

Light commercial, assembly, entertainment and office uses should be permitted as might be found in a traditional small hamlet.

## 2. South Branch Historic District (Land Use)

Block 27, Lots 26, 27, 29, 30, 40

Block 28, Lots 7, 29, 43

Block 36.01, Lots 19, 20, 21, 22

Block 37, Lots 1 and 2

Two areas are proposed to be designated as the South Branch Historic District Land Use. They are proposed to be connected by a further area designated as open space. The area is located entirely within the South Branch National Register Historic District.

The open space area is from Rockafellow's Mill Road north along River Road and is made up of the small River frontage lots. All but one of the lots is undeveloped. The one developed lot is a house located on the corner of River Rd. and Rockafellow's Mill Road. It is located within the floodplain area.

The northern portion of the area is located on River Rd. and Junction Rd. The area contains a number of historic structures. The area is generally residential in nature. However a few industrial uses have developed in the surrounding area. Recently Block 27, Lot 40 was approved for a small historical archive facility. The area is located in the sewer service and public water service area. The area on the west side of River Road is currently zoned I-2 major industrial with the east side zoned single family residential.



The southern portion of the area is located on River Road. The area contains a number of historic structures. The area is generally residential in nature. However a few commercial uses have developed in the surrounding area. The area is located within the sewer service and public water service areas. However, the proposed utility plan will recommend the removal of this area from the sewer service area. The largest and most developable lot (B 36.01/ L22) has no sewer capacity. The area is currently zoned O-2 office.

The recommended solution for both of these areas is to develop a new South Branch Historic District Land Use. This land use would permit a limited variety of low intensity office, service, and residential uses. These uses would be consistent with the overall historical uses within the area. They would also be compatible with the variety of land uses surrounding the area, while maintaining the historical character of the area.

The variety of uses would function well with the proposed commercial recreational zone in the southern area and would transition well with the surrounding industrial and residential areas to the north of the land use area. The existing lot sizes throughout the zone are quite large, and any new lots to be created should follow this standard. Furthermore, any development would have to provide for through roadways and multiple land uses as is consistent throughout the area. Any zoning ordinance for this land use category should be developed in conjunction with design guidelines. Finally, an expansion of the adjacent Agricultural Development Areas currently located in Readington is recommended to cover this area. This would allow the few remaining farms in the area to pursue farmland preservation applications that would be of a great benefit to preserving the character of the area.

# Landmark Preservation

## **I. Historic Sites Survey**

In 1985 the Township undertook a Historical Site Survey of the Township of Raritan. The report was prepared by Dennis Bertland and Associates in consultation with the Township and other residents and officials within the Township

The survey report listed 163 sites throughout the Township. Each site was evaluated for its eligibility for the National Register. Each structure was reviewed using the New Jersey Office of Heritage forms. The final report is on file at the Planning and Zoning office of the Township.



The report recognized 29 landmarks as eligible for the National Register. Of these, 15 of the landmarks are grouped in the Flemington Junction area. The attached map indicates the location of these sites.

## **II. South Branch Historic District**

The Historic Preservation Committee established the South Branch Historic District within the Township. The attached map indicates the scope of the established district.

## **III. Local Historians Committee**

In 1999 the Township established a Local Historians Committee to provide for the preservation of the Township's heritage. The committee has the following powers, duties, and responsibilities:

- To compile and update the inventory for historic structures,
- To implement educational programs, and
- To recommend and assist in projects of commemoration.

## **IV. Reaville Historic District**

It is recommended that a new historic district be created in the Reaville area. The area contains a small number of historic structures, however the structures are located in an area that provides a significance above and beyond the individual structures. East Amwell recently established a Historic Preservation District in the portion of the Reaville area located in East Amwell Township. The attached map indicating the possible boundaries of the proposed district.

## **V. Klivesville Historic District (Proposed)**



This area has been considered as an intact area for a long time, as stated in the Hunterdon County Master Plans "Sites of Historic Interest", published in Nov. 1979. Although small in actual dimension. Klinesville is very recognizable because of the intersection of Thatcher's Hill and Klinesville/Sand hill Roads. The structures are distinctive, enveloping, and a sense of place occurs by being there. We feel that the contiguous fields of the Ewing farm should also be included in the district. They have always been a part of the tract (part of Miller Kline's property) and add immensely to the nature of the district. This field was also the vantage point that many came to on 9/11.

