



**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

www.sjtpo.org
(856) 794-1941
(856) 794-2549 (fax)

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Citizens Advisory Committee**

Tuesday, May 30, 2017 - 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: March 30, 2017
4. Chairman's Remarks
5. Presentation "SJTPO's Traffic Safety Education Program"- Bob Clarke, Wayne Shelton; SJTPO (6:40 PM)
6. Open Discussion (7:20 PM)
7. Upcoming SJTPO Meetings (Vineland City Hall)
 - Technical Advisory Committee Monday, July 10, 2017 10:00 AM
 - Policy Board Monday, July 24, 2017, 10:00 AM
 - CAC Meeting and TIP Public Meeting, Tuesday, July 31, 2017 time TBD
8. Adjournment (7:45 PM)



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dheller@sjtpo.org

Date: 5/23/2017

To: CAC members

From: David Heller, CAC Secretary

C: Jennifer Marandino, SJTPO Executive Director

Re: 5/30/17 CAC Meeting Topic: Traffic Safety Education Program

SJTPO's Traffic Safety Education Program is a unique element for a Metropolitan Planning Organization and SJTPO's program has been nationally recognized. Led by Wayne Shelton and Bob Clarke, two retired police officers with a collective 55 years of experience, the programs are delivered to a wide array of audiences, ranging from elementary school to adult across the region. Topics range from the physics of car crashes, seatbelt safety, school bus safety, distracted driving, safely interacting with semi-trucks, information for parents of new drivers, child passenger seat safety, vehicle safety for seniors, and more. Many of the principles taught in these programs are transferable to all roadway users and can easily be modified for any target audience.

For the May 30 meeting, Wayne and Bob will be presenting an overview of their programs to the CAC. I think their presentation will be educational as roadway users, as well as interesting and entertaining, and would hopefully entice you to want to spread the word about these programs to your networks in community groups, schools, and to your family and friends. Wayne and Bob are always looking for groups and schools to present to and would appreciate help in getting these programs out into your community.

SJTPO's unique safety outreach complements our infrastructure improvements. Together, each of us can do our part to help lead to a reduction in serious injuries and fatalities for the region. Education is a highly effective way that SJTPO impacts safety. Of everything that we do as transportation and safety professionals, I don't know of any impact and outcome more profound.

Information about the programs offered are available at www.sjtpo.org/education. Additionally, you may find this video to be impactful and answers the question of how we achieve zero deaths on our roadway <https://youtu.be/mb8lomjKTQs>; we all play a critical role.

Thank you.



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

Thursday, March 30, 2017 - 6:30 PM
Vineland City Hall - Caucus Room
640 East Wood Street, Vineland, NJ

Attendees

Members:

Rodney Guishard, CAC Chairperson
Jacqueline Amado-Belton (via phone)
John F. Hall
Richard Morton
Harry Moore

Michael Hajek, Jr., CAC Vice-Chairperson
Tom Garrett
Linda DuBois
Nancy Ridgway

Also in attendance:

David Heller, SJTPO
Jennifer Marandino, SJTPO
Patrick Farley, Cross-County Connection

Alan Huff, SJTPO
Kathie Hicks, City of Vineland

Minutes Approval – January 30, 2017 CAC Meeting

John F. Hall was listed twice. With the correction, the minutes were approved.

Report from Chair

RG stated that communicating the CAC recommendations to the Policy Board was a continuing source of frustration for him. RG noted that the by-laws state that we brief them once a year.¹ NR suggested that the Policy Board get a copy of the minutes. DH noted that they currently do not get a copy, but they are available upon request. RG further noted that Patrick Farley from Cross County Connection briefed the Township of Hamilton's Green Team a few months ago, and as a result, the Township is in the process of adopting a "Complete Streets" policy.

¹ The CAC By-laws indicates the TAC and CAC may choose to meet annually to discuss coordination and resolve mutual concerns regarding the role of the CAC and its effectiveness.

Presentation-“Complete Streets”: Patrick Farley, Cross County Connection

Patrick Farley introduced himself and the Cross-County Connection (CCC). The CCC is the Transportation Management Association for the entirety of South Jersey, from Bordentown to Cape May. TMA's are tasked with coming up with solutions to relieve congestion and improve the environment and air quality. CCC works with employers to encourage carpooling, and provide commuter benefit programs. CCC works with local governments to help encourage alternative transportation choices (to the single-occupancy vehicle), including public transit, biking and walking. Complete Streets encompasses all of these efforts. CCC helps educate municipalities about Complete Streets, and subsequently helps them draft and implement a Complete Streets policy. TMAs are nonprofit organizations that are funded by FHWA and the State. RG asked if the TMA's are required. PF noted that they are not required. JM noted that there is a regulation that (at least the TMA functions) exist.² CCC has about 12 employees. In North Jersey, each county has their own TMA.

PF presented a Powerpoint presentation— “Complete Streets in South Jersey.” (attached). Every county in the SJTPO region has at least one jurisdiction within them (if not they themselves) that has a Complete Streets Policy. In Salem County, Woodstown has a Complete Streets Policy. He noted that municipalities get an extra point on grant (NJDOT Local Aid) applications if they adopt a Complete Streets policy. Many of these grant programs help to fund infrastructure (e.g. bike lanes, sidewalks, street improvements, etc.). JM noted that there are a variety of grant programs, only two of which the MPOs jointly administer (Safe Routes to School (SRTS) and Transportation Alternatives Program (TAP)). Both programs are very competitive and often oversubscribed. RG asked how many points in total there are. AH noted that there are 25 points total for SRTS and TAP. PF/AH recommended that municipalities that have not had success in getting these grants should contact Local Aid and see why they were not selected. AH noted that the funds are allocated by MPO and each municipality competes against municipalities within its region (vs entire state).

TG asked if big studies were required for resurfacing projects or putting in sharrows. PF noted it depends on the street and the engineer. JM said it depends on context.

Presentation “The City of Vineland’s Experience with Complete Streets:” Kathie Hicks, City of Vineland

Kathie Hicks began her presentation noting that Vineland adopted a Complete Streets policy because of its Green Team. One of the City's first projects, the bike lanes on Wood and Elmer Streets, was negatively received by the community. The public felt it was a waste of money. There was also criticism on the design. The bike lane is on the left on each of these streets because it is the passenger side of the parked cars, leading to less door swings, as most vehicles in this area are single-occupant vehicles (SOVs). The City has incorporated Complete Streets principles in their land use ordinances and redevelopment plans. KH cited the improvements at the Shop-Rite (West Landis Avenue), new bicycle racks at the new Wendy's (Main Road) and the new VA Clinic (Landis Avenue).

