

Virtual Meeting Guidelines

- **Attendees:** Use chat feature to confirm your name/attendance and that you can see screen
- **Mute:** Please mute your devices when you're not speaking to minimize background noise
- **Questions:** We will be stopping for questions periodically; use chat feature between

Warren County Transportation Plan Update

Steering Advisory Committee Meeting #2

December 9, 2020



Today's Agenda



INTRODUCTIONS



VISION AND
GOALS



OUTREACH AND
PARTNERSHIPS



TECHNICAL NEEDS
ASSESSMENT



MODELING
SCENARIOS

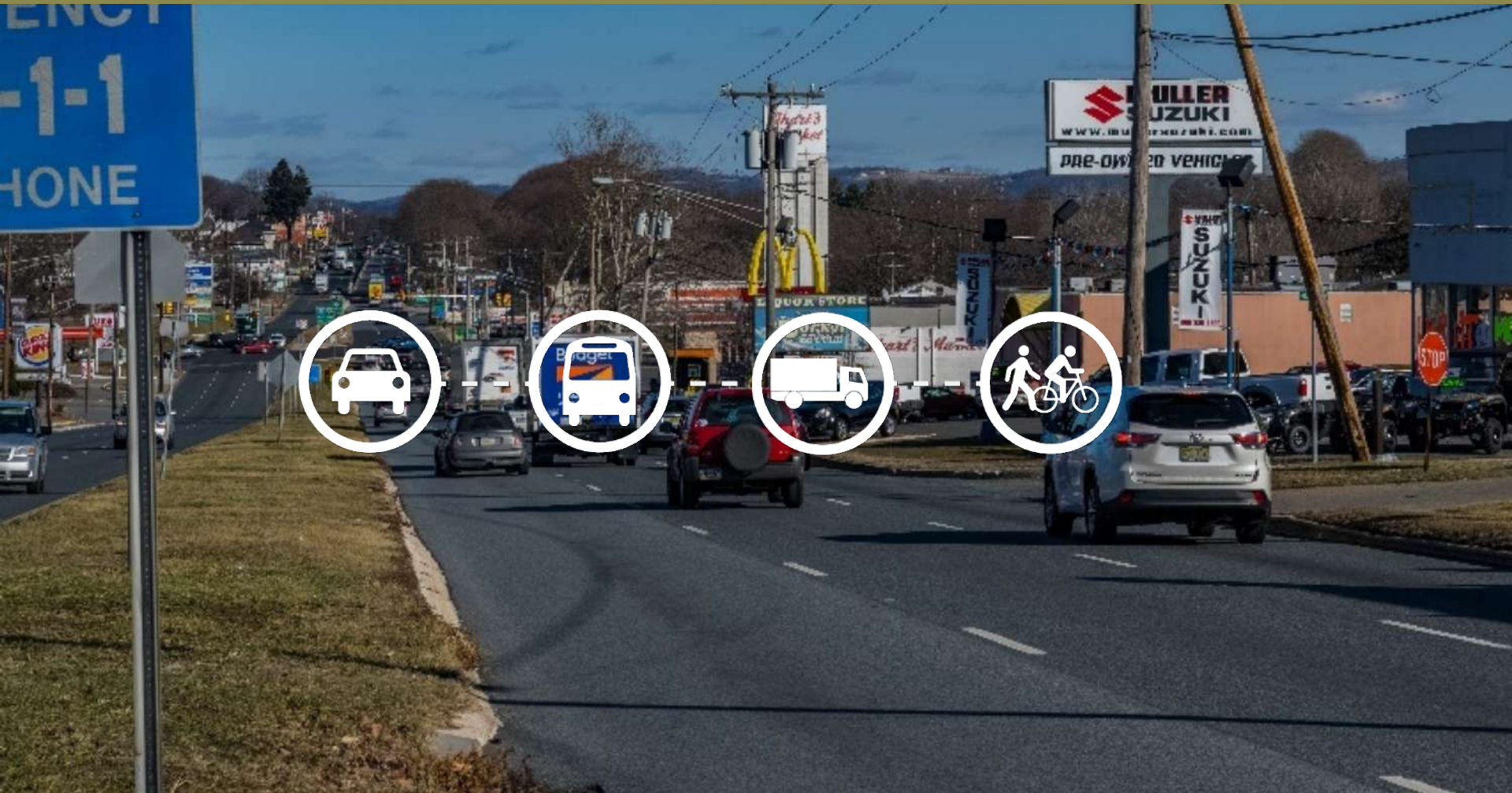


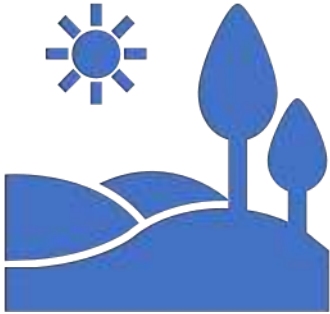
EQUITY
ASSESSMENT



OPEN FOR
DISCUSSION

Vision and Goals





Vision

Warren County is noted for its scenic rural landscapes, productive farmlands, natural resources, historic towns and villages, and excellent quality of life. The Warren County Transportation Plan seeks to preserve and enhance these qualities and provide multimodal transportation choices that improve safety, mobility, resilience, and access to opportunity.

The Plan encourages and promotes collaboration and cooperation among local, regional, and State partners and agencies to protect the County's rural character, mitigate the impacts of traffic and land development, and create a more equitable, sustainable, and resilient future. Warren County must work in a collaborative and concerted effort to secure its fair share of state and regional transportation funding and resources.

Goals

1. Provide transportation infrastructure that is consistent with Warren County's rural character
2. Focus growth and infrastructure in existing centers
3. Minimize and mitigate environmental and stormwater impacts of transportation infrastructure
4. Maintain and improve the existing transportation system
5. Provide multimodal transportation choices that improve safety, mobility, and equity
6. Improve the resiliency of Warren County's transportation infrastructure
7. Improve access to education and employment opportunities
8. Promote cooperation and participation to advance mutual interests
9. Support State legislation that would allow municipalities and counties to exercise more authority over the impacts of traffic resulting from new development
10. Monitor and incorporate technological trends and innovations in transportation projects and strategies

Outreach and Partnerships



Outreach and meetings

Study Advisory Committee

- Project Initiation, Visioning and Goal Setting - June 2, 2020
- Existing Conditions - Today
- Recommendations - Anticipated Spring 2021, likely March

Focus Groups

- Bike/Ped - June 30, 2020
- Transit – July 14, 2020
- Freight – July 29, 2020

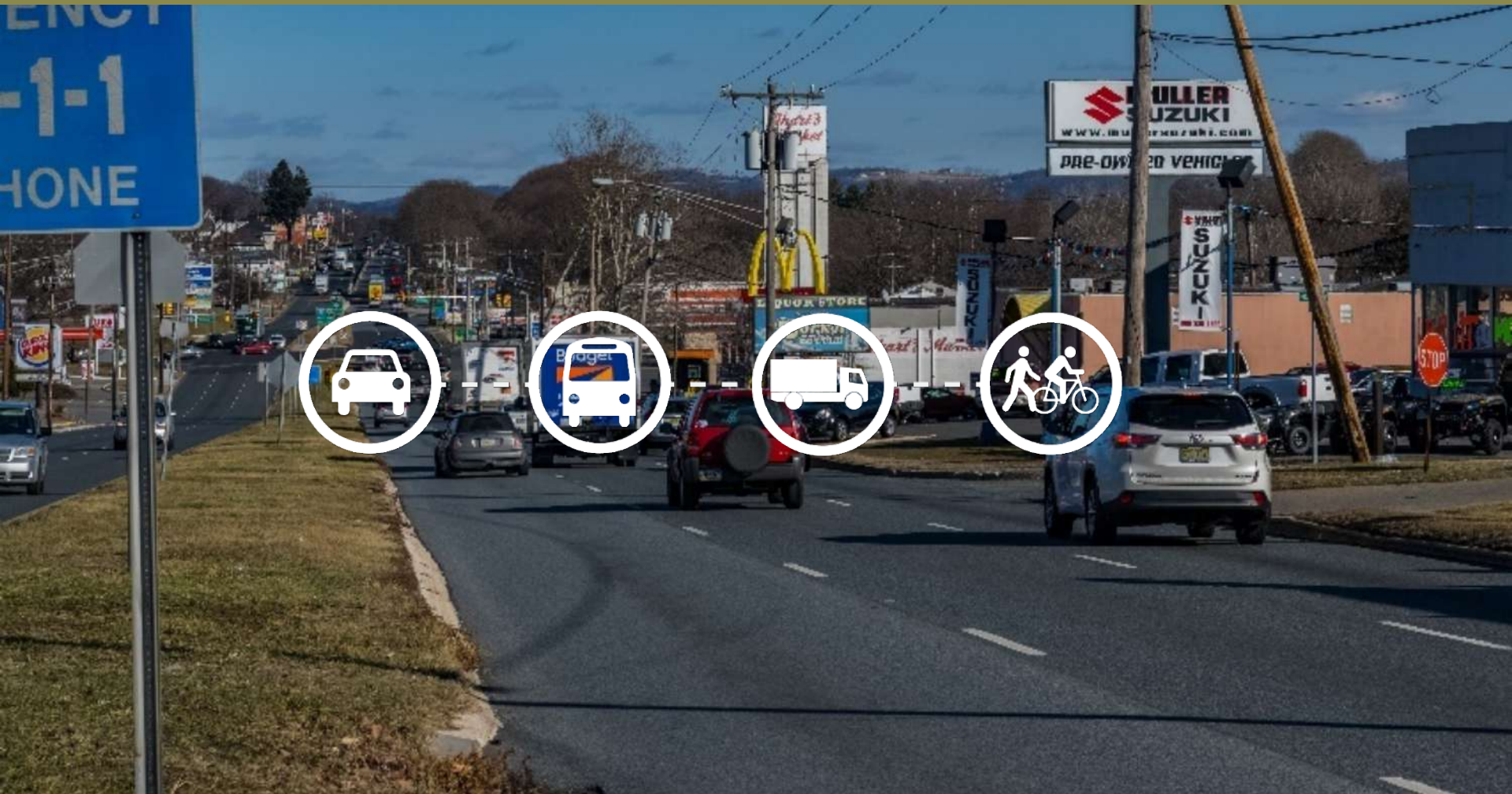
Municipal Coordination

- Project Intro – August 11, 2020
- Draft recommendations – Anticipated Spring 2021

Public Outreach

- Wikimap exercise June 22-August 31
- Virtual public meeting – Anticipated Jan 2021

Focus Groups



Bicycle/Pedestrian Focus Group

Strengths

- Greater demand for biking and walking facilities in boroughs
- Recent work in constructing sidewalks and making intersections ADA compliant
- Marty's Cycle Shop in Hackettstown runs many group bike rides; there are serious bike enthusiasts in County
- TransOptions oversees Safe Routes to Schools, works with many local schools

Challenges

- Most roads are designed solely for cars
- Warren County does not have a Complete Streets Policy
- Warren County roads lack proper bicycle and pedestrian infrastructure; limiting demand and use
- Much of the County is hilly; makes biking difficult
- Poor motorist behavior
- Every year traffic gets worse
- Sidewalk connectivity is a challenge, depending on who's responsible for maintenance

Public Transit and Mobility

Strengths

- Many believe the County is doing the best it can with the resources provided
- Good public transit services to colleges during the day
- Good public transit connections to Phillipsburg service

Challenges

- COVID-19 – Safe/clean facilities
- Funding is primary challenge for improving public transit in County; farebox recovery covers very little; no funding for nighttime service
- Reduced state funds from casinos pose a challenge
- Many passengers don't pay the suggested fare
- Challenge of connecting transit service with services outside of County; some people go to doctor's appointments outside of Warren County
- Narrow streets can preclude public transit service
- Demand for more service to locations with several medical offices
- Demand for service to community college at night
- AccessLink website is very difficult to use

Trucking, Goods Movement, and Business

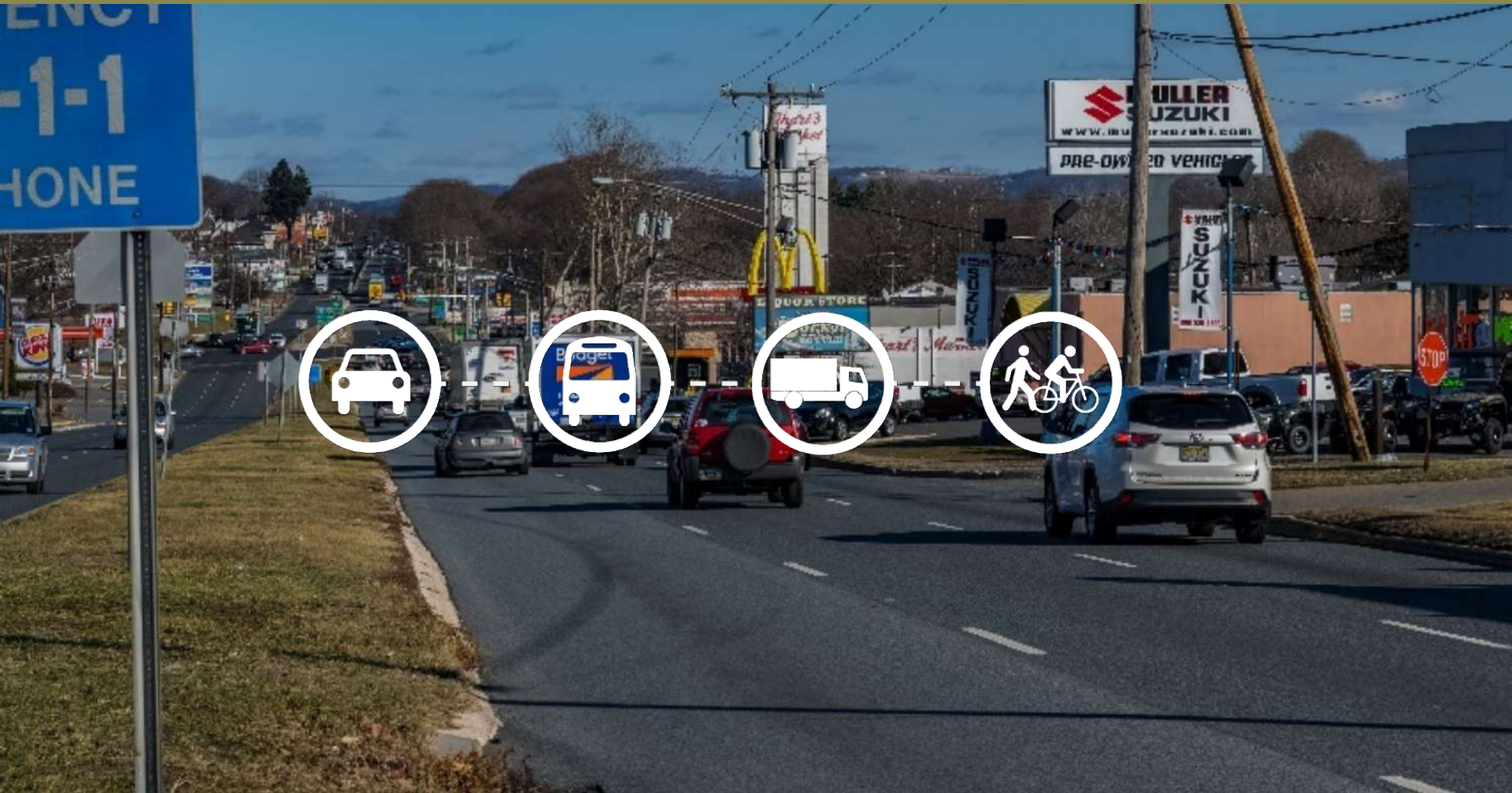
Strengths

- 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

Challenges

- Lack of truck parking in Warren County, New Jersey and northeastern states
- Demand for truck parking throughout day
- Existing truck stops are crowded/full; expensive to use land for new truck stops
- 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

