

**Mobility, Circulation and Access Task Force
Meeting Report No. 1**

MEETING DATE: February 5, 2003
 TIME: 1:00 p.m. - 3:00 p.m.
 LOCATION: **The Crab Trap, Somers Point, NJ**

ATTENDEES

Name:	Representing:	Phone:
Georgia Arnold	Ocean City, Development	609-525-9444
Mark Benevento	Somers Point Planning Board	609-601-8500
Joann DelVescio	Ocean City Chamber of Commerce	609-399-1412
John Exadaktilos	Somers Point, The Point Diner	609-927-2284
Dale Foster	Cape May County Engineering	609-465-1035
John Giemza	Somers Point, Circle Liquor Store	609-927-6422
Frank McCall	Emergency Mgmt. Office, Cape May Cty.	609-463-6570
John E. Peterson	Atlantic County Planning	609-645-5898
Dan Reilly	Somers Point Redev. Committee	609-927-0224
Brigitte Sherman	Cape May County Planning	609-465-1081
John R. Walker	Somers Point and Ocean City Engineer	609-390-1927
Kenneth Wallace	Save the City of Somers Point	609-927-7377
Don Allen	NJDOT, Right-of-Way South	609-486-6748
Pete Anastos	NJDOT, Right-of-Way	609-530-2819
Rich Attenello	NJDOT, Landscape & Urban Design	609-530-5254
Elise Bremer-Nei	NJDOT, Bike & Pedestrian Programs	609-530-2765
Mark Cucchiaro	NJDOT, Right-of-Way South	856-486-6785
Phil Cyr	NJDOT, Landscape & Urban Design	609-530-5659
David Earl	NJDOT, Landscape & Urban Design	609-530-5547
Richard Eng	NJDOT, Traffic Operations South	856-486-6610
Rich Gering	NJDOT, Access Design	609-530-8296
Tony Marsella	NJDOT, Community Relations	609-530-6116
Walter Sharpe	NJDOT, Right-of-Way South	856-486-6621
Stan Worosz	NJDOT, Traffic Operations South	856-486-6697
Dave Lambert	NJDOT, Div. of Project Mgmt.	609-530-4235
Pankaj Shah	NJDOT, Div. of Project Mgmt.	609-530-2470
Mike Sidani	Michael Baker Jr., Inc.	609-734-7964
Timothy Lidiak (Chairperson)	Michael Baker Jr., Inc.	609-734-7925
Sylvester Fryc	Michael Baker Jr., Inc.	609-734-7971
Martine Culbertson (Facilitator)	M. A. Culbertson, LLC	856-795-8485

PURPOSE OF MEETING

To determine the goals of the Task Force; review community issues associated with bicycle, pedestrian and vehicular mobility; discuss potential concepts for bike and pedestrian connections and vehicular traffic flow; and develop recommendations to be presented to the Steering Committee for consideration. (Agenda attached)

MEETING SUMMARY

Martine Culbertson, facilitator for the Task Force, welcomed everyone to the meeting. She asked attendees to introduce themselves. Martine then reviewed the CPT and explained the purpose and goals for this Task Force. The goal of this Task Force is to identify mobility, circulation and access issues to be resolved in the proposed transportation improvements in order to present the final conceptual designs to the general public at a public information center meeting for public support. Martine distributed a revised list for the Steering Committee and the Mobility, Circulation and Access Task Force members. She then introduced Mike Sidani, Project Manager from Michael Baker, Jr., Inc. to provide the project status.

Project Status:

Mike Sidani explained that revisions have been made to the proposed improvements regarding mobility and access issues raised at the CPT Meeting No. 1 held in December. He noted that the project is on schedule and it is important for the task forces to identify and resolve any outstanding design issues so the project can continue to progress successfully. There were other task force meetings held for causeway aesthetics, public information and construction staging and traffic management. A Steering Committee meeting will be held in February to review the results of the task force meetings and determine the next step for the CPT. Construction of the first phase is estimated for 2005 and will continue in two other phases through 2008. Mike then introduced Tim Lidiak of Baker, the chairperson of this task force to present the proposed traffic circulation and access.

Mobility, Circulation and Access Issues:

Tim Lidiak reviewed the causeway profile to note that the map figure in the handbook illustrates the vertical height of the two bridges as steeper than they are designed due to the scale on the paper. Tim then presented an enlarged view of the 9th Street area in Ocean City to show the tie in to local streets. He acknowledged the high amount of traffic both vehicular and pedestrian as well as cyclist at Bay Avenue. The issue was raised to examine the traffic signal timing on 9th Street to prevent backups on the bridge and to allow pedestrian and traffic flow on the cross streets as well.