## **VII. Old Clinton Road Historic Byway**

This winding canopied country road leads the traveler through one of the most beautiful parts of the Township. It is taken for granted because of the volume of local traffic and the speed of many of the



drivers. But on a Saturday morning a drive on the road is equivalent to a drive in Vermont. The many remaining historic structures are the road are very visible, and set the tone for the winding road. The road was an early farm road, parts of it built by the county, especially the area from the Century Schoolhouse north towards the South Branch. The road connected the local farms to the mills that lined the river, eventually to the towns of Flemington and Clinton. We see the road not as a defined place, but as a historic corridor that makes the traveler aware of a slower time, and with the natural beauty that abounds, gives a pleasant experience to all. This "historic byway"

could eventually be extended to other contiguous municipalities as Old Clinton Rd. meanders through Franklin, Readington, and Clinton Townships. before reaching Clinton.

## **VIII. Conclusions**

The Township should look toward the past in planning the future. The preservation of historic structures needs to continue. However, the preservation of individual structures will not preserve the past. Only the preservation of structures in the context of the past have the effect of preserving and educating. The preservation of the Reaville Historic District will continue to foster preservation efforts undertaken by the Township. The continued educational and preservation efforts undertaken by the Historians Committee will enhance the historic preservation efforts of the Township.

At the present time the Township should not consider the expansion of the Historic Preservation Committee to a full Commission as permitted under the Municipal Land Use Law. Although the MLUL gives specific powers to a Historic Preservation Commission, it also puts legal and administrative requirements on the Commission that the Township should strongly consider prior to the institution of a full commission.

## Planning Coordination

### **I. State Plan**

In accordance with the State Development and Redevelopment Plan the four planning area designations have been assigned to the Township. These designations are: Fringe Planning Area (PA3), Rural Planning Area (PA4), Rural/Environmentally Sensitive Planning Area (PA4B), and Environmentally Sensitive Planning Area (PA5). The attached map indicates the location of each planning area.

The Fringe Planning Area is defined as a predominantly rural landscape containing scattered communities and development. Farming activity may still be active in this area. Infrastructure consists of rural two lane roads and on site well and septic systems. Any new infrastructure should be provided by private developers. Growth in PA3 is encouraged to be directed towards existing centers. Agriculture, recreation, historic preservation and natural resource conservation are major policy objectives of the Fringe Planning Area.

The Rural Planning Area consists mostly of viable agricultural lands. Active farms dominate this area. Future development is encouraged to support agricultural uses in PA4 rather than conflict with existing centers. Transfer of development rights are encouraged in PA4 with new infrastructure to be provided in the development centers only. The Rural/Environmentally Sensitive Planning Area has these same characteristic as plus the characteristics of the Environmentally Sensitive Planning Area.

The Environmentally Sensitive Planning Area is either undeveloped or rural land areas containing valuable ecosystems and wildlife habitats. Commercial and residential development has occurred in centers within these areas, linked by rural road systems. Environmentally significant areas are intended to be protected from new development by directing growth to established centers. The preservation of open space and natural resources are the primary objectives of PA5.

The State, County, and Township have cooperated through the cross-acceptance process. Changes proposed to the existing state plan are indicated on the attached map. The Township supports the proposed changes. Minor revisions were suggested by the State and the township has no objections to these changes.

### **Surrounding Municipalities**

Raritan Township is bordered by five Hunterdon County Municipalities. They are Clinton Township, Readington Township, East Amwell Township, Delaware Township, and Franklin Township. The attached map shows their orientation to Raritan Township.

All of the land immediately adjacent to Raritan Township, with the exception of a small area in Delaware Township in the vicinity of Route 12, is zoned residential. Lot sizes range from 1 to 10 acre

minimum lot sizes. The majority of the land is zoned 5 acres or higher, with a large portion zoned over 7 acres, and almost all of the neighboring portion of East Amwell zoned 10 acres.

The master plan and the Land Use Plan of the Township substantially conform to the current zoning of the surrounding municipalities. A portion of the area abutting Readington Township is currently in the industrial land use category. However, due to the location of the South Branch of the Raritan River, the potential conflicts between dissimilar land uses are minimized.

#### County Master Plan

The County Master Plan, entitles “Hunterdon County Growth Management Plan” was last adopted in 1986. Many changes have taken place since the adoption of this plan including the completion of I-78, the Highlands Act, farmland preservation, open space preservation and a significant growth in the County wide population. However, the underlying goals and objectives of that plan are still sound. The Master Plan is generally in conformance with the goals and objectives of this plan.

#### Solid Waste Management Plan

The Master Plan is in compliance with the County Solid Waste Management Plan with the exception of Amendment 16 to the County Solid Waste Management Plan. Amendment 16 to the County Solid Waste Management Plan is objected to by the Township. The facility approved by the County under Amendment 16 is proposed to be located on a roadway network that cannot support the truck traffic necessary to support such a facility.

