



Meeting Name:	Existing Conditions Overview	Meeting Date:	October 19, 2017
Facilitator(s):	Ramond Joseph & Geoffrey Gray-Cornelius	Meeting Time:	2:00 PM – 4:00 PM
Timekeeper:		Recorder:	Geoffrey Gray-Cornelius
Location &/or Dial In:		401 Chambers Bridge Road - Brick, NJ - Council Chambers AB Room	

Invitees/Attendees

- **Ramond Joseph, *Local Planning Services (LPS)***
- **Geoffrey Gray-Cornelius, *LPS***
- Maria Connolly, *LPS*
- Bernie Cooke, *Brick Planning Board*
- **Michael Fowler, *Brick Planning Dept.***
- Joanne Bergin, *Brick Administrator*
- Andrew Ciesla, *Brick Retired State Senator/Bike Shop Owner*
- **Keith Rella, *Brick Public Information Department/Environmental Commission***
- **Heather DeJong, *Brick Councilwoman***
- **Tara Paxton, *Brick Planning Dept.***
- **Elissa Commins, *Brick Engineering Dept.***
- Chief James Riccio, *Brick Police Dept.*
- Sgt. Neal Pederson, *Brick Police Dept.*
- Captain Timothy Boyle, *Brick Police Dept.*
- Thomas Gialanella, *Brick Board of Education*
- David J. McKeon, *Ocean County Planning*
- C. Roberts Mulloy, *Ocean County Engineering*
- John N. Ernst, *Ocean County Engineering*
- Jessica Burrell, *Brick Chamber of Commerce*
- Chelle Hulse, *Brick Chamber of Commerce*
- **Jerry Foster, *Greater Mercer Transportation Management Association (GMTMA)***
- Elise Bremer-Nei, *New Jersey Department of Transportation (NJDOT)*
- William Riviere, *NJDOT Pedestrian Safety*

Meeting Goals/Purpose

1. To provide an overview of the existing conditions analysis and solicit feedback from the working committee; and
2. Discuss next steps.



AGENDA ITEMS

Item

1. Overview of Existing Conditions and Working Committee Feedback

- Ramond and Geoffrey presented the existing conditions analysis using PowerPoint
- Tara Paxton (TP) and Elissa Commins (EC) noted that in the event of a discrepancy between DOT and local designations for principal arterials, minor arterials, and minor collectors, LPS should use DOT's designations (most likely more up to date)
- TP will verify Ramond Joseph's (RJ) inquiry into the discrepancy between the total number of miles of road under Brick's jurisdiction (265 vs. 490)
- Jerry Foster (JF) recommended using "Level of Traffic Stress" instead of "Bicycle Level of Service (LOS)" when determining/discussing whether a road is "bicycle friendly;" Bike LOS takes an engineering approach that is more appropriate if able to add treatment (riding along a road with >40mph speed limit is inappropriate with adding physical separation); Level of Traffic Stress is focused on speed limit, number of lanes, and if there is a stoplight (see Princeton's plan for reference: <http://www.princetonnj.gov/masterplan/PrincetonBMP-Final-2017.pdf>)
- JF noted the potential for adding space for bike lanes through a Lane Diet, reducing each lane from 12' to 11' (and then potentially again from 11' to 10')
- In response to RJ's inquiry into the possibility of turning jurisdiction of a county road over to the Township, TP explained that this was very unlikely as the benefit rarely outweighs the cost and the county typically does not like to give up jurisdiction
- EC noted the difference in approach and characteristics of county vs. municipally owned roads; Brick controlled roads do not have a single streetlight (all 18 are on county roads); county is often slow/lacking in repaving roads
- Heather de Jong (HdJ) noted that it would cost an estimated \$60 million to repave all of the Township's roads (compared to their \$8.5 total municipal budget)
- EC explained that a lot of property has already been taken to accommodate road widening so she is not comfortable asking for more unless there is a clear "goat path" / "desire line" along the side of the road
- HdJ noted that even though DOT officially adopted a policy of ensuring that drainage grates on all repaved roads are bicycle friendly, they have not abided by their own policy
- In response to the heavy focus along Route 70, TP noted that this has been a problem area for years but also that it is difficult to enact any enhancements; EC noted that the Township spent over \$1 million on Route 70 (technically not their jurisdiction)



