

Safe Streets & Roads Program Action Plan **Cape Island**

APPENDICES



Borough of
Cape May Point



Appendix A

Leadership and Planning



Steering Committee Members and Meetings

**Cape Island Safe Streets Action Plan
Steering Committee Members**

Terry DiUbaldi	Cape May	Cape May City Bicycle and Pedestrian Advisory Committee
Hilary Prichard	Cape May	Cape May City Bicycle and Pedestrian Advisory Committee, West Cape May Resident
James Moffatt	Cape May	Cape May City Bicycle and Pedestrian Advisory Committee
Jeffrey Vecere	Cape May	Cape May City Bicycle and Pedestrian Advisory Committee
Robert Morris	Cape May	Cape May City Bicycle and Pedestrian Advisory Committee
Michael Yeager	Cape May	Cape May City Bicycle and Pedestrian Advisory Committee, Councilman Liaison
Capt. John Bobik	Cape May	Cape May City Police Department
Lt. Kristopher Mazza	Cape May	Cape May City Police Department
Paul Dietrich	Cape May	City Manager/Engineer
Shane Meier	Cape May	Councilperson
Justin Riggs	Cape May	Deputy City Manager
Catherine Busch	Cape May Point	Public Works Director
Michael Laffey	Lower Township	Administrator
George Dick	West Cape May	Deputy Mayor



Safe Streets & Roads Program Action Plan **Cape Island**

Wednesday, March 13, 2024
Cape May City Hall
643 Washington Street
Cape May, NJ 08210
9:30 AM – 11:00 AM

- 1. Introduction of the Project Team and Steering Committee**
- 2. Review meeting objectives**
- 3. Review action plan requirements**
- 4. Review role of the Steering Committee**
- 5. Review action plan development roadmap (Target Completion 9:55)**
- 6. Emphasis Area selection discussion (Target Completion 10:25)**
 - a. Overview of initial data**
 - b. Hear safety issues/concerns from committee**
 - c. Emphasis Area considerations**
- 7. Safe System Assessment document review (Target Completion 10:30)**
- 8. Stakeholder Outreach (Target Completion 10:55)**
 - a. Review initial stakeholder list**
 - b. Discuss desire for a stakeholder survey**
 - c. Focus Group meetings**
- 9. Next Steps (Target Completion 11:00)**



Borough of
Cape May Point





Safe Streets & Roads Program Action Plan
Cape Island

Steering Committee Meeting #1

March 13, 2024



Introduction



City of Cape May

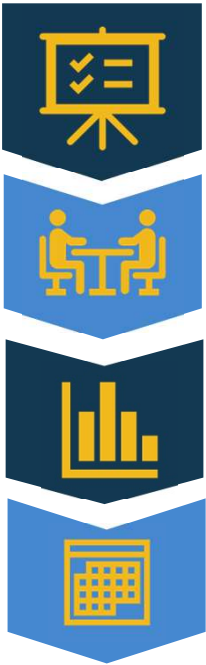
- Paul Dietrich
- Justin Riggs

GPI

- Dave Kuhn – Project Manager
- Julia Steponanko – Safety Engineering
- Kruti Barot – Safety Engineering
- Dale Foster – Stakeholder Coordination



Kick-off Meeting Objectives



- 1) Ensure Steering Committee understands Action Plan requirements and their role in development
- 2) Obtain committee input on safety issues
- 3) Review and update stakeholder list
- 4) Obtain Steering Committee input on documents to be reviewed for Safe System Approach alignment



Introduction



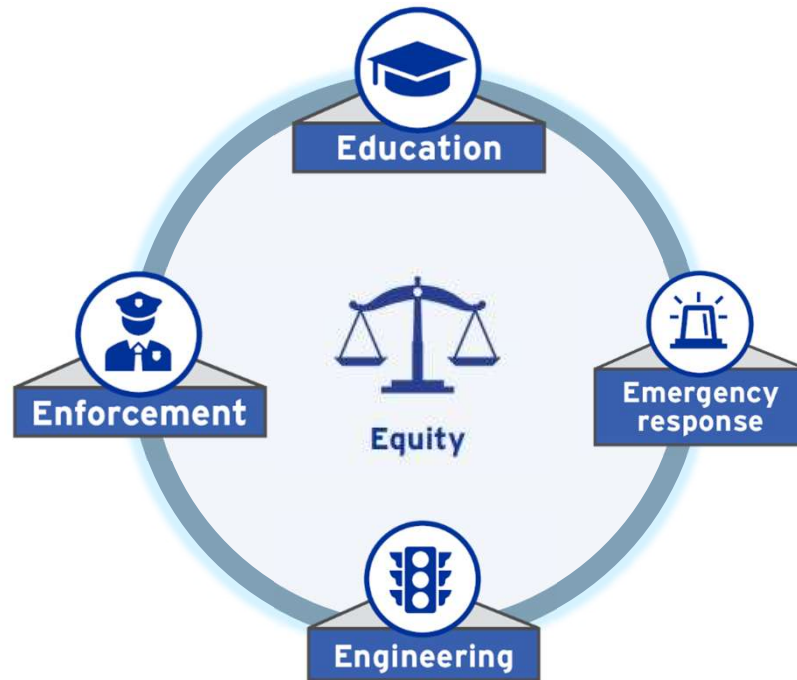
- 1 Review SS4A Action Plan Overview
- 2 Review Steering Committee Role
- 3 Review Action Plan Development Roadmap
- 4 Safety Data and Issues
- 5 Safe System Assessment Document Review
- 6 Stakeholder Outreach
- 7 Next Steps



SS4A Action Plan Overview



What is a Local Safety Action Plan (LSAP)?



- Actionable plan to prevent roadway deaths and injuries
- 8 required components
- Provides opportunity for implementation grants or supplemental planning grants



SS4A Action Plan Components



1) *Leadership Commitment and Goal Setting*

Endorsement by high-ranking official or governing body.
Zero goal or major reduction goal.

2) *Planning Structure*

Oversight Committee

3) *Safety Analysis*

Hot Spots and Systemic Safety Treatment on all roads.

4) *Engagement and Collaboration*

Include private, non-profit, community groups.



SS4A Action Plan Components



5) *Equity Considerations*

Inclusive process. Assessment of impacts to underserved communities.

6) *Policy and Process Changes*

Assessment of policies, plans, guidance to identify opportunities to prioritize transportation safety.

7) *Strategy and Project Selection*

Prioritized set of projects and strategies shaped by data and stakeholder input.

8) *Progress and Transparency*

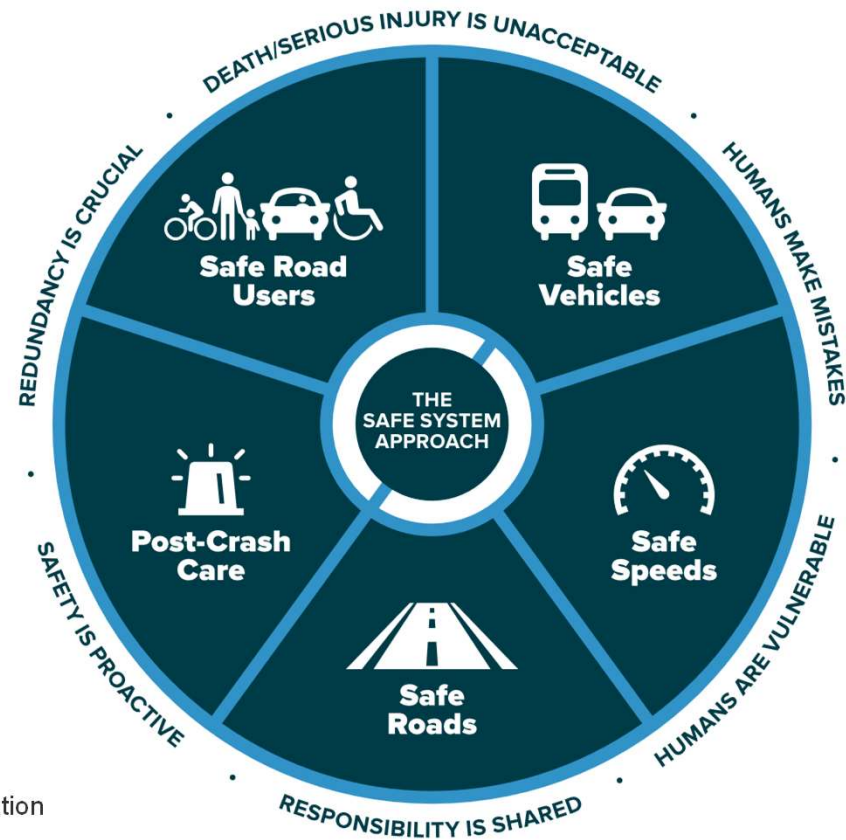
Method to measure progress. Transparent progress reporting. Post Action Plan online.



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Safe System Approach



Source: Federal Highway Administration



Comparison with SJTPO Cape May County LRSP



Plan Similarities

- SS4A Components
- Data sources
- Common Stakeholders
- Emphasis areas?
- Strategies?

Coordination will be important!

Plan Differences

- Focus area
- Scope – All roads (CI) vs County/Municipal
- Data analysis
- Emphasis areas?
- Strategies?
- Projects
- Actions
- Implementation responsibilities

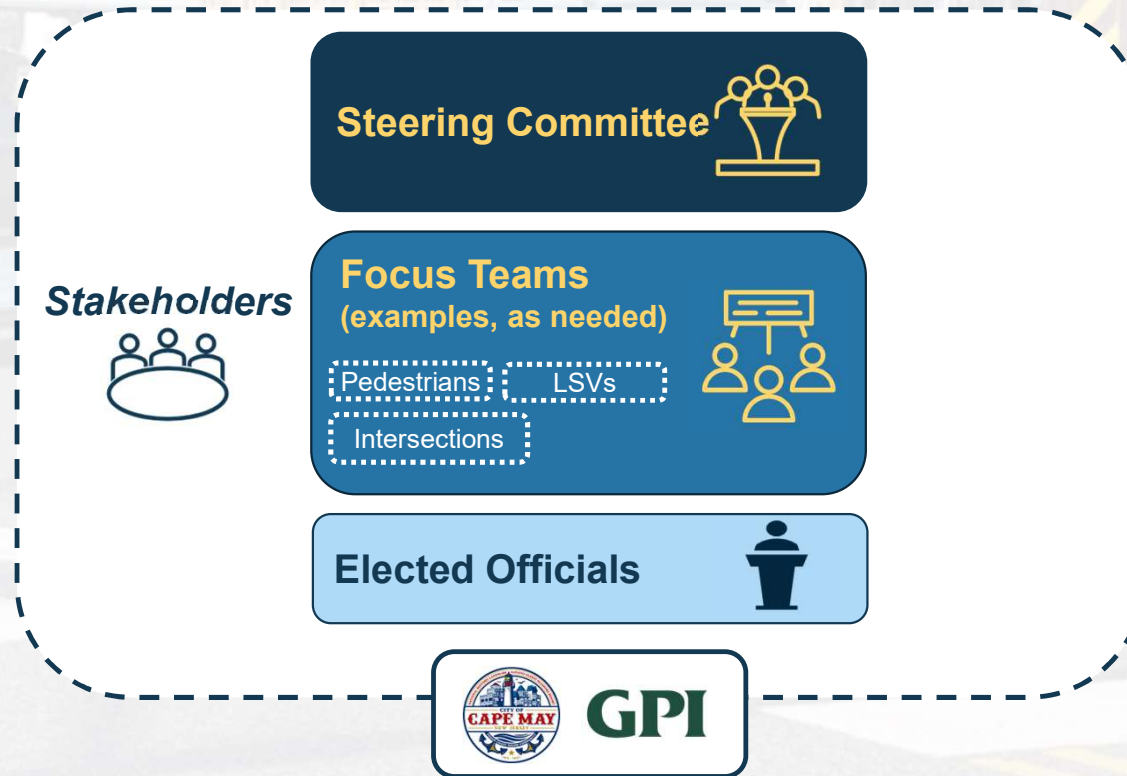


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Cape May Point



Role / Responsibility of the Steering Committee

Project Organization Structure



Steering Committee Members



City of Cape May

- Holly Tilford
- Terry DiUbaldi
- Hilary Prichard
- James Moffatt
- Jeff Vecere
- Mary Snyder
- Mike Yeager
- Wendy Collins
- Chief Dekon Fashaw

Borough of West Cape May

- George Dick, Deputy Mayor

Lower Township

- Michael Laffey, Administrator
- Kevin Lewis, Police Chief

Borough of Cape May Point

- Catherine Busch, Commissioner



Steering Committee Role

Key Decisions



- Plan Direction/Focus – Emphasis Areas
- Priorities – Strategies
- Recommendations - Projects

Input/Guidance



- Stakeholder Identification and Communication
- Data



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Action Plan Roadmap

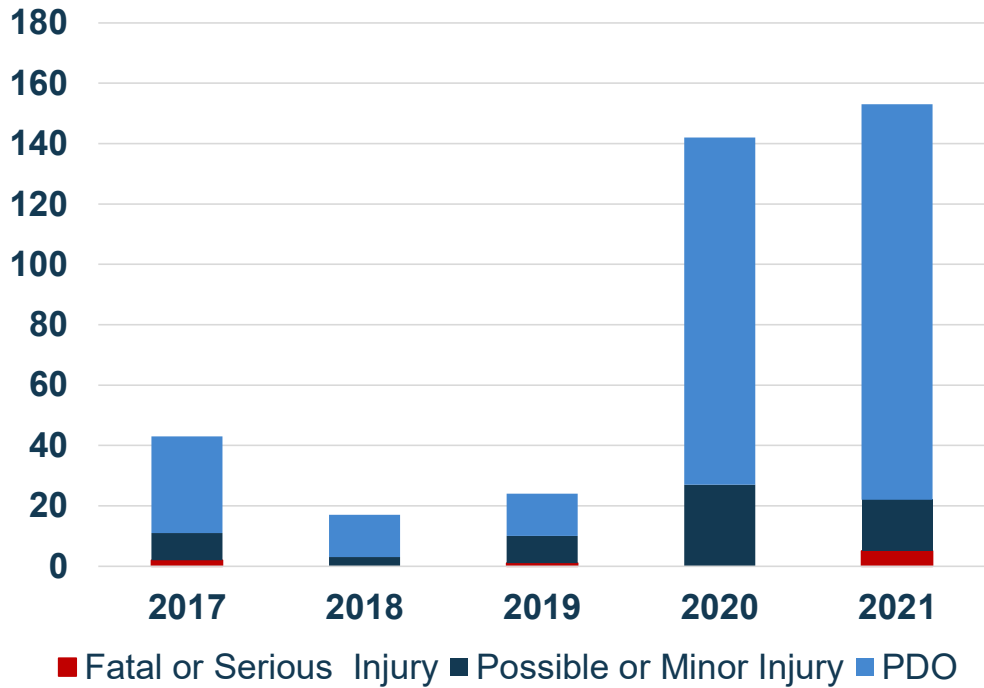


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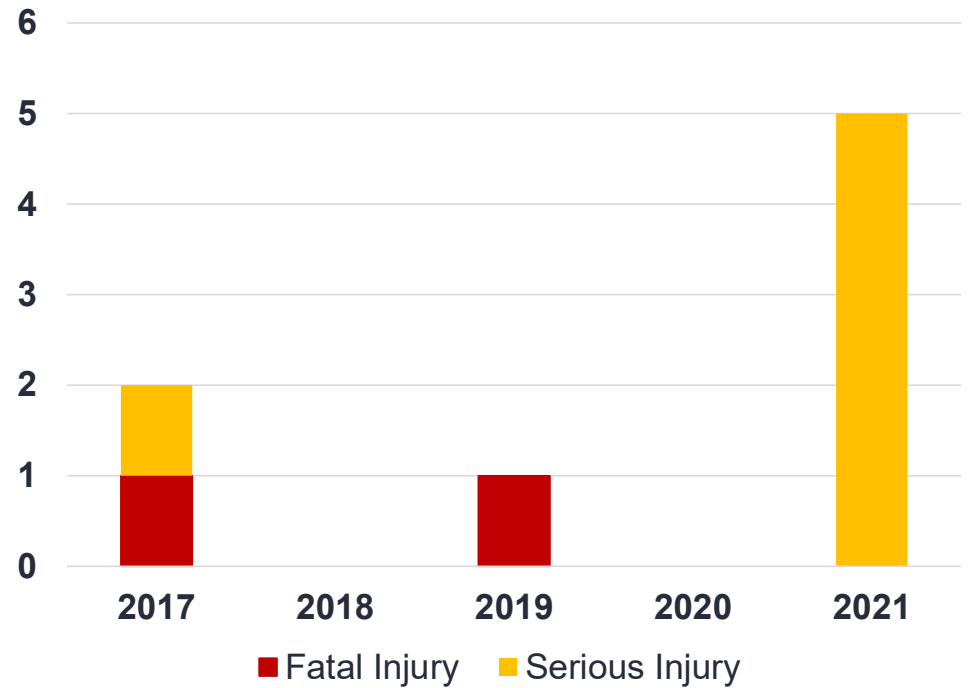


Cape Island Crash Data by Year

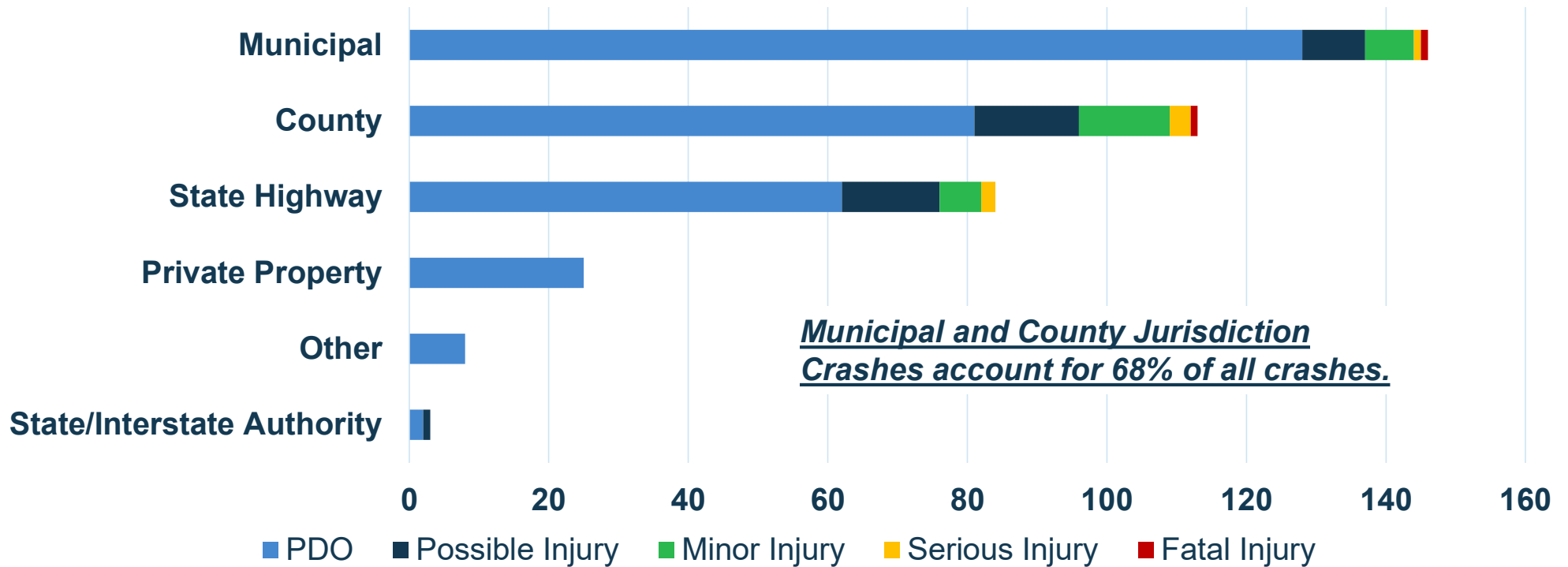
All Crashes



Fatal and Serious Injury Crashes



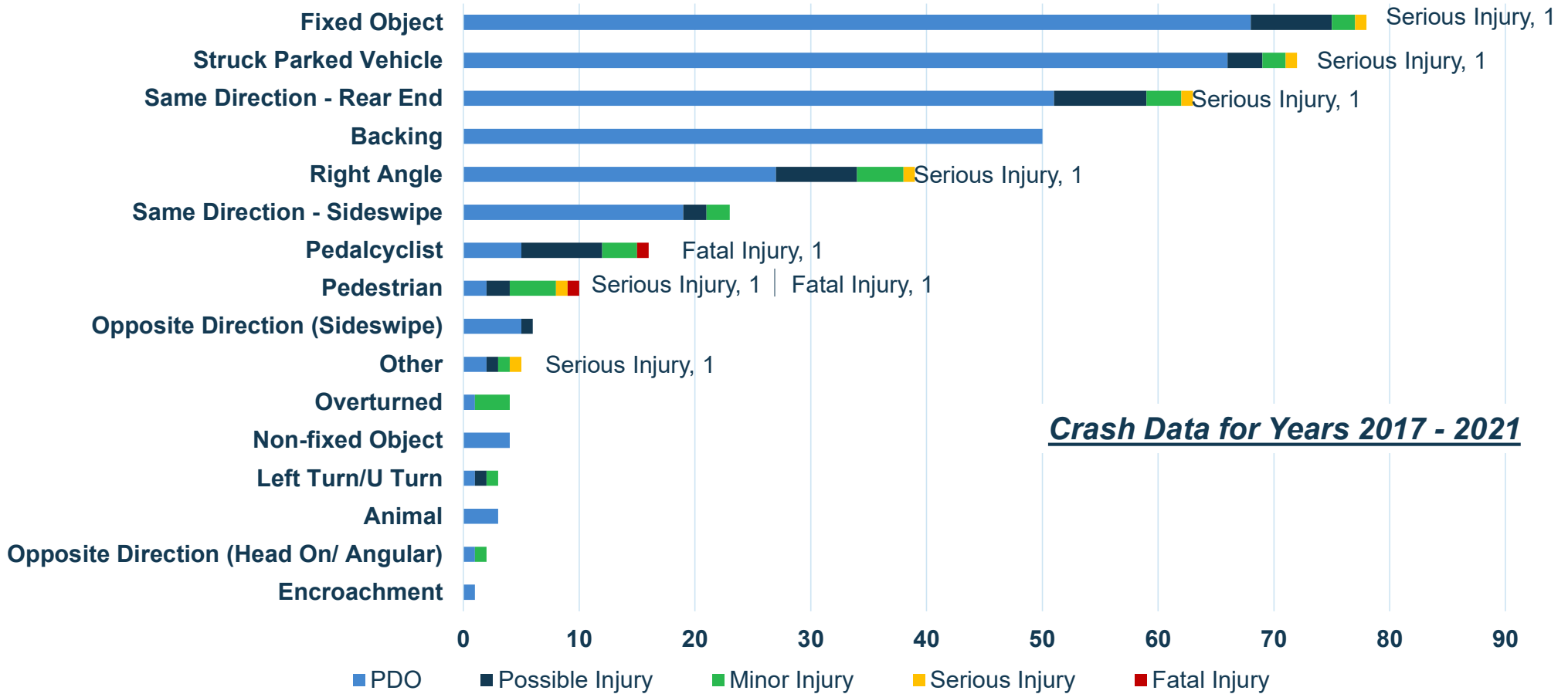
Cape Island Crashes by Jurisdiction



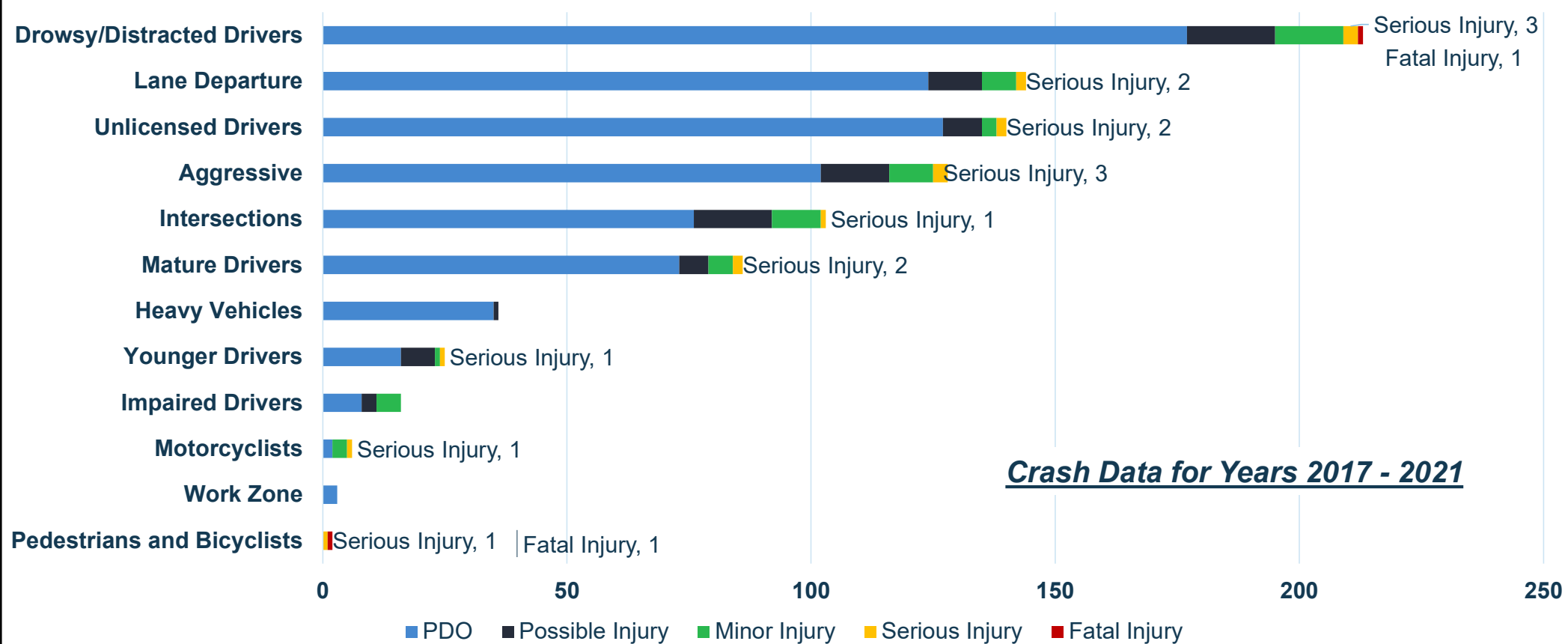
Other includes the following categories: Unknown, U.S. Government Property, State Park or Institution, County Authority Park or Institution, and Municipal Authority Park or Institution.



Cape Island Crashes by Crash Type



Cape Island Crashes by NJ SHSP Emphasis Areas



Safety Data and Issues

How does the safety data align with your perception of safety on Cape Island?



Safety Data and Issues

What safety concerns are not reflected in the safety data?



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Safety Data and Issues

Can we identify 2 to 4 Emphasis Areas for the plan?



Cape May County LRSP Emphasis Areas



Lane
Departure



Pedestrians
and Bicyclists



Drowsy/
Distracted
Drivers



Aggressive
Drivers



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Safe System Assessment Document Review



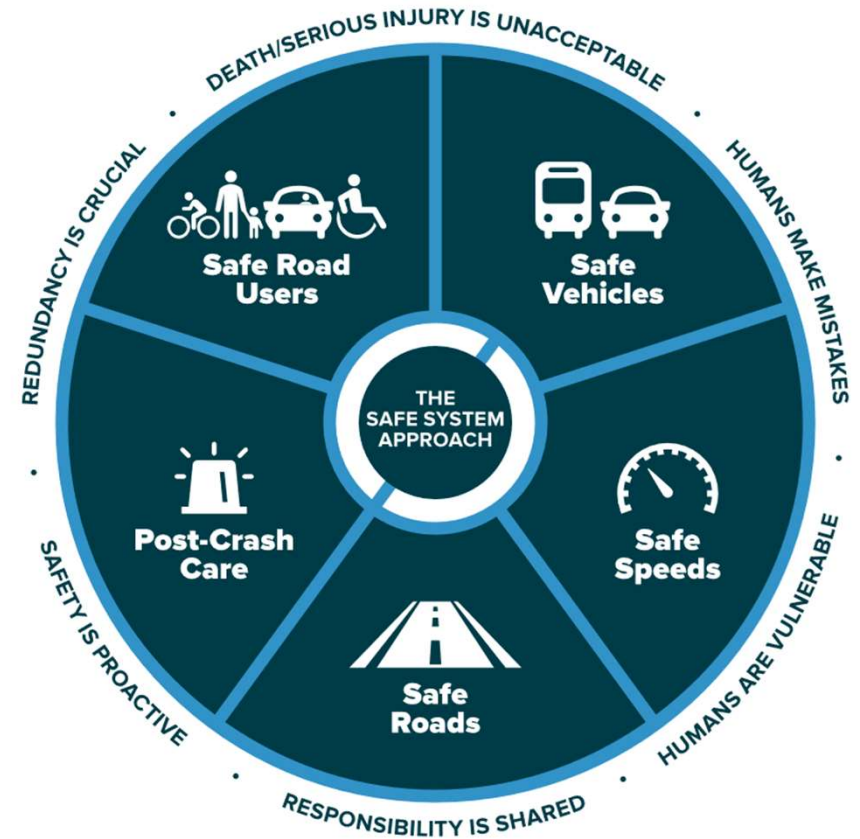
Assess policies, plans, and processes that could/do relate to safety.



Identify areas for improvement related to implementing a Safe System.



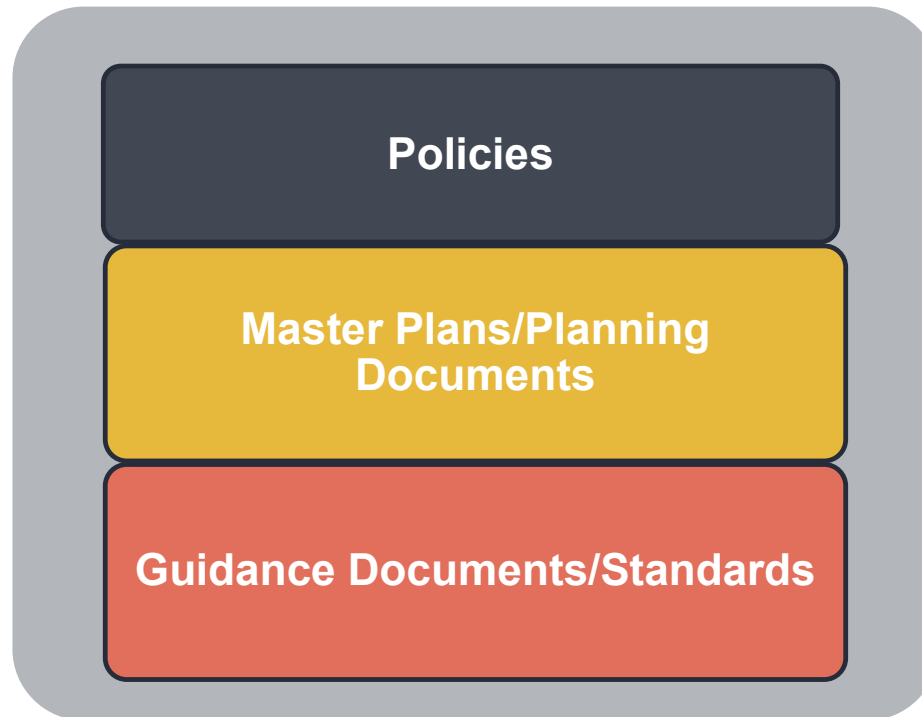
Make recommendations to strengthen alignment with Safe System Approach.



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Potential Documents To Be Reviewed



Stakeholder Engagement - Additional Stakeholders

Organization	Dept/Unit	Name	Title
Atlanticare		Kyle Wells	EMS Assistant Chief
Cape May City	OEM	Eric Prusinski	OEM Coordinator
Cape May City	Police	John Bobik	Captain; Dispatch/Communications Services
Cape May County	Health Department	Kevin Thomas	Public Health Coordinator
Cape May County	OEM	Martin L. Pagliughi	OEM Coordinator
Cape May County	Prosecutor's Office	Mark Emmer	Chief of Detectives
Cape May Point Borough	OEM	Bill Gibson	OEM Coordinator
Lower Township	Police	Michael Perry	Detective
Lower Township	OEM	Edward Donahue	Coordinator
West Cape May Borough	OEM	Greg Basile	OEM/Public Works



Additional Stakeholder Considerations



Community
Groups



Private
Organizations



Non-profits



Stakeholder Survey and Focus Group Meetings

Stakeholder Satisfaction Survey



- Survey Objectives
- Audience
- Method of Survey

Focus Group Meetings

- Deeper Dive on strategies



Project Next Steps

June 2024 **Steering Committee Meeting #2**

- ✓ Confirm Emphasis Areas if needed
- ✓ Hot Spot and Systemic Candidate Locations and Countermeasure Strategies
- ✓ Non-Infrastructure Strategies
- ✓ Reduction Goal





Safe Streets & Roads Program Action Plan **Cape Island**

Contact

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☎ 908.287.2721

Dave Kuhn

✉ dkuhn@gpinet.com

☎ 908.287.2730



STEERING COMMITTEE MEETING #1 SUMMARY



Safe Streets & Roads Program Action Plan Cape Island

PROJECT: Cape Island Safe Streets and Roads Program Action Plan
City of Cape May
GPI Job Number: NJX-2400663.00

MEETING DATE: March 13, 2024

MEETING TIME: 9:30 AM

LOCATION: Cape May City Hall
643 Washington Street
Cape May, NJ 08204

ATTENDEES: *Denotes Committee Member

Paul Dietrich, Cape May City Manager/City Engineer*	pdietrich@capemaycity.com	609.884.9537
Justin Riggs, Cape May Deputy City Manager*	jriggs@capemaycity.com	609.884.9500
Mike Yeager, Cape May City Councilman*	myeager@capemaycity.com	
Shaine Meier, Cape May City Councilman*	smeier@capemaycity.com	609.408.0925
Terry DiUbaldi, City of Cape May Bicycle & Pedestrian Advisory Committee (BAPAC) Secretary*	terdiu@gmail.com	610.613.3828
Jim Moffatt, BAPAC Member*	emoffatt@aol.com	609.425.9096
Jeff Vecere, BAPAC Member*	jvecere@comcast.net	609.602.7703
Hillary Pritchard, BAPAC Member*	copritch@comcast.net	609.425.8986
Bob Morris, BAPAC Member*	Not provided	609.827.6601
Catherine Busch, Cape May Point Public Works*	cbusch@capemaypoint.org	609.884.8468
John Bobik, Captain, Cape May City Police Department*	jbobik@capemaycity.com	609.884.9510
Kristopher Mazza, Lieutenant, Cape May City Police Department*	kmazz@capemaycity.com	609.884.9502
George Dick, Deputy Mayor, West Cape May*	gdick@westcapemay.us	215.514.1351
Dave Kuhn, GPI, Project Manager	dkuhn@gpinet.com	267.521.7574
Julia Steponanko, GPI	jsteponanko@gpinet.com	908.236.9001
Dale Foster, GPI	dfoster@gpinet.com	908.287.2721
Kruti Barot, GPI (Virtual Attendee)	kbarot@gpinet.com	908.236.9001

Lower Township was not represented at the meeting.

PURPOSE: Objectives for Steering Committee Meeting #1:

- 1) Ensure Steering Committee understands Action Plan requirements and their role in development
- 2) Obtain committee input on safety issues
- 3) Review and update stakeholder list



- 4) Obtain Steering Committee input on documents to be reviewed for Safe System Approach alignment

Summary:

Introduction of the Project Team and Steering Committee

1. Dave Kuhn (DK) kicked off the Steering Committee meeting. The attendees and project team introduced themselves.

Review meeting objectives

2. DK noted the meeting objectives were to ensure the Steering Committee understands Safe Streets and Roads for All (SS4A) Action Plan requirements and their role in development; to obtain committee input on safety issues, review and update stakeholder list; and obtain Steering Committee input on documents to be reviewed for Safe System Approach alignment.
3. DK reviewed the agenda.

Review action plan requirements

4. DK provided an overview of what a Local Safety Action Plan is. He noted that a Local Safety Action Plan (LSAP) is an actionable plan to prevent roadway deaths and injuries. He noted that an SS4A eligible action plan generally includes eight (8) components and provides an opportunity for implementation grants or supplemental planning grants.
5. DK noted that not all of the eight (8) components for the action plan are required, however, to make the application stronger for implementation grants or supplemental planning grants, all components should be addressed. The components are:
 - 1) Leadership Commitment and Goal Setting
 - 2) Planning Structure
 - 3) Safety Analysis
 - 4) Engagement and Collaboration
 - 5) Equity Considerations
 - 6) Policy and Process Changes
 - 7) Strategy and Project Selection
 - 8) Progress and Transparency
6. In relation to equity considerations, DK noted an initial assessment of Environmental Justice (EJ) screening showed that mature driver population (over 64 years) is higher for the Cape Island region when compared to the national and state average. The Steering Committee asked whether summer population was included in the initial equity screening. DK responded that data used for the screening was US census data and summer population was not considered. He added that tourism and summer population will need to be considered for this plan.
7. The Steering Committee asked what the geographic scope for the plan is. DK responded that the plan is for Cape Island, which includes all of the City of Cape May, West Cape May, and Cape May Point, as well as a portion of Lower Township south of the canal.
8. DK explained the Safe System Approach (SSA) that will be followed during the development of the plan. He noted that the SSA is a holistic approach to safety with the foundation that everyone is responsible for safety. DK shared the FHWA graphic for SSA.
9. DK noted the six (6) guiding principles for SSA:
 - a) Deaths and serious injuries are unacceptable,
 - b) Humans make mistakes,
 - c) Humans are vulnerable,
 - d) Responsibility is shared,



- e) Safety is proactive, and
- f) Redundancy is crucial.

10. DK explained the five (5) safe system elements that create layers of protection for road users:

- a) Safe road users,
- b) Safe vehicles,
- c) Safe speeds,
- d) Safe roads, and
- e) post-crash care.

11. DK mentioned the similarities and differences of the Cape Island plan with the SJTPO Cape May County Local Road Safety Plan (LRSP) and noted that coordination will be very important for the plan development. Plan similarities include SS4A components, data sources, common stakeholders, and possible emphasis areas and strategies. Plan differences include focus area, scope – all roads for Cape Island vs County/Municipal roads for Cape May County LRSP, projects, actions, implementation responsibilities, and possible emphasis areas and strategies.

Review role of the Steering Committee

12. DK provided an overview of the project organizational structure and steering committee role. He noted that there is a broad group of stakeholders for the Cape Island region, within which the steering committee will guide the plan development and provide direction as needed. DK added that focus teams will be groups formed on an as needed basis to discuss specific topic areas in depth. He noted that elected officials will be engaged as part of plan development. He noted that the GPI project team and Cape May City will support the plan development.
13. DK noted the Steering Committee members for the plan development as envisioned by the Project Team. He asked the Committee if there any members missing that should be included. Bob Morris (BM) in attendance asked to be included in the Committee list. DK noted that the committee list will be revised to include BM.
14. DK noted that there is no representation from Lower Township at Steering Committee meeting #1.
15. DK noted that the Steering Committee's role is to help make key decisions such as focus areas, priorities, and recommendations, as well as to provide input to the Project Team regarding stakeholder identification and communication, as well as data resources.

Review action plan development roadmap

16. DK discussed the roadmap for plan development. He noted that the process will include a total of four (4) Steering Committee meetings, possible focus group meetings, and a City Council presentation in December 2024 coinciding with the project end date.
17. Catherine Busch (CB) inquired whether the dates for the meetings were set. DK responded that the meeting dates are not confirmed yet, however, he envisioned them coinciding with the Cape May BAPAC meetings.

Emphasis Area selection discussion

18. Julia Steponanko (JS) provided an overview of initial Cape Island crash data for the years 2017 to 2021. She discussed annual crash data frequency and severity, crashes by jurisdiction, crash types, and crashes by NJ SHSP Emphasis Areas.
19. The committee inquired whether the crash data includes all modes of transportation such as vehicles, pedestrians, and bicyclists. JS responded yes.
20. The committee asked whether the data was actual data or sample data. JS responded that the charts reflect actual reported data.
21. Committee inquired who is submitting this data. JS responded that all police departments are required to submit their records to the New Jersey Department of Transportation (NJDOT), and NJDOT collects



all crash data statewide on all public roads in a database, and that database was used as a basis for the analysis. She noted that some police departments may be behind and may not have submitted their records yet, which is why the crash data analysis stops at year 2021, because years 2022 and 2023 do not have all the records from all the police departments.

22. The committee asked whether pedestrian crashes occurred mainly at intersections. JS responded that most pedestrian crashes could be attributed to intersections or coming out of a driveway or similar situation.
23. Committee requested to see crash data for summertime crashes versus rest of the year. JS responded yes and noted that an analysis will be done for summertime crashes.
24. Dale Foster (DF) led the discussion to understand how the safety data aligns with the committee's perception of safety on Cape Island.
25. Terry DiUbaldo (TD) noted that impaired driving crashes were lower than expected.
26. CB noted that there are not many fatalities on Cape Island.
27. Jeff Vecere (JV) asked why crash data for years 2020 and 2021 was higher. JS noted that there was a spike in crashes during the pandemic, and the serious injury classification on the police crash reporting form was also updated to conform with national guidance starting in year 2019. DF noted that unlicensed driver crashes may have been less during pandemic.
28. George Dick (GD) asked whether drowsy and distracted driving includes use of cell phones. JS responded yes and noted it could be people on their cell phones, doing their makeup, reading the newspaper, falling asleep at the wheel, having kids in the backseat fighting causing the distraction and so on.
29. Paul Dietrich (PD) asked if it is possible to obtain crash data related to golf carts, electric bikes, and other vehicle types. DF responded that if the vehicle type is reported on the crash reporting form, that data might be available for golf carts and low speed vehicles. JS noted that the police departments may not be using the most recent forms that give that information.
30. TD asked whether a pedalcyclist crash is broken down by electric/non-electric category. JS responded that it is only possible if detailed vehicle type information is provided.
31. The committee noted that the lane departure crashes are high and asked what it includes. JS explained lane departure is any type of crash where a person leaves the travel lane. This includes moving into the shoulder, leaving the roadway and striking a fixed object, or crossing the centerline to strike an oncoming vehicle or pedestrian.
32. Jim Moffatt (JM) asked if there are any specific hotspots or dangerous locations from data analysis. JS noted that the hotspot analysis will be discussed at the next Steering Committee meeting.
33. CB inquired if unlicensed drivers were mostly comprised of those whose licenses were taken away because of DUI. DF responded that it may include those as well as others without licenses.
34. Shaine Meier (SM) noted that the data indicates that there are, on average, a total of two crashes per week in the region. The general impression is that Cape Island is pretty safe. However, a lot needs to be fixed as it is expected that things will get worse.
35. DF asked the committee if they had safety concerns that are not reflected in the safety data.
36. DF asked the committee if they are seeing more crashes with LSVs. The committee responded yes and noted that the severity is also higher, such as serious injuries for those crashes.
37. JM noted that Lafayette Street or Washington Street may not have crash data, but they are narrow roads with a reputation for being dangerous for bicyclists and pedestrians.
38. CB mentioned that Sunset Blvd sees a lot of children driving LSVs as well as many tourists who are not familiar with the area and roadways. She added that Lighthouse Ave going to the state park is also a concern and that though improvements have been made, more efforts need to be made to address the situation. CB noted that children drive vehicles in that area, but people do not inform the police when it happens. They wait until the public meetings to raise the concern.
39. DK and JS noted that the plan will include areas beyond those determined by crash data to proactively address such locations.



40. SM mentioned that Lafayette Street is an area of concern and since paving is scheduled to be done by May, it is anticipated that the street will see high speed traffic. He added that there are no plans for traffic calming, and speed tables will be desirable.
41. BM mentioned that there is an area on Broadway by West Cape May Farmers Market and The Depot Travel Park Campground where campers and tourists cycle on Broadway to get to town. One solution for safety would be to provide an off-road trail connection to move cyclists off the road.
42. Based on the data presented and safety concerns noted, DK asked the committee if they could identify two to four Emphasis Areas for the plan to focus and prioritize efforts.
43. GD mentioned that the focus should be how to move people around safely from campground and getting folks off the road.
44. JM noted to look at what is coming in the future, such as the roundabout at CVS, and also look at the growth of bicyclists.
45. CB mentioned that creating safer routes for all modes and safe sharing of the road by all users is more important than looking at data. She added that problems are magnified by seasonal visitors who do not know where they are going and are also not aware of NJ laws and do not use turn signals. CB noted that better wayfinding is needed.
46. JS mentioned that education and signage can be included in the plan as a strategy and that the discussion is leading towards drowsy and distracted driving as one of the emphasis areas for the plan to focus on.
47. TD noted that Broadway, Lafayette, Beach are problem areas, and intersection of Lafayette, Decatur and Bank Street is also a concern. He added that Elmira is a key area to address, along with Ocean and Lafayette for bikes crossing and turning lanes. He noted that problem areas may not be hot spots because of small number of FSI.
48. JS noted that an equivalent property damage only (EPDO) score method will be used for all severity crashes to analyze hot spot locations.
49. The committee added that one-way streets should be looked at with dedicated bicycle lanes for safety.
50. PD noted that the discussion seemed to center on a the following four (4) emphasis areas: Pedestrians and Bicyclists, Intersections, Drowsy and Distracted Drivers, and Lane Departure. DF concurred that he heard the same.
51. ***The committee agreed to the four (4) emphasis areas for the plan: Pedestrians and Bicyclists, Intersections, Drowsy and Distracted Drivers, and Lane Departure.***

Safe System Assessment document review

52. DK mentioned that policies, plans, and processes will be reviewed to assess alignment with the Safe System Approach. The review will note areas off alignment as well as areas to consider to for strengthen alignment. He asked for committee recommendations on the documents to be reviewed to align with the Safe System Approach. The committee recommended to look at the 2016 Bike Walk plan, Cape May City Master Plan for one-way streets and the circulation element of municipal master plans.

Stakeholder Outreach

53. DF reviewed the initial additional stakeholder list with the committee and asked for any recommendations to be added for outreach. The committee recommended to add Donna Alexandra who runs the trolley tours, Planning board chairs, representatives of the jitney service, someone from the coast guard, and public housing area representatives to the additional stakeholder list.
54. DK noted that these stakeholders may not be part of the Steering Committee, however, there will be opportunities to receive their feedback regarding strategies at focus group meetings and also through the stakeholder survey.

Action Items/Next Steps



55. DK noted that the next Steering Committee will be held in June, and the project team will conduct hotspot and systemic analysis in the meantime.

56. Action items are:

- a) Provide seasonal crash data information – GPI
- b) Provide information on LSV and vehicle type data – GPI
- c) Revise Steering Committee and additional stakeholder list - GPI
- d) Conduct hotspot and systemic analysis – GPI
- e) Perform a Safe System Assessment for Cape Island documents - GPI

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted April 3, 2024,

Dave Kuhn, PE
Vice President/Project Manager

cc. Attendees
Jason Simmons, FHWA



Safe Streets & Roads Program Action Plan

Cape Island

Wednesday, June 12, 2024
Cape May City Hall
643 Washington Street
Cape May, NJ 08210
9:30 AM – 11:00 AM

1. **Meeting objectives**
2. **Progress To Date**
3. **Crash Data update**
 - **Seasonal data**
 - **LSV and Vehicle Type Data**
4. **Equity Analysis Results**
5. **Candidate Locations/Projects**
 - **Hot Spot Analysis Results**
 - **Systemic Analysis Results**
6. **Non-Infrastructure Strategies**
7. **Plan Goal**
8. **Next Steps**





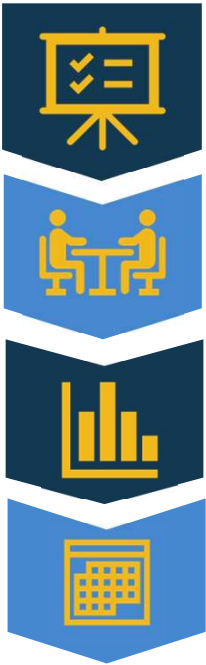
Safe Streets & Roads Program Action Plan **Cape Island**

Steering Committee Meeting #2

June 12, 2024



Meeting Objectives



- 1) Obtain committee approval on priority infrastructure locations
- 2) Obtain committee input on non-infrastructure strategy priorities and actions
- 3) Set a fatal and serious injury reduction goal for the plan





- 1 Review Meeting Objectives
- 2 Progress To Date
- 3 Crash Data Update
- 4 Equity Analysis Results
- 5 Candidate Locations/Projects
- 6 Non-Infrastructure Strategies
- 7 Action Plan Goal
- 8 Next Steps





Safe Streets & Roads Program Action Plan **Cape Island**

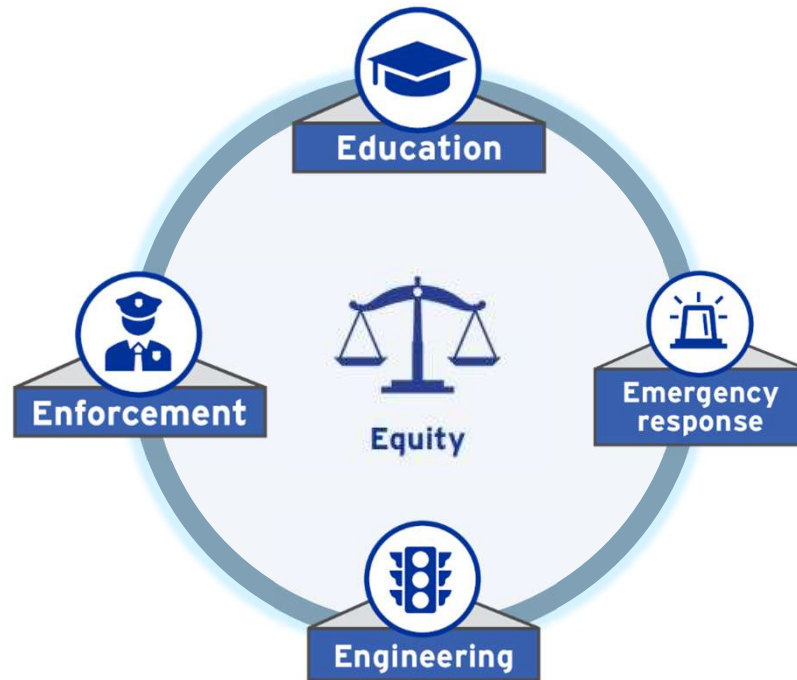
Progress Update



SS4A Action Plan Overview



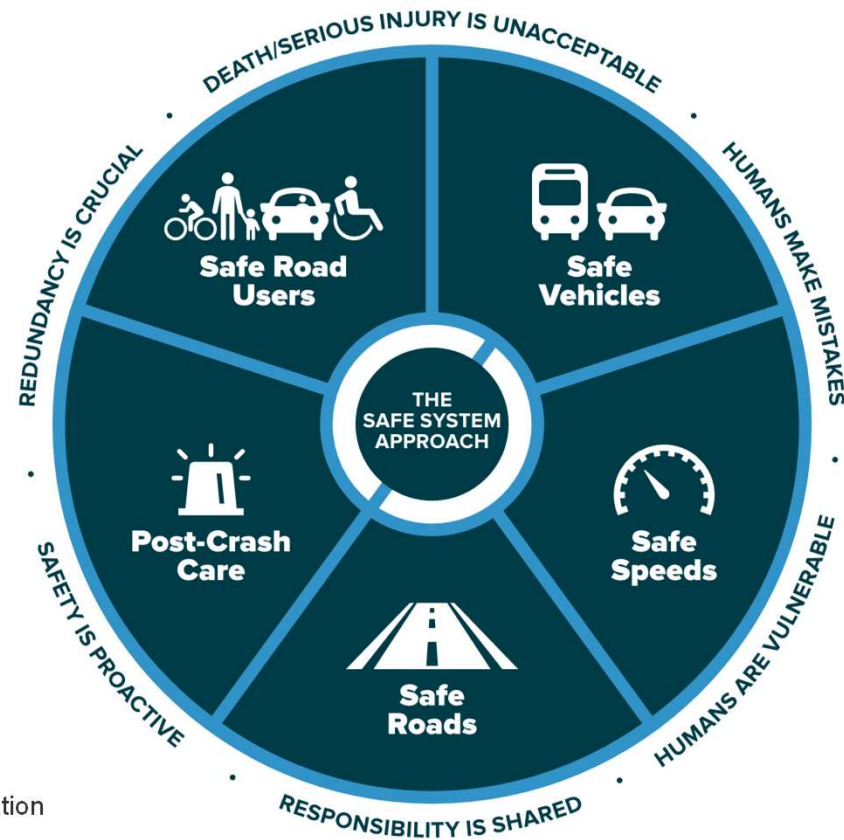
What is a Local Safety Action Plan (LSAP)?