#### Highlands Act

In 2004 the Highlands Water Protection and Planning Act was signed by the governor. This created an area of 1,250 sq. miles to be protected from development. Although no area of the highlands is within the township, the overall affect of the Highlands Act may have an indirect affect on the development of the Township. Regional restrictions on growth and lack of available land in the Highlands area may ultimately increase demand for property within the Township. The Township should not ignore the Highlands Master Plan simply because it is located outside the area. The township should continue to monitor the draft master plan to review the many implications for the township.

## Circulation Element

### I. Introduction

A comprehensive circulation plan is an important element of any master plan. Increasing government funding programs and regulations impact how we travel, how funds are channeled to highway improvements and how we access highways from properties. The master plan circulation element establishes the municipality's highway network and planning priorities and thus becomes the primary reference for planning the future.



The general intent of the Master Plan is to provide a network of public streets that work in concert with the State highway system serving the Township. The Township's street system has evolved around the highway spines, which generally meet at the circles and old farm roads. The local streets, particularly the collector streets, are intended to provide access within the township and connect to the regional highway system. The collector streets in the Master Plan are distributed throughout the Township so as to provide neighborhood access, capacity and safe circulation. Layout of the street network should take into account the environmental and historical resources of the

township and where possible protect those resources.

### Context

The existing roadway network found in the Township today is sparse. Roads tend to follow the old farm roads from the 1800's with little new through roadway network being added. Development of the roadway network has been characterized by cul-de-sac based residential development. The Flemington Circle has become a major traffic concern with three major state highways converging at one location with no options for alternative routes



### Existing State Highways

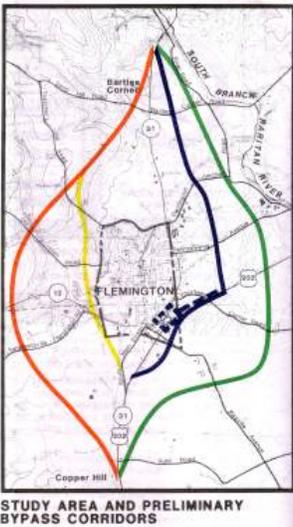
The Township contains 3 state highways. Route 202, Route 31 and Route 12. All these highways intersect at the Flemington Circle. Each highway provides unique and distinct routes for Regional traffic. Route 202 and Route 12 provide access to the limited number of crossing to and from Pennsylvania, while Route 31 provides a north south connector from I-95 to I-78 and beyond. While local traffic contributes to the traffic volumes found on these roads, regional traffic outside of local control is also a major component of the increases in traffic volumes.

One of the most important aspects of this circulation element is the recognition that it is no longer possible to have only the collector and highway system support traffic in the area. All future development must provide for not only the traffic on its site, but must be designed to assist in the overall circulation system of the Township. Prior cul-de-sac and dead end development had forced additional traffic to utilize the existing sparse roadway network. New development must provide additional through traffic interconnections and also provide additional non-automotive transit options.

## II. Route 31 Transportation Plan

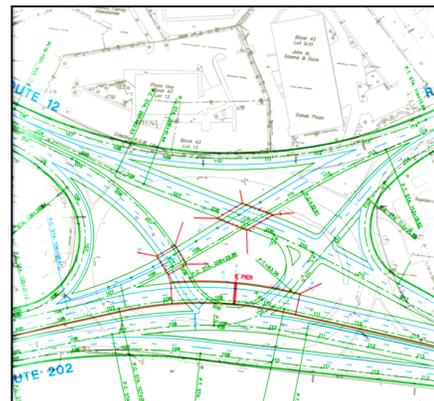
### Route 31 Bypass (Historical Information)

In 1962 the Raritan Township Planning Board adopted a master plan recommending the addition of a road to assist in carrying future traffic for Route 31. This was to provide a bypass of the Flemington Circle and run north south parallel to the existing Route 31. The plan expanded during the 1970's to review a number of routing options through the Flemington/Raritan area.



A review of the initial corridors took place. Possible alignments of the bypass to the west of Flemington were initially considered, but were rejected due to the topography of the area. A far western alignment was reviewed and rejected partially due to the impact on existing development and the South Branch Historic District. A final alignment (shown in blue on the map) was selected. The road was to be a grade separated multi-lane highway. Subsequently the alignment was modified to remove the southern bypass area around the Flemington Circle. This was due to the residential development in the area. The bypass of the Flemington Circle was replaced with substantial improvements to the Circle including flyovers.