Municipal Input



Identified problem intersections and corridors

- CR 519 from Greenwich to Hope
- CR 519/NJ 57 in Lopatcong
- CR 519/US 22 in Greenwich
- CR 519/CR 620 in White Township
- CR 519/US 46 in White Township
- US 46/NJ 182 in Hackettstown
- CR 517 near Cat Swamp Road and Ridge Road in Allamuchy
- Exit 19 on Interstate 80 in Allamuchy
- CR 519/CR 661 (Ramsey Rd) in Frelinghuysen
- NJ 57/Watters Rd in Port Murray

Areas of Concern

- High traffic volumes, congestion, high truck volumes, speeding, dangerous intersection designs, inattentive and texting drivers, quarry traffic, and inadequate shoulders, and a lack of bicycle and pedestrian facilities.
- Increased traffic volumes once proposed and potential industrial development occurs, especially problematic in Belvidere and Hope
- Shortage of truck parking in the area forces trucks to illegally park on local streets overnight
- Minimal demand for NJTRANSIT service in the County due to low population density, retail centers located near medium-density residential developments.
- Shortage of sidewalks in newly developed residential neighborhoods lacking historic links with commercial areas.
- Lack of transportation, and difficulty scheduling, for the disabled

Public Outreach



Advertisement

Warren County Transportation Plan

Project Fact Sheet

Developing the Plan
Warren County, in partnership with the NJTPA, is developing a long-range transportation plan to provide a vision for the future of the County's transportation network through 2045. The plan will identify recommendations and a phased implementation plan to address transportation needs, overcome challenges, and leverage opportunities across a broad range of projects, policies, and strategies.

A cross-section of the region, Warren County is composed of a complex array of urban, suburban and rural communities that are frequently changing in new and unforeseen ways, with significant impacts on mobility and travel needs.

The Warren County Transportation Plan will include:

- Critical roadway, intersection and bridge projects
- Rail and multimodal improvements to provide safe access for pedestrians, cyclists, and transit riders
- Strategies to support and enhance the local and regional economy.

Goals
A successfully completed and implemented plan will:

- Improve safety for everyone
- Promote transportation investments and practices that meet the County's needs
- Enhance agricultural and heritage tourism and recreation
- Support improvements that enhance the economic vitality of the County while respecting its diverse rural and urban character

Get Involved

Do you live or work in Warren County or frequently visit? We want to hear from you! Tell us about your transportation-related experiences. Visit the study website to provide feedback.

WCTransportationPlan.com

You can also use an interactive online map to identify specific locations where you have concerns or thought regarding mobility in Warren County. Submit feedback on the map through June 26.

wikimapping.com/Warren-County-Transportation-Plan.html

Questions?

Contact Brian Appezato, Project Manager
bappezzato@co.warren.nj.us
908-475-6532

[Home](#) | [About](#) | [Get Involved](#) | [Resource Library](#) | [Contact Us](#)

Get Involved

Outreach Events

The Warren County Planning Department is committed to ensuring that all stakeholders have ample opportunity to learn about and understand the program elements, to comment on the program as it progresses, and to have their concerns and ideas heard. Engagement of limited English proficiency (LEP) stakeholders will be considered throughout the Warren County Transportation Plan process. Tools to engage broader LEP populations will include translation of relevant materials (posted in the resources section), and interpretation services at public events in identified foreign languages including Spanish.

Virtual Event | June 22 to July 29th, 2020

The Warren County Transportation Plan will host a virtual pop-up event from June 22 to July 29th, 2020. Participate at your own pace by:

- Viewing our project informational slides and

Tell us what you think!

Get it right to share your questions, comments and thoughts.

Email:
info@WCtransportationplan.com

Clicking on the interactive map image below to share your transportation concerns and input on the future of transportation in Warren County.

Warren County

transportation study

Warren County, in partnership with the NJTPA, wants your help developing a transportation plan to provide a vision for the future of the County's transportation network through 2045. The plan will identify recommendations and implementation phases to address transportation needs, overcome challenges, and leverage opportunities across a broad range of projects, policies, and strategies.

Get Involved!

We want to hear from you!

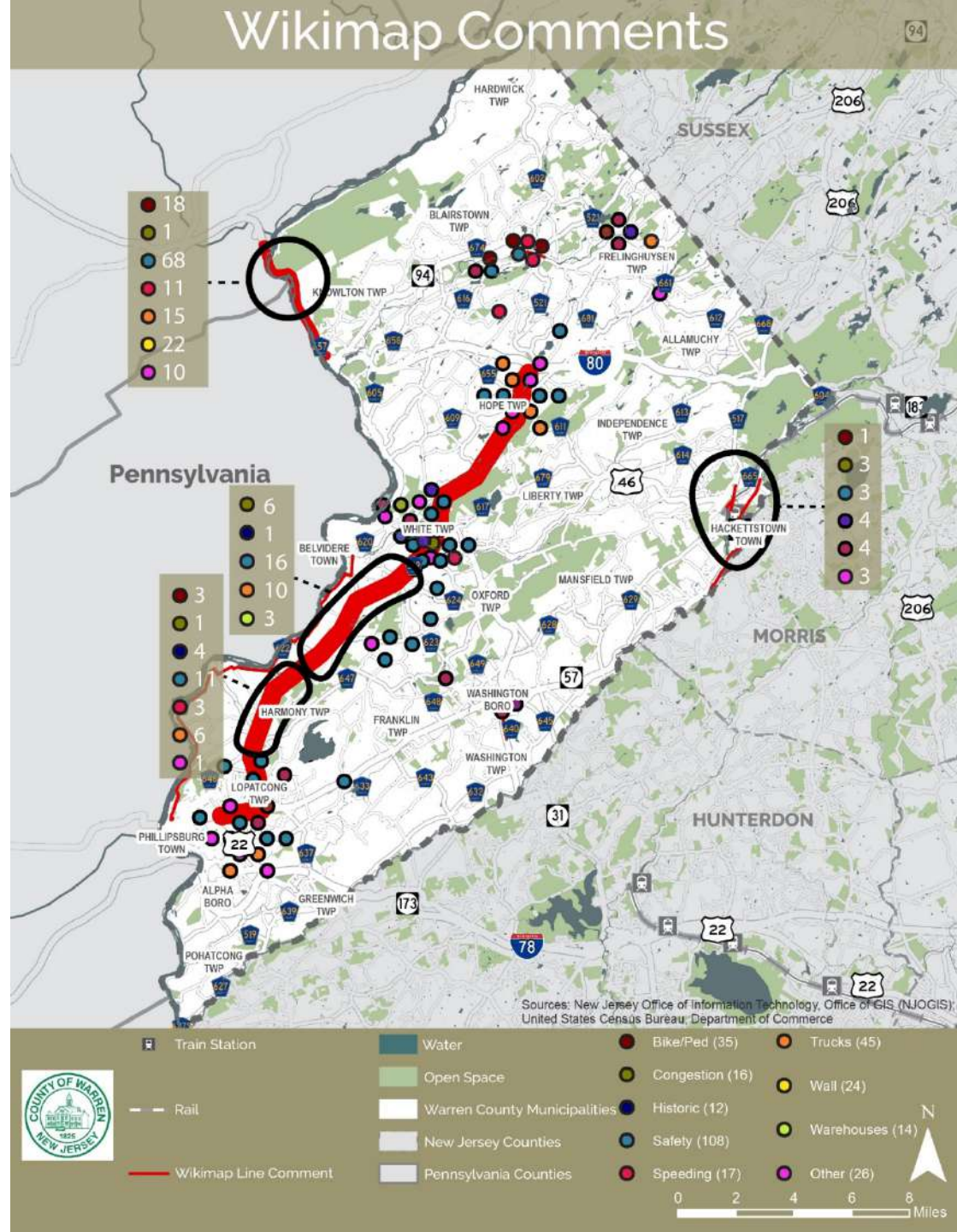
Visit the project website to share your transportation concerns or thoughts about mobility in Warren County on our interactive mapping tool! Participate in our virtual event from June 22nd to July 29th!

WCTransportationPlan.com

Questions?

Contact Brian Appezato, Project Manager
bappezzato@co.warren.nj.us
908-475-6532

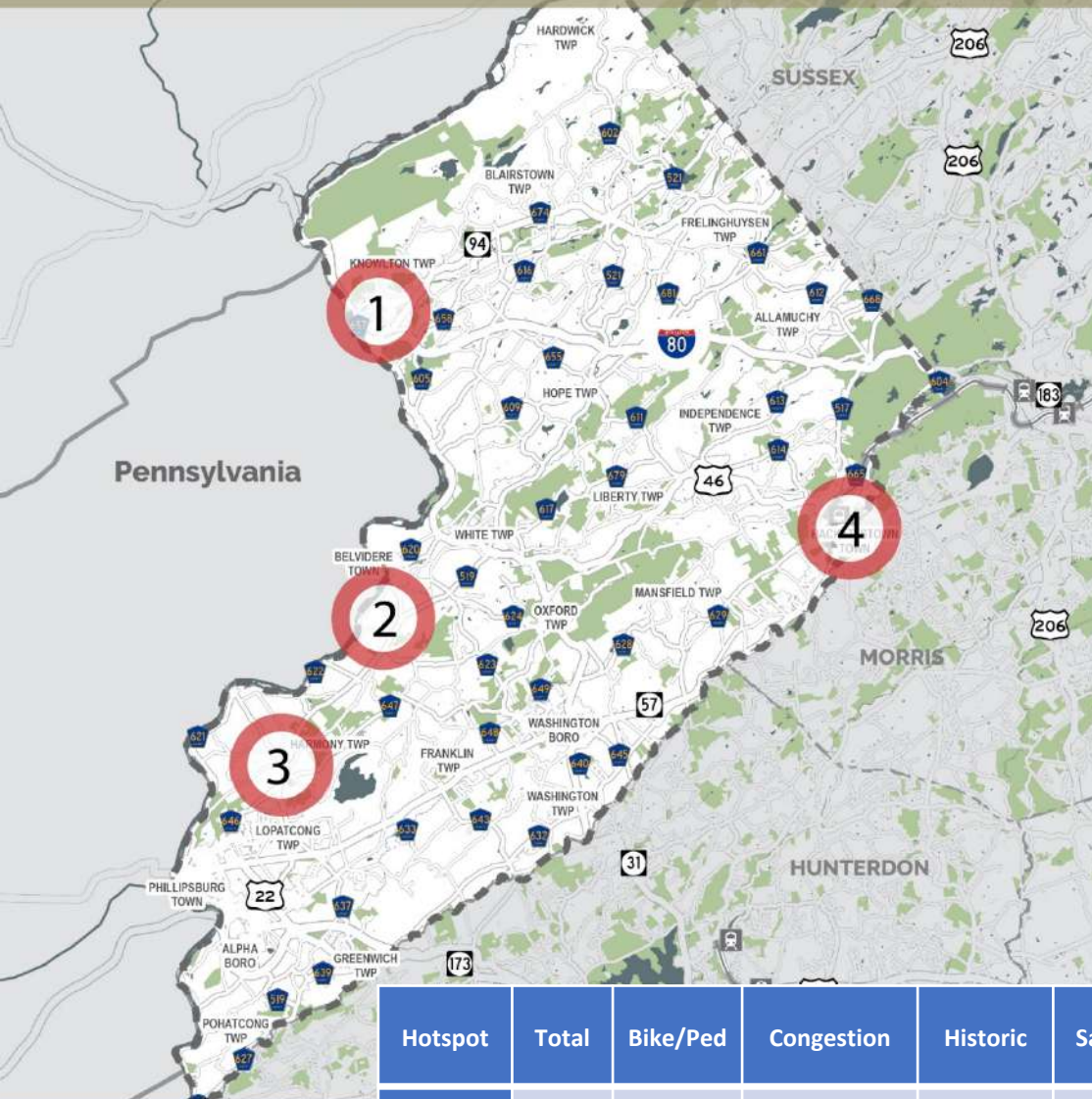
- *Bicycle or Pedestrian (Bike/ped)*-poor access to an existing trail
- *Congestion*- a congested segment of a corridor
- *Historic*-concern about the impact of construction of the structural integrity of nearby historic properties
- *Safety*-difficulty safely entering a roadway due to visibility concerns
- *Speed Concern (speeding)*-a segment of a corridor with motorists traveling above the speed limit
- *Trucks*-concern about the number of trucks on a roadway
- *I-80 Rockwall project (Wall)*-concern about the proposal to build a retaining wall along the rockface adjacent to I-80
- *Warehouses*-concern about the impact increased truck traffic brought on by warehouse construction would have on roadways
- *Other*-comments concerning other topics such as cut-through traffic, public transit, or right-of-way concerns



General comment topics

- Bicycle and pedestrian access should be enhanced, particularly along high-speed, high-volume corridors
- Several county corridors cater to high speeds and high volumes, particularly of trucks
- New light industrial warehouses and facilities present the possibility to worsening existing congestion and traffic volumes
- Existing and anticipated truck volumes should be routed away from residential neighborhoods and walkable commercial districts
- The “s-curve” in Interstate 80 poses a safety hazard
- Many stakeholders do not support the retaining wall proposal for I-80