- Actionable plan to prevent roadway deaths and injuries
- 8 required components
- Provides opportunity for implementation grants or supplemental planning grants



Safe System Approach



Source: Federal Highway Administration



Action Plan Roadmap



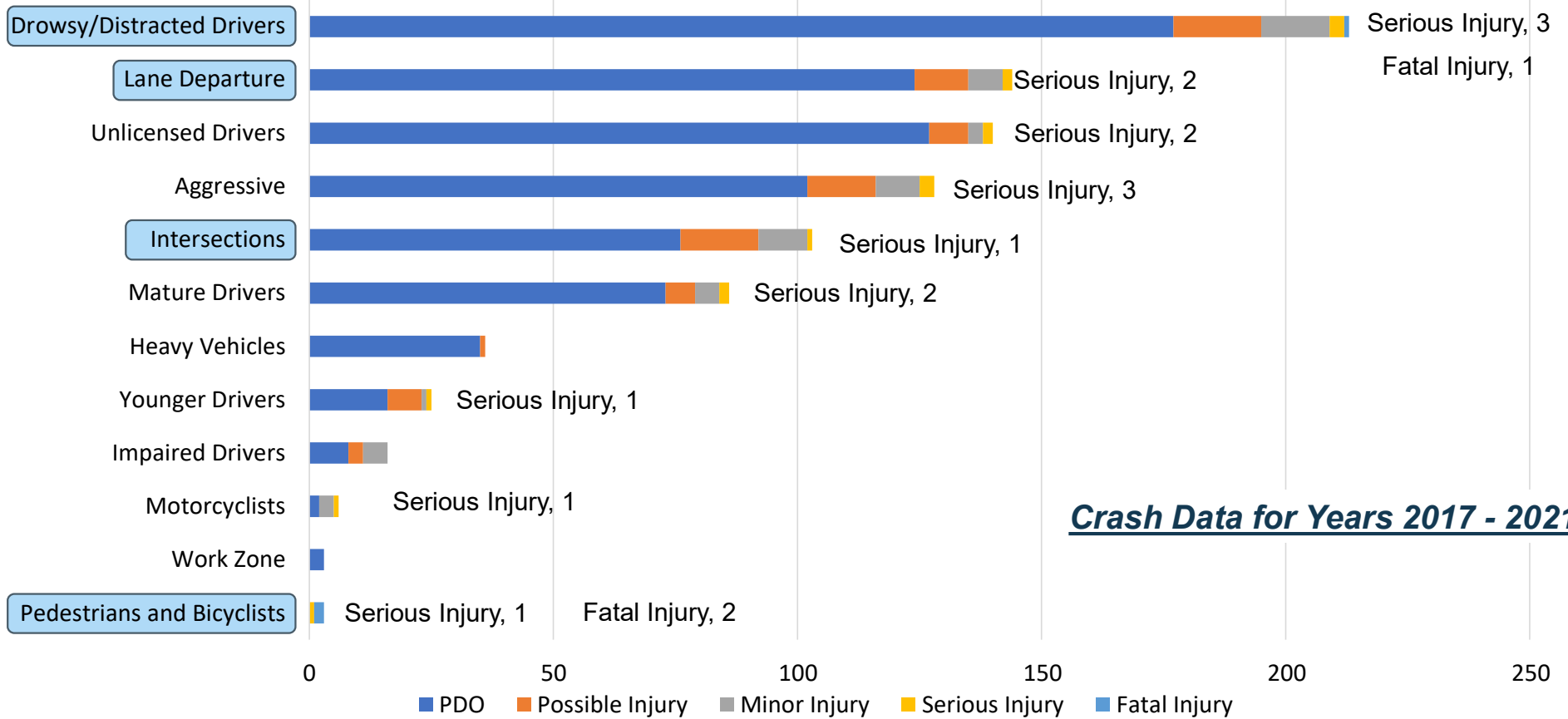


Safe Streets & Roads Program Action Plan **Cape Island**

Crash Data Update



Cape Island Crashes by NJ SHSP Emphasis Areas



Emphasis Areas (EA)



Lane
Departure



Drowsy/
Distracted
Drivers



Pedestrians
and Bicyclists

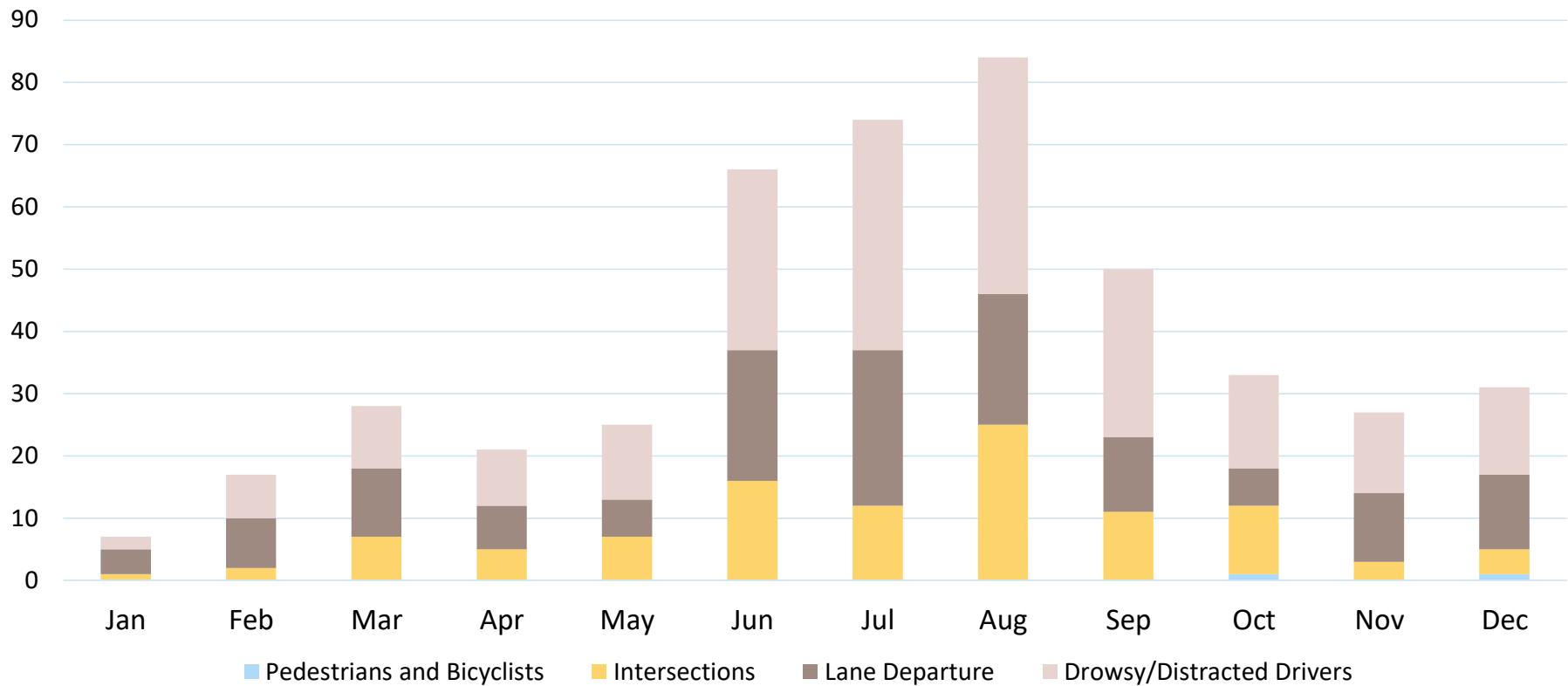


Intersections



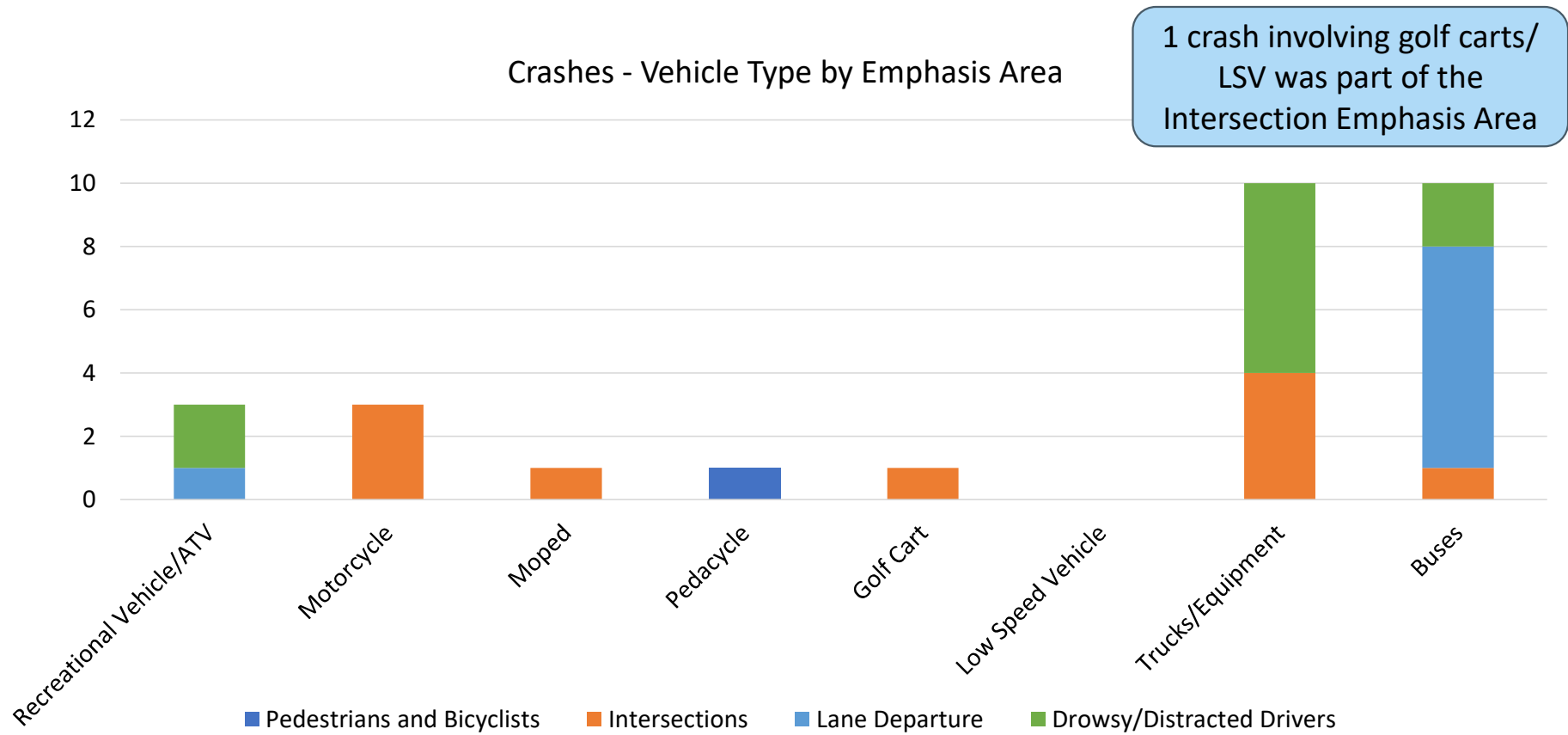
Data Analysis

Crashes per Month by Emphasis Area



Data Analysis

Crashes - Vehicle Type by Emphasis Area





Safe Streets & Roads Program Action Plan **Cape Island**

Equity Analysis



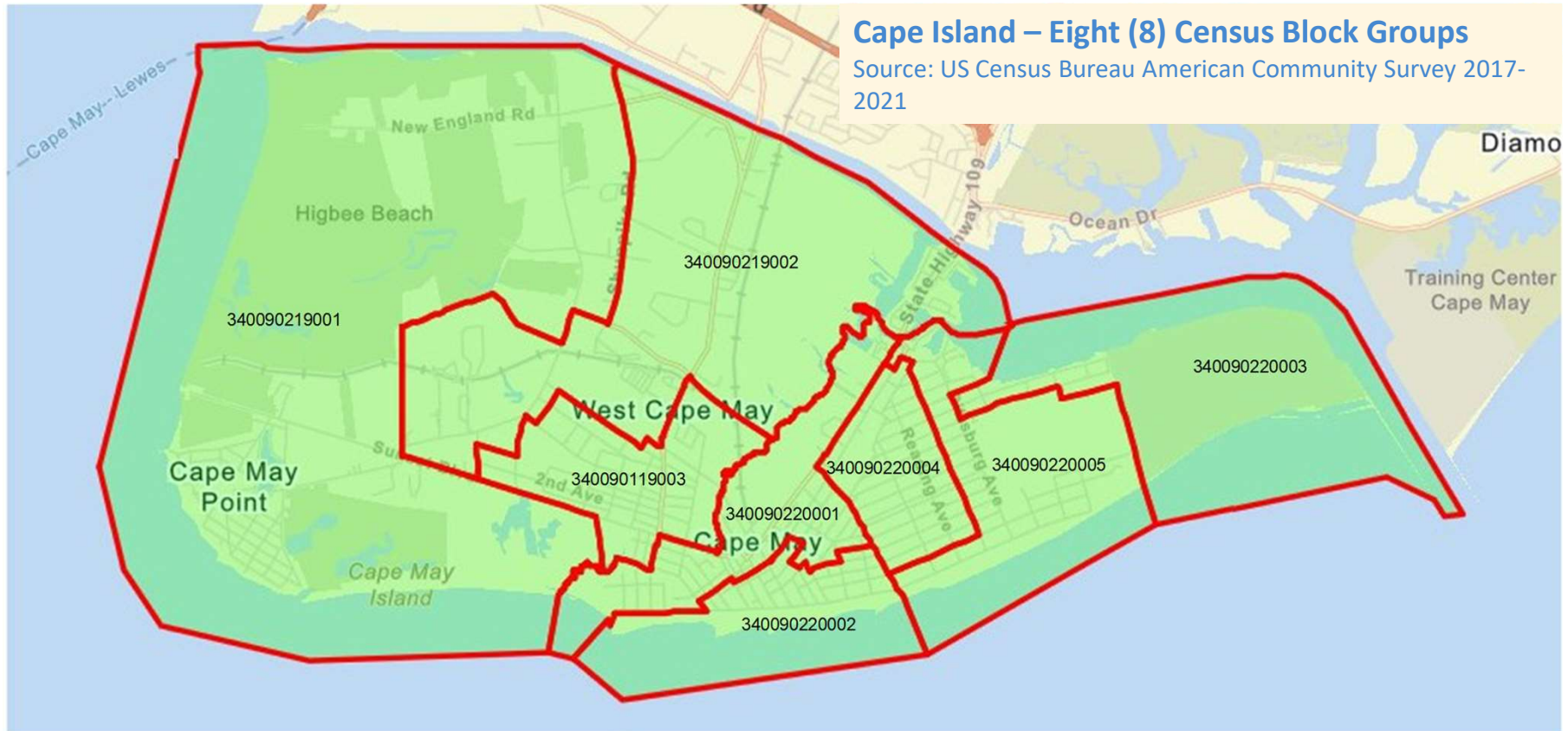
Equity Considerations

Safe Streets and Roads for All Action plans should ensure that:

- 1. Equity is considered in the development of the plan using inclusive and representative processes;***
- 2. Underserved communities are identified through data; and***
- 3. An equity analysis is developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.***

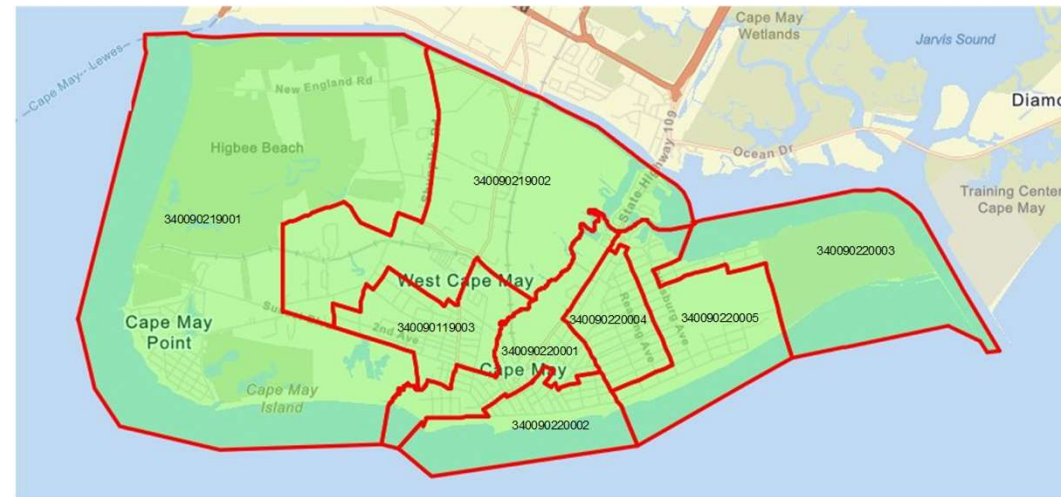


Equity Analysis



Cape Island Underserved Populations

Underserved Population	Cape Island	Percentile in the USA*
Low Income	22%	41%
People of color	24%	43%
65 or older	29%	87%
Unemployed	4%	57%
Home ownership	70%	Unavailable
Less than high school education	4%	27%
Persons with disabilities	10%	Unavailable
Limited English-speaking households	1%	57%



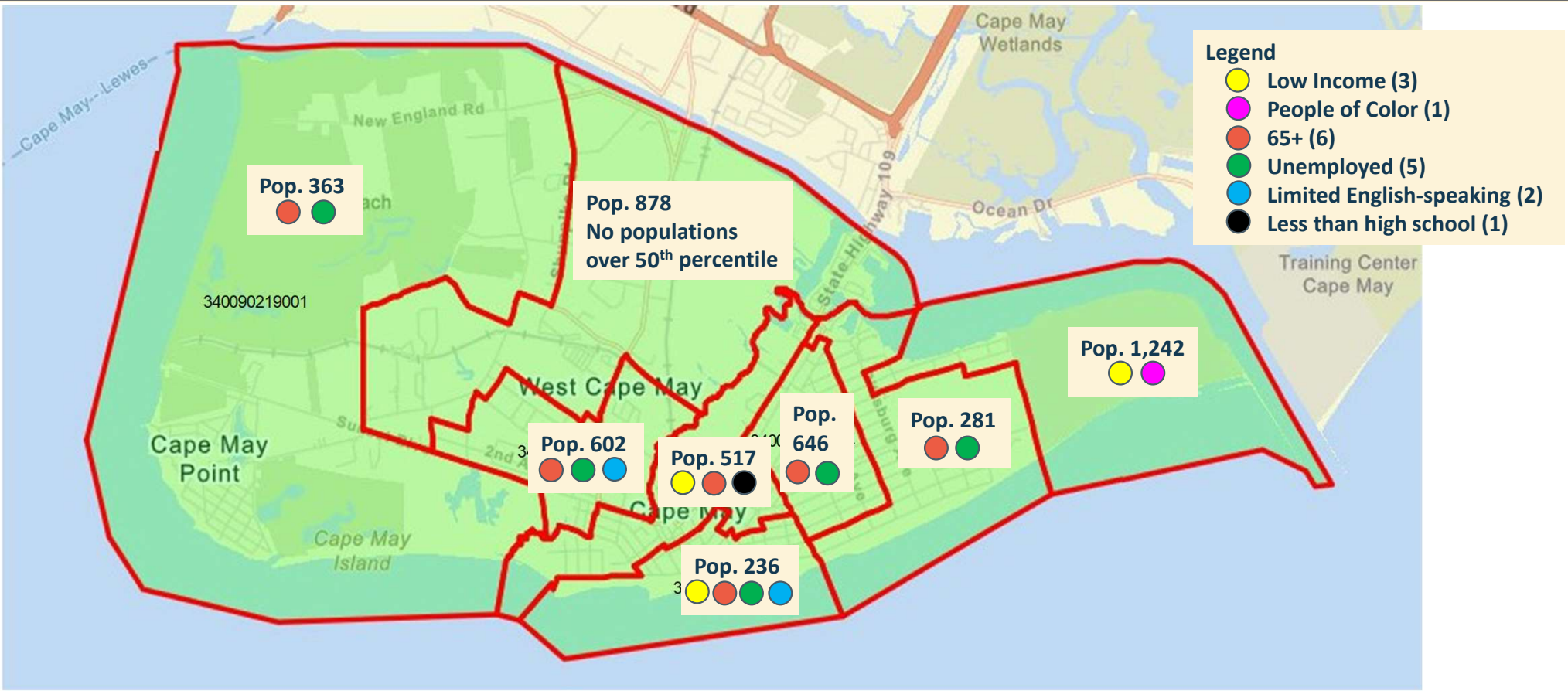
Population 4,765. U.S. Census Bureau American Community Survey 2017-2021

***Percentile in the USA:** How an underserved population category in an area ranks in comparison to all census block groups in the US.

Example: An area with an underserved population category ranking in 80th percentile in the USA means its population percentage ranks higher than 80% of all census blocks in the US. 50% is the median.



Underserved Populations Exceeding the 50th Percentile for the US



Equity Analysis Takeaways

Outreach/Inclusion opportunities

- ❖ *65+ island wide*
- ❖ *Low-income communities*
- ❖ *People of color populations*
- ❖ *Less than high school educated populations*
- ❖ *Limited-English speaking resident populations*

Countermeasure considerations in projects

- ❖ *65+ across the island*
- ❖ *Limited English-speaking populations (Primarily Spanish)*





Safe Streets & Roads Program Action Plan
Cape Island

Candidate Locations and Project Recommendations



Comprehensive Approach to Safety

Hot Spot Approach

- Reactive
- Focuses on Mitigating Past Crashes
- Location Specific Countermeasures
- Site Specific BCA

Systemic Approach

- Proactive
- Focuses on Mitigating Risk
- Widespread, Low-Cost Countermeasures
- Network View



Candidate Project Location Scoring Criteria (Hot Spot and Systemic)

1. Network Screening List

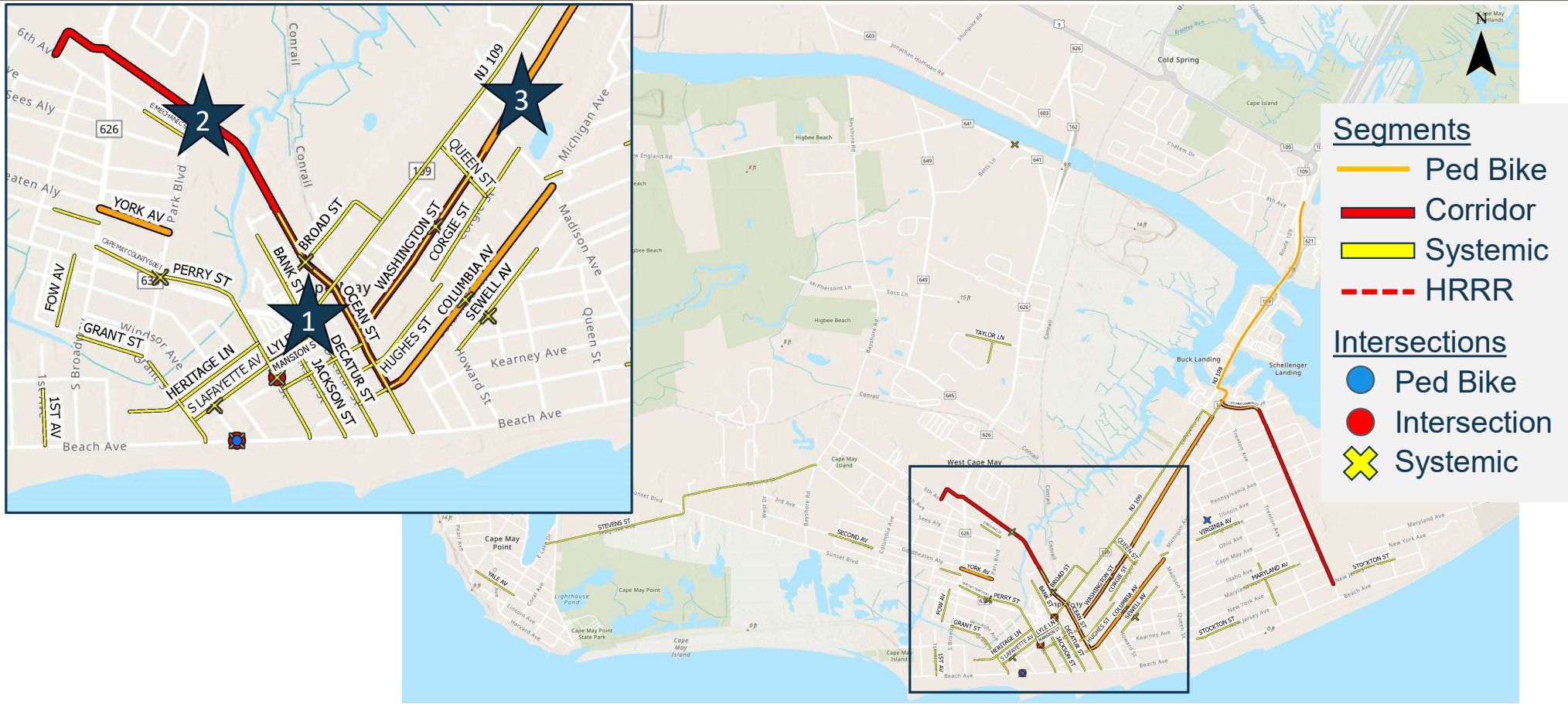
- Top 10 ranks – Score of 3
- 11-20 priority ranks – Score of 2
- 21-50 priority ranks – Score of 1
- Beyond Top 50 ranked locations – Score of 0.5

2. Stakeholder Interest (Yes) – Score of 1

3. Systemic Location – Score of 1



Hot Spot and Systemic Candidate Locations Recommendations



Borough of
Cape May Point

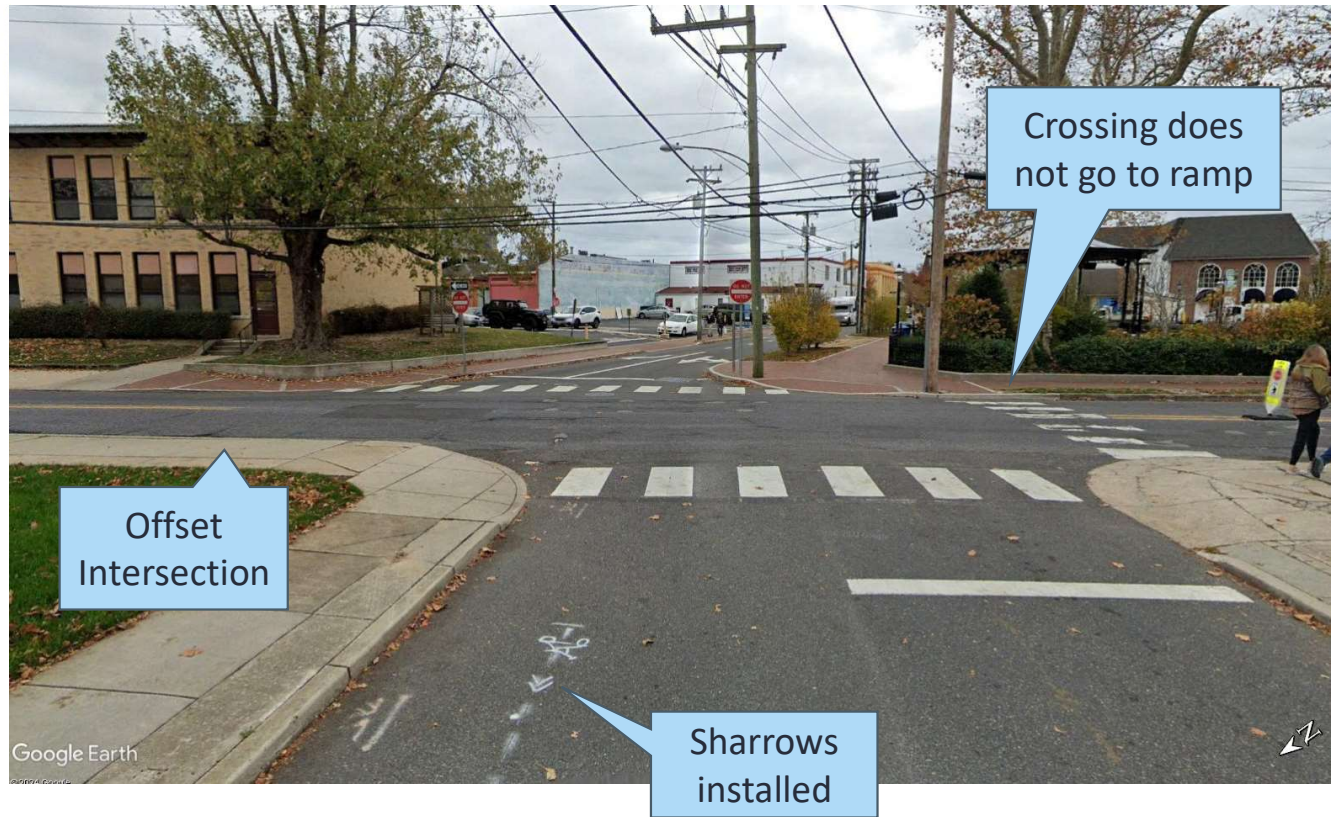
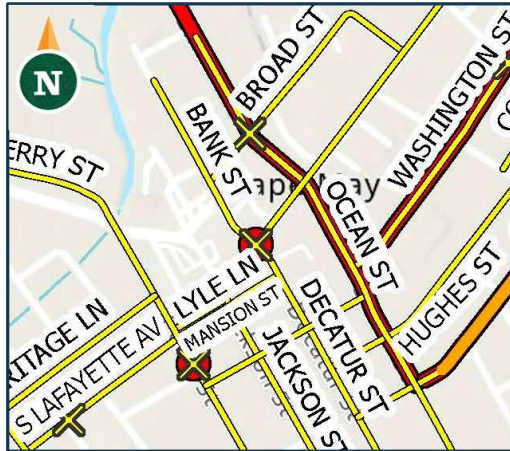


Hot Spot Project Recommendation 1

- Ped crossing signs
- Curb extensions/
radii revisions

Lafayette St & Bank St/ Decatur St



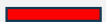




- #10 Intersection
- Systemic Intersection
and Corridors

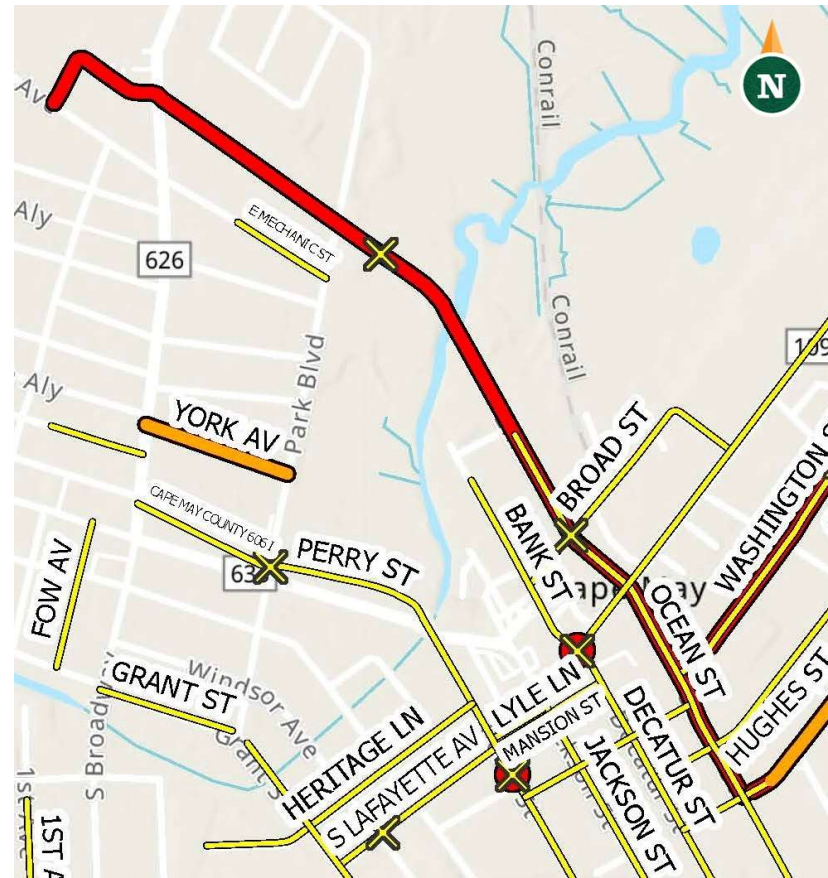


Hot Spot Project Recommendation 2

Ocean/Elmira/Leaming St, Columbia Ave to Sixth Ave (MP 0.09-1.07)

- #7 Corridor
- Systemic Intersections and Corridor

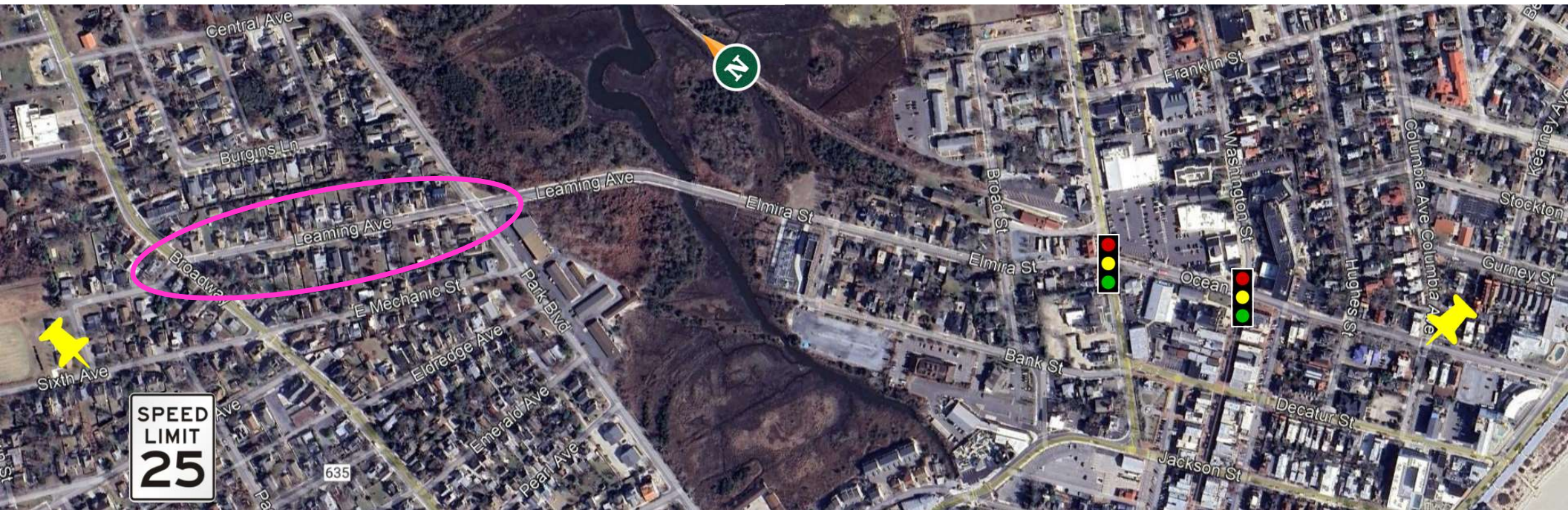
<u>Segments</u>	<u>Intersections</u>
 Ped Bike	 Ped Bike
 Corridor	 Intersection
 Systemic	 Systemic
 HRRR	



Hot Spot Project Recommendation 2

 Ocean/Elmira/Leaming St

Columbia Ave to Sixth Ave
(MP 0.09-1.07)



Hot Spot Project Recommendation 2



Ocean/Elmira/Leaming St








- Enhance striping
- Add shoulder
- Shorten ped crossings

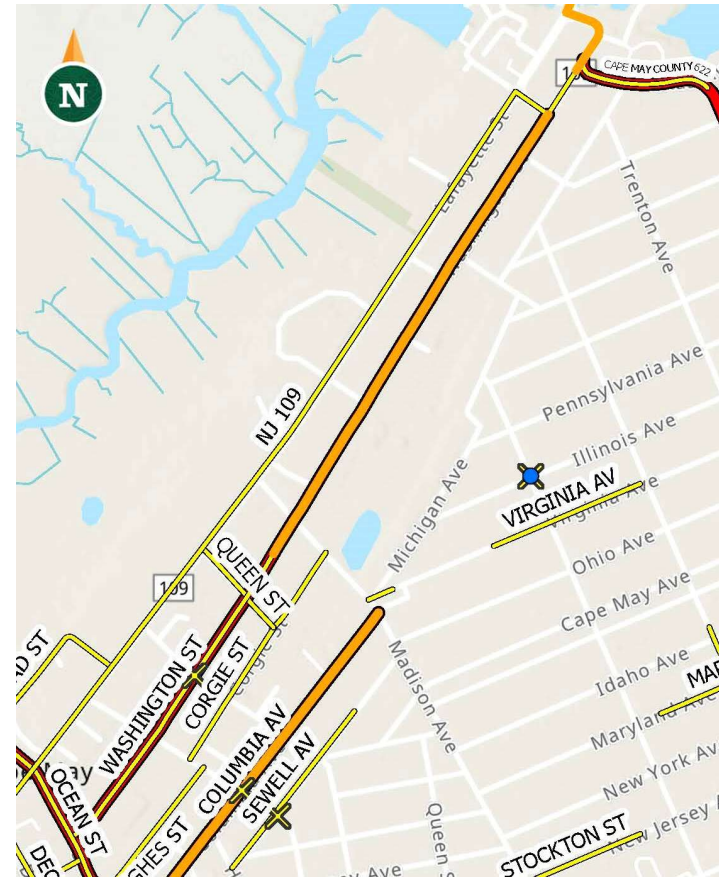


Hot Spot Project Recommendation 3

Washington St, Ocean St to Sydney Ave (MP 0.09-1.07)

- #5 Ped Bike Corridor
- #8 Corridor
- Systemic Intersections and Corridor

<u>Segments</u>	<u>Intersections</u>
 Ped Bike	 Ped Bike
 Corridor	 Intersection
 Systemic	 Systemic
 HRRR	

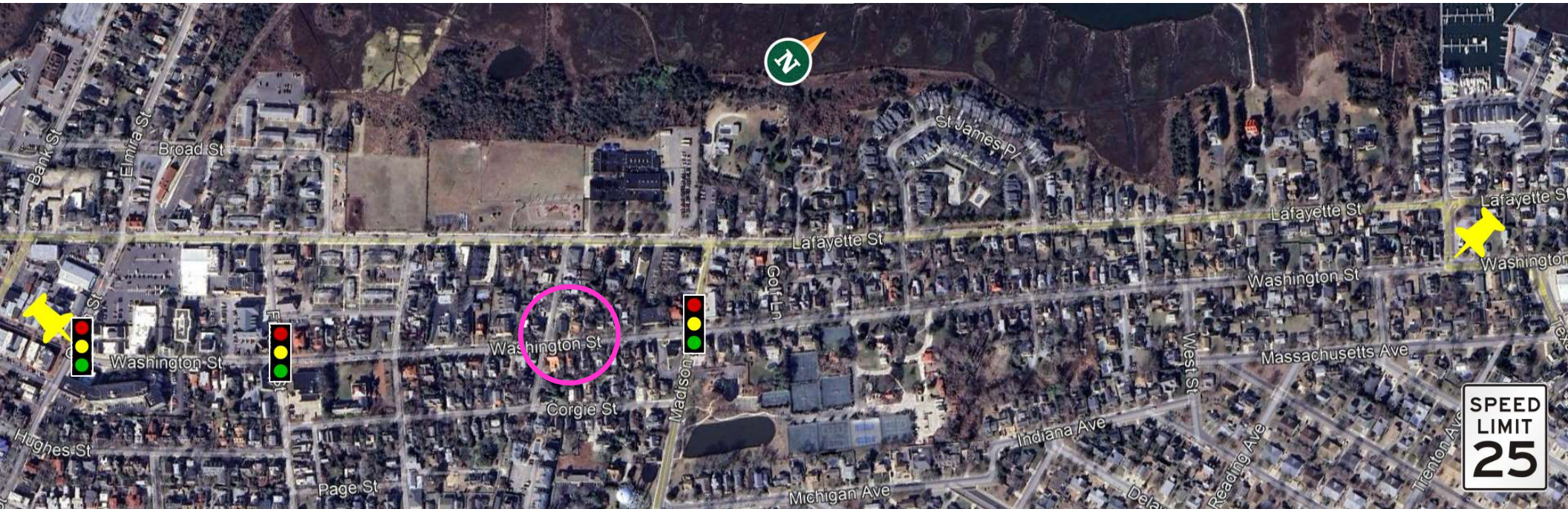


Hot Spot Project Recommendation 3



Washington St

Ocean St to Sydney Ave
(MP 0.09-1.07)



Borough of
Cape May Point



Hot Spot Project Recommendation 3

Washington St

- Narrow roadway, parking northbound
- Numerous residential driveways

Add edge line/more defined parking spaces



Systemic Project Recommendations



Segment/Corridor

Lane Departure and Drowsy/Distracted EA

Local roads, speeds 25 mph or less, straight alignment

- Install wide (6") edge lines or enhanced parking space markings
- Wayfinding signs (toolbox)
- Provide lighting (toolbox)



Point/Intersection

Intersections and Pedestrian/Bicyclist EA

Local roads, stop controlled intersections

- Upgrade/install pedestrian crossing at intersection
- Provide lighting
- Update to traffic signal
- Install intersection warnings and visibility as supported by MUTCD



Borough of
Cape May Point





Safe Streets & Roads Program Action Plan **Cape Island**

Non- Infrastructure Strategies



Non-Infrastructure Strategies

Review 2016 Bike Walk Cape May Strategies

- Keep or Delete
- If Keep, identify:
 - What action(s) to be taken?
 - When? Target time frame (short term: 1-2 years, mid-term: 2-4 years, long-term: 3-5 years)
 - Who will need to be involved? (Lead, participants)

Other Potential Strategies?

- Cape May County Local Road Safety Plan Non-infrastructure strategies under consideration
 - Should any be considered in this plan?
 - If yes, identify what actions, time frame, and who will need to be involved?



Education/Encouragement

2016 Bike Walk Cape May Recommendation <i>Public Education/Awareness</i>	Status	Similar Strategy considered in County LRSP?	Keep or Delete	If Keep, ➤ What action to be taken? ➤ Time Frame (Short, Mid, Long)? ➤ Who will lead/need to be involved?
Distribute Public Service Announcements and Brochures on safety topics ➤ Emphasize distribution to tourists/seasonal visitors		Yes		



Education/Encouragement

2016 Bike Walk Cape May Recommendation <i>Public Education/Awareness</i>	Status	Similar Strategy considered in County LRSP?	Keep or Delete	If Keep, ➤ What action to be taken? ➤ Time Frame (Short, Mid, Long)? ➤ Who will lead/need to be involved?
Publish bike map	Completed 2020			
Highlight ped and bike improvements				
Promote/market biking and walking assets				
Apply to become a Bicycle or Walk Friendly Community				



Education/Encouragement

2016 Bike Walk Cape May Recommendation <i>School Related Actions</i>	Status	Similar Strategy considered in County LRSP?	Keep or Delete	If Keep, ➤ What action to be taken? ➤ Time Frame (Short, Mid, Long)? ➤ Who will lead/need to be involved?
Integrate education programs in school curriculum		Yes		
Encourage “Walking School Buses” and “Bike Trains”				
Utilize SRTS and TMA resources to encourage biking and walking at schools				






Education

2016 Bike Walk Cape May Recommendation <i>Training</i>	Status	Similar Strategy considered in County LRSP?	Keep or Delete	If Keep, ➤ What action to be taken? ➤ Time Frame (Short, Mid, Long)? ➤ Who will lead/need to be involved?
Partner with community groups, police, businesses, advocates to provide bicycle training				
Provide training on Complete Streets implementation to local officials, planners, engineers, and public works staff				






Cape May County LRSP Social Media Strategies

Strategy	Emphasis Area			
	Lane Departure 	Drowsy/Distracted 	Pedestrian/Bicycle 	Intersections
Conduct Social Media Campaigns leveraging Community Volunteer Groups	✓			
Conduct Social Media Campaigns leveraging City/Agency webpages	✓			
Conduct Social Media Campaigns leveraging Student Councils/ Organizations		✓		






Cape May County LRSP Education Strategies

Strategy	Emphasis Area			
	Lane Departure 	Drowsy/Distracted 	Pedestrian/Bicycle 	Intersections
Educate through Public Programs	✓	✓		
Educate through Schools	✓			
Educate young drivers/students about consequences of speeding/aggressive driving				



Cape May County LRSP Education Strategies

Strategy	Emphasis Area			
	Lane Departure 	Drowsy/Distracted 	Pedestrian/Bicycle 	Intersections
Install signages with variable messages to remind drivers to stay alert and avoid using handheld devices		✓		
Educate seasonal visitors				
Educate all road users on pedestrian/bicyclist-related laws to increase safety			✓	



Additional Education/Encouragement

	Similar Strategy being considered in County LRSP?	<ul style="list-style-type: none">➤ What action to be taken?➤ Time Frame (Short, Mid, Long)?➤ Who will lead/need to be involved?






Enforcement

2016 Bike Walk Cape May Recommendation	Status	Similar Strategy considered in County LRSP?	Keep or Delete	If Keep, <ul style="list-style-type: none"> ➤ What action to be taken? ➤ Time Frame (Short, Mid, Long)? ➤ Who will lead/need to be involved?
Implement a Ped Safety Enforcement (PSE) Program				
Institute a community-oriented traffic calming campaign				



Cape May County LRSP Enforcement Strategies

Strategy	Emphasis Area			
	Lane Departure 	Drowsy/Distracted 	Pedestrian/Bicycle 	Intersections
Improve or implement more enforcement	✓	✓		
High visibility enforcement campaign				
Distribute traffic citations for specific campaigns (yielding to pedestrians, etc.) at predetermined hot spot intersections		✓	✓	
Have Local Law Enforcement agencies adopt Traffic Safety Plans for local towns	✓			



Cape May County LRSP Enforcement Strategies

Strategy	Emphasis Area			
	Lane Departure 	Drowsy/Distracted 	Pedestrian/Bicycle 	Intersections
Agreement before signup for renting bikes/scooters/golf carts			✓	
Pedestrian decoy program			✓	
Promote positive reinforcement through gifts for kids wearing helmets			✓	



Additional Enforcement

	Similar Strategy considered in County LRSP?	<ul style="list-style-type: none">➤ What action to be taken?➤ Time Frame (Short, Mid, Long)?➤ Who will lead/need to be involved?



Other Non-Infrastructure Strategies

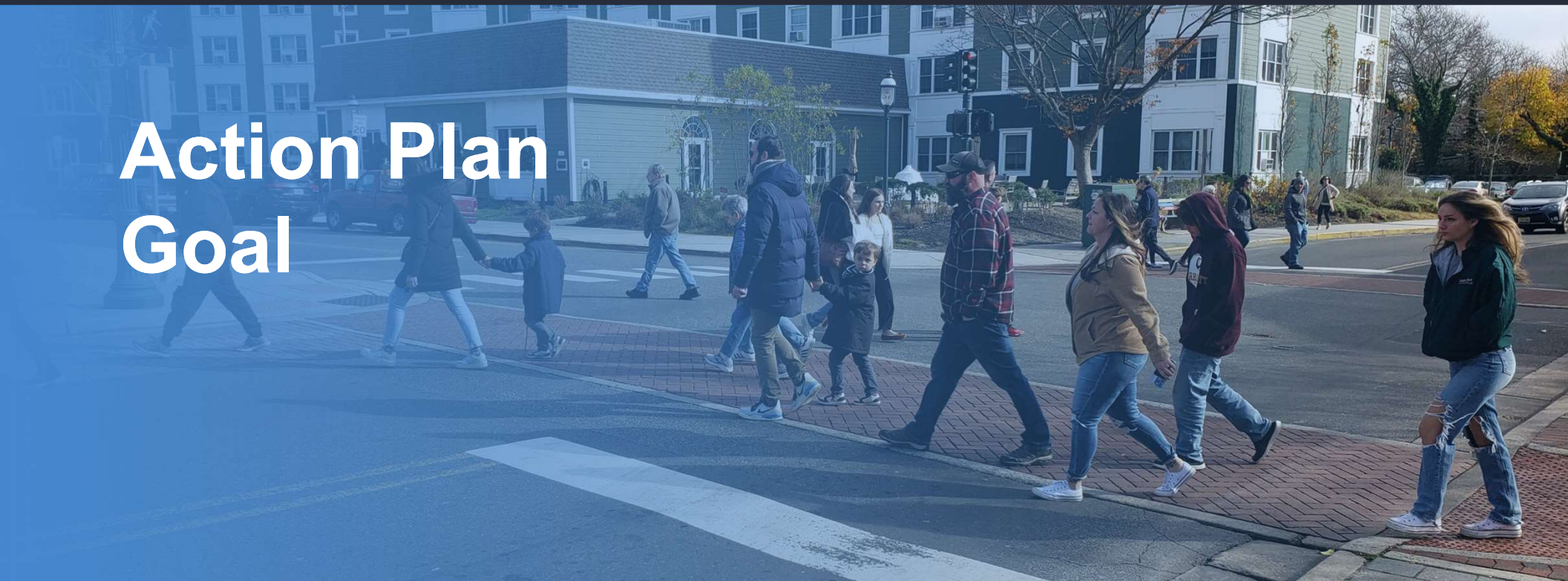
	Similar Strategy considered in County LRSP?	<ul style="list-style-type: none"> ➤ What action to be taken? ➤ Time Frame (Short, Mid, Long)? ➤ Who will lead/need to be involved?
Encouraging/facilitating alternative transportation modes (Jitney access?)		
Emergency Response/Post-Crash Care?		





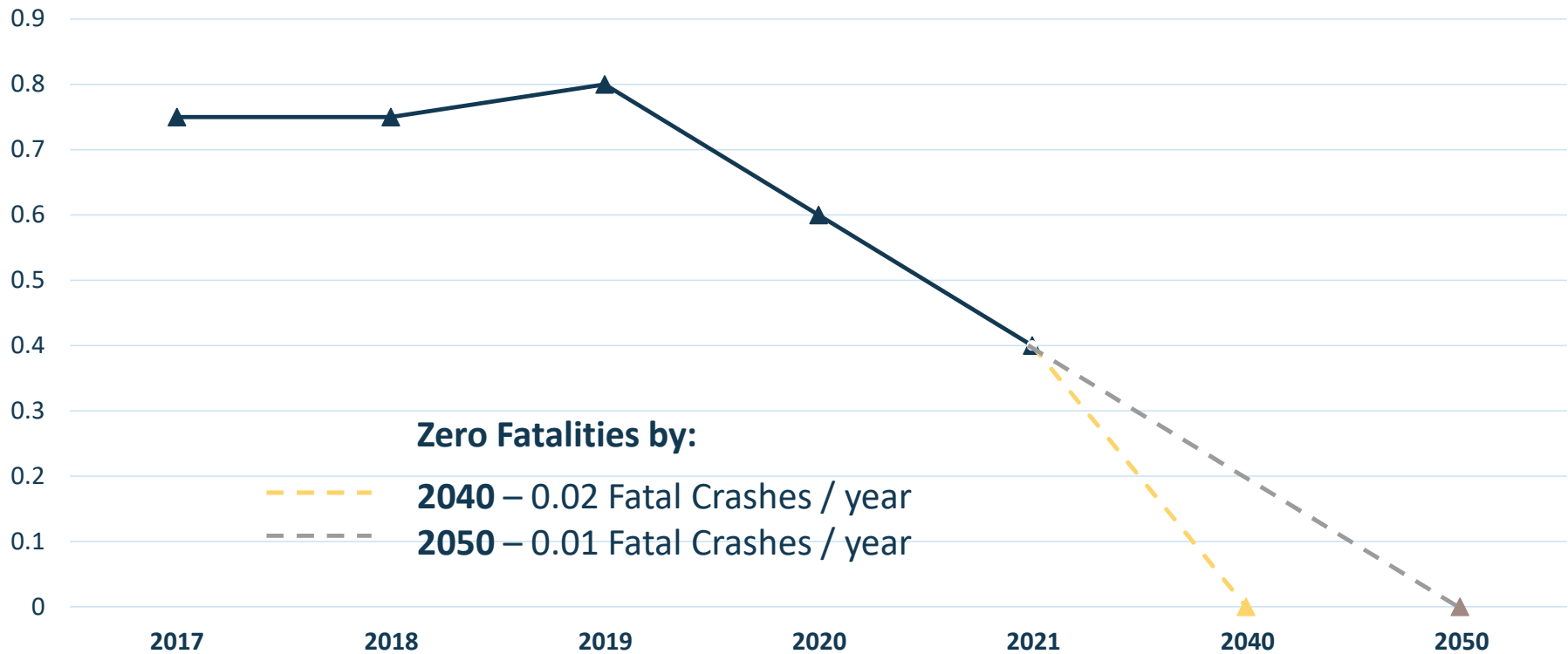
Safe Streets & Roads Program Action Plan **Cape Island**

Action Plan Goal



Reduction Goal Recommendations

Cape Island Fatal Crashes Goal Projection Example





Safe Streets & Roads Program Action Plan **Cape Island**

Next Steps



Project Next Steps

August 2024 

Steering Committee Meeting #3

- ✓ Draft Plan
- ✓ Develop Candidate Project List
- ✓ Benefit/Cost Analysis
- ✓ Project Summaries
- ✓ Safe System Approach Alignment Plan Review
- ✓ *Focus Group Meeting on Non-Infrastructure Strategies/Actions?*
- ✓ Implementation Plan





Safe Streets & Roads Program Action Plan **Cape Island**

Contact

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☎ 908.287.2721

Dave Kuhn

✉ dkuhn@gpinet.com

☎ 908.287.2730



STEERING COMMITTEE MEETING #2 SUMMARY



Safe Streets & Roads Program Action Plan Cape Island

PROJECT: Cape Island Safe Streets and
Roads Program Action Plan
City of Cape May
GPI Job Number: NJX-2400663.00

MEETING DATE: June 12, 2024

MEETING TIME: 9:30 AM

LOCATION: Cape May City Hall
643 Washington Street
Cape May, NJ 08204

ATTENDEES: *Denotes Committee Member

Paul Dietrich, Cape May City Manager/City Engineer*	pdietrich@capemaycity.com	609.884.9537
Mike Yeager, Cape May City Councilman*	myeager@capemaycity.com	609.517.3117
Zack Mullock, Mayor, City of Cape May	zmullock@capemaycity.com	
Terry DiUaldi, City of Cape May Bicycle & Pedestrian Advisory Committee (BAPAC) Secretary*	terdiu@gmail.com	610.613.3828
Hillary Pritchard, West Cape May Environmental Commission, BAPAC Member*	copritch@comcast.net	609.425.8986
Catherine Busch, Cape May Point Commissioner*	cbusch@capemaypoint.org	609.884.8468
George Dick, Deputy Mayor, West Cape May*	gdick@westcapemay.us	215.514.1351
Bob Morris, BAPAC*	Rfmorris54@gmail.com	609.827.6601
Chris Isenhardt, West Cape May Environmental Commission	christinaisenhardt@yahoo.com	609-513-0101
Alan Crawford, West Cape May Resident	acrawfordiii@gmail.com	908-884-5840
Peter Garcia, Cape May Resident		202-213-0262
Dave Kuhn, GPI, Project Manager	dkuhn@gpinet.com	267.521.7574
Julia Steponanko, GPI	jsteponanko@gpinet.com	908.236.9001
Dale Foster, GPI	dfoster@gpinet.com	908.287.2721

Lower Township was not represented at the meeting.

PURPOSE: Objectives for Steering Committee Meeting #2:

- 1) Obtain committee approval on priority infrastructure locations.
- 2) Obtain committee input on non-infrastructure strategy priorities and actions.
- 3) Set a fatal and serious injury reduction goal for the plan.



Summary:**Introduction of the Project Team and Steering Committee**

1. Dave Kuhn (DK) kicked off the Steering Committee meeting.

Review meeting objectives

2. DK noted the meeting objectives were to obtain general approval on priority infrastructure locations; to gather committee input on non-infrastructure priorities; and to set a fatal and serious injury reduction goal for the plan.
3. DK reviewed the agenda.

Review action plan requirements

4. DK provided an overview of what a Local Safety Action Plan is. He noted that a Local Safety Action Plan (LSAP) is an actionable plan to prevent roadway deaths and injuries. He noted that a Safe Streets for All (SS4A) eligible action plan includes eight (8) components and provides an opportunity for implementation grants or supplemental planning grants.
5. DK noted that not all the eight (8) components for the action plan are required, however, to make the application stronger for implementation grants or supplemental planning grants, all components should be addressed.
6. DK briefly explained the Safe System Approach (SSA) that will be followed during the development of the plan. DK shared the FHWA graphic for SSA.
7. DK reviewed the Action Plan Roadmap schedule.

Crash Data Update

8. Julia Steponanko (JS) provided an overview of initial Cape Island crash data for the years 2017 to 2021. She discussed Cape Island crashes by NJ SHSP, looking at fatal and serious injuries. She noted that there was an update to the original dataset from the last meeting which found an additional bicyclist fatality and noted the emphasis areas (Drowsy/Distracted Drivers, Lane departure, Intersections, Pedestrian and bicyclist).
9. JS discussed the seasonal data by Emphasis Area and noted that a higher volume of crashes that occur during the summer months Jun-Sep.
10. The committee inquired what the source of the data is. JS responded that all police departments are required to submit their records to the New Jersey Department of Transportation (NJDOT), and NJDOT collects all crash data statewide on all public roads in a database, and that database was used as a basis for the analysis. She noted that some police departments may be behind and may not have submitted their records yet, which is why the crash data analysis stops at year 2021, because years 2022 and 2023 do not have all the records from all the police departments.
11. JS discussed the low-speed vehicle data and explained that passenger vehicles was the predominate one and therefore was taken out to show the other vehicle types. JS identified a moped which she explained could be an E-bike due to lack of category identification in police reports.
12. Terry DiUbaldo (TD) inquired about the details for each vehicle category, JS and DK clarified that the reports provide general information that may not capture granular data.

Equity Analysis

13. DK explained that there's an Equity component requirement for the Safe Streets and Roads for All Action plan. DK explained the three Equity points that must be addressed to ensure compliance with SS4A requirements.



14. DK reviewed the underserved population data for Cape Island. The data is from the U.S. Census Bureau's American Community Survey 2017-2021. This data was obtained using a tool known as USEPA EJ Screen. DK presented the percentage of underserved populations island-wide and for each census block group. He also presented each population's percentile rankings in comparison to all census block groups for the entire country. The plan will include a technical memorandum in the appendix documenting the assessment.
15. DK identified populations exceeding the 50th percentile island-wide and at the census block group level noting that the population numbers are also important to keep in mind. DK highlighted the 65+ category significantly exceeds the 50th percentile ranking in six of the eight census block groups.
16. DK noted the key take aways of the equity analysis included Outreach/Inclusion opportunities for 65+, low income, people of color, less than high school educate, and limited English-speaking populations. He noted that safety countermeasures should consider the 65+ population and limited English-speaking populations (Primarily Spanish) in areas where appropriate.

Candidate Locations and Project Recommendations

17. JS explained the two comprehensive approaches to Safety: Hot Spot Approach and Systemic Approach.
18. Committee member, George Dick (GD), commented on the approach noting that from a statistical standpoint there is not enough data to identify "hot spots."
19. DK noted GD was correct that there is minimal fatal and serious injury crash data on Cape Island. That is why the team is looking at broader crash data as well as gathering stakeholder input to help determine which locations should be prioritized.
20. JS reviewed the Network Screening List with a rank of 1 being the highest crash frequency. JS discussed the Hot Spot and Systemic Candidate Locations map.
21. GD commented that Broadway and York Ave are dangerous. JS clarified that this map shows data with a rank of 5 or higher and therefore the input from the stakeholders is vital for future analysis.
22. Catherine Busch (CB) commented on potential danger on Seagrove Ave and Lighthouse Ave where pedestrians occupy the road.
23. GD commented on bicycle app navigation and potential wayfinding signage.
24. JS discussed the first project location on Lafayette St & Bank St/Decatur; identified improvements to the offset intersection; potentially updating lanes and curb radii; maintaining bike lanes; adding pedestrian crossing signs.
25. GD mentioned to consider aligning these projects with the County's plans, emphasizing the future plans on Sunset Boulevard.
26. JS discussed the second project location on Ocean/Elmira/Leaming St/Columbia Ave to Sixth Ave; recommendations to add a shoulder where edge lines help with parking closer to curb and visually narrows roads for traffic calming.
27. JS discussed the third project location on Washington At, Ocean St to Sydney Ave; recommendations include adding edge lines and more defined parking spaces, updating pedestrian signals to decrease crossing confusion on Ocean and Washington.
28. Hillary Pritchard (HP) mentioned truck traffic crashing into trees on Ocean and Washington.
29. Peter Garcia (PG), resident identified a dangerous crosswalk on Soldiers and Sailor Park on Columbia Ave.
30. TD identified high traffic on Washington and Lafayette with bike shop and bus station pedestrians and would like to see improvements on turning lanes and crossing, need for more green boxes.
31. TD identified high bike traffic on Perry and West Cape May and would like to see improvements to deter cyclist from this stretch.



- 32. GD mentioned the Safe Routes to School Plan which goes from Coast Guard base to Cape May Elementary and identified the need for pedestrian crossing improvements on Madison and Lafayette.
- 33. TD identified a need for more green boxes and bicycle signage on Broadway near campground.
- 34. JS reviewed Systemic Project recommendations, install wide 6ft. edge lines wayfinding signage, improving both road and pedestrian lighting, upgrading pedestrian crossings at intersections, improving traffic signal, adding roundabouts on appropriate intersections.
- 35. The Committee did not express objections to the recommended hot spot or systemic project recommendations presented, but noted additional locations mentioned should be considered.

Non-Infrastructure Strategies

36. Dale Foster (DL) led an exercise to confirm if strategies in the 2016 Bike Walk Cape May report are still supported and to identify any additional strategies. For strategies that are deemed by the committee as worth of advancement Dale attempted to identify actions for each. The following table details the resolution of the discussion.

2016 Bike Walk Cape May Recommendation	Status	Similar Strategy Considered in County LRSP?	Keep or Delete	If Keep, - What action to be taken? - Time Frame (Short, Mid, Long)? - Who will lead/need to be involved?
Public Education/Awareness				
Distribute Public Service Announcements and Brochures on Safety topics	Substantial bike safety promotion and outreach	Yes	Keep	Cape May Police dept.
Publish bike map	Completed 2020 (Keep updating/w improvements)	No	Keep	Cape May
Highlight ped and bike improvements	Updating	No	Keep	Cape May
Promote/market biking and walking assets	Promoting on Town website	No	Keep	Cape May
Apply to become a Bicycle or Walk Friendly Community	Investigate the value and if needed	No	Decide in next meeting	Bike committee
School Related Actions				
Integrate education programs in school curriculum	Program is ongoing	Likely	Keep	Cape May Police dept.
Encourage "Walking School Buses" and "Bike Trains"	Underway	Unknown. Too early.	Keep	PTA
Utilize SRTS and TMA resources to encourage biking and walking at schools	Underway	No	Keep	County
Training				
Partner with community groups, police, business, advocates to provide bicycle training	Underway	No	Keep	Cape May
Provide training on Complete Streets implementation to local officials, planners, engineers, and public works staff		No	Delete	
Enforcement				
Implement a Ped Safety Enforcement (PSE) Program	Underway	No	Keep	Cape May Police dept.
Institute a community-oriented traffic calming campaign	Underway	No	Keep	Cape May Police dept.



37. DL discussed the Cape May County LRSP Social Media Strategies to demonstrate what could be added to the local plan.
38. PG mentioned the dangers of car doors opening onto income cyclists and need for safety public education.
39. GD emphasized the need for signage coming into Town; highlighting lower speed limits, bicycle need to abide by motor vehicle laws, pedestrians have ROW.
40. TD inquired for enforcement of lights on bicycles and reflective clothing for night shift employees.
41. TD inquired about pedestrian crossing and yielding, JS clarified that for unmarked crosswalks the law states vehicles must yield to pedestrians but if it's a marked crosswalk they must stop but pedestrians must step into the crosswalk. More campaign and education are needed.

Action Plan Goal

42. JS presented the need for action plan goal and based on data, proposed a goal of zero fatalities goal by 2040. The committee concurred.