KH cited efforts related to a road diet on Chestnut Avenue working with SJTPO, which resulted in a lot of pushback from the public, as well as the City Council. KH advocated for trying to get out in front of a

² There is a Federal requirement for Transportation Management Areas (TMAs), of which SJTPO is one, but these are different from Transportation Management Associations, such as CCC. An email explaining this in more detail was sent to CAC members on March 31, 2017.

project; getting public buy-in long before efforts begin. She said the City tried to do that with the Landis Avenue resurfacing project, which was done in part to make it more pedestrian-friendly. The new design has bump-outs, mid-block crosswalks, and other pedestrian-friendly improvements. The public didn't like the bump-outs, and the Vineland Main Street Association didn't like the loss of parking spaces. Complete Streets is a lot of common sense, in accommodating all users, but when you are making a lot of dramatic changes, getting public buy-in before moving forward is critical.

RG asked if these changes can be quantified, e.g., via simulation. It was noted that SJTPO did a simulation for the Chestnut Avenue Road Diet, which showed no impact on congestion. AH indicated the Highway Safety Manual has crash modification factors that can be used to quantify impacts of safety improvements. AH noted that a road diet has almost no impact on congestion, but massive impact on safety, which seems counterintuitive. KH noted that unlike bike lanes or similar improvements, there has been a lot of public buy-in vis-à-vis sidewalks; mostly because there was a fatality on Main Road. JM also added that outside of the City Council, there was not a champion for the Chestnut Road Diet project, which was a big downfall.

RG asked how the CAC members can infuse this thinking into their respective communities, noting that members can arrange for presentations.

Open Discussion

AH led the open discussion, providing a brief presentation (attached). The presentation spoke to the SJTPO role and experience with Complete Streets. AH discussed SJTPO's desire to move Complete Streets from a goal in the regional transportation plan into action items. AH noted how WILMAPCO advances Complete Streets through identification of Alternate Mode Priority Areas with a number of various data resources. The discussion continued, noting that SJTPO is collecting several key pieces of data that will give SJTPO the opportunity to create a similar list of priority areas as WILMAPCO, allowing SJTPO to begin conversations with our subregional partners. The presentation slides ended with AH commenting on how SJTPO and the CAC can advance Complete Streets, leading into questioning the CAC members what they think.

JAB noted that Pleasantville has had success with enacting and implementing Complete Streets projects. They adopted a Complete Streets Policy in November 2011, and developed a Plan. The City's policy is focused around their bus hub, as well as a \$54 M city center mixed use redevelopment project. Specific elements include sidewalks and curbs around the development, as well pedestrian safety improvements, and LED lighting on their bike path. Over the years, the City has received over \$2 M to implement these initiatives. Pleasantville also put in a bike lane that closed a small street, which, although unpopular, remained closed to keep traffic off it as it is a walking route for children. The City also has done some Safe Routes to School projects.

The discussion concluded with CAC members offering comments on what they can do related to Complete Streets. See last page of AH presentation, attached. RG noted that it was important to have the support of the planning directors on SJTPO's Technical Advisory Committee. RG asked members to think about additional items that they could add to this list. JM noted that this is not the end of the conversation; it is only the beginning. CAC members should feel free to forward additional items to DH.

Discussion of topics for: July 31, 2017 meeting

RG noted that he is on a senior advisory committee and transportation always comes up. A lot of times there is public transportation available, but people don't know about it. RG stated that we need to figure out the best way of getting the word out to people as far as what services are available. RG also cited the bus shelter policy as a concern. Shelters are difficult to get; and involve lots of maintenance responsibilities, etc.

DH noted that the TIP would be the topic for the May 30 meeting, as it coincides with the release of the next TIP. The TIP is a biannual product, last released in FY 2016. The next one (for FY 2018) will be adopted in July 2017. JM clarified that the TIP does not discuss the VMT (as it relates to funding allocations), but it does include all the proposed projects in the region, both locally and State-led.

RM noted that the public notice in the local newspapers did not indicate the location of the CAC meetings.³

Upcoming SJTPO Meetings (Vineland City Hall)

- Technical Advisory Committee Monday, May 8, 2017 10:00 AM
- Policy Board Monday, May 22, 2017, 10:00 AM
- CAC Meeting Tuesday, May 30, 2017, 6:30 PM
topic Transportation Improvement Program (TIP)

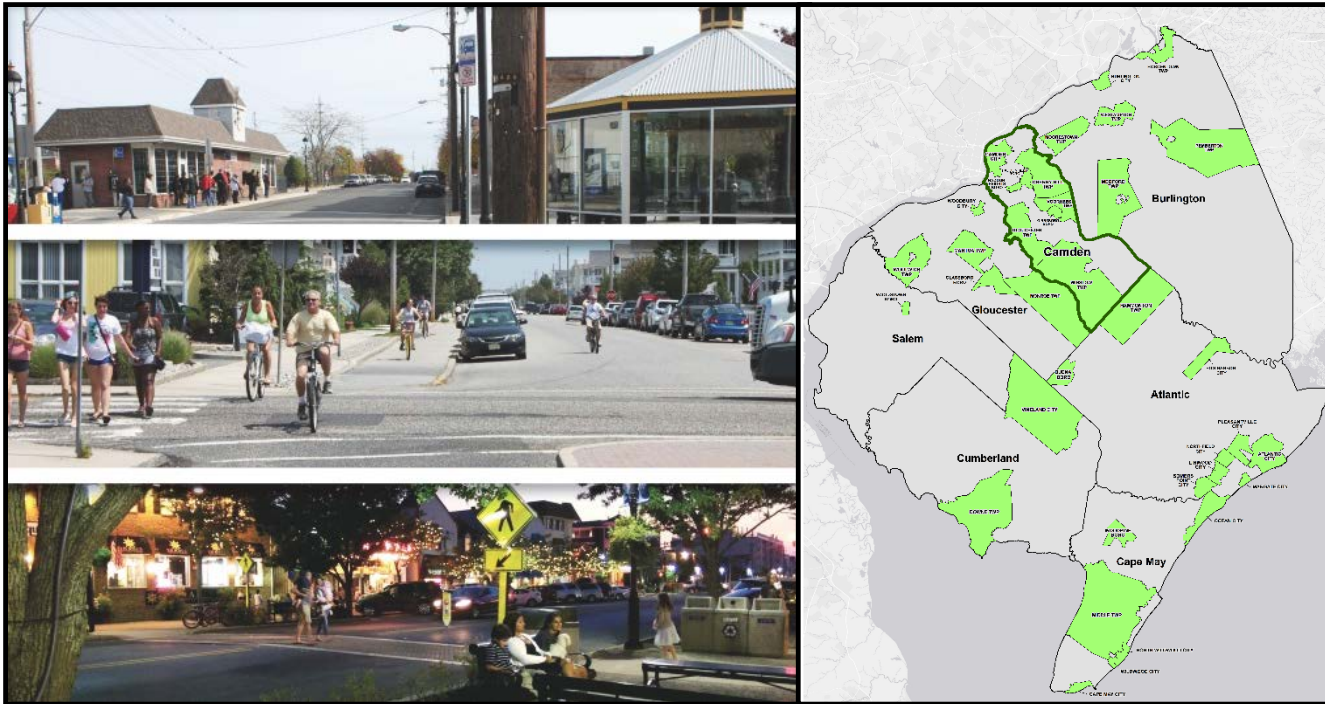
Adjournment

The meeting was adjourned at approximately 8:20 PM.