Wikimap Comments Hotspots



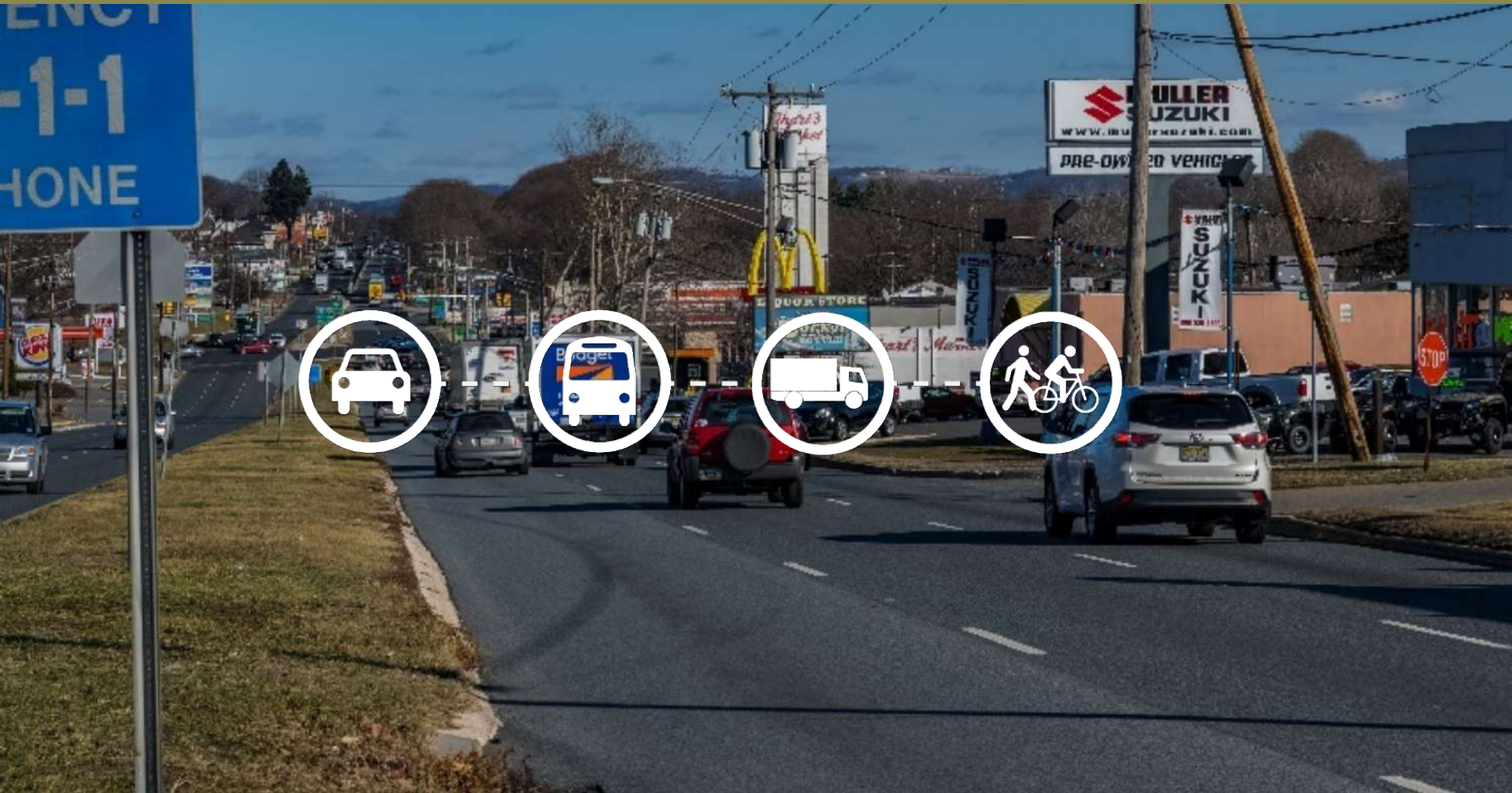
Hotspot	Total	Bike/Ped	Congestion	Historic	Safety	Speeding	Trucks	Wall	Warehouse	Other
1	145	18	1	-	68	11	15	22	-	10
2	36	-	6	1	16	-	10	-	3	-
3	29	3	1	4	11	3	6	-	-	1
4	18	1	3	4	3	4	-	-	-	3



--- Rail

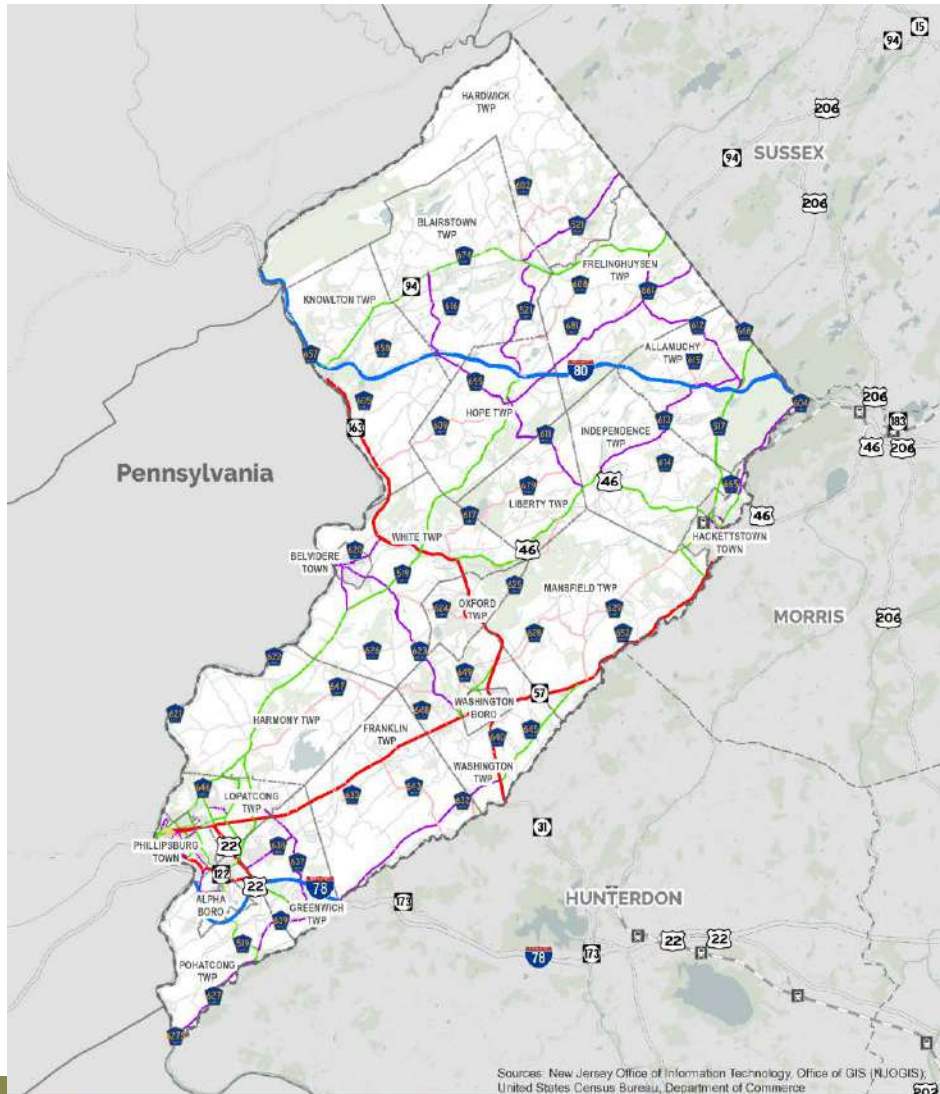


Technical Needs Assessment

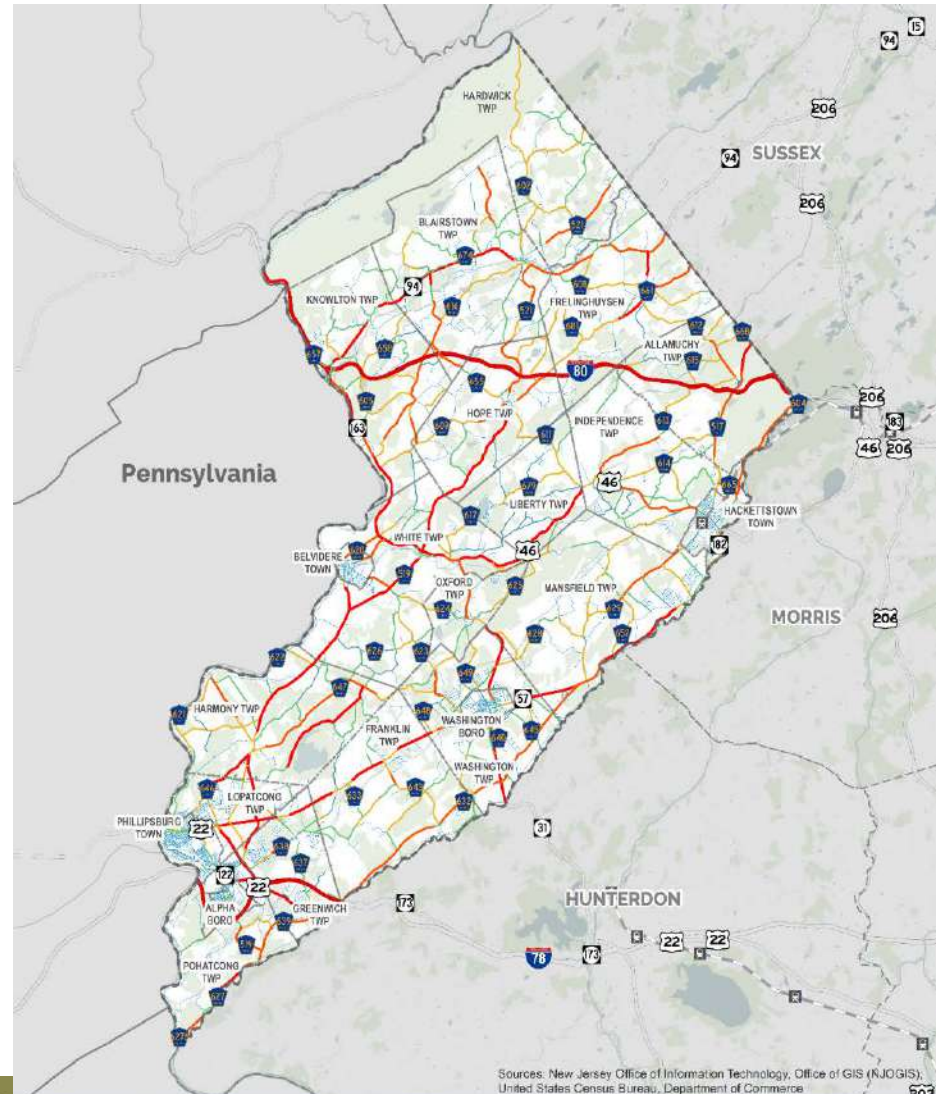


Functional Classification

Speed Limit



Sources: New Jersey Office of Information Technology, Office of GIS (NJOGIS), United States Census Bureau, Department of Commerce



Sources: New Jersey Office of Information Technology, Office of GIS (NJOGIS), United States Census Bureau, Department of Commerce

Roadway Functional Classification

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Train Station
- Rail
- Warren County Municipalities

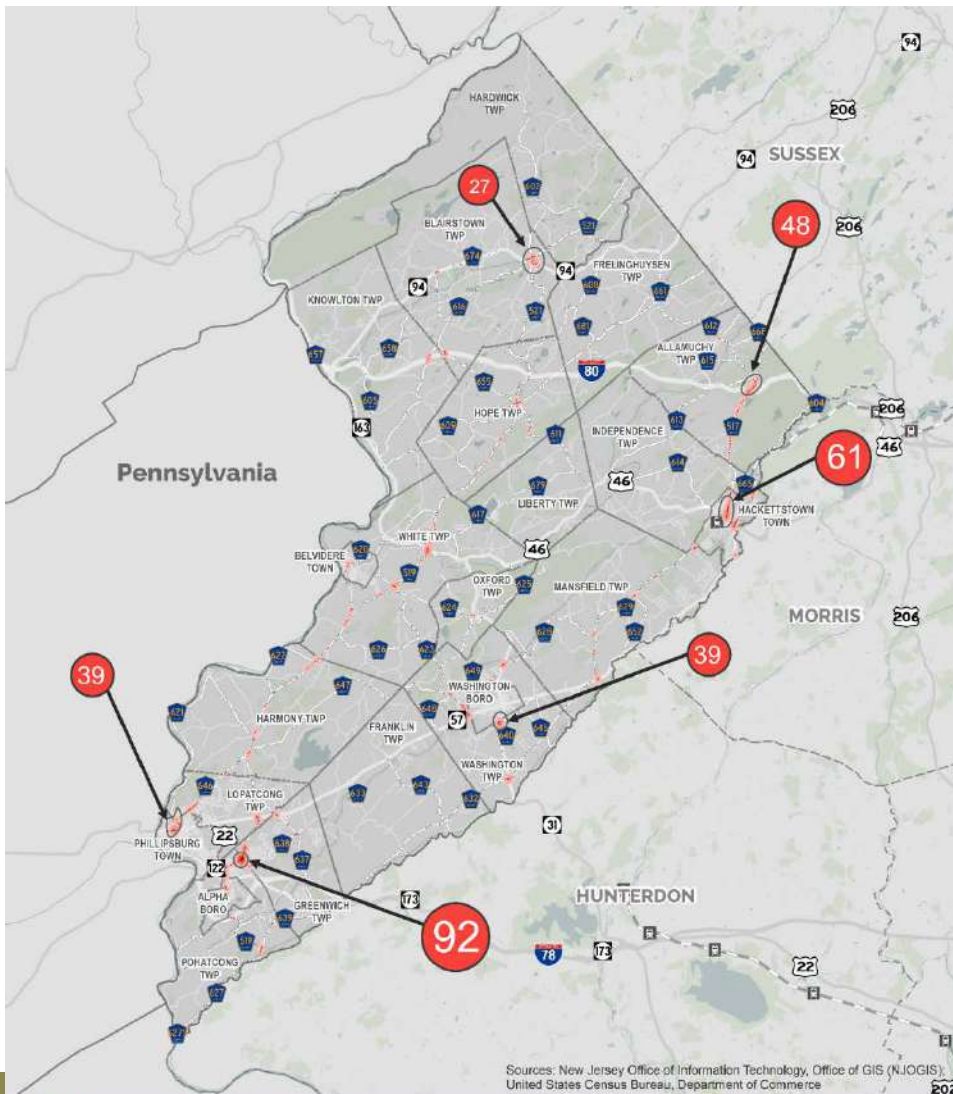
0 2 4 6 8 Miles

Posted Speed Limit (mph)

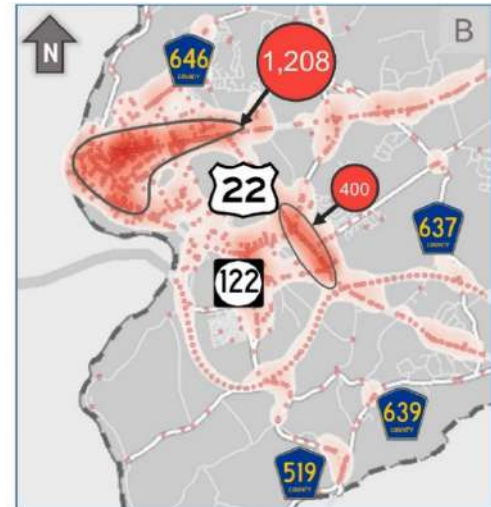
- 25 or less
- 26 - 30
- 31 - 35
- 36 - 40
- 41 - 45
- 46 - 50
- 51 - 65

0 2 4 6 8 Miles

Crashes



U.S. 22/Phillipsburg



US 22, Phillipsburg		Statewide	
	Right Angle	17%	10%
	Struck Parked Vehicle	16%	1%
	Wet Surface	20%	18%
	Daylight	74%	70%
	Heavy Vehicles	9%	N/A
Crashes		1,208	