- JF noted that the NJDOT Complete Streets policy is there for municipalities to reference if they want to push for those types of changes, but that NJDOT won't go out of their way to implement on their own
- HdJ explained that on a campaign survey, 90% of 15,000 respondents noted traffic on state and county roads as being a major issue
- JF suggested that LPS investigate which roads have shoulders over 6 feet (and without on-street parking) and Speed Limit less than 35 mph
 - o **LPS should evaluate which roads (if any) meet these criteria**
- In response to Geoffrey Gray-Cornelius' (GGC) overview of neighboring municipalities' plans which mentioned Point Pleasant as having potential for reference/coordination, JF noted that Point Pleasant's plan was created in 2013 by people no longer there and that they are now pushing to get it included within the Master Plan; they are doing a walkability assessment near a school on 10/25 to encourage awareness
- EC noted that there is a discrepancy between DOT and Manual of Uniform Traffic Control Devices (MUTCD) on appropriate crossing timing: DOT uses 2.5 feet per second, MUTCD uses 3.5 feet per second
 - o **LPS should evaluate if intersections allow for enough time to cross based on these classifications**
- TP informed that commentators at Fall Fest wrote on intersection photos the need for longer time at crossings and the need for a countdown clock
- In response to GGC's mention of "dangerous drain grates, utility covers, or metal plates" during summary of bike tour survey results, EC noted that NJDOT has a 15+ year old requirement to switch to bike-safe drainage grates, but this has not been followed, even when roads are repaved
- In discussion of shoulder widths with potential to accommodate bike lanes, TP, EC, and HdJ noted that some (predominantly elderly) drivers drive in the 12' shoulder along Jack Martin Blvd
- Working Committee confirmed next meeting times:
 - o Conference Call on November 20th at 2:00pm (TP will set up)
 - o Public Input Visioning Session on November 29th from 5:30 to 8:00 at the Recreation Department
- In closing, TP reiterated the initial aspiration of the plan: "get people to the reservoir and get people to the beach" as a minimum goal with recommendations on how to make this happen (focusing both on the two parallel goals of recreation and access)

2. Next steps

- a. Post Bike/Ped Survey online (TP/survey monkey), continue data collection and prepare for Community Input/Public Outreach meeting



- b. Conference Call on November 20th at 2:00pm (TP will set up)
- c. Public Input Visioning Session on November 29th from 5:30 to 8:00 at the Recreation Department

PLANNING TASK & SCHEDULE

Planning Tasks/ Follow-ups with responsible Party				
Date Opened	Planning Task	Assignee	Due	Status
11/4/2016	Draft and finalize Scope of Work with Township contact	Project Team: Ramond Joseph et al	12/14/2016	Complete
11/4/2016	Adopt resolution designating the Working Committee and approving the Scope of Work	Tara Paxton et al	2/7/2017	Complete: Resolution No. 98-17
6/26/2017	Schedule Kick Off Working Committee Meeting and LPS Site Visit	Ramond Joseph & Tara Paxton	8/23/2017	Complete
8/23/2017	Share crash data for Brick to project team	Sgt. Neal Pederson, Brick Police Dept.	8/30/2017	Complete
8/23/2017	Share GIS layers of most recent Sidewalks, Paths and Bike Lanes Inventory map	C. Roberts Mulloy, Ocean County Engineering	8/30/2017	Complete
8/23/2017	Data Collection and Review of Existing Conditions—WC bicycle ride through problem areas	Ramond Joseph & Tara Paxton	8/30/2017	Complete
8/23/2017	Data Collection and Review of Existing Conditions Report Draft	Project Team: Ramond Joseph et al	10/12/2017	Complete
8/23/2017	Data Collection/Existing Conditions Review and Visioning Session Prep	Project Team & Working	10/19/2017	Complete



	Meeting	Committee		
10/19/2017	Working Committee Conference Call to discuss Visioning session	Project Team & Working Committee	11/20/2017	Scheduled
8/23/2017	Visioning, Goals & Objectives (Community Input) Session (s)	Project Team & Working Committee	11/29/2017	Visioning session scheduled
11/29/2017	<i>Vision, Goals & Objectives Report Issued</i>	<i>Project Team</i>	12/13/2017	<i>Pending visioning session</i>
10/19/2017	<i>Issues and Needs Analysis</i>	<i>Project Team & Working Committee</i>	12/20/2017	<i>Working committee meeting schedule proposed</i>
11/19/2017	<i>Network Development: Evaluation Criteria; Policy Changes; Network Identification; Facility Types & Design; Recommendations; Performance; & Monitoring</i>	<i>Project Team & Working Committee</i>	1/31/2018	<i>Working committee meeting schedule proposed</i>
1/31/2018	<i>Draft Pedestrian & Bicycle Plan & Complete Streets Policy</i>	<i>Project Team & Working Committee</i>	3/11/2018	<i>Working committee meeting schedule proposed</i>
3/11/2018	<i>Planning Board presentation of draft Pedestrian & Bicycle Plan & Complete Streets Policy</i>	<i>Project Team</i>	4/16/2018	<i>Planning Board agenda date proposed</i>
4/16/2018	<i>Final Pedestrian & Bicycle Plan & Complete Streets Policy</i>	<i>Project Team, Working Committee, & Planning Board</i>	<i>A month after Planning Board adoption</i>	<i>TBD</i>