

Appendix E. Summary of Significant Public Comments and Responses

Public Comment Period: Wednesday, July 5, 2023, to Sunday, August 20, 2023

Public Comment Period Extension: Through Sunday, September 10, 2023

Hybrid Public Meeting: Wednesday, July 19, 2023, from 6:00 PM to 7:00 PM

A public comment period was held for the Draft FFY 2024-2033 TIP, Transportation Conformity Determination, Regional Transportation Plan (RTP), and Public Involvement Plan (PIP). Documents were available for public review and comment on Wednesday, July 5, 2023, with comments received through Sunday, August 20, 2023. Collectively, the documents serve as the backbone of SJTPO's planning process, focusing on slightly different aspects. With the approval of the bi-annual TIP being the reason for the edits to the other planning documents, the public was able to view, download the document, and provide comments on any documents directly from the SJTPO TIP webpage.

During this period, members of the public could submit comments for the Draft Statewide TIP, also known as the STIP. The STIP includes the transportation projects from the SJTPO region and projects from the two additional New Jersey MPOs – the Delaware Valley Regional Planning Commission (DVRPC) and the North Jersey Transportation Planning Authority (NJTPA). The STIP was made available on the TIP webpage (www.sjtpo.org/TIP).

SJTPO hosted a public meeting on Wednesday, July 19, 2023, from 6:00 PM to 7:00 PM. Participants were invited to attend the public meeting in person at Vineland City Hall or virtually via SJTPO's GoToMeeting platform. The public meeting and comment period were advertised in The Press of Atlantic City, The Daily Journal, South Jersey Times, via email notice to SJTPO's General Information list, and through SJTPO's social media platforms.

In addition to the opportunity to comment at the public meeting, comments on any of the above-mentioned documents were welcomed via fax (856-794-2549), direct message on Facebook (www.facebook.com/SJTPO) or Twitter (www.twitter.com/SJTPO), email (TIP@sjtpo.org), online comment form located toward the bottom of the TIP webpage (www.sjtpo.org/TIP), or mail (782 South Brewster Road, Unit B6, Vineland, NJ 08361).

An extension to the comment period for the Draft FFY 2024-2033 TIP and RTP was completed as SJTPO added two sections to highlight projects in the SJTPO region as well as amended project descriptions, included amended additional resources allocated to the region, added two glossary definitions, and amended expenditure and resource tables (Tables 1-13). Additionally, following the award of the Safe Streets and Roads for All (SS4A) Grant to the City of Vineland, the *Chestnut*

Avenue Safety Improvements and Rehabilitation project was added to the RTP and TIP after the initial public comment period release, resulting in the public comment period extension.

[Update: August 28 2023] SJTPO amended the Draft TIP to add a *Study and Development* section to showcase four projects that NJDOT is leading in the SJTPO region, including *Route 47, Bridge over Grassy Sound, Route 49, Buckshutem Road, Intersection Improvements (CR 670), Route 54, Bridge over Penny Pot Stream, and Route 55 SB, Bridge over Route 49*. In addition, a *Major Projects* section was added to follow federal regulation, including six Major Projects from the last TIP FFY 2022-31 and an update for all fifteen Major Projects to their current status.

Appendix B, Page 24, Table 12: Projects Utilizing Federal CMAQ Funds, the *Roosevelt Boulevard/34th Street Advanced Traffic Signal* project has been removed from the project list, and the *Cape May County Microtransit Feasibility Study* has been added. In addition, *Table 12: Projects Utilizing Federal CMAQ Funds* has been amended to *Table 12: Projects Utilizing Federal CMAQ and CRP Funds*, any projects before FFY 2024 have been removed, and the Glossary definition was added for the Carbon Reduction Program (CRP). The milepost (MP) limits for *DBNUM S2112 Quaker Neck Road (CR 657)* and *DBNUM S1903 Griffith Street/ Grant Street (CR 657)* have been updated to support the requested funding in each geographical area.

NJDOT provided revisions to the *Draft STIP*, including the *Section II* financial tables to include *Table 13, Federal Full Funding Grant Agreements/ Equipment Lease Payment, NJT*. Minor changes have been made to *Table 1, Table 2, Table 3, Table 6, Table 9, and Table 10*.