Action Items/Next Steps

43. DK noted that the next Steering Committee will be held in August.
44. Action items are:
 - a) Prepare draft plan – GPI
 - b) Refine candidate project list – GPI
 - c) Prepare Benefit/Cost Analysis for each project candidate – GPI
 - d) Complete a Safe System Approach Alignment Plan Review – GPI
 - e) Coordinate and conduct a virtual focus group meeting with Cape Island stakeholders to present proposed behavioral strategies and gather feedback – GPI

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted July 22, 2024,

Dave Kuhn, PE
Vice President/Project Manager



Safe Streets & Roads Program Action Plan **Cape Island**

Wednesday, August 14, 2024
Cape May City Hall
643 Washington Street
Cape May, NJ 08210
9:30 AM – 11:00 AM

1. Plan development progress and meeting objectives

2. Selection of Infrastructure Projects for the Plan

- *Proposed Data-driven hot spot and systemic projects from last meeting*
- *Sidewalk and on-road bicycle gap analysis*
- *BAPAC infrastructure areas of concern*
- *Steering Committee and stakeholder areas of concern*
- *Project Team recommendations*
- *Facilitated Discussion and Committee Resolution on Infrastructure Projects*

3. Selection of Non-Infrastructure Strategies for the plan

- *Review strategies supported by Steering Committee at last meeting*
- *Focus Group and National Night Out responses*
- *Project Team recommendations*
- *Facilitated Discussion and Committee Resolution on Non-Infrastructure Strategies*

4. Plan Next Steps





Safe Streets & Roads Program Action Plan **Cape Island**

Steering Committee Meeting #3

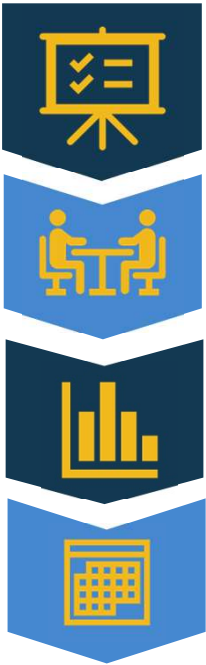
August 14, 2024



Action Plan Roadmap



Meeting Objectives



- 1) Obtain committee resolution on priority infrastructure locations
- 2) Obtain committee resolution on non-infrastructure strategy priorities



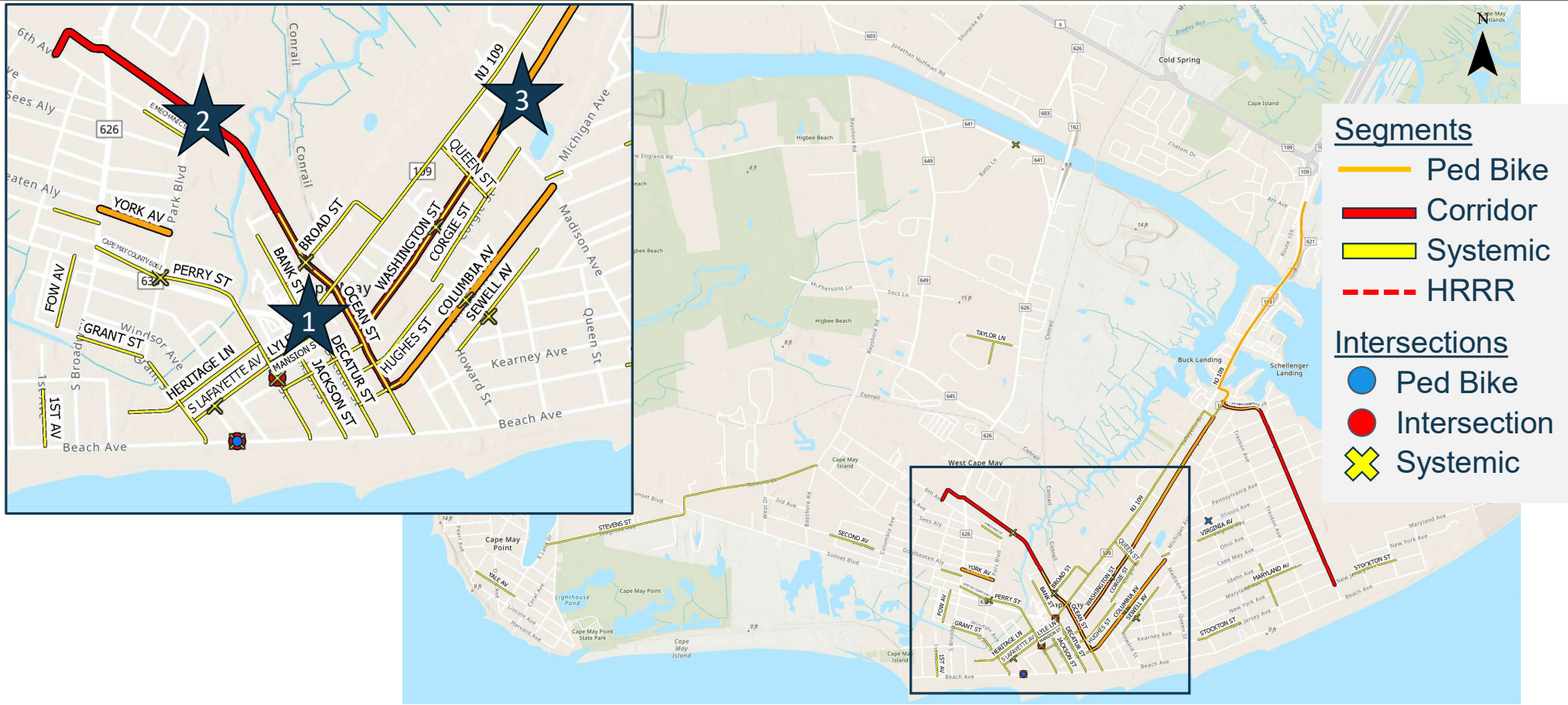


Safe Streets & Roads Program Action Plan
Cape Island

Candidate Locations and Project Recommendations



Data Driven Hot Spot and Systemic Treatment Location Recommendations



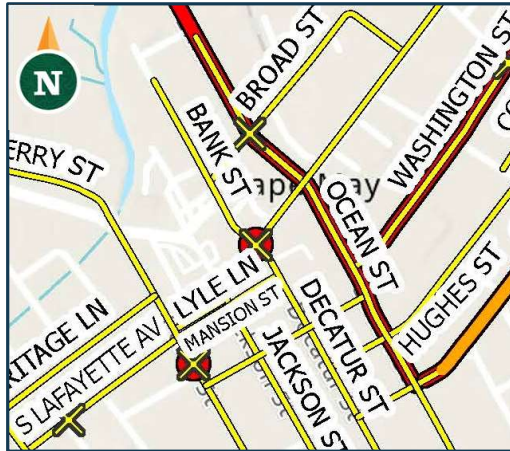
Borough of
Cape May Point



Project Candidate 1

Lafayette St & Bank St/ Decatur St

- #10 Intersection
- Systemic Intersection and Corridors

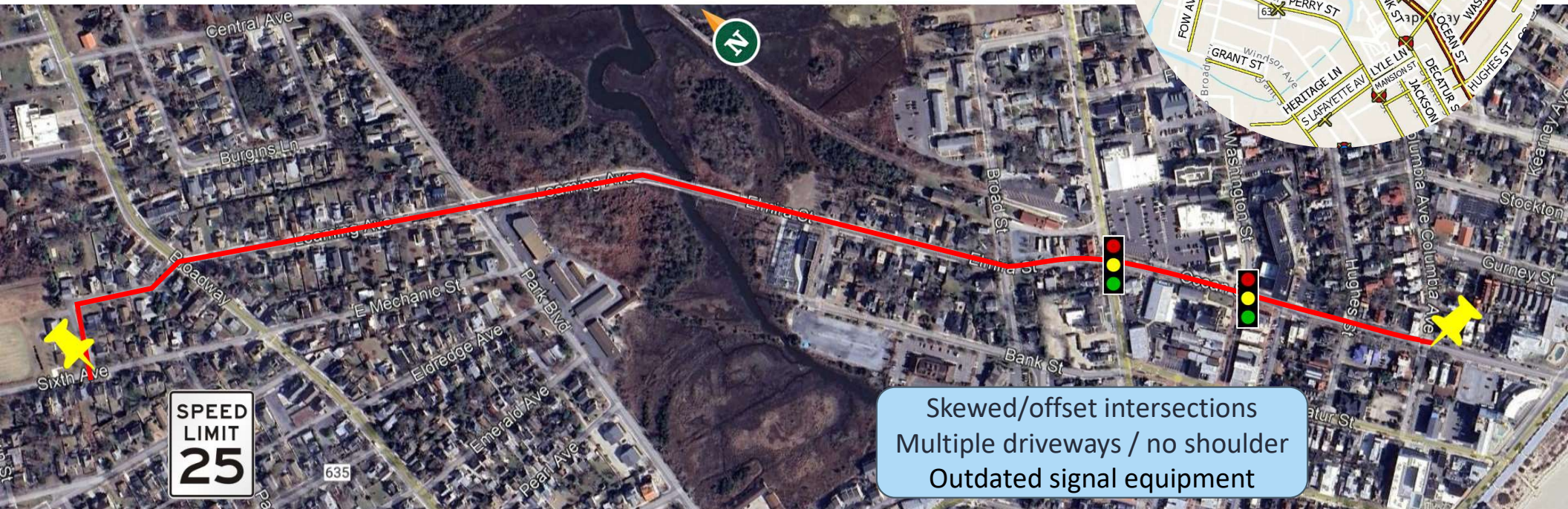
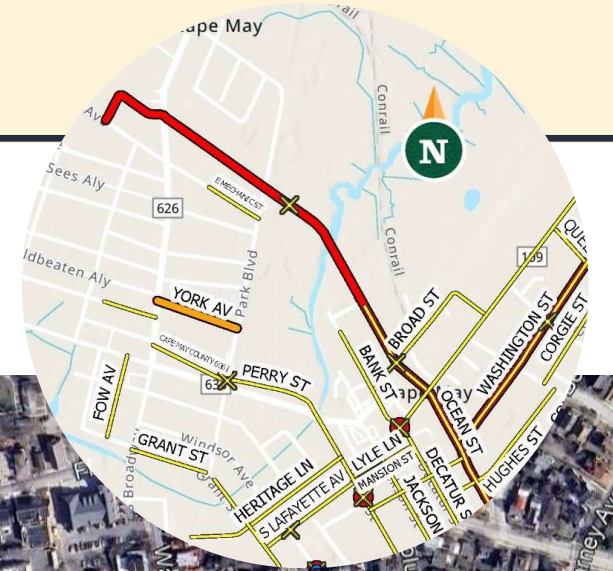


Project Candidate 2



Ocean/Elmira/Leaming St
Columbia Ave to Sixth Ave
(MP 0.09-1.07)

- #7 Corridor
- Systemic Intersections and Corridor



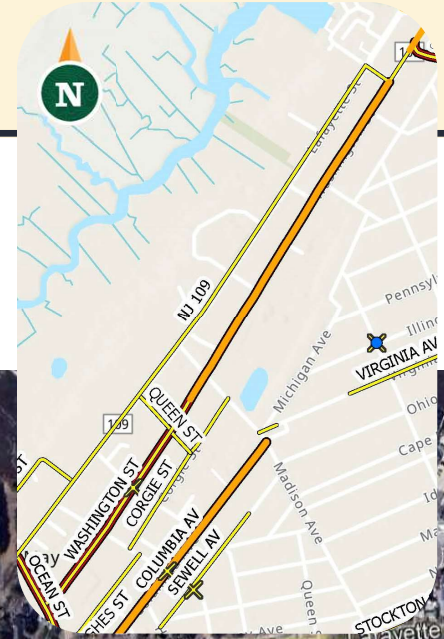
Project Candidate 3



Washington St

Ocean St to Sydney Ave
(MP 0.09-1.07)

- #5 Ped Bike Corridor
- #8 Corridor
- Systemic Intersections and Corridor



Systemic Project Recommendations



Segment/Corridor

Lane Departure and Drowsy/Distracted EA

Local roads, speeds 25 mph or less, straight alignment

- Install wide (6") edge lines or enhanced parking space markings
- Wayfinding signs (toolbox)
- Provide lighting (toolbox)



Point/Intersection

Intersections and Pedestrian/Bicyclist EA

Local roads, stop controlled intersections

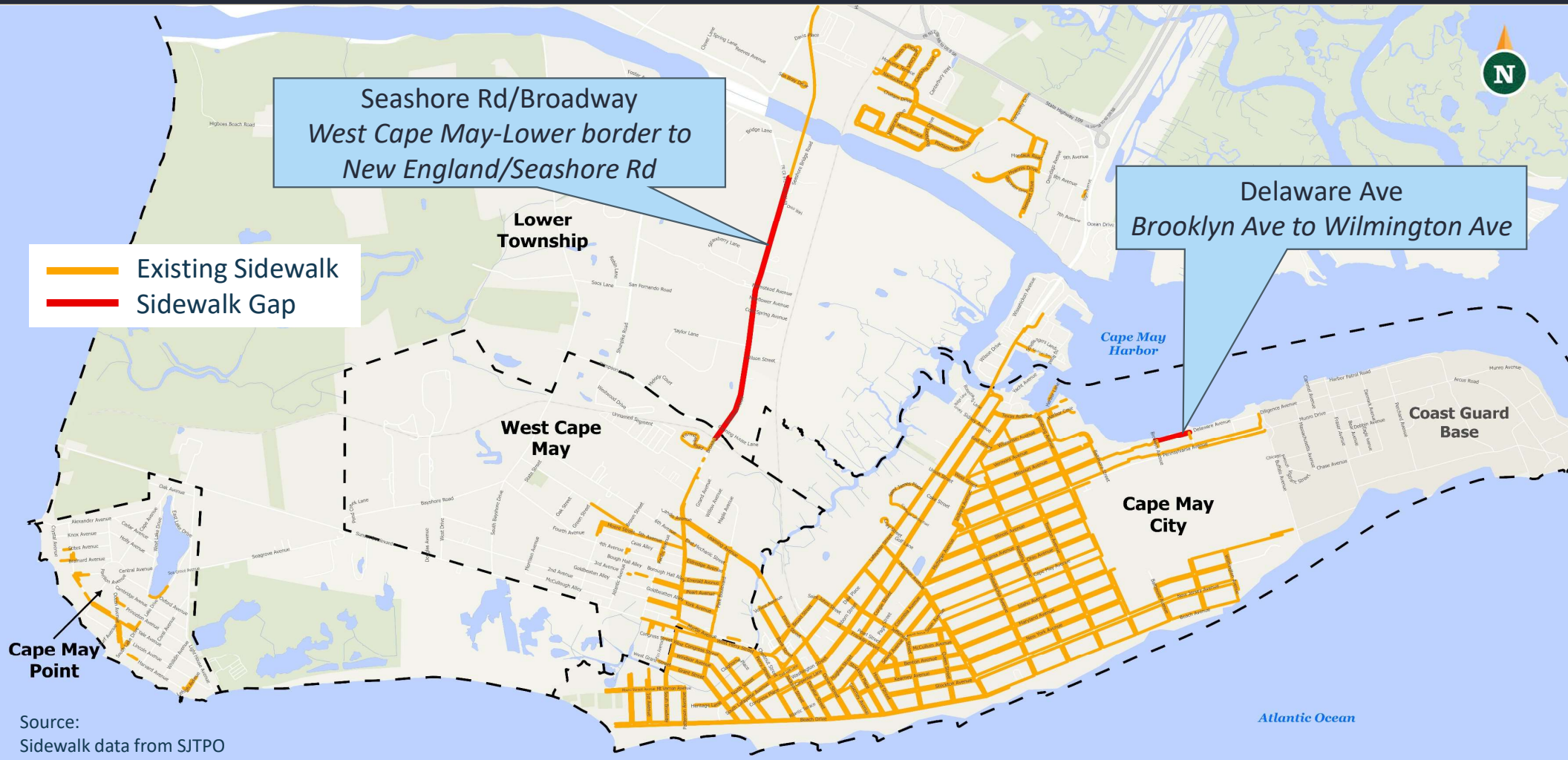
- Upgrade/install pedestrian crossing at intersection
- Provide lighting (toolbox)
- Update to traffic signal
- Install intersection warnings and visibility as supported by MUTCD



Borough of
Cape May Point



Sidewalk Gap Assessment



Bicycle Facilities Gap Assessment

- Existing Bike Lane
- Bike Lane Gap
- Proposed Project

Broadway
Central Ave to Seashore Rd

Park Blvd and West Perry St

Elmira St
Creek to Lafayette St

West Cape May

Cape May City

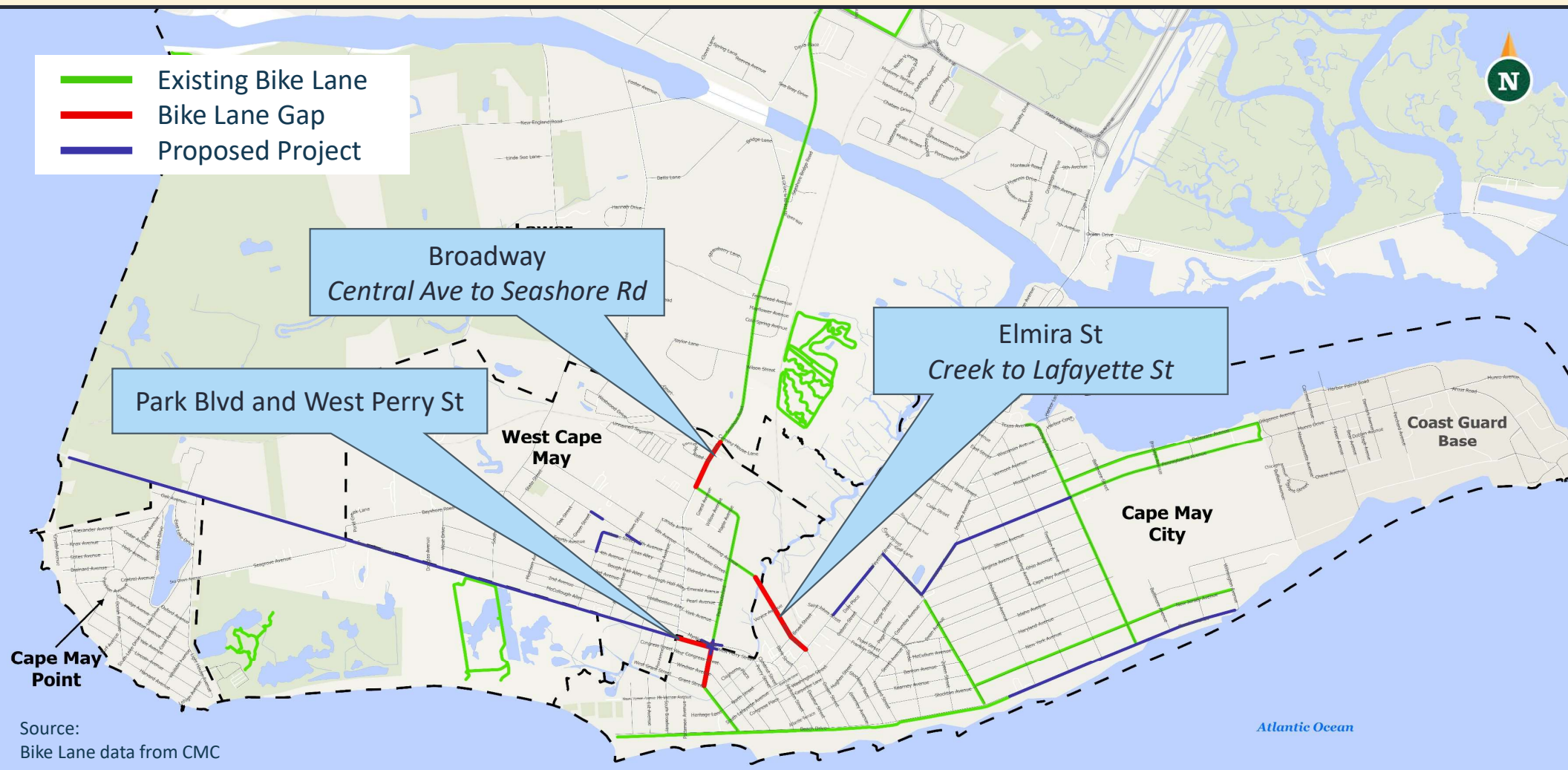
Coast Guard Base

Cape May Point



Source:
Bike Lane data from CMC

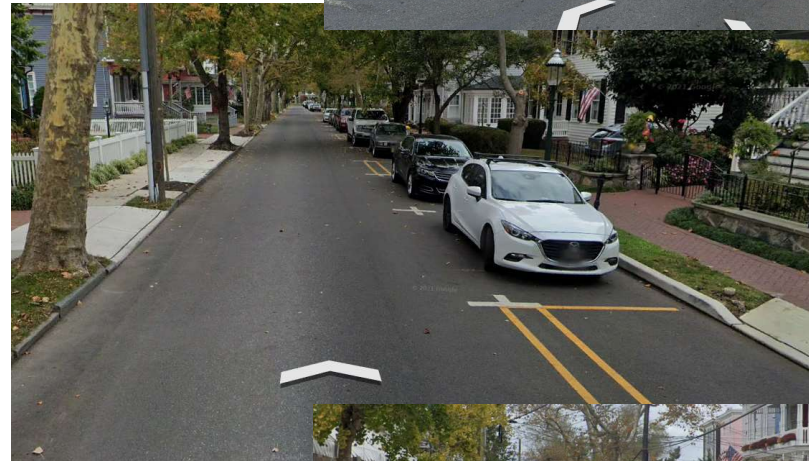
Atlantic Ocean



BAPAC Proposals

Corridors

- Ocean St: Reconfigure lanes by Acme
- Hughes St: Contra-flow bike lane
- Jackson St: One-way bicycle lane on from Mall to Beach Ave



BAPAC Proposals

Intersections

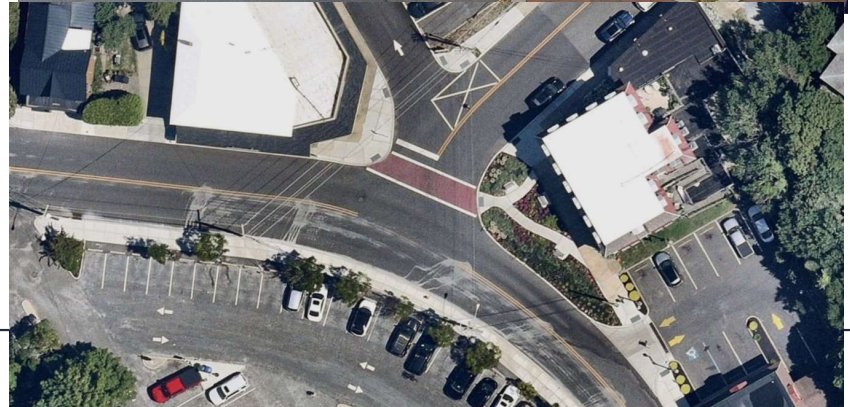
- Bike-ped crossing on Columbia Ave at Madison Ave
- Crosswalks on Perry St at Congress St
- Crosswalks on Benton Ave at Sewell and Howard St



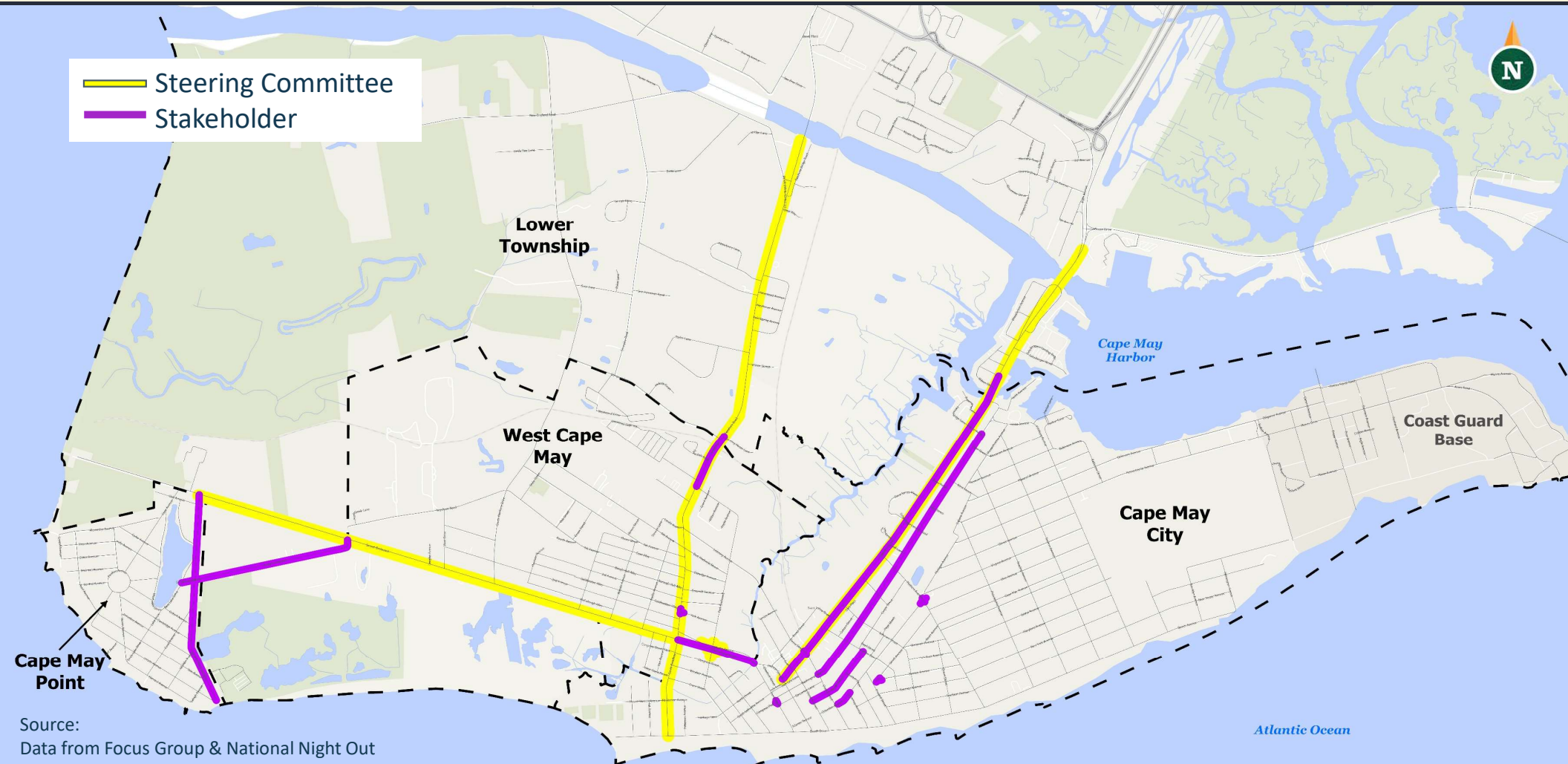
BAPAC Proposals

Appears Addressed

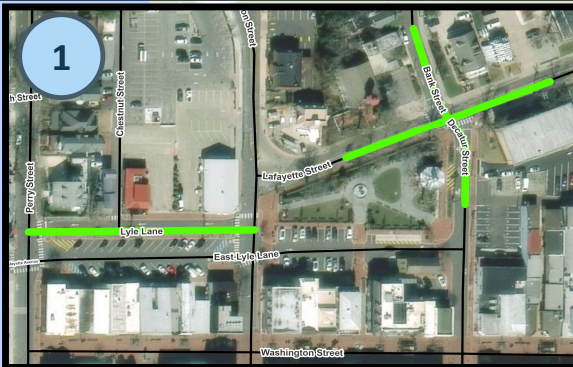
- Crosswalks at end of Broad St at Bank St
- Perry St Crosswalks at Carpenter St
- Crosswalks on Jackson/Perry St at Broad St
- Beach Ave Bike Lanes
 - Wilmington to Madison Ave
 - Grant St to Cove
 - Decatur St to Howard St



Steering Committee & Stakeholder Identified Locations



Project Team Recommendations



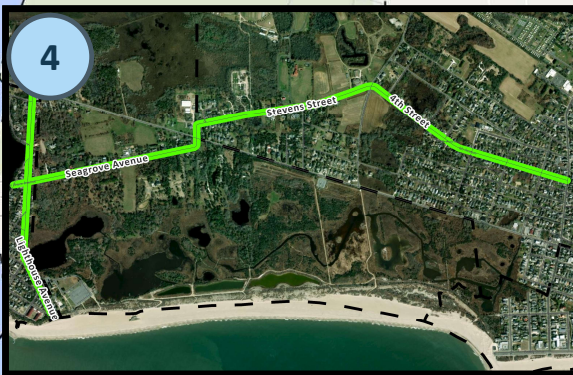
Lafayette St & Bank St/
Decatur St



Ocean/Elmira/Leaming St



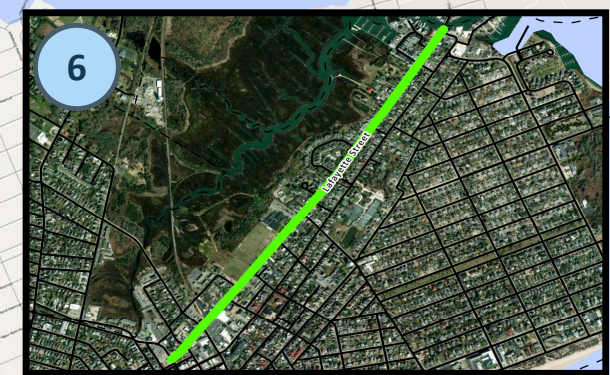
Washington St



Systemic: Lighthouse
Ave and Seagrove Ave



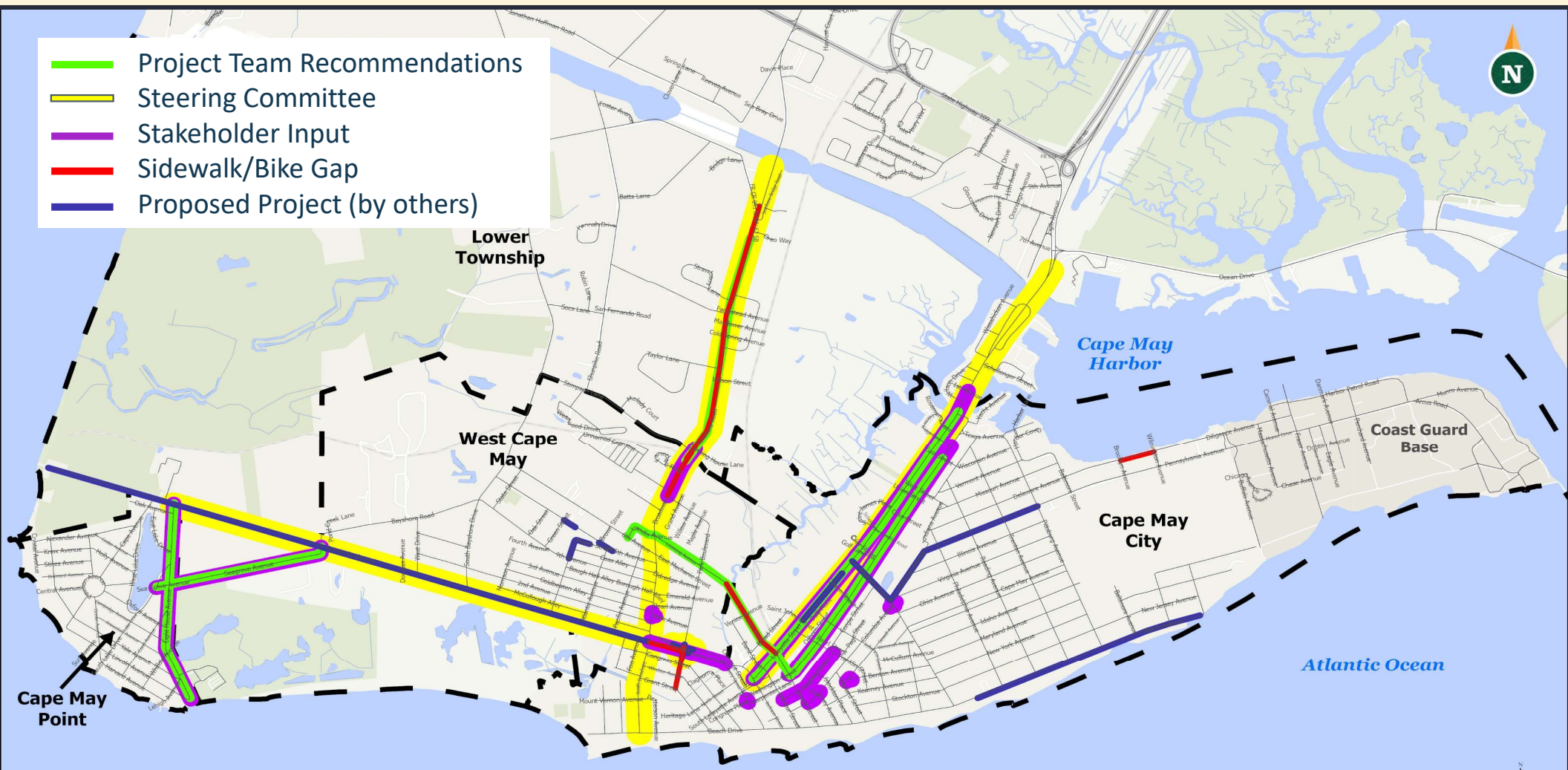
Sidewalk/Bike Gap & Systemic:
Seashore/Broadway (with
County coordination)



Systemic: Lafayette St
(with County coordination)

Overview of All Identified Locations

- Project Team Recommendations
- Steering Committee
- Stakeholder Input
- Sidewalk/Bike Gap
- Proposed Project (by others)





Safe Streets & Roads Program Action Plan

Cape Island

Non-Infrastructure Strategies



Steering Committee Supported Strategies



Public Education/ Awareness

- Public Service Announcements and Brochures on Safety Topics
- Publish Bike Map
- Highlight Ped and Bike Improvements
- Promote biking and walking assets
- Apply to become a Bike or Walk Friendly Community?



School Related

- Integrate education programs in school curriculum
- Encourage “Walking School Buses” or “Bike Trains”
- Utilize SRTS or TMA resources to encourage biking and walking to school



Borough of
Cape May Point



Steering Committee Supported Strategies

Training

- Partner with community groups, police, business advocates, to provide bicycle training

Enforcement

- Implement a Pedestrian Safety Enforcement (PSE) Program
- Institute a community-oriented traffic calming campaign



Focus Group and National Night Out Poll Results

Top Safety Issues (5)

- Biking and Walking

Top Audiences (9)

- Visitors/Tourists
- Youth

Best way to reach them (9)

- Social media
- Vehicle rentals/tour operators

Best way to improve safety of elementary/middle school students (9)

- School competition/recognition
- Police education
- Walking school buses, bike trains

Best way to reach high school students (9)

- Videos/Discussions in Schools
- Guest Speakers
- Police Education



Focus Group and National Night Out Poll Results

Most important enforcement issues (9)

- Distracted driving/cell phone use
- Speeding/aggressive driving

Locations of concern

- Perry St/Sunset Blvd and Park Ave
- Sunset Blvd
- Broadway/Seashore Rd
- Lafayette St

Additional Comments

- Biking on Seashore Road – need to connect bike path over the canal and through to Park Boulevard
- NJ Transit bus drivers are a target audience for speeding
- Require house renters to post information
- Island wide speed campaign, signage
- Golf cart usage in bike lanes



Project Team Additional Non-Infrastructure Strategy Recommendations



1. Implement school safety competition/recognition program in elementary/middle schools



2. Implement or strengthen video/discussions, speakers for high school students



3. Implement social media plan, engage key influencers

4. Increase messaging to visitors through LSV / bike rental businesses and tour operators





Safe Streets & Roads Program Action Plan **Cape Island**

Next Steps



Project Next Steps



Complete Draft Plan – August 30

Comments from Steering Committee – September 30



Steering Committee Meeting #4 – October

- ✓ Resolve comments on Draft Plan
- ✓ Implementation





Safe Streets & Roads Program Action Plan **Cape Island**

Contact

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Comprehensive Approach to Safety

Hot Spot Approach

- Reactive
- Focuses on Mitigating Past Crashes
- Location Specific Countermeasures
- Site Specific BCA

Systemic Approach

- Proactive
- Focuses on Mitigating Risk
- Widespread, Low-Cost Countermeasures
- Network View



Candidate Project Location Scoring Criteria (Hot Spot and Systemic)

1. Network Screening List

- Top 10 ranks – Score of 3
- 11-20 priority ranks – Score of 2
- 21-50 priority ranks – Score of 1
- Beyond Top 50 ranked locations – Score of 0.5

2. Stakeholder Interest (Yes) – Score of 1

3. Systemic Location – Score of 1



Project Team Recommendations

1. Lafayette St & Bank St/Decatur St
2. Elmira/Lafayette/Leaming
3. Washington Street
4. Systemic for Lafayette in coordination with County
5. Sidewalk / bike lane gap on Seashore/Broadway from X to Y and systemic for A to B
6. Systemic for Lighthouse and Seagrove



Focus Group and National Night Out Poll Results

Additional Comments:

- *Biking on Seashore Road – need to connect bike path over the canal and through to Park Boulevard*
- *NJ Transit bus drivers are a target audience for speeding*
- *Require house renters to post information*
- *Island wide speed campaign – signage*
- *Golf cart usage in bike lanes*



STEERING COMMITTEE MEETING #3 SUMMARY



Safe Streets & Roads Program Action Plan Cape Island

PROJECT: Cape Island Safe Streets and Roads Program Action Plan
City of Cape May
GPI Job Number: NJX-2400663.00

MEETING DATE: August 14, 2024

MEETING TIME: 9:30 AM

LOCATION: Cape May City Hall
643 Washington Street
Cape May, NJ 08204

ATTENDEES: *Denotes Committee Member

Paul Dietrich, City Manager and Engineer*	pdeitrich@capemaycity.com	609.884.9537
Zachary Mullock, Mayor, City of Cape May	zmullock@capemaycity.com	609.884.9525
Michael Yeager, Cape May City Councilman*	myeager@capemaycity.com	609.517.3117
Chief Dekon Fashaw, City of Cape May Police Department	dfashaw@capemaycity.com	609.884.9500
Catherine Busch, Cape May Point Commissioner of Public Works, Parks, & Public Property*	cbusch@capemaypoint.org	609.884.8468
Carol Sabo, Mayor, West Cape May	csabo@westcapemay.us	609.884.1005
George Dick, Deputy Mayor, West Cape May*	gdick@westcapemay.us	215.514.1351
Michael Laffey, Township Manager, Lower Township*	mlaffey@townshipoflower.org	609.886.2005
Jeff Vecere, City of Cape May Bicycle & Pedestrian Advisory Committee (BAPAC) Chair*	jvecere@icloud.com	609.602.7703
Terry DiUbaldi, City of Cape May resident, BAPAC Secretary*	terdiu@gmail.com	610.613.3828
Jim Moffat, Resident, City of Cape May resident, BAPAC member*	emoffat@aol.com	609.425.9096
Bob Morris, City of Cape May Resident, BAPAC member*	Rfmorris54@gmail.com	609.827.6601
Hillary Pritchard, West Cape May Environmental Commission, City of Cape May BAPAC member*	copritch@comcast.net	609.425.8986
Alan Crawford, West Cape May Resident	acrawfordiii@gmail.com	908-884-5840
Ken Holland, City of Cape May Resident	Kenholland26@yahoo.com	973-876-6171
Kim Lach, Resident	Lambr222@yahoo.com	609-972-4895
Laura Prickitt, West Cape May Resident	lapdesigns@aol.com	215-801-3545
Dave Kuhn, GPI, Project Manager	dkuhn@gpinet.com	267.521.7574
Julia Steponanko, GPI	jsteponanko@gpinet.com	908.236.9001
Dale Foster, GPI	dfoster@gpinet.com	908.287.2721
Jocelyne Bello, GPI	jbello@gpinet.com	908.236.9001



Summary: Introduction and Meeting Objectives

1. Jeff Vecere (JF), chair of the Bicycle and Pedestrian Advisory Committee, led the meeting and asked Dave Kuhn to begin the presentation.
2. DK noted the meeting objectives were to obtain committee resolution on priority infrastructure locations; and to obtain committee resolution on non-infrastructure strategy priorities.
3. DK reviewed the agenda.

Review Candidate Locations and Project Recommendations

4. Julia Steponanko (JS) reviewed the three (3) candidate hot spot project priorities presented at Steering Committee Meeting #2:
 - The first project is the intersection of Bank Street, Decatur Street, and Lafayette Avenue.
 - The second project is on Ocean Street, Elmira Street, Leaming Avenue, and Landis Avenue/Stewart Lane from Sixth Avenue on the north end to Columbia Avenue at the south end.
 - The third project is Washington Street from Ocean Street to Sidney Avenue.

Systemic Project Recommendations

5. JS discussed the segment corridor analysis for lane departure and drowsy and distracted emphasis areas. The analysis resulted in segments with a straight alignment and a speed limit of 25 mph or less as the primary facility type for systemic treatments. Approximately 200 segments met these criteria.

The project team recommended installing wide 6" edge lines or enhanced parking space markings as low-cost systemic countermeasures on these segments. She noted that wayfinding signs and improved lighting may be something to be considered for future enhancement.

6. JS discussed the intersections and pedestrian/bicyclist systemic analysis. The analysis resulted in the identification of stop-controlled intersections as the primary facility type to implement systemic treatments. Approximately 200 intersections met these criteria.

The project team recommended upgrading or installing new pedestrian crossings, updating traffic signals, or installing intersection warnings and improved visibility measures as low-cost countermeasures at these locations. Lighting improvements could also be considered as a future measure. How many segments or how many miles of road does this cover?

Sidewalk Gap Assessment

7. JS explained that GPI gathered existing sidewalk data from Cape May County to provide a baseline of existing sidewalk. GPI then reviewed this information spatially to identify gaps in the sidewalk network. She displayed a map that depicted the existing sidewalk network (County data) in orange and the sidewalk gaps in red.
8. JS identified the two gaps as Seashore Road/Broadway from the West Cape May-Lower border to New England/Seashore Road and Delaware Avenue from Brooklyn Avenue to Wilmington Avenue.

Bike Gap Assessment

9. JS explained that GPI gathered on-road bicycle lane data from Cape May County to provide a baseline of existing on-road bicycle facilities. GPI then added planned improvements. The project team then conducted a spatial analysis to identify gaps in the on-road bicycle network. Planned projects were identified by the City of Cape as well as the South Jersey Transportation Planning Organization's (SJTPO) Transportation Improvement Program. Julia displayed a map that identified the existing bike lanes in green, any known proposed projects in blue, and network gaps in red. The map did not include any off-road trails or paths.



10. JS identified the on-road bicycle network gaps as:

- Broadway from Central Avenue to Seashore Road at the border of West Cape May and Lower Township
- Park Boulevard from West Perry Street to Grant Street (Note: After the meeting, the project team confirmed that no bicycle facilities are located on Grant Street. The gap on Park Boulevard should continue on Grant Street to Beach Avenue.)
- West Perry Street from Park Boulevard to Broadway
- Elmira Street from the West Cape May/City border (creek) to Lafayette Street.

BAPAC Proposals

11. JS discussed BAPAC's proposed projects. The corridors identified by BAPAC include:

- Reconfiguring lanes by ACME on Ocean Street
- Contra-flow bike lane on Hughes Street
- One-way bicycle lane from Mall to Bach Avenue on Jackson Street.

12. JS reviewed the intersections proposed by BAPAC. They include:

- A bicycle-pedestrian crossing on Columbia Avenue at Madison Avenue
- Crosswalks on Perry Street at Congress Street
- Crosswalks on Benton Avenue at Sewell and Howard Street.

13. JS noted the BAPAC proposed projects that appear to have been addressed: These include:

- Crosswalks at the end of Broad Street at Bank Street.
- Perry Street crosswalks at Carpenter Street,
- Crosswalks on Jackson/Perry Street at Broad Street
- Bicycle lanes on Beach Avenue.

Steering Committee & Stakeholder Identified Locations

14. JS then noted input on problem locations received from the focus group meeting and the National Night Out. She displayed a map that highlighted locations noted by the Steering Committee at past meetings as well as other stakeholder input at the focus group meeting and National Night Out. The yellow lines on the map represented the steering committee's input and the purple lines represented stakeholder input.

Project Team Recommendations

15. Based on the information presented, JS then presented the project team's six (6) hot spot project recommendations:

- Lafayette Street/Bank Street/Decatur Street Intersection
- Ocean/Elmira/Leaming Streets, Columbia Avenue to Sixth Street
- Washington Street, Ocean Street to Sydney Avenue
- Lighthouse Avenue, Beach to Sunset Boulevard and Seagrove Avenue, East Lake Drive to Sunset Boulevard (Systemic treatments could be applied)
- Seashore and Broadway (Sidewalk/Bike facility gap closure and systemic safety treatments)
- Lafayette Street (County Road. County coordination required)



Overview of All Identified Locations

16. JS then displayed a map that identified the project team recommendations in green, steering committee in yellow, stakeholder input in purple, sidewalk/bike gaps in red and planned projects in blue.

Facilitated Discussion

17. Dale Foster (DF) then facilitated a discussion of the findings and recommendations.
18. George Dick (GD) mentioned deterring walkers and bicyclists from using Broadway and advocated to create safe walking and cycling routes to the beach and town. Leaming improvements will help people get to the downtown. He recommended Pacific Avenue as a designated bike route as well as Grant Street.to get people from West Cape May to the beach.
19. Paul Dietrich (PD) noted that a separate update of the bike/ped plan would recommend future studies of bike route alternatives. This plan would recommend that the bike/ped plan update be undertaken. This plan does not have all the information to recommend specific bicycle route alternatives.
20. GD noted that including Pacific Avenue and Grant Street in the plan would make projects on these streets eligible for future grant funding.
21. DK mentioned that USDOT's Safe Streets for All Program provides grants for supplemental planning that could be used for a bike study.
22. Laura Prickitt (LP) attendee expressed concerns about the safety of pedestrians Leaming Street. She mentioned that Leaming Street, near the creek, is dangerous due to speeding traffic. She emphasized the need to identify safe pedestrian and bicycle routes, both on and off-road..
23. JS clarified that this plan is looking at all road users for on-road facilities. She noted that a future planning effort can look at alternative bike routes.
24. LP expressed concerned about traffic congestion on Sunset Boulevard causes backups on Park Boulevard up to the West Side Market.
25. Mayor Sabo noted that the current bicycle map is about the safest routes for bicycle travel and mentioned the importance of educating the public about safe route alternatives and deterring them from using Broadway.
26. Jim Moffat (JM) asked for clarification of the sources related to each color on the recommendations map.
27. JS and DK provided clarification.
28. GD noted that a bicycle/pedestrian bridge could be constructed over the creek south of West Grant Street to provide a safe bicycle route on First Avenue from Sunset Boulevard down to Beach Avenue.
29. Mayor Mullock mentioned that additional crosswalks were added to cross Madison Avenue between Washington Street and Beach Avenue since July 2024, including a crossing near the water tower.
30. Terry DiUbaldi (TD) asked if a priority list will be compiled with input of the community and the BAPAC. For example, a sidewalk and bicycle land are proposed for Seashore Avenue. She asked Michael Laffey if a sidewalk on Seashore Avenue is needed.
31. Michael Laffey (ML) noted that Lower Township is pursuing alternate routes into the town of Cape May for bicycle and pedestrian travel to avoid Seashore Road, but it is challenging due to wetlands and right-of-way issues.
32. TD asked ML if a sidewalk on Seashore Road is desirable.
33. ML noted that he would like to see walkers and bicyclists off Seashore Road due to speeding vehicles. An alternate route, using the existing unpaved road is used by Cape May public works vehicles.
34. JS asked the committee if sidewalks on Seashore Road should be pursued as an interim measure.
35. CB noted that she drives Seashore Road and observes walkers, bicyclists and golf carts. A sidewalk on Seashore Road may be an improvement given that an off-road alternative may take a long time to implement. She noted that she understood that the plan is to identify areas of concern and future projects, not to decide on specific projects.



36. DF clarified that the goal is recommend projects in the plan.
37. Councilman Michael Yeager (MY) asked for clarification on the funding available under Safe Streets for All grant Program.
38. DF clarified that there is no funding cap for the Safe Streets for All Program. He mentioned that the program is competitive based on the number of participating municipalities and how the plan ranks. He also mentioned matching funds requirements.
39. MY asked for clarification on the timeline for presenting the plan to the federal government.
40. DF noted that the goal is to provide a draft plan with proposed projects by the end of August, resolve comments with the Steering Committee in October, and then present to council.
41. CB asked if all municipal councils will be involved in the approval of the plan. She noted that she has been telling Cape May Point commissioners that plan would be brought forward for their approval.
42. JS noted that it is not required by USDOT, but approvals from other councils are acceptable. Cape May City's approval is required.
43. DF noted that additional endorsements from the other municipalities would be beneficial to the plan.
44. CB suggested that the plan include all potential project ideas and that the project team can prioritize projects for immediate funding purposes.
45. MY agreed and noted that we need to identify those projects that can provide the most return in the near term.
46. Catherine Busch (CB) supports intersection priorities in the City of Cape May but also noted that she likes elements of the plan that connect the communities.
47. TD noted the most of the concentration of danger for pedestrians and bicyclists is West Cape May into Cape May City and routing out across the back bridge. She mentioned routing bicycles coming into the downtown on Leaming and Elmira and Bank and towards the beach to use Lyle, Decatur, and Lafayette around Cape May Rotary Park on Lyle Lane, closing for motor vehicle traffic and open only for bicycle use.
48. JS and PD noted that the intersection of Lafayette Street, Bank Street, and Decatur Street is included in the plan and specific options/alternatives would be studied if the project moves forward. TD's concerns would be considered at that time.
49. Hillary Pritchard (HP) asked why she did not see the alternate bike route from St. Johns to the school shown on the map which would deter pedestrians from using Lafayette Street.
50. DF clarified that this map only includes on road areas, but it does consider this alternate bike route.
51. LP asked about Broadway/Central Avenue intersection.
52. JS noted that the recommended limits for improvements to Broadway and Seashore Road could be extended to the Central Avenue intersection.
53. DF mentioned that Central Avenue and Park Boulevard is a project that West Cape May is moving forward with looking at sidewalks and bike lanes.
54. GD noted that this should be included on the map in blue.
55. TD mentioned that she supported speed humps on streets in the city.
56. CB inquired about the traffic study in Lower Township of Seagrove Avenue.
57. ML mentioned that Lower Township's study looks to add two to three speed tables on Seagrove Avenue.
58. CB noted that she supported speed humps/tables.
59. DF summarized the project team's understanding of what the Steering Committee supported.
 - Continue with the six (6) project recommendations.



- Extend the limits of Broadway to include the intersection of Broadway and Central Avenue.
 - Identify the need to study alternative bicycle routes to move people from West Cape May, Cape May City, and the beach.
 - Extend the limits of the recommended Lafayette Street, Bank Street, and Decatur Street intersection to include Lyle Lane.
 - Consider speed humps on specifies roads.
60. GD asked if an agreement was reached on the pursuit of sidewalks on Seashore Road. He questioned the cost/benefit to adding sidewalks to Seashore Road.
61. DF noted that sidewalks on Seashore Road will be included in the plan, but decisions will need to be made as to which projects should be submitted for implementation grants.
62. CS noted her understanding that this plan is looking systemically at all possible improvements and that if a project is not included now, it cannot be added later. Is it better to have them in the plan now.
63. JS clarified that the locations identified are potential projects and that systemic treatment projects can also be included.
64. CB asked for clarification that if a project is not in the plan, it will be difficult to add in later when seeking grant funding. Prioritization can follow once a project is in the plan.
65. JS and DK agreed.
66. TD also asked for clarification on supplemental planning grants.
67. JS and DK explained that a supplemental planning grant can be applied for to provide follow on studies such as bicycle route planning.
68. Hillary Pritchard (HP) asked if Perry Street between Cape May and West Cape May included in the recommended projects.
69. DF clarified that it is not, but it is noted on the map as an area of concern.
70. HP asked if Stevens Street could be included on the Seagrove Avenue project.
71. The project team agreed to extend Seagrove Avenue across Sunset Boulevard to include Stevens Street to 4th Avenue.
72. ML noted that the county project on Sunset Boulevard will start in 2026 which will include crosswalks at Seagrove Ave and Stevens Street.
73. TD suggest a quicker fix for speed humps on Seagrove Ave and Stevens Street.
74. GD supported a grant application for Seagrove Ave and Stevens Street safety improvements.
75. CB supported interconnectivity between municipalities.

Resolution

The project team understands the resolution for infrastructure recommendations to be included in the plan are:

- a) Lafayette Street, Bank Street, Decatur Street and Lyle Lane
- b) Ocean Street, Leaming Avenue, Elmira Street, Landis Avenue, Stewart Lane from Sixth Avenue to Columbia Avenue
- c) Washington Street from Ocean Street to Sydney Avenue
- d) Systemic treatments on Lighthouse Avenue, Seagrove Avenue and Stevens Street from the beach to 4th Avenue
- e) Sidewalk and bicycle facilities gap closures and systemic treatments on Seashore Road and Broadway from approximately Seashore Bridge Road to and including the Central Avenue intersection.



- f) Systemic treatment improvements on Lafayette Street (CR633) in coordination with Cape May County.
- g) Supplemental planning to update the 2016 Cape May Bicycle and Pedestrian plan focusing on how to best provide safe pedestrian and bicycle passage to and from Cape May's attractions (primarily beach and city downtown) considering both on-and-off-road solutions.
- h) Consider speed humps and speed tables on streets where it is practicable.

Non-Infrastructure Strategies

76. DK reiterated that the Cape Island Action Plan should include both infrastructure recommendations as well as non-infrastructure strategies that could be implemented.
77. DK reviewed the strategies identified in the 2016 Cape May Bicycle and Pedestrian Plan that the steering committee agreed to continue at Steering Committee Meeting #2. The supported public awareness/education strategies include:
 - Public service announcements and brochures on safety topics
 - Updating the bike map
 - Highlighting ped and bike improvements
 - Promoting biking and walking assets
 - Potentially applying to become a bike or walk friendly community.

The school related strategies include:

- Integrating education programs in the school curriculum
- Encourage walking school buses or bike trains
- Utilize Safe Routes to School and Transportation Management Association resources to encourage biking and walking to school

Training strategies include partnering with community groups, police, business advocates to provide training.

Enforcement strategies include:

- Implementing pedestrian safety enforcement programs
- Instituting community-oriented traffic calming campaigns

Focus Group and National Night Out Poll Results

78. DK then summarized the most popular responses from the focus group live polling exercise and the National Night Out survey.
 - The top safety issues expressed were biking and walking. Five (5) responses.
 - The top audiences to reach are visitors/tourists and youth. Nine (9) responses.
 - The best way to reach these audiences is through social media and vehicle rentals/tour operators. Nine (9) responses.
 - The best way to improve safety of elementary/middle school students include school competition /recognitions, police education, walking school buses and bike trains. Nine (9) responses.
 - The best way to reach high school students include video/discussions in schools, guest speaker, police education. Nine (9) responses.
 - The most important enforcement issues include distracted driving/cell phone use, speeding/aggressive driving. Nine (9) responses.
 - Locations of concern expressed in the poll and survey included Perry Street/Sunset Boulevard and Park Avenue, Sunset Boulevard, Broadway/Seashore Road, Lafayette Street.

79. He noted additional comments provided by responders:



- Biking on Seashore Road- need to connect bike path over the canal and through to the Park Boulevard
- NJ transit bus drivers are a target audiences for speeding
- Require house renters to post information
- Island wide speed campaign/signage
- Golf cart usage in bike lanes.

Project Team Additional Non-Infrastructure Strategy Recommendations

80. Based on the poll and survey responses, DK presented the project team's recommendations for additional non-infrastructure strategies:

- Implement school safety competition/recognition program in elementary/middle schools
- Implement or strengthen video/discussions, speakers for high school students
- Implement social media plan, engage key influencers
- Increase messaging to visitors through LSV / bike rental businesses and tour operators

81. DK then facilitated discussion with the Steering Committee on including any or all of these recommendations.

82. LP mentioned that local businesses should be modeling safe driving behavior to visitors. She proposed having businesses sign a safety agreement through the permitting process.

83. TD emphasized training for public works and local officials about safe driving behavior.

84. Jim Moffat suggest speed bumps to slow drivers.

85. LP suggested signing/messaging to make visitors aware.

86. DK asked for consensus on each of the recommendations.

87. CB voice concern with using social media to reach out to students.

88. Other members indicated support using social media to reach students.

89. Mayor Mullock noted that the city used Tony Hawk to reach students on wearing a helmet.

90. JM noted that the target audience are tourists/visitors, not so much students.

91. HP indicated that being a business owner, she sees that young employees could use additional reminders to practice safe walking and biking, such as improving visibility and crossing streets at appropriate locations, lights on bicycles, etc.

92. MY noted that the city has reached out to rental agencies and realtors to distribute safety information, as well as property owners.

93. DK asked if it could be strengthened.

94. MY agreed.

95. DK summarized that the four additional strategies were supported by the committee and will be added to the plan.

96. KH also noted the importance to get to e-bike operators.

97. KH noted the importance of finding different ways of reaching restaurant workers, residents, and visitors.

98. Chief Dekon Fashaw mentioned the enforcement strategies in place that cover all municipalities. He highlights the coordination it takes to safely move people on bikes and LSVs traveling into Cape May on Canal bridge.



99. Chief Fashaw noted that Seashore Road will become more congested as these improvements are made. He takes note that enforcement plays a huge role and that stops are up and will continue to support the committee's efforts.
100. KH complemented Chief Fashaw on the bike patrols.
101. DK asked the committee if the plan should including unifying the speed limit on Sunset Boulevard.
102. Mayor Mullock noted that the reduction of the speed limit to 20 mph has been successful. LED speed signs indicate that the speed limit reduction has produced results through reduced crashes.
103. GD asked if the speed limit was changed by ordinance.
104. Mayor Mullock indicated yes.
105. JV noted that the plan is a comprehensive approach and changing infrastructure can help change behaviors.
106. CB noted that Cape May Point looked at reducing the speed limit and chose not to lower limits to 20 mph.
107. DK noted that the project team will follow up with Cape May County to determine if their planned Sunset Boulevard project will unify speed limits on that road. If not, the plan will propose unifying speed limits on Sunset Boulevard will be included in the plan.
108. DK asked the committee if the plan should recommend reducing speed limits.
109. The committee agreed to language in the plan proposing consistency of speed limits on roads.
110. JV noted the graphic indicating the correlation of speed to likelihood of fatalities.

Resolution:

The project team understands that the following non-infrastructure strategies will be included in the plan.

a) Continue public awareness/education strategies:

- Public service announcements and brochures on safety topics
- Updating the bike map
- Highlighting ped and bike improvements
- Promoting biking and walking assets
- Potentially applying to become a bike or walk friendly community.

b) Continue school related strategies include:

- Integrating education programs in the school curriculum
- Encourage walking school buses or bike trains
- Utilize Safe Routes to School and Transportation Management Association resources to encourage biking and walking to school

c) Continue Training strategies include partnering with community groups, police, business advocates to provide training.

d) Continue Enforcement strategies include:

- Implementing pedestrian safety enforcement programs
- Instituting community-oriented traffic calming campaigns

e) Implement school safety competition/recognition program in elementary/middle schools

f) Implement or strengthen video/discussions, speakers for high school students

g) Implement social media plan, engage key influencers

h) Increase messaging to visitors through LSV / bike rental businesses and tour operators

The project team will also include language recommending consistency of speed limits on roads.



Next Steps

111. DK noted that the next steps include drafting a plan by the end of August. The Steering Committee will provide comments by the end of September. The next steering committee meeting will be held in October.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted September 10, 2024,

Dave Kuhn, PE
Vice President/Project Manager

c: J. Riggs



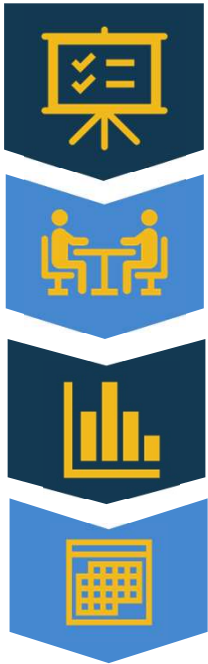
Safe Streets & Roads Program Action Plan **Cape Island**

Steering Committee Meeting #4

October 9, 2024



Meeting Objectives



Resolution of committee comments on the Draft Plan





Safe Streets & Roads Program Action Plan **Cape Island**

Committee Comments and Proposed Resolution



Seashore/Broadway

Committee Comment

Include language that the best solution for getting bicyclist and foot traffic off Broadway is to build a bicycle/ped bridge over the wetlands to connect Grant Avenue to 1st Avenue in the City of Cape May.

Proposed Resolution

The supplemental bicycle planning study will assess all options to improve access for bicyclists and pedestrians to travel to and from West Cape May and the Cape May beaches and downtown, including a bridge over the wetlands. We cannot say definitively that this is the best solution until all alternatives have been evaluated.