Source: 2016-2018 NJDOT Safety Voyager / Warren County

US 46 at NJ 182 & CR 517

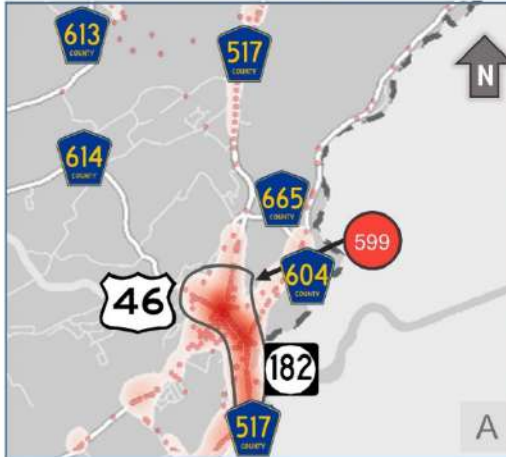


US 46 @ NJ 182 & CR 517		Statewide	
	Right Angle	16%	10%
	Pedestrian	3%	0.9%
	Wet Surface	22%	18%
	Dusk	5%	3%
	Heavy Vehicles	7%	N/A
Crashes		61	



Source: 2016-2018 NJDOT Safety Voyager / Warren County

US 46, NJ 182, CR 517 & CR 604

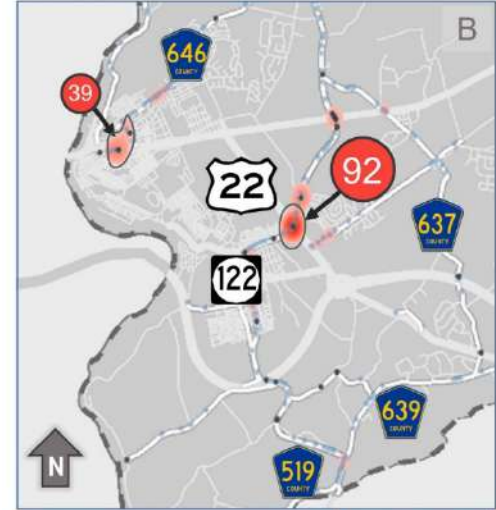


US 46, NJ 182, CR 517, & CR 604		Statewide	
	Right Angle	24%	10%
	Struck Parked Vehicle	11%	1%
	Dry Surface	80%	80%
	Daylight	78%	72%
	Heavy Vehicles	8%	N/A
Crashes		599	

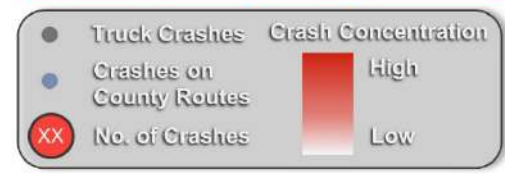


Source: 2016-2018 NJDOT Safety Voyager / Warren County

U.S. 22 at CR 519 and U.S. 22 at CR 646

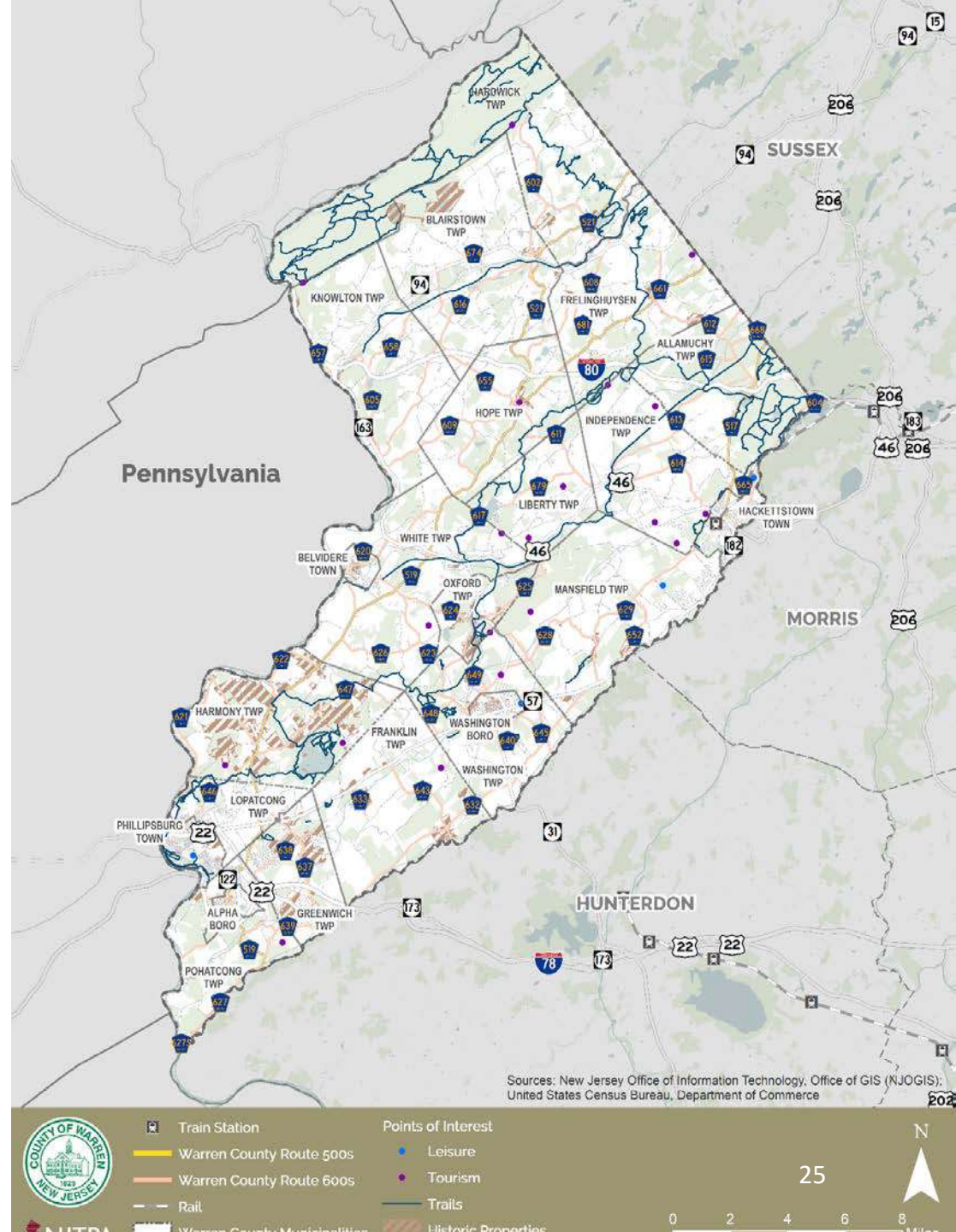


US 22 @ CR 519		Statewide	
	Right Angle	14%	10%
	Same Direction Sideswipe	23%	19%
	Backing	4%	0.8%
	Daylight	78%	70%
	Heavy Vehicles	3%	N/A
Crashes		92	



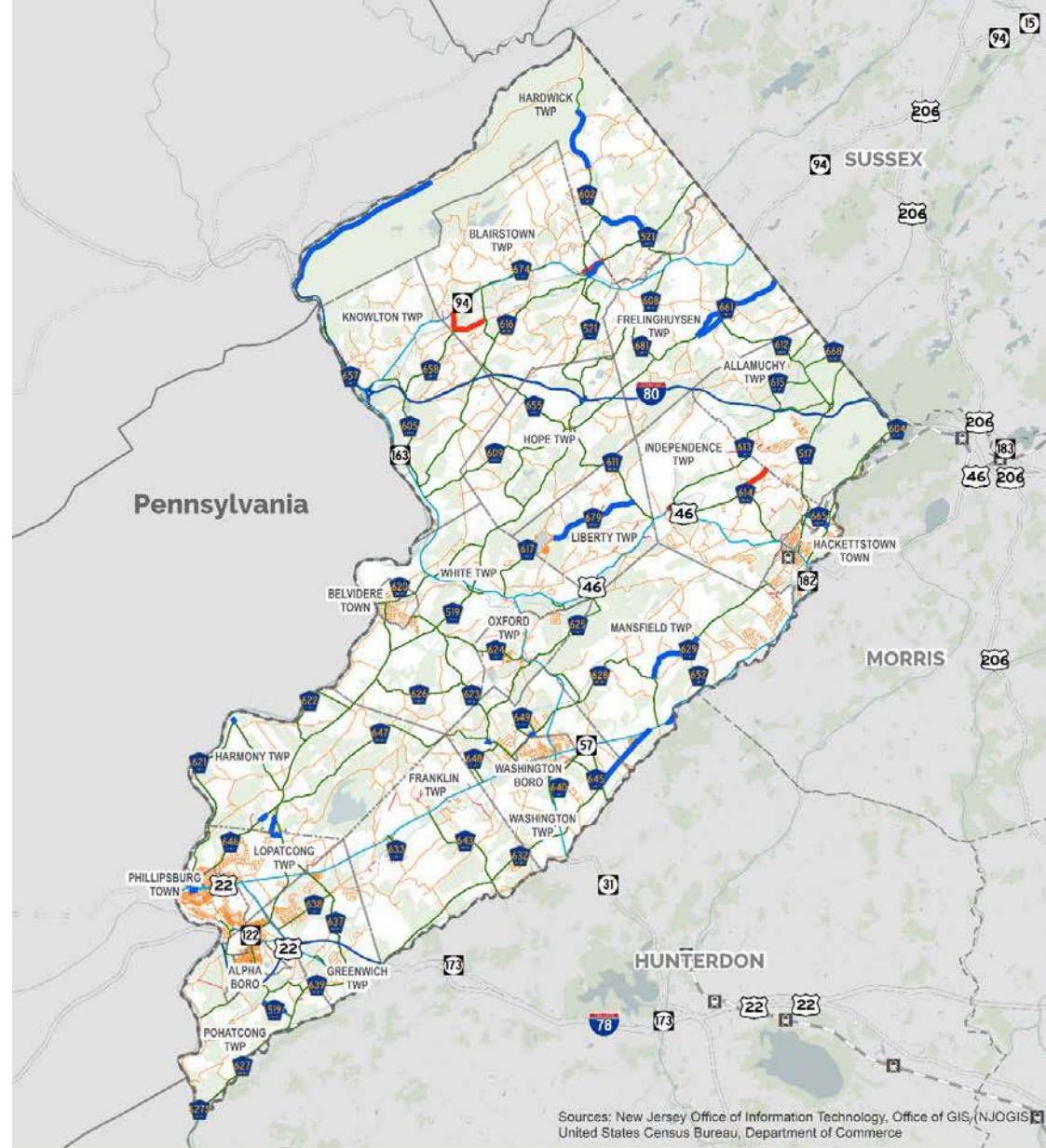
Source: 2016-2018 NJDOT Safety Voyager / Warren County

Trails and Points of Interest



Roadway Jurisdiction

Jurisdiction	Distance	Percent
Interstate*	67 miles	6%
State	84 miles	7%
County	259 miles	23%
Municipal	716 miles	63%
Private	13 miles	1%



Sources: New Jersey Office of Information Technology, Office of GIS (NJOGIS)
United States Census Bureau, Department of Commerce



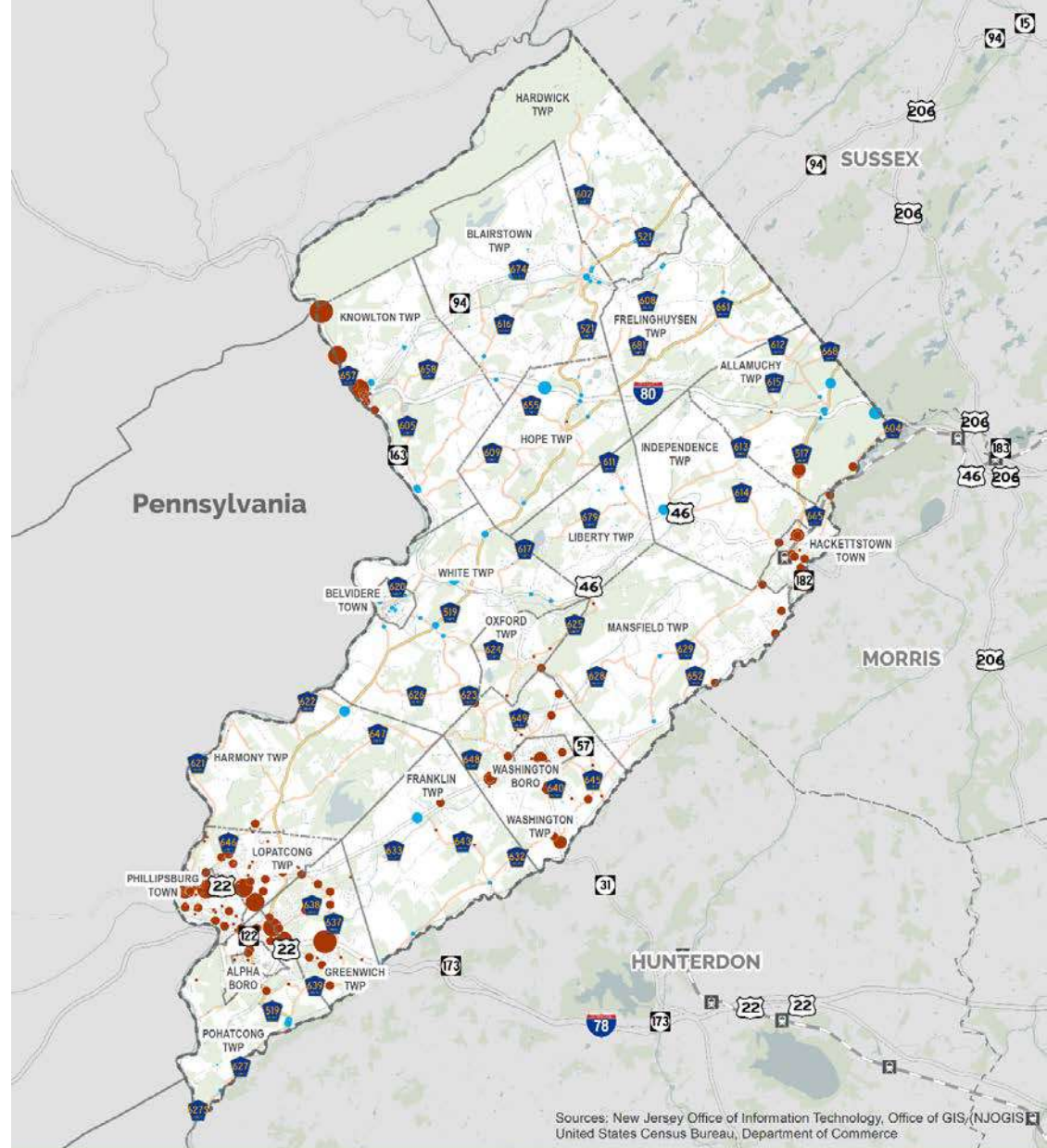
- Train Station
- Rail
- Warren County Municipalities
- Roadway Jurisdiction Change
 - As of 2019
 - As of 1982
- Roadway Jurisdiction
 - FEDERAL
 - STATE
 - COUNTY; COUNTY
 - MUNICIPAL
 - PRIVATE