With the elimination of the circle at Somers Point, Tim reviewed the various movements of traffic on MacArthur Boulevard, and Mays Landing and Shore Roads. He also explained the elimination of the Shore Road "orphan" bridge, which is a safety concern due to the lack of sight distance. Martine noted on newsprint the access and traffic flow issues, which are listed below in the group discussion section.

Proposed Concepts for Bicycle/Pedestrian Connectivity and Mobility:

Tim highlighted connections in Ocean City from the causeway to other bicycle/pedestrian facilities, including the Boardwalk and the partially-completed Haven Avenue Rails-to-Trails project. Tim pointed out that the Route 52 Bridge Bikeway should be designed to allow connectivity in the future to other existing and proposed bicycle/pedestrian facilities, both in Ocean City and in Somers Point. Tim also highlighted a previous bicycle study of 9th Street in Ocean City, which proposed decreasing the car lane widths (from 12' to 11') on 9th Street in order to accommodate a 5' bike lane on both sides of the street. The concern is that both sides of 9th Street have a large number of access points, which may create conflicts with vehicle traffic entering and exiting. Encouraging bicyclists to use other intersections further south on 9th Street, such as West Avenue, may be possible; however, it was acknowledged that these intersections also have significant traffic volumes. There was agreement by the group that the Bay Avenue intersection is an important area for crossing of pedestrians and bicyclists. Providing a safe crossing of 9th Street for bicyclists and pedestrians through the use of crosswalk design treatments, traffic calming measures, and intersection crossing technologies was acknowledged as being very important.

Tim presented the connections for pedestrians and cyclists from the Bridge Bikeway to various entertainment, recreational, and commercial destinations in Somers Point. The elimination of the circle and its replacement with a four-way signalized intersection will pose connectivity problems for bicyclists and pedestrians. As currently designed, the new intersection will have double-left turning lanes from the Bridge onto Mays Landing Road and from Shore Road onto the Bridge, as well as exclusive right-turn only lanes from the Bridge onto Shore Road and from Shore Road onto MacArthur Boulevard. The double-left turning lanes and the exclusive right-turn-only lanes will prohibit bicycle/pedestrian crossings of Shore Road, Mays Landing Road, and the south side of Route 52. Given that the Bridge Bikeway is located on the east side of the bridge, users will have to proceed up Shore Road beyond Gull Avenue to access points north of Shore Road, or will be able to use a bikeway underpass below the bridge and then proceed along the right-of-way next to the Circle Liquor and up to Mays Landing Road/Broadway Boulevard to access points west of Route 52. Sidewalks are designed for both sides of Shore Road, Mays Landing Road, and MacArthur Boulevard. Safety measures, such as design treatments, traffic calming, and signal timing in the crossing areas in Somers Point, will be important to direct pedestrians and bicyclists to use those designated crossing areas.

An issue was raised regarding the number of parking spaces that may be eliminated at the Point Diner due to the inclusion of 10'-wide roadway shoulders and 5'-wide sidewalks along MacArthur Boulevard. It was noted that the roadway shoulders and the proposed sidewalk width will be within the NJDOT right-of-way and that the sidewalk is required as a design standard for safety and to provide mobility and access to pedestrians. Bicyclists will be allowed to travel in the proposed shoulders along MacArthur Boulevard or may share the sidewalk with pedestrians. Additional issues and comments regarding bike and pedestrian issues are listed below in the group discussion section.

Community Issues and Group Discussions:

Martine reviewed the issues and comments noted during Tim's presentation. She then asked task force members to provide additional input for discussion on the proposed improvements, which the team should take into consideration regarding access, circulation or mobility. For comments indicating an action item needed, AI was noted.

Traffic Circulation & Access

- Access via service road
- NJDOT to conduct Parking Study to analyze the number of parking spaces displaced (AI)
- Possible additional parking area in the Marina location with boat launch and fishing area
- A fishing pier will be designed as part of the bicycle/pedestrian underpass of the Route 52 Bridge in Somers Point (AI)
- Will examine areas for overflow parking in the location of the Marina property take