This path for the Bypass led to the adoption of the Alignment Preservation Act. The Alignment Preservation Act allowed the NJDOT to preserve the future right of way for the bypass. During the following years approximately 50% of the right of way for the Bypass was purchased. During the late 1990's the name of the project was changed to the Route 31 Congestion Mitigation Project to reflect the fact that the project no longer had a full bypass function.



Around the same time period, the Circle and the Bypass project were separated. The Flemington Circle redesign was moved forward. After agreement from the County, Township and Flemington Borough a final design of the Flemington Circle was selected. This design was to have three elevated structures with all three highways remaining interconnected. At this point the project was ready to enter the design phase.

In 2004 the NJDOT announced that due to funding issues they could no longer afford to build the bypass. The cost prior to the cancellation of the project was between 125 and 150 million dollars. In addition, with agreement from the Township and the Borough, the Flemington Circle project was delayed. The NJDOT, Township, Borough and the County all joined into a cooperative process to develop a new plan that could not only support the future traffic growth of the area, but be better for the Township. The development of the Route 31 Transportation and Land Use Plan began.

### Development of Framework Plan

Recognizing that the Bypass as a grade separated highway could no longer be funded, the NJDOT suggested reviewing alternatives to the original concept of the Bypass. These alternatives would not be limited to the review of a single road, but would include a network of roads, land uses, and open space opportunities. To this end the State, County, Township, Flemington Borough, their professionals, outside consultants, and residents worked in a collaborative process to develop an overall integrated transportation and land use plan for the area, that has culminated in the preparation of this master plan

### **Transportation Model**

As part of the review for the transportation network of the area, the NJDOT contracted for a complete traffic model of the traffic network. Working with local and county professionals, McCormick Taylor developed a traffic model for the area. The results of this model are contained in a Report to the NJDOT entitled “Traffic Analysis Summary Final Report for the NJ Route 31 Integrated Land Use and Transportation Framework Plan” Revised May 2006. The report is made part of the reference material in the official Master Plan file. This traffic model was used as a basis for the various traffic improvements proposed. The study area is a triangle bordered by Route 202 to the South, Route 31 to the North and West and the South Branch of the Raritan River to the east.

The traffic on existing Route 31 consists of 8-10% truck traffic. However, the perception of the amount of truck traffic is much higher largely due to the number of intersections.

The road is heavily traveled with 23,000-24000 ADT (average daily traffic). A current round of intersection improvements have just been completed. Those improvements have taken twice as long as expected and has not been positively received. If the parkway was not be to be built we could expect an increase to 31-35000 ADT by 2025

With the parkway we hope to see at worst maintaining the existing levels of traffic, and at best reducing them substantially. The parkway is hoped to take approximately 12,000-25000 ADT, dependent on the design of the system.



### **Public Participation and Stakeholder Interviews**

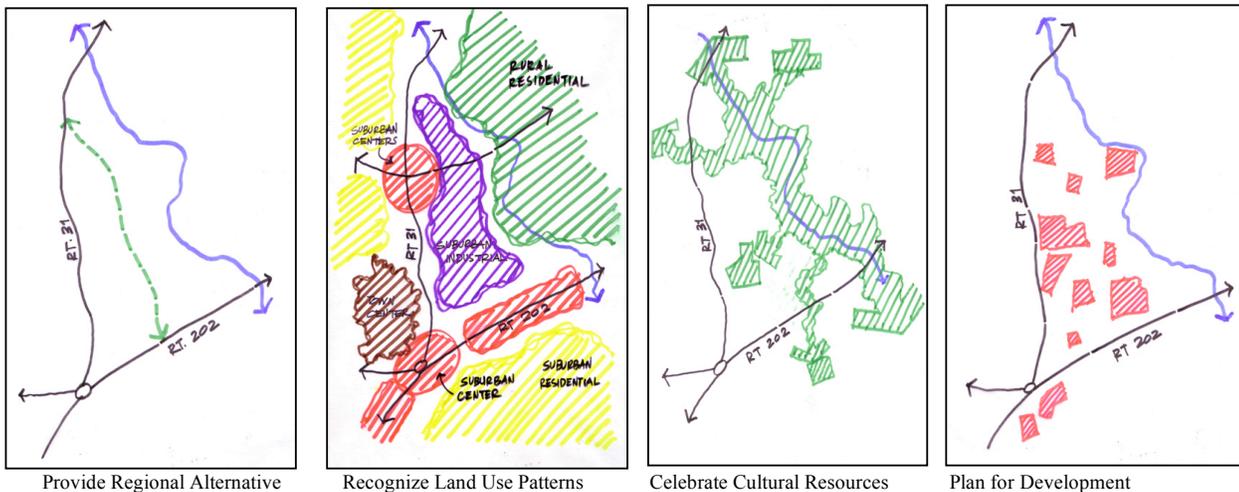
One of the most important aspects of the development of the Route 31 Integrated Transportation and Land Use Plan was the involvement of the community. A number of meetings with community stakeholders, the general public, and the various government officials and professionals were held. Land owners, business owners, community organizations and other stakeholders in the study area were