Seashore Road/Broadway

Committee Comment

1. Eliminate proposed sidewalks on Seashore Road due to cost and there are few walkers. Most are bicyclists, and sharrows in wide shoulders are very satisfactory.
2. Eliminate all parking on Broadway and make continuous wide shoulder and sharrows as far as possible.
3. Consider speed humps or tables on Broadway.

Proposed Resolution

The plan intent is to address safety for all road users.

We recommend keeping sidewalks under consideration at this phase. Projects will be scoped in detail later and alternatives will be evaluated for their feasibility.



Stevens Street

Committee Comment

Stripe Stevens Street with shoulders rather than constructing sidewalks.

Proposed Resolution

Projects will be scoped in detail later and alternatives will be evaluated for their feasibility.



Lafayette & Bank/Decatur Intersection

Committee Comments

1. Make Decatur Street one lane as a two-way bike lane and other lane, non-public use. Close off all car/truck traffic just beyond bathroom (at Lyle) and small parking to Carpenter St., allowing small area pull-in on Decatur at Carpenter for shared people drop off and delivery truck unload. On Lyle, it would remain in same area for delivery trucks next to bathroom.
2. Note, the county recently improved the lines and ramps; BAPAC recommends electronic crossings. Also, need to improve city empty lot at that corner by eliminating regular parking meters, allowing only handicap parking and adding bike racks.

Proposed Resolution

The project will be fully scoped when advanced. This plan does not determine project scopes.

Improvement of parking areas with inclusion of bike racks is an off-road improvement that would be considered outside this plan.



Access to Safe Bicycle Route Information

Committee Comment

1. Include cell phone access to the bike map.
2. Include island-wide wayfinding signage.

Proposed Resolution

1. We can note development of a mobile application as a strategy.
2. We can note wayfinding signage should be studied as part of the bicycle/pedestrian study.



Washington Street

Committee Comment

Remove Washington Street from the plan.

Proposed Resolution

Recommend keeping it in due to the condition of the existing infrastructure and enabling grant funding opportunities.



Seashore/Broadway

Committee Comment

Include language that the best solution for getting bicyclist and foot traffic off Broadway is to build a bicycle/ped bridge over the wetlands to connect Grant Avenue to 1st Avenue in the City of Cape May.

Proposed Resolution

The supplemental bicycle planning study will assess all options to improve access for bicyclists and pedestrians to travel to and from West Cape May and the Cape May beaches and downtown, including a bridge over the wetlands. We cannot say definitively that this is the best solution until all alternatives have been evaluated.





Safe Streets & Roads Program Action Plan **Cape Island**

Next Steps



Next Steps



Public Meeting – October 17

✓ Cape May City Hall, 5 to 7 PM

City Council Presentations (potential dates)



Cape May	West Cape May	Cape May Point	Lower Township
11/6, 5 PM	10/23, 7 PM	10/22, 12 PM	10/21, 5 PM
11/18, 5 PM	11/20, 7 PM	11/14, 6 PM	11/04, 5 PM
12/3, 5 PM	11/27, 7 PM	11/26, 12 PM	11/18, 5 PM
12/17, 5 PM	12/11, 7 PM	12/5, 6 PM	12/02, 5 PM





Safe Streets & Roads Program Action Plan **Cape Island**

Contact

Dale Foster

dfoster@gpinet.com

908.287.2721

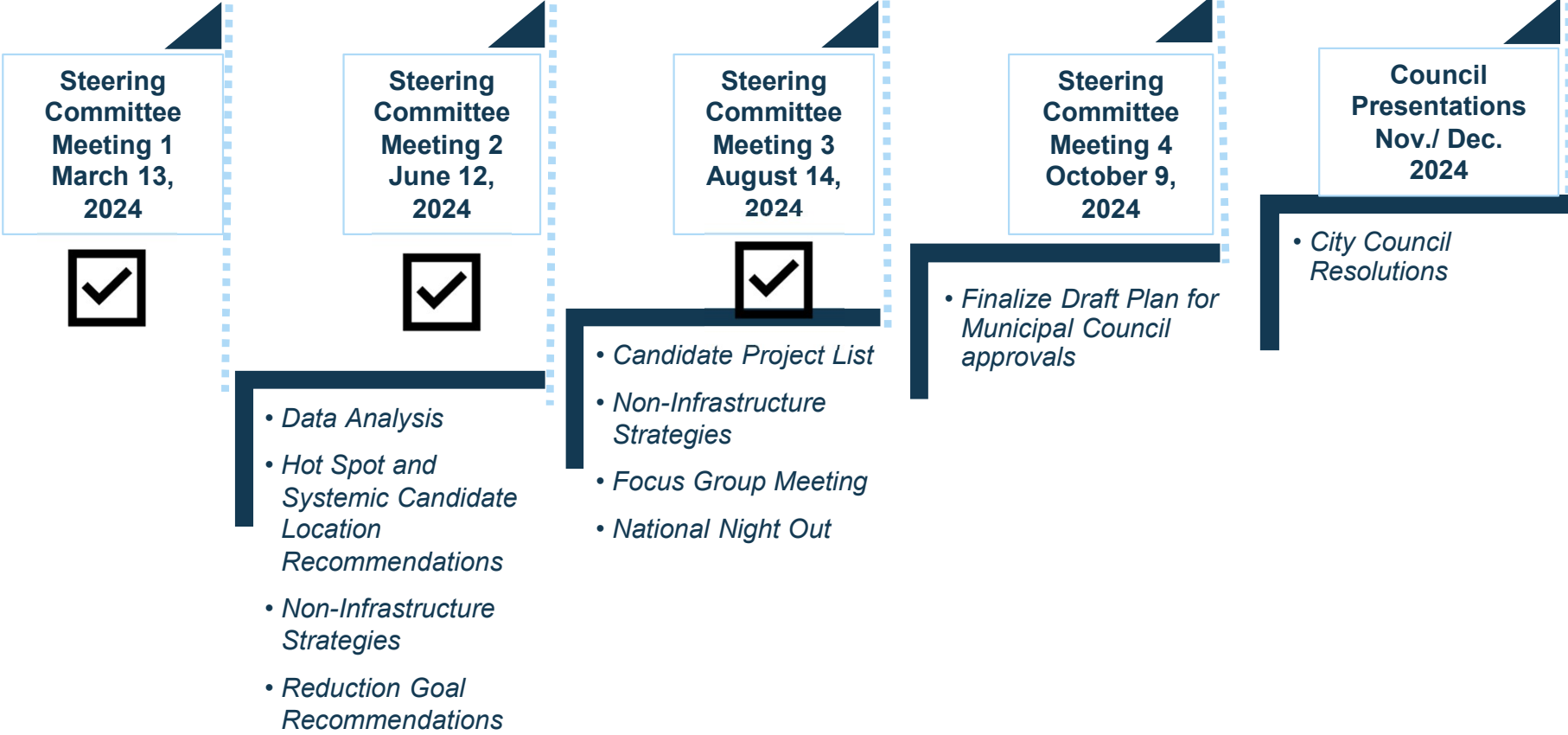
Dave Kuhn

dkuhn@gpinet.com

908.287.2730



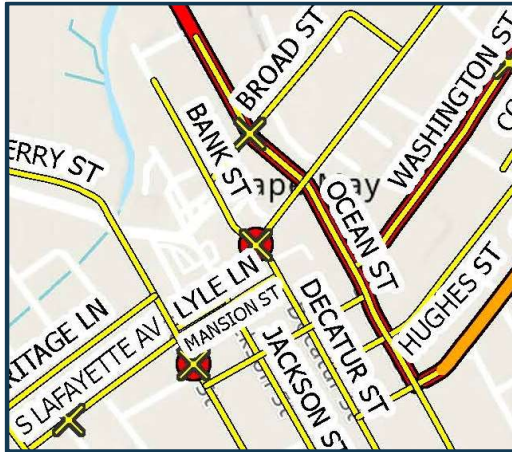
Action Plan Roadmap



Project Candidate 1

Lafayette St & Bank St/ Decatur St

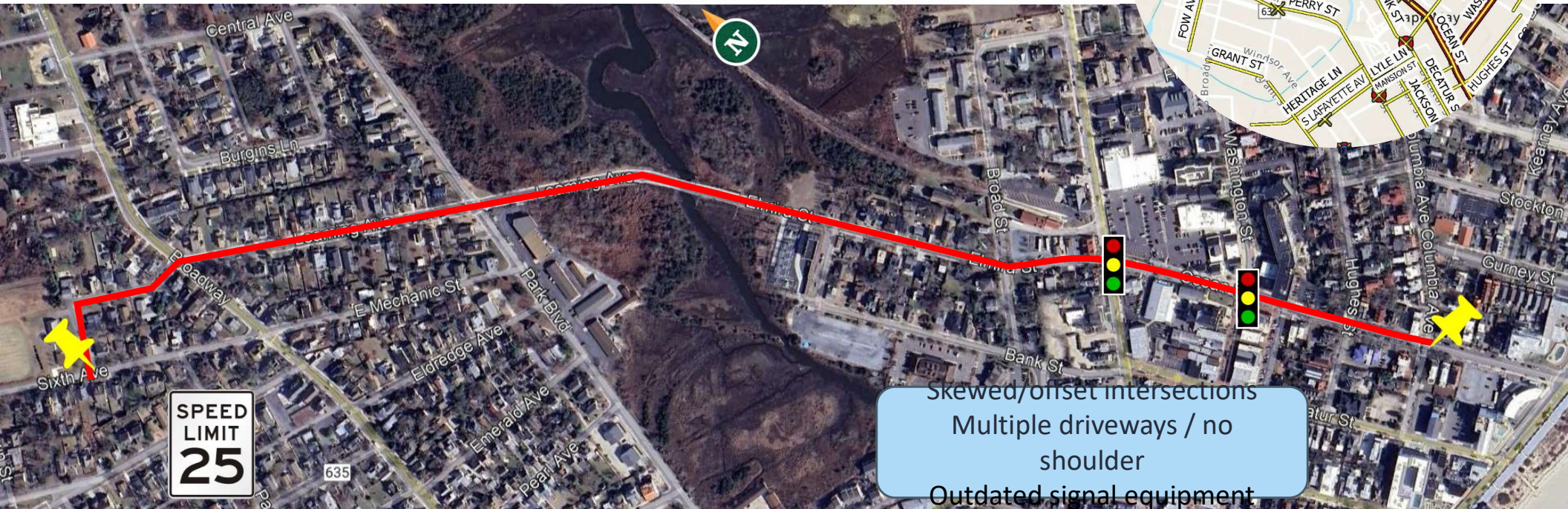
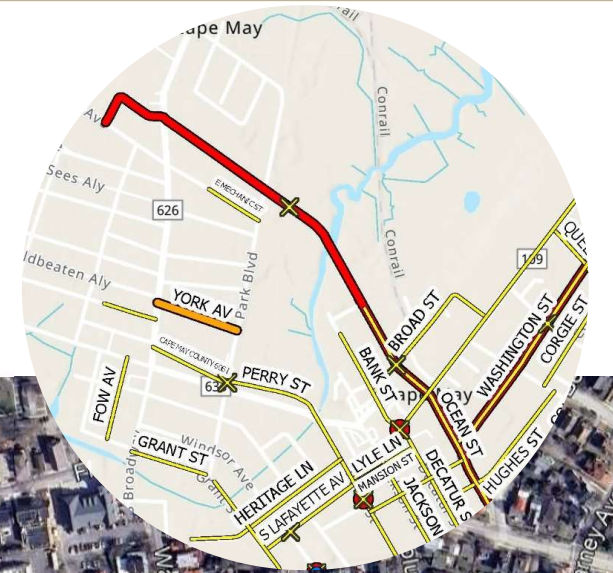
- #10 Intersection
- Systemic Intersection and Corridors



Project Candidate 2

Ocean/Elmira/Leaming St
Columbia Ave to Sixth Ave
(MP 0.09-1.07)

- #7 Corridor
- Systemic Intersections and Corridor

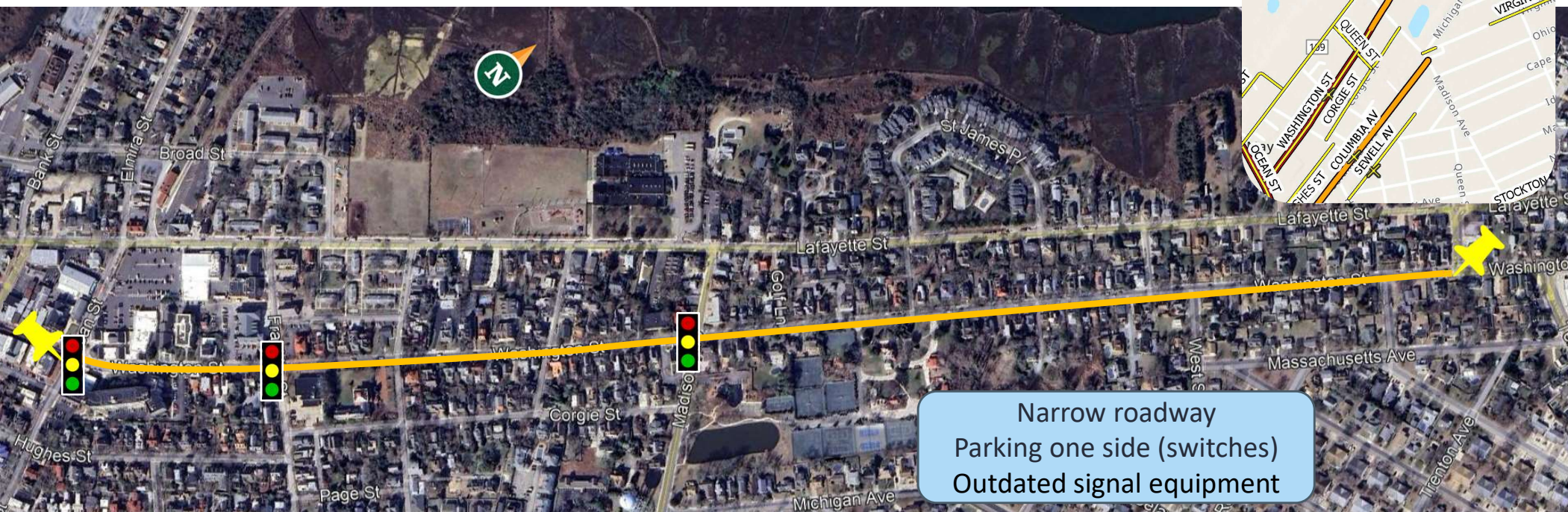
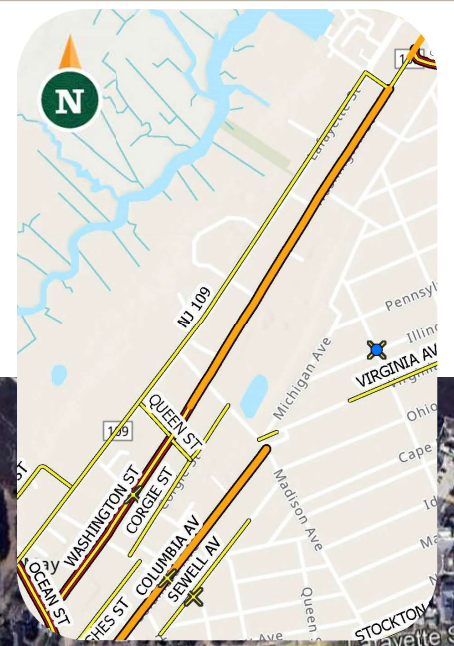


Project Candidate 3

Washington St

Ocean St to Sydney Ave (MP 0.09-1.07)

- #5 Ped Bike Corridor
- #8 Corridor
- Systemic Intersections and Corridor



Project Team Recommendations



1
Lafayette St & Bank St/
Decatur St



2
Ocean/Elmira/Leaming St



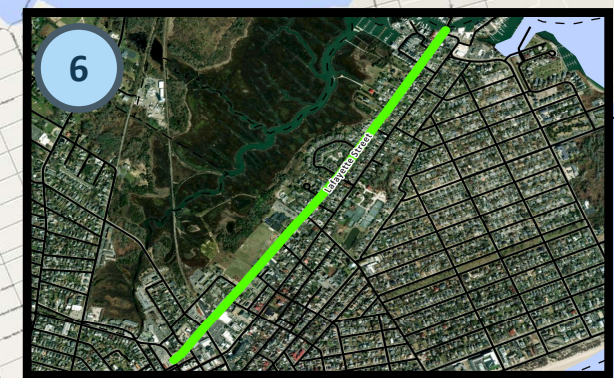
3
Washington St



4
Systemic: Lighthouse
Ave and Seagrove Ave



5
Sidewalk/Bike Gap & Systemic:
Seashore/Broadway (with
County coordination)

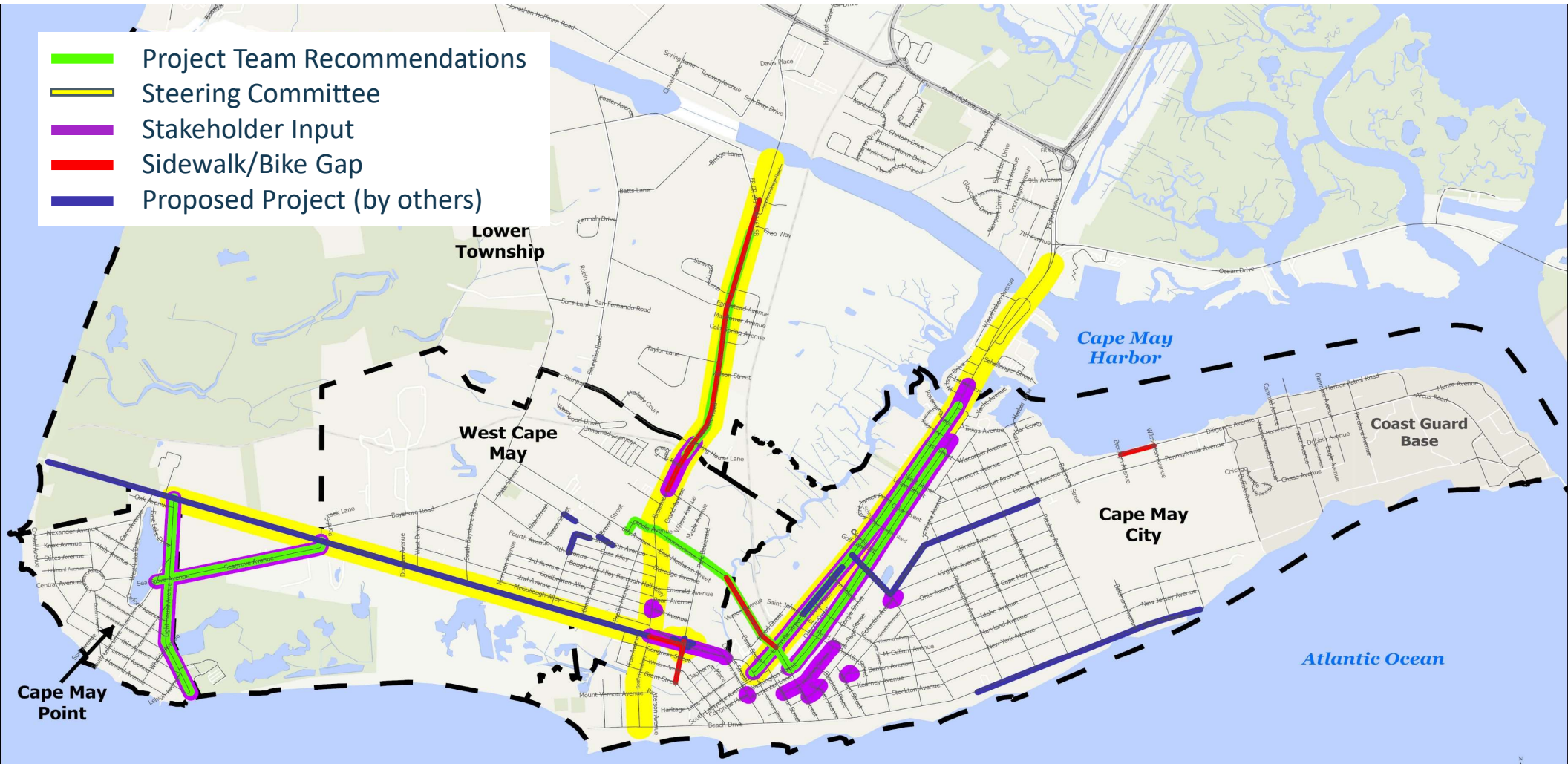


6
Systemic: Lafayette St
(with County coordination)



Overview of All Identified Locations

- █ Project Team Recommendations
- █ Steering Committee
- █ Stakeholder Input
- █ Sidewalk/Bike Gap
- █ Proposed Project (by others)



STEERING COMMITTEE MEETING #4 SUMMARY



Safe Streets & Roads Program Action Plan Cape Island

PROJECT: Cape Island Safe Streets and Roads Program Action Plan
City of Cape May
GPI Job Number: NJX-2400663.00

MEETING DATE: October 9, 2024

MEETING TIME: 9:30 AM

LOCATION: Cape May City Hall
643 Washington Street
Cape May, NJ 08204

ATTENDEES: *Denotes Committee Member

Catherine Busch, Cape May Point Commissioner of Public Works, Parks, & Public Property*	cbusch@capemaypoint.org	609.884.8468
George Dick, Deputy Mayor, West Cape May*	gdick@westcapemay.us	215.514.1351
Jeff Vecere, City of Cape May Bicycle & Pedestrian Advisory Committee (BAPAC) Chair*	jvecere@icloud.com	609.602.7703
Terry DiUbaldi, City of Cape May resident, BAPAC Secretary*	terdiu@gmail.com	610.613.3828
Jim Moffat, Resident, City of Cape May resident, BAPAC member*	emoffat@aol.com	609.425.9096
Bob Morris, City of Cape May Resident, BAPAC member*	Rfmorris54@gmail.com	609.827.6601
Justin Riggs Cape May Admin	jriggs@capemaycity.com	609-425-0474
Alan Crawford West Cape May Resident	acrafordiii@gmail.com	908-884-5840
Dave Kuhn, GPI, Project Manager	dkuhn@gpinet.com	267.521.7574
Dale Foster, GPI	dfoster@gpinet.com	908.287.2721

Summary: Introduction and Meeting Objectives

1. Jeff Vecere (JF), chair of the Bicycle and Pedestrian Advisory Committee, led the meeting and asked Dave Kuhn (DK) to begin the presentation.
2. DK noted the meeting objectives were to review the committee's comments on the draft plan.
3. DK opened the discussion explaining that the committee's comments were organized geographically along with the proposed resolution/responses.



Committee Comments and Proposed Resolution – Seashore Road/Broadway

Committee Comment	Proposed resolution/response
<p>Include language that the best solution for getting bicyclist and foot traffic off Broadway is to build a bicycle/ped bridge over the wetlands to connect Grant Avenue to 1st Avenue in the City of Cape May.</p>	<p>The supplemental bicycle planning study will assess all options to improve access for bicyclists and pedestrians to travel to and from West Cape May and the Cape May beaches and downtown, including a bridge over the wetlands. We cannot say definitively that this is the best solution until all alternatives have been evaluated.</p>
<p>Eliminate proposed sidewalks on Seashore Road due to cost and there are few walkers. Most are bicyclists, and sharrows in wide shoulders are very satisfactory. Eliminate all parking on Broadway and make continuous wide shoulder and sharrows as far as possible. Consider speed humps or tables on Broadway.</p>	<p>The plan intent is to address safety for all road users. We recommend keeping sidewalks under consideration at this phase. Projects will be scoped in detail later and alternatives will be evaluated for their feasibility.</p>

4. DK explained that this plan will provide/identify an overview of prioritized projects with potential countermeasures and is not a detailed scope on specifics for each project. He further explained that the specific improvements such as the potential connection of a bridge to connect to Grant Avenue can be part of the supplemental study to update the bike/ped plan.
5. George Dick (GD) raised questions about the outcome of this plan. He believed the outcome of this plan was to specify projects in detail. He asks whether another study to identify potential routes to the beach from the western part of Cape Island was needed.
6. DK responded that yes it will be included in this plan and as a follow-up action that could be used as a supplemental planning grant to do a Ped/Bike access study, to update the previous 2016 study for safest and best alternative routes, both on and off-road.
7. GD mentioned that for the last 4-6 months he was under the impression that this plan was looking at specific projects and safe route alternatives.
8. DK clarified that this plan looks at the locations of crash data what road locations should be prioritized for improvement, not the specifics of the improvements.
9. GD mentioned the only recent road death was on Broadway which would statistically make Broadway the most dangerous road therefore, removing pedestrians off Broadway is a primary concern. He mentions being confused about this planning process and the outcome of this project if it does not include ways to mitigate/improve safety.
10. Catherine Busch (CB) responded that her understanding from reading the draft report was that this plan recommends updating the 2016 bike and pedestrian plan audit for the entire island because it previously only included Cape May and Cape May Point and this time it would include West Cape May, and Lower Township.
11. GD responded that he could identify the best way to get people off Broadway. The safe route would go down Pacific Avenue across Sunset Boulevard towards the beach. He mentions not understanding the need for another study when he can see for himself that pedestrians use the path of least resistance meaning go down this safe route and do not use Broadway. He mentions again that he misunderstood the last six months and apologized.
12. DK clarified that this plan will lead to future studies that will look at pedestrian and bicycle alternatives and mentions that this could potentially be the best option. He notes that federal funds require you to look at all alternatives as part of the process.
13. Terry DiUbaldo (TD) asked for clarification if another study will be required.
14. DK responded that yes it was in the plan to update the 2016 bike/ped study and to identify the best locations for analysis. He mentioned that looking alternative safe routes would be needed as well.



15. GD agreed and mentioned that the alternative he identified may not be the only path to the beach but if you live on the west side of Broadway towards Lower Township past Stevens Avenue, you can either go to the point towards the beach or go down this alternative pedestrian bridge route which would be the safest route off Broadway. He mentions that if you're coming down Second Avenue from the west you cannot ride bikes down towards Perry Street because it's dangerous, instead pedestrians make a right turn onto Broadway and this pedestrian bridge alternative eliminates that safety issue.
16. TD asked for clarification on the current grant outcome.
17. DK responded that this plan was funded with one action plan grant. Future work could be funded with supplemental planning or implementation grants.
18. DK continued to discuss the committee's comments on sidewalks on Seashore Road and suggested keeping sidewalks under consideration for future studies.
19. Jim Moffatt (JM) suggests that the committee's consensus was to eliminate sidewalks from the projects due to cost.
20. CB noted that people use Broadway now and emphasized the need to keep all road improvement for future studies. She mentioned that it's under that borough's jurisdiction to pursue future road improvements.
21. TD noted that the plan should mention the committee's priority of projects, sidewalks as a low priority. She mentions the issues with routing due to safety concerns on one way bike lane gaps.
22. GD agreed to place sidewalks lower in priority and had questions on the data that supports this need to close sidewalk gaps.
23. CB clarifies that the sidewalk was identified as a gap, but the project does not have to be built and suggested that it should remain on the list for future studies.
24. TD noted that most runners do not use sidewalks.
25. CB mentioned the offroad continuous bike path through the county and proposed using this as a potential solution for parts of Seashore Road.
26. TD requested that the plan note in the plan that BAPAC believes it is not a priority to include sidewalks on Seashore and Broadway. Further discussion clarified that the decision to include or not include sidewalks would come out of future conceptual designs as well as ongoing coordination with the County, Lower Township and West Cape May.

Stevens Street

Committee Comment	Proposed resolution/response
Stripe Stevens Street with shoulders rather than constructing sidewalks.	Projects will be scoped in detail later and alternatives will be evaluated for their feasibility.

27. TD mentioned that adding shoulders on Stevens Street is a high priority.
28. JV mentioned adding Seagrove Avenue as a high priority as well to connect to Stevens Street.
29. GD agreed and clarified that Seagrove Avenue in Lower Township is a project in the plan.
30. TD noted that it is of high priority.



31. DK asked for clarification on what TD means by higher priority.
32. TD responded that sidewalks on Seashore are lower priority compared to this project on Stevens as higher priority due to lower costs.
33. CB clarified that from her understanding the committee were identifying locations that need more work. An implementation grant which will include more engineering studies. This plan does not scope each project with a specific solution.
34. DK agreed with CB about the purpose of this plan and clarified the grant process for future implementation. He clarified that this plan would identify locations and provide some potential counter measures but does not scope each project in detail.
35. CB mentioned that she has some understanding of the planning process due to her work in Cape May Point which required multiple studies and steps between planning and implementation.
36. GD asked for further clarification on the process. He mentioned the previous meeting where the committee was given a list of projects with cost estimates. He asked what this data was based on.
37. DK clarified that this data was a preliminary estimate based on potential countermeasures with cost that would give the committee an order of magnitude but does not scope specific projects.
38. JV noted there was some confusion on prioritizing projects.
39. DK explained that each town will have to prioritize which projects they will apply for grants in the future.
40. JM noted that after clarifying some of the process confusion the consensus is to prioritize these projects.
41. GD had concerns on the number of projects and suggested keeping the projects focused on the higher priority projects.
42. CB summarized her understanding and mentioned that this plan incorporates all of towns.
43. TD agreed with CB and would like to note the committee’s suggestions.

Lafayette & Bank/Decatur Intersection

Committee Comment	Proposed resolution/response
<p>Make Decatur Street one lane as a two-way bike lane and other lane, non-public use. Close off all car/truck traffic just beyond bathroom (at Lyle) and small parking to Carpenter St., allowing small area pull-in on Decatur at Carpenter for shared people drop off and delivery truck unload. On Lyle, it would remain in same area for delivery trucks next to bathroom.</p> <p>Note, the county recently improved the lines and ramps; BAPAC recommends electronic crossings. Also, need to improve city empty lot at that corner by eliminating regular parking meters, allowing only handicap parking and adding bike racks.</p>	<p>The project will be fully scoped when advanced. This plan does not determine project scopes.</p> <p>Improvement of parking areas with inclusion of bike racks is an off-road improvement that would be considered outside this plan.</p>

44. DK notes that this will be scoped out in future studies that looks at alternatives to improve traffic flow.
45. TD requested this project to be a high priority.



Access to Safe Bicycle Route Information

Committee Comment	Proposed resolution/response
Include cell phone access to the bike map.	We can note development of a mobile application as a strategy.
Include island-wide wayfinding signage.	We can note wayfinding signage should be studied as part of the bicycle/pedestrian study.

46. TD clarified that the committee would like to use apps/QR codes for safe bike routing.

47. GD mentioned updating google maps with alternative bike routes.

48. CB noted that people can create their own maps and use a link to share with others.

49. TD requested this to be added for future projects for safe routing.

Washington Street

Committee Comment	Proposed resolution/response
Remove Washington Street from the plan.	Recommend keeping it in due to the condition of the existing infrastructure and enabling grant funding opportunities.

50. JV clarified that the committee would keep Washington Street as a recommended project.

51. JM raised concerns of speeding on Washington Street and Madison Avenue and suggested adding Lafayette Street.

52. DK confirmed that Lafayette is included in as a recommended project.

53. JM mentioned the committee would like to prioritize future studies due to speeding on Washington Street, Madison Street, and Lafayette Street.

Next Steps

54. DK noted that the next steps include:

- The public information center meeting on Oct 17th, 2024 at 5pm.
- Each of the municipalities passing resolutions adopting the zero deaths goal and the plan.
- Cape May City council meeting scheduled for November 11th, 2024.

55. Dale Foster (DF) noted that applying for federal funding can be competitive, and that NJ was awarded 2 grants in the past with towns providing a 75 to 25% match on grant funds.

56. CB asked if it would be possible to update the Bike/Walk plan and include implementation projects in one grant or if they would have to remain separate.

57. DK clarified that these are separate grants and suggested updating the Bike/Walk plan as a supplemental planning grant.

58. DF mentioned other grants available for the committee to apply to. He explained that implementation grants will look at designs and alternative options for all road users.



59. GD mentioned that the cost of the application may outweigh the grant amount awarded.
60. DF clarified that each grant would address different aspects of each project.
61. CB noted that to apply for future implementation grants the Bike/Walk Plan will have to be updated first then applying for implementation grants that coordinates routes between towns.
62. DK mentioned that when applying for grant he coordination between towns will score higher and that the systemic projects can be implemented throughout Cape May.
63. GD agreed with coordinating between the towns for access and improved safety in all of Cape May.
64. DF mentioned that there are other grants available and that concept development provides preliminary alternatives that can be taken into the next design phase and ultimately construction.
65. JV closed the discussion.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted October 23, 2024,

Dave Kuhn, PE
Vice President/Project Manager

c: J. Riggs

Elected Officials Resolutions of Support

CITY OF CAPE MAY, COUNTY OF CAPE MAY, STATE OF NEW JERSEY

RESOLUTION NO. 307-11-2024

**RESOLUTION APPROVING THE CAPE ISLAND SAFE STREETS & ROADS
PROGRAM ACTION PLAN**

WHEREAS, the safety of users of the City of Cape May's roads is a top priority for the City of Cape May; and

WHEREAS, the City of Cape May applied for and was awarded a grant from the USDOT's Safe Streets and Roads for All Program to prepare a Safe Streets & Roads Action Plan to reduce fatalities and serious injuries on Cape Island's roads, which include roads under the jurisdiction of the City of Cape May, West Cape May Borough, Cape May Point Borough, Lower Township, and Cape May County; and

WHEREAS, the USDOT Safe Streets and roads for All Program requires that action plans include a goal, adopted by elected government officials, to reach zero fatalities or a significant reduction in fatalities by a target date; and

WHEREAS, the Safe Streets and Roads For All Program requires that the action plan be approved by elected government officials; and

WHEREAS, the City of Cape May, working in conjunction with the Boroughs of West Cape May and Cape May Point, as well as Lower township, have prepared an action plan that meets Safe Streets and Roads for All Program Action Plan requirements,

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Cape May County of Cape May, State of New Jersey, that:

1. The City of Cape May approves the Cape Island Safe Streets & Roads Program Action Plan, dated November 2024.
2. The City of Cape May approves and commits to a goal of achieving zero fatalities and serious injuries on Cape Island's roads by 2040.
3. The proper City Officials are further authorized and directed to take all other steps necessary to effectuate this contract award.
4. The resolution shall take effect immediately, according to law.

I, Erin C. Burke, City Clerk of the City of Cape May, County of Cape May, State of New Jersey, do hereby certify the foregoing is a correct and true original Resolution adopted by the City Council of the City of Cape May at a meeting held on November 18, 2024



Erin C. Burke, City Clerk

Roll Call	Ayes	Nays	Absent	Abstain	Motion	Second
Yeager	X				X	
Meier	X					
McDade	X					X
Baldwin	X					
Mullock	X					

BOROUGH OF WEST CAPE MAY
COUNTY OF CAPE MAY
STATE OF NEW JERSEY

RESOLUTION #156-24

APPROVING THE CAPE ISLAND
SAFE STREETS AND ROADS PROGRAM ACTION PLAN

WHEREAS, the safety of users of West Cape May's roads is a top priority for West Cape May; and

WHEREAS, West Cape May applied for and was awarded a grant from the USDOT's Safe Streets and Roads for All Program to prepare a Safe Streets and Roads Action Plan to reduce fatalities and serious injuries on Cape Island's roads, which include roads under the jurisdiction of Cape May City, West Cape May Borough, Cape May Point Borough, Lower Township, and Cape May County; and

WHEREAS, the USDOT Safe Streets and Roads for All Program requires that action plans include a goal, adopted by elected government officials, to reach zero fatalities or a significant reduction in fatalities by a target date; and

WHEREAS, the Safe Streets and Roads for All Program requires that the action plan be approved by elected government officials; and

WHEREAS, West Cape May, working in conjunction with the City of Cape May and Cape May Point, as well as Lower Township, has prepared an action plan dated November, 1 2024, and attached to this Resolution, that meets the Safe Streets and Roads for All Program Action Plan requirements.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Borough of West Cape May, County of Cape May, New Jersey as follows:

1. West Cape May approves the attached Cape Island Safe Streets and Roads Program Action Plan dated November 1, 2024.
2. West Cape May approves and commits to a goal of achieving zero fatalities and serious injuries to effectuate this contract award.
3. This resolution shall take effect immediately, according to law.



Carol E. Sabo, Mayor



George Dick, Deputy Mayor



Giacomo Antonicello, Commissioner



Theresa Enteado
Municipal Clerk

Adopted: November 13, 2024

cc: File
GPI

	Aye	Nay	Abstain	Absent
Sabo	✓			
Dick	✓			
Antonicello	✓			

I hereby certify that the foregoing is a true copy of a Resolution duly passed and adopted by a majority of full membership of the Board of Commissioners of the Borough of West Cape May, County of Cape May, New Jersey, at a meeting held on November 13, 2024.

Municipal Clerk

**BOROUGH OF CAPE MAY POINT
COUNTY OF CAPE MAY
STATE OF NEW JERSEY**

RESOLUTION 136-24

**RESOLUTION APPROVING THE CAPE ISLAND SAFE STREETS & ROADS
PROGRAM ACTION PLAN**

WHEREAS, the safety of users of Cape May Point's roads is a top priority for Cape May Point; and

WHEREAS, Cape May Point applied for and was awarded a grant from the USDOT's Safe Streets and Roads for All Program to prepare a Safe Streets & Roads Action Plan to reduce fatalities and serious injuries on Cape May Point's roads, which include roads under the jurisdiction of the City of Cape May, West Cape May Borough, Cape May Point Borough, Lower Township, and Cape May County; and

WHEREAS, the USDOT Safe Streets and Roads for All Program requires that action plans include a goal, adopted by elected government officials, to reach zero fatalities or a significant reduction in fatalities by a target date; and

WHEREAS, the Safe Streets and Roads For All Program requires that the action plan be approved by elected government officials; and


WHEREAS, Cape May Point, working in conjunction with the Borough of West Cape May, City of Cape May, and Lower Township, have prepared an action plan that meets Safe Streets and Roads for All Program Action Plan requirements,

NOW, THEREFORE BE IT RESOLVED, by the Board of Commissioners of the Borough of Cape May Point, County of Cape May, State of New Jersey, that:

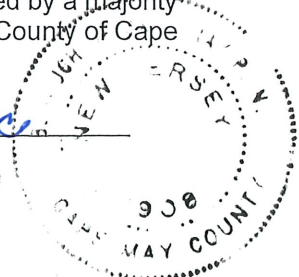
1. Cape May Point approves the Cape Island Safe Streets & Roads Program Action Plan, dated November XX, 2024.
2. Cape May Point approves and commits to a goal of achieving zero fatalities and serious injuries on Cape Island's roads by 2040.
3. This resolution shall take effect immediately, according to law.

	MOTION	SECOND	YES	NO	ABSTAIN	ABSENT
Busch	X		X			
Moffatt		X	X			
vanHeeswyk			X			

I hereby certify that the foregoing is a true copy of a Resolution duly passed and adopted by a majority of full membership of the Board of Commissioners of the Borough of Cape May Point, County of Cape May, New Jersey, at a meeting held on December 17, 2024.



Municipal Clerk



Appendix B

Safety Data and Analysis



Crash History and Trends



Crash History and Trends Analysis Technical Memorandum

Purpose of this document:

This technical memorandum provides a summary of the crash history and trends as analyzed for this plan.

Summary:

GPI conducted crash data analyses for Cape Island to inform the contents of the Action Plan. This analysis used crash data for the years 2017-2021. For Cape Island, a total of 379 crashes occurred during this time period. Data was obtained from New Jersey Department of Transportation's (NJDOT) crash record database via their Safety Voyager platform. The charts on the following pages indicate the following history/trends.

- No fatal or serious injury crashes occurred in 2018 or 2020, the latter despite crashes significantly increased in 2020.
- Municipal and county jurisdiction roadways account for 68% of crashes.
- The predominant crash type, as defined on the crash report, was fixed object.
- The predominant crash attribute, noted as emphasis areas as defined in the NJ SHSP, was drowsy/distracted driver.
- Crashes were the highest in June through August. Pedestrian/bicyclist crashes occurred in October and December.
- One (1) crash involving golf carts/low speed vehicle (LSV) was part of the Intersection Emphasis Area.
- Fatal crashes involved pedestrian/bicyclist.

The following approach was adopted for selection of emphasis areas:

- Crashes were attributed to emphasis areas consistent with those identified in the New Jersey 2020 Strategic Highway Safety Plan.
- NJ SHSP Emphasis Areas of Driver Behavior (Drowsy/Distracted, Aggressive, Impaired, Unlicensed Drivers, and Unbelted Drivers and Occupants) and Other Vulnerable Road Users (Mature Drivers, Younger Drivers, Motorcyclists, Work Zone) were disaggregated for analysis purposes.
- Emphasis area data analysis included county-specific all severity crashes to help in the selection of emphasis areas.
- The Steering Committee then selected emphasis areas based on all the information provided.

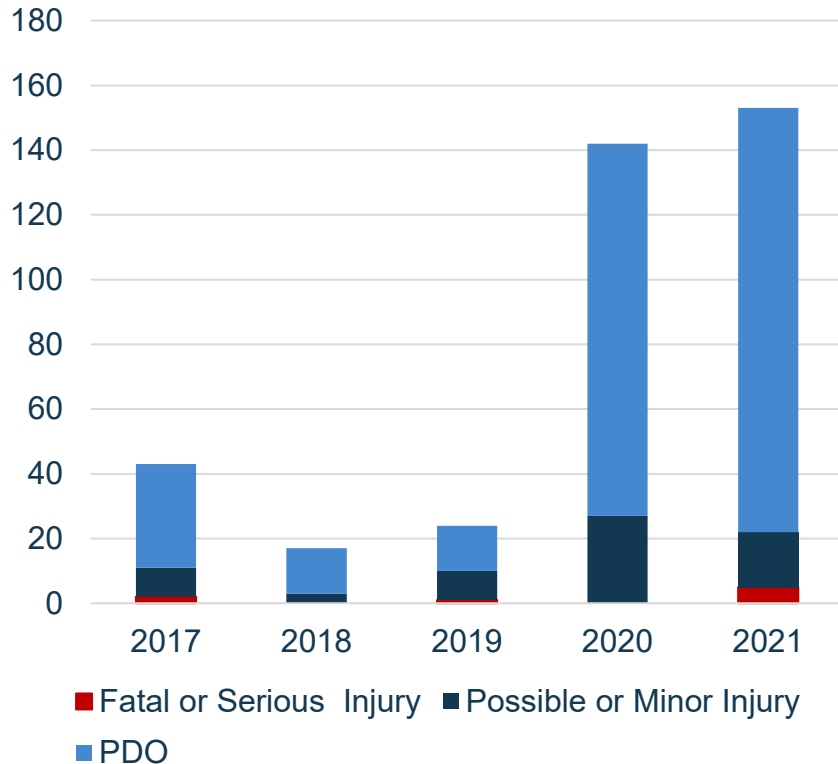
The Project Team recommended that emphasis area selection be limited to three or four emphasis areas to underscore the need to prioritize what is most important and keep the plans to a manageable size. Details on the emphasis area data analysis, stakeholder input and votes, and emphasis areas selected for each county are presented in the following sections.

The following emphasis areas were selected for Cape Island:

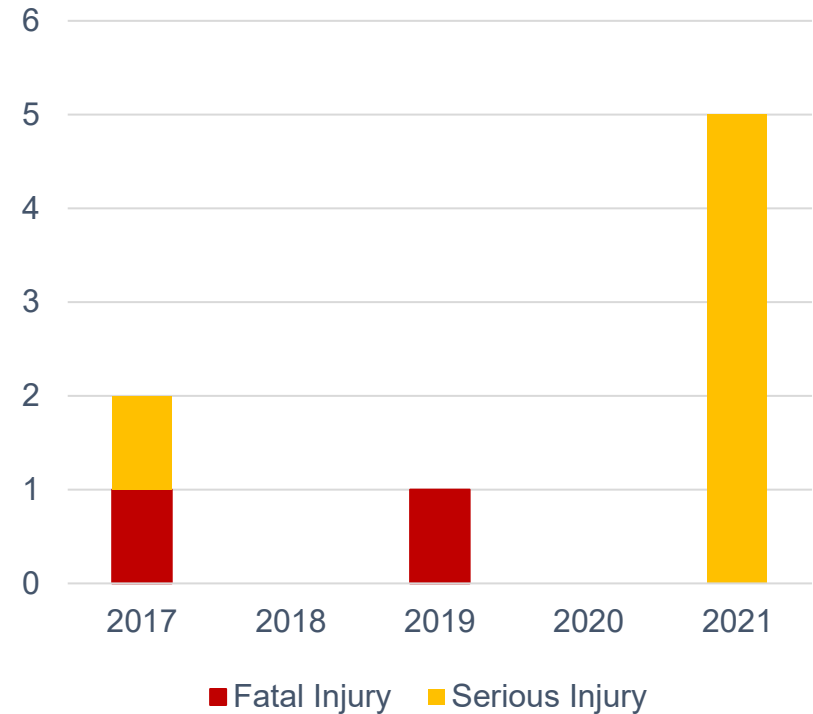
- 1) Lane Departure
- 2) Pedestrians and Bicyclists
- 3) Drowsy/Distracted Drivers
- 4) Intersections

Crash History & Trends: Cape Island Crash Data by Year

All Crashes



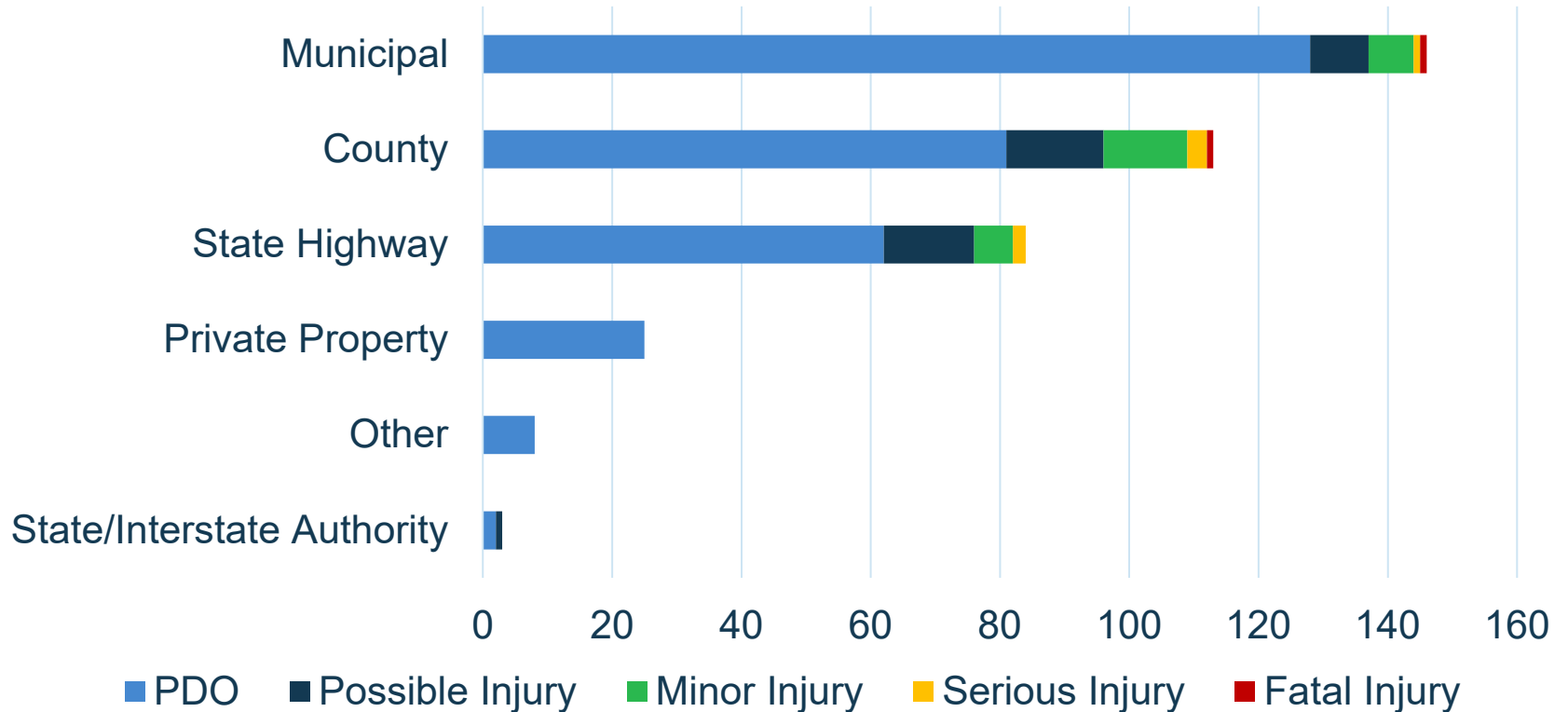
Fatal and Serious Injury Crashes



- Injury classifications updated in 2019 to be consistent with the federal definitions (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). Serious injuries spike from 2019 is a result of this change, as injuries not previously attributed to the serious injury classification are now included in this number.
- PDO = Property Damage Only (i.e. No Injury)
- *Source: New Jersey Department of Transportation crash records database, years 2017-2021*



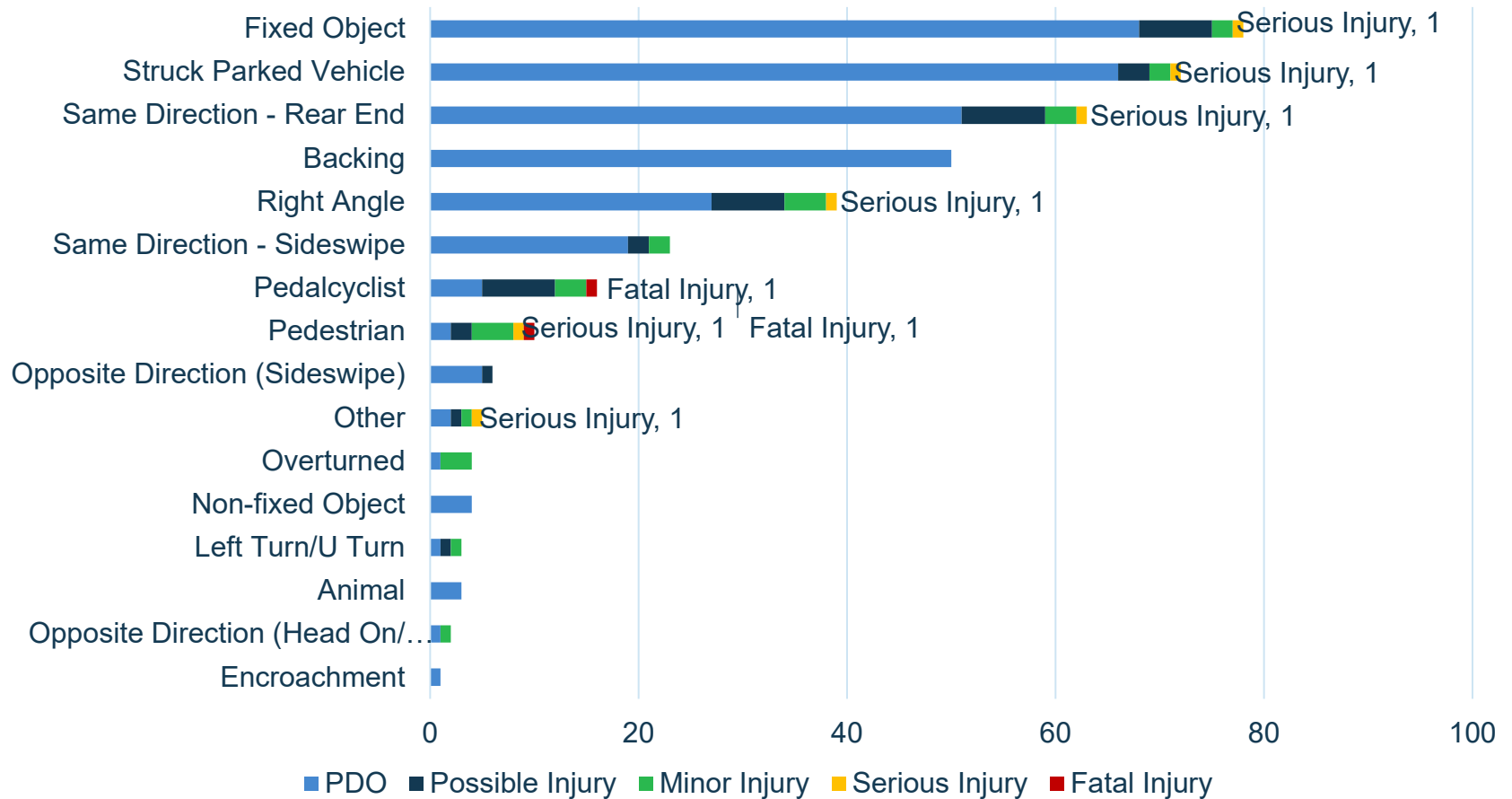
Crash History & Trends: Cape Island Crashes by Jurisdiction



- Municipal and County Jurisdiction Crashes account for 68% of all crashes.
- Other includes the following categories: Unknown, U.S. Government Property, State Park or Institution, County Authority Park or Institution, and Municipal Authority Park or Institution.
- PDO = Property Damage Only (i.e. No Injury)
- *Source: New Jersey Department of Transportation crash records database, years 2017-2021*



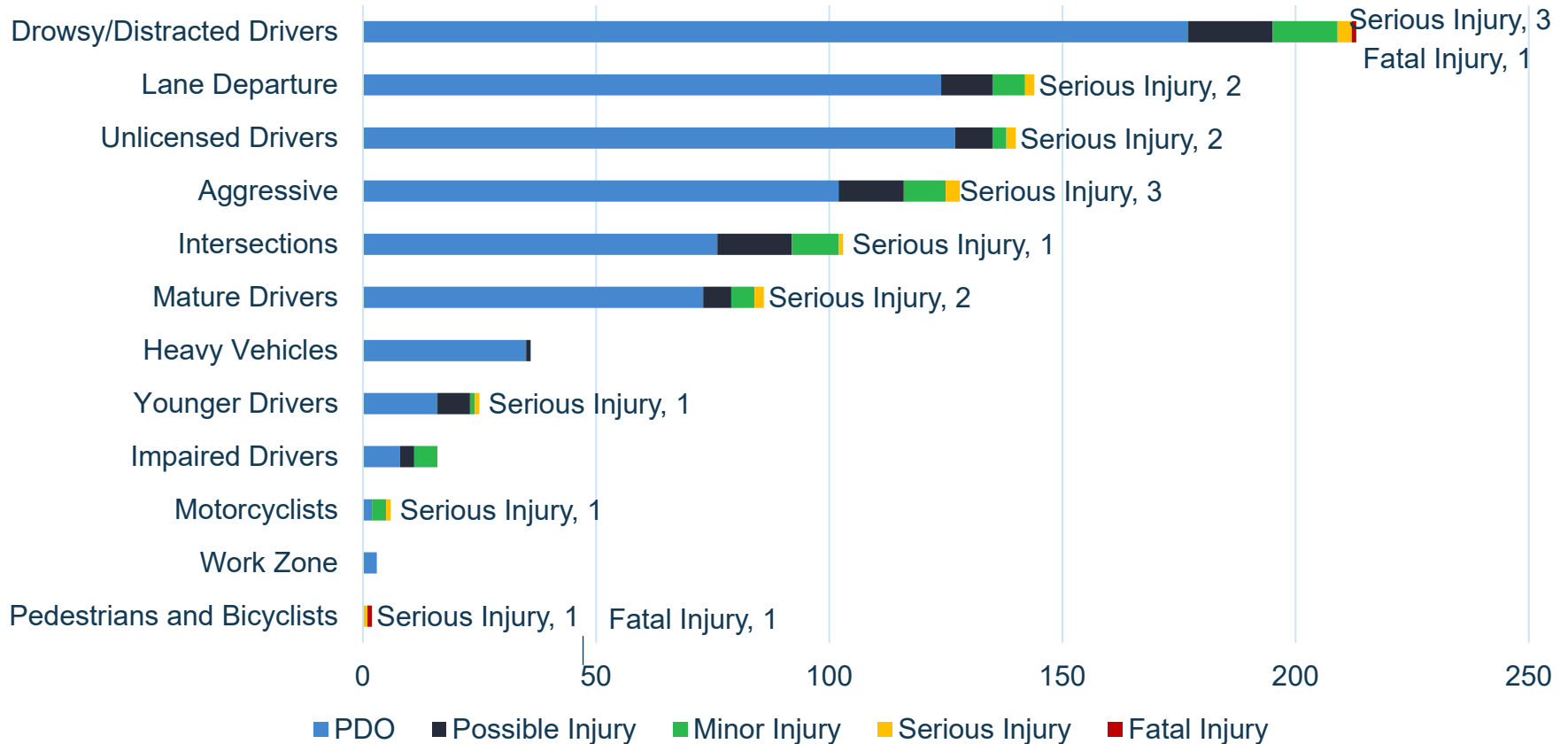
Crash History & Trends: Cape Island Crashes by Crash Type



- Crash type as defined in the police crash investigation report form (NJTR-1)
- PDO = Property Damage Only (i.e. No Injury)
- *Source: New Jersey Department of Transportation crash records database, years 2017-2021*



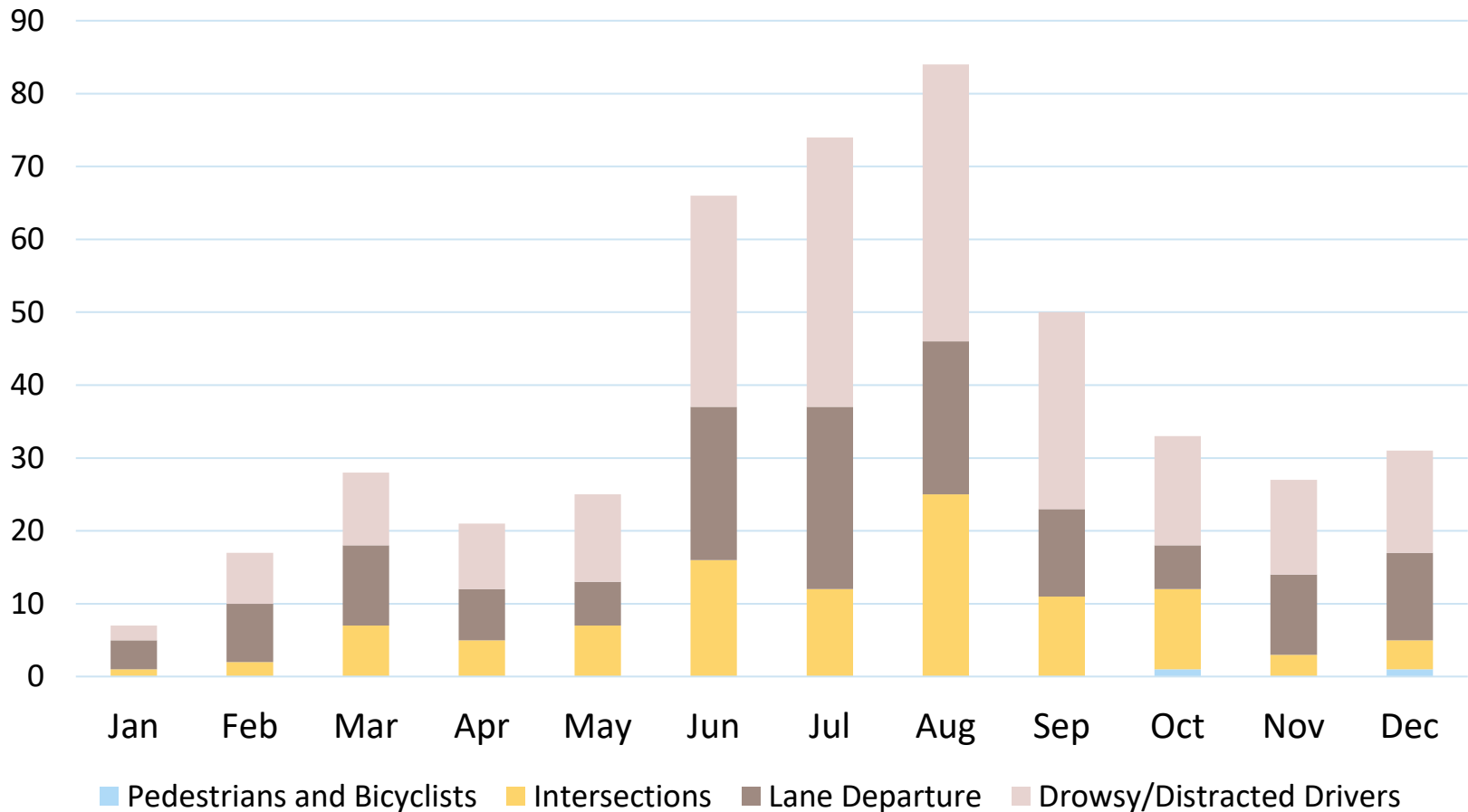
Crash History & Trends: Cape Island Crashes by NJ SHSP Emphasis Areas



