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**North Jersey Transportation Planning Authority
 2016-17 Local Safety Engineering Assistance Program**

PROJECT: (D1) MAIN STREET

LOCATION: BOROUGH OF MANVILLE

SPONSOR: SOMERSET COUNTY

MEETING SUMMARY

SUBJECT: Project Kickoff Meeting
DATE: February 13, 2018
TIME: 10:30 A.M.
LOCATION: Municipal Complex, 325 N. Main Street, Manville, NJ
PRESENT:

<u>Name</u>		<u>Email</u>
Richard Onderko	Manville – Mayor	mayoronderko@manvillenj.org
Ron Skirkanish	Manville – Council	rskirkanish@manvillenj.org
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Andrea Bierworth	Manville – Administrator	abierwirth@manvillenj.org
Mark Peltack	Manville – Police Department	mpeltack@manvillepd.org
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Pat Renaldi	Manville – Fire Marshal	prenaldi@manvillenj.org
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Matt Loper	Somerset County	loper@co.somerset.nj.us
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Erika Rush	Urban Engineers	elrush@urbanengineers.com
John Federico	Urban Engineers	jfederico@urbanengineers.com

The following information is a summary of the major items discussed and decisions reached at the meeting.

MEETING PURPOSE: The purpose of this meeting was to update local officials on the project's status and obtain feedback on various aspects of the project (agenda attached).

INTRODUCTIONS

The meeting began with introductions and an overview of the project and its management structure. NJTPA explained that the original Road Safety Audit (RSA) was funded by federal safety money through the Highway Safety Improvement Program (HSIP). This design project resulted from a successful Local Safety Application that was submitted by the County, and is also will use HSIP funds. The engineering cost is approximately \$800K while the construction cost is estimated at \$3-4 million. NJTPA noted that the HSIP funding can be used to cover additional construction costs beyond the initial estimate. Somerset County (Somerset) is the project sponsor and will serve as the project lead, Urban Engineers (Urban) is the selected design consultant, and North Jersey Transportation Planning Authority (NJTPA) will serve as the Contract Manager.

PROJECT UNDERSTANDING & CLIENT EXPECTATIONS

Urban asked each of the stakeholders if they could describe their expectations for the project, which are summarized below:

Borough of Manville

Manville officials noted the following:

- The north end of Main Street experiences very fast traffic and pedestrian crossings/safety is a major issue. The Borough feels this is a project that is long overdue, and their primary goal is to get "shovels in the ground" before another person gets injured.
- Manville is working with Local Planning Service, an office within the NJ Department of Community Affairs (DCA), to develop a redevelopment plan for the section of Main Street between the freight overpass and Kyle Street. This section overlaps the study area and includes the Rustic Mall site. The initiative is just beginning and should be coordinated with the design project.

Somerset County

County officials noted the following:

- The County is fully committed to looking at all options to improve safety along the project corridor.
- This is the first of many meetings that the County intends to hold with local officials, key stakeholders, and the community at large.

- In the coming year, Ridewise, Somerset County's TMA, will be working with the County to implement an educational campaign focused on roadway safety along Main Street using NJTPA's StreetSmart model. This effort should be coordinated with the project to help provide an important element of addressing safety – education.
- Manville is working with the County and State on a Redevelopment Area Plan.
- Various development proposals will come on line during the course of the project. The County is aware of a concept plan for a new Wawa at the northwest corner of the Dukes Parkway/Main Street intersection; another development mentioned was at Schoolhouse and Somerset. It was noted that the Dukes/Main intersection is used by large trucks, which will be a design consideration. The Borough and County will forward any new information about this and other developments to Urban so it can be coordinated with this project's design. The County also requested that applications for properties off Main Street which may affect traffic for this project also be forwarded for information and coordination.

BACKGROUND INFORMATION

Urban provided an overview of their efforts to date which include initiating the field survey, collecting background documents, and conducting an initial traffic analysis. Urban is currently in the process of completing the field survey and will then conduct field checks. Urban also developed study area mapping that includes land uses, major routes, County bus routes, trails, and activity generators in and near the Borough.

Urban then presented findings from an initial traffic analysis of the road diet (i.e. 3 lane) concept for Main Street between Dukes Parkway and Brooks Boulevard (see attached powerpoint slides). The County asked that Urban "test" the road diet concept – including any recommended modifications – to understand what the trade-offs are when the reduced cross-section is compared to the existing four lane cross-section.

Urban noted that the most significant traffic issues appeared to be during the PM peak hour as traffic queues in the southbound direction from Camplain through Brooks. Attendees noted that Urban's observations and model results were consistent with typical conditions and queuing has been observed to extend through Dukes Parkway.