Bicycle/Pedestrian Connectivity & Mobility

- Bike path to connect to communities on each side of the causeway
- Sidewalks will be added in Somers Point within the NJDOT right-of-way
- Design speed 35 mph, will be posted 30 mph
- Consider posting speed at 25 mph from the Visitors Center on the causeway to 9th Street
- Need to examine traffic timing and signal phasing on 9th Street in Ocean City and MacArthur Blvd in Somers Point especially with cyclist also coming off the causeway crossing key roadways (AI)
- Need for bicycle directional signs from Somers Point to Ocean City 34th Street to connect to other bike trails (use West in lieu of Bay Avenue-who does the markings) (AI)
- Bay Avenue is an important crossing area – innovative crosswalk paving treatments and pedestrian crossing signage, markings, and signalization, and traffic calming measures are needed (AI)
- Concern for maintenance of fishing pier area and boat launch site
- Consider sidewalk on south end of causeway from Visitor's Center to 9th Street (AI)

In summary, Martine asked members for any additional comments regarding the project, action items or feedback on today's meeting. The following feedback and closing comments were made:

FEEDBACK

- With the elimination of the circle, carefully examine bike and pedestrian movements
- Built it and they will use it
- Shared access between recreational uses - cyclists, pedestrians and fishing
- Informative meeting
- Make access as efficient and convenient as possible - people will take the quickest/direct route
- Prohibition of bicycle/pedestrian crossings of Shore Road at Route 52 is "unacceptable"

ACTION ITEMS

1. Conduct Parking Study.
2. Coordinate with individual property owners on access and mobility.
3. Provide map of modifications to the proposed transportation improvements showing multi-use path and sidewalks to be added.
4. Develop concept for a fishing pier to be designed as part of the bicycle/pedestrian underpass of the Route 52 Bridge in Somers Point.
5. Examine the bike and pedestrian movements and connections on and off the causeway given the elimination of the Somers Point Circle.

6. Examine bicycle/pedestrian connectivity in Ocean City from the Route 52 Bridge Bikeway to other bicycle/pedestrian facilities, including the OC Boardwalk, the downtown commercial district along Asbury Avenue, and the Haven Avenue Rails-to-Trails project.
7. Provide map of bike connections within the project limits to other bike trails.
8. Determine bicycle representative for this task force.
9. Add additional business representatives from the Somers Point circle area.
10. Consider bicycle directional signs to assist with bike trail connections.
11. Consider sidewalk on south end of causeway from Visitor's Center to 9th Street.
12. Research design and operational innovations for safe pedestrian crossing of 9th Street at Bay Avenue in Ocean City.

In closing, Mike Sidani reminded members that at the next Steering Committee meeting, it will be determined when the next CPT meeting will be held or if additional task force meetings are needed. Dave Lambert thanked the task force members for their input and continued support for the project. A meeting report will be distributed together with meeting reports from the other task force meetings. All members will also be notified of the next CPT meeting or task force meetings. The meeting was adjourned at noon.

ACTION ITEMS

- Task Force Members review CPT Handbook materials with their constituents and contact Dave Lambert with any project questions or Martine Culbertson with CPT revisions.
- Project Team will review issues and comments obtained in the meeting for further study and will discuss the next steps at the Steering Committee meeting to be held in February.
- Martine Culbertson will provide the task force meeting report, assist with CPT materials and notify members of the next CPT meeting date.

NEXT MEETING

Date: tentative March/April (CPT Mtg. or more Task Force Mtgs. to be determined)

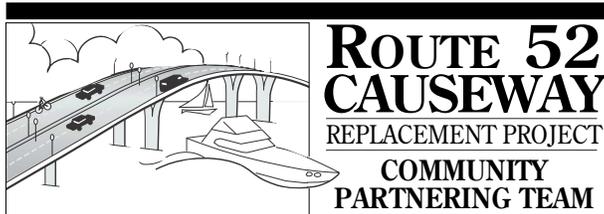
Time: to be determined

Location: to be determined - Ocean City / Somers Point

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within three (3) working days of receipt. Without notification, we will consider these minutes to be record of fact.

Tim Lidiak

Task Force Chairperson



**MOBILITY, CIRCULATION AND ACCESS
TASK FORCE MEETING NO. 1**

AGENDA

February 5, 2003

The Crab Trap, Somers Point, NJ, 10:00 a.m.

Objective: To determine the goals of the Task Force; review community issues associated with bicycle, pedestrian and vehicular mobility; discuss potential concepts for bike and pedestrian connections and vehicular traffic flow; and develop recommendations to be presented to the Steering Committee for consideration.

- 10:00 a.m. I. Welcome and Introductions
- Task Force Purpose/Goals
 - Project Status
- 10:15 a.m. II. Mobility, Circulation and Access Issues
- Traffic Circulation & Access
 - Proposed Concepts for Bike & Pedestrian Connectivity
 - Group Discussion and Recommendations
- 11:30 a.m. III. Summary and Close
- Action Items and Next Steps
 - Feedback/Closing Comments