



South Jersey Transportation Planning Organization

Serving Atlantic, Cape May, Cumberland, and Salem Counties since 1993.

782 South Brewster Road, Unit B6,
Vineland, New Jersey 08361

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION Citizens Advisory Committee

Monday, July 30, 2018 - 6:30 PM
Vineland City Hall - Caucus Room
640 East Wood Street, Vineland, NJ

AGENDA

1. Flag Salute
2. Roll Call
3. Approval of Minutes: April 30, 2018
4. Chairman's Remarks
5. Election of Vice Chair
6. Administrative Items
 - o Discussion of new members
 - o Proposed 2019 meeting schedule
 - o Discussion of CAC questionnaire
 - o Distribution of Citizen's Guide
7. Presentation "Public Involvement Plan (PIP) Update" – Staff, SJTPO (7:00 PM)
8. Open Discussion (7:30 PM)
9. Discussion of topics for future meetings (7:50 PM)
 - o October 29, 2018 (last meeting of 2018) - *Public comment meeting on Final Draft PIP*
 - o First meeting of 2019 (proposed date of Monday, January 28, 2019) – *Topic to be determined using keypad polling*
10. Upcoming SJTPO Meetings (Vineland City Hall)
 - o Technical Advisory Committee – Monday, August 13, 2018; 10:00 AM - *Workshop – New Jersey Land Use and Transit Data Application*
 - o Technical Advisory Committee – Monday, September 10, 2018; 10:00 AM
 - o Policy Board – Monday, September 24, 2018; 10:00 AM
 - o CAC Meeting – Monday, October 29, 2018; 6:30 PM
11. Adjournment (8:00 PM)



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Leonard Desiderio,
Chairman

Benjamin H. Laury, *Vice Chairman*

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Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION Citizens Advisory Committee (Meeting Summary)

Monday, April 30, 2018 - 6:30 PM
Vineland City Hall - Caucus Room
640 East Wood Street, Vineland, NJ

Attendees

Members:

Rodney Guishard, Chair
Tom Garrett
Harry Moore
Nancy Ridgway

Patrick Bomba
John F. Hall
Richard Morton

Also in attendance:

Alan Huff, SJTPO
Jennifer Marandino, SJTPO
Bill Schiavi, SJTPO

Andrew Tracy, SJTPO

Minutes Approval – January 29, 2018 CAC Meeting

On motion by Nancy Ridgway and seconded by Harry Moore, the minutes from January 29, 2018 were approved.

Report from Chair

Rodney Guishard honored the passing of Michael Hajek.

Rodney Guishard and Jennifer Marandino reiterated the circumstances with NJDOT, and how staff from the Department, originally scheduled to present on the organization of NJDOT, were unable to attend. At this time, the topic is not off the table, as Jennifer Marandino continues to reach out to NJDOT. Rodney Guishard went on to discuss how he conversed with Alan Huff, Melissa Melora, and Jennifer Marandino, and together they decided to focus the April meeting topic on current technical studies, rather than cancel the meeting.

Rodney Guishard mentioned that he sat in on the review committee for the Regional Bicycle & Pedestrian Trail Network - Communications & Marketing Plan, and how TransPro, the selected firm, is partnering with the New Jersey Bike and Walk Coalition. Rodney Guishard mentioned the advantage of the Coalition is that hopefully we will have support even after the study is completed.

Current SJTPO Technical Studies – Staff; SJTPO

Alan Huff introduced the presentation topic, and mentioned that SJTPO staff would like to set aside one meeting date each year to present technical studies, thus allowing CAC members to be aware of the Organization's efforts.

Alan Huff went on to discuss that technical studies are consultant-led efforts that are managed by SJTPO, and usually involve pre-project activities, such as data collection and public outreach. Alan Huff then introduced the **six (6) current** technical studies.

