



## MEETING NOTES

<b>PROJECT NAME</b>	Warren County Transportation Plan
<b>PROJECT NUMBER</b>	30900091.001
<b>DATE</b>	29 July 2020
<b>TIME</b>	04:00 PM (Eastern Time)
<b>VENUE</b>	GotoMeeting
<b>SUBJECT</b>	Freight Mobility Focus Group Discussion Summary
<b>CLIENT</b>	Warren County

### Freight Mobility Focus Group

This session brought together a group representing a variety of interests centering on freight, particularly freight movement via truck. Focus group participants included advocates for freight mobility, public sector freight professionals, and property developers and owners of businesses utilizing freight in Warren County. Participants entered with a mix of state and local knowledge and experience. Following a welcome, brief overview of the study goals and timeline, and sharing of guidelines specific to the online format of the discussion, study team members (from WSP and FHI) led a discussion among the participants:

- Gail Toth-New Jersey Motor Association
- Tom Roy-Wakefern Shop Rite
- Joe Nichols-Wakefern Shop Rite
- Robert Byra-Interstate 78 Logistics Park
- John Porcek-Interstate 78 Logistics Park
- Andrew Ludasi-New Jersey Department of Transportation, Freight group
- Louis Millan-New Jersey Transit, Planning group
- Brian Miguel-New Jersey Transit

Members of the study team present included:

- Dave Dech: Warren County Planning
- Brian Appezzato: Warren County Planning
- Valerie Discafani: Warren County Planning
- Linda Read-Warren County Engineering
- Jarod Parker-Warren County Engineering
- Joao D'Souza-Warren County Engineering

## MEETING NOTES

- Blythe Eaman: North Jersey Transportation Planning Authority
- Pete Kremer: Michael Baker International
- Jessica Ortiz: FHI
- Debbie Hartman: WSP USA
- Charlie Romanow: WSP USA

During the discussion, participants were asked a number of open-ended introductory and follow-up questions to spur conversation.

The following issues were raised and discussed among the participants and study team. Comments and concerns are separated into three categories: Challenges, Strengths, and Opportunities

### Challenges

- Truck parking
  - Lack of truck parking in Warren County, New Jersey and northeastern states
  - Drivers are forced to park on side of road despite dangers of doing so (often on U.S. 22 or I-78)
  - Demand for truck parking throughout day
    - Many drivers drive overnight from New England back to Lehigh Valley, looking for place to take break between Exits 13 and 1 on I-78
  - I-78 west of NJ 31 is overwhelmed with trucks
  - Existing truck stops are crowded/full; expensive to use land for new truck stops
- Future (30+year) freight needs
  - Industry expanding closer to Pennsylvania border with industrial parks on U.S. 22; requires improved infrastructure for truck traffic
- Traffic is slow at NJ 57 and U.S. 46 in Hackettstown; backs up during rush hour

### Strengths

- Existing conditions are adequate getting between freight facilities
- Employees have no issue getting to work
- Some infrastructure is/has been built in anticipation of new freight
  - Signal on U.S. 22 for I-78 Logistics Park

### Opportunities

- I-78 has some truck stops but needs more
- Proximity of freight producers to walkable/transit friendly areas (such as Phillipsburg) allows for improved commuting options; can also shuttle and work with public transit to provide service
- With more people ordering goods for home delivery during social distancing, are fewer personal vehicles on the road; trend likely to continue
- Some demand for increase in small warehouses; interest in keeping more goods closer to final destinations; can get ahead of development to work with developers on mitigating freight impact
- County has some rail freight capacity; demand depends on tenant needs

## MEETING NOTES

- Possibility of large landowner in northwest New Jersey (outside of Warren County) with land willing to develop for truck parking facility; NJDOT is working with landowner on obtaining funding
- Suggestion to incentivize developers to make truck parking available to offset increased demand for freight
- Suggestion to change federal law to allow commercialization of Interstate property for additional rest stops and amenities