N

0 2 4 6 8 Miles

Volumes

Roadway	AADT
I-78	106,000
I-80	40,000-60,000
U.S. 22	30,000-43,000
NJ 182	16,000-28,000
CR 517	13,000-18,000
NJ 173	13,000
NJ 31	11,000-24,000
NJ 57	10,000-16,000
U.S. 46	10,000-14,000
CR 519	11,000-13,000
CR 638	11,000-13,000
NJ 122	11,000-12,000



Sources: New Jersey Office of Information Technology, Office of GIS (NJOGIS), United States Census Bureau, Department of Commerce



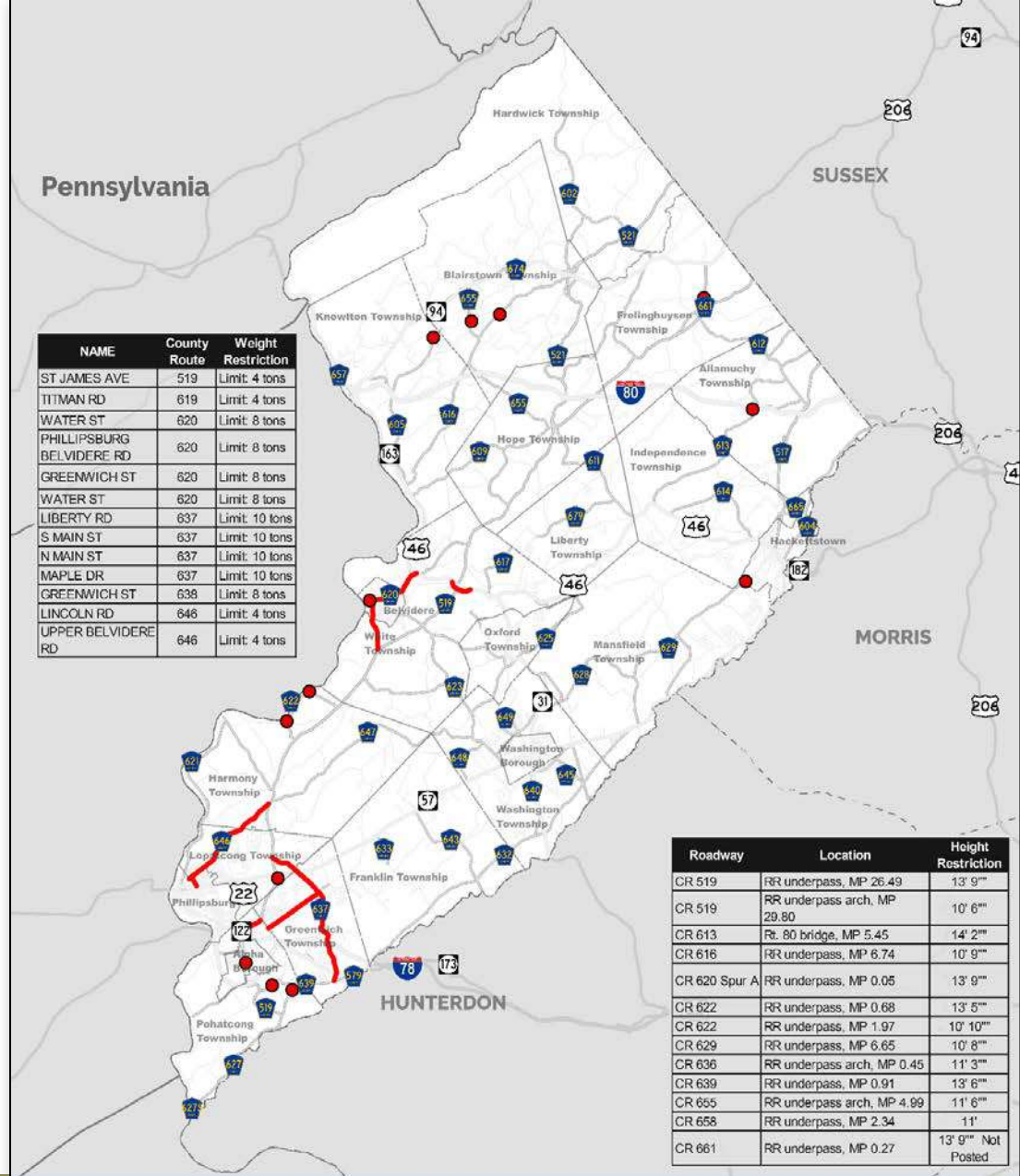
- Train Station
- Warren County Route 500s
- Warren County Route 600s
- Rail
- Warren County Municipalities

Annual Average Daily Traffic (in '000s)

- | Urban | Rural |
|----------|-------------|
| 0 - 3 | 0 - 1.5 |
| 3 - 14 | 1.5 - 6.0 |
| 14 - 27 | 6.0 - 8.5 |
| 27 - 55 | 8.5 - 18.5 |
| 55 - 129 | 18.5 - 70.0 |



Height/Weight Restrictions



NAME	County Route	Weight Restriction
ST JAMES AVE	519	Limit: 4 tons
TITMAN RD	619	Limit: 4 tons
WATER ST	620	Limit: 8 tons
PHILLIPSBURG BELVIDERE RD	620	Limit: 8 tons
GREENWICH ST	620	Limit: 8 tons
WATER ST	620	Limit: 8 tons
LIBERTY RD	637	Limit: 10 tons
S MAIN ST	637	Limit: 10 tons
N MAIN ST	637	Limit: 10 tons
MAPLE DR	637	Limit: 10 tons
GREENWICH ST	638	Limit: 8 tons
LINCOLN RD	646	Limit: 4 tons
UPPER BELVIDERE RD	646	Limit: 4 tons

Roadway	Location	Height Restriction
CR 519	RR underpass, MP 26.49	13' 9"
CR 519	RR underpass arch, MP 29.80	10' 6"
CR 613	Rt. 80 bridge, MP 5.45	14' 2"
CR 616	RR underpass, MP 6.74	10' 9"
CR 620 Spur A	RR underpass, MP 0.05	13' 9"
CR 622	RR underpass, MP 0.68	13' 5"
CR 622	RR underpass, MP 1.97	10' 10"
CR 629	RR underpass, MP 6.65	10' 8"
CR 636	RR underpass arch, MP 0.45	11' 3"
CR 639	RR underpass, MP 0.91	13' 6"
CR 655	RR underpass arch, MP 4.99	11' 6"
CR 658	RR underpass, MP 2.34	11'
CR 661	RR underpass, MP 0.27	13' 9" Not Posted



Bike Compatibility

Level Of Traffic Stress

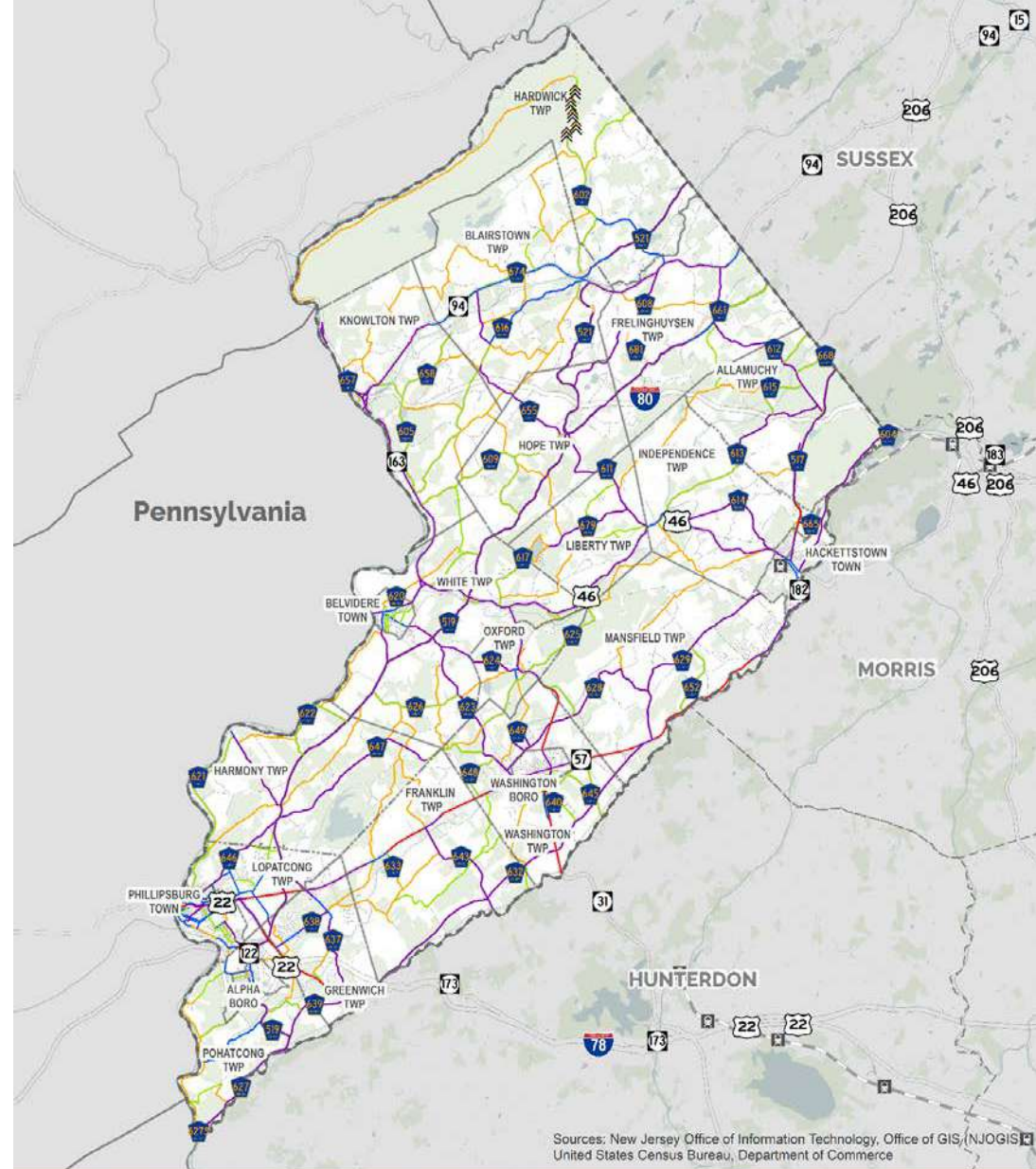
LTS 1: comfortable for most users

LTS 2: comfortable for most adults

LTS 3: comfortable for experienced and confident riders who might still prefer dedicated space

LTS 4: uncomfortable for most cyclists, tolerated by only the most experienced riders

Unrated Roads



Sources: New Jersey Office of Information Technology, Office of GIS/NJOGIS, United States Census Bureau, Department of Commerce



- Steep Hills
- Train Station
- Rail
- Warren County Municipalities

- Bikability - Level of Traffic Stress (LTS)
- Welcoming to Most Bicyclists
 - Comfortable for Most Adult Bicyclists
 - Comfortable for Experienced and Confident Bicyclists
 - Uncomfortable for Most Bicyclists
 - Unrated Route



Transit

- NJTRANSIT station in Hackettstown
- Route 57: Phillipsburg/Washington Shuttle – from St. Luke’s Warren Campus to Abilities in Washington
- Route 57: Hackettstown/Washington Shuttle – from Abilities in Washington to Lowe’s in Hackettstown
- The 31Ride Shuttle – from Oxford municipal building to Clinton park & ride*

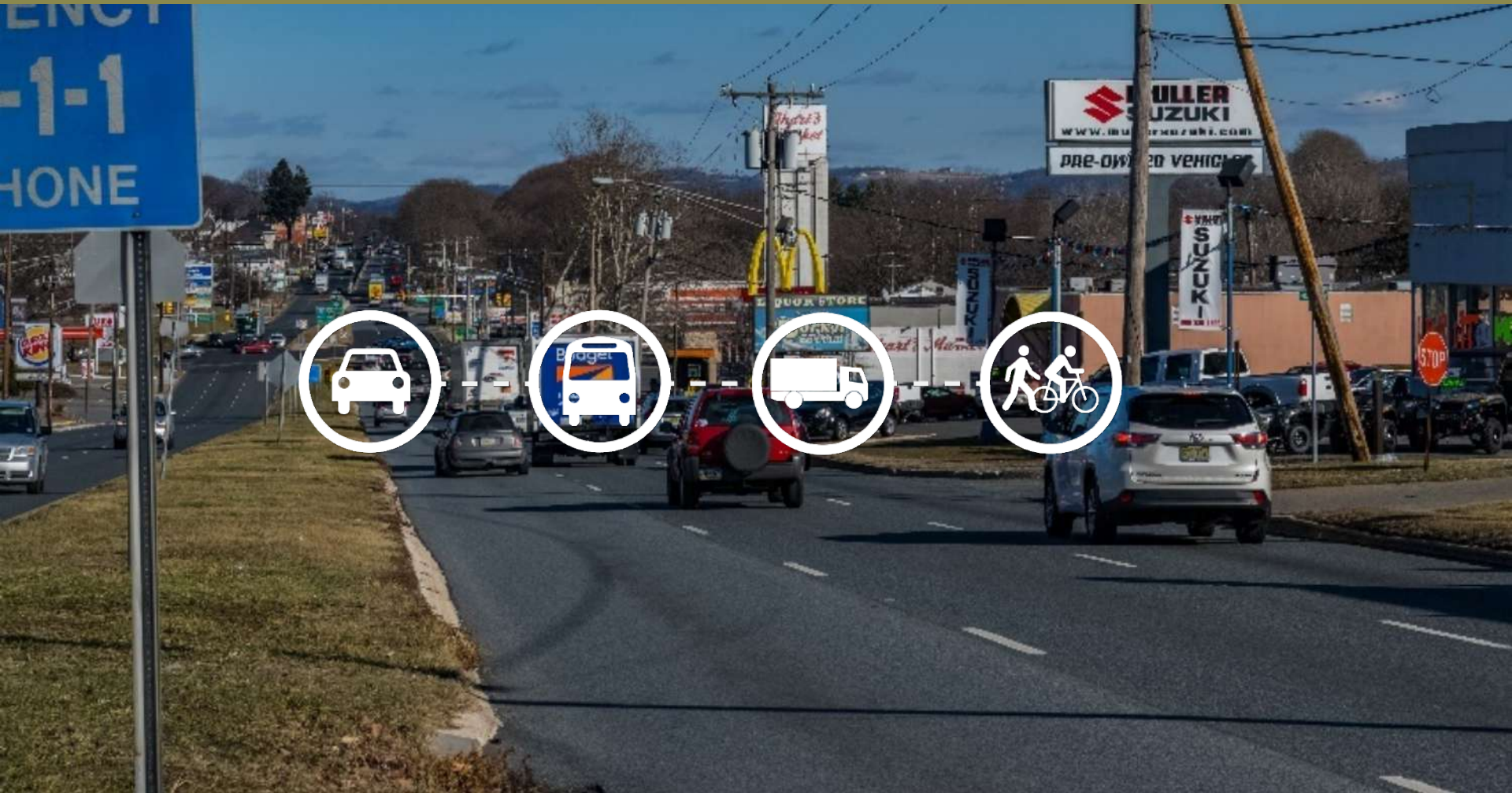
*This was cancelled 12/31/18 due to low ridership.