³ This was confirmed following the meeting to be true. The date, time, and location of all CAC meetings are noted on the SJTPO website at: http://sjtpo.org/committees/#cac_upcoming.



Complete Streets In South Jersey



Patrick Farley, AICP, PP
Cross County Connection TMA
Sr. Land Use & Transportation Planner
farley@driveless.com
856-596-8228

South Jersey Transportation Planning Organization
Citizen's Advisory Committee Meeting
March 30, 2017



What is Complete Streets?

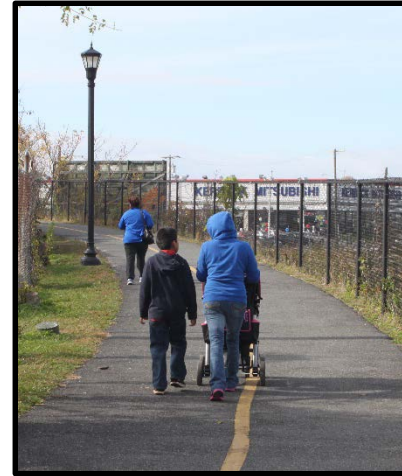
- Complete Streets is the concept and practice of balancing the needs of **ALL** roadway users in transportation projects.
- Primary mechanism - The Complete Streets Policy

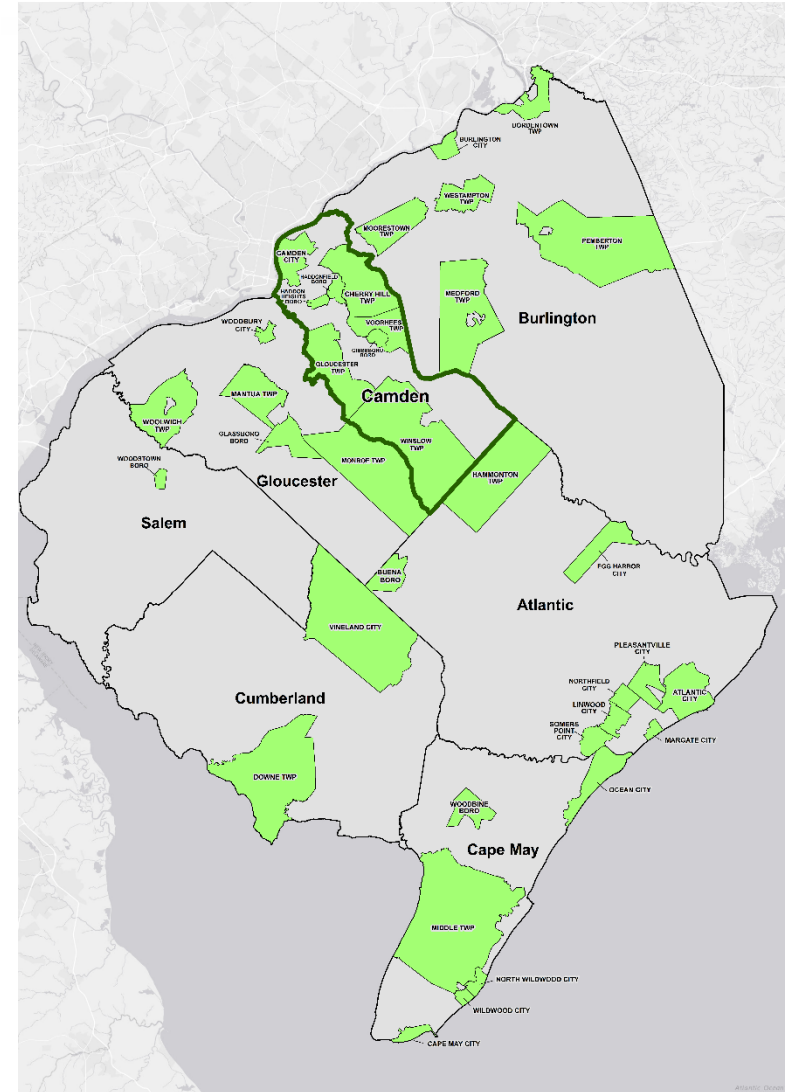




Who are **ALL** road users?

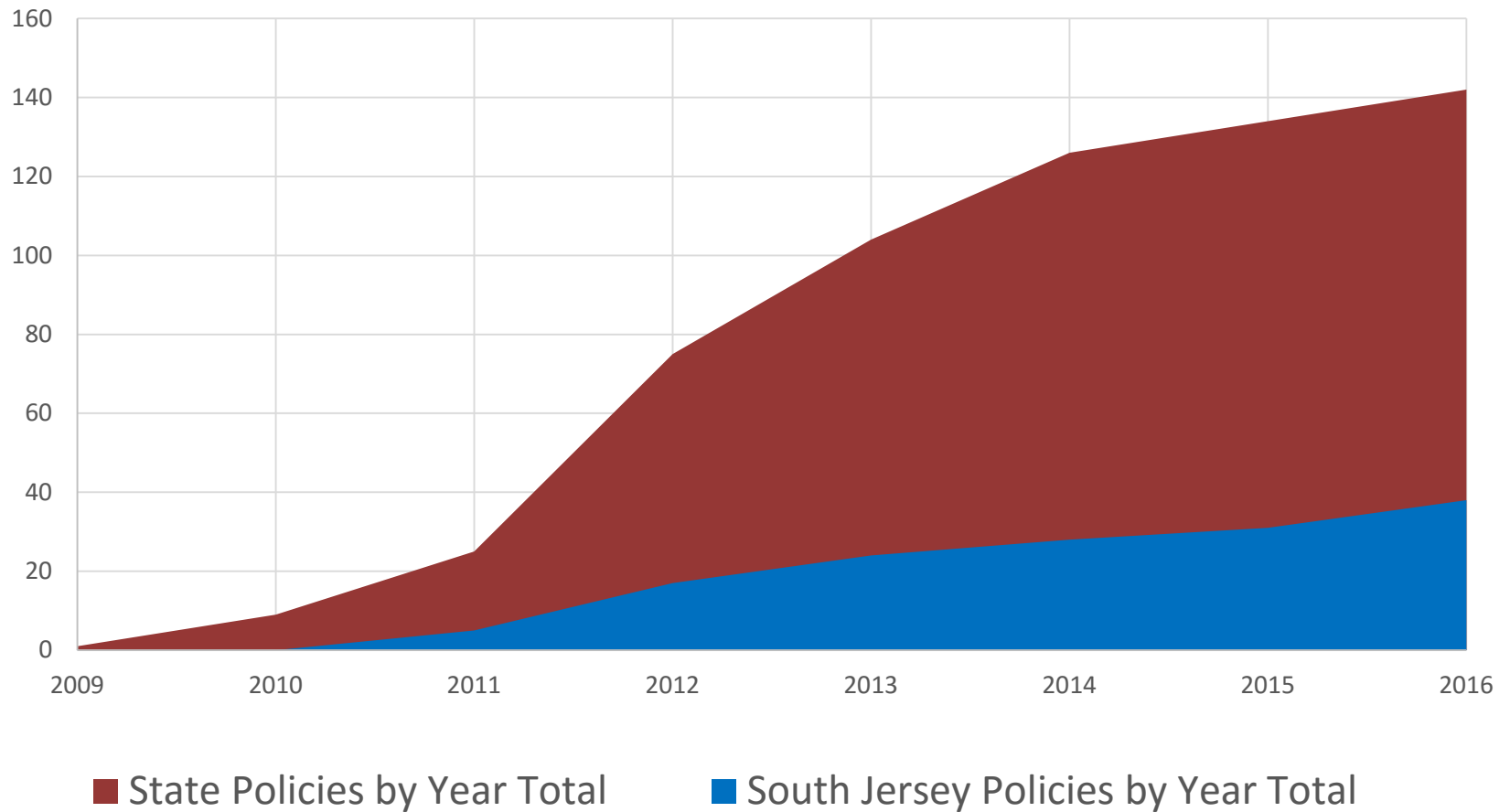
- Who are all road users?
 - Not just bikes and pedestrians
 - Persons with disabilities
 - Transit
 - Children and seniors
 - Whoever is using your community's streets







