



Date: Friday, November 5, 2021

To: Recipients

Re: Regional Trail Network – Feasibility Survey, Cape May County
Questions and Answers

Q1. Is the map on page 9 meant to indicate the limitations of where route options may follow? May a route pass outside of the shaded box on the map?

A1. The map shown on page 9 of the RFP is only meant to provide context on the area in question and highlight the two points meant to be connected with this trail. The objective is to connect between the dashed line to the south (left), which represents Cape May County trails that are currently underway with the solid line to the north (right), which represents the new Garden State Parkway bridge. All reasonable route options shall be explored by the consultant.

Q2. Is there a more definitive conceptual route in addition to the mapping in the RFP where the off-road trail is anticipated to follow?

A2. A definite conceptual route is not defined at this time. The purpose of this technical study is for the selected firm(s) to identify routing options, explore the feasibility of those options, and present a preferred option with which to proceed. During the kick-off meeting, Cape May County, Upper Township, and SJTPO will meet with the selected firm(s) and will share all available knowledge. However, it will incumbent upon the firm(s) to take local knowledge, as well as other data, and public feedback, as described in the RFP, to establish a preferred routing.

Q3. Is it anticipated that any portions of an existing railroad right-of-way will be utilized for the trail?

A3. Rail, utility, and roadway right-of-way, as well as other land, including public, private, etc. should all be explored by the firm(s) to determine the best possible route for the Cape May County trail.

Q4. Can existing roadway right-of-ways be considered for locations of the trail if there is a sufficient buffer between the existing road and the trail

A4. It is possible that existing roadway rights-of-way can be considered. The main objective of this technical study is to connect the two points, mentioned in A1 and in the RFP, with an off-road trail. A side path, that is properly designed can accomplish the objective given the right context. It should be noted that an appropriate width would need to be maintained, the proposed trail cannot splinter off into a bike lane and/or sidewalk; all potential conflicts would need to be considered in routing. For example, an adequately wide side path, running along the curb line of the roadway (no buffer) or intersecting with numerous busy driveways would not be an appropriate facility for this context. The proposed trail must be designed so that an average family would feel comfortable on the facility with their children.



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Q5. RFP II.B.Task 2.3.c. – Please confirm this task is indented to identify “areas” of high sensitivity for wildlife and vegetation, but is not indented to be a detailed inventory of individual species at this first stage of area study.

A5. Identification only of areas is not the intent. As described in II.B.Task 2.3.c. firm(s) are asked to identify and map any species of concern, sensitive habitat areas, and/or the existence of any aggressive, weedy species or major invasive plants and to detail any wildlife that may be harmful to trail users and any possible negative impact the construction of a trail may have on wildlife habitat. SJTPO recently engaged a firm to conduct a similar feasibility study for the Atlantic County Bikeway West corridor. As part of that effort, the consultant will utilize the Natural Features Inventory from NJDEP’s Bureau of GIS Open Data, NJDEP Landscape Mapping and the USFWS Information for Planning and Consultation (IPaC) online system, as well as windshield surveying. This effort shall conduct a similar investigation.