- NJ SHSP Emphasis Areas of Driver Behavior (Drowsy/Distracted, Aggressive, Impaired, Unlicensed Drivers, and Unbelted Drivers and Occupants) and Other Vulnerable Road Users (Mature Drivers, Younger Drivers, Motorcyclists, Work Zone) disaggregated for analysis purposes.
- PDO = Property Damage Only (i.e. No Injury)
- *Source: New Jersey Department of Transportation crash records database, years 2017-2021*



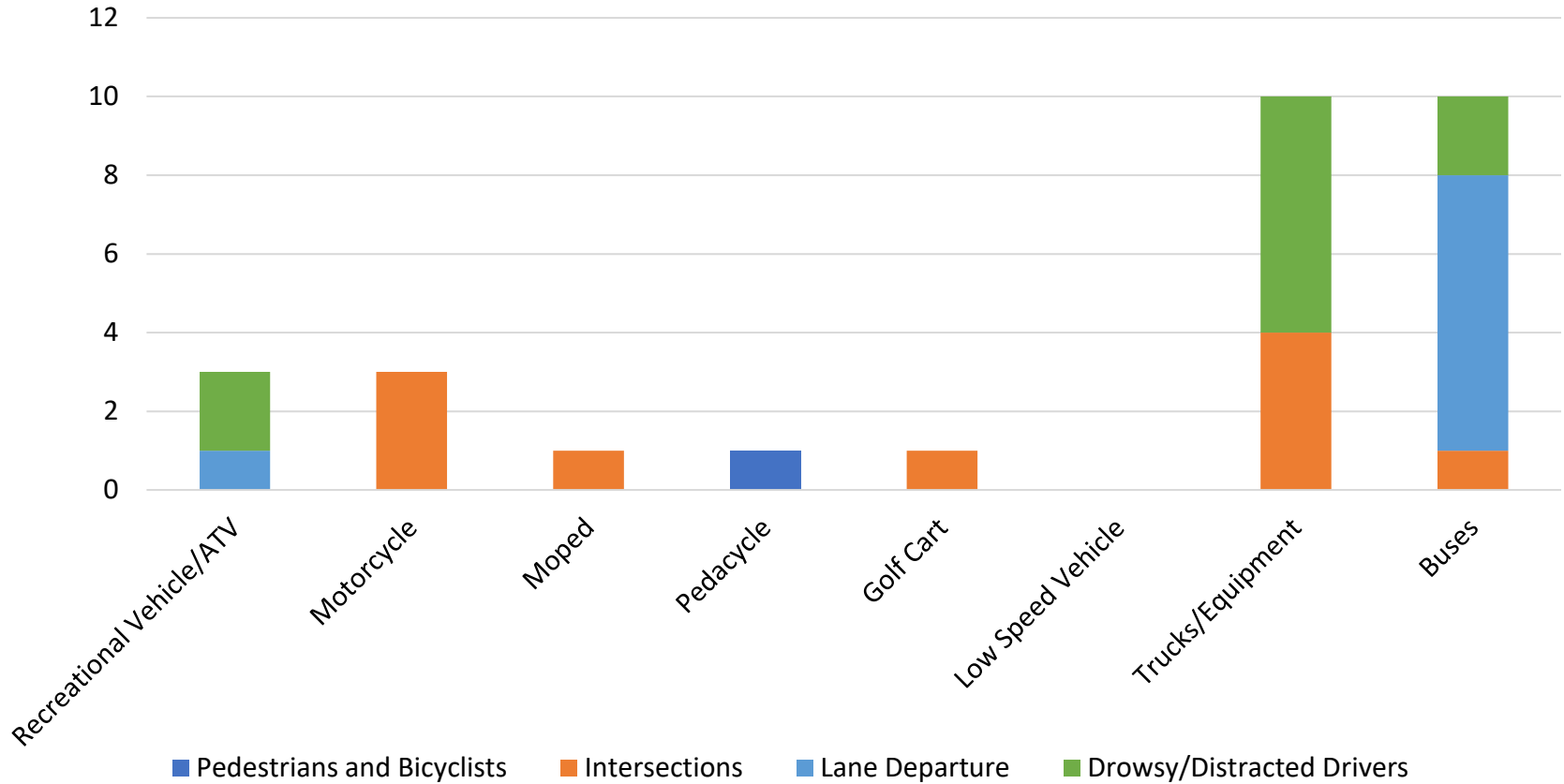
Crash History & Trends: Crashes per Month by Emphasis Area



- Crashes highest in June through August. Pedestrian/bicyclist crashes in October and December.
- PDO = Property Damage Only (i.e. No Injury)
- *Source: New Jersey Department of Transportation crash records database, years 2017-2021*



Crash History & Trends: Crashes - Vehicle Type by Emphasis Area



- 1 crash involving golf carts/ LSV was part of the Intersection Emphasis Area
- PDO = Property Damage Only (i.e. No Injury)
- *Source: New Jersey Department of Transportation crash records database, years 2017-2021*



Network Screening Lists and High Crash Locations Map

Cape May Network Screening Lists, 2024

Cape May - Roadway Corridor List (2018-2020 Crashes)

Developed by GPI

Print Date: Monday, August 26, 2024

Delivery Date: March 25, 2024

Crash Filtering Criteria

Source Table	Query Logic	Source Table Field	Readable Field	Query Values	Description
Safety Voyager Accidents Table	AND	year	Year	BETWEEN 2019 AND 2021	Years 2019, 2020, 2021
		mun_cty_co	County	= '05'	05 - Cape May
		road_sys_code	Road System	IN ('05', '06', '07', '08')	05 - County; 06 - County Authority; 07 - Municipal; 08 - Municipal Authority Park or Institution
		intersection	At Intersection	!= 'Y'	Y - Yes

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Equivalent Property Damage Only (ePDO) Score Weights			
Crash Severity	KABCO Scale	2023 Dollars	ePDO Value (K=A)
Fatal	K	\$14,277,743	56.9173
Incapacitating Injury	A	\$826,309	56.9173
Non-incapacitating Injury	B	\$249,666	17.1973
Possible Injury	C	\$157,482	10.8476
Property Damage Only	PDO	\$14,518	1.0000

$$ePDO_{TOTAL} = [K]*[ePDO_K] + [A]*[ePDO_A] + [B]*[ePDO_B] + [C]*[ePDO_C] + [PDO]*[ePDO_{PDO}]$$

Rank (ePDO)	County Rank	MPO	County	Municipality	SRI	Mile Post - From	Mile Post - To	Corridor Length	Route Name	Crashes by Severity (2018-2020)					Weighted Score (ePDO)	NJDOT SLD - Lane Count	NJDOT SLD - Roadway Jurisdiction	NJDOT SLD - Functional Class	ARD - Divided By	
										Total Crashes	K	A	B	C						O
1	1	SJTPO	CAPE MAY	CAPE MAY CITY	05000626	0.06	1.06	1.00	CAPE MAY COUNTY 626	6	0	1	1	0	4	78.88	2	County	Minor Arterial	Painted Median
2	2	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000626	1.10	2.10	1.00	CAPE MAY COUNTY 626	12	0	0	3	1	8	71.03	2	County	Minor Arterial	None
3	3	SJTPO	CAPE MAY	LOWER TWP	05000641	0.02	1.01	0.99	CAPE MAY COUNTY 641	8	0	0	3	1	4	67.03	2	County	Local	None
4	4	SJTPO	CAPE MAY	CAPE MAY CITY	05000622	0.06	1.03	0.97	CAPE MAY COUNTY 622	7	0	1	0	0	6	63.52	2	County	Major Collector	Painted Median
5	5	SJTPO	CAPE MAY	CAPE MAY POINT BORO	05031008	0.08	0.29	0.21	CAMBRIDGE AV	1	0	1	0	0	0	57.52	2	Municipal	Local	None
6	6	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.42	1.42	1.00	CAPE MAY COUNTY 604	15	0	0	0	2	13	34.89	2	County	Major Collector	Painted Median
7	7	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05021001	0.09	1.07	0.98	OCEAN ST	7	0	0	1	1	5	33.31	2	Municipal	Local	None
8	8	SJTPO	CAPE MAY	CAPE MAY CITY	05021017	0.04	1.04	1.00	WASHINGTON ST	5	0	0	1	1	3	31.31	2	Municipal	Local	Painted Median
9	9	SJTPO	CAPE MAY	CAPE MAY CITY	05021070	0.07	0.55	0.48	COLUMBIA AV	3	0	0	1	0	2	19.36	2	Municipal	Local	Grass Median
10	10	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121008	0.00	0.13	0.13	YORK AV	1	0	0	1	0	0	17.36	2	Municipal	Local	None
11	11	SJTPO	CAPE MAY	CAPE MAY CITY	05021022	0.00	0.27	0.27	BROAD ST	4	0	0	0	1	3	13.94	2	Municipal	Local	Painted Median
12	12	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000606	1.48	2.48	1.00	CAPE MAY COUNTY 606	13	0	0	0	0	13	13.00	2	County	Minor Arterial	Painted Median
13	13	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000606	0.30	1.30	1.00	CAPE MAY COUNTY 606	1	0	0	0	1	0	10.94	2	County	Major Collector	None
14	14	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05021007	0.02	0.44	0.42	PERRY ST	6	0	0	0	0	6	6.00	2	Municipal	Local	None
14	14	SJTPO	CAPE MAY	CAPE MAY CITY	05021009	0.01	0.17	0.16	CARPENTERS LN	6	0	0	0	0	6	6.00	2	Municipal	Local	None
16	16	SJTPO	CAPE MAY	CAPE MAY CITY	05021010	0.00	0.11	0.11	LYLE LN	4	0	0	0	0	4	4.00	1	Municipal	Local	None
16	16	SJTPO	CAPE MAY	CAPE MAY CITY	05021003	0.03	0.33	0.30	GRANT ST	4	0	0	0	0	4	4.00	2	Municipal	Local	None
18	18	SJTPO	CAPE MAY	CAPE MAY CITY	05021087	0.00	0.18	0.18	S LAFAYETTE AV	3	0	0	0	0	3	3.00	1	Municipal	Local	None
18	18	SJTPO	CAPE MAY	CAPE MAY CITY	05021032	0.03	0.13	0.10	QUEEN ST	3	0	0	0	0	3	3.00	1	Municipal	Local	None
18	18	SJTPO	CAPE MAY	CAPE MAY CITY	05021019	0.00	0.21	0.21	JACKSON ST	3	0	0	0	0	3	3.00	1	Municipal	Major Collector	None
21	21	SJTPO	CAPE MAY	CAPE MAY CITY	05021067	0.00	0.29	0.29	CORGIE ST	2	0	0	0	0	2	2.00	2	Municipal	Local	None
21	21	SJTPO	CAPE MAY	CAPE MAY CITY	05021076	0.00	0.25	0.25	HUGHES ST	2	0	0	0	0	2	2.00	1	Municipal	Local	Other
21	21	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121030	0.30	0.86	0.56	SECOND AV	2	0	0	0	0	2	2.00	2	Municipal	Local	None
21	21	SJTPO	CAPE MAY	CAPE MAY CITY	05021020	0.07	0.26	0.19	DECATUR ST	2	0	0	0	0	2	2.00	2	Municipal	Local	None
21	21	SJTPO	CAPE MAY	CAPE MAY CITY	05021071	0.18	0.32	0.14	SEWELL AV	2	0	0	0	0	2	2.00	2	Municipal	Local	None
21	21	SJTPO	CAPE MAY	LOWER TWP	05000607	1.16	2.04	0.88	CAPE MAY COUNTY 607	2	0	0	0	0	2	2.00	2	County	Local	None
27	27	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121034	0.20	1.20	1.00	STEVENS ST	1	0	0	0	0	1	1.00	2	Municipal	Local	Painted Median
27	27	SJTPO	CAPE MAY	CAPE MAY CITY	05021014	0.01	0.19	0.18	1ST AV	1	0	0	0	0	1	1.00	2	Municipal	Local	Painted Median
27	27	SJTPO	CAPE MAY	LOWER TWP	05051383	0.13	0.62	0.49	TAYLOR LN	1	0	0	0	0	1	1.00	2	Municipal	Local	None
27	27	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121002	0.00	0.81	0.81	CENTRAL AV	1	0	0	0	0	1	1.00	2	Municipal	Local	None
27	27	SJTPO	CAPE MAY	CAPE MAY CITY	05000653	0.00	0.66	0.66	CAPE MAY COUNTY 653	1	0	0	0	0	1	1.00	2	County	Major Collector	Painted Median
27	27	SJTPO	CAPE MAY	CAPE MAY POINT BORO	05000651	0.25	1.12	0.87	CAPE MAY COUNTY 651	1	0	0	0	0	1	1.00	2	County	Local	Painted Median
27	27	SJTPO	CAPE MAY	LOWER TWP	05000645	0.27	0.60	0.33	CAPE MAY COUNTY 645	1	0	0	0	0	1	1.00	2	County	Local	None
27	27	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121012	0.00	0.81	0.81	E MECHANIC ST	1	0	0	0	0	1	1.00	2	Municipal	Local	None
27	27	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121018	0.00	0.08	0.08	SEES ALLEY	1	0	0	0	0	1	1.00	2	Municipal	Local	None
27	27	SJTPO	CAPE MAY	CAPE MAY POINT BORO	05031005	0.40	0.61	0.21	LEHIGH AV	1	0	0	0	0	1	1.00	2	Municipal	Local	None
27	27	SJTPO	CAPE MAY	CAPE MAY CITY	05021053	0.48	0.52	0.04	ILLINOIS AV	1	0	0	0	0	1	1.00	2	Municipal	Local	None
27	27	SJTPO	CAPE MAY	CAPE MAY CITY	05021052	0.35	0.60	0.25	VIRGINIA AV	1	0	0	0	0	1	1.00	2	Municipal	Local	None
27	27	SJTPO	CAPE MAY	CAPE MAY CITY	05021046	0.39	0.58	0.19	MARYLAND AV	1	0	0	0	0	1	1.00	2	Municipal	Local	None
27	27	SJTPO	CAPE MAY	CAPE MAY CITY	05021044	0.37	1.34	0.97	STOCKTON ST	1	0	0	0	0	1	1.00	2	Municipal	Local	Painted Median
27	27	SJTPO	CAPE MAY	CAPE MAY CITY	05021023	0.26	0.35	0.09	FRANKLIN ST	1	0	0	0	0	1	1.00	2	Municipal	Local	Unknown

Cape May Network Screening Lists, 2024

Cape May - Pedestrian/Bicycle Corridor List (2017-2021 Crashes)

Developed by GPI

Print Date: Monday, August 26, 2024

Delivery Date: March 25, 2024

Crash Filtering Criteria

Source Table	Query Logic	Source Table Field	Readable Field	Query Values	Description
Safety Voyager Accidents Table	AND	year	Year	BETWEEN 2017 AND 2021	Years 2017, 2018, 2019, 2020, 2021
		mun_cty_co	County	= '05'	05 - Cape May
		road_sys_code	Road System	IN ('05', '06', '07', '08')	05 - County; 06 - County Authority; 07 - Municipal; 08 - Municipal Authority Park or Institution
		intersection	At Intersection	!= 'Y'	Y - Yes
		crash_type	Crash Type	IN ('13', '14')	13 - Pedestrian; 14 - Pedacyclist
		ped_involved	Pedestrian Involved	> 0	At least one pedestrian involved
	OR	cyclist_involved	Cyclist Involved	> 0	At least one bicyclist involved

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Equivalent Property Damage Only (ePDO) Score Weights				
Crash Severity	KABCO Scale	2023 Dollars	ePDO Value (K=A)	eC Value (K=A)
Fatal	K	\$14,277,743	56.9173	5.2470
Incapacitating Injury	A	\$826,309	56.9173	5.2470
Non-incapacitating Injury	B	\$249,666	17.1973	1.5854
Possible Injury	C	\$157,482	10.8476	1.0000
Property Damage Only	PDO	\$14,518	1.0000	-

$$ePDO_{TOTAL} = [K]*[ePDO_K] + [A]*[ePDO_A] + [B]*[ePDO_B] + [C]*[ePDO_C] + [PDO]*[ePDO_{PDO}]$$

$$eC_{TOTAL} = [K]*[eC_K] + [A]*[eC_A] + [B]*[eC_B] + [C]*[eC_C] + [PDO]*[0]$$

Rank (ePDO)	County Rank	MPO	County	Municipality	SRI	Mile Post - From	Mile Post - To	Corridor Length	Route	Crashes by Severity (2016-2020)						Weighted Score (ePDO)	Weighted Score (eC)	NJDOT SLD - Lane Count	NJDOT SLD - Roadway Jurisdiction	NJDOT SLD - Functional Class	ARD - Divided By
										Total Crashes	K	A	B	C	O						
1	1	SJTPO	CAPE MAY	CAPE MAY POINT BORO	05031008	0.08	0.29	0.21	CAMBRIDGE AV	1	0	1	0	0	0	57.52	5.256	2	Municipal	Local	None
1	1	SJTPO	CAPE MAY	CAPE MAY CITY	00000109	1.20	2.20	1.00	NJ 109	1	1	0	0	0	0	57.52	5.256	2	N.J.D.O.T.	Minor Arterial	Painted Median
3	3	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000626	0.34	1.34	1.00	CAPE MAY COUNTY 626	2	0	0	2	0	0	34.73	3.173	2	County	Minor Arterial	Painted Median
4	4	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.02	1.02	1.00	CAPE MAY COUNTY 604	2	0	0	0	2	0	21.89	2.000	2	County	Major Collector	Painted Median
5	5	SJTPO	CAPE MAY	LOWER TWP	05000626	1.59	2.59	1.00	CAPE MAY COUNTY 626	1	0	0	1	0	0	17.36	1.587	2	County	Minor Arterial	None
5	5	SJTPO	CAPE MAY	CAPE MAY CITY	05021017	0.42	1.04	0.62	WASHINGTON ST	1	0	0	1	0	0	17.36	1.587	2	Municipal	Local	Painted Median
5	5	SJTPO	CAPE MAY	CAPE MAY CITY	05021070	0.09	0.55	0.46	COLUMBIA AV	1	0	0	1	0	0	17.36	1.587	2	Municipal	Local	None
5	5	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121008	0.00	0.13	0.13	YORK AV	1	0	0	1	0	0	17.36	1.587	2	Municipal	Local	None
9	9	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	1.06	2.06	1.00	CAPE MAY COUNTY 604	1	0	0	0	1	0	10.94	1.000	2	County	Major Collector	Painted Median
10	10	SJTPO	CAPE MAY	CAPE MAY CITY	05000606	2.19	2.53	0.34	CAPE MAY COUNTY 606	2	0	0	0	0	2	2.00	0.000	2	County	Minor Arterial	Painted Median
11	11	SJTPO	CAPE MAY	CAPE MAY CITY	05021076	0.19	0.25	0.06	HUGHES ST	1	0	0	0	0	1	1.00	0.000	1	Municipal	Local	Other

Cape May Network Screening Lists, 2024

Cape May - Intersection List (2018-2020 Crashes)

Developed by GPI

Print Date: Monday, August 26, 2024
Delivery Date: March 25, 2024

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		intersection	At Intersection	= 'Y'	Y - Yes

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Non-incapacitating Injury	B	\$249,666	17.1973
Possible Injury	C	\$157,482	10.8476
Property Damage Only	O	\$14,518	1.0000

$$ePDO_{TOTAL} = [K]*[ePDO_K] + [A]*[ePDO_A] + [B]*[ePDO_B] + [C]*[ePDO_C] + [PDO]*[ePDO_{PDO}]$$

$$eC_{TOTAL} = [K]*[eC_K] + [A]*[eC_A] + [B]*[eC_B] + [C]*[eC_C] + [PDO]*[0]$$

Rank (ePDO)	County Rank (ePDO)	MPO	County	Municipality	Major Route			Minor Route			Crashes by Severity (2017-2020)						Weighted Score (ePDO)	NJDOT SLD – Roadway Jurisdiction of Major Route
					SRI	Milepost	Route Name	SRI	Milepost	Route Name	Total Crashes	K	A	B	C	O		
1	1	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	1.47	N/A	N/A	N/A	N/A	1	0	1	0	0	0	57.52	County
1	1	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000626	0.45	CAPE MAY COUNTY 626	05121008	0.00	York Avenue	1	1	0	0	0	0	57.52	County
3	3	SJTPO	CAPE MAY	CAPE MAY CITY	05000606	2.20	CAPE MAY COUNTY 606	05000626	0.35	Broadway	2	0	0	1	1	0	28.31	County
4	4	SJTPO	CAPE MAY	CAPE MAY CITY	05021007	0.13	Perry Street	05021008	0.00	Congress Place	1	0	0	1	0	0	17.36	Municipal
4	4	SJTPO	CAPE MAY	CAPE MAY CITY	05021043	0.87	N/A	N/A	N/A	N/A	1	0	0	1	0	0	17.36	Municipal
4	4	SJTPO	CAPE MAY	CAPE MAY POINT BORO	05000629	0.08	N/A	N/A	N/A	N/A	1	0	0	1	0	0	17.36	County
4	4	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.97	Beach Avenue	05021029	0.00	Howard Street	1	0	0	1	0	0	17.36	County
4	4	SJTPO	CAPE MAY	CAPE MAY CITY	05000626	0.35	CAPE MAY COUNTY 626	05000606	2.19	West Perry Avenue	1	0	0	1	0	0	17.36	County
4	4	SJTPO	CAPE MAY	LOWER TWP	05000649	0.00	CAPE MAY COUNTY 649	05000645	0.17	Stimpson Lane	1	0	0	1	0	0	17.36	County
10	10	SJTPO	CAPE MAY	CAPE MAY CITY	05021004	0.39	Windsor Street	05000604	0.48	Beach Avenue	1	0	0	0	1	0	10.94	Municipal
10	10	SJTPO	CAPE MAY	CAPE MAY CITY	05000653	0.21	Madison Avenue	05021052	0.60	Michigan Avenue	1	0	0	0	1	0	10.94	County
10	10	SJTPO	CAPE MAY	CAPE MAY CITY	05000622	0.46	Pittsburgh Avenue	05021052	0.00	Michigan Avenue	1	0	0	0	1	0	10.94	County
10	10	SJTPO	CAPE MAY	LOWER TWP	05000641	0.29	Seashore Road	05000649	1.00	Shunpike Road	1	0	0	0	1	0	10.94	County
10	10	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000606	2.10	CAPE MAY COUNTY 606	05121006	0.00	First Avenue	1	0	0	0	1	0	10.94	County
10	10	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.49	Beach Avenue	05021004	0.39	Windsor Street	1	0	0	0	1	0	10.94	County
10	10	SJTPO	CAPE MAY	CAPE MAY CITY	05021050	0.00	N/A	N/A	N/A	N/A	1	0	0	0	1	0	10.94	Municipal
17	17	SJTPO	CAPE MAY	CAPE MAY CITY	05021022	0.06	St John Street	05021001	0.38	Elmira Street	2	0	0	0	0	2	2.00	Municipal
17	17	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000626	0.91	CAPE MAY COUNTY 626	05121002	0.00	Central Avenue	2	0	0	0	0	2	2.00	County
17	17	SJTPO	CAPE MAY	CAPE MAY CITY	05021017	0.24	N/A	N/A	N/A	N/A	2	0	0	0	0	2	2.00	Municipal
17	17	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000626	0.30	CAPE MAY COUNTY 626	05021005	0.46	Congress Street	2	0	0	0	0	2	2.00	County
17	17	SJTPO	CAPE MAY	CAPE MAY CITY	05021022	0.20	BROAD ST	N/A	N/A	N/A	2	0	0	0	0	2	2.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021053	0.14	Illinois Avenue	05021041	0.12	Philadelphia Avenue	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021060	0.00	MICHIGAN AV	05021052	0.58	Michigan Avenue	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021067	0.00	CORGIE ST	05000653	0.12	Madison Avenue	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021070	0.28	Columbia Avenue	05021023	0.21	Franklin Street	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021087	0.13	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY POINT BORO	05031013	0.19	Holly Avenue	05031007	0.20	Lake Drive	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	LOWER TWP	05000606	0.98	CAPE MAY COUNTY 606	05121034	0.61	Sea Grove Avenue	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	LOWER TWP	05000626	1.12	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	LOWER TWP	05000641	0.70	CAPE MAY COUNTY 641	05051059	0.00	Batts Lane	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000606	2.19	CAPE MAY COUNTY 606	N/A	N/A	N/A	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000626	0.38	CAPE MAY COUNTY 626	050006061	0.13	Myrtle Street	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05021007	0.44	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121002	0.40	CENTRAL AV	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.11	Beach Avenue	05021014	0.00	1st Avenue	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05121004	0.13	Fow Avenue	05000606	2.15	Sunset Boulevard	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.23	Beach Avenue	05021012	0.00	Patterson Street	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.62	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.68	Beach Avenue	05021019	0.21	Jackson Street	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	0.93	Beach Avenue	05021028	0.17	Stockton Place	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000604	1.17	Beach Avenue	05021031	0.00	Queen Street	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000622	0.70	CAPE MAY COUNTY 622	N/A	N/A	N/A	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000627	0.12	Mt Vernon Avenue	05021013	0.05	2nd Avenue	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000653	0.07	Madison Avenue	05021017	0.47	Washington Street	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000653	0.38	Madison Avenue	05021030	0.14	Wenona Avenue	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05000653	0.54	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	County
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021001	0.19	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021001	0.22	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021003	0.13	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021010	0.05	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021017	0.84	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021017	1.04	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021020	0.22	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021023	0.09	Franklin Street	05021017	0.16	Washington Street	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021023	0.26	Franklin Street	05021071	0.24	Sewell Avenue	1	0	0	0	0	1	1.00	Municipal
22	22	SJTPO	CAPE MAY	CAPE MAY CITY	05021044	0.75	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	Municipal

Cape May Network Screening Lists, 2024

Cape May - Pedestrian/Bicycle Intersection List (2017-2021 Crashes)

Developed by GPI

Print Date: Monday, August 26, 2024

Delivery Date: March 25, 2024

Crash Filtering Criteria

Source Table	Query Logic	Source Table Field	Readable Field	Query Values	Description
Safety Voyager Accidents Table	AND	year	Year	BETWEEN 2017 AND 2021	Years 2017, 2018, 2019, 2020, 2021
		mun_cty_co	County	= '05'	05 - Cape May
		road_sys_code	Road System	IN ('05', '06', '07', '08')	05 - County; 06 - County Authority; 07 - Municipal; 08 - Municipal Authority Park or Institution
		intersection	At Intersection	= 'Y'	Y - Yes
	crash_type	Crash Type	IN ('13', '14')	13 - Pedestrian; 14 - Pedacyclist	
	OR	ped_involved	Pedestrian Involved	> 0	At least one pedestrian involved
		cyclist_involved	Cyclist Involved	> 0	At least one pedacyclist involved

The Network Screening List is based upon a programmatic analysis of statewide locations utilizing data supplied by third party sources. Because of limitations in the data supplied and the method used to develop the list, users should be aware that the rankings of locations and data for locations may be incorrect and/or incomplete. Analysis and engineering judgement should be used when applying insights and assessing network locations. The New Jersey Department of Transportation makes no guarantees as to the accuracy, completeness, or content of the information. This list is subject to update as more information becomes available.

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Equivalent Property Damage Only (ePDO) Score Weights				
Crash Severity	KABCO Scale	2022 Dollars	ePDO Value (K=A)	eC Value (K=A)
Fatal	K	\$14,277,743	56.9173	5.2470
Incapacitating Injury	A	\$826,309	56.9173	5.2470
Non-incapacitating Injury	B	\$249,666	17.1973	1.5854
Possible Injury	C	\$157,482	10.8476	1.0000
Property Damage Only	O	\$14,518	1.0000	-





$$ePDO_{TOTAL} = [K] * [ePDO_K] + [A] * [ePDO_A] + [B] * [ePDO_B] + [C] * [ePDO_C] + [PDO] * [ePDO_{PDO}]$$

$$eC_{TOTAL} = [K] * [eC_K] + [A] * [eC_A] + [B] * [eC_B] + [C] * [eC_C] + [PDO] * [0]$$

Rank (ePDO)	County Rank (ePDO)	MPO	County	Municipality	Major Route			Minor Route			Crashes by Severity (2017-2020)					Weighted Score (ePDO)	Weighted Score (eC)	NJDOT SLD – Roadway Jurisdiction of Major Route	
					SRI	Milepost	Route Name	SRI	Milepost	Route Name	Total Crashes	K	A	B	C				O
1	1	SJTPO	CAPE MAY	LOWER TWP	05000649	0.00	CAPE MAY COUNTY 649	05000645	0.17	Stimpson Lane	1	0	0	1	0	0	17.36	1.59	County
2	2	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000606	2.10	CAPE MAY COUNTY 606	05121006	0.00	First Avenue	1	0	0	0	1	0	10.94	1.00	County
2	2	SJTPO	CAPE MAY	CAPE MAY CITY	05000653	0.21	Madison Avenue	05021052	0.60	Michigan Avenue	1	0	0	0	1	0	10.94	1.00	County
2	2	SJTPO	CAPE MAY	CAPE MAY CITY	05021004	0.39	Windsor Street	05000604	0.48	Beach Avenue	1	0	0	0	1	0	10.94	1.00	Municipal
2	2	SJTPO	CAPE MAY	CAPE MAY CITY	05000622	0.46	Pittsburgh Avenue	05021052	0.00	Michigan Avenue	1	0	0	0	1	0	10.94	1.00	County
6	6	SJTPO	CAPE MAY	CAPE MAY CITY	05021053	0.14	Illinois Avenue	05021041	0.12	Philadelphia Avenue	1	0	0	0	0	1	1.00	0.00	Municipal
6	6	SJTPO	CAPE MAY	CAPE MAY CITY	05000653	0.54	N/A	N/A	N/A	N/A	1	0	0	0	0	1	1.00	0.00	County
6	6	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000626	0.38	CAPE MAY COUNTY 626	050006061	0.13	Myrtle Street	1	0	0	0	0	1	1.00	0.00	County
9	9	SJTPO	CAPE MAY	WEST CAPE MAY BORO	05000626	0.45	CAPE MAY COUNTY 626	05121008	0.00	York Avenue	1	0	0	0	0	1	0.00	0.00	County

High Crash Locations

Cape May City, West Cape May, Cape May Point, and the Lower Township south of Cape May Canal

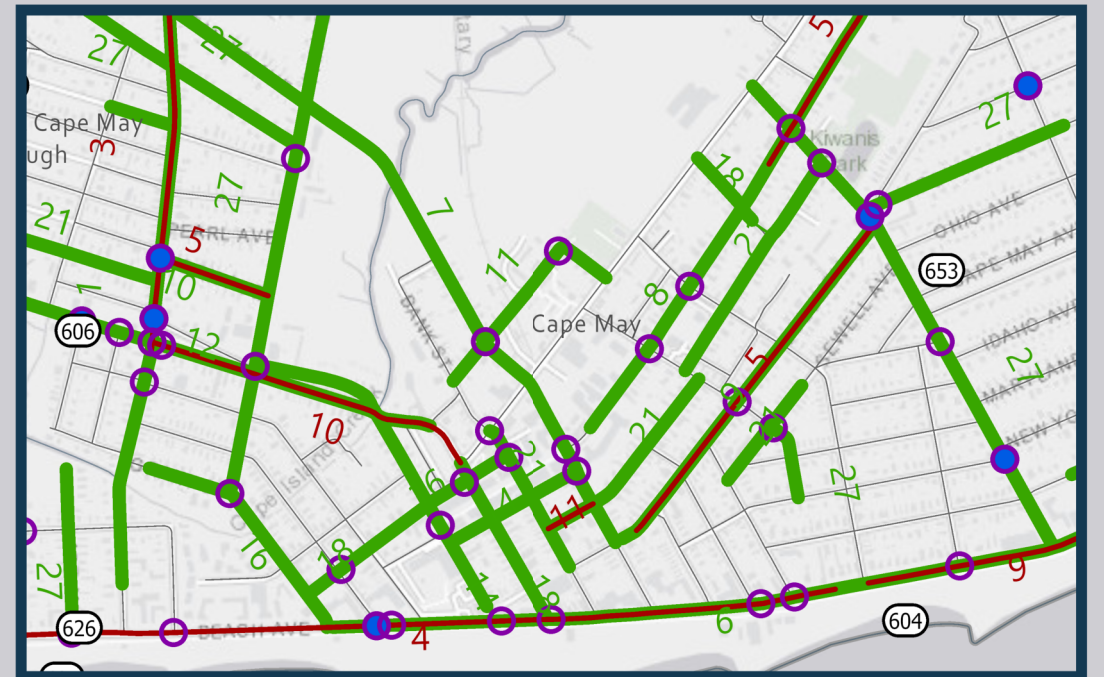
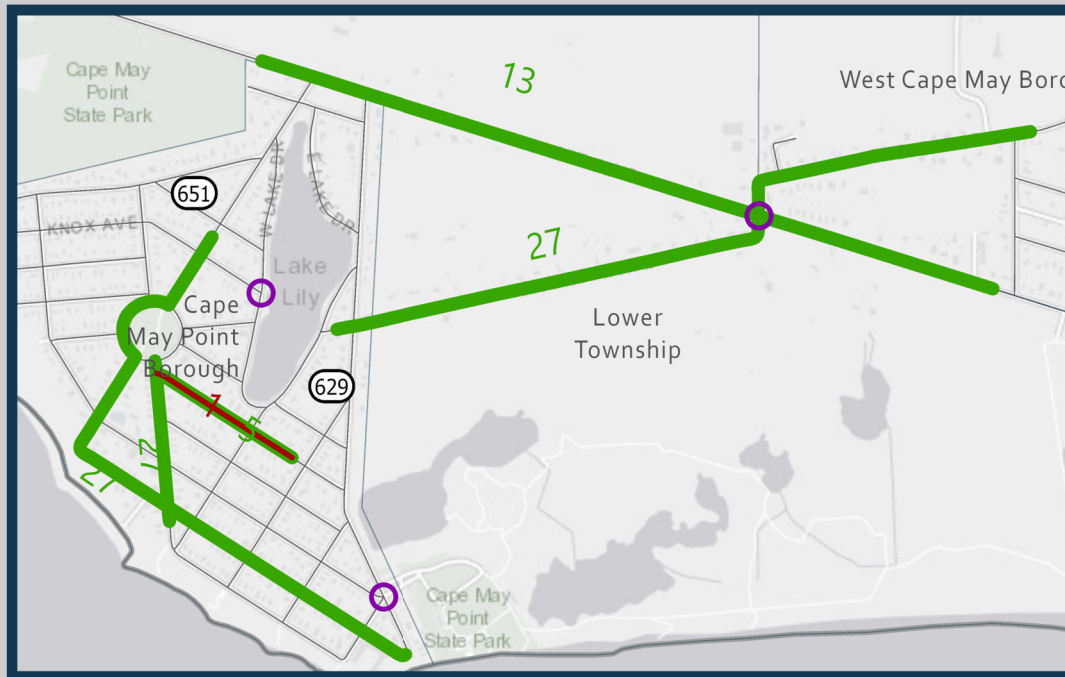
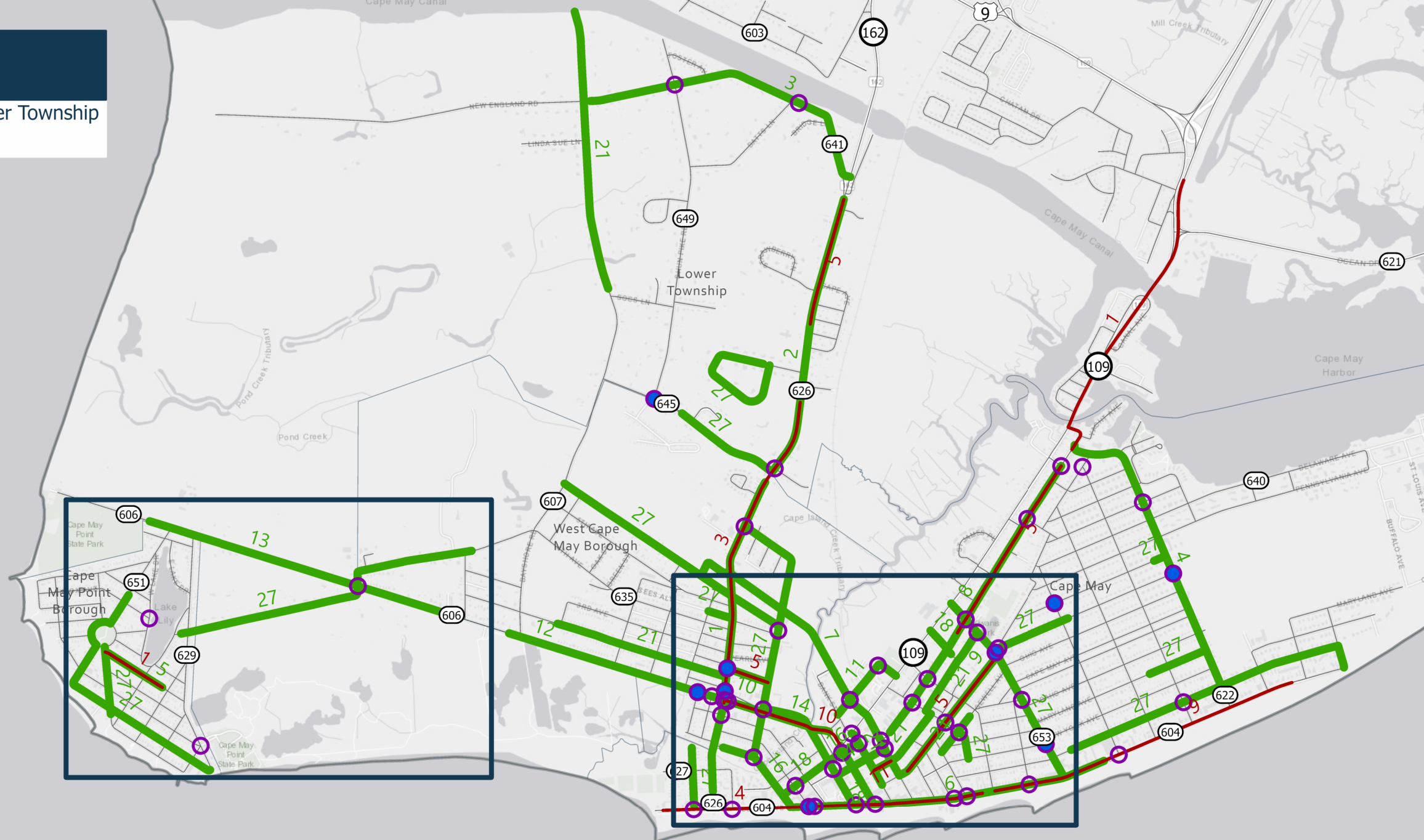
-  Intersections
-  Ped/Bike Intersection
-  Ped/Bike Corridors
-  Corridors

0 0.13 0.25 0.5 0.75 1 Miles

Produced March 2024; Developed by GPI for NJDOT

Ped/Bike crashes are from 2016-2020

Corridor and Intersection crashes are from 2018-2020



Hot Spot Analysis Supporting Information

Cape Island Safe Streets Action Plan

Hot Spot Location Ranking Criteria

1. Network Screening List
 - a. Top 10 ranks – Score of 3
 - b. 11-20 priority ranks – Score of 2
 - c. 21-50 priority ranks – Score of 1
 - d. Beyond Top 50 ranked locations – Score of 0.5
2. Stakeholder Interest (Yes) – Score of 1
3. Systemic Location – Score of 1

Note – due to the low number of FSI, a true HIN was not developed.

Hot Spot Locations

where Priority Points = 4

- Ped Bike Intersection
- Intersection
- Ped Bike Corridor
- Corridor



Systemic Analysis Supporting Information

No.	SRI	Start Milepost	End Milepost	Street Name	Municipality	County Name	Speed
1	05051032__	0	0.04	2nd Avenue	Lower Twp	Cape May	25
2	05051046__	0	0.04	4th Avenue	Lower Twp	Cape May	25
3	05051046__	0.04	0.13	Wissahickon Avenue	Lower Twp	Cape May	25
4	05051046__	0.13	0.17	3rd Avenue	Lower Twp	Cape May	25
5	05051048__	0	0.19	Schellengers Landing Road	Lower Twp	Cape May	25
6	05051049__	0	0.21	Wilson Drive	Lower Twp	Cape May	25
7	05051050__	0	0.04	3rd Avenue	Lower Twp	Cape May	25
8	05051051__	0	0.06	2nd Avenue	Lower Twp	Cape May	25
9	05051052__	0	0.07	1st Avenue	Lower Twp	Cape May	25
10	05051053__	0	0.12	Canning House Lane	Lower Twp	Cape May	25
11	05051055__	0	0.35	Cape Avenue	Lower Twp	Cape May	25
12	05051056__	0	0.09	Farmstead Avenue	Lower Twp	Cape May	25
13	05051057__	0	0.09	Mayflower Avenue	Lower Twp	Cape May	25
14	05051058__	0	0.09	Cold Spring Avenue	Lower Twp	Cape May	25
15	05051059__	0	0.4	Batts Lane	Lower Twp	Cape May	25
16	05051060__	0	0.13	San Fernando Road	Lower Twp	Cape May	25
17	05051061__	0	0.2	Soc's Lane	Lower Twp	Cape May	25
18	05051062__	0	1.15	New England Road	Lower Twp	Cape May	25
19	05051063__	0	0.15	Foster Avenue	Lower Twp	Cape May	25
20	05051174__	0	0.3	2nd Avenue	Lower Twp	Cape May	25
21	05051175__	0	0.3	3rd Avenue	Lower Twp	Cape May	25
22	05051274__	0	0.21	Schellinger Avenue	Lower Twp	Cape May	25
23	05051313__	0.05	0.35	Sunset Drive	Lower Twp	Cape May	25
24	05051327__	0	0.12	Melody Court	Lower Twp	Cape May	25
25	05051332__	0	0.2	Bridge Road	Lower Twp	Cape May	25
26	05051337__	0	0.41	4th Avenue	Lower Twp	Cape May	25
27	05051372__	0.12	0.16	Wissahickon Avenue	Lower Twp	Cape May	25
28	05051376__	0	0.07	Wissahickon Avenue	Lower Twp	Cape May	25
29	05051383__	0	0.62	Taylor Lane	Lower Twp	Cape May	25
30	05051384__	0	0.4	Strawberry Lane	Lower Twp	Cape May	25
31	05051419__	0	0.32	Hannah Drive	Lower Twp	Cape May	25
32	05051451__	0	0.13	Batts Lane	Lower Twp	Cape May	25
33	05051453__	0	0.08	Robin Lane	Lower Twp	Cape May	25
34	05051468__	0	0.2	Linda Sue Lane	Lower Twp	Cape May	25
35	05121034__	0.62	1.15	Sea Grove Avenue	Lower Twp	Cape May	25
36	05031002__	0	0.45	Lake Drive	Cape May Point Boro	Cape May	25
37	05031003__	0	0.19	Lake Drive	Cape May Point Boro	Cape May	25
38	05031004__	0	0.16	Oak Avenue	Cape May Point Boro	Cape May	25
39	05031005__	0	0.1	Lehigh Avenue	Cape May Point Boro	Cape May	25
40	05031005__	0.1	0.36	Harvard Avenue	Cape May Point Boro	Cape May	25
41	05031005__	0.36	0.61	Ocean Avenue	Cape May Point Boro	Cape May	25
42	05031006__	0	0.09	Oxford Avenue	Cape May Point Boro	Cape May	25
43	05031007__	0	0.38	Lake Drive	Cape May Point Boro	Cape May	25
44	05031008__	0	0.29	Cambridge Avenue	Cape May Point Boro	Cape May	25
45	05031009__	0	0.28	Princeton Avenue	Cape May Point Boro	Cape May	25
46	05031010__	0	0.16	Whilldin Avenue	Cape May Point Boro	Cape May	25
47	05031011__	0	0.44	Yale Avenue	Cape May Point Boro	Cape May	25
48	05031011__	0.44	0.76	Pearl Avenue	Cape May Point Boro	Cape May	25
49	05031012__	0	0.15	Ocean Avenue	Cape May Point Boro	Cape May	25
50	05031013__	0	0.19	Holly Avenue	Cape May Point Boro	Cape May	25
51	05031014__	0	0.16	Cedar Avenue	Cape May Point Boro	Cape May	25
52	05031015__	0	0.09	Central Avenue	Cape May Point Boro	Cape May	25
53	05031016__	0	0.36	Alexander Avenue	Cape May Point Boro	Cape May	25
54	05031016__	0.36	0.45	Chrystal Avenue	Cape May Point Boro	Cape May	25
55	05031016__	0.45	0.64	Stites Avenue	Cape May Point Boro	Cape May	25
56	05031017__	0	0.19	Knox Avenue	Cape May Point Boro	Cape May	25
57	05031018__	0	0.17	Brainard Avenue	Cape May Point Boro	Cape May	25
58	05031019__	0	0.09	Central Avenue	Cape May Point Boro	Cape May	25

No.	SRI	Start Milepost	End Milepost	Street Name	Municipality	County Name	Speed
59	05031020__	0	0.29	Coral Avenue	Cape May Point Boro	Cape May	25
60	05031021__	0	0.11	Oxford Avenue	Cape May Point Boro	Cape May	25
61	05121034__	1.15	1.22	Sea Grove Avenue	Cape May Point Boro	Cape May	25
62	05021001__	0	0.38	Ocean Street	Cape May City	Cape May	25
63	05021001__	0.38	0.62	Elmira Street	Cape May City	Cape May	25
64	05021003__	0	0.33	Grant Street	Cape May City	Cape May	25
65	05021004__	0	0.39	Windsor Street	Cape May City	Cape May	25
66	05021005__	0	0.46	Congress Street	Cape May City	Cape May	25
67	05021006__	0	0.1	North Street	Cape May City	Cape May	25
68	05021006__	0.1	0.28	Heritage Lane	Cape May City	Cape May	25
69	05021007__	0	0.27	Perry Street	Cape May City	Cape May	25
70	05021007__	0.27	0.29	Myrtle Street	Cape May City	Cape May	25
71	05021008__	0	0.08	Congress Place	Cape May City	Cape May	25
72	05021009__	0	0.17	Carpenters Lane	Cape May City	Cape May	25
73	05021010__	0	0.11	Lyle Lane	Cape May City	Cape May	25
74	05021012__	0	0.12	Patterson Street	Cape May City	Cape May	25
75	05021012__	0.12	0.18	Mt Vernon Avenue	Cape May City	Cape May	25
76	05021013__	0	0.18	2nd Avenue	Cape May City	Cape May	25
77	05021014__	0	0.19	1st Avenue	Cape May City	Cape May	25
78	05021016__	0	0.05	Calehar Lane	Cape May City	Cape May	25
79	05021016__	0.05	0.08	Claghorn Street	Cape May City	Cape May	25
80	05021017__	0	1.04	Washington Street	Cape May City	Cape May	25
81	05021018__	0	0.09	Chestnut Street	Cape May City	Cape May	25
82	05021019__	0	0.21	Jackson Street	Cape May City	Cape May	25
83	05021020__	0	0.26	Decatur Street	Cape May City	Cape May	25
84	05021021__	0	0.04	Broad Street	Cape May City	Cape May	25
85	05021022__	0	0.27	St John Street	Cape May City	Cape May	25
86	05021023__	0	0.35	Franklin Street	Cape May City	Cape May	25
87	05021024__	0	0.53	Jefferson Street	Cape May City	Cape May	25
88	05021025__	0	0.05	Pearl Street	Cape May City	Cape May	25
89	05021026__	0	0.05	Stockton Place	Cape May City	Cape May	25
90	05021027__	0	0.14	Gurney Street	Cape May City	Cape May	25
91	05021028__	0	0.17	Stockton Place	Cape May City	Cape May	25
92	05021029__	0	0.21	Howard Street	Cape May City	Cape May	25
93	05021030__	0	0.14	Wenona Avenue	Cape May City	Cape May	25
94	05021031__	0	0.26	Queen Street	Cape May City	Cape May	25
95	05021032__	0	0.13	Queen Street	Cape May City	Cape May	25
96	05021033__	0	0.06	Golf Lane	Cape May City	Cape May	25
97	05021034__	0	0.06	Clay Street	Cape May City	Cape May	25
98	05021035__	0	0.06	Schellenger Street	Cape May City	Cape May	25
99	05021036__	0	0.04	Cake Street	Cape May City	Cape May	25
100	05021037__	0	0.05	Union Street	Cape May City	Cape May	25
101	05021038__	0	0.02	West Avenue	Cape May City	Cape May	25
102	05021038__	0.02	0.12	West Street	Cape May City	Cape May	25
103	05021039__	0	0.2	Wisconsin Avenue	Cape May City	Cape May	25
104	05021039__	0.2	0.26	East Street	Cape May City	Cape May	25
105	05021040__	0	0.32	Vermont Avenue	Cape May City	Cape May	25
106	05021041__	0	0.64	Philadelphia Avenue	Cape May City	Cape May	25
107	05021042__	0	0.79	Reading Avenue	Cape May City	Cape May	25
108	05021043__	0	0.87	Trenton Avenue	Cape May City	Cape May	25
109	05021044__	0	0.31	Stockton Street	Cape May City	Cape May	25
110	05021044__	0.31	1.27	New Jersey Avenue	Cape May City	Cape May	25
111	05021044__	1.27	1.34	Wilmington Avenue	Cape May City	Cape May	25
112	05021045__	0	0.57	New York Avenue	Cape May City	Cape May	25
113	05021046__	0	0.58	Maryland Avenue	Cape May City	Cape May	25
114	05021047__	0	0.61	Idaho Avenue	Cape May City	Cape May	25
115	05021048__	0	0.59	Cape May Avenue	Cape May City	Cape May	25
116	05021049__	0	0.07	Swan Avenue	Cape May City	Cape May	25

No.	SRI	Start Milepost	End Milepost	Street Name	Municipality	County Name	Speed
117	05021049__	0.07	0.67	Cape May Avenue	Cape May City	Cape May	25
118	05021050__	0	0.26	Bank Street	Cape May City	Cape May	25
119	05021051__	0	0.6	Ohio Avenue	Cape May City	Cape May	25
120	05021052__	0	0.6	Michigan Avenue	Cape May City	Cape May	25
121	05021053__	0	0.52	Illinois Avenue	Cape May City	Cape May	25
122	05021054__	0	1.12	Pennsylvania Avenue	Cape May City	Cape May	25
123	05021055__	0	0.49	Baltimore Avenue	Cape May City	Cape May	25
124	05021056__	0	0.06	Brooklyn Avenue	Cape May City	Cape May	25
125	05021057__	0	0.06	Buffalo Avenue	Cape May City	Cape May	25
126	05021058__	0	0.2	Brooklyn Avenue	Cape May City	Cape May	25
127	05021059__	0	0.13	Baltimore Avenue	Cape May City	Cape May	25
128	05021060__	0	0.31	Indiana Avenue	Cape May City	Cape May	25
129	05021060__	0.31	0.42	Michigan Avenue	Cape May City	Cape May	25
130	05021061__	0	0.28	Massachusetts Avenue	Cape May City	Cape May	25
131	05021063__	0	0.12	Texas Avenue	Cape May City	Cape May	25
132	05021064__	0	0.08	Harbor Lane	Cape May City	Cape May	25
133	05021065__	0	0.19	Yacht Avenue	Cape May City	Cape May	25
134	05021066__	0	0.09	Osborn Street	Cape May City	Cape May	25
135	05021067__	0	0.29	Corgie Street	Cape May City	Cape May	25
136	05021068__	0	0.09	Page Street	Cape May City	Cape May	25
137	05021069__	0	0.07	Page Street	Cape May City	Cape May	25
138	05021070__	0	0.55	Columbia Avenue	Cape May City	Cape May	25
139	05021071__	0	0.32	Sewall Avenue	Cape May City	Cape May	25
140	05021072__	0	0.03	Dale Place	Cape May City	Cape May	25
141	05021073__	0	0.15	Mc Cullum Avenue	Cape May City	Cape May	25
142	05021074__	0	0.29	Benton Avenue	Cape May City	Cape May	25
143	05021075__	0	0.4	Kearney Avenue	Cape May City	Cape May	25
144	05021076__	0	0.25	Hughes Street	Cape May City	Cape May	25
145	05021078__	0	0.06	Wilmington Avenue	Cape May City	Cape May	25
146	05021079__	0	0.37	Maryland Avenue	Cape May City	Cape May	25
147	05021080__	0	0.4	New York Avenue	Cape May City	Cape May	25
148	05021081__	0	0.39	Delaware Avenue	Cape May City	Cape May	25
149	05021082__	0	0.46	Missouri Avenue	Cape May City	Cape May	25
150	05021083__	0	0.03	Nnp	Cape May City	Cape May	25
151	05021084__	0	0.23	St James Place	Cape May City	Cape May	25
152	05021085__	0	0.12	Wilmington Avenue	Cape May City	Cape May	25
153	05021086__	0	0.05	Mansion Street	Cape May City	Cape May	25
154	05021087__	0	0.18	South Lafayette Avenue	Cape May City	Cape May	25
155	05121002__	0.67	0.81	Park Boulevard	Cape May City	Cape May	25
156	05021001__	0.62	0.75	Elmira Street	West Cape May Boro	Cape May	25
157	05021001__	0.75	0.94	Leaming Avenue	West Cape May Boro	Cape May	25
158	05021001__	0.94	1.03	Landis Avenue	West Cape May Boro	Cape May	25
159	05021001__	1.03	1.07	Stewart Street	West Cape May Boro	Cape May	25
160	05021005__	0.46	0.54	Congress Street	West Cape May Boro	Cape May	25
161	05021007__	0.29	0.44	Myrtle Street	West Cape May Boro	Cape May	25
162	05121002__	0	0.18	Central Avenue	West Cape May Boro	Cape May	25
163	05121002__	0.18	0.67	Park Boulevard	West Cape May Boro	Cape May	25
164	05121003__	0	0.1	West Grant Avenue	West Cape May Boro	Cape May	25
165	05121004__	0	0.13	Fow Avenue	West Cape May Boro	Cape May	25
166	05121006__	0	0.13	First Avenue	West Cape May Boro	Cape May	25
167	05121008__	0	0.13	York Avenue	West Cape May Boro	Cape May	25
168	05121009__	0	0.13	Pearl Street	West Cape May Boro	Cape May	25
169	05121010__	0	0.14	Emerald Avenue	West Cape May Boro	Cape May	25
170	05121011__	0	0.14	Eldredge Avenue	West Cape May Boro	Cape May	25
171	05121012__	0	0.18	East Mechanic Street	West Cape May Boro	Cape May	25
172	05121012__	0.18	0.81	Sixth Avenue	West Cape May Boro	Cape May	25
173	05121013__	0	0.17	State Street	West Cape May Boro	Cape May	25
174	05121014__	0	0.66	5th Avenue	West Cape May Boro	Cape May	25

No.	SRI	Start Milepost	End Milepost	Street Name	Municipality	County Name	Speed
175	05121015__	0	0.07	Brown Street	West Cape May Boro	Cape May	25
176	05121016__	0	0.12	Mccullough Alley	West Cape May Boro	Cape May	25
177	05121017__	0	0.11	Goldbearen Alley	West Cape May Boro	Cape May	25
178	05121018__	0	0.08	Sees Alley	West Cape May Boro	Cape May	25
179	05121019__	0	0.12	Moore Street	West Cape May Boro	Cape May	25
180	05121019__	0.12	0.4	Columbia Avenue	West Cape May Boro	Cape May	25
181	05121020__	0	0.21	West Drive	West Cape May Boro	Cape May	25
182	05121022__	0	0.18	Third Avenue	West Cape May Boro	Cape May	25
183	05121023__	0	0.12	Oak Street	West Cape May Boro	Cape May	25
184	05121024__	0	0.12	Green Street	West Cape May Boro	Cape May	25
185	05121025__	0	0.07	Fourth Avenue	West Cape May Boro	Cape May	25
186	05121026__	0	0.29	Atlantic Avenue	West Cape May Boro	Cape May	25
187	05121027__	0	0.33	Pacific Avenue	West Cape May Boro	Cape May	25
188	05121028__	0	0.1	Borough Hall Aly	West Cape May Boro	Cape May	25
189	05121029__	0	0.53	Third Avenue	West Cape May Boro	Cape May	25
190	05121030__	0	0.86	Second Avenue	West Cape May Boro	Cape May	25
191	05121031__	0	0.1	Grand Avenue	West Cape May Boro	Cape May	25
192	05121032__	0	0.08	Willow Avenue	West Cape May Boro	Cape May	25
193	05121033__	0	0.07	Maple Avenue	West Cape May Boro	Cape May	25
194	05121034__	0	0.61	Stevens Street	West Cape May Boro	Cape May	25
195	05121034__	0.61	0.62	Sea Grove Avenue	West Cape May Boro	Cape May	25
196	05121035__	0	0.07	Morrison Avenue	West Cape May Boro	Cape May	25
197	05121036__	0	0.19	Farmdale Drive	West Cape May Boro	Cape May	25
198	05121040__	0	0.08	Pond Creek Lane	West Cape May Boro	Cape May	25

