



Lardner/Klein Landscape Architects, P.C.

Memorandum:

To: Bayshore Heritage Byway Corridor Management Committee
 From: Jim Klein, ASLA
 Date: 16 October 2012
 Subject: Draft Plan Comments and Responses

The following table documents the comments that were received regarding the draft plan and the propose changes to the draft in response to those comments:

#	Page	Comment	Response/Change
1		Acknowledgments – change Sharon Mollick title to “Senior” Planner	Sharon Mollick, Senior Planner
2	10	Goshen is in Middle Township, not Dennis. Last Paragraph, 2 nd sentence:	Change to read: In Dennisville, the byway veers south. It then and passes through the historic village of Goshen in Middle Township . South of Goshen, the original 2009-designated route ...
3	23	1 st paragraph, fifth sentence: Middle Township in NJ Sustainable Certified.	Change to read: To date, Cape May City, Lower Alloways Creek Township, Middle Township and Lower Township have all been certified by Sustainable Jersey; nine (8) other
4	23	2 nd paragraph, 2 nd sentence: Middle Township is also a Tree City, USA and we also have a Shade Tree Commission	Change to read: ... ordinances; the Cities of Millville and Cape May and Middle Township also have Shade Tree Commissions, which regulate the removal and replacement of trees. Cape May, West Cape May and Middle Townships are also each recognized as a ‘Tree City, USA’.
5	88	Last paragraph, line 2: "Bike lanes" should be changed to "paved shoulders". There is a NJDOT bike lane on Route 47(see below link), but only within the described designated area. - text from link describing designated “bicycle lane” on NJ 47 A) Beginning at the West Creek Bridge (Cape May County corporate line- Cumberland County corporate line) to the intersection of Glade Road (CR 616) (approximate mileposts 24.51 to 26.61). (B) Beginning at the West Creek Bridge (Cape May County corporate line- Cumberland County corporate line) to the intersection of Glade Road (CR 616) (approximate mileposts 24.51 to 26.61).	Change 2 nd line to read: The longest continuous extent of paved shoulders on the byway runs from ... Add the following as the new third sentence: A portion of NJ 47 in Cumberland County (beginning at the West Creek Bridge to the intersection of Glade Road, CR 616) is designated as an official bicycle lane by NJDOT, a distance of about 2.1 miles

<p>6</p>	<p>89</p>	<p>Page 90, Paragraph 2, Line 3: "Overall, roadways within Salem County are narrow, however; wide, striped shoulders are present on at least one side of main byway roads including:"</p> <p>Page 92, Paragraph 4, Line 2: "Overall, roadways within Cumberland County are narrow, however; wide, striped shoulders are present on at least one side of main byway roads including:"</p> <p>Page 95, Paragraph 3, Line 5: "Overall, byway roadways within Cape May County are wide with wide, striped shoulders present on at least one side of main byway roads including:"Insert new paragraph after last bullet.</p> <p>The above paragraphs seem to imply that cyclists traveling in either direction could use the shoulder on the one side of the highway. That is not the case. Cycles must travel the same direction as vehicles as per: 39:4-14.1 Rights, duties of bicycle riders on roadways, exemptions.</p> <p>16. a. Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by chapter four of Title 39 of the Revised Statutes and all supplements thereto except as to those provisions thereof which by their nature can have no application.</p> <p>-Throughout Chapter 3 there are references made to existing roadway conditions/ accommodations/traffic volumes. Please consider the following document when making cycling recommendations:</p> <p>http://www.state.nj.us/transportation/publicat/pdf/BikeComp/introtofac.pdf</p> <p>-NJDOT Traffic Engineering should also review the recommendations.</p>	<p>Insert new paragraph before Salem County Header. Insert as introductory paragraph: "The following paragraphs summarize a visual observation and evaluation of bicycle safety conditions along the Bayshore Heritage Byway. Prior to the advancement of recommendations or treatments, further study may need to be undertaken in consultation with each county and the New Jersey Department of Transportation's (NJDOT) traffic engineer. The document: <i>Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines</i> should also be consulted."</p> <p>[provide active PDF link in document to the following location: http://www.state.nj.us/transportation/publicat/pdf/BikeComp/introtofac.pdf]</p>
<p>7</p>	<p>90</p>	<p>In response to the above comments</p>	<p>Insert "It should be noted, however, that while shoulders are present on both sides of the above roadways, cyclists must travel in the same direction as vehicles per NJ Statutes 39:4-</p>