Growth of Complete Streets in NJ 2009-2016





Why Complete Streets?

- Health
 - Encourages more frequent physical activity
 - Improves air quality
- Safety
 - Pedestrian fatalities accounted for 31% of all traffic fatalities in NJ (2015), 2x the national average
- Efficiency
 - Provide a wider range of mode choices
- Economic Development
 - Active transportation contributed \$497.46 million to the New Jersey economy in 2011, 8x the \$63 million invested in infrastructure
 - Univ. Cincinnati Study – properties within 1000 ft. of a bike trail avg. \$9,000 more than comparable listings
- Equity
 - Access for all, even those who do not drive
 - Seniors can “Age in Place”
- General quality of life
 - People like this stuff!





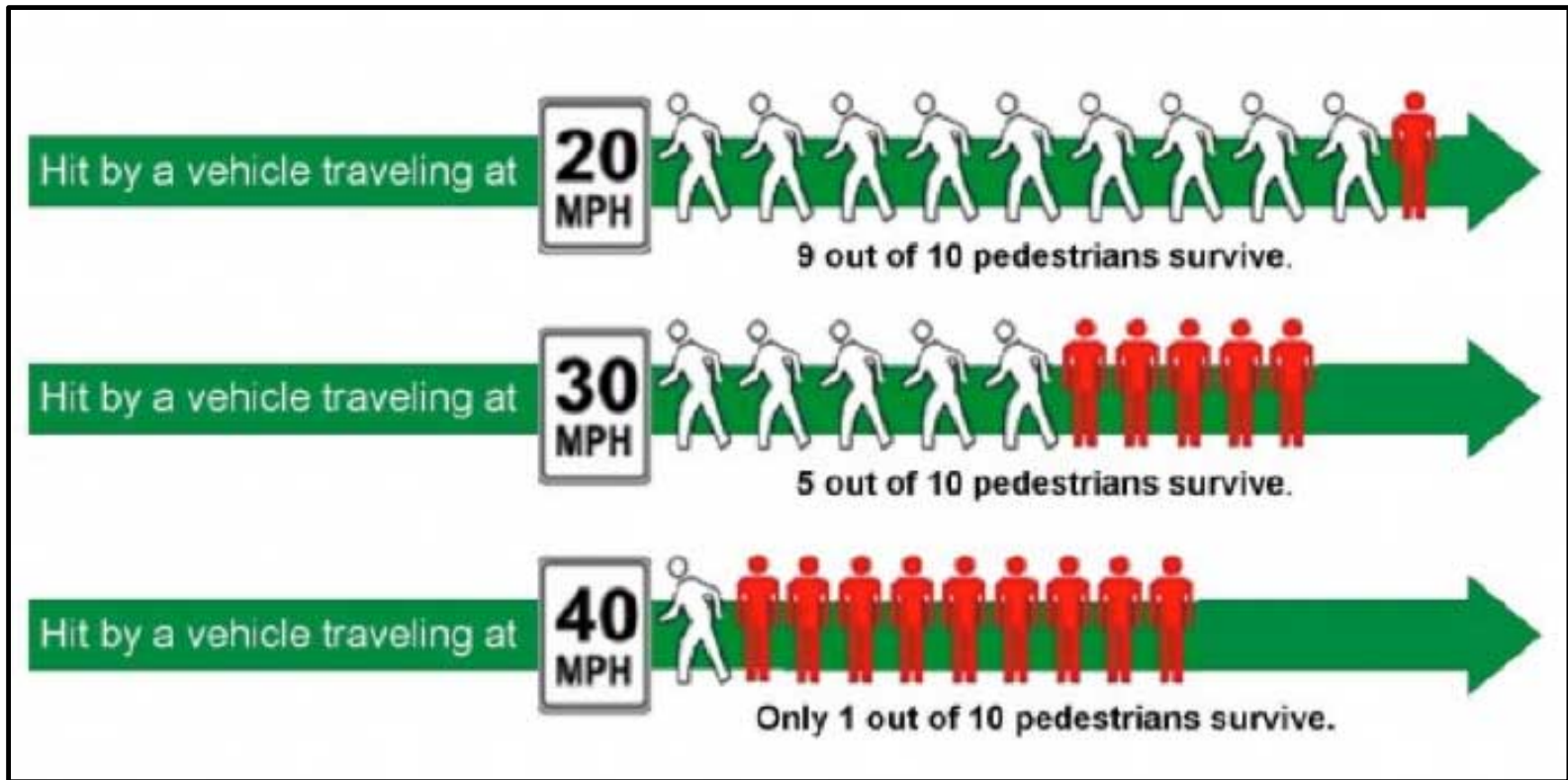
Complete Streets Elements

- Not a mandate for bike lanes everywhere
- Context is key
 - What suits your community
 - Not always big projects
 - Keep vehicle speeds in check
 - When in doubt, can travel lanes be narrowed?
- Don't miss the easy opportunities
- ADA compliance comes first