No.	SRI	Start Milepost	Intersection Type	Route Type	Intersecting Route	Intersecting SRI	Int. Milepost	Municipality
1	05021001__	0.09	unsignalized	Local	COLUMBIA AV			Cape May City
2	05021001__	0.15	unsignalized	Local	HUGHES ST			Cape May City
3	05021001__	0.19	unsignalized	Local	CARPENTERS ST			Cape May City
4	05021001__	0.38	unsignalized	Local	BROAD ST			Cape May City
5	05021001__	0.5	unsignalized	Local	VENICE AV			Cape May City
6	05021001__	0.75	unsignalized	Local	PARK BLVD			Cape May City
7	05021001__	1.07	unsignalized	Local	E MECHANIC ST			Cape May City
8	05021003__	0.13	unsignalized	Local	PARK BLVD			Cape May City
9	05021003__	0.23	unsignalized	Local	NORTH ST			Cape May City
10	05021003__	0.28	unsignalized	Local	S LAFAYETTE STD			Cape May City
11	05021004__	0.13	unsignalized	Local	PARK BLVD			Cape May City
12	05021004__	0.27	unsignalized	Local	NORTH ST			Cape May City
13	05021004__	0.31	unsignalized	Local	S LAFAYETTE ST			Cape May City
14	05021005__	0.11	unsignalized	Local	S LAFAYETTE AV			Cape May City
15	05021005__	0.15	unsignalized	Local	NORTH ST			Cape May City
16	05021005__	0.33	unsignalized	Local	PARK BLVD			Cape May City
17	05021005__	0.5	unsignalized	Local	FOW AV			Cape May City
18	05021005__	0.54	unsignalized	Local	FIRST AV			Cape May City
19	05021006__	0.1	unsignalized	Local	GRANT ST			Cape May City
20	05021006__	0.14	unsignalized	Local	WINDSOR AV			Cape May City
21	05021006__	0.19	unsignalized	Local	CONGRESS ST			Cape May City
22	05021006__	0.28	unsignalized	Local	PERRY ST			Cape May City
23	05021007__	0.12	unsignalized	Local	CONGRESS ST			Cape May City
24	05021007__	0.16	unsignalized	Local	S LAFAYETTE AV			Cape May City
25	05021007__	0.2	unsignalized	Local	NORTH ST			Cape May City
26	05021007__	0.27	unsignalized	Local	JACKSON ST	05000633__	0.28	Cape May City
27	05021007__	0.44	unsignalized	Local	PARK BLVD			Cape May City
28	05021008__	0	unsignalized	Local	PERRY ST			Cape May City
29	05021008__	0.08	unsignalized	Local	CONGRESS ST			Cape May City
30	05021009__	0	unsignalized	Local	PERRY ST			Cape May City
31	05021009__	0.05	unsignalized	Local	JACKSON ST	05021019__	0.07	Cape May City
32	05021009__	0.1	unsignalized	Local	DECATUR ST			Cape May City
33	05021009__	0.17	unsignalized	Local	OCEAN ST			Cape May City
34	05021010__	0	unsignalized	Local	PERRY ST			Cape May City
35	05021010__	0.05	unsignalized	Local	JACKSON ST	05021019__	0.02	Cape May City
36	05021010__	0.11	unsignalized	Local	DECATUR ST			Cape May City
37	05021016__	0	unsignalized	Local	CONGRESS ST			Cape May City
38	05021017__	0	unsignalized	Local	OCEAN ST			Cape May City
39	05021017__	0.24	unsignalized	Local	JEFFERSON ST			Cape May City
40	05021017__	0.36	unsignalized	Local	QUEEN ST			Cape May City
41	05021017__	0.53	unsignalized	Local	GOLF LN			Cape May City
42	05021017__	0.63	unsignalized	Local	SHELLENGER AV			Cape May City
43	05021017__	0.81	unsignalized	Local	UNION ST			Cape May City
44	05021017__	1.04	unsignalized	Local	SIDNEY AV	00000109__	1.16	Cape May City
45	05021018__	0	unsignalized	Local	LYLE LN			Cape May City
46	05021019__	0.02	unsignalized	Local	LYLE LA	05021010__	0.05	Cape May City
47	05021019__	0.07	unsignalized	Local	CARPENTER RD	05021009__	0.05	Cape May City
48	05021020__	0.16	unsignalized	Local	CARPENTERS ST			Cape May City
49	05021020__	0.22	unsignalized	Local	LYLE LN			Cape May City
50	05021021__	0	unsignalized	Local	BANK ST			Cape May City
51	05021021__	0.04	unsignalized	Local	JACKSON ST			Cape May City
52	05021022__	0	unsignalized	Local	BANK ST			Cape May City
53	05021022__	0.06	unsignalized	Local	ELMIRA ST			Cape May City
54	05021023__	0.06	unsignalized	Local	OSBORNE LN			Cape May City
55	05021023__	0.14	unsignalized	Local	CORGIE ST			Cape May City
56	05021023__	0.19	unsignalized	Local	PAGE ST			Cape May City
57	05021023__	0.21	unsignalized	Local	COLUMBIA AV			Cape May City
58	05021023__	0.26	unsignalized	Local	SEWELL ST			Cape May City
59	05021023__	0.31	unsignalized	Local	BENTON AV			Cape May City
60	05021023__	0.35	unsignalized	Local	KEARNEY AV			Cape May City
61	05021024__	0.02	unsignalized	Local	DALE PL			Cape May City
62	05021024__	0.06	unsignalized	Local	OSBORNE ST			Cape May City
63	05021024__	0.08	unsignalized	Local	WASHINGTON ST			Cape May City
64	05021024__	0.13	unsignalized	Local	CORGIE ST			Cape May City
65	05021024__	0.17	unsignalized	Local	PAGE ST			Cape May City

No.	SRI	Start Milepost	Intersection Type	Route Type	Intersecting Route	Intersecting SRI	Int. Milepost	Municipality
66	05021024__	0.21	unsignalized	Local	COLUMBIA AV			Cape May City
67	05021024__	0.26	unsignalized	Local	SEWELL AV			Cape May City
68	05021024__	0.26	unsignalized	Local	WENONA AV			Cape May City
69	05021024__	0.31	unsignalized	Local	MCCULLUM AV			Cape May City
70	05021024__	0.36	unsignalized	Local	BENTON AV			Cape May City
71	05021024__	0.41	unsignalized	Local	KEARNEY AV			Cape May City
72	05021024__	0.46	unsignalized	Local	STOCKTON AV			Cape May City
73	05021025__	0	unsignalized	Local	PAGE ST			Cape May City
74	05021025__	0.05	unsignalized	Local	GORGIE ST			Cape May City
75	05021026__	0	unsignalized	Local	COLUMIA AV			Cape May City
76	05021026__	0.05	unsignalized	Local	HUGHES ST			Cape May City
77	05021027__	0.14	unsignalized	Local	COLUMBIA AV			Cape May City
78	05021028__	0	unsignalized	Local	COLUMBIA AV			Cape May City
79	05021028__	0.07	unsignalized	Local	KEARNEY AV			Cape May City
80	05021029__	0.12	unsignalized	Local	KEARNEY AV			Cape May City
81	05021029__	0.21	unsignalized	Local	COLUMBIA AV			Cape May City
82	05021030__	0	unsignalized	Local	JEFFERSON ST			Cape May City
83	05021030__	0	unsignalized	Local	SEWELL AV			Cape May City
84	05021030__	0.07	unsignalized	Local	SWAN AV			Cape May City
85	05021031__	0.06	unsignalized	Local	STOCKTON AV			Cape May City
86	05021031__	0.12	unsignalized	Local	KEARNEY AV			Cape May City
87	05021031__	0.16	unsignalized	Local	BENTON AV			Cape May City
88	05021031__	0.21	unsignalized	Local	MC CULLUM			Cape May City
89	05021031__	0.26	unsignalized	Local	WENONAH AV			Cape May City
90	05021032__	0	unsignalized	Local	CORGIE ST			Cape May City
91	05021032__	0.05	unsignalized	Local	WASHINGTON ST			Cape May City
92	05021033__	0.06	unsignalized	Local	WASHINGTON ST			Cape May City
93	05021035__	0	unsignalized	Local	WASHINGTON ST			Cape May City
94	05021036__	0	unsignalized	Local	WASHINGTON ST			Cape May City
95	05021037__	0.05	unsignalized	Local	WASHNGTON ST			Cape May City
96	05021038__	0	unsignalized	Local	MISSOURI AV			Cape May City
97	05021038__	0.02	unsignalized	Local	INDIANA AV			Cape May City
98	05021038__	0.12	unsignalized	Local	WASHINGTON ST			Cape May City
99	05021039__	0.12	unsignalized	Local	TRENTON AV			Cape May City
100	05021039__	0.2	unsignalized	Local	MASS AV			Cape May City
101	05021039__	0.26	unsignalized	Local	WASHINGTON ST			Cape May City
102	05021040__	0	unsignalized	Local	BALTIMORE AV			Cape May City
103	05021040__	0.15	unsignalized	Local	TRENTON AV			Cape May City
104	05021040__	0.27	unsignalized	Local	READING AV			Cape May City
105	05021040__	0.32	unsignalized	Local	MASS. AV			Cape May City
106	05021041__	0	unsignalized	Local	DELAWARE AV			Cape May City
107	05021041__	0.06	unsignalized	Local	PENNSYLVANIA AV			Cape May City
108	05021041__	0.12	unsignalized	Local	ILLINOIS AV			Cape May City
109	05021041__	0.18	unsignalized	Local	VIRGINIA AV			Cape May City
110	05021041__	0.24	unsignalized	Local	OHIO AV			Cape May City
111	05021041__	0.3	unsignalized	Local	CAPE MAY AV			Cape May City
112	05021041__	0.33	unsignalized	Local	CAPE MAY AV			Cape May City
113	05021041__	0.39	unsignalized	Local	IDAHO AV			Cape May City
114	05021041__	0.44	unsignalized	Local	MARYLAND AV			Cape May City
115	05021041__	0.5	unsignalized	Local	NEW YORK AV			Cape May City
116	05021041__	0.57	unsignalized	Local	NEW JERSEY AV			Cape May City
117	05021042__	0.07	unsignalized	Local	STOCKTON ST			Cape May City
118	05021042__	0.13	unsignalized	Local	NEW YORK AV			Cape May City
119	05021042__	0.19	unsignalized	Local	MARYLAND AV			Cape May City
120	05021042__	0.25	unsignalized	Local	IDAHO AV			Cape May City
121	05021042__	0.31	unsignalized	Local	CAPE MAY AV			Cape May City
122	05021042__	0.34	unsignalized	Local	CAPE MAY AV			Cape May City
123	05021042__	0.4	unsignalized	Local	OHIO AV			Cape May City
124	05021042__	0.45	unsignalized	Local	VIRGINIA AV			Cape May City
125	05021042__	0.51	unsignalized	Local	ILLINOIS AV			Cape May City
126	05021042__	0.58	unsignalized	Local	PENNASYLVANIA AV			Cape May City
127	05021042__	0.64	unsignalized	Local	DELAWARE AV			Cape May City
128	05021042__	0.7	unsignalized	Local	MISSOURI AV			Cape May City
129	05021042__	0.76	unsignalized	Local	VERMONT AV			Cape May City
130	05021042__	0.79	unsignalized	Local	MASS. AV			Cape May City

No.	SRI	Start Milepost	Intersection Type	Route Type	Intersecting Route	Intersecting SRI	Int. Milepost	Municipality
131	05021043__	0.07	unsignalized	Local	NEW JERSEY AV			Cape May City
132	05021043__	0.13	unsignalized	Local	NEW YORK AV			Cape May City
133	05021043__	0.19	unsignalized	Local	MARYLAND AV			Cape May City
134	05021043__	0.25	unsignalized	Local	IDAHO AV			Cape May City
135	05021043__	0.31	unsignalized	Local	CAPE MAY AV			Cape May City
136	05021043__	0.33	unsignalized	Local	CAPE MAY AV			Cape May City
137	05021043__	0.39	unsignalized	Local	OHIO AV			Cape May City
138	05021043__	0.45	unsignalized	Local	VIRGINIA AV			Cape May City
139	05021043__	0.51	unsignalized	Local	ILLINOIS AV			Cape May City
140	05021043__	0.57	unsignalized	Local	PENNSYLVANIA AV			Cape May City
141	05021043__	0.63	unsignalized	Local	DELAWARE AV			Cape May City
142	05021043__	0.7	unsignalized	Local	MISSOURI AV			Cape May City
143	05021043__	0.75	unsignalized	Local	VERMONT AV			Cape May City
144	05021043__	0.81	unsignalized	Local	WISCONSIN AV			Cape May City
145	05021043__	0.87	unsignalized	Local	MASS AV			Cape May City
146	05021044__	0	unsignalized	Local	HOWARD ST			Cape May City
147	05021044__	0.1	unsignalized	Local	JEFFERSON ST			Cape May City
148	05021044__	0.22	unsignalized	Local	QUEEN ST			Cape May City
149	05021044__	0.5	unsignalized	Local	PHILADELPHIA AV			Cape May City
150	05021044__	0.63	unsignalized	Local	READING AV			Cape May City
151	05021044__	0.75	unsignalized	Local	TRENTON AV			Cape May City
152	05021044__	1.01	unsignalized	Local	BALTIMORE AV			Cape May City
153	05021044__	1.15	unsignalized	Local	BROOKLYN AV			Cape May City
154	05021044__	1.27	unsignalized	Local	WILMINGTON AV			Cape May City
155	05021045__	0.13	unsignalized	Local	TRENTON AV			Cape May City
156	05021045__	0.25	unsignalized	Local	READING AV			Cape May City
157	05021045__	0.37	unsignalized	Local	PHILADELPHIA AV			Cape May City
158	05021046__	0.2	unsignalized	Local	PHILADELPHIA AV			Cape May City
159	05021046__	0.33	unsignalized	Local	READING AV			Cape May City
160	05021046__	0.45	unsignalized	Local	TRENTON AV			Cape May City
161	05021047__	0.15	unsignalized	Local	TRENTON AV			Cape May City
162	05021047__	0.28	unsignalized	Local	READING AV			Cape May City
163	05021047__	0.4	unsignalized	Local	PHILADELPHIA AV			Cape May City
164	05021048__	0.12	unsignalized	Local	TRENTON AV			Cape May City
165	05021048__	0.25	unsignalized	Local	READING AV			Cape May City
166	05021048__	0.37	unsignalized	Local	PHILADELPHIA AV			Cape May City
167	05021049__	0	unsignalized	Local	WENONAH AV			Cape May City
168	05021049__	0.29	unsignalized	Local	PHILADELPHIA AV			Cape May City
169	05021049__	0.42	unsignalized	Local	READING AV			Cape May City
170	05021049__	0.54	unsignalized	Local	TRENTON AV			Cape May City
171	05021050__	0.06	unsignalized	Local	BROAD ST			Cape May City
172	05021050__	0.26	unsignalized	Local	ELMIRA ST			Cape May City
173	05021051__	0.22	unsignalized	Local	PHILADELPHIA AV			Cape May City
174	05021051__	0.35	unsignalized	Local	READING AV			Cape May City
175	05021051__	0.47	unsignalized	Local	TRENTON AV			Cape May City
176	05021052__	0.12	unsignalized	Local	TRENTON AV			Cape May City
177	05021052__	0.25	unsignalized	Local	READING AV			Cape May City
178	05021052__	0.37	unsignalized	Local	PHILADELPHIA AV			Cape May City
179	05021052__	0.6	unsignalized	Local	MICHIGAN AV			Cape May City
180	05021053__	0	unsignalized	Local	MICHIGAN AV			Cape May City
181	05021053__	0.14	unsignalized	Local	PHILADELPHIA AV			Cape May City
182	05021053__	0.26	unsignalized	Local	READING AV			Cape May City
183	05021053__	0.39	unsignalized	Local	TRENTON AV			Cape May City
184	05021054__	0.83	unsignalized	Local	TRENTON AV			Cape May City
185	05021054__	0.95	unsignalized	Local	READING AV			Cape May City
186	05021054__	1.08	unsignalized	Local	PHILADELPHIA AV			Cape May City
187	05021054__	1.12	unsignalized	Local	MICHIGAN AV			Cape May City
188	05021055__	0	unsignalized	Local	PENNSYLVANIA AV			Cape May City
189	05021055__	0.11	unsignalized	Local	MISSOURI AV			Cape May City
190	05021055__	0.27	unsignalized	Local	VERMONT AV			Cape May City
191	05021055__	0.37	unsignalized	Local	NNP			Cape May City
192	05021056__	0.06	unsignalized	Local	PENNSYLVANIA AV			Cape May City
193	05021057__	0	unsignalized	Local	PENNSYLVANIA AV			Cape May City
194	05021058__	0.07	unsignalized	Local	NEW JERSEY AV			Cape May City
195	05021058__	0.13	unsignalized	Local	NEW YORK AV			Cape May City

No.	SRI	Start Milepost	Intersection Type	Route Type	Intersecting Route	Intersecting SRI	Int. Milepost	Municipality
196	05021059__	0	unsignalized	Local	NEW YORK AV			Cape May City
197	05021059__	0.05	unsignalized	Local	NEW JERSEY AV			Cape May City
198	05021060__	0.42	unsignalized	Local	WEST AV			Cape May City
199	05021061__	0	unsignalized	Local	WEST AV			Cape May City
200	05021061__	0.14	unsignalized	Local	EAST ST			Cape May City
201	05021063__	0.04	unsignalized	Local	HARBOR LN			Cape May City
202	05021064__	0.08	unsignalized	Local	TEXAS AV			Cape May City
203	05021066__	0	unsignalized	Local	FRANKLIN ST			Cape May City
204	05021066__	0.09	unsignalized	Local	JEFFERSON ST			Cape May City
205	05021067__	0.2	unsignalized	Local	JEFFERSON ST			Cape May City
206	05021067__	0.27	unsignalized	Local	PEARL ST			Cape May City
207	05021067__	0.29	unsignalized	Local	FRANKLIN ST			Cape May City
208	05021068__	0	unsignalized	Local	FRANKLIN ST			Cape May City
209	05021068__	0.02	unsignalized	Local	PEARL ST			Cape May City
210	05021068__	0.09	unsignalized	Local	JEFFERSON ST			Cape May City
211	05021069__	0	unsignalized	Local	JEFFERSON AV			Cape May City
212	05021070__	0	unsignalized	Local	DECATUR ST			Cape May City
213	05021070__	0.06	unsignalized	Local	OCEAN ST			Cape May City
214	05021070__	0.18	unsignalized	Local	STOCKTON ST			Cape May City
215	05021070__	0.28	unsignalized	Local	FRANKLIN ST			Cape May City
216	05021070__	0.37	unsignalized	Local	JEFFERSON ST			Cape May City
217	05021071__	0.15	unsignalized	Local	WENONA AV			Cape May City
218	05021071__	0.15	unsignalized	Local	JEFFERSON AV			Cape May City
219	05021071__	0.24	unsignalized	Local	FRANKLIN ST			Cape May City
220	05021071__	0.3	unsignalized	Local	BENTON AV			Cape May City
221	05021071__	0.32	unsignalized	Local	HOWARD ST			Cape May City
222	05021072__	0	unsignalized	Local	JEFFERSON ST			Cape May City
223	05021073__	0.04	unsignalized	Local	QUEEN ST			Cape May City
224	05021073__	0.15	unsignalized	Local	JEFFERSON ST			Cape May City
225	05021074__	0	unsignalized	Local	SEWELL AV			Cape May City
226	05021074__	0.06	unsignalized	Local	FRANKLIN ST			Cape May City
227	05021074__	0.12	unsignalized	Local	JEFFERSON ST			Cape May City
228	05021074__	0.23	unsignalized	Local	QUEEN ST			Cape May City
229	05021075__	0.07	unsignalized	Local	QUEEN ST			Cape May City
230	05021075__	0.19	unsignalized	Local	JEFFERSON ST			Cape May City
231	05021075__	0.31	unsignalized	Local	HOWARD ST			Cape May City
232	05021075__	0.35	unsignalized	Local	STOCKTON PL			Cape May City
233	05021075__	0.4	unsignalized	Local	GURNEY ST			Cape May City
234	05021076__	0	unsignalized	Local	FRANKLIN ST			Cape May City
235	05021076__	0.1	unsignalized	Local	STOCKTON PL			Cape May City
236	05021076__	0.19	unsignalized	Local	OCEAN ST			Cape May City
237	05021076__	0.25	unsignalized	Local	DECATUR ST			Cape May City
238	05021078__	0	unsignalized	Local	PENNSYLVANIA AV			Cape May City
239	05021080__	0.14	unsignalized	Local	BROOKLYN AV			Cape May City
240	05021080__	0.26	unsignalized	Local	WILMINGTON AV			Cape May City
241	05021081__	0.13	unsignalized	Local	TRENTON AV			Cape May City
242	05021081__	0.25	unsignalized	Local	READING AV			Cape May City
243	05021081__	0.37	unsignalized	Local	PHILADELPHIA AV			Cape May City
244	05021081__	0.39	unsignalized	Local	INDIANA AV			Cape May City
245	05021082__	0	unsignalized	Local	INDIANA AV			Cape May City
246	05021082__	0.04	unsignalized	Local	WEST ST			Cape May City
247	05021082__	0.07	unsignalized	Local	READING AV			Cape May City
248	05021082__	0.2	unsignalized	Local	TRENTON AV			Cape May City
249	05021082__	0.46	unsignalized	Local	BALTIMORE AV			Cape May City
250	05021083__	0	unsignalized	Local	BALTIMORE AV			Cape May City
251	05021083__	0.03	unsignalized	Local	TEXAS AV			Cape May City
252	05021085__	0	unsignalized	Local	NEW JERSEY AV			Cape May City
253	05021085__	0.06	unsignalized	Local	NEW YORK AV			Cape May City
254	05021085__	0.12	unsignalized	Local	MARYLAND AV			Cape May City
255	05021086__	0	unsignalized	Local	JACKSON ST			Cape May City
256	05021086__	0.05	unsignalized	Local	PERRY ST			Cape May City
257	05021087__	0	unsignalized	Local	PERRY ST			Cape May City
258	05021087__	0.09	unsignalized	Local	CONGRESS ST			Cape May City
259	05021087__	0.13	unsignalized	Local	WINDSOR AV			Cape May City
260	05021087__	0.18	unsignalized	Local	GRANT ST			Cape May City

No.	SRI	Start Milepost	Intersection Type	Route Type	Intersecting Route	Intersecting SRI	Int. Milepost	Municipality
261	05031002__	0	unsignalized	Local	HARVARD AV			Cape May Point Boro
262	05031002__	0.09	unsignalized	Local	YALE AV			Cape May Point Boro
263	05031002__	0.14	unsignalized	Local	PRINCETON DR			Cape May Point Boro
264	05031002__	0.18	unsignalized	Local	CAMBRIDGE AV			Cape May Point Boro
265	05031002__	0.22	unsignalized	Local	LAKE DR			Cape May Point Boro
266	05031003__	0.19	unsignalized	Local	OAK AV			Cape May Point Boro
267	05031005__	0.48	unsignalized	Local	YALE AV			Cape May Point Boro
268	05031006__	0.09	unsignalized	Local	LAKE DR			Cape May Point Boro
269	05031007__	0.38	unsignalized	Local	S LAKE DR			Cape May Point Boro
270	05031008__	0.06	unsignalized	Local	CORAL AV			Cape May Point Boro
271	05031008__	0.14	unsignalized	Local	LAKE DR			Cape May Point Boro
272	05031008__	0.29	unsignalized	Local	OCEAN AV			Cape May Point Boro
273	05031009__	0	unsignalized	Local	OCEAN AV			Cape May Point Boro
274	05031009__	0.11	unsignalized	Local	LAKE DR			Cape May Point Boro
275	05031009__	0.19	unsignalized	Local	CORAL AV			Cape May Point Boro
276	05031009__	0.28	unsignalized	Local	WHILLDIN AV			Cape May Point Boro
277	05031010__	0.06	unsignalized	Local	YALE AV			Cape May Point Boro
278	05031010__	0.16	unsignalized	Local	HARVARD AV			Cape May Point Boro
279	05031011__	0	unsignalized	Local	LEHIGH AV			Cape May Point Boro
280	05031011__	0.09	unsignalized	Local	WHILLDIN AV			Cape May Point Boro
281	05031011__	0.18	unsignalized	Local	CORAL AV			Cape May Point Boro
282	05031011__	0.26	unsignalized	Local	LAKE DR			Cape May Point Boro
283	05031011__	0.34	unsignalized	Local	OCEAN AV			Cape May Point Boro
284	05031011__	0.61	unsignalized	Local	BRAINARD AV			Cape May Point Boro
285	05031011__	0.66	unsignalized	Local	STITES AV			Cape May Point Boro
286	05031011__	0.71	unsignalized	Local	KNOX AV			Cape May Point Boro
287	05031011__	0.76	unsignalized	Local	ALEXANDER AV			Cape May Point Boro
288	05031012__	0	unsignalized	Local	ALEXANDER AV			Cape May Point Boro
289	05031012__	0.04	unsignalized	Local	HOLLY AV			Cape May Point Boro
290	05031012__	0.09	unsignalized	Local	STITES AV			Cape May Point Boro
291	05031013__	0	unsignalized	Local	OCEAN AV			Cape May Point Boro
292	05031013__	0.19	unsignalized	Local	LAKE AV			Cape May Point Boro
293	05031014__	0	unsignalized	Local	LAKE DR			Cape May Point Boro
294	05031014__	0.16	unsignalized	Local	ALEXANDER AV			Cape May Point Boro
295	05031015__	0.09	unsignalized	Local	LAKE DR			Cape May Point Boro
296	05031016__	0.16	unsignalized	Local	OCEAN AV			Cape May Point Boro
297	05031016__	0.3	unsignalized	Local	PEARL AV			Cape May Point Boro
298	05031016__	0.4	unsignalized	Local	KNOX AV			Cape May Point Boro
299	05031016__	0.5	unsignalized	Local	PEARL AV			Cape May Point Boro
300	05031016__	0.64	unsignalized	Local	OCEAN AV			Cape May Point Boro
301	05031017__	0	unsignalized	Local	OCEAN AV			Cape May Point Boro
302	05031017__	0.13	unsignalized	Local	YALE AV			Cape May Point Boro
303	05031017__	0.19	unsignalized	Local	CHRYSTAL AV			Cape May Point Boro
304	05031018__	0	unsignalized	Local	OCEAN AV			Cape May Point Boro
305	05031018__	0.13	unsignalized	Local	PEARL AV			Cape May Point Boro
306	05031019__	0	unsignalized	Local	PEARL AV			Cape May Point Boro
307	05031020__	0	unsignalized	Local	HARVARD AV			Cape May Point Boro
308	05031020__	0.05	unsignalized	Local	LINCOLN AV	05000651__	0.88	Cape May Point Boro
309	05031020__	0.09	unsignalized	Local	YALE AV			Cape May Point Boro
310	05031020__	0.14	unsignalized	Local	PRINCETON AV			Cape May Point Boro
311	05031020__	0.19	unsignalized	Local	CAMBRIDGE AV			Cape May Point Boro
312	05031020__	0.24	unsignalized	Local	OXFORD AV			Cape May Point Boro
313	05031021__	0	unsignalized	Local	LAKE DR			Cape May Point Boro
314	05031021__	0.08	unsignalized	Local	CORAL AV			Cape May Point Boro
315	05051032__	0	unsignalized	Local	TOWERVIEW RD			Lower Twp
316	05051046__	0	unsignalized	Local	RTE 9			Lower Twp
317	05051046__	0.17	unsignalized	Local	RTE 9			Lower Twp
318	05051050__	0.04	unsignalized	Local	WILSON AV			Lower Twp
319	05051051__	0.06	unsignalized	Local	WILSON DR			Lower Twp
320	05051052__	0.07	unsignalized	Local	WILSON DR			Lower Twp
321	05051055__	0.11	unsignalized	Local	COLD SPRING AV			Lower Twp
322	05051055__	0.16	unsignalized	Local	MAYFLOWER AV			Lower Twp
323	05051055__	0.2	unsignalized	Local	FARMSTEAD AV			Lower Twp
324	05051056__	0.09	unsignalized	Local	CAPE AV			Lower Twp
325	05051057__	0	unsignalized	Local	CAPE AV			Lower Twp

No.	SRI	Start Milepost	Intersection Type	Route Type	Intersecting Route	Intersecting SRI	Int. Milepost	Municipality
326	05051058__	0.09	unsignalized	Local	CAPE AV			Lower Twp
327	05051174__	0	unsignalized	Local	VILLAGE RD			Lower Twp
328	05051174__	0.05	unsignalized	Local	BEECHWOOD AV			Lower Twp
329	05051174__	0.09	unsignalized	Local	OAKDALE AV			Lower Twp
330	05051174__	0.15	unsignalized	Local	BROAWAY			Lower Twp
331	05051174__	0.21	unsignalized	Local	CEDARDALE RD			Lower Twp
332	05051174__	0.26	unsignalized	Local	HOLLYWOOD RD			Lower Twp
333	05051174__	0.3	unsignalized	Local	SHADELAND AV			Lower Twp
334	05051175__	0	unsignalized	Local	VILLAGE AV			Lower Twp
335	05051175__	0.04	unsignalized	Local	BEECHWOOD AV			Lower Twp
336	05051175__	0.09	unsignalized	Local	OADALE AV			Lower Twp
337	05051175__	0.14	unsignalized	Local	BROADWAY			Lower Twp
338	05051175__	0.21	unsignalized	Local	CEDARDLE AV			Lower Twp
339	05051175__	0.25	unsignalized	Local	HOLLYWOOD AV			Lower Twp
340	05051175__	0.3	unsignalized	Local	SHADELAND AV			Lower Twp
341	05051274__	0.03	unsignalized	Local	DELAWARE AV			Lower Twp
342	05051313__	0	unsignalized	Local	SHERIDAN DR			Lower Twp
343	05051313__	0.12	unsignalized	Local	CHESTNUT LN			Lower Twp
344	05051313__	0.16	unsignalized	Local	OAK LN			Lower Twp
345	05051313__	0.21	unsignalized	Local	LUDLAM DR			Lower Twp
346	05051313__	0.26	unsignalized	Local	WALNUT LN			Lower Twp
347	05051313__	0.3	unsignalized	Local	BARBARAS LN			Lower Twp
348	05051337__	0	unsignalized	Local	BAY DR			Lower Twp
349	05051337__	0.08	unsignalized	Local	2ND AV			Lower Twp
350	05051337__	0.21	unsignalized	Local	3RD AV			Lower Twp
351	05051337__	0.46	unsignalized	Local	HOLLYWOOD AV			Lower Twp
352	05051337__	0.51	unsignalized	Local	CEDARDALE AV			Lower Twp
353	05051337__	0.57	unsignalized	Local	BROADWAY			Lower Twp
354	05051337__	0.62	unsignalized	Local	OAKDALE AV			Lower Twp
355	05051337__	0.67	unsignalized	Local	BEECHWOOD AV			Lower Twp
356	05051337__	0.72	unsignalized	Local	VILLAGE RD			Lower Twp
357	05051372__	0	unsignalized	Local	8TH ST			Lower Twp
358	05051372__	0.16	unsignalized	Local	RTE 9			Lower Twp
359	05051376__	0	unsignalized	Local	9TH AV			Lower Twp
360	05051383__	0.11	unsignalized	Local	TAYLOR LN			Lower Twp
361	05051383__	0.62	unsignalized	Local	TAYLOR LN			Lower Twp
362	05051384__	0.4	unsignalized	Local	STRAWBERRY LN			Lower Twp
363	05051419__	0.06	unsignalized	Local	HANNAH DR			Lower Twp
364	05051419__	0.32	unsignalized	Local	HANNAH DR			Lower Twp
365	05051453__	0	unsignalized	Local	SOC'S LN			Lower Twp
366	05121002__	0.04	unsignalized	Local	GRAND AV			Cape May City
367	05121002__	0.33	unsignalized	Local	LEAMING AV			Cape May City
368	05121002__	0.65	unsignalized	Local	E MYRTLE			Cape May City
369	05121002__	0.71	unsignalized	Local	CONGRESS ST			Cape May City
370	05121002__	0.76	unsignalized	Local	WINDSOR AV			Cape May City
371	05121002__	0.81	unsignalized	Local	GRANT ST			Cape May City
372	05121003__	0.01	unsignalized	Local	FIRST AV			West Cape May Boro
373	05121003__	0.06	unsignalized	Local	FOW AV			West Cape May Boro
374	05121004__	0	unsignalized	Local	W GRANT AV			West Cape May Boro
375	05121004__	0.08	unsignalized	Local	CONGRESS ST			West Cape May Boro
376	05121006__	0.05	unsignalized	Local	CONGRESS ST			West Cape May Boro
377	05121006__	0.13	unsignalized	Local	GRANT ST			West Cape May Boro
378	05121008__	0.13	unsignalized	Local	PARK BLVD			West Cape May Boro
379	05121009__	0	unsignalized	Local	PARK BLVD			West Cape May Boro
380	05121010__	0.14	unsignalized	Local	PARK BLVD			West Cape May Boro
381	05121011__	0	unsignalized	Local	PARK BLVD			West Cape May Boro
382	05121012__	0	unsignalized	Local	PARK BLVD			West Cape May Boro
383	05121012__	0.18	unsignalized	Local	N BROADWAY	05000626__	0.64	West Cape May Boro
384	05121012__	0.23	unsignalized	Local	PACIFIC AV			West Cape May Boro
385	05121012__	0.36	unsignalized	Local	BROWN ST			West Cape May Boro
386	05121012__	0.74	unsignalized	Local	STATE ST			West Cape May Boro
387	05121013__	0.1	unsignalized	Local	FIFTH AV			West Cape May Boro
388	05121013__	0.17	unsignalized	Local	SIXTH AV			West Cape May Boro
389	05121014__	0.06	unsignalized	Local	STATE ST			West Cape May Boro
390	05121014__	0.44	unsignalized	Local	BROWN ST			West Cape May Boro

No.	SRI	Start Milepost	Intersection Type	Route Type	Intersecting Route	Intersecting SRI	Int. Milepost	Municipality
391	05121014__	0.59	unsignalized	Local	PACIFIC AV			West Cape May Boro
392	05121015__	0	unsignalized	Local	E MECHANIC ST			West Cape May Boro
393	05121015__	0.07	unsignalized	Local	FIFTH ST			West Cape May Boro
394	05121016__	0.12	unsignalized	Local	PACIFIC AV			West Cape May Boro
395	05121017__	0.11	unsignalized	Local	PACIFIC AV			West Cape May Boro
396	05121018__	0.08	unsignalized	Local	PACIFIC AV			West Cape May Boro
397	05121019__	0	unsignalized	Local	ATLANTIC AV			West Cape May Boro
398	05121019__	0	unsignalized	Local	5TH AV			West Cape May Boro
399	05121019__	0.26	unsignalized	Local	THIRD AV			West Cape May Boro
400	05121019__	0.33	unsignalized	Local	SECOND AV			West Cape May Boro
401	05121020__	0	unsignalized	Local	STEVENS LN			West Cape May Boro
402	05121020__	0.05	unsignalized	Local	THIRD AV			West Cape May Boro
403	05121020__	0.13	unsignalized	Local	SECOND AV			West Cape May Boro
404	05121022__	0	unsignalized	Local	WEST DR			West Cape May Boro
405	05121023__	0.12	unsignalized	Local	FIFTH ST			West Cape May Boro
406	05121024__	0.12	unsignalized	Local	FIFTH ST			West Cape May Boro
407	05121026__	0	unsignalized	Local	MOORE ST			West Cape May Boro
408	05121026__	0.14	unsignalized	Local	THIRD AV			West Cape May Boro
409	05121026__	0.21	unsignalized	Local	SECOND AV			West Cape May Boro
410	05121027__	0.07	unsignalized	Local	SECOND AV			West Cape May Boro
411	05121027__	0.14	unsignalized	Local	THIRD AV			West Cape May Boro
412	05121027__	0.28	unsignalized	Local	FIFTH AV			West Cape May Boro
413	05121027__	0.33	unsignalized	Local	E MECHANIC ST			West Cape May Boro
414	05121028__	0	unsignalized	Local	PACIFIC AV			West Cape May Boro
415	05121029__	0.1	unsignalized	Local	PACIFIC AV			West Cape May Boro
416	05121029__	0.21	unsignalized	Local	ATLANTIC AV			West Cape May Boro
417	05121029__	0.33	unsignalized	Local	MOORE AV			West Cape May Boro
418	05121029__	0.53	unsignalized	Local	MORRISON AV			West Cape May Boro
419	05121030__	0	unsignalized	Local	WEST AV			West Cape May Boro
420	05121030__	0.31	unsignalized	Local	MORRISON AV			West Cape May Boro
421	05121030__	0.51	unsignalized	Local	COLUMBIA AV			West Cape May Boro
422	05121030__	0.63	unsignalized	Local	ATLANTIC AV			West Cape May Boro
423	05121030__	0.74	unsignalized	Local	PACIFIC AV			West Cape May Boro
424	05121031__	0.03	unsignalized	Local	CENTRAL AV			West Cape May Boro
425	05121032__	0	unsignalized	Local	CENTRAL AV			West Cape May Boro
426	05121033__	0	unsignalized	Local	CENTRAL AV			West Cape May Boro
427	05121034__	0.22	unsignalized	Local	WEST DR			Lower Twp
428	05121034__	1.22	unsignalized	Local	LAKE DR			Lower Twp
429	05121035__	0	unsignalized	Local	SECOND AV			West Cape May Boro
430	05121036__	0.19	unsignalized	Local	FARMDALE RD			West Cape May Boro
431	05121040__	0	unsignalized	Local	STEVENS LN			West Cape May Boro

Combined Hot Spot and Systemic Locations Map

Hot Spot Locations and Systemic Locations

- Ped Bike Intersection
- ✕ Systemic Location Intersection
- Intersection
- Ped Bike Corridor
- Systemic Location Corridor
- Corridor



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Appendix C

Stakeholder and Public Engagement

Cape May Bicycle and Pedestrian Advisory Committee
Recommendations to Council

July 20, 2023

BAPAC Recommendations to City Council/BikeWalk Report 7/20/23

Note: BAPAC realizes that our recommendations are only that; derived from observation and many state/fed'l guidelines.

(Note: The north side of Lafayette St was not addressed in the Cape May Bike Walk Report 2016. Additions have been added.)

Since 2016, some plans in Cape May Bike Walk Report have been implemented.

Note: Street markings help increase motorist awareness of bicyclists on the roadway, assert the legitimacy on the roadway, help bicyclists **properly** position themselves in the lane, and provide directional and way finding guidance. Further awareness for vehicles AND bicyclist is the NJ State Law, passed in March 2022, of 4' Safe Passing Law.



I. North side of Lafayette:

A. Elmira Street / Ocean St

- 1. Reduce speed limit paint to 20mph (done) .**

Reconfigure both lanes on Ocean St by ACME: currently not safety-conscious for bikes exiting and entering bike shop. (Make left lane Only Left Turn, make RIGHT lane Straight and Right Turn- keep the NO TURN ON RED).

- 2. Add sharrows (both sides of road) from bridge at creek to Beach Ave**

B. Serious traffic calming and bike lanes and/or sharrows are imperative for safety in this year-round busy thoroughfare as the city's alternate exit off the island via Seashore Rd . Due to Atlantic City Electric's enlargement of the sub-station, sight lines have been compromised at the corner at Venice/Elmira due to the enlarged poles. Venice and Bank Streets:-

- 1. Add more sharrows, particularly at intersection areas.**
- 2. Continental crosswalk improvement needed, end of Broad at Bank. Repave; pavement uneven. Street angled/poor visibility.**
- 3. Continental crosswalk at Bank and continuing Broad toward ACE Hardware.**

C. **St Johns St by planned park and police station:**

1. At curve at Broad, place 2 sharrows (add'l attention with Green Boxes)- cars cross double yellow line and cut off bicyclists. Busy cut-off road for cars and bicyclists.
2. County: traffic light on Lafayette at St. Johns: If recommended turning lane is installed, without a light, sight line would be blocked due to those making a LEFT turn from St. Johns.
 3. Bike path entrance/exit from rear of park from Broad St (by proposed police station), via proposed wetlands park, to behind the school, connecting to SRTS Madison St.

II. **Hughes Street:**

- A. Directional sharrows at both ends plus T-intersection at Stockton Place (Include green box at Ocean and Stockton due to alert cars to bikers, especially regularly wrong way bikers.)
- B. Contra-lane as a possibility to create easy safe route across town (see pic pg 7.)

III. **Columbia Ave. ****

- A. From County and city, BAPAC requesting continual conversation for bike/pedestrian crossing solution at Madison .
- B. Sharrow placement as per 4' Passing Law and parked cars.
- C. Add sharrow at Soldier and Sailor Park
- D. In granite line wall bike lane at park, add directional arrow at Gurney and add more bike racks in right hand turn bike lane into parked cars.
- E. By Ocean St: Add Directional sharrow to stone wall "path" onto Gurney
- F. At Gurney by bike rack, revise street pavement area that runs into parked car.
- G. At Franklin or Jefferson Sts. intersection, add traffic calming measures due to poor sight lines, etc.

IV. **SRTS (Safe Route to School): BAPAC requests continual conversations from city and county.**

- A. From County and city, bike/pedestrian crossing solution at Madison & Lafayette.
- B. From County, "green box sharrows" on Madison, between Michigan and Lafayette (kids on bikes in narrow, busy road).

- V. **Directional signs & street markings to support BAPAC map and safe streets:**
 - A. **Bike Route Arrows pointing off of Lafayette, Perry and Broadway (WCM) Streets**
 - B. **Bike Route Arrows supporting routes on Columbia, Sewell, Madison, Michigan, Cape May, New Jersey, Delaware, Grant Street, Venice/Bank (from Elmira)**

- VI. **Promenade – 2023 update: Because promenade has been widened and public address system in place, it is announced for bikes to get off before 10am.**

- VII. **Add U shaped bicycle rack(s) where space allows in mall area and around town. Update: FundCM adding Uracks.**
 - A. **Use longer nail type or cement in to secure (newer) U-racks on brick walkways.**
 - B. **Request businesses to add bike racks (WAWA needs them. E.g., Ocean view Restaurant has added them in 2022.)**

- VIII. **Perry Street continental crosswalks (2023: Slight rumble strips added near mall)**
 - A. **At Carpenter and split 2 way Lyle Lane(s)**
 - B. **Install crosswalk(s) diagonally end of mall by Congress St.**

- IX. **Kiwanis Park bike path for tennis club and Physick Estate - granted through ADA compliant. Update 2023: Phase One almost complete; current new plans approved by county to add curb cut/crosswalk at Corgie and crosswalks at Madison/Michigan/Columbia.**

- X. **Make Beach Ave. safer & more bicycle friendly: See Bike Walk Cape May Report**
 - A. **Enhanced Bicycle lanes – Wilmington to Madison Ave, Grant St. to Cove, Decatur to Howard St.**
 - B. **Additionally, not in report: ‘Share the Road’ sharrows on rest of Beach Ave.**

- XI. **Sharrows (directionally)**
 - A. **Add on Narrow roads with parking and complimenting signage at key areas:**

1. **Two-way roads: Washington, Lafayette (county), Perry, Jackson, Decatur, Ocean, Hughes, Congress, Windsor, Broadway (county) etc.**
2. **One-way roads (at both ends): ***Carpenter, Lyle, Hughes/both block and add'lly at Stockton Place, Decatur, etc.**

B. **Other city-wide streets: e.g., Illinois, New York, Michigan, Wilmington etc.**

XII. Miscellaneous:

A. **Crosswalk Improvements or additions at intersections**

1. **Benton Ave at Sewell & Howard***
2. **Jackson/Perry at Broad St***

B. **Jackson St. :Install one-way bicycle lane from Mall to Beach Ave.***

C. **Add One Way sign on north side of Lyle Lane near Lafayette Park Entrances and Exits: Recommend all as right angled; NO odd angled intersections like current Bank/Decatur/Lafayette intersection.**

1. **Broad/St.Johns**
2. **Consider "contra-lane" (see pic, pg 6):**
 - a) **Jefferson from Lafayette to Washington Sts**
 - b) **Corgie and Hughes St.**

D. **Green Boxes for busy areas, accentuating sharrows. (E.g., Ocean/Lafayette, Madison/Lafayette, etc.)**

E. **Improve city parking lot on Bank and Lafayette (theatre).**

1. **Replace shrubbery overhanging into sidewalk with decorative low impact lighting.**
2. **Add a bike corral (multiple bike u-racks)**
3. **Keep a few handicap parking spots.**
4. **Re-line smaller parking spaces for add'l LSV parking spots.**
5. **Add signage indicating ONLY bikes, lsv and handicap parking.**

XIII. Continual Searches for Grant money – NJ Bicycle and Pedestrian Resource Center . 2023 update: Applications in process.

XIV. At conclusion of ACE upgrade and improvement of Bank/Lafayette/Decatur intersection (add a H.A.W.K.), transform Elmira/Venice/Bank streets into 'bicycle friendly' gateway (thoroughfare) in and out of Cape May. Congested area at Decatur and Mall, suggestion:

A. On Decatur, between Carpenter and end of mall building by private small parking lot (by bathroom) near Lyle, permanently close off Decatur Street to all traffic EXCEPT bikes and pedestrians. (At mall, as observed, pedestrians assume it is part of mall and not street; therefore they don't even look because the brick continues across and there is no divide line.)

B. Reconfigure the 2 lanes behind the gazebo:

1. With spaced barriers at either end, create a 2 way bike lane section from Bank St/Lafayette to Carpenter St.

2. Other lane: One way coming from Lyle, right turn only onto Lafayette .

XV. On Lyle Lane between Decatur and Jackson St.: Parking ONLY for bicycles, handicap autos and LSVs .

XVI. Promenade –Contingent on width and city and Army Corp of Engineer's proposal of expansion of seawall, add bicycle lanes above Convention Hall. (This was a request from the Seawall Committee a number of years ago to BAPAC.)

MISCELLANEOUS:

~~Hire a Safety Officer – Part-time or job-share with another municipality– Resolved with new duties of police officers, as per Chief Fashaw.~~

Examples, next page:

Green box:



Directional Sharrows:

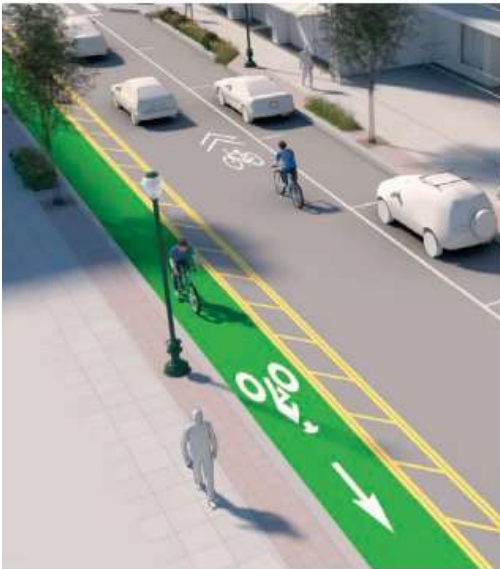


Create a non-standard crosswalk at off-set intersections (Perry and Congress, Columbia and Madison, Decatur and Lafayette):



Limit Signage. Use streetmarkings instead.

Contra Lane are used for better wayfaring, connected routing:



Traffic calming options: Use of speed humps or tables as implemented in Stone Harbor (Stone Harbor Blvd) and Cape May Point (Lighthouse Drive).

*Recommendations are taken from Bike Walk Cape May Report [REPORT Cape May Bike Walk .2016 Steve Cpdf - Copy.pdf](#)

**The repainted center line in 2021 was, most unfortunately, not shifted over to accommodate the highly recommended and documented Bike Walk Cape May Report bike lane on the north side. This was also BAPAC recommendations.

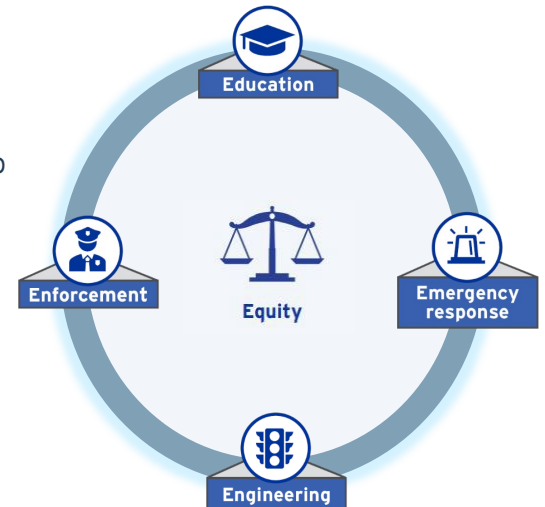
Project Fact Sheet



What is a Safe Streets & Roads Program Action Plan?

A Safe Streets & Roads Program Action Plan (SS4A) is a five-year actionable plan that provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on all roads. The SS4A Action Plan development process is tailored to address local issues and needs through continuous stakeholder involvement. This process ultimately results in a prioritized list of issues, risks, actions, and improvements that can be implemented to reduce fatalities and serious injuries on local roads.

SS4A Plans are locally coordinated and owned. Stakeholder involvement and collaboration is critical to SS4A Plan development and implementation. From the onset, stakeholders representing the 4E's: Engineering, Education, EMS/ Emergency responders, and Enforcement will be involved. Throughout this engagement there will be a particular emphasis to consider equity in all work and activities.



Why do a Safe Streets & Roads Program Action Plan?

Over 60% of all fatal and serious injury crashes in New Jersey occur on local roads. Implementation of Local Road Safety Plans (LRSP) in other states have resulted in improved safety for all road users and have been adopted as a proven safety countermeasure by the Federal Highway Administration (FHWA). Moreover, LRSPs have created funding opportunities for municipalities and counties by aligning safety improvement actions with federal programs such as the Highway Safety Improvement Program (HSIP) and the newly formed \$5B Safe Streets for All Program (SS4A).

How will we build a Safe Streets & Roads Program Action Plan?

- » **Perform Data Analysis** – Crash Data, Roadway Data, and more
- » **Gather Stakeholder Input** - Workshops, Steering Committee, Elected Officials coordination, Public Information Meetings, County Commissioners Meetings
- » **Apply Safe System Approach** – Safe Speeds, Safe Users, Safe Vehicles, Safe Roads, Post-Crash Care
- » **Develop Prioritized list of actions and solutions to be implemented**

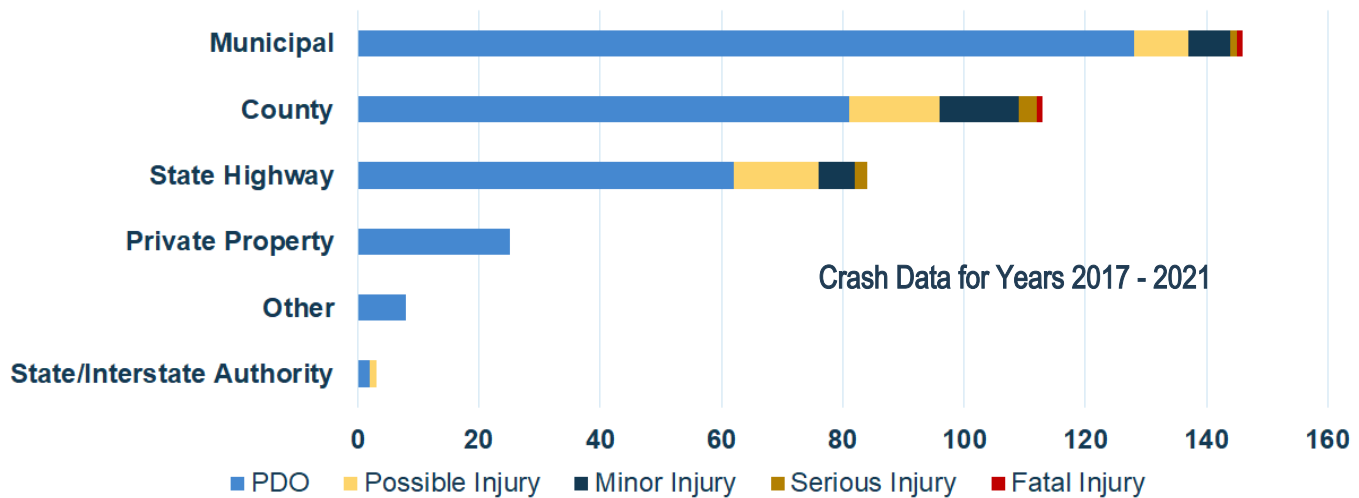
The SS4A Plan will be developed over a eight-month time frame with input from stakeholders (municipalities, counties, elected officials, health and safety advocacy organizations, etc.).

Implementation

The success of the SS4A Plan will be measured by the ability of all stakeholders to collaboratively work together and implement strategies to reduce fatal and serious injury crashes. The Plan should be viewed as a living document that can be updated to reflect changing local needs and priorities.

Safe Streets & Roads Program Action Plan - Project Fact Sheet

Cape Island Crashes by Jurisdiction



Other includes the following categories: Unknown, U.S. Government Property, State Park or Institution, County Authority Park or Institution, and Municipal Authority Park or Institution.

SJTPO Region LRSP Initiative

Separate from the Cape Island LRSP initiative, South Jersey Transportation Planning Organization (SJTPPO), the designated Metropolitan Planning Organization for Atlantic, Cape May, Cumberland, and Salem Counties, is currently managing the development and implementation of Countywide Local Road Safety Plans (LRSPs) for each County. Separate Countywide Local Road Safety Plans are to be prepared for all counties. These plans will provide the basis for a customized implementation of safety countermeasures across each county, at both the county and municipal levels. The Local Road Safety Plans are intended to build on the foundation established by the New Jersey Strategic Highway Safety Plan.



To learn more about SJTPO's LRSP Program, visit: <https://www.saferoadssouthjersey.com/> or scan the QR code to the left.

To learn more about the New Jersey Strategic Highway Safety Plan, visit: <https://www.saferoadsforallnj.com/>

Further Information Contact: Dave Kuhn at dkuhn@gpinet.com or Dale Foster at dfoster@gpinet.com.



Focus Group Meeting

VIRTUAL MEETING



Safe Streets & Roads Program Action Plan Cape Island

**We Want
Your
Input!**

Cape May, West Cape May, Cape May Point and Lower Township are preparing a safety action plan to prevent fatalities and serious injuries on Cape Island's roads.

The action plan will prioritize safety projects and non-infrastructure strategies for implementation. As a resident, business owner or official of county or municipal government, we want your input.

Please join us for an informative virtual meeting on **July 30, 2024**, where we will provide more information about the plan and where you will have an opportunity to cast your vote for strategies you think will be most effective.

What is a Safe Streets & Roads Action Plan?

The U.S. Department of Transportation awarded a grant to the City of Cape May through its Safe Streets and Roads for All (SS4A) Program for the development of an action plan to reduce fatalities and serious injuries on Cape Island's roads. Projects included in the plan are eligible for implementation grants through the same program.



DATE: Tuesday July 30th

TIME: 5:00 PM

VIRTUAL MEETING: Teams



To Participate in the Meeting

Please email: **Jocelyne Bello** at jbello@gpinet.com and you will be provided an invitation to the meeting.

For Further Information:

Contact us at 908-236-9001 or email Dale Foster at dfoster@gpinet.com or Dave Kuhn dkuhn@gpinet.com



Borough of
Cape May Point



REUNIÓN VIRTUAL



Safe Streets & Roads Program Action Plan Cape Island

**¡Queremos
su
opinión!**

Cape May, West Cape May, Cape May Point y Lower Township están preparando un plan de acción de seguridad para evitar muertes y lesiones graves en las carreteras de Cape Island.

El plan de acción priorizará los proyectos de seguridad y las estrategias no relacionadas con la infraestructura para su implementación. Como residente, propietario de un negocio o funcionario del gobierno del condado o municipal, queremos su opinión.

Únase a nosotros para una reunión virtual informativa el 30 de julio de 2024, donde brindaremos más información sobre el plan y donde tendrá la oportunidad de emitir su voto por las estrategias que cree que serán más efectivas.

¿Qué es un Plan de Acción de Calles y Carreteras Seguras?

El Departamento de Transporte de los Estados Unidos otorgó una subvención a la ciudad de Cape May a través de su Programa de Calles y Carreteras Seguras para Todos (SS4A) para el desarrollo de un plan de acción para reducir las muertes y lesiones graves en las carreteras de Cape Island. Los proyectos incluidos en el plan son elegibles para subvenciones de implementación a través del mismo programa.



FECHA: 30 de Julio de 2024

TIEMPO: 5:00 PM

REUNIÓN VIRTUAL: Teams



**Para participar en la
reunión**

Envíe un correo electrónico a
Jocelyne Bello a jbello@gpinet.com
y se le proporcionará una invitación a
la reunión

Para obtener más información:

Póngase en contacto con nosotros 908-236-9001
Dale Foster en dfoster@gpinet.com o Dave Kuhn en
dkuhn@gpinet.com





Thank you for joining the meeting!

We respectfully request the following:

1. Please mute your microphones.
2. Please enter your question(s) in the chat box or wait until the end of the presentation.
3. This meeting includes live polling.

Live Polling

- Respond at pollev.com/gpilebnj078
- Scan the QR code below
- Text GPILEBNJ078 to 22333 once to join on your phone

(Standard text message rates apply, 160-character limit)



Borough of
Cape May Point





Safe Streets & Roads Program Action Plan **Cape Island**

Behavioral Strategies Focus Group

July 30, 2024



Meeting Objective



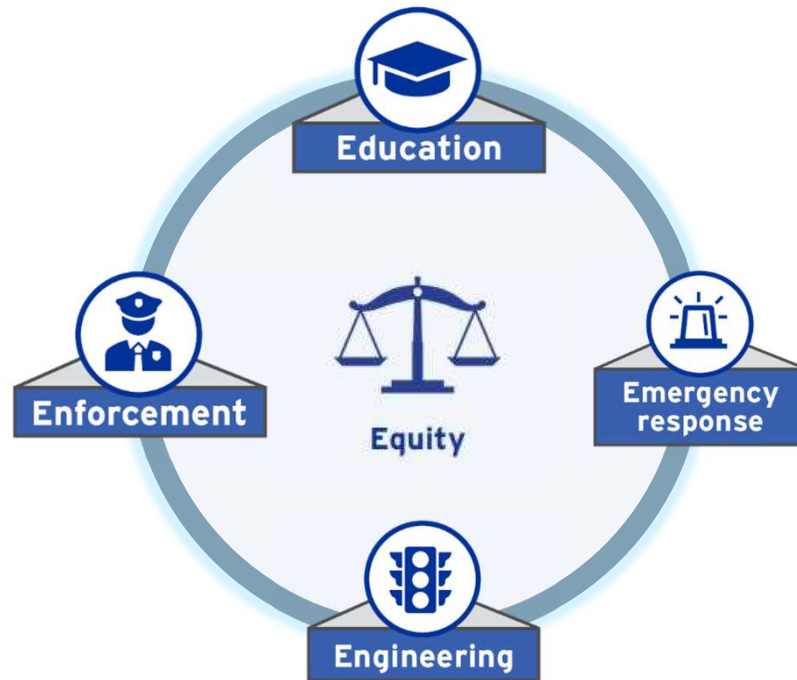
- Get your input on behavioral related strategies to improve safety on Cape Island's streets.



SS4A Action Plan Overview



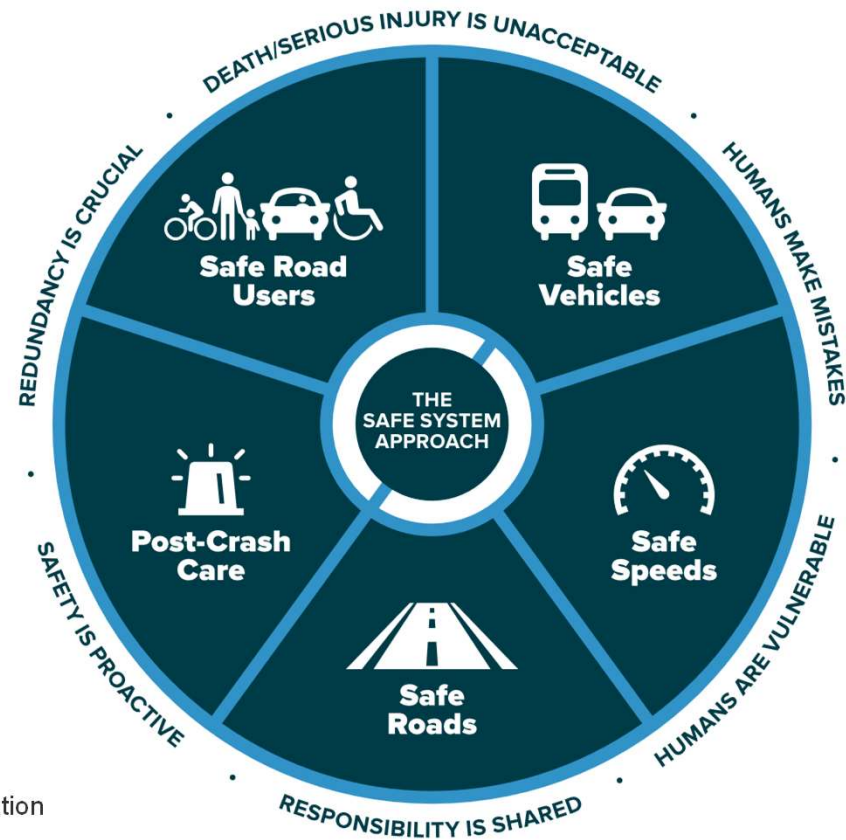
What is a Local Road Safety Action Plan?