Urban tested the road-diet with optimized timings and the initial results indicate that all intersections would operate at non failing (LOS F) conditions during the PM peak hour. In the AM peak hour, initial results indicate that extensive queuing in the northbound direction would occur at Dukes Parkway. The queuing and associated travel time impacts could be greatly mitigated through the opening of a 2nd northbound lane a few hundred feet prior to the Dukes Parkway intersection. It was noted that these were just initial results that will be update as concepts are

refined, but the conclusion from Urban's perspective is that a road-diet or modified road-diet appears to be viable from a traffic operations perspective.

Urban also noted that the existing queuing in the southbound direction during the PM peak hour may be potentially reduced through adjustments to the signal timing at Camplain and Main St. It was decided that Urban and the County would follow-up after the meeting to discuss the analysis results.

The County noted that they recently implemented road diets along two corridors – Washington Avenue in Green Brook and Promenade Boulevard in Bridgewater. While the road diet in Bridgewater has been well received, the road diet in Green Brook was met with initial complaints. The County has responded consistently by stating that their primary concern is safety and road diets have been proven to improve safety.

OTHER DISCUSSION ITEMS

Discussion related to the project's scope, schedule, and other design or process elements are summarized below:

- ***Anticipated Design Schedule***

NJTPA provided an update on the project's design schedule. The project is currently in the Preliminary Design and Environmental Documentation phase, which is anticipated to be completed in the Spring of 2019. The project will then undergo a federal review to authorize funds for Final Design, which could last several months. Once federal approval is obtained, Final Design is expected to last another year and will be followed by the construction bid process. Given these timelines, the earliest anticipated construction start date would be in the Spring of 2021.

The Mayor said he was hoping that construction would occur earlier and asked if there was any way to expedite the process. NJTPA replied that the schedule cannot be expedited due to the funding source and necessary federal reviews/authorizations. The County said they understand the Mayor's desire to get this project built and will work with project partners to keep the project moving forward. Urban added that the project team will do its best to stay on schedule, and impact to schedule will be an aspect of assessing potential solutions. For example, avoiding right-of-way impacts if possible will be important, as the right-of-way acquisition process can add significant delay to the design schedule. Urban also noted that there may be aspects of the project that can move forward in advance and provide benefit – for example, signal retimings or restriping.

- **Anticipated Construction Schedule**

Construction for this project is anticipated to need one full construction season, beginning in March and lasting through October. Maintenance and protection of traffic will be an important consideration when developing the construction schedule, and will address needs for bicyclists/pedestrians and access to businesses.

- **Emergency Services**

Manville Police officials asked about the effects of a road diet on emergency services. Urban explained that road diets have been shown to accommodate emergency vehicles well through the use of the center lane, and in some cases have improved response times. The County added that there are several options for constructing the center lane ranging from paint and/or mountable surfaces to a curbed islands, and each of these options can be evaluated to determine effects on emergency vehicles.

- **Green Stormwater Infrastructure**

Some attendees noted that flooding can occur, and asked how it will be addressed. Urban noted that drainage will be addressed in the design. Typically, altering roadway width or elevation can affect drainage, but neither of these aspects are expected to change on this project. NJTPA noted that FHWA can fund green stormwater infrastructure (GSI) improvements such as new trees or infiltration areas through HSIP, provided the County and Borough desire to include these elements. Maintenance would be the primary consideration in deciding whether or not to incorporate GSI improvements.

- **Streetscape Considerations**

Manville officials expressed a desire to create a more aesthetically-pleasing Main Street corridor. NJTPA clarified that this effort is a safety project rather than a streetscape project, but added that improved aesthetics can be a byproduct of the safety project due to new sidewalks, signage, striping, and potential GSI elements. NJTPA asked if the Borough has a streetscape plan or master plan for Main Street, as elements from the plan could be funded through HSIP. The Borough currently does not have either.

- **Steering Committee Composition**

The County asked the group if anyone else should be included on the steering committee. Attendees suggested including representatives from the business community. Emergency access entities will be added as well.

- **Project Website**

The County noted that a dedicated page has been established for this project on the County's website (see link below) and asked that Urban forward the study area maps to the County for posting on the site. *Note: the maps are included with the transmission of these*

minutes. It was suggested that the project site should also include a link to the StreetSmart effort.

(<https://www.co.somerset.nj.us/government/public-works/engineering/projects-under-design/main-street-safety-improvements-in-manville>)

- **Coordination**

As numerous projects, background studies and concurrent efforts were discussed at this meeting, the County requested that Urban provide a list of what information they would like moving forward and the County will coordinate.

NEXT STEPS

The following Action Items were discussed:

Action	Responsible Party
Send project maps	Urban
Provide list to County of needed information	Urban
Complete the field survey, including field checks	Urban
Prepare draft concept plans for the entire corridor	Urban
Meet with the County to review the draft concept plans	Urban/NJTPA
Conduct a second Local Officials meeting to review the concept plans and formulate an approach to the community engagement component	Manville/County/Urban/NJTPA

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within ten (10) working days. Without notification, we will consider these minutes to be a record of fact.