The first technical study mentioned was Port of Salem Freight/Rail Intermodal Study, which Bill Schiavi presented, as he is the project manager for the study. Bill Schiavi mentioned how the study came about to identify potential infrastructure improvements that would support better movement and economic improvement at and near the Salem Freight/Rail Corridor. Roads, rail, and the Port were studied and issues were identified. Road issues included better signage promoting alternative routes to the Interstate, alternative truck routes for Downtown Salem, and signal retiming and road geometry reconfiguration at the intersection of West Broadway and Front Street.

Patrick Bomba commented that he understands the use of Griffith Street, as it is ideal for large trucks using Route 49 and heading to the port, but stated that they all too often cause traffic jams at the intersection. Instead, Patrick Bomba remarked that larger trucks should use Broadway, as there is a larger swing radius. Bill Schiavi responded that the selected firm will be sure to consider the matter.

Bill Schiavi went on to discuss rail issues, which center on track conditions and siding. Some of the issues have been partially addressed using TIGER funds, but more work needs to be done. Also, some industrial sites have rail sidings, others do not. Rail siding that these sites will allow for direct access to rail.

Bill Schiavi then mentioned the issues regarding the Port. The issues mentioned included rail access to the Port, upgrades to several port facilities to keep and attract business, and maintaining and possibly deepening the Channel from 16 feet to 21 feet to allow larger ships to enter the Port.

Bill Schiavi concluded by discussing the economic develop opportunities related to the Study. The opportunities discussed include addressing the vacant properties along the rail corridor, considering rail access to other Port properties, reactivating and upgrading the rail yard, building upon recently completed riverfront redevelopment plans by conducting environmental studies and marketing analysis, considering foreign trade and other business opportunities, such as the distribution of sand and soybeans.

Harry Moore asked if the changes to the Port would allow for overseas shipping.

Bill Schiavi responded that farmers have talked about sending products to Purdue in Maryland, and the only international shipping is to Bermuda.

Harry Moore then stated that Bill Schiavi did not mention Carney's Point or the Canmore Site, which each have separate rail and large siding available.

Bill Schiavi responded that next year's study will look into these locations, as its focus is on a regional perspective, not one specific location.

Rodney Guishard asked who would do the dredging for the Port, if necessary.

Bill Schiavi responded that the Army Corps of Engineers would dredge, if they determined that the deeper channel would be adequately used.

Tom Garrett asked if Delaware or Pennsylvania would share the dredging expense.

Bill Schiavi responded that it is a Federal expense.

The second technical study mentioned was the NJ Regional Curve Inventory and Safety Assessment, which Jennifer Marandino presented. DVRPC is leading a technical study that will result in a multi-county regional curve inventory and safety assessment to include DVRPC's New Jersey counties of Burlington, Camden, Gloucester, and Mercer along with the counties of SJTPO including Atlantic, Cape May, Cumberland, and Salem. Jennifer Marandino stated that SJTPO is working collaboratively with DVRPC, as they hold the contract, as well as NJDOT and the Federal Highway Administration –New Jersey Division. Jennifer Marandino went on to explain the two goals of the study – to conduct curve advisory speed evaluations by studying horizontal curves and determining travel advisory speeds consistent with criteria set forth in the 2009 Manual on Uniform Traffic Control Devices (MUTCD), and identifying curves with crash trends using NJDOT-approved criteria to be improved with Federal Highway Safety Improvement Program (HSIP) funds. Jennifer Marandino also noted that Rieker's Curve Advisory Report Service (CARS) will be collecting the data by travelling the roadways twice in each direction.

Richard Morton asked when the travelling of the roadways would take place, specifically day or night. Jennifer Marandino responded that time of day does not play a factor, as technology will be collecting the data, and no one is independently evaluating with his/her eyes.

Rodney Guishard questioned whether we already have ample amount of data that suggests the speed for entering curves.

Jennifer Marandino responded that there is a new mandate related to how speed is calculated, and that change is now triggering a re-evaluation of advisory speeds.