- Actionable plan to prevent roadway deaths and injuries
- Provides grant opportunities



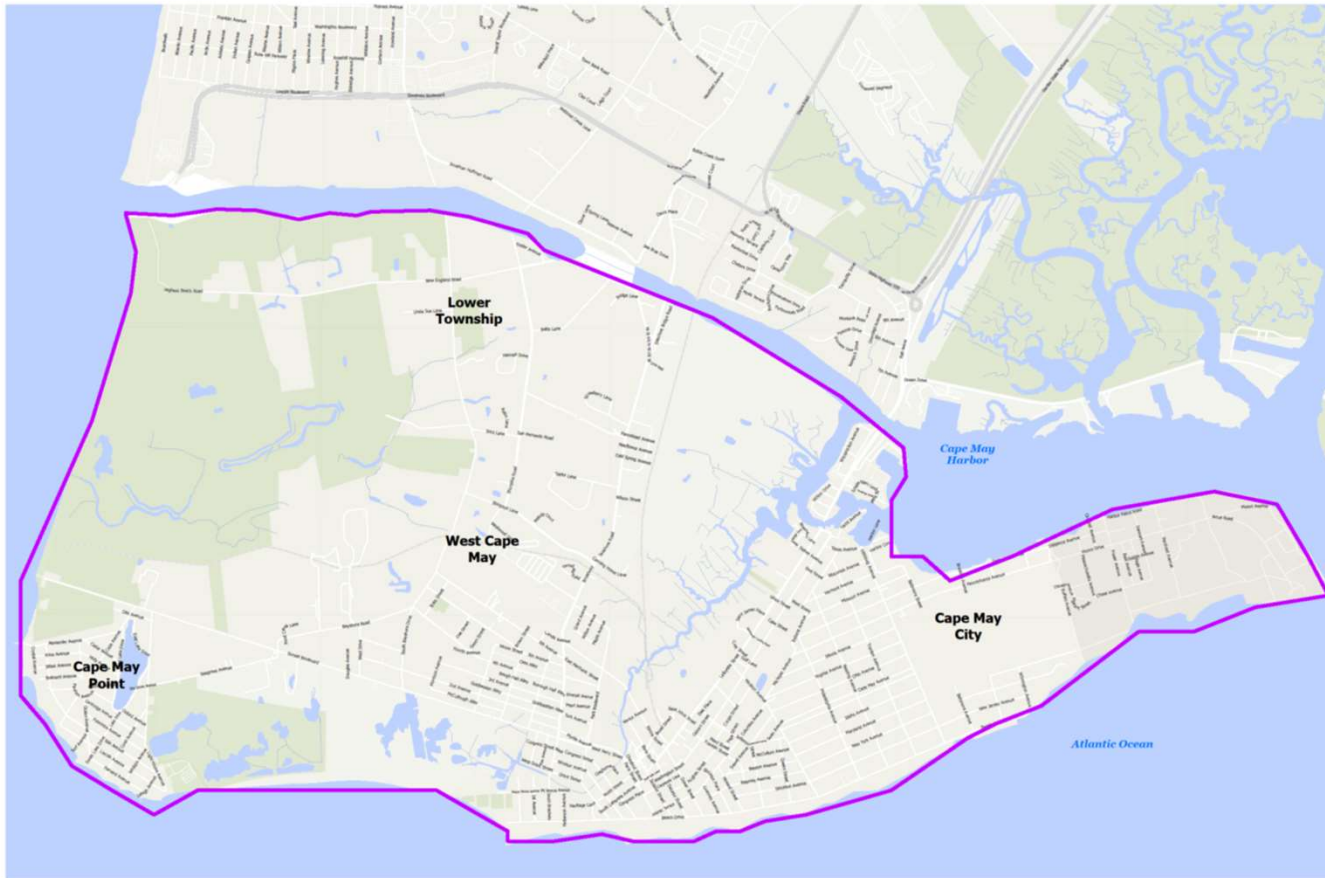
Safe System Approach



Source: Federal Highway Administration

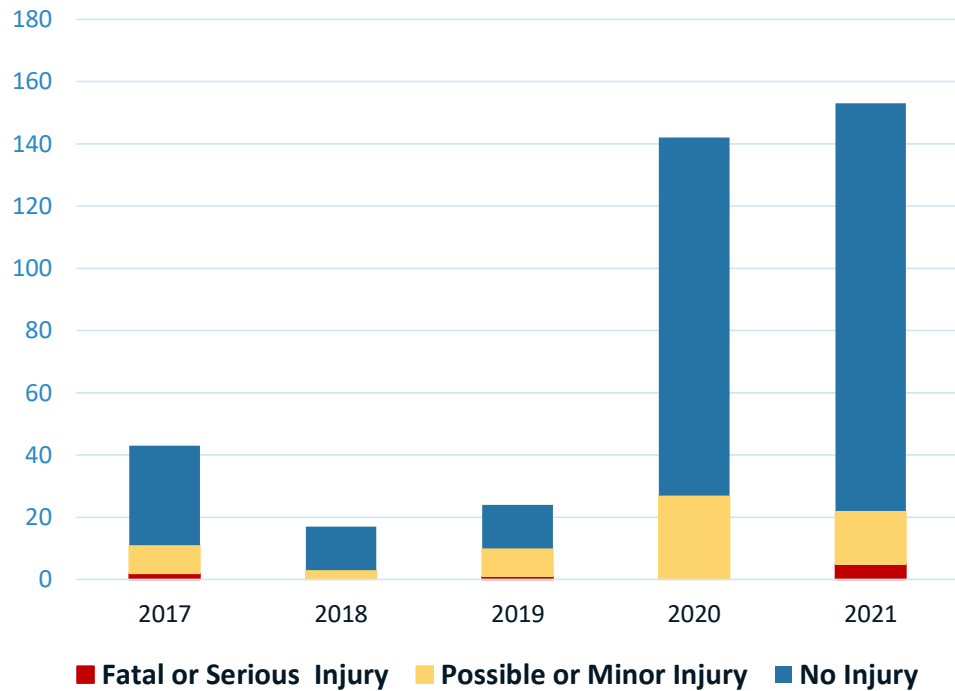


Cape Island Plan Limits

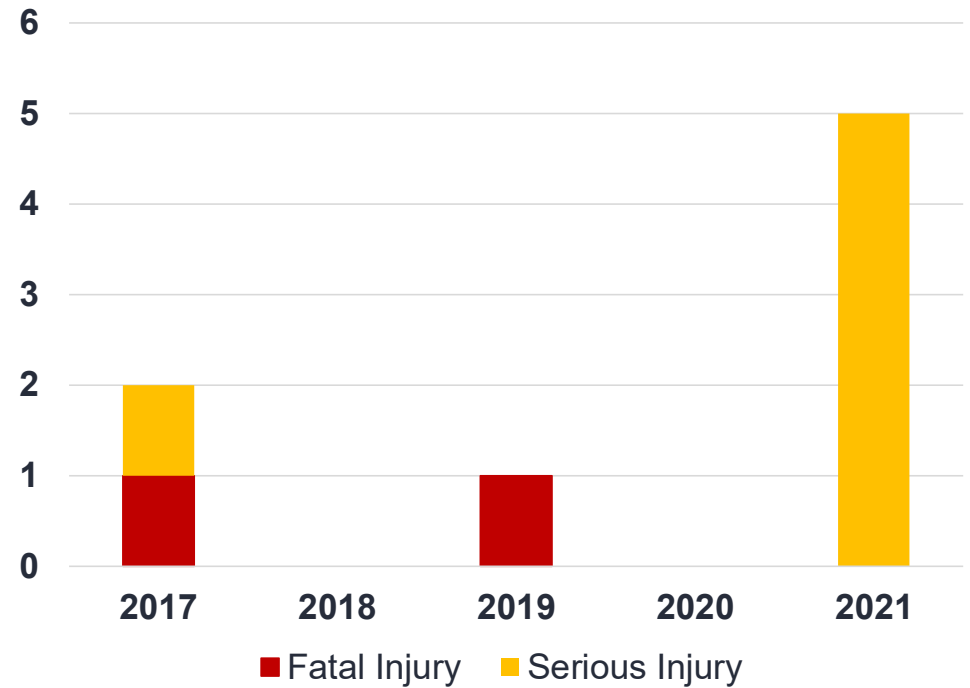


Cape Island Crash Data by Year

All Crashes



Fatal and Serious Injury Crashes



Emphasis Areas (EA)



Lane
Departure



Drowsy/
Distracted
Drivers



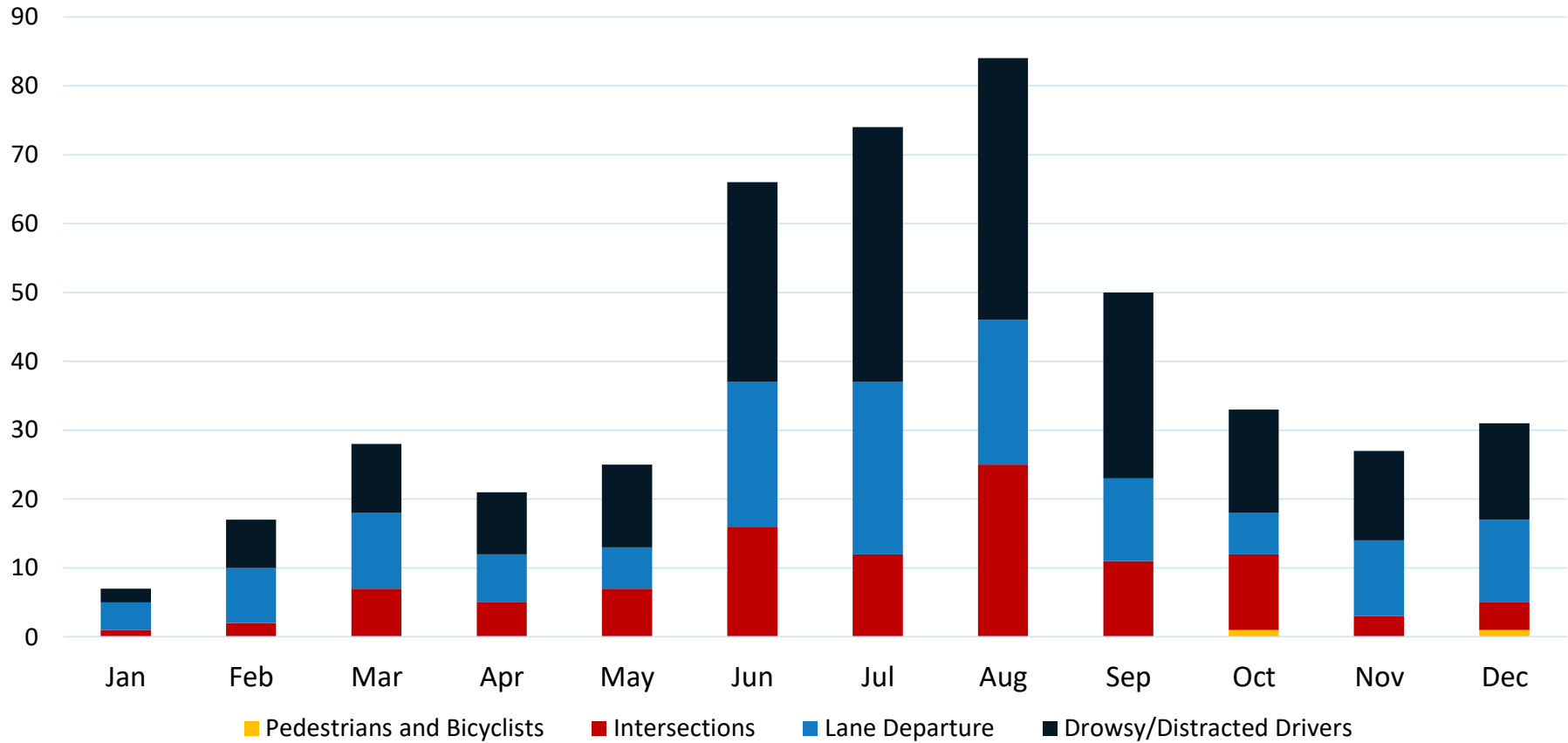
Pedestrians
and Bicyclists



Intersections



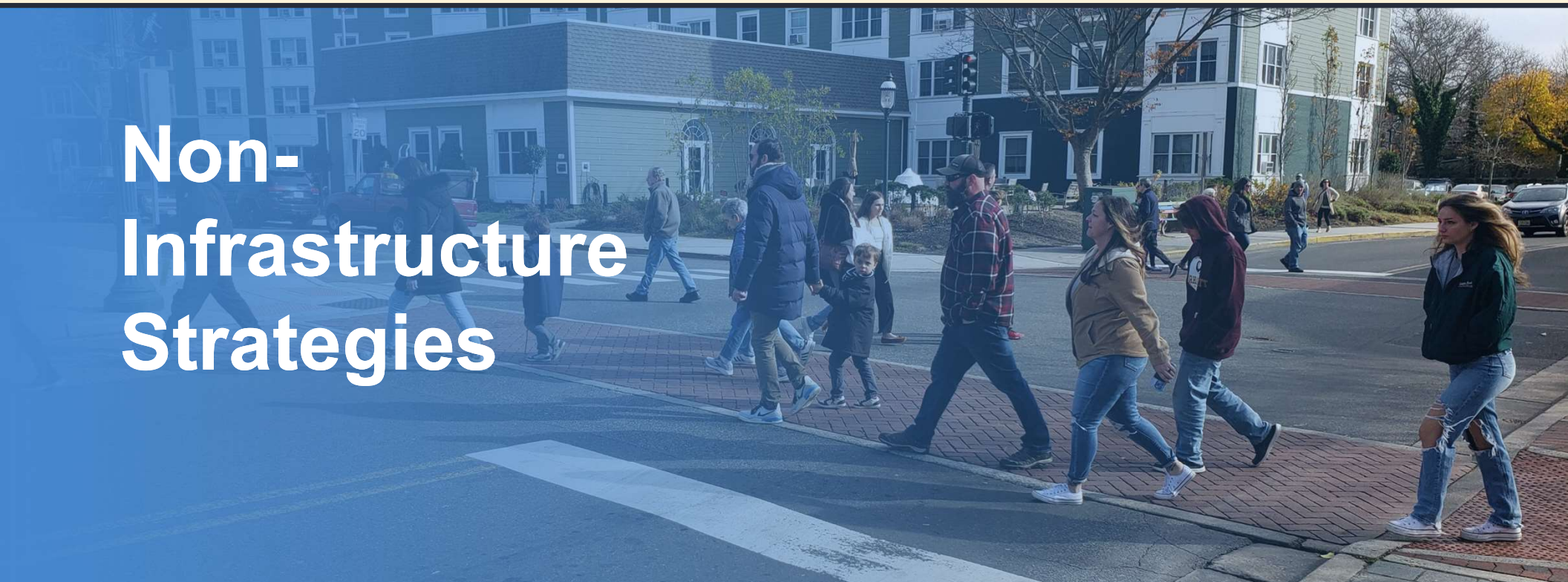
Crashes per month by Emphasis Area





Safe Streets & Roads Program Action Plan **Cape Island**

Non- Infrastructure Strategies



History of Non-Infrastructure Efforts

Public Education/Awareness

- ✓ Public service announcements and brochures
- ✓ Bicycle map

School-related actions

- ✓ School education programs
- ✓ Walking school buses and bike trains

Enforcement

- ✓ Pedestrian safety enforcement program
- ✓ Traffic calming campaign



We want to hear from you

Live Polling

- Respond at pollev.com/gpilebnj078
- Scan the QR code
- Text GPILEBNJ078 to 22333 once to join on your phone
(Standard text message rates apply, 160-character limit)



Poll Everywhere

- Ranking Questions:
- Use the and buttons on the left to move items up and down.
 - Top item is the most important.

Additional Ideas: Type your response in the box



Borough of
Cape May Point



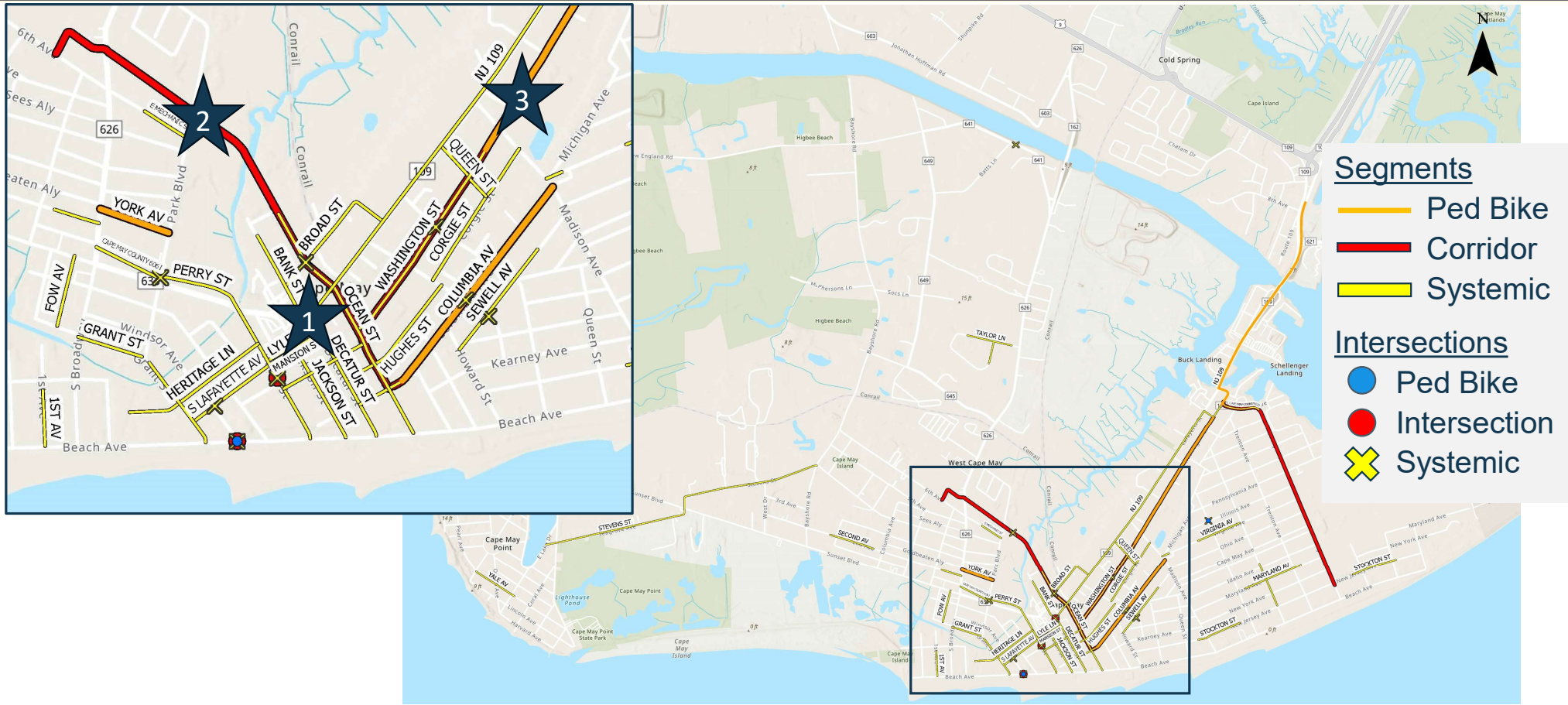


Safe Streets & Roads Program Action Plan **Cape Island**

Candidate Location Considerations



Hot Spot and Systemic Candidate Locations Recommendations



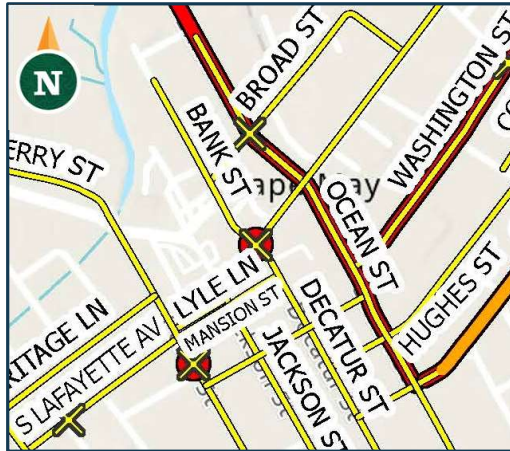
Borough of
Cape May Point



Project Candidate 1

Lafayette St & Bank St/ Decatur St

- #10 Intersection
- Systemic Intersection and Corridors

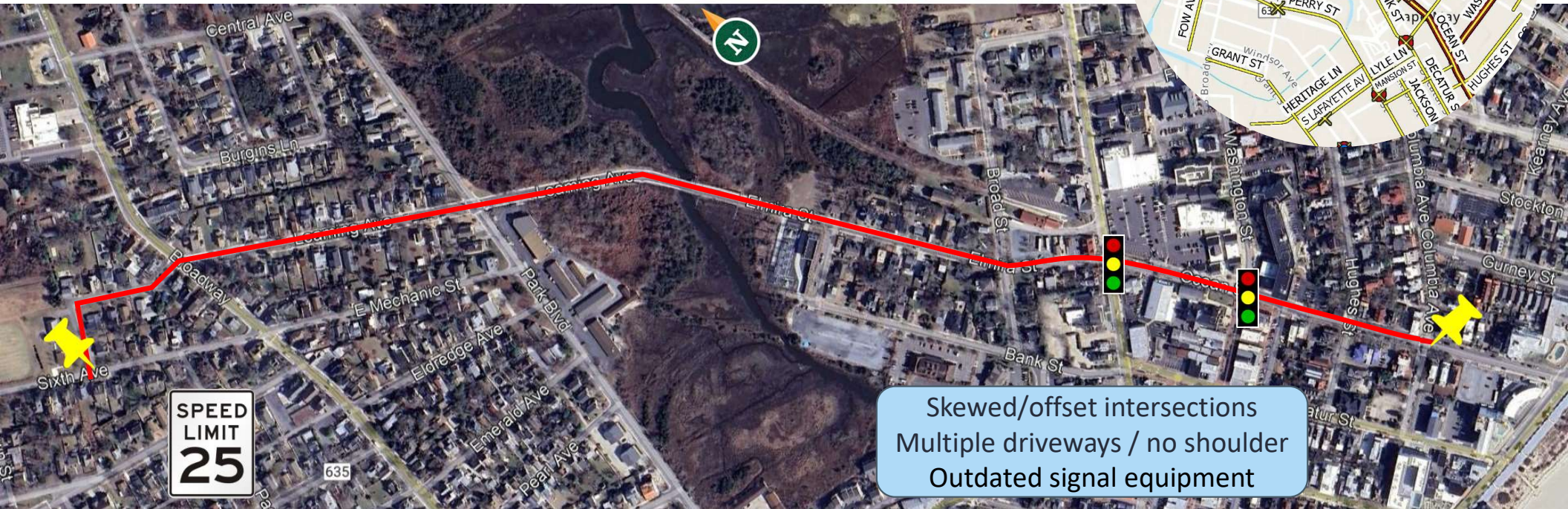
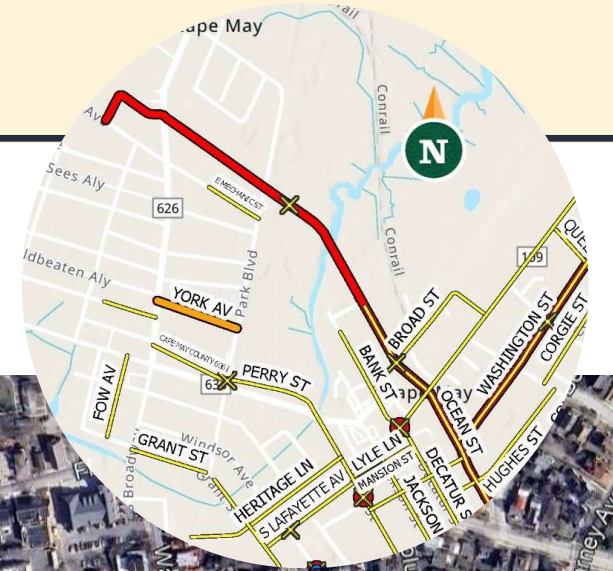


Project Candidate 2



Ocean/Elmira/Leaming St
Columbia Ave to Sixth Ave
(MP 0.09-1.07)

- #7 Corridor
- Systemic Intersections and Corridor



Borough of
Cape May Point



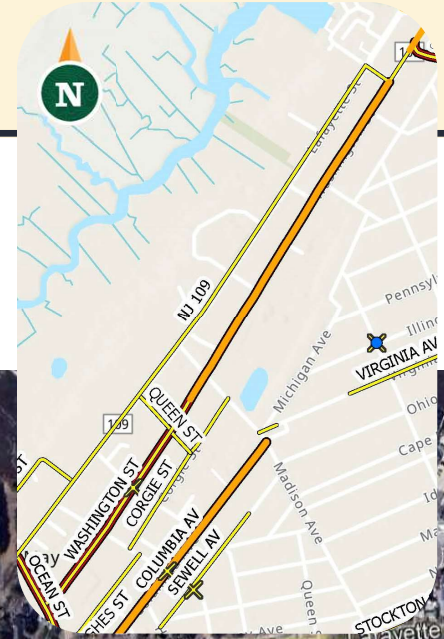
Project Candidate 3



Washington St

Ocean St to Sydney Ave
(MP 0.09-1.07)

- #5 Ped Bike Corridor
- #8 Corridor
- Systemic Intersections and Corridor



Systemic Project Recommendations



Segment/Corridor

Lane Departure and Drowsy/Distracted EA

Local roads, speeds 25 mph or less, straight alignment

- Install wide (6") edge lines or enhanced parking space markings
- Wayfinding signs (toolbox)
- Provide lighting (toolbox)



Point/Intersection

Intersections and Pedestrian/Bicyclist EA

Local roads, stop controlled intersections

- Upgrade/install pedestrian crossing at intersection
- Provide lighting
- Update to traffic signal
- Install intersection warnings and visibility as supported by MUTCD



Project Next Steps



National Night Out – August 6th



Meet with Steering Committee – August



Complete Final Draft Plan – September





Safe Streets & Roads Program Action Plan **Cape Island**

Contact

Dale Foster

✉ dfoster@gpinet.com

☎ 908.287.2721

Dave Kuhn

✉ dkuhn@gpinet.com

☎ 908.287.2730



FOCUS GROUP MEETING SUMMARY



Safe Streets & Roads Program Action Plan Cape Island

PROJECT: Cape Island Safe Streets and Roads Program Action Plan
City of Cape May
GPI Job Number: NJX-2400663.00

MEETING DATE: July 30, 2024

MEETING TIME: 5:00 PM

LOCATION: Virtual Teams Meeting

ATTENDEES:

Jim Faulkner, Lower Township resident	jimmy.p.faulkner@gmail.com
Sara Irick, PE, CME, West Cape May resident	sara.Irick@FPAengineers.com
Alan Crawford, West Cape May resident	acrawfordiii@gmail.com
Barry Bittenmaster, West Cape May resident	barrybittenmaster@gmail.com
Tracey Conniff, West Cape May resident	conniff.tracey07@gmail.com
Jack Fichter, Managing Editor Cape May Star and Wave Newspaper	cmstarwave@comcast.net
Michael Laffey, Lower Township Manager	mlaffey@townshipflower.org
Philip Rogers, Cape May resident	perogers1275@msn.com
Justin Riggs, Deputy City Manager, City of Cape May	jriggs@capemaycity.com
Dave Kuhn, GPI, Project Manager	dkuhn@gpinet.com
Julia Steponanko, GPI	jsteponanko@gpinet.com
Dale Foster, GPI	dfoster@gpinet.com
Jocelyne Bello, GPI	jbello@gpinet.com



Summary:

Introduction of the Meeting Instructions and Project Team

1. Dave Kuhn (DK) kicked off the Focus Group meeting.

Review meeting objective

2. DK noted the meeting objective was to obtain stakeholder input on behavioral related strategies to improve safety on Cape Island’s streets.

Review action plan overview

3. DK provided an overview of what a Local Safety Action Plan is. He noted that a Local Safety Action Plan (LSAP) is an actionable plan to prevent roadway deaths and injuries. He noted that a Safe Streets for All (SS4A) eligible action plan provides an opportunity for grants.
4. DK briefly explained the Safe System Approach (SSA) that will be followed during the development of the plan.
5. DK reviewed the geographical limits of the Safety Plan. It includes the City of Cape May, Cape May Point, West Cape May, and the portion of Lower Township south of the Cape May Canal.

Crash Data

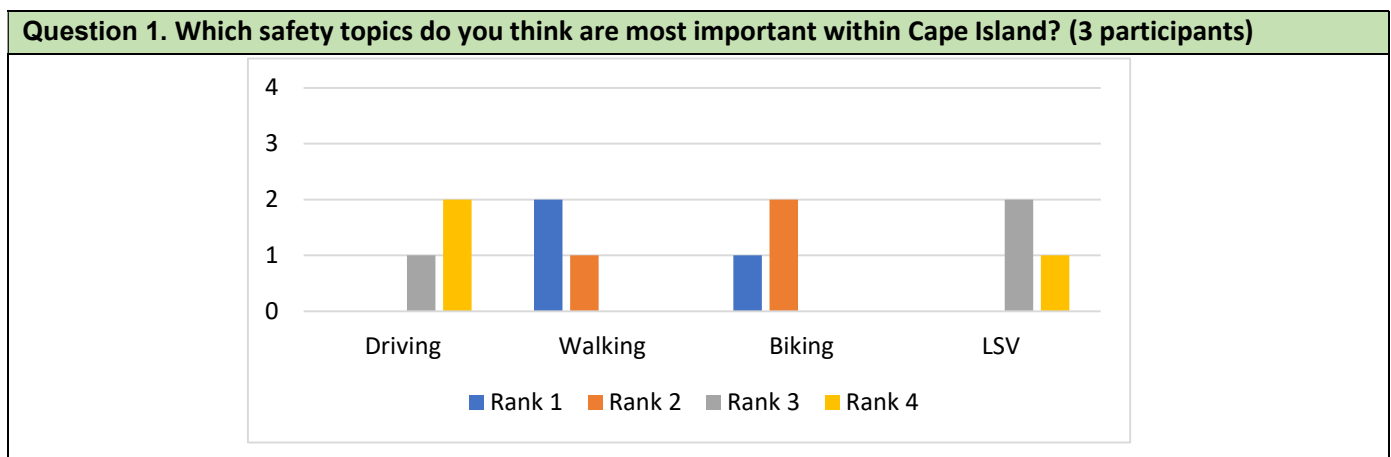
6. Julia Steponanko (JS) provided an overview of Cape Island crash data for the years 2017 to 2021.
7. JS presented the emphasis areas for the plan, as selected by the steering committee. She discussed the seasonal distribution of crash data for the selected emphasis areas and noted that a higher volume of crashes that occur during the summer months Jun-Sep.

Non-Infrastructure Strategies

8. DK explained the history of non-infrastructure efforts, which included public education/awareness, school related actions, and enforcement.
9. Mike Laffey (ML) mentioned making Lower Township safer for pedestrian and cyclists on West Cape May bridge, Seashore road/Broadway by installing pedestrian crosswalk crossing signs.

Live Polling

10. Dave Kuhn then led a live polling exercise with the attendees to obtain their perspectives on safety priorities and the most effective non-infrastructure strategies. The attendees were led through seven questions. The results are shown below. Note, the number of respondents were not consistent throughout the survey.



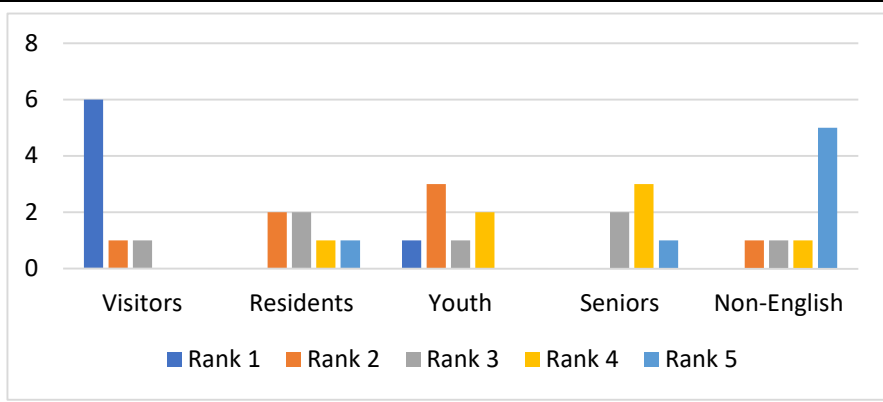


Additional ideas:

Sidewalk on central Ave and Park Blvd.
 Cape May is a bicycle town it should not be designed for easy vehicle use – deter car use and encourage people to walk/bike. It's a flat easy island to get around. Often its faster to bike anyway. Canning Lane to access road (Township?) Speeding along Seashore Road – highway speeds. Golf cart usage in bicycle lanes. No sidewalk between Stimpson Lane and Duckies/WCM Fire Department. Buffered bicycle lanes. Lots of lane deviation on Seashore Road. Lots of people get lost – very common for people to pull off road into our driveway asking for directions to ferry. Need to get rid of silly cartoon map – not to scale confused bicyclists/peds
 Need a way of creating a gap along Seashore -speeds prevent left turns

Safe LSV use should in my mind be covered by safe driving

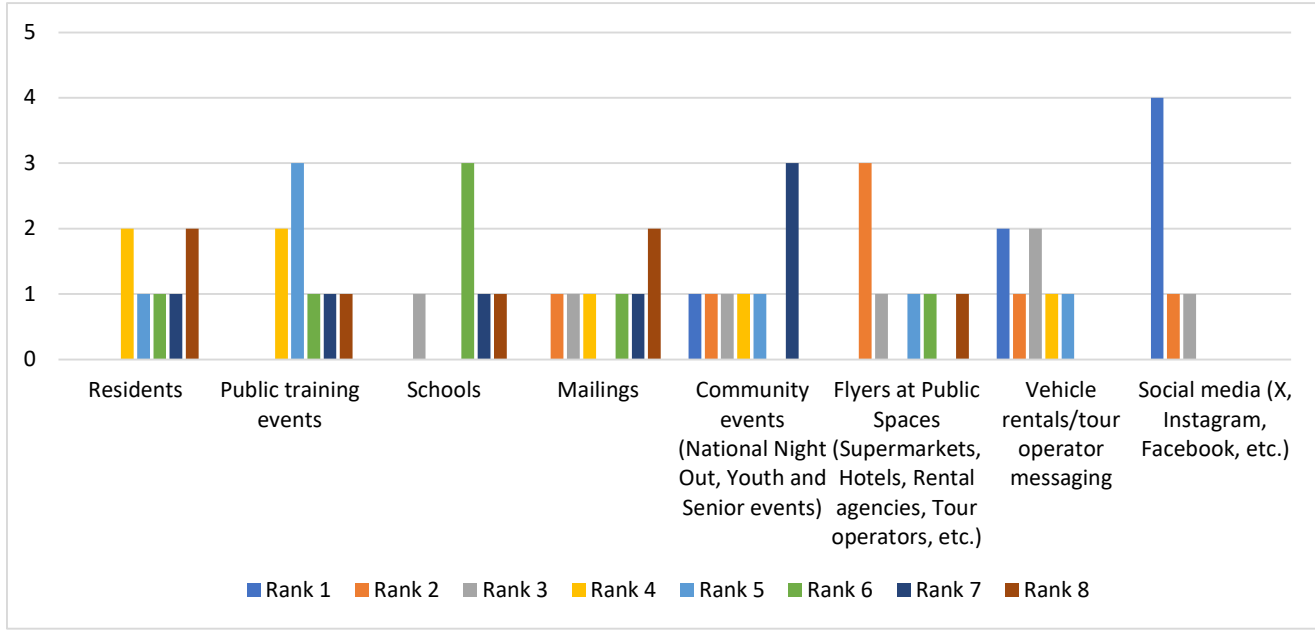
Question 2. What audiences are the most important to reach about safety? (7 participants)



Additional ideas:

Employees
 Nj transit bus drivers, golf cart users/rentals

Question 3. How best to reach these audiences? (7 participants)

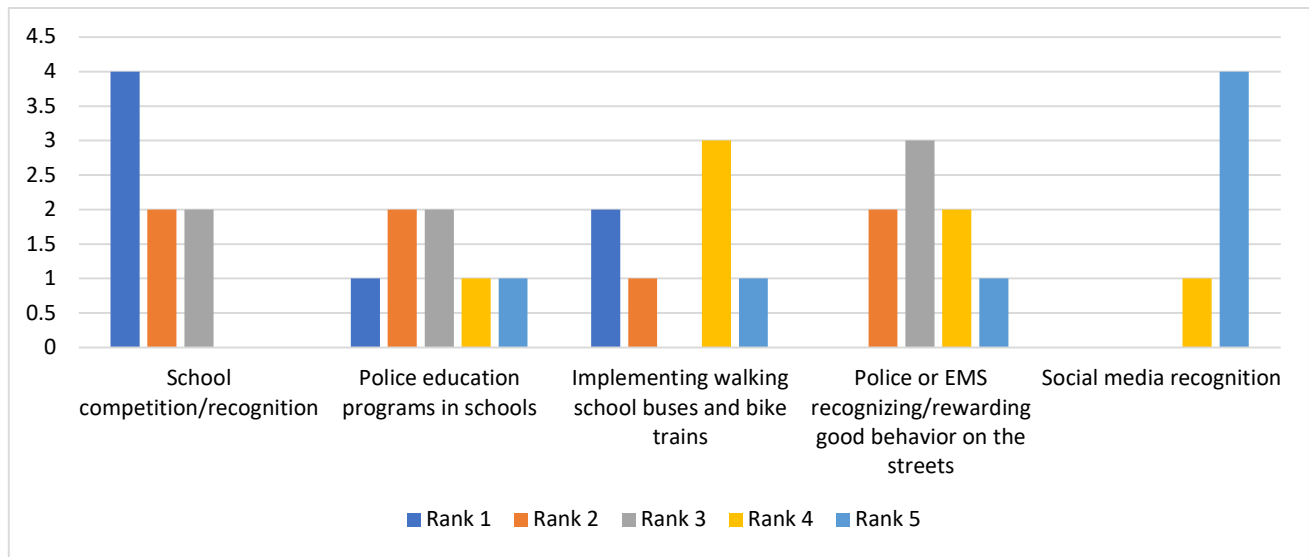




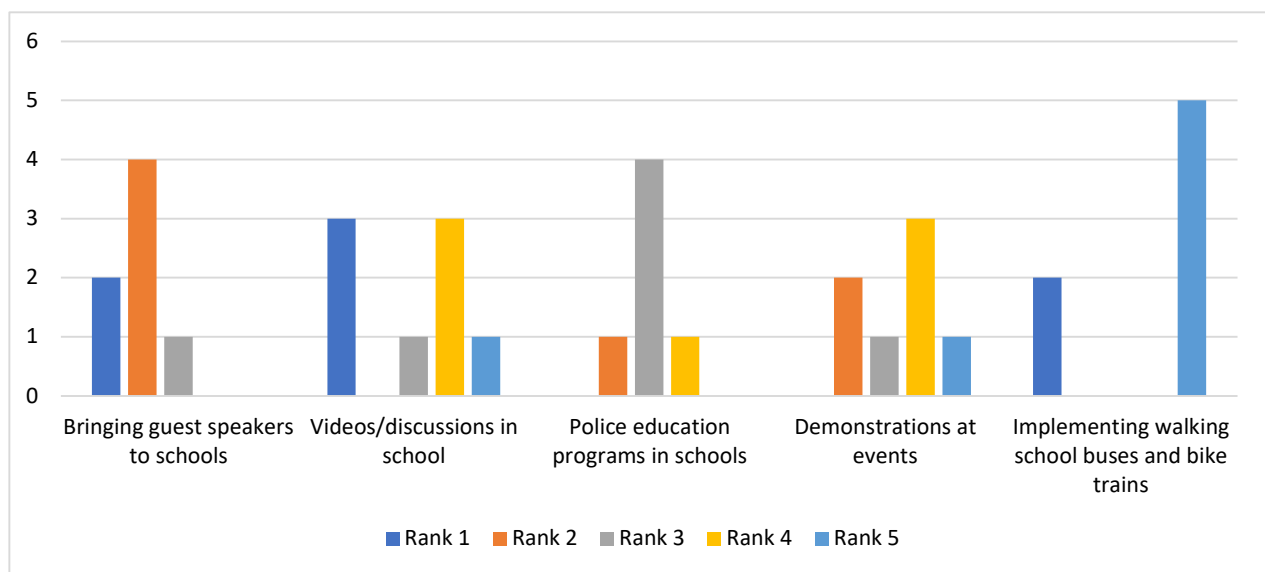
Additional ideas:

Storefronts and hotels/house rentals

Question 4. Which non-infrastructure strategies will best enhance elementary/middle school students' safety when walking and biking to school? Rank in priority order. (7 participants)



Question 5. Which strategies would be most effective in educating high school students of safe walking and operating vehicles? (motorized/non-motorized) Rank in priority order. (7 participants)

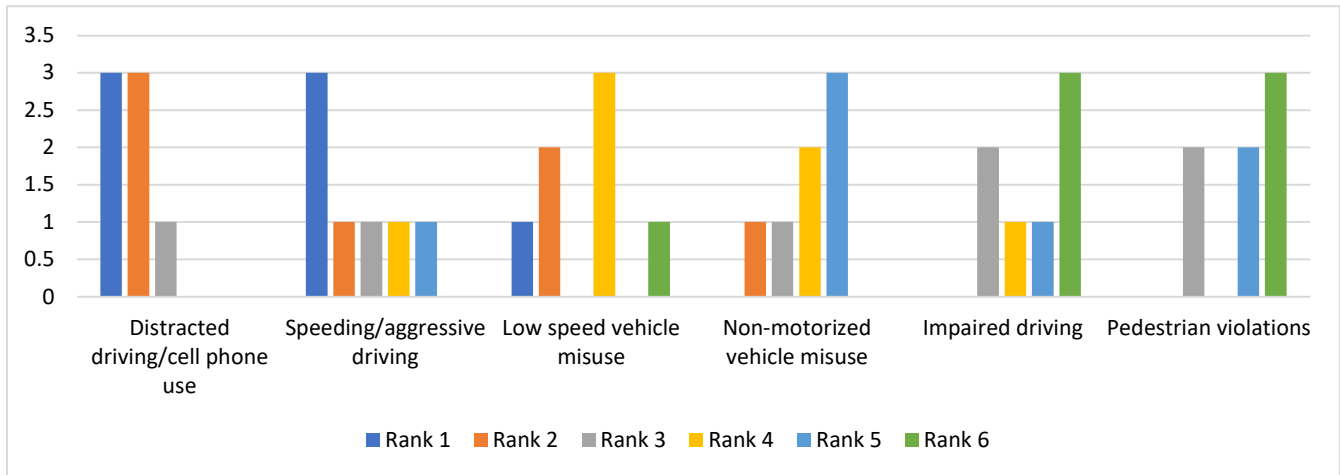


Additional ideas:

Honestly none of this helps if the infrastructure isn't in place.



Question 6. What enforcement issues do you see as most important on the island? (7 participants)



Additional ideas:

Periodic tactical patrol operations to issue summonses/arrests

Island 25 campaign

Question 7. What locations do you view as particularly risky for pedestrians, bicyclists, or motorists? (Identify streets/intersections)

Perry & Park Drive

Broadway & Lafayette

Sunset Blvd & Seashore Road

11. Justin Riggs (JR) mentioned speed reduction from 25mph to 20 mph for safety improvement. He emphasized outreach enforcement for low speed vehicles, using seat belts and reduced speeds.
12. Sara Irick (SI) mentioned fast bicyclists heading towards the fire station in Lower Township and the need for reduced speeds on Park.
13. ML mentioned that Seashore Road is being updated to reduce speeds coming into Lower Township.
14. Alan Crawford (AC) mentioned that encroachment into the bike lane is often an issue as vehicles go around left turning vehicles causing safety hazards for cyclists.
15. AC mentioned that key focus areas are Broadway, Perry, Central, and Seashore.
16. DK thanked everyone for their participation and noted that the input will be presented to the steering committee.

Candidate Location Considerations

17. JS then presented the differences between Hot Spot and Systemic Candidate locations. She noted that the Hot Spot analysis was reactive while the systemic approach was proactive. The first project candidate is the intersection of Lafayette, Bank and Decatur Street. The second project is a corridor from Sixth Street to Columbia Avenue which includes Landis Avenue, Leaming Avenue, Elmira Street, and Ocean Street. The third project is the Washington Street corridor from Ocean Street to Sydney Street.
18. DK mentioned these candidate locations are data driven locations based on crash history or roadway characteristics.



Systemic Project Recommendations

19. JS discussed the Systemic improvements that can be implemented throughout the roadway network which include reduced speeds, enhanced parking markings, wayfinding signs, lighting improvements, and pedestrian crossings.

Next Steps

20. DK noted the next meeting at the National Night Out event August 6th. A steering committee will be held on August 14th. The target is to have a final draft plan by September 2024.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted August 8, 2024,

Dave Kuhn, PE
Vice President/Project Manager

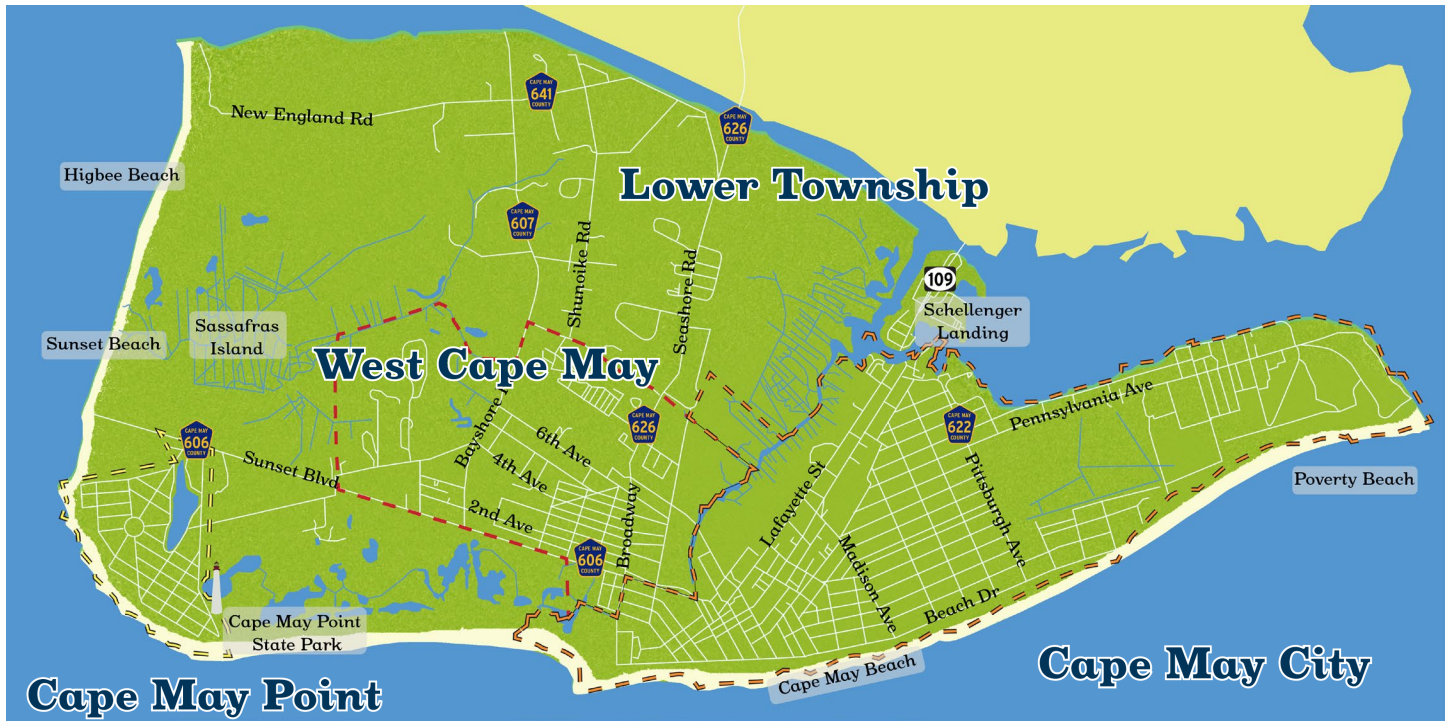
Cape May City

National Night Out



Safe Streets & Roads Program Action Plan Cape Island

Making Cape Island's streets safer for everyone!



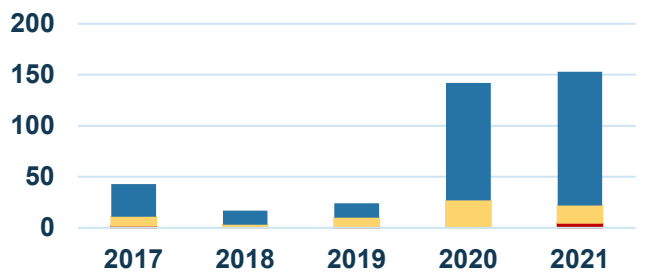
Through data and stakeholder outreach, the Cape Island Safe Streets Action Plan prioritizes infrastructure improvements and non-infrastructure strategies to improve the safety of all road users on Cape Island. The action plan is owned by the municipalities. It will be completed by the end of calendar year 2024. This plan will provide opportunities for federal grants to complete projects.

Plan Emphasis Areas

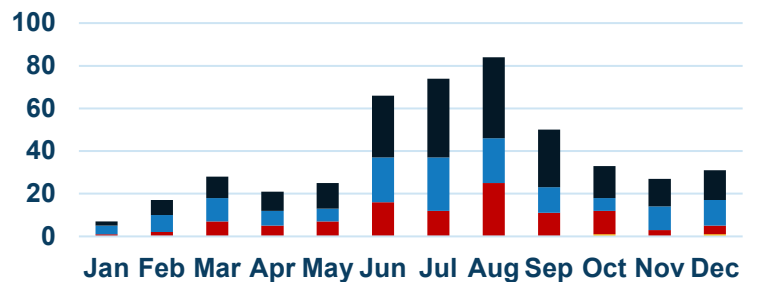


Cape Island's Crash History

Crashes by Severity



Monthly Crashes by Emphasis Area (2017-2021)



■ No Injury
■ Possible or Minor Injury
■ Fatal or Serious Injury

■ Pedestrians and Bicyclists
■ Lane Departure
■ Intersections
■ Drowsy/Distracted Drivers





Safe Streets & Roads Program Action Plan Cape Island

*Making Cape Island's
streets safer for everyone!*


What is a Local Road Safety Plan?

A Local Road Safety Plan (LRSP) is a strategic plan to reduce fatalities and serious injuries on local roads and have been successfully employed in municipalities and counties across the country. LRSPs follow the Safe System Approach to identify both infrastructure and non-infrastructure strategies to improve safety. Non-infrastructure strategies include education and awareness, enforcement opportunities, as well as opportunities to improve emergency response if a crash occurs.

The City of Cape May, partnering with West Cape May, Cape May Point, and Lower Township, was awarded a grant from the U.S. Department of Transportation to develop this Local Road Safety Action Plan. Find out more about the program at: <https://www.transportation.gov/grants/SS4A>.

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Through virtual focus group meetings, event kiosks, an on-line survey, and a public meeting, stakeholders and the public are provided opportunities to provide their input. A public meeting is planned for late summer or early fall 2024.



LRSP Results

25%
reduction in county road fatalities in Minnesota.

17%
reduction in fatal and serious injury crashes on county-owned roads in Washington State.

35%
reduction in severe curve crashes in Thurston County, WA.

Source: FHWA Research



Please use the QR code to participate in our survey to provide your input on the most effective non-infrastructure safety improvement strategies.



www.pollev.com

Presenters name: gpilbnj078

For more information, please reach out to:
Dale Foster at dfoster@gpinet.com or
Dave Kuhn at dkuhn@gpinet.com
Or call 908.236.9001





National Night Out - Community Input Survey

YOUR CONTACT INFORMATION:

Name:	
Address (Optional):	
Phone (Optional): (Home/Cell)	
Email Address (Optional):	

Do you have a preference for being contacted? Please check: Phone Email

Please indicate your responses and provide any additional comments below.

1. Are you a visitor to or resident of Cape Island? Please select one:
 Resident Visitor
2. What is your age range? Please select one:
 Under 18 18-34 years old 35-54 years old 55-70 years old over 71
3. What is your preferred method of travel on Cape Island? Please select one:
 Drive Walk Bike Low Speed Vehicle Other
4. Which safety topics do you think are most important within Cape Island? Rank in priority order.
_____ Safe walking
_____ Safe driving
_____ Safe biking
_____ Safe low speed vehicle use

Write in any additional ideas: _____

5. What audiences are the most important to reach about safety? Rank in priority order.
_____ Visitors/Tourists
_____ Residents
_____ Seniors
_____ Youth
_____ Non-English speaking

Write in any additional ideas: _____



Borough of
Cape May Point



6. How best to reach these audiences? Rank in priority order.
- Community events (National Night Out, youth and senior events)
 - Social media (X, Instagram, Facebook, etc.)
 - Mailings
 - Flyers at public space (supermarkets, hotels, rental agencies, tour operators, etc.)
 - Vehicle rentals/tour operator messaging
 - Schools
 - Public training events

Write in any additional ideas: _____

7. Which non-infrastructure strategies will best enhance elementary/middle school students' safety when walking and biking to school? Rank in priority order.
- Police education programs in school
 - Implementing walking school buses and bike trains
 - Police or EMS recognizing/rewarding good behavior on the streets
 - Social media recognition
 - School competition/recognition

Write in any additional ideas: _____

8. Which strategies would be most effective in educating high school students of safe walking and operating vehicles? (motorized/non-motorized) Rank in priority order.
- Demonstrations at events
 - Videos/discussions in school
 - Police education programs in school
 - Bringing guest speakers to school

Write in any additional ideas: _____

9. What enforcement issues do you see as most important on the island? Rank in priority order.
- Speeding/aggressive driving
 - distracted driving/cell phone use
 - Impaired driving
 - Low speed vehicle misuse
 - Non-motorized vehicle use
 - Pedestrian violations

Write in any additional ideas: _____

10. What locations do you view as particularly risky for pedestrians, bicyclist, or motorists? (identify streets/intersections)

Thank you for completing this survey. **Please return the completed Survey by Friday, August 9, 2024**

Email to: dfoster@gpinet.com or mail to GPI, 520 Route US 22, Bridgewater, NJ 08807

If you have any questions regarding the project, please contact:
 Dale Foster, dfoster@gpinet.com or Dave Kuhn, dkuhn@gpinet.com.



National Night Out

Non-infrastructure Strategy Considerations

Are you a visitor to or resident of Cape Island? Please select one.

Response

Visitor
Resident

Screen name

guest017
guest719

Created At

8/6/2024 17:40
8/7/2024 7:59

What is your age range? Please select one.

Response

55-70 years old
55-70 years old

Screen name

guest017
guest719

Created At

8/6/2024 17:40
8/7/2024 7:59

What is your preferred method of travel on Cape Island?

Response

Bike
Bike

Screen name

guest017
guest719

Created At

8/6/2024 17:40
8/7/2024 7:59

Which safety topics do you think are most important within Cape Island? Rank in priority order

Response

Safe biking, Safe driving, Safe low speed vehicle use, Safe walking
Safe biking, Safe walking, Safe driving, Safe low speed vehicle use

Screen name

guest017
guest719

Created At

8/6/2024 17:40
8/7/2024 7:59

Write in any additional ideas

Response

Bike path from canal to Park Blvd with access points at Canning House, Wilson St and near the bridge.
Also install crosswalks with flashing lights at each of those points across Seashore Road. Reduce speed limit from 40 to 25 on Seashore.

Screen name

guest719

Created At

8/7/2024 7:59

What audiences are the most important to reach about safety? Rank in priority order

Response

Visitors/Tourists, Youth, Residents, Seniors, Non-English speaking
Residents, Visitors/Tourists, Seniors, Youth, Non-English speaking

Screen name

guest017
guest719

Created At

8/6/2024 17:40
8/7/2024 7:59

Write in any additional ideas

Response

Please see above. The path from the canal to Park Blvd is mostly cleared. Let's widen where needed, pave - done. Then create the crosswalks and reduce speed limits on Seashore Road

Screen name

guest719

Created At

8/7/2024 7:59

How best to reach these audiences? Rank in priority order

Response

Social media (X, Instagram, Facebook, etc.), Public training events, Vehicle rentals/tour operator messaging, Mailings, Flyers at Public Spaces (Supermarkets, Hotels, Rental agencies, Tour operators, etc.), Community events (National Night Out, Youth and Senior events), Schools

Screen name

guest017

Created At

8/6/2024 17:40

Mailings, Social media (X, Instagram, Facebook, etc.), Vehicle rentals/tour operator messaging, Flyers at Public Spaces (Supermarkets, Hotels, Rental agencies, Tour operators, etc.), Public training events, Community events (National Night Out, Youth and Senior events), Schools

guest719

8/7/2024 7:59

Write in any additional ideas

Response

Screen name

Created At

Which non-infrastructure strategies will best enhance elementary/middle school students' safety when walking and biking to school? Rank in priority order

Response

Police education programs in schools, Implementing walking school buses and bike trains, Police or EMS recognizing/rewarding good behavior on the streets, School competition/recognition, Social media recognition

Screen name

guest017

Created At

8/6/2024 17:40

Police education programs in schools, Implementing walking school buses and bike trains, Social media recognition, School competition/recognition, Police or EMS recognizing/rewarding good behavior on the streets

guest719 8/7/2024 7:59

Write in any additional ideas

Response

Screen name Created At

Which strategies would be most effective in educating high school students of safe walking and operating vehicles? (motorized/non-motorized) Rank in priority order

Response

Police education programs in schools, Bringing guest speakers to schools, Demonstrations at events, Videos/discussions in school

Screen name Created At

guest017 8/6/2024 17:40

Police education programs in schools, Bringing guest speakers to schools, Videos/discussions in school, Demonstrations at events

guest719 8/7/2024 7:59

Write in any additional ideas

Response

Screen name Created At

What enforcement issues do you see as most important on the island?

Response

Distracted driving/cell phone use, Speeding/aggressive driving, Impaired driving, Pedestrian violations, Non-motorized vehicle misuse, Low speed vehicle misuse

Screen name Created At

guest017 8/6/2024 17:40

Speeding/aggressive driving, Impaired driving, Low speed vehicle misuse, Pedestrian violations, Non-motorized vehicle misuse, Distracted driving/cell phone use

guest719 8/7/2024 7:59

Write in any additional ideas

Response

Screen name Created At

What locations do you view as particularly risky for pedestrians, bicyclists, or motorists? (Identify streets/intersections)

Response

Park and Sunset. 5 roads coming together. Confusing on who has right of way

Screen name Created At

guest017 8/6/2024 17:40

Seashore Road and Broadway - heavy bike traffic and joggers with high speed of 40 mph on Seashore and zero bike lanes on Broadway. Beyond dangerous conditions.

guest719 8/7/2024 7:59



Public Meeting

PUBLIC INFORMATION CENTER



Safe Streets & Roads Program Action Plan Cape Island

**We Want
Your
Input!**

Cape May, West Cape May, Cape May Point and Lower Township are preparing a safety action plan to prevent fatalities and serious injuries on Cape Island's roads.