Year	Route 57 Shuttle	31Ride Shuttle*
2016	115,800	1,102
2017	121,638	1,833
2018	107,446	1,948
2019	94,263	No service
2020 (Jan-Mar) pre-COVID	18,989	No service
2020 (Apr-Sept) COVID	11,643	No service

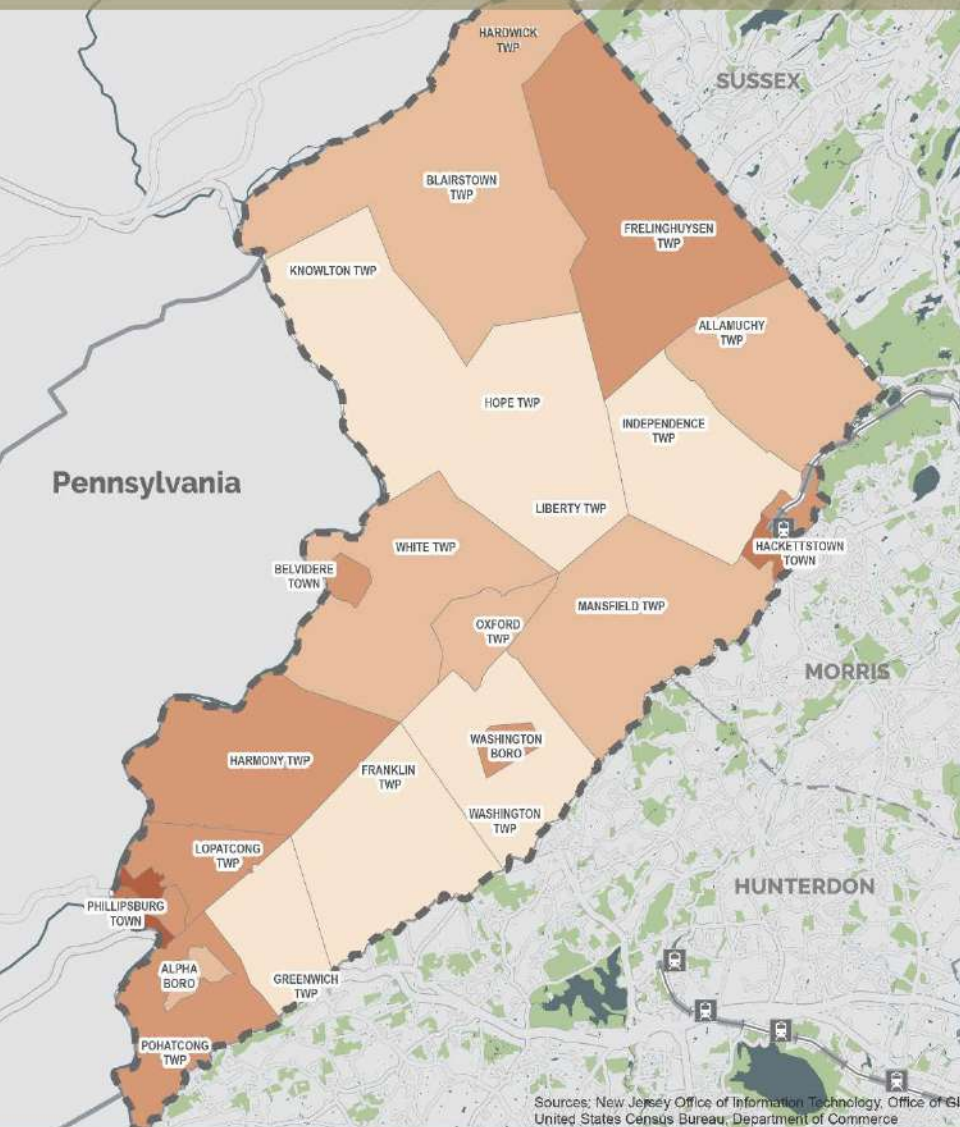
Freight

- Light Industrial Site study found that:
 - 15 sites with over 4,000 acres and over 45 million square feet of gross floor area
 - Potential to generate a significant amount of traffic both from trucks and automobiles, as increased employment and goods movement to and from these sites
- Morris/Warren County Rail Corridor study

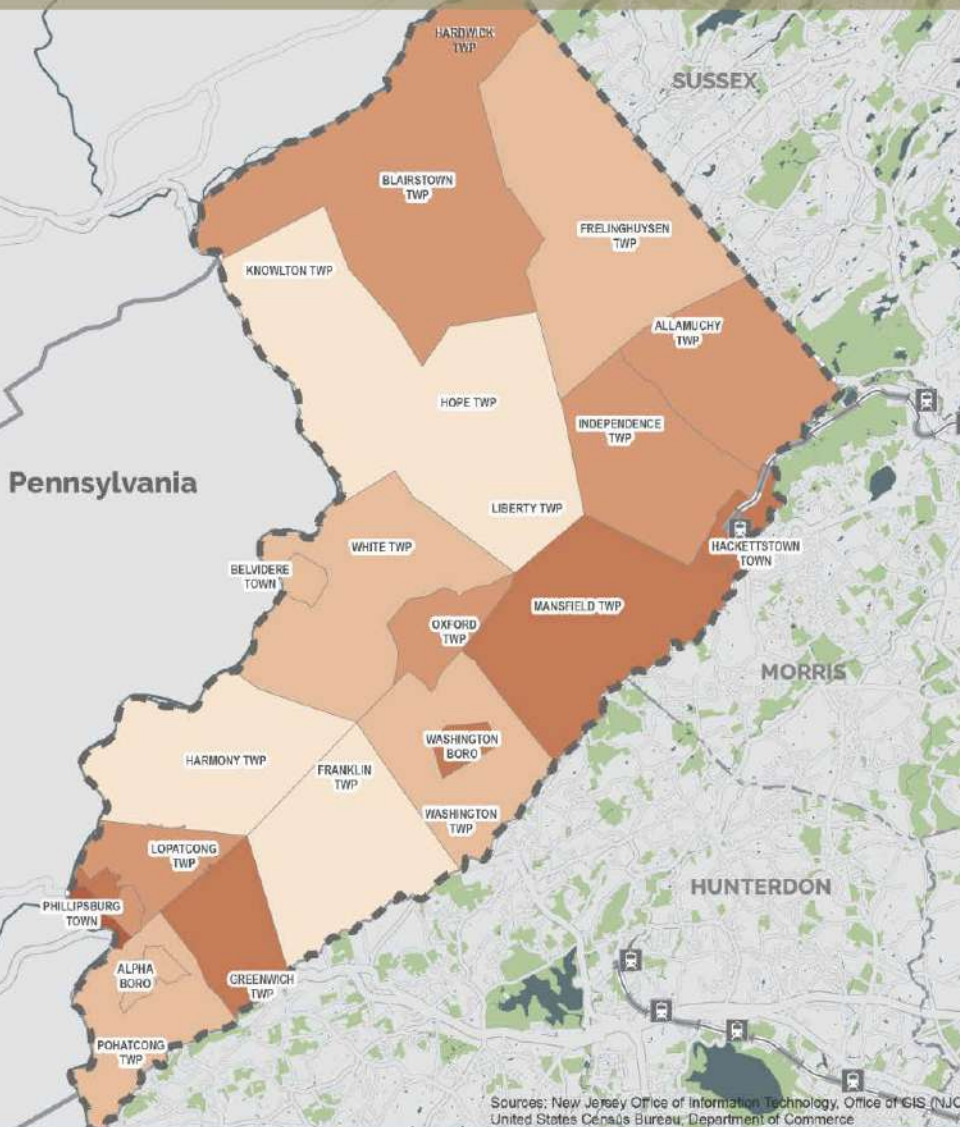
Equity Assessment



Poverty



Racial Minorities



Legend:

- Train Station
- Water
- Open Space
- Warren County Municipalities
- New Jersey Counties
- Pennsylvania Counties
- Rail

Poverty Legend:

- 0%
- 4%
- 7%
- 10%
- 15%
- 28%

0 2 4 6

Legend:

- Train Station
- Water
- Open Space
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- Rail

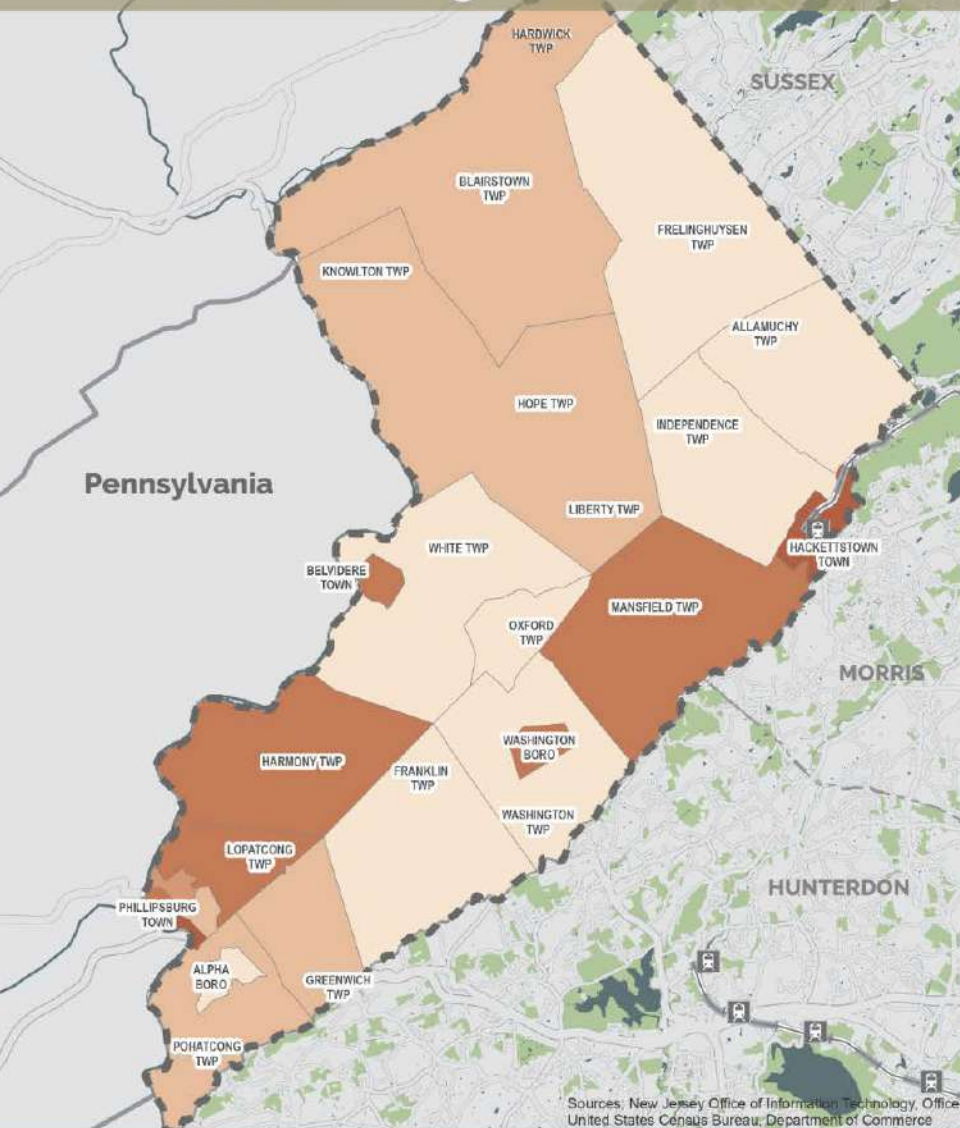
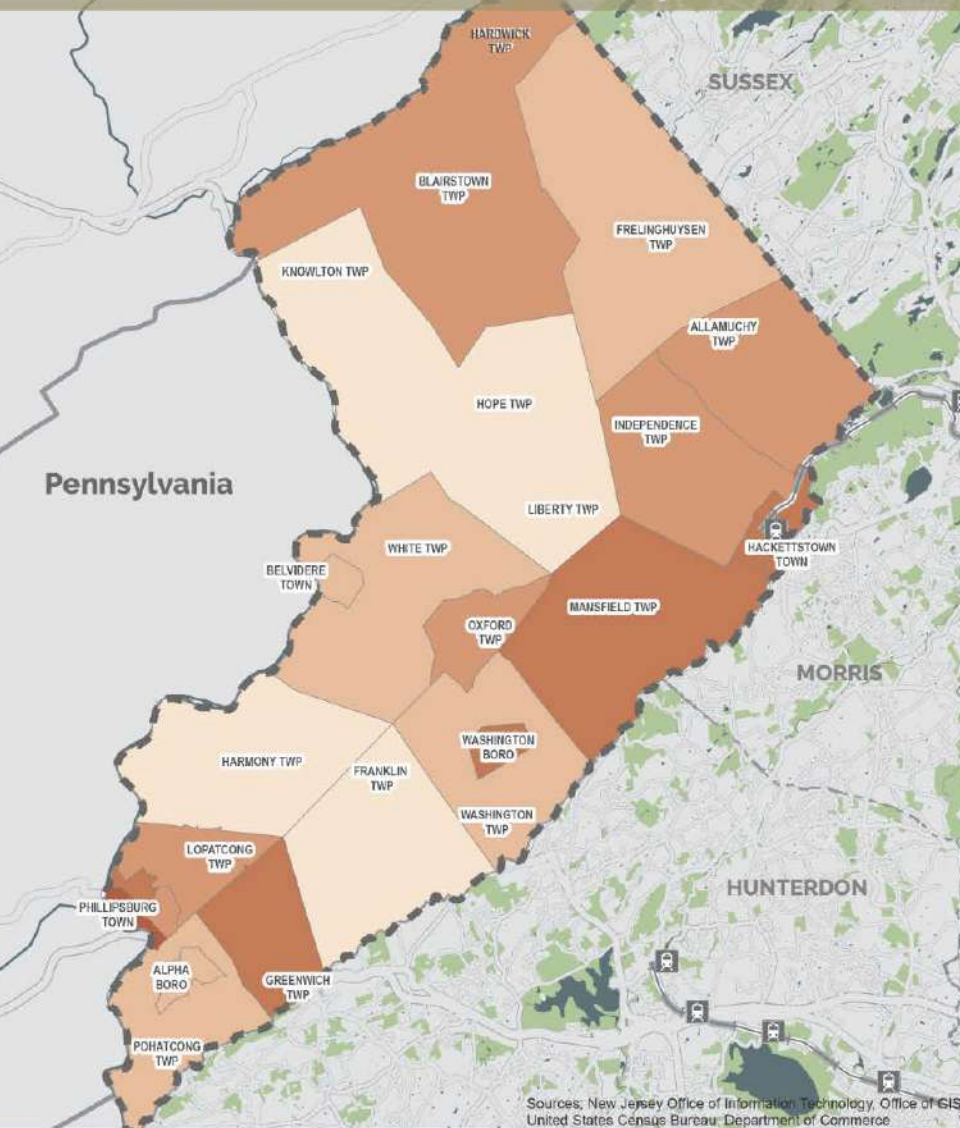
Racial Minorities Legend:

- 0%
- 7%
- 10%
- 20%
- 25%
- 43%

0 2 4 6 8

Non-Native Born Population

Limited English Proficiency



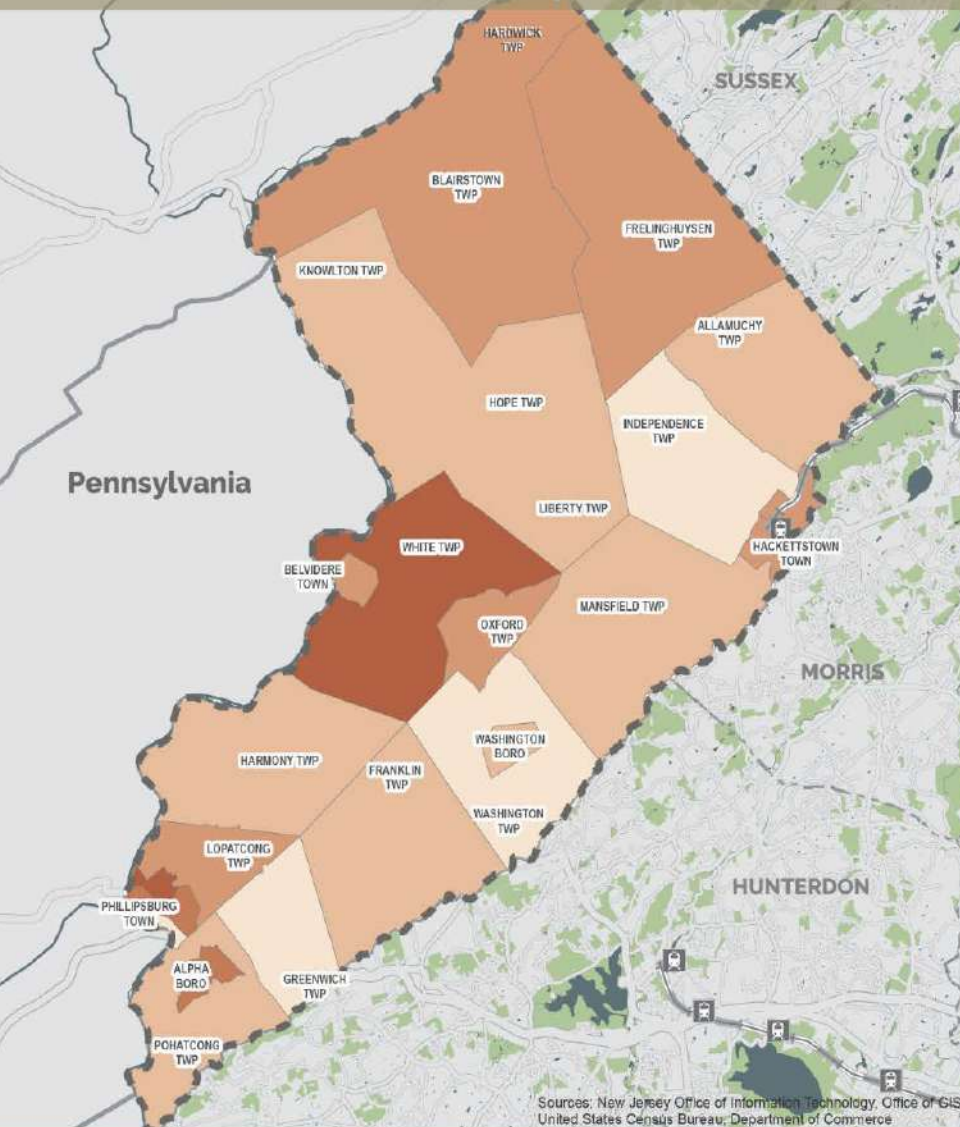
Sources: New Jersey Office of Information Technology, Office of GIS
United States Census Bureau, Department of Commerce

Sources: New Jersey Office of Information Technology, Office of GIS
United States Census Bureau, Department of Commerce

Train Station
 Water
 Open Space
 Warren County Municipalities
 New Jersey Counties
 Pennsylvania Counties
 Rail
 Born Outside of U.S.
 0%
 6%
 7%
 8%
 12%
 19%
 0 2 4 6

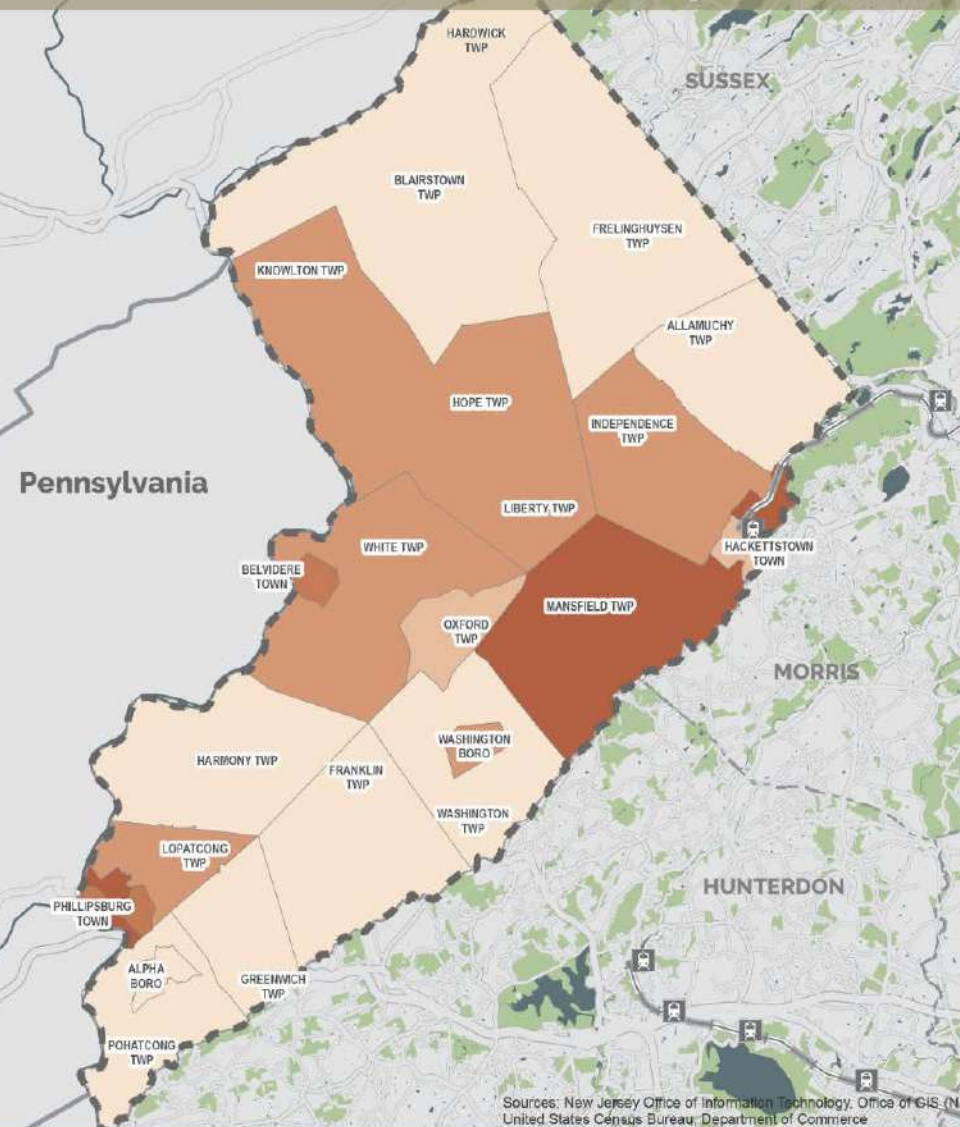
Train Station
 Water
 Open Space
 Warren County Municipalities
 New Jersey Counties
 Pennsylvania Counties
 Rail
 Limited English Proficiency
 0%
 1%
 2%
 3%
 6%
 9%
 0 2 4 6

Disabled Population



Sources: New Jersey Office of Information Technology, Office of GIS
United States Census Bureau; Department of Commerce

Auto Accessibility



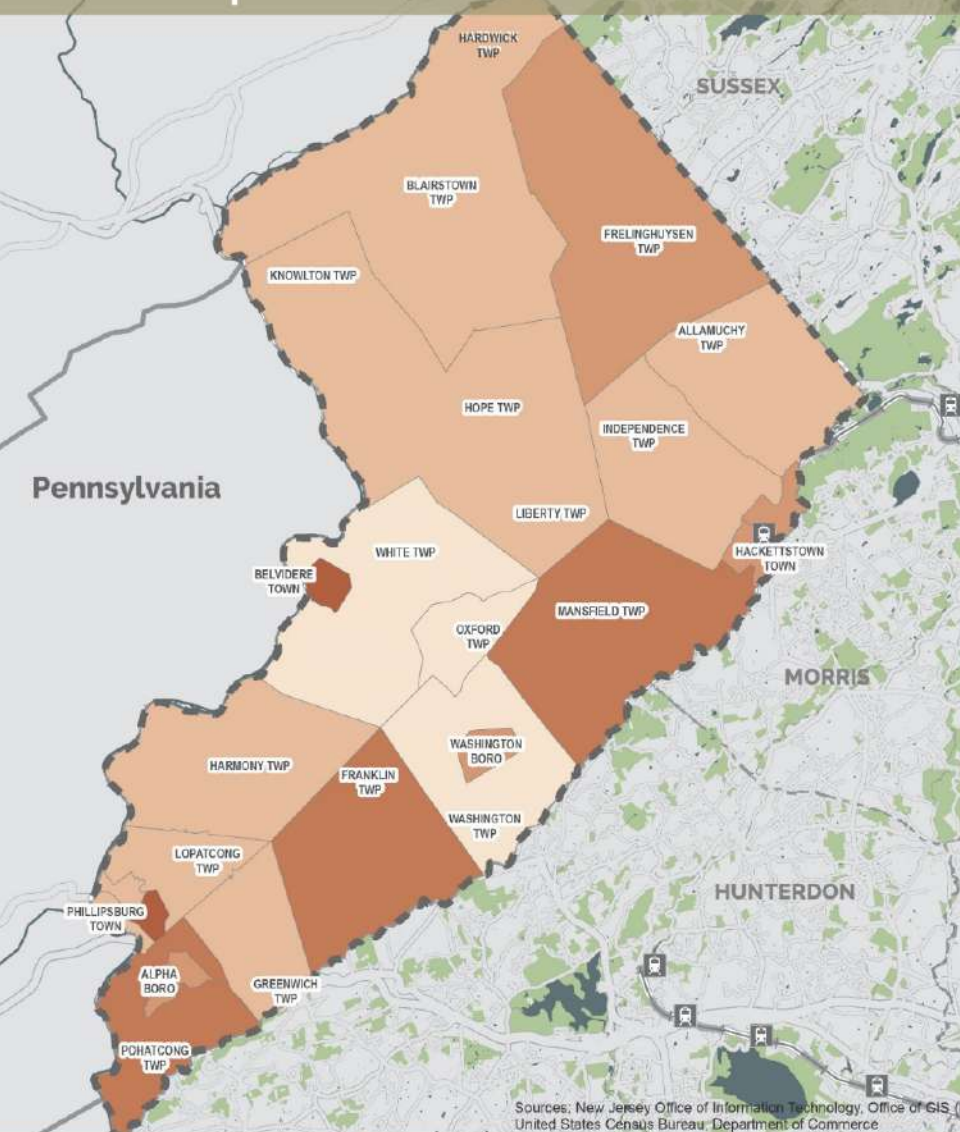
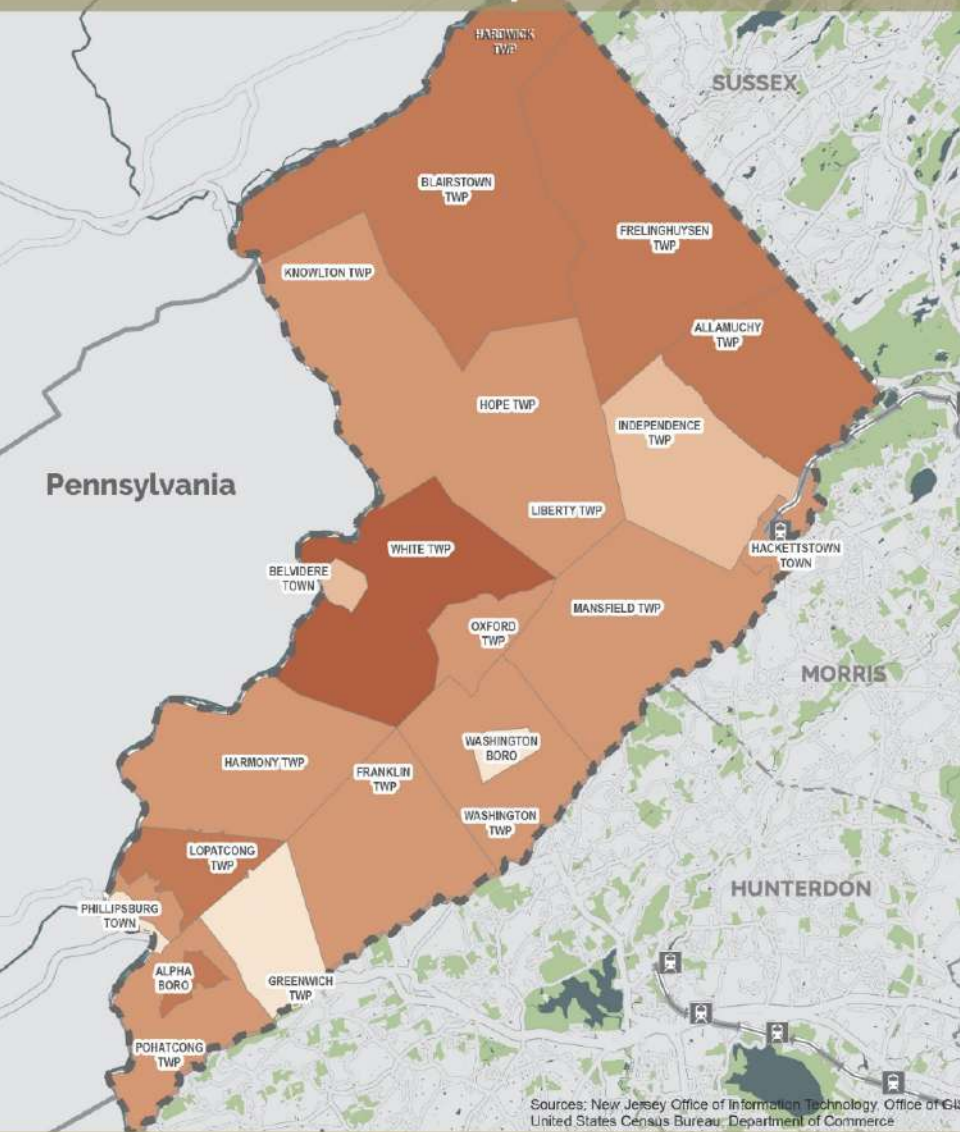
Sources: New Jersey Office of Information Technology, Office of GIS
United States Census Bureau; Department of Commerce