Jennifer Marandino went on to explain another facet of the study, which focuses on systemic roadway departure crashes. Factors that will be studied include the evaluation of crash history, common roadway characteristics, definition of systemic factors, a priority list of curve locations, as well as a list of potential countermeasures.

The third technical study mentioned was the Ocean Drive (CR 621) Upgrades and Bridge Improvements, which Jennifer Marandino presented, as she is the project manager for the study. The study was initiated by Cape May County to conduct Local Concept Development (LCD) services. The technical study began in the Fall of 2017 and is anticipated to finish in the Spring of 2019.

Jennifer Marandino explained that this study is a huge undertaking, as well as one of the most expensive studies managed by the SJTPO, costing over \$1,000,000. Local Concept Development (LCD) services is the first step in the project delivery process, with the remaining steps including Local Preliminary Engineering, Final Design and Right-of-Way Acquisition, and Construction, with each step anticipated to take approximately two years to complete.

Jennifer Marandino went on to explain that the study area consists of three main bridges – Mill Creek, Upper Thorofare, and Middle Thorofare – two of which are Cape May County-owned and one that is Cape May County Bridge Commission-owned. The bridges are classified as either functionally obsolete or structurally deficient, but are safe to travel on, as they are inspected on a regular basis. Furthermore, the Local Concept Development Phase will determine alternative ranges in which to improve the structure and safety of the Ocean Drive Causeway.

Richard Morton asked if it is possible to eliminate two of the three bridges.

Jennifer Marandino responded that no, none of the bridges are going to be abandoned; that is not an alternative for this situation.

Rodney Guishard asked about the safety ratings and what the numbers mean, specifically Middle Thorofare's "Bridge Sufficiency" rating of 7/100.

Jennifer Marandino responded that the bridge is structurally deficient based upon today's standards, and the bridge has also passed its expected service life since it was built in 1939.

Tom Garrett asked if the bridges will be widened to accommodate pedestrians and bicyclists?

Jennifer Marandino responded that this question will be likely be a priority identified during the community involvement/public outreach phase. Jennifer Marandino added that based upon initial conversations the consulting firm is aware that the bridges are used by bicyclists who work in the adjacent restaurant industry.

The fourth technical study mentioned was the Cumberland County Bike/Ped Safety Action Plan, which Alan Huff presented, as he is the project manager for the study. Alan Huff stated that the goal of this data-driven study is to use federal funds through the Highway Safety Improvement Program (HSIP) to better address bicycle and pedestrian safety issues. The idea for the plan was based on a similar study done in the City of Newark, but goes farther by implementing and advancing projects and safety strategies, and will hopefully be feasible to complete in the remaining SJTPO counties.

Tom Garrett asked which locations in the County will advance for HSIP funds.

Alan Huff responded that no locations have been identified at this time. That will be determined by the process.

Rodney Guishard asked how much this study costs to complete.

Alan Huff responded that it is expensive, totaling approximately \$345,000. It is paid for through HSIP funds.

Rodney Guishard asked about the accuracy of crash data. He has seen many bicycle crashes that he assumes have not been reported.

Alan Huff responded that he has a high degree of confidence in the accuracy of the crash data, and that data from serious bicycle crashes has been captured.

The fifth technical study mentioned was the Regional Signal Timing Initiative, which Andrew Tracy presented, as he is the project manager for the study. Andrew Tracy explained that the FHWA recommends the re-timing of traffic signals every two to three years, as traffic patterns change. The process is said to be a low-cost method of improving congestion and safety. This specific initiative builds upon prior data collection efforts from FY 2016 and 2017, and will optimize a total of 38 signals – 6 in Atlantic County, 13 in Cumberland County, and 19 in Cape May County.

John Hall asked why no signals in Salem County were being re-timed.

Andrew Tracy responded that SJTPO reached out to Salem County but they do not have many traffic signals, and they could not identify any County-owned signals that they would re-time.

Rodney Guishard asked what process was used to identify the signals that are to be re-timed.