interviewed. Public workshop meetings and design charrettes were held to bring the community in. It took many meetings and many skilled professionals from the Consultant team, from the NJDOT and the Local governments to bring together these groups. This public outreach not only helped to guide the direction of the plans for the area, but helped to foster a feeling of ownership by the public

## Development Themes

From working with the public, stakeholders, state, county and local officials a number of themes were developed:

- The first was the original and only theme of the bypass project which was to provide a regional alternative
- The second was to recognize the existing land use patterns for the area
- The third to celebrate the cultural and environmental resources
- And finally to plan for the future development of the area.



## Transportation Alternatives

The roadway plan, or framework plan as it became to be known has a number of goals. First is provide a regional alternative to traffic to help to alleviate the strain on Route 31. The second is to eliminate the Circle by removing confluences of three highways. Additional roadways to allow local traffic to have alternatives are included. Options and access for pedestrians and bikeways are also included in the framework plan.

## Framework Plan and the Parkway

The Framework Plan consists of the South Branch Parkway, and a number of smaller supporting roads.

The South Branch Parkway is to run north/south in the general alignment of the old Rt. 31 Bypass. The major difference is that the Parkway will be an at grade roadway. No driveways will be permitted on the Parkway. Only connections to public streets will be permitted. Where cross access is required,

these public streets will intersect at either signalized intersections or roundabouts. In other locations right in right out access will be provided for the streets.

During the process of Alignment Preservation for the Rt. 31 Bypass a 300 ft. wide Right of Way was acquired. The width of this right of way should be continued to permit the development of recreation amenities along the parkway, and also permit the parkway to be located in and around the topography and environmental constraints in the area. The current plan for the parkway is for 1 lane in each direction. The additional right of way will permit the expansion of the parkway to 2 lanes in each direction. In the future if necessary Signage in the area will be an important part of any routing of regional traffic to the parkway and must be closely examined prior to implementation.

A second north south road (Reading Road) is proposed to run parallel to the parkway on the western side in between Rt. 31 and the Parkway. This road is proposed to be constructed after the parkway. The road is primarily for local traffic. The road would not have access limitations. The Planning Board discussed the ultimate viability and purpose of this road. Given that the road would provide the main access to Block 27 which contains limited developable property Reading Road is not shown on the circulation plan. However, the road remains on the Route 31 Transportation and Land Use Plan. Similarly, the Board recommends that the South Branch Parkway's southern terminus be at Rt. 202. The circulation plan reflects this.

Existing Route 31 must be realigned to provide 4 travel lanes with a turning lane provided where possible. The previous intersection improvement provided much of the necessary widening to permit this improvement.

The Framework plan also calls for the ultimate realignment of Route 31 into Church Street. This will allow for the ultimate conversion of the Flemington Circle into a Town Square. However, due to the strain this will place onto the Voorhees Corner Road intersection, this improvement will be one of the last to take place. Careful review of the interim conversion of the Flemington Circle to a roundabout must be done to determine if this final improvement is required,

The remainder of the proposed roadway network would depend upon development of private property. This private property would have to provide a transportation network that provides a positive benefit to the overall circulation plan of the township including possible connections to the parkway at strategic locations.

### III. Roadway Hierarchy

A roadway hierarchy establishes and categorizes the system of streets designed to provide local access. Roadway classifications for residential streets within Raritan Township are classified by the Residential Site Improvement Standards (RSIS). In addition, the County Roads within the Township fall under three classifications either by function or Right-of-Way width.

The County roads are classified as follows:

County Road	Functional Classification	Right-of-Way Width
611 (South Main Street)	Minor Arterial	80-140 ft.
514 (Old York Rd., Amwell Rd.)	Major Collector	80 ft.
613 (Old York Rd., North of Amwell Rd.)	Major Collector	80 ft.
650 (Voorhees Corner Rd.)	Major Collector	80 ft.
523 (Seargentsville Rd., Flemington Junction Rd., and River Rd.)	Major Collector	80 ft.
617 (Thatchers Hill Rd., Klimesville Rd.)	Major Collector	80 ft.
612 (Sand Hill Rd., Bartles Corner Rd.)	Major Collector	80 ft.
579 (Easton-Trenton Tpk.)	Major Collector	80 ft.
600 (Wescott Dr.)	Major Collector	66 ft.
652 (Gauntt Pl.)	Minor Collector	66 ft.