SJTPO collaborated with NJDOT to reach an amicable resolution whereby NJDOT provided a two percent annual increase in the *STBGP-B50K200K, STBGP-B5K50K, and STBGP-L5K* fund type beginning in FFY 2024. The *DBNUM S044, SJTPO, Future Projects* has been updated to reflect the additional resources provided to the SJTPO region.

DBNUM S2401 Chestnut Avenue Safety Improvements and Rehabilitation was added to the TIP following the award of the Safe Streets and Roads for All (SS4A) Grant to the City of Vineland. The project is funded through a combination of federal resources, including a Congressional Earmark and the USDOT SS4A Grant. The Glossary definition was added for the SS4A Program.

The following comments were received during the Public Comment Period. The TIP document was updated to reflect any changes that were necessary as a result of the comment, as needed.

1. **COMMENT:** DBNUM S2306, DBNUM S2310, DBNUM S2301, DBNUM S2315, DBNUM S2316, DBNUM S2317, DBNUM S2303, DBNUM S2311, DBNUM S2305, DBNUM S2307, DBNUM S2318, DBNUM S2312, DBNUM 15370, DBNUM 196A5, DBNUM 15340, DBNUM S2308, DBNUM S2313, DBNUM S2319, DBNUM S2309, DBNUM S2314, DBNUM S2302, DBNUM 22352, DBNUM 22355, DBNUM 22350, DBNUM 23314, DBNUM 22353, DBNUM 22319, DBNUM S2319, DBNUM 23313, DBNUM 23315, DBNUM 19332, and DBNUM T53G do not have project descriptions in Section II, Section III, and Section IV.

RESPONSE: SJTPO: The Structured Query Language (SQL) has been remedied to include all the missing descriptions, as listed.

2. **COMMENT:** Is it your intent to have NJDOT projects in your regional highway section?

RESPONSE: SJTPO: The Section II Report includes Regional Highway Projects and Programs and NJDOT Major Projects, defined as a project over \$10M in the SJTPO region.

3. **COMMENT:** FHWA commends SJTPO on the priority project section, showing the relationship of projects towards goals and performance measures.

RESPONSE: SJTPO: Thank you for commending SJTPO on the priority project section, which details projects' relationship to goals and performance measures. The SJTPO Project Evaluation Process, as a part of the Regional Transportation Plan, allows SJTPO to assess the quality of the projects and provide feedback to actively encourage improvements to projects to better align with regional, state, and federal guidelines and priorities.

4. **COMMENT:** Additional scope clarification to the description should be provided for DBNUM S2305, Pacific Avenue, Massachusetts Avenue to New Hampshire Avenue, “the pavement has excessive roughness, rutting, and potholes that could result in safety problems.”

RESPONSE: Atlantic City amended the project description for DBNUM S2305, Pacific Avenue, Massachusetts Avenue to New Hampshire Avenue, to “the pavement has excessive roughness, rutting, and potholes that could result in safety problems. Pacific Avenue is a major road that connects the Southeast Inlet with various casinos, hotels, and commercial areas. Significant development is planned for the Southeast Inlet. Proposed improvements will include milling and overlay of the existing road, spot base repairs if needed, and signage and striping for pedestrian and vehicular safety.”

5. **COMMENT:** Additional scope clarification to the description should be made to clarify “[...] could result in safety problems,” for DBNUM S2115, Tennessee Avenue, Atlantic Avenue to Pacific Avenue.

RESPONSE: Atlantic City amended the project description for DBNUM S2115, Tennessee Avenue, Atlantic Avenue to Pacific Avenue, to “the pavement has excessive roughness, rutting, potholes that could result in safety problems. The road is a major road to the "Orange Loop" Redevelopment Area, which supports many new businesses and housing developments. Proposed improvements will include milling and overlay of the existing road, spot base repairs if needed, and signage and striping for pedestrian and vehicular safety.”

6. **COMMENT:** Consideration should be made to amend the use of "mixed race" to multiethnic, multiracial, multicultural, or diverse within the description associated with DBNUM S2314, Townbank Road (CR 648), Clubhouse Drive to Bayshore Road (CR 603).

