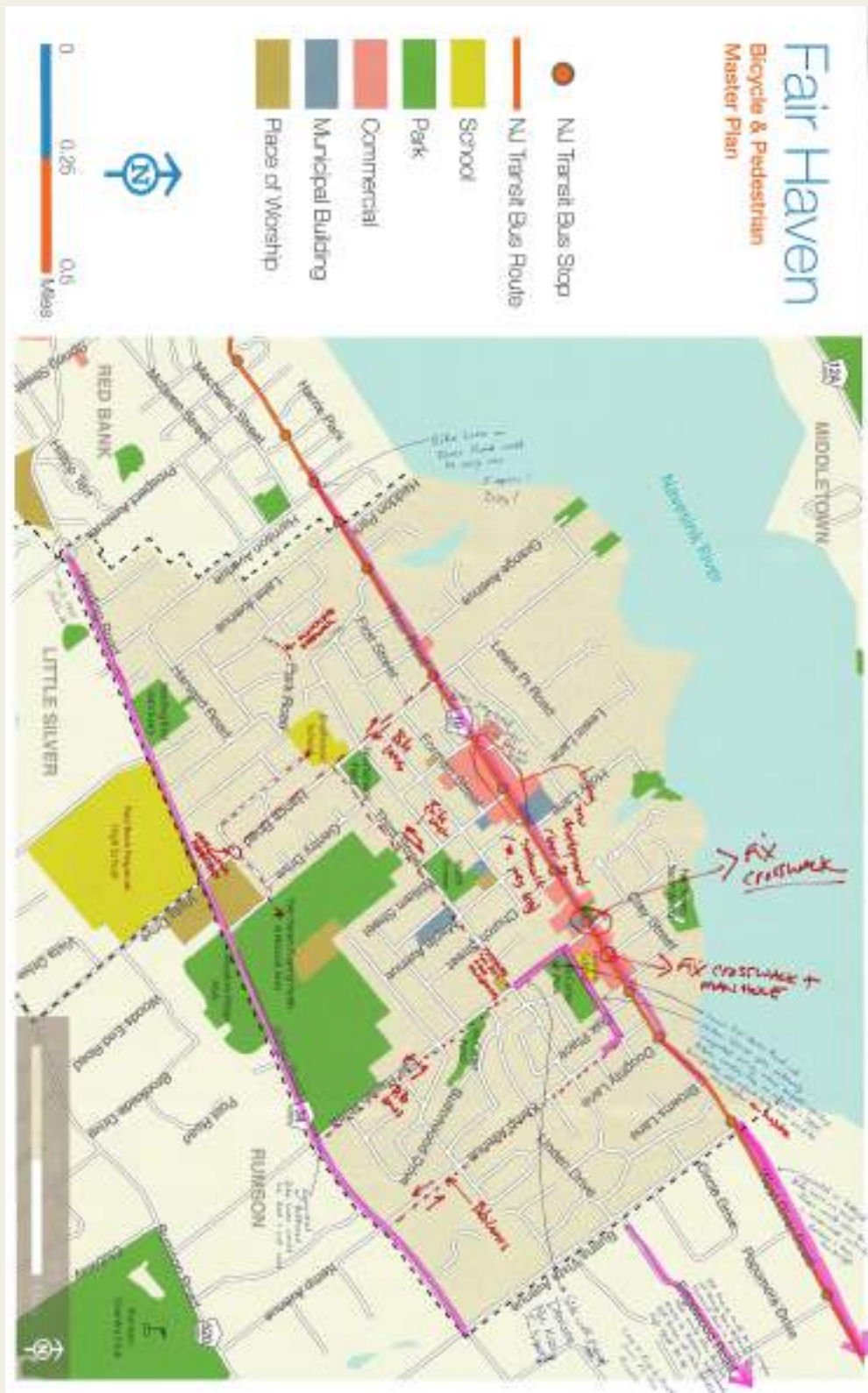
- Communicate the rules of the road and promote safe travel habits for all modes



Implementation

- Create a clear plan for integrated multimodal networks of safe travel options by foot or bike that can be easily communicated and shared with various constituencies, stakeholders, and partners, and that identifies a broad range of short and long term strategies





SAC MEETING #2

JULY 31, 2017

Fair Haven

Active Transportation Plan

Sign-In Sheet
Study Advisory Committee Meeting #2
July 31, 2017

Name	Representing	Email
Vince Cardone	Monmouth County Div. of Engineering	vince.cardone@co.monmouth.nj.us
William Riviere	NSDOT	william.riviere@dot.nj.gov
Richard Gardella	Fair Haven Engineering/DPW	rgardella@fhhaven.net
Nicolas Poruchynsky	Fair Haven	nporuchynsky@fhhaven.net
Jennifer Johnson	Fair Haven	JJOHNSON@FHBORO.NET
John Waltz	Fair Haven Police Dept	JWaltz@FHBORO.NET
David Schuetten	Monmouth City Div of Planning	David.Schuetten@co.monmouth.nj.us
Gail O'Reilly	Fair Haven	gail.oreilly@sothebysrealty.com
John McCormack	FH Resident	Mccormackjohn@comcast.com
Joe McGowan	FH Police	JMCGOWAN@FHBORO.NET
MICHAEL SULLIVAN	Fair Haven / Clarke-Caton	msullivan@cebiu.com



PUBLIC INFORMATION CENTER #2

SEPTEMBER 25, 2017

Fair Haven Active Transportation Plan

Sign-In Sheet
Public Information Center #2
September 25, 2017

Name	Organization	Email
John Waltz	Fair Haven Police Dept	JWaltz@FHBOPD.NET
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John Duran	The Two River Times	JDuran@TwoRiverTimes.com
Vince Cardone	Monmouth County Engineering Dept	Vince.Cardone@Co.monmouth.nj.us
Dan Schetterer	Minnowat Co Store	Dan.Schetterer@Co.monmouth.nj.us
Nick Lenczyk	169 Fair Haven Road (Fair Haven)	n.lenczyk@fairhaven.net
William Riviere	NJDOT	william.riviere@dot.nj.gov
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Caryn Ferguson	Self	CarynF2@comcast.net
Mark Lang	BOE	mark.lang@fairhaven.edu
Jim Haloran	BOE	Jim.Halan@fairhaven.net
Jon Peters	FH Board Council	JonPeters@fairhaven.net
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Jennifer Spitz	WSP	JS17.Spitzer@wsp.com
Susan Sorenson	Camusi	Susan.Sorenson@print.com



PUBLIC INFORMATION CENTER #2

SEPTEMBER 25, 2017

Fair Haven Active Transportation Plan

Sign-In Sheet
Public Information Center #2
September 25, 2017

Name	Address	Phone
Gene DeFola	1100 S. Main St. Fair Haven, CT	860.329.1234
Paul O'Keefe	1100 S. Main St. Fair Haven, CT	860.329.1234



**Fair Haven
Active Transportation Plan**