Andrew Tracy responded that the signals had to already have modern traffic signal controller equipment.

The sixth technical study mentioned was the Automated Pavement Condition Data Collection, which Andrew Tracy presented, as he is the project manager for the study. Andrew Tracy explained that this is a pilot effort to conduct an automated method where the roadway is scanned at speed, which may be more cost-effective. The FHWA encourages the automated effort, as it encourages "pavement preservation" methods. Andrew Tracy went on to explain that the consulting firm, Michael Baker International owns the vehicle with the technology, known as Laser Crack Measurement System. The data was collected on 260 miles of municipal roads in Vineland.

Alan Huff introduced the **seven (7) upcoming** technical studies.

The first upcoming technical study mentioned was the Regional Pavement Condition Data Collection, which Andrew Tracy presented, as he will be the project manager for the study. Andrew Tracy stated that if the

pilot study succeeds and if funding is in place, in the next year SJTPO hopes to conduct a region-wide pavement data collection of the 1,463 miles of county roadways.

The second upcoming technical study mentioned was the Program Support Data Collection, which Andrew Tracy presented, as he will be the project manager for the study. Andrew Tracy noted that the traffic data collection for the counties may include, but are not limited to traffic counts, intersection counts, asset inventories, and freight movement data. Andrew Tracy mentioned that the scope for the study has not been established; however, the funding has been programed into the UPWP.

The third upcoming technical study mentioned was the Professional and Technical Services Study, which Andrew Tracy presented on behalf of David Heller, who will be the project manager for the study. Andrew Tracy stated that this study is done periodically for the purposes of air quality emissions inventory. This study will develop SJTPO's portions of emissions estimates needed by both the New Jersey Department of Environmental Protection (NJDEP) and the United States Environmental Protection Agency (USEPA). For this study, the NJDEP is conducting Statewide emissions inventory and needs all three MPOs in the State to contribute their share to the inventory. Andrew Tracy went on to explain that the study will also collect data for the national emissions inventory, which is required by the USEPA.

The fourth upcoming technical study mentioned was the SJTPO Regional Freight Plan Development Study, which Bill Schiavi presented, as he will be the project manager for the study. Bill Schiavi noted that NJDOT recently completed a Statewide Freight Plan, which had a heavy focus on North Jersey due to its major freight activity, as well as the State network. From this Plan, SJTPO recognized the need for its own study to assess priorities in the SJTPO region, and from this study the State Plan can be amended to included elements from SJTPO's study.

The fifth upcoming technical study mentioned was the Regional Bicycle and Pedestrian Trail Network Communications and Marketing Plan, which Alan Huff presented, as he will be the project manager for the study. Alan Huff mentioned that the Plan is modeled from the Circuit Trails running through the DVRPC region. The Organization is partnering with the Rails-To-Trails Conservancy, and will kick the project off in June of 2018. The effort will establish a brand, identify audiences, opportunities, and challenges, establish SJTPO's aspirational trail network, among other things.

The sixth upcoming technical study mentioned was the Regional Roundabout Feasibility Assessment, which Alan Huff presented, as he will be the project manager for the study. Alan Huff stated that 30% of fatal and serious injury crashes occur at intersections in New Jersey - that is two times higher than the national rate. Roundabouts have been shown to drastically reduce severe crashes at intersections. For the assessment, a consultant will help identify high crash areas and in those areas, ten would be selected for possible roundabouts. The effort would include educating the public, gaining stakeholder support, among other things.

[Update: due to limited staff resources, this effort will be postponed, likely for one year.]

Nancy Ridgway remarked that she went through three roundabouts while in Maryland. She also stated that they have a calming effect and she sees no problem with them.

Harry Moore stated that Gloucester County constructed two roundabouts, and they have been received by the public very well.

Rodney Guishard asked if Mayflex Circle (Airport Circle) at the Atlantic City Airport was a candidate for a roundabout.