Raritan Township streets are subdivided in residential and non-residential functional classifications. There are three non-residential classifications: Major Collector, Collector, and local access street.

The RSIS includes planning guidelines for establishing daily traffic volumes are provided for residential roads. These guidelines reflect the more subjective issue of quality of life rather than absolute capacity.

For non-residential streets, the volumes should relate to roadway capacity which is dependent on many factors such as terrain, number of lanes, alignment, width, shoulders, sight distance and passing zones. In general, rural two lane non-residential roads can accommodate peak two way volumes of 1,500 vehicles per day. This volume approaches the limit after which traffic flow becomes unstable. At higher volumes, delays occur and traffic flow is sensitive to turning vehicles, curves, and other physical conditions.

The Township's non-residential roadway hierarchy is as follows:

Major Collector: Links significant traffic generators with routes of higher classification. It may also serve as an intra-county corridor. Street standards are a 60 ft. right of way width and a 30 ft. to 40 ft. pavement width.. Major collectors in residential areas can have a 30 ft. pavement width which is widened to 40 ft. at intersections to accommodate turning lanes.

Collector: Generally a two lane roadway which collects residential or employment center based traffic and channels it into major collector and arterial systems. Their secondary function is to provide access. Street standards are a 60 ft. right-of-way with a 30 to 40 ft. pavement width. The pavement width will vary depending on the land use needs and other planning criteria specific to the roadway section under study.

Local access street: The primary function is the provision of access to non-residential lots. Although a lower order street, the maximum Average Daily Traffic (ADT) for a residential street does not apply. Street standards are a 60 ft. right of way and a 30 ft. traveled way width. The travel way may widen at intersections to provide capacity.

For a description of residential access classifications please refer to the N.J.A.C. Title 5, Chapter 21, Residential Site Improvement Standards, adopted January 6<sup>th</sup>, 1997, Revised February 6<sup>th</sup>, 2006.

### III. Township Circulation Plan

#### Proposed Major Collector



The only remaining major Township collector to be proposed is the completion of Autumn Leaf Blvd. At this time of the writing of this section a development application has been submitted that would complete Autumn Leaf Blvd. This street is proposed to extend from the existing Johanna Farms Road northward to Route 12. When completed, the road will provide access from Route 12 to Routes 523, 579 and 202/31 via Johanna Farms and Hampton Corner Roads. The majority of the roadway has already been constructed.

#### Spot Improvements

The spot improvements shown on the circulation plan identify either intersections or between intersection locations which will need attention as the road network matures. They are not prioritized and implementation should be linked to funding, new development and the judgment of Township's professionals.

- Route 202 and Case Blvd: This signalized intersection is one of the higher priorities in the Township since it will provide full access to Route 202 from the areas north and south of Rt. 202. Any significant new development in these areas will further burden the Voorhees Corner Road and the River Road intersections.
- Junction Road and River Road: This intersection is currently proposed for improvement by Hunterdon County.
- River Rd/Bartles Corner Road (Rt. 523): This intersection will also realign the intersection to line up with the existing River Rd. on the northern side of Bartles Corner Road. The County is currently working on this improvement
- Voorhees Corner and Old York Road: Signalization of this intersection compliments Voorhees Corner road as a Major Collector.
- Reaville Road and Wellington Avenue: Wellington Avenue is currently STOP controlled at this intersection. As traffic volumes on Reaville Road increase it will become increasingly more difficult for motorists to find acceptable gaps in the Reaville Road traffic. In addition, the modest crest on Reaville Road west of the intersection complicates decision making. Signalization is proposed.
- Route 523 and Dayton Road: A roundabout at this location would address issues of vehicular and pedestrian safety, while at the same time reducing excess vehicle speeds in front of the municipal building driveway.
- Everitts Road and Route 202/31: Realignment and capacity improvement are proposed.
- Case Blvd., River Road, and Pennsylvania Avenue: Installation of a roundabout is proposed.
- Old York Road, Barley Sheaf Road and Amwell Road: This area is located in the Reaville Historic District. Improvements are necessary to improve the intersection, for pedestrian and bicycle safety, and to reduce vehicle speeds. Traffic calming and similar vehicular speed reductions strategies should be employed along the roads as they enter the Reaville Hamlet. Roundabouts should be considered for the two main intersections. The extension of Barley Sheaf road should be closed to vehicular traffic, but should remain open to pedestrians and bicycles.
- Old York Road and Clover Hill Road: upgrading and improved alignment.
- River Road: As part of the land use element it is proposed the area of River Road in the area of Rockafellow Mills Road be rezoned to encourage recreational and historical redevelopment of the area. To foster this and also recognizing that the opening of the Case Blvd traffic light will shift traffic patterns, it is proposed that River Road between Case Blvd. and Rockafellow Mills Road be closed to through traffic. This will allow the use of this area for recreation and as a pedestrian/bikeway along the River.
- Pennsylvania Avenue upgrade: Additional development that the land use plan envisions in the form of age-restricted residential development and the interconnection with the parkway will require the upgrading of Pennsylvania Avenue in the area from Royal Road to Case Blvd. In addition, the County is currently proposing the relocation of Pennsylvania Avenue to allow the elimination of the Railroad Bridge.
- South Main Street - Route 12 Circle: The South Main Street - Route 12 Circle is a small circle that has five intersecting legs. The circle currently has severe capacity problems and suffers from a high rate of accidents. Current plans are to change the Circle to a roundabout, which would have all traffic yield when entering. Additional improvements would remove the Reaville Avenue cross