Vehicle Speed is Key



Source: Bike Pittsburgh

Yield Streets

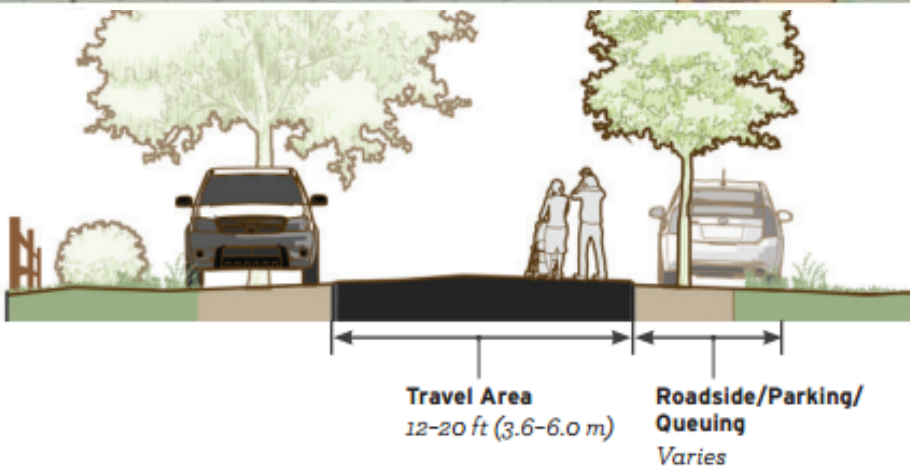
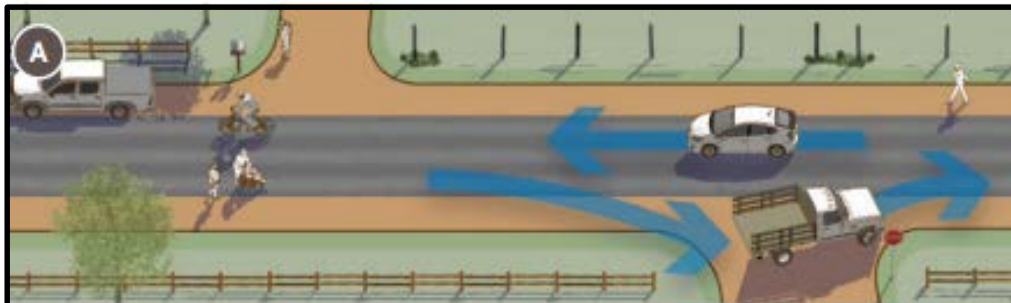
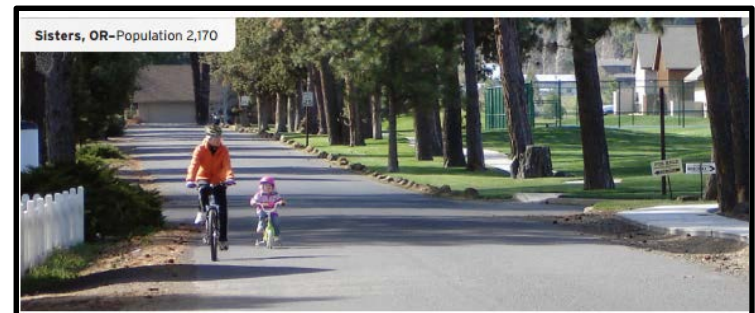


Figure 2-1. When vehicles travelling in opposite directions meet, the two vehicles may not have enough room to pass within the travel area. One vehicle may need to pull into a parking lane, pull-out, or driveway area to let the other pass.





Traffic Calming – Curb Extensions



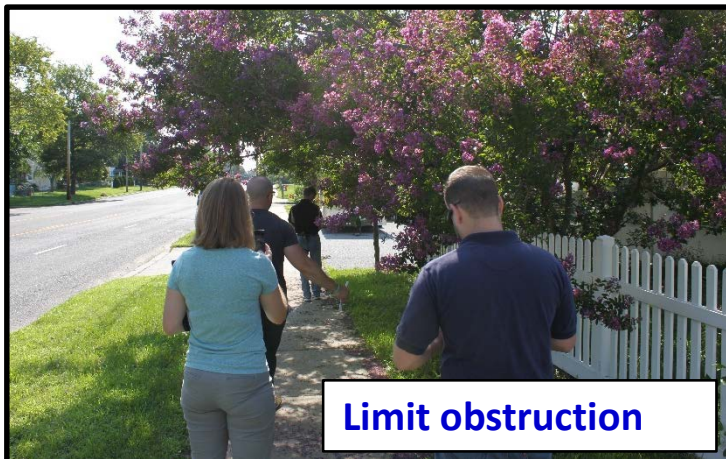
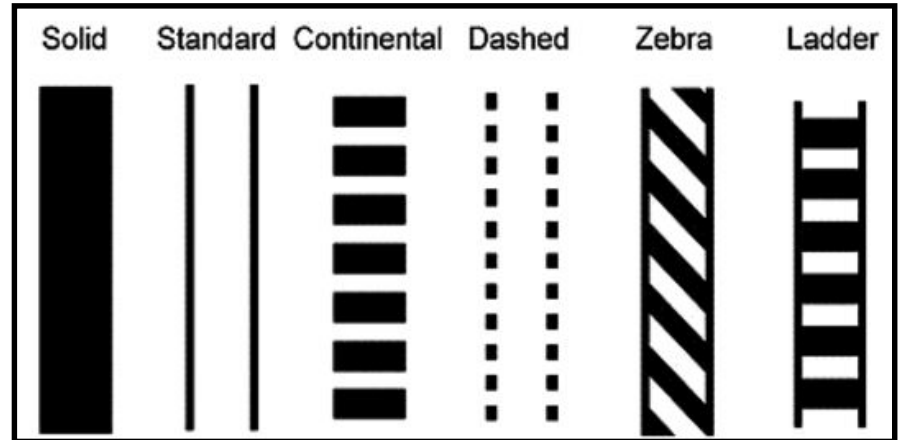