RESPONSE: Cape May County amended the project description for DBNUM S2314, Townbank Road (CR 648), Clubhouse Drive to Bayshore Road (CR 603), to “Townbank Road (CR) 648 is an urban collector consisting of (2) 12' wide thru lanes and shoulder areas. The project will consist of 2" milling and paving the road surface, installation of targeted drainage improvements, construction of new curbs, new ADA access ramps and gutter where required by grade. Traffic calming measures will be installed, including the installation of RRFBs and lane markings for speed awareness. The township may entertain allowing the speed to be reduced to 25mph by statute, permitting the use of LSVs. The final cross-section will consist of (2) 11' wide lanes, (2) 5' wide bike lanes, and a buffer area adjacent to the lane of 4' in width. Townbank Road services residential dwellings, a church, and a fire station and provides a direct connection for the North Cape May area residents to the Delaware Bay. The project will accommodate bike traffic that currently travels along the corridor to reach the business district of Bayshore Road to the east and the beach of the Delaware Bay to the west. Townbank Road provides tourist access to the businesses, and the Cape May Beach section of the township primarily consists of second homes. The demographics of the population fronting Townbank Road include multicultural/multiethnic individuals. Many of the residents are of low to moderate income, and as a result, the roadway services both vehicular, bicycle, and pedestrian traffic.”

7. **COMMENT:** Additional scope clarification to the description should be provided for DBNUM S1403, Cumberland County Federal Road Program, “Mill & Overlay of various roadways throughout the county within the existing right-of-way.”

RESPONSE: Cumberland County amended the project description for DBNUM S1403, Cumberland County Federal Road Program, to “Milling of existing roadways and installation of new asphalt overlays with associated drainage structure and pipe replacements, beam guiderail system upgrades and traffic signal refurbishments where needed. All county signage and striping will be upgraded, and new ADA curb ramps will be installed to current standards if required. All work is proposed within the existing right-of-ways.”

8. **COMMENT:** As currently described DBNUM S2112 has no Right-of-Way (ROW) phase. However, based on the description it seems that some ROW work may be required.

RESPONSE: Salem County provided clarification that no Right-of-Way (ROW) for DBNUM S2112, Quaker Neck Road (CR 657) Phase II is anticipated for this segment

9. **COMMENT:** A significant safety concern is the failure to complete Route 55 into Cape May County. I believe this glaring deficiency should be addressed in SJTPO long term planning.

RESPONSE: SJTPO completed a consultant-led technical study, which resulted in the development of a Purpose and Need Statement for the Route 55/47/347 corridor. The [statement](#) and [summary report](#) were intended to be the first step in the project development process to address existing transportation issues. The Purpose and Need Statement sets the stage for developing and analyzing alternatives during Concept Development and is fundamental to selecting a Preliminary Preferred Alternative. SJTPO led the consultant effort, which was forwarded to NJDOT, the primary roadway owner.

SJTPO's Regional Transportation Plan (RTP 2050) includes the roadway expansion project as an unfunded critical need in Cape May County at an estimated construction cost of over \$1.0 billion. As a State highway, the completion of Route 55 would be the responsibility of NJDOT. SJTPO will continue to work with NJDOT to advance improvements that will help alleviate congestion and improve safety along the corridors.

10. **COMMENT:** I am writing to enquire about a dangerous three-way intersection (Perry, Park Avenue, and Myrtle) that has grown almost impossible to navigate over the last 30 years I have lived in Cape May. It used to be easy, but over time, the growth of this area as a tourism magnet increased due to business, and it has made this area lethal. Why? As a driver, you cannot see to make a right turn because parking on the left does not provide the sight line the driver needs. If you pull out to see the approaching cars, you have crossed the pedestrian right of way. When will this intersection be corrected for the public safety of residents, tourists, and pedestrians who believe they can enter traffic at any time?

RESPONSE: Cape May County is actively working on intersection improvements to Myrtle Avenue, West Perry Street (County Road 606) and Park Boulevard in the City of Cape May and the Borough of West Cape May. Improvements shall include the conversion of the six-legged, stop-controlled intersection into a roundabout, which will ultimately reduce the number of conflict points, manage speed, transition traffic from high-speed to low speed environments, and improve safety for all users by facilitating pedestrian and bicycle movement throughout the intersection. Negotiations with the adjacent property owners are underway. With positive feedback, the county would hope to have federal money programmed and construction to begin in 2026.