over and the Bank driveway. The improvements will also improve pedestrian access through the area.

- Route 12 and Route 523 Circle: This circle is large with four intersecting legs. Its current configuration permits high speeds through the circle and also high entry and exit speeds. Increased traffic from the west will further worsen these problems. Finally, the circle creates a large impediment to pedestrians. This circle should be converted to a roundabout. This will reduce speeds through the intersection and provide increased pedestrian
- Route 202/31 and Reaville Avenue: Although not located in Raritan Township, the intersection serves as a major access to Route 202/31 for many residents. The intersection experiences congestion indicating insufficient capacity. Capacity improvements are needed along with an alternate route to the highway.
- Route 31 Railroad Bridge: A choke point exists on Route 31 at the Railroad Bridge. Interim improvements should be undertaken to add an additional through lane under the existing bridge, with ultimate replacement of the bridge allowing 4 lanes with shoulders to be provided.

#### New Residential and Non-Residential Developments

New developments must provide not only for roadways and driveways, which service their own site, but provide for overall improvements to the circulation of the Township. Through roads and connections to existing and future developments are required. Cul-de-sacs should be used only where necessary.

Pedestrian and bikeway connections should be provided to adjoining roadways and development and interior to the development itself. These connections must be taken into consideration when designing any development, including internal and external linkages to potential trip generators such as schools, bus stops, parks, and other residential and commercial developments. Sidewalks must be provided in all developments.

#### Transportation Improvement District - 1

A Transportation Improvement District has been established in the southeastern portion of the Township. The TID is bounded by Route 202/31, Route 202, Voorhees Corner Road, Clover Hill Road, and County Route 514. The TID was created to establish a fee structure for funding roadway improvements necessary for providing access to an area with significant development potential. An impact fee is established which reflects pro-rata cost sharing between the Township and developers.

#### Traffic Calming

Traffic calming is the application of various improvements designed to regulate speeds, improve safety, and discourage short-cut traffic. Some potential improvements include road closures to divert traffic, road narrowing, installation of roundabouts, and restricting certain vehicular movements or types of vehicles such as large trucks. Traffic calming is primarily used in residential, neighborhoods,

down- towns, and high pedestrian areas. Candidate streets should be identified as the need arises and traffic calming should be considered in conjunction with new subdivisions.

### Commercial Service Driveways

The master plan supports the use of internal service driveways and parking lot interconnections to provide greater means on ingress and egress, to improve and maintain levels of service on surrounding roadways, and to provide for a safer environment surrounding new and existing commercial centers.

One important connection is a service roadway connecting parcels in Raritan Township and Flemington Borough that parallels Route 202 from Reaville Road to Voorhees Corner Road. Another identified connector is between Bartles Corner Road and Minneakoning Road paralleling Route 31 along the rear of the BJ's site and continuing to the Bartles Corner Business Park.

### Hunterdon Medical Center

The Hunterdon Medical Center has expressed concern about the increased traffic on Wescott Drive and the impact on emergency vehicle access to the medical center. Solutions related to restricted access on Wescott Drive are impractical, as it would simply shift the traffic problems to a different location. The master plan recommends the following to help address these issues; completion of the Hospital's rear connection to Newcastle Way, the extension of the BJ's access road to Bartles Corner Road, improvement of the Wescott Drive intersections at both ends, and the placement of additional traffic lanes on Rt. 31.