Traffic Calming - Vertical





Pedestrian Accommodations





Sidewalk Alternatives





Bikeways

Shared lane



Protected bike lane



Bike lane



Multi-use path





Supportive Programming/ Infrastructure

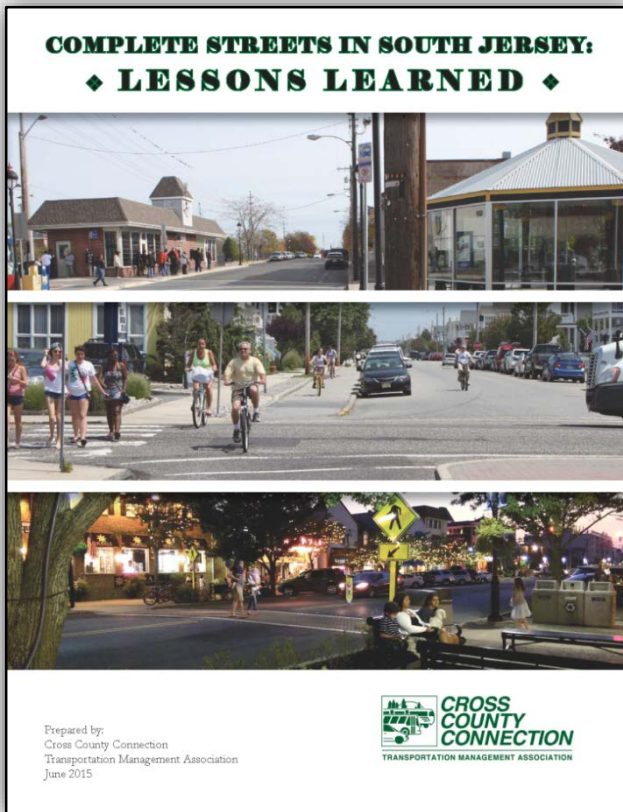




Complete Streets: Lesson Learned in South Jersey (2015)

Study Goals:

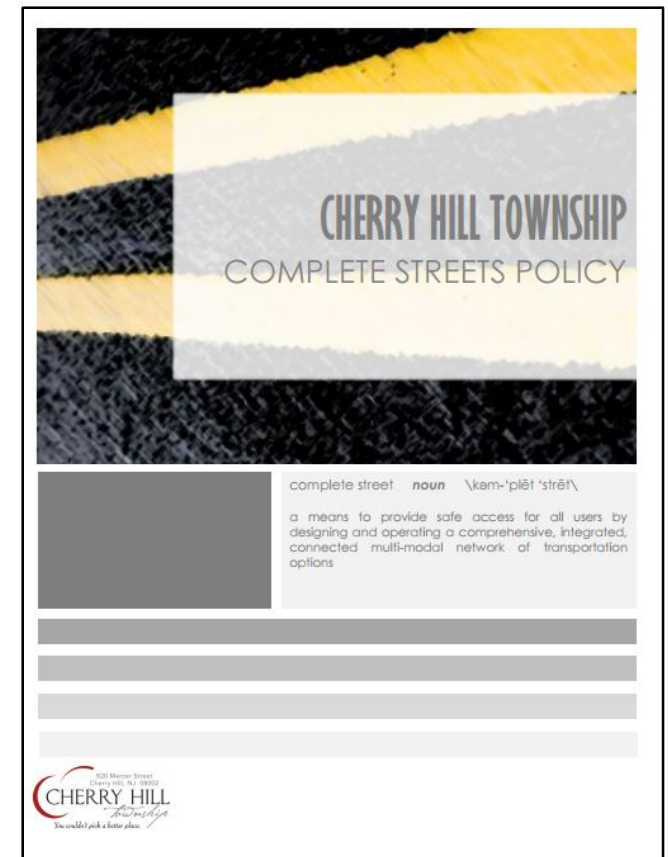
- To identify and highlight local best practices
- Identify common themes
- To provide resources for those either considering or currently implementing a Complete Streets policy





Have a Written Implementation Plan

- Spell out the basic steps of the implementation process
- Create a Team
- Make Complete Streets implementation routine
- Cost effective





Use a Project Review Checklist

- Ensures process is
 - Routine
 - Clear
 - Consistent

NJDOT Complete Streets Checklist

PRELIMINARY ENGINEERING CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
<i>Bicyclist, Pedestrian, and Transit Accommodations</i>	Does the proposed project design include accommodations for bicyclists? Examples include (but are not limited to): Bicycle facilities: bicycle path; bicycle lane; bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities; bicycle safe inlet grates Bicycle amenities: Call boxes (for trail or bridge projects); drinking fountains (also for trail projects); secure long term bicycle parking (e.g., for commuters and residents); and secure short term bicycle parking.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Does the proposed project design address accommodations for pedestrians? Examples include (but are not limited to): Pedestrian facilities: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



Incorporate Complete Streets into Planning Docs and Development Ordinances

- Master Plan
 - Circulation element
 - Land use element
- Development Review and Approval Process
 - Site Review
 - Redevelopment plans