Train Station
 Water
 Open Space
 Warren County Municipalities
 New Jersey Counties
 Pennsylvania Counties
 Rail
 Disabled Legend: 0%, 9%, 12%, 15%, 20%, 25%
 Scale: 0, 2, 4, 6

Train Station
 Water
 Open Space
 Warren County Municipalities
 New Jersey Counties
 Pennsylvania Counties
 Rail
 Lacking Access to Automobile Legend: 0%, 1%, 2%, 4%, 6%, 10%
 Scale: 0, 2, 4, 6

Senior Population

Population Under Five



Sources: New Jersey Office of Information Technology, Office of GIS
United States Census Bureau, Department of Commerce

Sources: New Jersey Office of Information Technology, Office of GIS
United States Census Bureau, Department of Commerce

Senior Population

- 0%
- 12%
- 14%
- 19%
- 24%
- 39%

Population Under Five

- 0%
- 3%
- 5%
- 6%
- 7%
- 9%

0 2 4 6

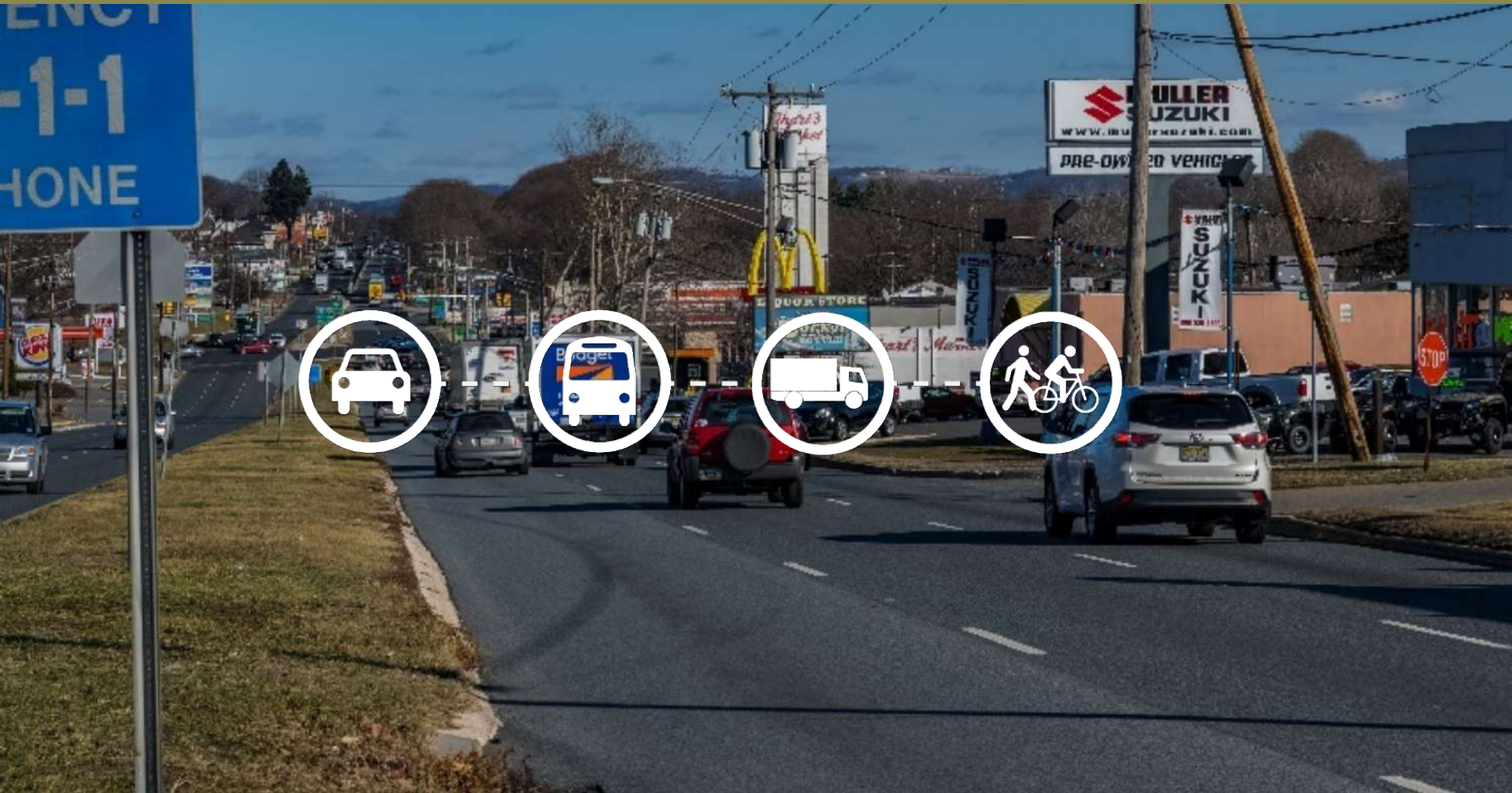
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0 2 4 6

0 2 4 6



Scenario Modeling



Scenario Planning

- Purpose is to evaluate alternative future conditions in Warren County, considering both land use and transportation impacts
- Utilizes the NJTPA's approved travel demand model (NJRTM-E)
 - Based on NJTPA approved demographics and performance measures
 - Enables assessment of custom-designed future scenario alternatives specific to trends, needs, and opportunities in Warren County
- Three proposed future scenario alternatives
 - Multimodal & Centers-based
 - Logistics Hub
 - Warren County Blend
- Scenarios derived from 2018 Transportation Technical Study

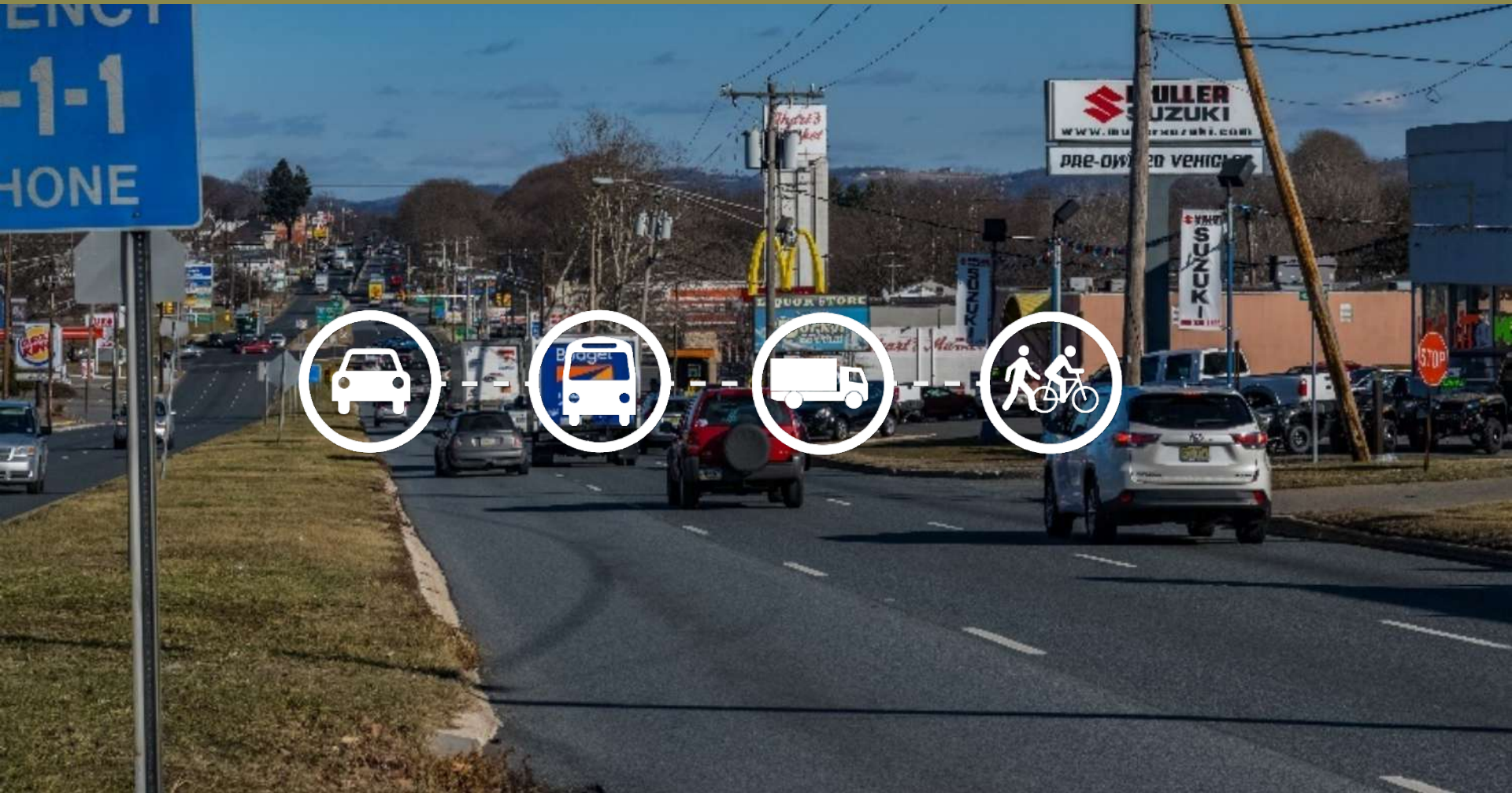
Proposed Future Scenarios

- Multimodal & Centers-Based
 - Targeted communities would concentrate some new development in town centers rather than sprawling across municipality
 - Focused on a small number of more densely-developed towns
 - Must have potential to benefit from centers-based development, most likely Phillipsburg, Hackettstown, Washington Borough, Alpha/Pohatcong
 - Would only redistribute demographics but not change control totals
- Logistics Hub
 - Include logistics projects most likely to be developed (anticipate 6 or 7)
- Warren County Blend
 - Blend of Center-based and Logistics Hub

Future Scenario Planning

- Use 2035 NJRTM-E as baseline for scenario comparison
- Run each of the scenario alternatives compare performance measures, congestion, etc.
- Evaluate pros and cons of each of the scenario alternatives
- Develop and test possible new projects to mitigate congestion and other regional and local impacts
- Review results with Warren County and Steering Committee to develop consensus on future transportation projects
- Achieve the defined vision and goals for Warren County

Next Steps



Next Steps

Comprehensive Outreach and Coordination

- Prepare for Public Meeting –envisioned as a prerecorded, interactive presentation posted online for two weeks, followed by 1-hour listening session, comment form
- Comments from SAC members will be reviewed with County and NJTPA

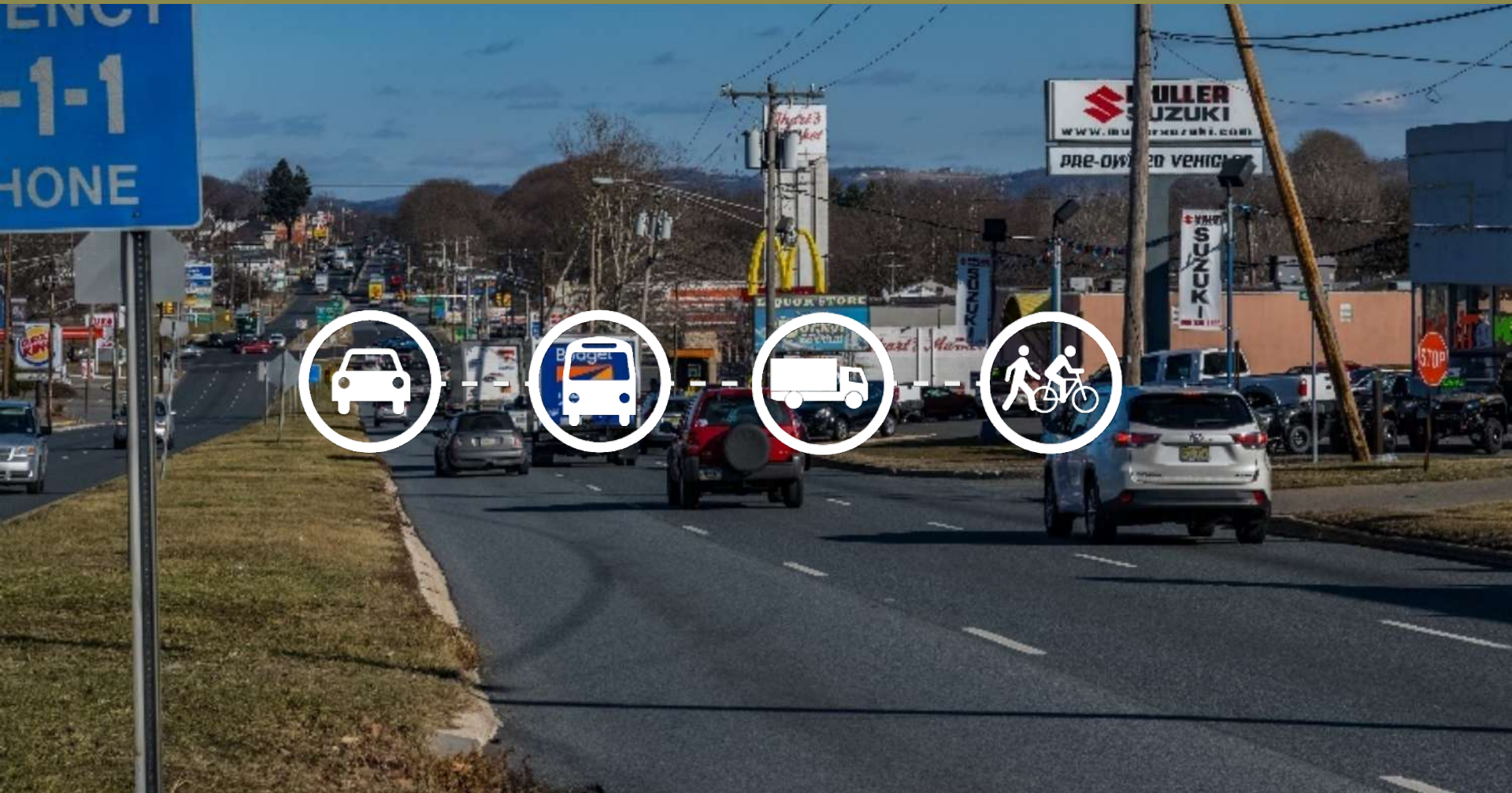
Scenario Modeling

- Model input adjustments underway

Final Report and Recommendations

- Draft anticipated - March/April 2021

Open for Discussion



Questions? Contact:

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