### Public and Mass Transportation

The Township is not directly serviced by NJ Transit. Service between Clinton and Somerville is provided by NJ Transit on the 884 bus. Connecting service to the Clinton Point Park and Ride can be provided on a demand response basis from the LINK. Commuter Rail service is provided in Whitehouse, Readington Township, and in Clinton Township.

The Township is currently serviced by Trans-Bridge bus line. Direct express service to the Port Authority Buss Terminal New York City is provided. The current park and ride facility is located in Flemington Borough in the back portion of the Liberty Village Outlet parking lot.

In addition, the Township is serviced locally by the County wide public transportation system known as LINK. A fixed route system in the Township and Borough of Flemington know as the Flemington Shuffle operates under weekday service. Schedules are available online at <http://www.ridethelink.com/ShuffleSchedule.pdf>. The Shuffle stops at major residential, commercial, service, and medical sites both on demand and on a fixed schedule. The fare is \$1.00 per day with unlimited boarding.

## Alternate Transportation

### **Pedestrian and Bikeway Improvements**

The Raritan Township Environmental Commission conducted a bike and pedestrian plan study. The study was completed in December of 2006. The Non-Motorized Transportation Network Study and Plan is hereby incorporated at Appendix C.

Based on the Study conducted, a slightly revised pedestrian and bikeway plan has been prepared and incorporated directly into the master plan. The plan shows a number of on and off road bike and pedestrian paths that should be developed in the future. Spot pedestrian improvements are also noted.



### **Car Pools and Ride Sharing**

Given the fact that Raritan Township is located at the confluence of three state highways means that there is a significant opportunity to promote and supports both car pooling and ride sharing. Efforts should be made to encourage the use of underutilized parking lots in the area for ride sharing locations.

## **Recycling Element**

### Introduction

The New Jersey Source Separation and Recycling Act, which was adopted in 1987, and the Municipal Land Use Law require that municipal Master Plans include a recycling plan element. In addition, specific tasks are delegated to both counties and municipalities in order to achieve the State Recycling Plan goals.

The recycling element is intended to provide a plan for the efficient management, containment, processing, and reuse of recyclable materials. The purpose of recycling is to limit the amount of waste going to landfills and increase the reuse materials, which protects the environment, decreases the use of raw materials, and helps to conserve natural resources.

### Implementation

The Township of Raritan administers its own recycling program at the Recycling Center. Residents may drop off recyclables at the Recycling Center Mondays, Wednesdays and Fridays - 7:30 AM to 3:00 PM and Saturdays - 7:30 AM to 12:00 noon). Vehicles entering the Recycling Center must have a residency sticker in order to enter the facility. The Township regulates what can be recycled

Materials that are accepted for recycling include the following:

- Cans
- Cardboard
- Clothing
- Fluorescent Lights
- Glass
- Grass Clippings
- Motor Oil
- Magazines, Catalogs and Junk Mail
- Newspapers
- Christmas Trees
- Leaves
- Tires
- Misc. Metal

In 1992 the Township adopted its mandatory recycling program. This requires the mandatory recycling of materials by all residential, commercial and industrial establishments in the township. The Township site plan standards require the mandatory incorporation of recycling facilities in residential and non-residential developments.

Hunterdon County also has a Solid Waste Management Plan that mandates what materials must be recycled. The County Solid Waste Management Plan recommended the placement of a private recycling facility on River road in the Township. The NJDEP subsequently issued a conditional permit for the operation of that facility. The Township continues to object to the location of the facility due to the traffic, truck routing issues, and environmental issues. The recommendation of this master plan is that the facility be removed from the County Solid Waste Management Plan.

Raritan Township should continue to administer its recycling program and coordinate efforts with Hunterdon County and surrounding Townships to explore new and innovative ways to collect, store, process, and recycle materials. Recycling is an important element in maintaining a clean environment while at the same time conserving resources.

THE FOLLOWING ARE APPENDIXES TO THE MASTER PLAN AND ARE ON FILE IN THE RARITAN TOWNSHIP PLANNING AND ZONING OFFICE

MUNICIPAL STORMWATER MANAGEMENT PLAN (REVISED MAY 27<sup>TH</sup>, 2005)

NATURAL RESOURCES INVENTORY (FEBRUARY 2006)

NON-MOTORIZED TRANSPORTATION NETWORK STUDY AND PLAN (DECEMBER 2006)

HOUSING ELEMENT AND FAIR SHARE PLAN (12/13/05)

ROUTE 31 TRANSPORTATION AND LAND USE PLAN