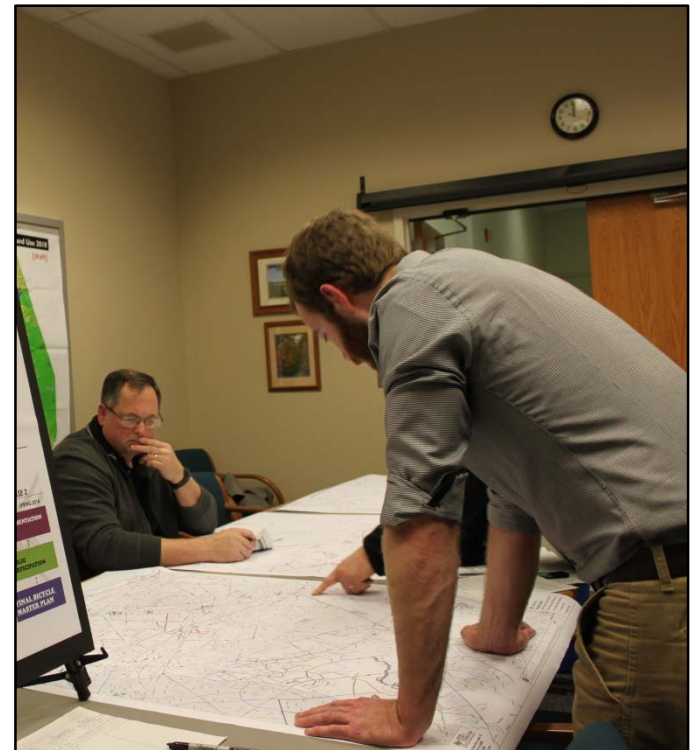


Vineland, Cumberland County



Spell Out Your Project Review and Exemption Process

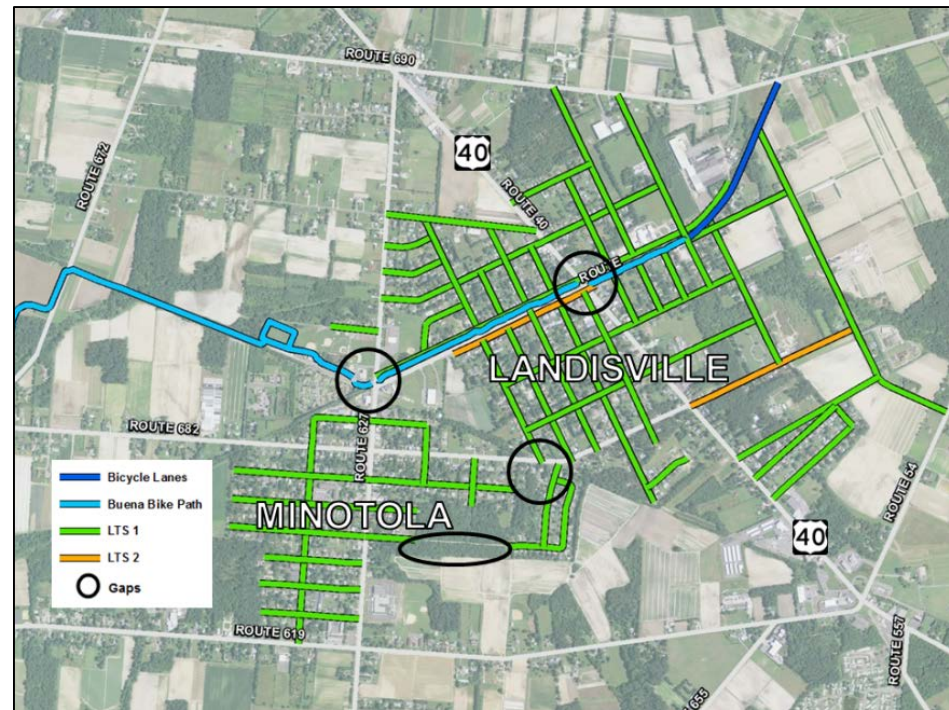
- Create a review committee
 - Could involve a citizen member
- Appoint a staff member familiar with the policy goals and process to oversee review
- Define exempt projects and ensure they are justified





Planning is an Asset

- Planning works as an effective guide
- Works in tandem with a Complete Streets Policy
 - To either implement the plan or implement the policy



Buena Borough, Atlantic County



Partnerships are Valuable

- Leverage shared resources
- Identify every opportunity
- Overcome jurisdictional barriers



Cherry Hill Township, Camden County



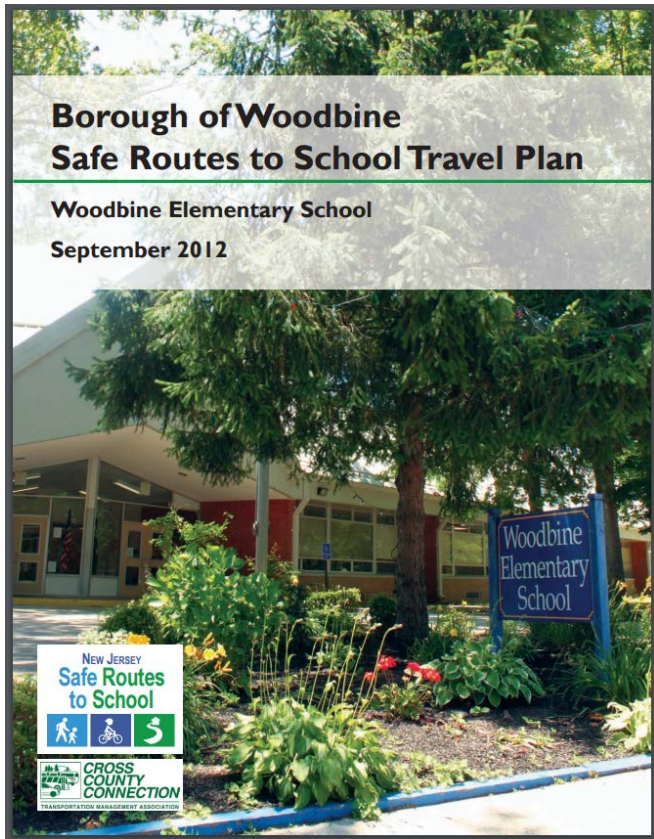
Measure Your Success!

- Track plan implementation
- Measure miles of new sidewalks, bikeways, etc.
- Track bicycle and pedestrian crashes
- Measure impacts to community Health
- Apply to recognition Programs
 - Sustainable Jersey
 - League of American Bicyclists





Complete Streets Locally - Woodbine



Streetscaping improvements on Dehirsch Avenue



Flashing pedestrian crossing sign on Dehirsch Avenue





Complete Streets Locally – Ocean City



<https://youtu.be/u-vZFzLLP5c>



**CROSS
COUNTY
CONNECTION**

TRANSPORTATION MANAGEMENT ASSOCIATION



PLEASE CONTACT US! WE CAN HELP

Visit:

driveless.com/transportationplanning

856-596-8228

farley@driveless.com

Thank You!

SJTPO



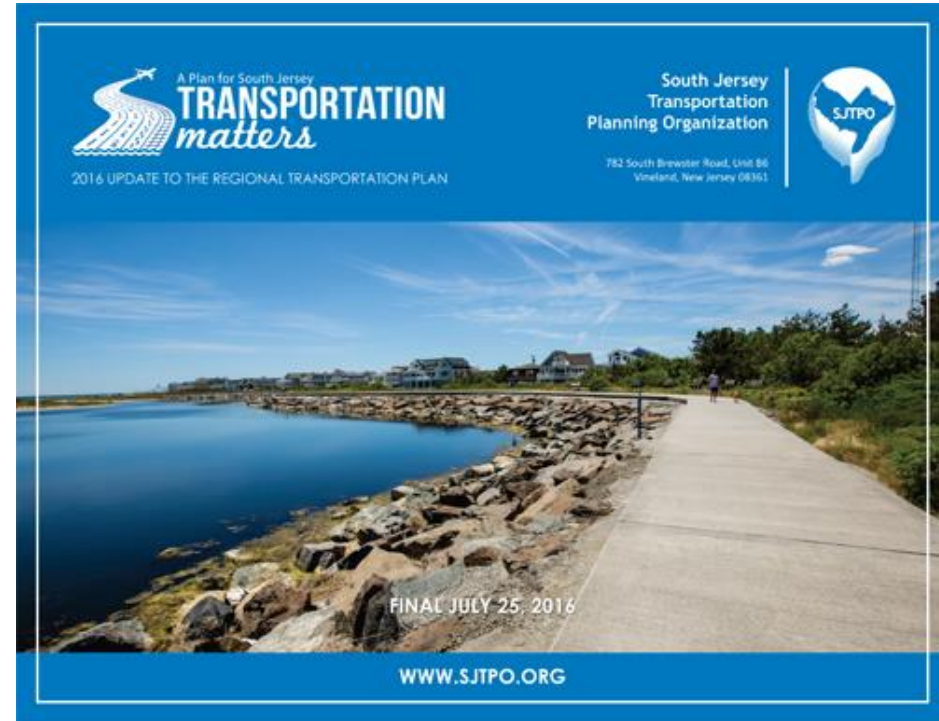
COMPLETE STREETS

Complete Streets in the SJTPO Region

Citizen Advisory Committee
Thursday, March 30, 2017

SJTPO Process: It All Starts With the Plan

- Regional Transportation Plan (*Transportation Matters*)
 - Establishes “big picture” vision, supporting goals, and strategies
 - **SJTPO added Complete Streets in the 2016 Plan**



