



## MONMOUTH COUNTY

### Local Preliminary Engineering Phase for Monmouth County Bridge S-32 on Rumson Road (CR520) over the Shrewsbury River Borough of Rumson and Borough of Sea Bright

#### MEETING REPORT

DATE: Monday, June 22, 2015  
TIME: 10:00 a.m.  
LOCATION: West Park, Rumson Road (CR 520) & Ward Avenue  
Rumson, NJ

#### ATTENDEES:

| First Name | Last Name  | Representing                |
|------------|------------|-----------------------------|
|            |            | <b>Attendees</b>            |
| Scott      | Paterson   | Borough of Rumson           |
| Jeff       | Nixon      | Borough of Rumson           |
| Mary       | Lindston   | Resident                    |
| Kate       | McBride    | Resident                    |
|            |            | <b>Project Team</b>         |
| Joseph     | Ettore     | Monmouth County Engineering |
| Daria      | Jakimowska | Monmouth County Engineering |
| Inkyung    | Englehart  | Monmouth County Engineering |
| Pamela     | Garrett    | NJDOT, Environmental        |

#### PURPOSE OF MEETING

The purpose of this field meeting was a follow up to the May 21, 2015 Cul-de-Sac Focus Group Meeting at which time a field meeting was requested by a couple of residents to discuss on-site the conditions of the five-legged intersection of Rumson Road, Ward Avenue and Old Rumson Road.

#### MEETING SUMMARY

1. Meeting was started with introductions and the Borough of Rumson Police Chief Scott Paterson commenting on the intersection to alley any rumors of Rumson Police Department's opinion.
  - a. As a life long resident of the Borough, he is of the opinion that the proposed cul-de-sac will create more problems than improve the functionality of the intersection.
  - b. The intersection does not experience many crashes and as such, improved signage may suffice. Chief Paterson and Captain Nixon then left and the meeting continued with the two residents.
2. Meeting continued with discussions regarding the intersection with the following issues and potential improvements:
  - a. There are over 200 residents/homes in this South Ward Avenue neighborhood.

- b. Local residents utilize Old Rumson Road which is one way in to get to their homes and the church. The existing width of South Ward Avenue and tight corner radius at the SW corner makes right turn movement from Rumson Road eastbound very difficult even for a sedan so most drivers opt to use Old Rumson Road.
- c. In the summer, locals use Old Rumson Road as a turn-around loop if the summer beach traffic does not allow them to exit from Ward Avenue onto Rumson Road or cross over Rumson Road. They will turn right onto Old Rumson Road and make their way to Shrewsbury Drive to Navesink Avenue. For that reason alone, cul-de-sac is not an acceptable solution for a large number of south Ward Avenue area residents.
- d. Many beachgoers on Rumson Road will turn into South Ward Avenue neighborhood looking for parking and/or cut through. Consider “Local Traffic Only” or similar signage for the south Ward Avenue and Old Rumson Road area to discourage beachgoers from venturing into the neighborhood.
- e. Similarly, the beachgoers utilize Navesink Avenue, Woodmere Avenue, Monmouth Avenue, Avenue of Two Rivers and Osprey Lane to get to Shrewsbury Drive to bypass long weekend queues along Rumson Road. Consider “Local Traffic Only” or similar signs at all those intersections with Rumson Road to deter bypass traffic.
- f. Poor sight distance at Ward Avenue northbound at intersection with Rumson Road. Drivers creep up and essentially enter into the travel lane to Old Rumson Road for drivers coming from Rumson Road eastbound. Maybe the street light pole can be relocated to provide better sight distance. Improve signage on Rumson Road regarding the intersection to better prepare the drivers as they approach the five-legged intersection. Pavement striping to provide better visual cues to the drivers and guide them through the intersection.
- g. Intersection is perceived as not pedestrian and bicyclist friendly – it is difficult to find a gap in traffic to cross Rumson Road and the drivers do not stop for pedestrians in the crosswalk. Perhaps flashing pedestrian crossing devices can be introduced. During school year, cross guard is stationed at the intersection occasionally, but not always.
- h. There are no sidewalks along the roadways and the local residents, according to their representatives, prefer to keep it that way.
- i. The existing advisory warning sign on Rumson Road eastbound prior to the intersection is confusing and should be replaced with the sign accurately depicting the existing roadway geometry

Based on the discussions, County will investigate potential interim intersection improvements with signage and pavement markings.

### 3. Discussions regarding West Park:

- a. Bike path with sharp curve and downward slope ending at Old Rumson Road just east of the intersection of Old Rumson Road and Rumson Road is hazardous and should be considered for relocation or providing some type of safety barrier to prevent bike-vehicle collisions. The path within the Park is the Borough responsibility and the County will not be able to perform any immediate/interim improvements.
- b. Major portion of the flat area of the southern West Park and the existing bike path will be impacted by the proposed new alignment of the bridge. Consideration will be given to preserve/provide as much level area for children’s playing field. The remaining flat area should be preserved and the bike path could be relocated. Consideration will also be given to providing a visual barrier, such as farm fencing, between the proposed bridge approach and the southern West Park.
- c. Try to preserve as many existing trees and shrubbery as possible.

d. Landscaping may be proposed as screening. Final decision regarding types of landscaping will be made during the final design phase.

Any interim improvements within the Park are the domain of the Borough. County will work with the Borough and the local residents with respect to the reestablishment details of the impacted park area and landscaping details during final design phase.

4. Discussions regarding Bridge & Construction:

- a. South Ward Avenue neighborhood is still recouping from 2012 Superstorm Sandy with rebuilding of damaged properties which will continue for next few years. Addition of the bridge reconstruction in 3 to 5 years may be too soon for the neighborhood to handle. Bridge has been in service well beyond its design life of 50 years and continues to deteriorate and will need to be replaced once final design is completed and all the approvals received.
- b. Bridge is opened to marine vessels “On-Demand”, can it be opened based on a schedule, say every 30 minutes? Bridge openings are set by US Coast Guard. County is mandated to operate the bridge as per the USCG requirement.
- c. Consider constructing the proposed bridge at the existing location by driving piles at either sides of the existing bridge, close the bridge, remove the existing deck, construct the bridge deck and open the new bridge. Spanning the bridge width with two piers will require deeper structural members which may require the proposed bridge deck to be at a higher elevation than existing to provide the same vertical navigable clearance. Further, this method of construction will require a longer bridge closure and detour duration which is not desirable for emergency response.

## **KEY ACTION ITEMS**

1. County will investigate potential interim improvements at the five-legged intersection of Rumson Road, Ward Avenue and Old Rumson Road primarily consisting of signage and pavement markings.
2. As part of section 4(f) parkland mitigation proposal, County will propose providing as much level field, reestablishing the existing ped/bike path, and minimizing impacts to the existing trees and shrubs at West Park.
3. County will provide landscaping for screening which the details will be finalized during the final design phase.

## **NEXT MEETING**

1. Local Officials Meeting No. 2 – to be scheduled once interim intersection improvements are drafted.
2. Community Stakeholders Meeting No. 2 – to be held after the Local Officials Meeting No. 2.
3. Public Information Meeting – date to be determined.

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