			14.1 Rights, duties of bicycle riders on roadways, exemptions.”
8	90	Paragraph 2, Line 3:	Delete, “Sidewalks along these two streets, however, are wide enough to accommodate bicycles”.
9	93	Insert new paragraph after last bullet. In response to above comments	Insert “It should be noted, however, that while shoulders are present on both sides of the above roadways, cyclists must travel in the same direction as vehicles per NJ Statutes 39:4-14.1 Rights, duties of bicycle riders on roadways, exemptions.”
10	93	Paragraph 4, Line 6: While sidewalks are present on both sides of the road, they are not continuous and not wide enough to accommodate pedestrians and bicyclists.	Delete, “While sidewalks are present on both sides of the road, they are not continuous and not wide enough to accommodate pedestrians and bicyclists”.
11	95	Insert new paragraph after last bullet. In response to above comments	Insert “It should be noted, however, that while shoulders are present on both sides of the above roadways, cyclists must travel in the same direction as vehicles per NJ Statutes 39:4-14.1 Rights, duties of bicycle riders on roadways, exemptions.”
12	111	Figure 95 - should it be Mannington Meadows?	Change to read: Figure 95 - Conservation Priorities for Mannington Meadows are also priorities for the Bayshore Heritage Byway
13	125	Paragraph 3, Line 6: "as well as interpreted pedestrian and bicycle trails." ?	change “interpreted” to “mapped”.
14	126	Paragraph 1: What is the difference between "bike trails" and "bike paths" as used in this paragraph? 1st and 2nd Bullets under Millville/Mauricetown Loop.	Change to: <ul style="list-style-type: none"> • On-road bike routes along (the shoulders of) CR 553 • Off-road bike trail between Port Norris and the East Point Lighthouse
15	128	Is there any convention for adding attractions such as the 1876 Life Saving Station at Higbee (Sunset) Beach? The Cape May Maritime Museum is moving forward with reconstruction plans. The Station was an important part of our rich maritime heritage and was moved from Philadelphia to the Old Steamboat Landing Site in the winter of 1877. Attached; you will find supporting	We have included the 1876 Life Saving Station in three places - Strategy 2.4. Assist organizations in their efforts to develop new visitor attractions or enhance existing attractions and link those sites to the Byway themes through interpretation and visitor services (site-specific enhancement opportunities)" - it is listed on page 128 under Cape May County projects - on the list of existing sites and attractions