Complete Streets in *Transportation Matters*

- **Goal 1:** *“Promote accessibility and mobility for the movement of people and goods”*

Strategy 1.A: *“Evaluate all transportation projects that receive funding through the SJTPO process for their inclusion of complete streets elements, including bicycle, pedestrian, and transit accommodation.”*

- This is SJTPO’s written commitment to advance Complete Streets

Complete Streets: From Plan to Implementation

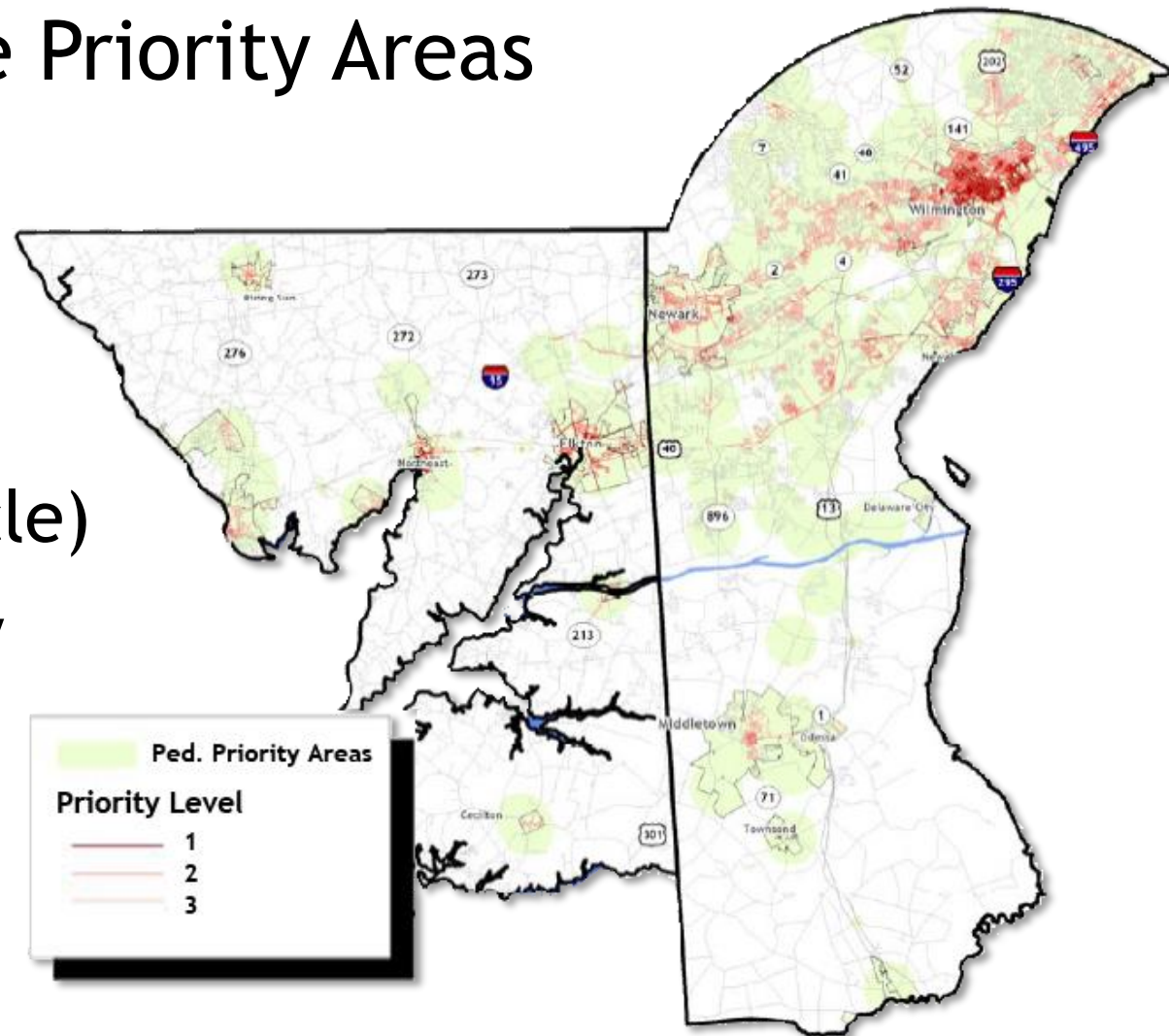
- SJTPO Staff implement the Plan, with guidance from:
 - SJTPO Policy Board
 - Technical Advisory Committee
 - Citizens Advisory Committee
- CAC interest has moved SJTPO staff to draft actions to implement Complete Streets language from the Plan

Complete Streets: Policy vs. Action

- MPOs do not own roadways
- NJTPA (North Jersey) and DVRPC (Metro Philly) do not have a policy
 - Evaluate projects without a formal policy
 - Their project selection is more competition than ours
- WILMAPCO (Wilmington Area) does have a policy
 - Implemented through “Priority Areas”
 - Used as an initial screening of TIP project locations
 - Does not require highly competitive project selection

How WILMAPCO Advances Complete Streets

- Identify Alternate Mode Priority Areas
 - Schools
 - Transit stops
 - Density
 - Low Income (Zero Vehicle)
 - Proximity to community assets (community, centers, libraries, etc.)



SJTPO



COMPLETE
STREETS

How WILMAPCO Advances Complete Streets

- Identify Alternate Mode Priority Areas

- Schools
- Transit stops
- Density
- Low Income
- Proximity to
assets (community,
centers, libraries, etc.)

We are collecting this data now
“Ladders of Opportunity”
(Complete in June 2017)



SJTPO



**COMPLETE
STREETS**

How SJTPO Can Advance Complete Streets

- **Primary Focus:** Encourage inclusion of Complete Streets elements in SJTPO-funded projects (TIP)
 - Leverage data from *Ladders of Opportunity* and other sources to create priority areas
 - Conversations with subregional partners (roadway owners)

How You Can Advance Complete Streets

- As citizens, you can bring Complete Streets into your communities
 - Start a conversation with local planners/engineers
 - Ask about Complete Streets at public meetings

What do you think?

What SJTPO Can Do

- Need support of TAC directors
- Booth at NJ Conference of Mayors to promote CS (usually held last week of April)
- Present at Salem County municipal government meeting (Held monthly-Oldmans Township will host in November/December)
- Do better job of educating and informing citizens about these types of projects

What Citizens Can Do

- Bring to Town Hall meetings
- Find out chain of command within each township; form group that will be able to bring it up to higher level
- Post this and other presentations on SJTPO website. (Already done for previous presentations.) More beneficial if words accompany slides.
- Speak with Vineland Main Street Association (promote and educate about bike projects)
- Public needs to be better informed—Complete Streets policy should provide public with rules, codes, laws, of control of land and roadways with respect to redevelopment