Jennifer Marandino responded that Mayflex Circle was a large traffic circle and roundabouts are much narrower, so a roundabout was not feasible.

The seventh upcoming technical study mentioned was the Regional Sidewalk Inventory, which Alan Huff also presented, as he will be the project manager for the study. Alan Huff mentioned that the goal of this study is to improve the quality of TAP and Safe Routes projects, by focusing on filling in network gaps. The study will include State, county, and municipal facilities, the presence and gaps in sidewalks, accessibility of curb ramps, as well as crosswalk presence. SJTPO also hopes to work alongside DVRPC and NJTPA.

[Update: The funding source identified to advance this effort was made unavailable for this effort by NJDOT. SJTPO will continue to seek funding for this effort or seek to advance a scaled-back effort internally. This effort will be delayed as a result]

Three internal efforts were mentioned. Alan noted that one effort is to update the 2010 Public Involvement Plan (PIP), which is to be completed by Melissa Melora. Jennifer Marandino then mentioned an increased emphasis on linking performance to planning. Andrew Tracy mentioned the update to the Congestion Management Process, the federally required activities for all MPOs. Included in the update is a broad, regionwide congestion screening to identify congested locations.

Rodney Guishard asked for clarification on the Performance Based Planning effort.

Andrew Tracy responded that the Federal government wants SJTPO to start keeping track of the performances of various aspects of the transportation infrastructure in a quantifiable way so they can track from year to year if things are getting better.

Alan Huff stated an increased effort on incorporating safety into all projects. Alan Huff noted that crash statistics in New Jersey are too high and continue to rise. The Local Safety Program, funded through HSIP funds, can only fund a limited number of projects. Through discussions with NJDOT, the SJTPO has realized that safety needs to factor into all funded projects. High Crash locations determined by Network Screening lists must now be reviewed to determine safety issues, and proven countermeasures should be considered. Low-cost countermeasures will be considered, such as reduced travel lanes, rumble strips, and signage improvements, as they can be more easily implemented.

Alan Huff mentioned the topic of bicycle and pedestrian priority areas. Alan Huff stated that this is how SJTPO can implement Complete Streets into our work. To do so, SJTPO will map elements of where bicyclists and pedestrians are located or should be located to a greater degree, such as schools, bus stops, parks, and community centers. These elements will then be used to establish priority areas. Thus, when projects are proposed in these areas, they will address these modes as well.

As a final part of the presentation, Alan Huff asked the CAC members, what the SJTPO should look at in the future.

Rodney Guishard suggested that SJTPO make the tools they use, such as the roadway surface scanner, available on the local level.

Tom Garrett mentioned that the SJTPO website is hard to navigate and that it is not conducive to conveniently providing feedback and advocates for a more user-friendly platform.

Nancy Ridgway commented that she lives in a rural area with many traffic signals. She suggests that at night, some signals, where traffic volumes are low, should turn into flashing red or yellow signals, so people do not waste time or gas. A study to look at opportunities to do this across the region should be considered.

Richard Morton commented that there is a need to study bicycle and pedestrian access for parks across the region.

Harry Moore asked if SJTPO could make a list of best practices or checklist for municipalities to use as a guide when redoing highways or implementing complete streets.

Upcoming SJTPO Meetings

- **Technical Advisory Committee** Monday, May 7, 2018; 10:00 AM
- **Policy Board** Monday, May 21, 2018; 10:00 AM
- **CAC Meeting** Monday, July 30, 2018; 6:30 PM (Public Involvement Plan)

Adjournment

The meeting was adjourned at approximately 8:30 PM.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**PROPOSED SCHEDULE OF
CITIZENS ADVISORY COMMITTEE MEETINGS**

FOR 2019

Monday, January 28, 2019 – 6:30 PM (**Reorganization Meeting**)

Monday, April 29, 2019 – 6:30 PM

Monday, July 29, 2019 – 6:30 PM

Monday, September 30, 2019 – 6:30 PM

Meeting Location To Be Determined