

## STREET INVENTORY

As Westfield is almost fully developed, its street network is also well established. As a result, major future expansion of the street system is unlikely. Although this situation simplifies the planning task somewhat, it also means that there are fewer options for solving existing traffic concerns. Alternative routes to ease congestion are limited, and street widening and other improvements are difficult to implement because of the disruption of existing development that would result.

Westfield is situated between major regional traffic arteries; Interstate Route 78 and U.S. Route 22 are located to the north, and the Garden State Parkway is located to the south and east. In addition, State Route 28 and several county roads cross through the municipality. Due to the proximity of these roads, Westfield experiences a large amount of through traffic traveling to and from these arterials. When this through traffic is added to the local traffic in Westfield, the result is congestion and overburdening of local streets that were not designed to serve as arterial or collector roadways.

The STREET INVENTORY map indicates the right-of-way widths for selected major streets in Westfield. The width of the right-of-way width limits the ability to provide for additional lanes, on-street parking, shoulders or minor realignment, all of which relate to mobility, a primary function of arterial and collector roads. While most major roadways in Westfield have right-of-way widths of 50 feet or more, a few locations do not. These locations are shown in red on the map; the most notable is Woodland Avenue. The streets shown in red are not the only locations where right-of-way width contributes to congestion. Some of the streets shown in yellow are also congested. Central Avenue is one example.

The TRAFFIC VOLUMES table shows the change in traffic volumes on selected streets between 1964 and 1997. Using average daily traffic (ADT) figures, the most heavily traveled road in Westfield is the northern end of Springfield Avenue. Other heavily traveled streets include Central Avenue, North Avenue, South Avenue, East Broad Street, Mountain Avenue and Rahway Avenue. These streets function as through roads connecting community centers, and also as commuter routes providing access to Route 22, Route 78 and the Garden State Parkway. In several instances, the width of the roads is not designed for the traffic volumes they carry. In addition, all of these roads pass through residential areas. Both of these factors contribute to traffic congestion on these streets. However, street improvements that would lessen congestion are difficult to implement, as they would be highly disruptive of the residential neighborhoods.

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Several other streets in Westfield carry significant volumes of traffic, although less than the above streets. They include Dudley Avenue, Fourth Street, Gallows Hill Road, Lambert's Mill Road, Lawrence Avenue, Sycamore Avenue, West Broad Street and Woodland Avenue. These streets provide access to the heavily traveled roadways described above, but they also serve as bypass routes for the major roadways during peak travel hours by motorists seeking to avoid traffic congestion. As with the major streets discussed above, the road width in several instances is not designed to carry the present traffic volume. Similarly, they also traverse residential areas, limiting the options available to make improvements to reduce congestion.