		documentation	organized by heritage tourism cluster, Table 3, it is included as a planned site (page 146) - since it is not yet open to the public we added the list of those sites that are not yet open but likely to be so in the near future. - it is also shown on Figure 124 –1876 “Life-Saving Station is being reconstructed along the Delaware Bay at Sunset Beach”
16	141	Last paragraph, first sentence "The experience of traveling ... is one linear" needs correction or clarification.	Change to read: The experience of traveling along a byway or heritage touring route is, typically, a linear one . The route moves from place to place as well as provides many layers or stories, ready to be peeled back.
17	153	Paragraph 1: Include the link to the NJDOT Complete Streets Policy: Insert new bullet after 4th bullet.	Insert: • NJDOT adopted a Complete Streets in December 2009. The policy requires that future roadway improvement projects include safe accommodations for all users, including bicyclists, pedestrians, transit riders and the mobility-impaired. http://www.state.nj.us/transportation/eng/completestreets/pdf/completestreetspolicy.pdf
18	158	Last Paragraph: Link to the "Bayshore Byway Ride: http://www.state.nj.us/transportation/commuter/bike/pdf/bayshorebyways.pdf	Insert at end of the last paragraph: (see http://www.state.nj.us/transportation/commuter/bike/pdf/bayshorebyways.pdf)
19	168	7 th bullet point, missing word “will”	Given the rural nature of the area, the preferred organizational structure will make it easier for existing organizations to participate while at the same time satisfying the management needs for the Bayshore Heritage Byway.
20	169	First full paragraph, delete “the”	The following general considerations must also be factored in to the selecting the preferred management approach and organization for the Byway.
21	169	Last bullet, first subbullet - capitalize “counties”	- The South Jersey Transportation Planning Organization (SJTPO), which is the Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem C ounties in Southern New Jersey.
22	175	First full paragraph, 2 nd sentence change “directions” to “directors”	The mission of ... with a separate and independent board of directors and ...
23	175	Sidebar, 2 nd bullet – add comma after “efficient”	• Promote the creation ... and protect efficient, safe and enjoyable travel ...
24	178-180	Finally, the Management Plan leaves us residents with a lot of work and I have a worry that the "hybrid" management option is too dispersed in its organization to remain effective over the long haul. In the end, one strong administrative entity (the South	Response: There are really only two corridor wide committees: an administrative/finance committee and a marketing/heritage tourism committee. The enhancement committees could be as simple as housed in the county planning

		Jersey Bayshore Coalition is not really an administrative organization) will have to step up to the plate to hold all the committees together or the whole house of cards will wilt (to mix metaphors). I think the Plan should, at least, acknowledge the difficulty of working by committee and leave open an avenue for one funded organization to take overall administrative charge. I know we discussed multiple geographically based committees at the meeting in July but, what sounds possible in a brain storming session, looks less viable in the Plan. It sort of looks like the future of the byway may be "death by committee."	<p>office and working with organizations on a local basis to implement specific projects.</p> <p>Combining the administration/finance committee with the marketing committee could be done at first, but the marketing could realistically be done by the County tourism offices working with the state tourism office.</p> <p>That leaves only the need to create one executive style committee that truly represents all the stakeholders that could be responsible for decision-making and making priorities.</p>
25	178	2 nd full bullet – close parenthesis	<ul style="list-style-type: none"> • Work with county ... (including potential grants through the MAP-21 "Transportation Alternatives categories");
26	178-179	Bulleted list under "Heritage Tourism Committee" – make punctuation consistent throughout	Use semicolons after each bullet; use "; and" after second to last bullet and a period for the last bullet
27	179	Last paragraph, fifth sentence use "and" in place of last comma	The net economic benefit of heritage tourism results from attracting visitors that stay longer and spend more money ...
28	181-182	Bulleted list under "Startup Phase" – make punctuation consistent throughout	Change to "Startup Phase:" and use semicolons after each bullet; use "; and" after second to last bullet and a period for the last bullet
29	181	Last bullet, capitalize "this", remove last parenthesis, punctuate with ";"	As part of the web presence there should be a single source that lists all of the Bayshore region events (such as bird-watching events, cultural events programming, etc.). This can build upon the existing calendar already found on the CUPMRT web site;
30	182-183	Bulleted list under "Development Phase" – make punctuation consistent throughout	Use semicolons after each bullet; use "; and" after second to last bullet and a period for the last bullet
31	183	Bulleted list under "Sustaining Phase" – make punctuation consistent throughout and remove stray bullet from list	Use semicolons after each bullet; use "; and" after second to last bullet and a period for the last bullet
32	184	1 st para., 2 nd sentence insert "of"	The Community Foundation model allows for the establishment of a range of ...
33	App 2	Map 3 – question about circles with numbers – what are they	These are character areas – the original character area map with photos was put back on the web site with the correct map