The action plan will prioritize safety projects and non-infrastructure strategies for implementation. As a resident, business owner or visitor, we want your input.

Please join us for a public information center on October 17, 2024, open from 5:00 PM to 7:00 PM, where we will provide more information about the plan and where you will have an opportunity to provide your comments.

What is a Safe Streets & Roads Action Plan?

The U.S. Department of Transportation awarded a grant to the City of Cape May through its Safe Streets and Roads for All (SS4A) Program for the development of an action plan to reduce fatalities and serious injuries on Cape Island's roads. Cape Island includes the City of Cape May, the Boroughs of West Cape May and Cape May Point, and the portion of Lower Township south of the Cape May Canal. Projects included in the plan are eligible for implementation grants through the same program.

DATE: Thursday Oct 17th

TIME: 5:00-7:00 PM

LOCATION: Cape May City Hall

643 Washington Street

Cape May, NJ 08204



For Further Information:

Contact us at 908-236-9001 or email Dale Foster at dfoster@gpinet.com or Dave Kuhn at dkuhn@gpinet.com



CENTRO DE INFORMACIÓN PÚBLICA



Safe Streets & Roads Program Action Plan Cape Island

**Queremos
Su
Opinion!**

Cape May, West Cape May, Cape May Point y Lower Township están preparando un plan de acción de seguridad para evitar muertes y lesiones graves en las carreteras de Cape Island

El plan de acción priorizará los proyectos de seguridad y las estrategias no relacionadas con la infraestructura para su implementación. Si usted es un residente del condado, o un propietario de un negocio, o visitante a la ciudad de Cape Island, queremos su opinión.

Los invitamos a una reunión pública informativa el 17 de Octubre de 2024 de 5:00 p.m. a 7:00 p.m. donde brindaremos más información sobre el plan y donde tendrá la oportunidad de brindar sus comentarios.

¿Qué es un Plan de Acción de Calles y Carreteras Seguras?

El Departamento de Transporte concedió una subvención para la ciudad de Cape May a través de su Programa de Calles y Carreteras Seguras para Todos (SS4A) para el desarrollo de un plan de acción para reducir las muertes y lesiones graves en las carreteras de Cape Island. Cape Island incluye la ciudad de Cape Island y, los distritos de West Cape May y Cape May Point y la parte de Lower Township al sur del canal en Cape May. Los proyectos incluidos en el plan son elegibles para recibir subvenciones de implementación a través del mismo programa.

FECHA: Jueves Oct 17th

TIEMPO: 5:00 PM

LUGAR: Cape May City Hall

643 Washington Street

Cape May, NJ 08204



Para obtener más Información:

Póngase en contacto con nosotros 908-236-9001
Dale Foster at dfoster@gpinet.com or Dave Kuhn
at dkuhn@gpinet.com





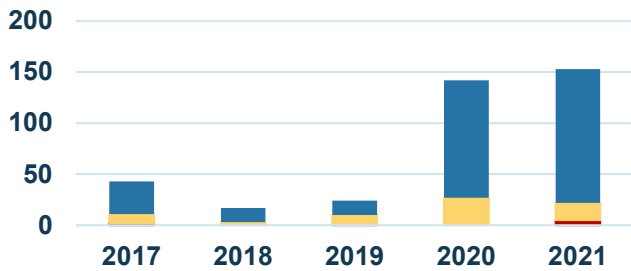
Safe Streets & Roads Program Action Plan Cape Island

Making Cape Island's streets safer for everyone!

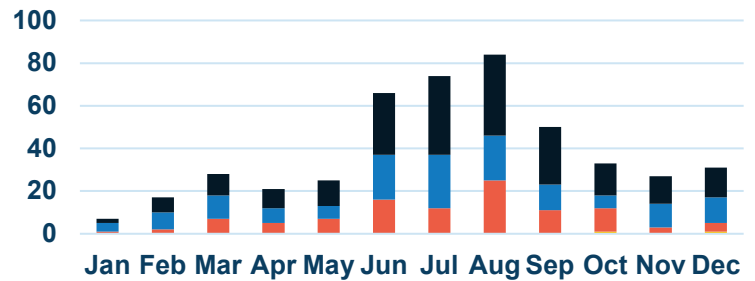
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Cape Island's Crash History

Crashes by Severity



Monthly Crashes by Emphasis Area (2017-2021)



- No Injury
- Possible or Minor Injury
- Fatal or Serious Injury
- Pedestrians and Bicyclists
- Lane Departure
- Intersections
- Drowsy/Distracted Drivers

Plan Emphasis Areas

Lane Departure

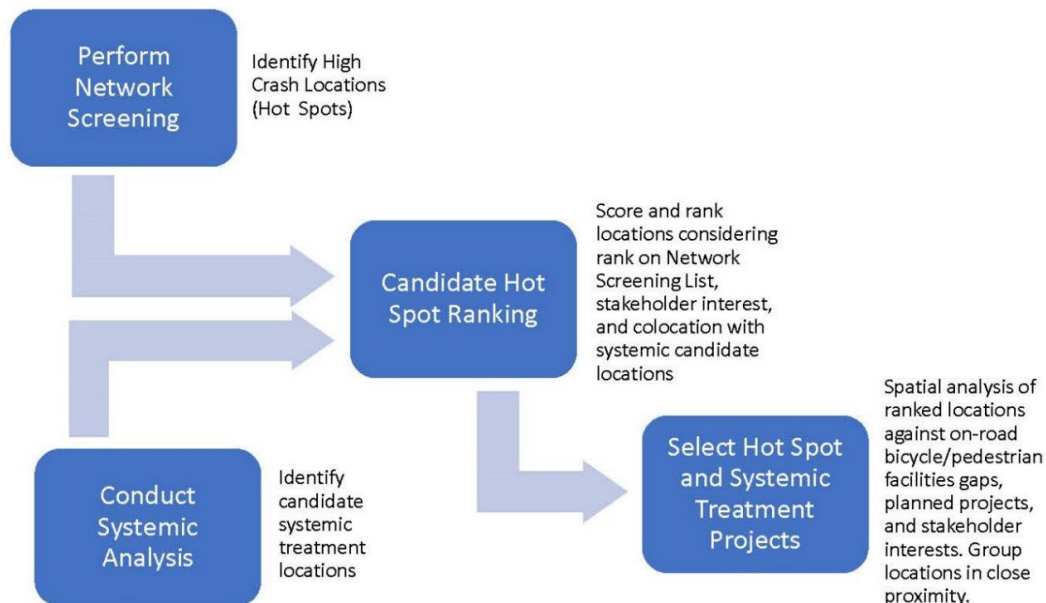
**Drowsy/
Distracted Drivers**

Intersections

Pedestrian & Bicyclists

Project Selection Process

The project team identified and prioritized candidate corridors, intersections, and system-wide projects. Ten (10) infrastructure projects and four (4) behavioral/non-infrastructure strategies were selected for this plan.





Safe Streets & Roads Program Action Plan Cape Island

*Making Cape Island's
streets safer for everyone!*


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Source: FHWA Research



For more information, please reach out to:
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Dave Kuhn at dkuhn@gpinet.com
Or call 908.236.9001





Prioritized Infrastructure Projects

Proposed Projects	Location
Safety improvements at the intersection of Lafayette Street, Bank Street, Decatur Street and include Lyle Lane leading to Decatur Street	City of Cape May
Safety improvements on Ocean Street, Elmira Street, Leaming Avenue, Landis Avenue and Stewart Lane extending from Sixth Avenue to Columbia Avenue	City of Cape May and West Cape May Borough
Safety improvements on Washington Street from Ocean Street to Sidney Avenue	City of Cape May
Systemic safety treatments on Lighthouse Avenue, Seagrove Avenue and Stevens Street extending from the beach to 4th Avenue	Cape May Point Borough and Lower Township
Systemic treatments on Lafayette Street (CR633) in coordination with Cape May County	City of Cape May
Sidewalk and bicycle facilities gap closures and systemic treatments on Seashore Road/Broadway from Seashore Bridge Road to and including the Central Avenue intersection	West Cape May Borough and Lower Township
Supplemental planning to update the 2016 Cape May Bicycle and Pedestrian plan focusing on how to best provide safe pedestrian and bicycle passage to and from Cape May's attractions considering on-and-off-road solutions	All municipalities
Systemic treatments on straight road segments with a posted speed limit of 25 mph or less	All municipalities
Systemic treatments at stop-controlled intersections	All municipalities
Consideration of speed humps and speed tables on streets where practicable across all municipal jurisdictions	All municipalities

Additional Non-Infrastructure Strategies

Strategies	Deployment Target
Implement school safety competition/recognition program in elementary/middle schools	1-2 years
Implement or strengthen video/discussions, speakers for high school students	1 year
Implement social media plan, engage key influencers	1-2 years
Increase messaging to visitors through LSV / bike rental businesses and tour operators	1 year



To learn how you can engage with the Cape Island Plan and build consensus on safety strategies, visit:

<https://www.saferoadssouthjersey.com/atlantic>

To learn more about the overall process and view the other County LRSPs, visit:

<https://www.saferoadssouthjersey.com/> or scan the QR code to the left.

To learn more about the New Jersey Strategic Highway Safety Plan, visit:

<https://www.saferoadsforallnj.com/>



Borough of
Cape May Point





Safe Streets & Roads Program Action Plan Cape Island

Making Cape Island's streets safer for everyone!



*Hotspot recommendations does not include systemic recommendations



Attendee Sign In:

Name (Please Print)	Affiliation	Contact (Phone/Email)
Kaitlin Black	LTPD	kblack@lower-township.police.com
Cathy Stambaugh	CMP	cstambaugh@comcast.net
Sandy Allison	CMP	ysallison@verizon.net
GLENN DOUGLASS	lower Twp	glenn Douglass@gmail.com
DELO FASHAW	CAPE MAY RD	DFashaw@capemaycity.com
Terry DiIubaldi	BAPAC	terdiu@gmail.com
Bob Morris	BAPAC	rfmorris54@gmail.com
Bonnie Kenselear	Resident WCM	bonniekense@gmail.com
PETER GARCIA	HOME OWNER	202 213 0262
Zack Mullock	CM City	zmullock@capemaycity.com





Attendee Sign In:

Name (Please Print)	Affiliation	Contact (Phone/Email)
Justin Riggs	Cape May City Admin	jriggs@capemaycity.com
Elise Geiger	Cape May Point Taxpayer Assn	eliseckgeiger@gmail.com
Karin King-Rigby	CMP Taxpayer Association	kingrigby@verizon.net
Paul Dietrich	Cape May City	pdietrich@capemaycity.com
MICHAEL YEAGER	CAPE MAY CITY	MYEAGER@CAPEMAYCITY.COM





Additional Comments:

Name:	Comment:
Sandra Allison CMP	1. Rapid flashing light @ Seagrave & Stevens 2. Rapid flashing light @ Pacific - to cross 3. mark on roadway bike symbol with arrow directing the safe path to stay <u>off</u> sunset. 4. No bikes on Lafayette & Perry unless remove



Borough of

Cape May Point



parking on Perry - a very dangerous area with homes & dive weeds backing out, shops & park car doors opening →



Additional Comments:

Name:	Comment:
Cathy Stambaugh cstambaugh@comcast.net	Install Rapid Flashing Beacon at the following intersections: ① Intersection of Stevens and Seagrove to facilitate crossing Sunset Blvd from CMP to WCM. ② Intersection of Pacific and First Street where there is already a crosswalk Install Way Finding Signs to direct bicyclists and pedestrians to take Pacific to 2nd Street in WCM to keep them off of Sunset Blvd



Borough of
Cape May Point





Additional Comments:

Name:	Comment:
Elise Geiger	① Consider a Rapid Flashing Beacon at the intersection of Seagrave and Lighthouse Ave. — That intersection is blind — coming from Seagrave —



Borough of
Cape May Point





Safe Streets & Roads Program Action Plan
Cape Island

Public Information Center
October 17, 2024

Additional Comments:

Name:	Comment:
Elise Guger	Signage // Safest Bike Route // on Sunset at Pacific → 2 nd



Borough of
Cape May Point





Safe Streets & Roads Program Action Plan
Cape Island

Public Information Center
October 17, 2024

Additional Comments:

Name:	Comment:
GLENN DOUGLASS	INTERESTED IN BEING PART OF COMMITTEE LOWER TOWNSHIP



Additional Comments:

Name:	Comment:
Elise Geiger	<p>① Rapid Flashing Beacon for Seagrove / Stevens crossing at Sunset This enables pedestrian & Bike crossing</p> <p>② For bikers going down 2nd => rapid flashing beacon for crossing Sunset at Pacific / 1st ave -</p>



Safe Streets & Roads Program Action Plan
Cape Island

Public Information Center
October 17, 2024

Additional Comments:

Name:	Comment:
George Dick	Why Broadway / Seashore north and not Broadway south of Central, Leamy Ave





Safe Streets & Roads Program Action Plan
Cape Island

Public Information Center
October 17, 2024

Additional Comments:

Name:	Comment:
PETER GARCIA	ARE THERE ANY PLANS TO ADD WARNINGS FOR DRIVERS & PEDS AT THE CROSSWALK EXIT 5 & 5 PARK ON WEST SIDE MY NEIGHBOR WAS INJURED & HOSPITAL ISED AFTER BEING HIT BY THERE ON 9/3/21?



Additional Comments:

Name:	Comment:
Bonnie Kenseleer	<p>1) Street calming measures needed on Stevens St, WCM. (eg - speed tables)</p> <p>2) Speed calming needed on Sunset Blvd</p> <p>3) More 4 way stops needed in WCM - Atlantic Ave / Pacific / Columbia / Central / 4th to 6th street.</p>

4) I have observed/smelled drivers smoking pot (even in the morning) - I wonder what



Safe Streets & Roads Program Action Plan
Cape Island

Public Information Center
October 17, 2024

Additional Comments:

Name:	Comment:
PETER GARCIA	ARE THERE ANY PLANS TO PROVIDE WARNINGS TO DRIVERS & BIKE RIDERS TO PREVENT "DOORING" ACCIDENTS?

Appendix D

Equity Analysis





Safe Streets & Roads Program Action Plan

Cape Island

Equity Analysis Summary

Purpose of this document:

This briefing paper documents the effort to identify underserved populations for consideration in the development of the Cape Island Safe Streets and Roads Program Action Plan.

Background:

The Safe Streets and Roads for All Program requires equity considerations to be a key component of the safety action plans. Action plans should ensure that:

1. Equity is considered in the development of the plan using inclusive and representative processes;
2. Underserved communities are identified through data; and
3. An equity analysis is developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.

GPI performed an assessment of community demographics to determine if any census tracts in the action plan area are classified as underserved and to identify underserved populations that are overrepresented in comparison to national averages.

The assessment included only permanent residents as reported through the U.S. Census.

Analysis Findings:

Cape Island is a land area of approximately nine (9) square miles with a permanent population of 4,765. The population of Cape Island fluctuates greatly as a seasonal tourist destination. GPI performed a demographic analysis of Cape Island using the Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening Tool (CEJST) as well as USEPA's EJ Screen Tool. GPI reviewed demographics of Cape Island in its entirety as well as at the Census Tract and Block Group levels. Demographic data in the CEJST is based on the U.S. Census Bureau American Community Survey from 2015-2019. The EJ Screen Tool demographic data is based on U.S. Census Bureau American Community Survey (ACS) 2017-2021.

Cape Island is comprised of two (2) census tracts. The Council on Environmental Quality's (CEQ) Climate and Environmental Justice Screening Tool (CEJST) indicates that neither tract meets its classification of underserved.

Cape Island is in the 87th percentile nationally for people 65 or older. It is in the 57th percentile for unemployment. This may include retirees. Cape Island is also in the 57th percentile for Limited English-speaking households. Other vulnerable populations are below the 50th percentile nationally.

Conclusions/Recommendations:

1. Cape Island's large older population merits consideration of the needs and opportunities to make roads safer for those 65 or older. Efforts should be made to ensure representation of this demographic in the plan development process.
2. Efforts should be made to consider other overrepresented vulnerable populations at the Census Block Group level and ensure they have an opportunity to provide input to the plan.

Analysis Details:

Cape Island is a land area of approximately nine (9) square miles with a permanent population of 4,765. The population of Cape Island fluctuates greatly as it is a seasonal tourist destination. The non-resident tourist population is not considered in this demographic analysis. GPI performed a demographic analysis of Cape Island using the Council on Environmental Quality's Climate and Economic Justice Screening Tool (CJEST) and USEPA's EJ Screen Tool. GPI reviewed assessed demographics of Cape Island as a whole as well as at the Census Tract and Block Group Level.

Cape Island is comprised of two (2) Census Tracts. The CJEST tool indicates that neither tract meets its classification of underserved.

Table 1 identifies the percentage of vulnerable populations for the Cape Island Action Plan area and how it compares to the national average. Notable is the high percentage of the population that is 65 or older. Cape Island is in the 87th percentile nationally in comparison to the national average. Cape Island is also slightly above the 50th percentile for unemployment and households with limited English proficiency.

TABLE 1		
Vulnerable Population Representation on Cape Island		
Source:		
Council on Environmental Quality Climate and Economic Justice Screening Tool		
Vulnerable Populations	Cape Island	Percentile in USA
Population	4,765	NA
Low Income	22%	41%
People of Color	24%	43%
65 or older	29%	87%
Unemployment	4%	57%
Home ownership	70%	Unavailable
Less than High School Education	4%	27%
Persons w Disabilities	10%	Unavailable
Limited English Households	1%	57%

Using USEPA's EJ Screen Tool, we assessed populations at the census block group level, subareas of the census tracts using USEPA's EJ Screen Tool. Cape Island contains eight (8) Census Block Groups. GPI reviewed the demographics within each of the block groups using USEPA EJ Screen to obtain a more granular picture of the demographics within the Cape Island plan area. The Census Block Groups are identified as follows:

- Block 340090219001, hereafter referred to as 90219001
- Block 340090219002, hereafter referred to as 90219002
- Block 340090219003, hereafter referred to as 90219003
- Block 340090220001, hereafter referred to as 90220001
- Block 340090220002, hereafter referred to as 90220002
- Block 340090220003, hereafter referred to as 90220003
- Block 340090220004, hereafter referred to as 90220004
- Block 340090220005, hereafter referred to as 90220005

Figure 1 shows the Census Block Groups within Cape Island.

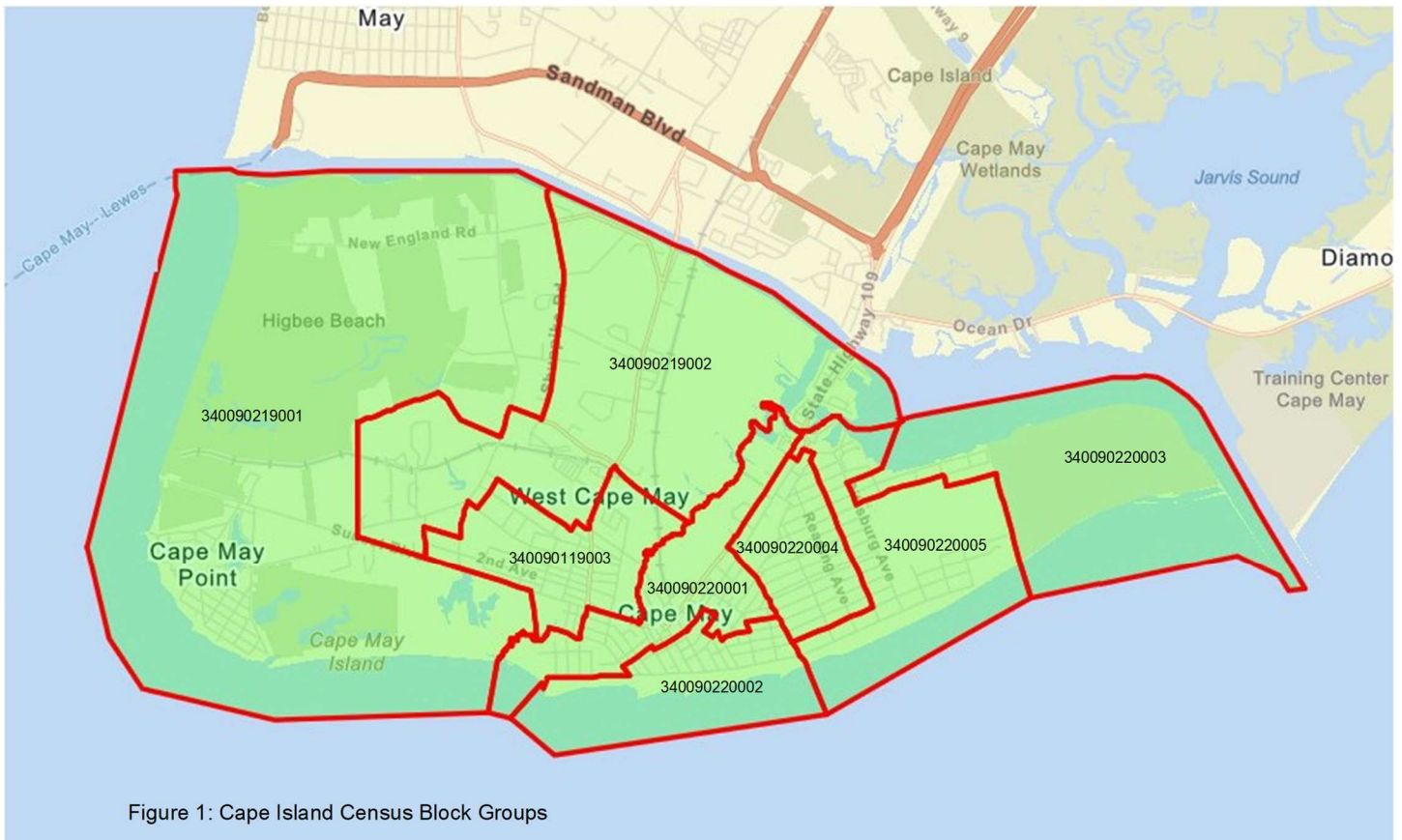


Table 2 below identifies the % of vulnerable populations and percentile ranking in the US for each census block group in Cape Island. The populations include low income, people of color, 65 or older, unemployed, less than high school education, and limited English-speaking households.

Population percentages that exceed the 50th percentile nationally are highlighted. The percentile ranking is a comparison of the census block group to other census block groups nationally. As an example, an 80th percentile in the USA means that the census block group ranks higher than 80% of the other census block groups in the country.

The table also identifies if the Census Block Group contains a Justice 40 designated disadvantaged community or an Inflation Reduction Act (IRA) disadvantaged community.

The Justice 40 Initiative uses the CEJST to consider underinvestment in transportation related to transportation insecurity, climate and disaster burden, environmental burden, health vulnerability, and social vulnerability.

The Environmental and Climate Justice Program (ECJ Program), created by the Inflation Reduction Act (IRA), provides funding for financial and technical assistance to conduct environmental and climate justice activities to benefit disadvantaged communities.

EPA has created the EPA Inflation Reduction Act Disadvantaged Communities map to identify whether a community is disadvantaged for the purposes of implementing programs under the IRA. The EPA IRA Disadvantaged Communities map combines multiple datasets that individually can be used to determine whether a community is disadvantaged for the purposes of implementing programs under the IRA.

TABLE 2
Vulnerable Population Representation at the Census Block Group

Source: USEPA EJ Screen

Census Block Group	902190001	902190002	902190003	90220001	90220002	90220003	90220004	90220005
Population	363	878	602	517	236	1,242	646	281
	Actual	Percentile in USA	Actual	Percentile in USA	Actual	Percentile in USA	Actual	Percentile in USA
Low Income	14%	25%	11%	19%	11%	20%	46%	77%
People of Color	1%	4%	11%	25%	26%	45%	15%	30%
65 or older	51%	98%	15%	46%	50%	98%	35%	93%
Unemployment	15%	91%	0%	22%	6%	62%	0%	0%
Home ownership	97%	NA	87%	NA	89%	NA	65%	NA
Less than High School Education	1%	11%	0%	0%	4%	29%	18%	78%
Persons w Disabilities	21%	NA	12%	NA	14%	NA	10%	NA
Limited English Households	0%	0%	0%	0%	1%	60%	0%	0%
Contains a Justice 40 (CEJST) or EPA Inflation Reduction Act (IRA) Disadvantaged Community	No	No	No	No	Yes, EPA IRA Disadvantaged Community (due to climate/flood risk)	Yes, EPA IRA Disadvantaged Community (a due to climate/flood risk)	No	No

The populations are defined in USEPA EJ Screen as follow:

People of color:

The percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, not multiracial.

Low-income:

The percent of a block group's population in households where the household income is less than or equal to twice the federal "poverty level."

Unemployment rate:

The percent of a block group's population that did not have a job at all during the reporting period, made at least one specific active effort to find a job during the prior 4 weeks, and were available for work (unless temporarily ill).

Limited English speaking:

Percent of people in a block group living in limited English-speaking households. A household in which all members aged 14 years and over speak a non-English language and also speak English less than "very well" (have difficulty with English) is limited English speaking.

Less than high school education:

Percent of people age 25 or older in a block group whose education is short of a high school diploma.

Under age 5:

Percent of people in a block group under the age of 5.

Over age 64:

Percent of people in a block group over the age of 64.

Appendix E

Policies and Plans Assessment





Assessment of plans and policies to improve alignment with the Safe System Approach to prioritize safety

The U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Program requires that qualifying action plans include an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety. The program also requires that action plans discuss implementation through the adoption of revised or new policies, guidelines and/or standards.

To meet these requirements, GPI reviewed plans and policies for alignment with the Safe System Approach principles and objectives. The Safe System Approach is a globally accepted construct for improving safety on public roads.

GPI examined the following plans:

- [Cape May Point Circulation Plan, 2015](#)
- [Cape May Ped/Bike Plan, 2015](#)
- [Cape May County Comprehensive Plan, 2022](#)
- [Lower Township Land Use Development Plan, Reexamination 2018](#)
- [Complete Streets Policy, 2012](#)
- [West Cape May Master Plan Reexamination Report, 2015](#)
- [City of Cape May Master Plan](#)

For each plan, we provide our findings and make specific improvement recommendations to improve alignment with the Safe System Approach. However, based on our review, we also offer the following general recommendations that the City of Cape May, Boroughs of West Cape May and Cape May Point, Lower Township, and Cape May County could consider strengthening plan and policy alignment in any new or updated plans or policies.

- Include explicit language in planning documents that the goal of safety improvements is to eliminate fatal and serious injury collisions.
- Explicitly state or acknowledge that humans are vulnerable, and the transportation system should be designed around these principles by reducing speeds and separating vulnerable road users (pedestrians and bicyclists) from vehicular traffic to prevent fatal and serious injuries.
- Emphasize or acknowledge that humans will inevitably make mistakes and the transportation system should be designed to accommodate these mistakes.
- Emphasize and acknowledge that the goal of all stakeholders working together is to eliminate fatal and serious injuries, not just improve roadway safety.
- Emphasize or acknowledge that safety improvements should be proactive by determining issues before they cause collisions.
- Emphasize the need for layers of protection in the transportation system, where if one part fails the other parts still protect people.

- Include policy/strategy recommendations related to safety education and outreach, and/or enforcement recommendations to address behavioral issues such as speeding, alcohol/drug intoxication, and low seatbelt usage.
- Emphasize or acknowledge the correlation between high speeds and pedestrian death and serious injuries.
- Include recommendations for implementing proven safety speed-related countermeasures where necessary.
- Include recommendations for context-appropriate design and speed limits, targeted education and outreach campaigns on speeding, and enforcement.

The following provides our findings and recommendations specific to each plan or policy reviewed.

Cape May Point 2015 Circulation Plan

Owner – Cape May Point Borough

Date updated – February 17, 2016

Purpose

This plan serves as a basis for land use policies, regulations, capital projects, and additional detailed studies in order to achieve Cape May Point’s overall goal of preserving its walkable character and shared streets. The specific circulation goals are to:

1. Maintain and enhance the multimodal nature of the Borough’s streets
2. Use engineering, enforcement, and education to encourage people to walk or bike and discourage driving to local destinations
3. Accommodate visitors through policies that promote pedestrians and bicycle use that reduce parking difficulties for them and local residents
4. Maintain parking and roadway design standards consistent with the character of the Borough and in concert with applicable engineering standards

Plan Summary

This plan includes an evaluation of the components of circulation and parking in response to concerns expressed regarding vehicular access, bicycle compatibility, and pedestrian safety and provides objectives related to each of the goals identified above.

Safe System Approach Alignment Scorecard

Full Alignment									✓	✓	
Partial Alignment				✓	✓		✓				
Does Not Align	✓	✓	✓			✓					
Does Not Apply								✓			✓
	Death/Serious Injury is Unacceptable	Humans make mistakes	Humans are Vulnerable	Responsibility is Shared	Safety is Proactive	Redundancy is Crucial	Safe Road Users	Safe Vehicles	Safe Speeds	Safe Roads	Post-Crash Care
	Safe System Principles Establish the goal of the Safe System approach, acknowledge human limitations, and set expectations for how to act.						Safe System Elements Committing to zero deaths means addressing every aspect of crash risk and these layers of protection and shared responsibility to promote a holistic approach to safety				

Principles of a Safe System Approach

Death and Serious Injury is Unacceptable

Observation: Does Not Align

- No explicit language declaring that death and serious injury are unacceptable.

Potential Alignment Improvements

- Include explicit language that the goal of the safety improvements mentioned in this plan is to eliminate fatal and serious injury collisions.

Humans Make Mistakes

Observation: Does Not Align

- There was no explicit language acknowledging that humans make mistakes.

Potential Alignment Improvements

- Emphasize or acknowledge that humans will inevitably make mistakes and the transportation system and guiding policies should be designed to accommodate these mistakes.

Humans are Vulnerable

Observation: Does Not Align

- No explicit language acknowledging the humans are vulnerable.

Potential Alignment Improvements

- Explicitly state or acknowledge that humans are vulnerable, and the transportation system should be designed around this principle by reducing speeds and enhance pedestrian safety.

Responsibility is Shared

Observation: Partial Alignment

- “Continue to work with State Park Officials to address the particular needs and impact of visitors on both of our areas.” (Page 3)

Potential Alignment Improvements

- Note that responsibility for road safety is a shared effort of road users (drivers, pedestrians, and non-motorized vehicle operators), road owners (road conditions, signage) and law enforcement.
- Identify additional stakeholders that may be crucial to supporting road safety.

Safety is Proactive

Observation: Partial Alignment

- “Use engineering, enforcement, and education to **encourage people to walk or bike and discourage driving** to local destinations.” (Page 5)

Potential Alignment Improvements

- Emphasize or acknowledge that safety improvements should be proactive by determining issues before they cause collisions.

Redundancy is Crucial

Observation: Does Not Align

- No mention of the importance of providing layers of protection in the transportation system.

Potential Alignment Improvements

- Emphasize the need for layers of protection in the transportation system, where if one part fails the other parts still protect people.

Objectives of a Safe System Approach

Safe Road Users

Observation: Partial alignment

- Goal 2 notes education to encourage walking and biking, but no objectives identified.
- Goal 3 objective proposes a wayfinding system
- Goal 3 also proposes promoting facilities that encourage beach visitors to access the beach without cars

Potential Alignment Improvements

- Include education, outreach, and/or enforcement recommendations to address behavioral issues such as speeding, alcohol/drug intoxication, and low seatbelt usage.

Safe Vehicles

Observation: Does Not Apply

- There was no discussion of safe vehicle systems in the plan.

Potential Alignment Improvements

- Support safer vehicle initiatives outlined by NJDOT and SJTPO

Safe Speeds

Observation: Full Alignment

- “Explore traffic-calming techniques at busy intersections, on roads where speeding is a problem, and seasonally at the approaches to busy beach entrances.” (Page 3)
- “Promote low speed limits and keep vehicular traffic volume at a minimum so that walkers, joggers, and bikers throughout the Borough can continue to have safe access around their neighborhood and to the water.” (Page 15)
- “Re-install motion-activated flashing speed sign for operation during summer season.” (Page 25)

Potential Alignment Improvements

- Add recommendations for implementing proven safety speed-related countermeasures where necessary.

Safe Roads

Observation: Full Alignment

- “Incorporate non-structural stormwater management practices consistent with the existing character of the Borough with traffic calming designs as appropriate.” (Page 5)
- “Streets/cartways should be designed/maintained at the minimum width necessary to provide for safe circulation and parking for pedestrians, bicyclists, and other vehicles.” (Page 5)
- Maintain parking and roadway design standards consistent with the character of the Borough and in concert with applicable engineering standards.” (Page 6)

Potential Alignment Improvements

- Recommend proven safety countermeasures

Post-Crash Care

Observation: Does Not Apply

- There was no discussion on post-crash care in this plan.

Potential Alignment Improvements

- Add recommendations for traffic incident management practices and improved access to emergency medical care.

Bike Walk Cape May - Bicycle and Pedestrian Plan for Cape May City and Cape May Point Borough

Owner – City Cape May and Borough of Cape May Point

Date updated – 2017

Purpose

Assess and make recommendations to enhance the overall bicycle and pedestrian network as well as strategies to encourage safe biking and walking in the two municipalities.

Plan Summary

This report provides an overview of the existing conditions for bicyclists and pedestrians in the study area. It includes an analysis of crash data; identification of key pedestrian and bicycle traffic generators; review of key corridors and intersections for non-motorized traffic within study area and connections between the two; and a review of the roadway network’s bicycle level of traffic stress (LTS) within the study area. This report includes recommendations for improved facilities to enhance the overall bicycle and pedestrian network and strategies to encourage safe biking and walking.

Safe System Approach Summary

Full Alignment							✓		✓	✓	
Partial Alignment				✓	✓						
Does Not Align	✓	✓	✓			✓		✓			✓
Does Not Apply											
	Death/Serious Injury is Unacceptable	Humans make mistakes	Humans are Vulnerable	Responsibility is Shared	Safety is Proactive	Redundancy is Crucial	Safe Road Users	Safe Vehicles	Safe Speeds	Safe Roads	Post-Crash Care
	<p>Safe System Principles Establish the goal of the Safe System approach, acknowledge human limitations, and set expectations for how to act.</p>						<p>Safe System Elements Committing to zero deaths means addressing every aspect of crash risk and these layers of protection and shared responsibility to promote a holistic approach to safety</p>				

Principles of a Safe System Approach

Death and Serious Injury is Unacceptable

Observation: Does Not Align

- No explicit language declaring that death and serious injury are unacceptable.

Potential Alignment Improvements

- Include explicit language that the goal of the safety improvements mentioned in this plan is to eliminate fatal and serious injury collisions.

Humans Make Mistakes

Observation: Does Not Align

- No explicit language acknowledging that humans make mistakes.

Potential Alignment Improvements

- Emphasize or acknowledge that humans will inevitably make mistakes and the transportation system should be designed to accommodate these mistakes.

Humans are Vulnerable

Observation: Does Not Align

- No explicit language declaring that humans are vulnerable.

Potential Alignment Improvements

- Explicitly state or acknowledge that humans are vulnerable, and the transportation system should be designed around this principle by reducing speeds and separating vulnerable road users (pedestrians and bicyclists) from vehicular traffic to prevent fatal and serious injuries.

Responsibility is Shared

Observation: Partial Alignment

- No language explicitly stating that responsibility for safety on streets is a shared amongst all road users (motorized and non-motorized) as well as road owners, and law enforcement.
- “Underlying policies and programs sponsored by the municipalities, as well as **partnerships with non-governmental organizations or local businesses**, can help create a successful and sustaining bicycle and pedestrian friendly community, support and promote higher rates of biking and walking, and foster mutual respect among all roadway users.” (Page 3)
- “Provide training for local officials, planners, engineers, and public works staff to **support Complete Streets implementation.**” (Page 5)

Potential Alignment Improvements

- Explicitly state that safety on streets is a shared responsibility of all road users as well as road owners and law enforcement.
- Emphasize and acknowledge that the goal of all stakeholders working together is to eliminate fatal and serious injuries, not just improve roadway safety.

Safety is Proactive

Observation: Partial Alignment

- “Implement a pedestrian safety enforcement (PSE) program... The PSE program provides a structured approach to crosswalk compliance enforcement, with **training and support for local police officers.**” (Page 7)
- “Institute a community-oriented traffic calming campaign to **help raise awareness** about speeding and safety.” (Page 7)

Potential Alignment Improvements

- Emphasize or acknowledge that safety improvements should be proactive by determining issues before they cause collisions.

Redundancy is Crucial

Observation: Does Not Align

- No explicit language denoting the importance of multiple layers of protection in the transportation system to prevent death or serious injuries.

Potential Alignment Improvements

- Emphasize the need for layers of protection in the transportation system, where if one part fails the other parts still protect people.

Objectives of a Safe System Approach

Safe Road Users

Observation: Full Alignment

- “Continue efforts to distribute public service announcements (PSAs) and brochures on topics such as speeding, safe bicycling, how to bicycle with traffic, proper helmet usage, bicycle routes, and safe pedestrian behavior.” (Page 4)
- “Institute a community-oriented traffic calming campaign to help raise awareness about speeding and safety.” (Page 7)

Potential Alignment Improvements

- Include education, outreach, and/or enforcement recommendations to address behavioral issues such as speeding, alcohol/drug intoxication, and low seatbelt usage.

Safe Vehicles

Observation: Does Not Align

- There was no discussion of safe vehicle systems in the plan.

Potential Alignment Improvements

- Not applicable.

Safe Speeds

Observation: Full Alignment

- “Continue efforts to **distribute public service announcements (PSAs)** and brochures on topics such as speeding, safe bicycling, how to bicycle with traffic, proper helmet usage, bicycle routes, and safe pedestrian behavior.” (Page 4)
- “Institute a community-oriented traffic calming campaign to **help raise awareness** about speeding and safety.” (Page 7)
- “To maintain **consistent driver expectations and behaviors** throughout the two communities, a standard City-wide and Borough-wide speed limit is proposed” (Page 38)

Potential Alignment Improvements

- Add recommendations for context-appropriate design and speed limits, targeted education and outreach campaigns on speeding, and enforcement.

Safe Roads

Observation: Full Alignment

- Infrastructure improvement priority location recommendations explicitly detailed in plan.

Potential Alignment Improvements

- Recommend proven safety countermeasures that can be applied.

Post-Crash Care

Observation: Does Not Align

- There was no discussion on post-crash care in this plan.

Potential Alignment Improvements

- Add recommendations for traffic incident management practices and improved access to emergency medical care.

Cape May County Comprehensive Plan

Owner – Cape May County

Date updated – January 20, 2022

Purpose

The purpose of the plan is to provide a master plan for physical development of the county, providing a broad vision for future development and redevelopment. It provides a general frame of reference for use by the county and its constituent municipalities in their respective land use decision-making authorities to promote and sustain a balance between the natural and built environments.

Plan Summary

The plan includes a vision statement, as well as goals and objectives centered around general planning, land use, environmental, and transportation. The plan provides detailed information and trends in land use characteristics, environment, demographics, housing, open space and recreation, agriculture, farmland preservation, commercial fishing, historic and cultural resources, transportation and mobility, and critical infrastructure and facilities.

Safe System Approach Summary

Full Alignment							✓				✓
Partial Alignment				✓	✓					✓	
Does Not Align	✓	✓	✓			✓			✓		
Does Not Apply								✓			
	Death/Serious Injury is Unacceptable	Humans make mistakes	Humans are Vulnerable	Responsibility is Shared	Safety is Proactive	Redundancy is Crucial	Safe Road Users	Safe Vehicles	Safe Speeds	Safe Roads	Post-Crash Care
	<p>Safe System Principles Establish the goal of the Safe System approach, acknowledge human limitations, and set expectations for how to act.</p>						<p>Safe System Elements Committing to zero deaths means addressing every aspect of crash risk and these layers of protection and shared responsibility to promote a holistic approach to safety</p>				

Principles of a Safe System Approach

Death and Serious Injury is Unacceptable

Observation: *Does Not Align*

- No explicit statement that death and serious injury are unacceptable.

Potential Alignment Improvements

- Include explicit language that the goal of the safety improvements mentioned in this plan is to eliminate fatal and serious injury collisions.

Humans Make Mistakes

Observation: *Does Not Align*

- No explicit language that humans make mistakes.

Potential Alignment Improvements

- Emphasize or acknowledge that humans will inevitably make mistakes and the transportation system and guiding policies should be designed to accommodate these mistakes.

Humans are Vulnerable

Observation: *Does Not Alignment*

- No explicit language acknowledging that humans are vulnerable.

Potential Alignment Improvements

- Explicitly state or acknowledge that humans are vulnerable, and the transportation system should be designed around this principle by reducing speeds and separating vulnerable road users (pedestrians and bicyclists) from vehicular traffic to prevent fatal and serious injuries.

Responsibility is Shared

Observation: *Partial Alignment*

- No language explicitly stating that responsibility for safety on streets is a shared amongst all road users (motorized and non-motorized) as well as road owners, and law enforcement.
- ***“Work with the New Jersey Department of Transportation, South Jersey Transportation Planning Organization, constituent municipalities, and other relevant parties to promote roadway safety...”*** (Page 13)
- ***“Engage New Jersey Transit and other relevant parties to enhance the availability of public transportation that responds to the needs of residents and visitors (incl., the seasonal workforce).”*** (Page 13)

Potential Alignment Improvements

- Emphasize and acknowledge that the goal of all stakeholders working together is to eliminate fatal and serious injuries, not just improve roadway safety.

Safety is Proactive

Observation: *Partial Alignment*

- ***“Maximize the potential for “Complete Streets” by incorporating all modes of transportation (incl., pedestrian, bike, vehicular) in infrastructure projects where feasible.”*** (Page 13)
- ***“Promote education and enforcement of safe bicycling practices.”*** (Page 13)
- ***“Seek to expand the Cape May County Regional Bike Path system to eliminate gaps and develop connections to medium- and high-density residential areas and community assets.”*** (Page 13)

Potential Alignment Improvements

- Recommend systemic improvements and countermeasures across the county.
- Emphasize or acknowledge that safety improvements should be proactive by determining issues before they cause collisions.

Redundancy is Crucial

Observation: *Does Not Align*

- No explicit language denoting the importance of multiple layers of protection in the transportation system to prevent death or serious injuries.
- ***“Minimize roadway congestion by promoting use of public and non-motorized transportation, as well as adequate highway access control and employment of sound land use planning techniques.”*** (Page 13)
- ***“Maximize the potential for “Complete Streets” by incorporating all modes of transportation (incl., pedestrian, bike, vehicular) in infrastructure projects where feasible.”*** (Page 13)

Potential Alignment Improvements

- Emphasize the need for layers of protection in the transportation system, where if one part fails the other parts still protect people.

Objectives of a Safe System Approach

Safe Road Users

Observation: *Full Alignment*

- ***“Work with the New Jersey Department of Transportation, South Jersey Transportation Planning Organization, constituent municipalities, and other relevant parties to promote **roadway safety** (e.g., through the **identification of roadway issues**, such as high crash locations, and the **development of solutions**, such as signalization and signage, for their resolution).”*** (Page 13)
- ***“Promote education and enforcement of **safe bicycling practices**.”*** (Page 13)

- “Maximize the potential for “Complete Streets” by **incorporating all modes of transportation (incl., pedestrian, bike, vehicular) in infrastructure projects where feasible.**” (Page 13)
- “Work with the New Jersey Department of Transportation, South Jersey Transportation Planning Organization, constituent municipalities, and other relevant parties **to promote roadway safety (e.g., through the identification of roadway issues, such as high crash locations, and the development of solutions, such as signalization and signage, for their resolution).**” (Page 13)
- “Seek to expand the **Cape May County Regional Bike Path system to eliminate gaps and develop connections to medium- and high-density residential areas and community assets.**” (Page 13)
- “Engage New Jersey Transit and other relevant parties **to enhance the availability of public transportation that responds to the needs of residents and visitors (incl., the seasonal workforce).**” (Page 13)

Potential Alignment Improvements

- Include education, outreach, and/or enforcement recommendations to address behavioral issues such as speeding, alcohol/drug intoxication, and low seatbelt usage.

Safe Vehicles

Observation: Does Not Apply

- There was no discussion of safe vehicle systems in the plan.

Potential Alignment Improvements

- Support safer vehicle initiatives outlined by NJDOT and SJTPO.
- Recommend implementing policies for car seat installation or vehicle inspection.

Safe Speeds

Observation: Does Not Align

- There was no discussion of safe speeds in the plan.

Potential Alignment Improvements

- Add recommendations for context-appropriate design and speed limits, targeted education and outreach campaigns on speeding, and enforcement.
- Add recommendations for implementing proven safety speed-related countermeasures where necessary.
- Emphasize or acknowledge the correlation between high speeds and pedestrian death and serious injuries.

Safe Roads

Observation: Full Alignment

- “Maximize the potential for “Complete Streets” by **incorporating all modes of transportation (incl., pedestrian, bike, vehicular) in infrastructure projects where feasible.**” (Page 13)
- “Work with the New Jersey Department of Transportation, South Jersey Transportation Planning Organization, constituent municipalities, and other relevant parties **to promote roadway safety (e.g., through the identification of roadway issues, such as high crash locations, and the development of solutions, such as signalization and signage, for their resolution).**” (Page 13)
- “Seek to expand the **Cape May County Regional Bike Path system to eliminate gaps and develop connections to medium- and high-density residential areas and community assets.**” (Page 13)

Potential Alignment Improvements

- Encourage the use of the Cape May County Local Road Safety Plan to guide infrastructure priorities to improve safety.

Post-Crash Care

Observation: *Does Not Align*

There was no discussion on post-crash care in this plan.

Potential Alignment Improvements

Add recommendations for traffic incident management practices and improved access to emergency medical care.

Township of Lower General Re-examination of the Master Plan (Land Use Development Plan)

Owner – Township of Lower

Date updated – May 2023

Purpose

The goals of the master plan include, among many others:

- Guide development so as to promoting public health, safety, morals and general welfare
- Encourage location and design of transportation routes which will promote the free flow of traffic while discouraging locations of such facilities and routes which will result in congestion or blight.

Plan Summary

The Land Use Development Plan includes multiple objectives applicable to then entire township as well as objectives that are specific to districts or areas. The plan focus strongly on land use.

Safe System Approach Summary

Full Alignment											
Partial Alignment										✓	
Does Not Align	✓	✓	✓	✓	✓	✓	✓		✓		
Does Not Apply								✓			✓
	Death/Serious Injury is Unacceptable	Humans make mistakes	Humans are Vulnerable	Responsibility is Shared	Safety is Proactive	Redundancy is Crucial	Safe Road Users	Safe Vehicles	Safe Speeds	Safe Roads	Post-Crash Care
	<p>Safe System Principles Establish the goal of the Safe System approach, acknowledge human limitations, and set expectations for how to act.</p>						<p>Safe System Elements Committing to zero deaths means addressing every aspect of crash risk and these layers of protection and shared responsibility to promote a holistic approach to safety</p>				

Principles of a Safe System Approach **Death and Serious Injury is Unacceptable**

Observation: *Does Not Align*

- *No explicit language declaring that death and serious injury on roads is unacceptable.*

Potential Alignment Improvements

- Include explicit language that the goal of the safety improvements mentioned in this plan is to eliminate fatal and serious injury collisions.
- Perform crash analysis or leverage existing analysis to determine locations where fatal and serious injury collisions are occurring and include recommendations for reducing these collisions.

Humans Make Mistakes

Observation: *Does Not Align*

- There was no discussion on humans making mistakes in the plan.

Potential Alignment Improvements

- Emphasize or acknowledge that humans will inevitably make mistakes and the transportation system should be designed to accommodate these mistakes.
- Instead of using the word “accident” in the text, use the words “collision” or “crash”. Calling these events “accidents” implies that nothing could have been done to prevent them from occurring.

Humans are Vulnerable

Observation: *Does Not Align*

- No explicit language acknowledging that humans are vulnerable.

Potential Alignment Improvements

- Explicitly state or acknowledge that humans are vulnerable, and the transportation system should be designed around this principle by reducing speeds and separating vulnerable road users (pedestrians and bicyclists) from vehicular traffic to prevent fatal and serious injuries. While noting the injuries resulting from crashes is important it does not address the fact that the human physiology is vulnerable to significant forces involved in traffic crashes.

Responsibility is Shared

Observation: *Does Not Align*

- There was no discussion on shared responsibility in the plan.

Potential Alignment Improvements

- Emphasize and acknowledge that the goal of all stakeholders working together is to eliminate fatal and serious injuries.

Safety is Proactive

Observation: *Does Not Align*

- There was no discussion on safety being proactive in the plan.

Potential Alignment Improvements

- Recommend systematic improvements and countermeasures across the county.

Redundancy is Crucial

Observation: *Does Not Align*

- The need for a redundant transportation system is not mentioned in the plan.

Potential Alignment Improvements

- Emphasize the need for layers of protection in the transportation system, where if one part fails the other parts still protect people.

Objectives of a Safe System Approach

Safe Road Users

Observation: *Does Not Align*

- There was no discussion of safe people in the plan.

Potential Alignment Improvements

- Include education, outreach, and/or enforcement recommendations to address behavioral issues such as speeding, alcohol/drug intoxication, and low seatbelt usage.

Safe Vehicles

Observation: *Does Not Apply*

Safe Speeds

Observation: *Does Not Align*

- There was no discussion of safe speeds in the plan.

Potential Alignment Improvements

- Add recommendations for context-appropriate design and speed limits, targeted education and outreach campaigns on speeding, and enforcement.
- Add recommendations for implementing proven safety speed-related countermeasures where necessary.

- Emphasize or acknowledge the correlation between high speeds and pedestrian death and serious injuries.

Safe Roads

Observation: *Partial Alignment*

- Note that traffic safety should be considered in the development of districts.

Potential Alignment Improvements

- Acknowledge the importance of ensuring that road designs should comply with engineering standards.

Post-Crash Care

Observation: *Does Not Apply*

- There was no discussion on post-crash care in this plan.

Potential Alignment Improvements

- Add recommendations for traffic incident management practices and improved access to emergency medical care.

Cape May Complete Streets Policy

Owner – City of Cape May

Date updated – 2012

Purpose

The policy acknowledges that streets should be designed, built, and retrofitted for all users and commits to integrating a complete streets approach in its transportation and land use decision making.

Plan Summary

The policy notes that the complete streets approach will be implemented through the following areas:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day
3. Sidewalks, shared use paths, streets crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through specifically articulated steps.
5. Exceptions to the policy are permitted and are contingent upon the presence of specific safety concerns and approval by the City Engineer prior to granting exceptions.
6. The Complete Streets policy shall be incorporated into the reexamination or update of the master plan.

Safe System Approach Summary

Full Alignment					✓					✓	
Partial Alignment									✓		
Does Not Align	✓	✓	✓	✓		✓	✓				✓
Does Not Apply								✓			
	Death/Serious Injury is Unacceptable	Humans make mistakes	Humans are Vulnerable	Responsibility is Shared	Safety is Proactive	Redundancy is Crucial	Safe Road Users	Safe Vehicles	Safe Speeds	Safe Roads	Post-Crash Care
	<p align="center">Safe System Principles</p> <p align="center">Establish the goal of the Safe System approach, acknowledge human limitations, and set expectations for how to act.</p>						<p align="center">Safe System Elements</p> <p align="center">Committing to zero deaths means addressing every aspect of crash risk and these layers of protection and shared responsibility to promote a holistic approach to safety</p>				

Principles of a Safe System Approach

Death and Serious Injury is Unacceptable

Observation: Does Not Align

- No explicit language declaring that death and injury are unacceptable.

Potential Alignment Improvements

- Include explicit language that the goal of the safety improvements mentioned in this plan is to eliminate fatal and serious injury collisions.

Humans Make Mistakes

Observation: Does Not Align

- No explicit language declaring that humans make mistakes.

Potential Alignment Improvements

- Emphasize or acknowledge that humans will inevitably make mistakes and the transportation system and guiding policies should be designed to accommodate these mistakes.

Humans are Vulnerable

Observation: Does Not Align

- No explicit language declaring that humans are vulnerable.

Potential Alignment Improvements

- Explicitly state or acknowledge that humans are vulnerable, and the transportation system should be designed around this principle by reducing speeds and enhance pedestrian safety.

Responsibility is Shared

Observation: Does Not Align

- No language explicitly stating that responsibility for safety on streets is a shared amongst all road users (motorized and non-motorized) as well as road owners, and law enforcement.

Potential Alignment Improvements

- Identify more potential stakeholders and acknowledge goal to eliminate fatal and serious injuries and continue to improve roadway safety.

Safety is Proactive

Observation: Full Alignment

- Complete Streets is a proactive policy

Potential Alignment Improvements

- No recommendations.

Redundancy is Crucial

Observation: Does Not Align

- No language identifying the importance of redundant measures to protect users.

Potential Alignment Improvements

- Emphasize the need for layers of protection in the transportation system, where if one part fails the other parts still protect people.

Objectives of a Safe System Approach

Safe Road Users

Observation: Does Not Align

- No language related to education of users.

Potential Alignment Improvements

- Include education, outreach, and/or enforcement recommendations to address behavioral issues such as speeding, alcohol/drug intoxication, and low seatbelt usage.

Safe Vehicles

Observation: Does Not Apply

Potential Alignment Improvements

- Support safer vehicle initiatives outlined by NJDOT and SJTPO

Safe Speeds

Observation: Partial Alignment

- A complete streets approach is about designing for safe speeds.

Potential Alignment Improvements

- Note that safe speeds are critical to ensuring complete streets.

Safe Roads

Observation: Full Alignment

- A complete streets approach is about designing safe roads

Potential Alignment Improvements

- No recommendations.

Post-Crash Care

Observation: Does Not Align

Potential Alignment Improvements

- Add recommendations for traffic incident management practices and improved access to emergency medical care.

West Cape May Master Plan Reexamination Report

Owner – West Cape May

Date updated – 2015

Purpose

The purpose of the report is to evaluate the local master plan and development regulations to determine the need for update.

Plan Summary

The 2005 master plan noted that sidewalks are a priority for the borough. Shortage of on-street and off-street parking were a concern. A task force on alternative transportation modes was formed to address, in part, bicycle paths, pedestrian circulation and congestion. The 2015 reexamination reaffirmed that the concerns were still valid.

Objectives of the master plan include:

- Develop a coordinated system for vehicular and pedestrian traffic and circulation that serves the needs of the community.
- Explore methods to decrease congestion along Broadway and other major arteries, especially during tourist season.
- Develop a strategy to reconstruct the poor surfaces of roads and streets. Encourage proper lighting in the commercial areas to enhance public safety.
- Pursue the reduction of traffic speeds on Sunset Boulevard, Broad, Stimson, Leaming, Central and Park Boulevard. Pursue a traffic light at the intersection of Stimson and Broadway. Enhance public safety by changing Pearl Avenue to a one-way, west to east.
- Develop a strategy to provide parking for commercial establishments along Broadway and elsewhere as appropriate (e.g. satellite parking provided by the Borough; use of municipal property for public parking lots).
- Promote public transit and revitalization of the rail service.
- Explore the feasibility of paving Borough alleyways and permitting their use for local traffic and/or pedestrian and biking traffic.

Safe System Approach Summary

Full Alignment									✓		
Partial Alignment										✓	
Does Not Align	✓	✓	✓	✓	✓	✓	✓				✓
Does Not Apply								✓			
	Death/Serious Injury is Unacceptable	Humans make mistakes	Humans are Vulnerable	Responsibility is Shared	Safety is Proactive	Redundancy is Crucial	Safe Road Users	Safe Vehicles	Safe Speeds	Safe Roads	Post-Crash Care
	<p align="center">Safe System Principles</p> <p align="center">Establish the goal of the Safe System approach, acknowledge human limitations, and set expectations for how to act.</p>						<p align="center">Safe System Elements</p> <p align="center">Committing to zero deaths means addressing every aspect of crash risk and these layers of protection and shared responsibility to promote a holistic approach to safety</p>				

Principles of a Safe System Approach

Death and Serious Injury is Unacceptable

Observation: Does Not Align

- No explicit language declaring that death and injury are unacceptable.

Potential Alignment Improvements

- Include explicit language that the goal of the safety improvements mentioned in this plan is to eliminate fatal and serious injury collisions.

Humans Make Mistakes

Observation: Does Not Align

- No explicit language declaring that humans make mistakes.

Potential Alignment Improvements

- Emphasize or acknowledge that humans will inevitably make mistakes and the transportation system and guiding policies should be designed to accommodate these mistakes.

Humans are Vulnerable

Observation: Does Not Align

- No explicit language declaring that humans are vulnerable.

Potential Alignment Improvements

- Explicitly state or acknowledge that humans are vulnerable, and the transportation system should be designed around this principle by reducing speeds and enhance pedestrian safety.

Responsibility is Shared

Observation: Does Not Align

- No language explicitly stating that responsibility for safety on streets is a shared amongst all road users (motorized and non-motorized) as well as road owners, and law enforcement.

Potential Alignment Improvements

- Identify more potential stakeholders and acknowledge goal to eliminate fatal and serious injuries and continue to improve roadway safety.

Safety is Proactive

Observation: Does Not Align

- No explicit language.

Potential Alignment Improvements

- No recommendations.

Redundancy is Crucial

Observation: Does Not Align

- No language identifying the importance of redundant measures to protect users.

Potential Alignment Improvements

- Emphasize the need for layers of protection in the transportation system, where if one part fails the other parts still protect people.

Objectives of a Safe System Approach

Safe Road Users

Observation: Does Not Align

- No language related to education of users.

Potential Alignment Improvements

- Include education, outreach, and/or enforcement recommendations to address behavioral issues such as speeding, alcohol/drug intoxication, and low seatbelt usage.

Safe Vehicles

Observation: Does Not Apply

Potential Alignment Improvements

- Support safer vehicle initiatives outlined by NJDOT and SJTPO

Safe Speeds

Observation: Full Alignment

- Safe speeds on specific roads is noted.

Potential Alignment Improvements

- No recommendations.

Safe Roads

Observation: Partial Alignment

- Keeping roads in good condition is noted.

Potential Alignment Improvements

- No recommendations.
- Consider Complete Streets design principles could be included.

Post-Crash Care

Observation: Does Not Align

Potential Alignment Improvements

- Add recommendations for traffic incident management practices and improved access to emergency medical care.

City of Cape May Master Reexamination Plan 2019

Owner – Cape May

Date updated – March 12, 2019

Purpose

This plan serves as a basis for land use policies, regulations, capital projects, and additional detailed studies. A goal of this plan is to ensure that adequate services are provided to accommodate existing and future City residents and visitors.

Plan Summary

This plan includes an evaluation of the components of traffic and parking which recommends improving circulation across the City.

Safe System Approach Alignment Scorecard

Full Alignment									✓		
Partial Alignment				✓	✓	✓				✓	
Does Not Align	✓	✓	✓				✓				✓
Does Not Apply								✓			
	Death/Serious Injury is Unacceptable	Humans make mistakes	Humans are Vulnerable	Responsibility is Shared	Safety is Proactive	Redundancy is Crucial	Safe Road Users	Safe Vehicles	Safe Speeds	Safe Roads	Post-Crash Care
	<p>Safe System Principles Establish the goal of the Safe System approach, acknowledge human limitations, and set expectations for how to act.</p>						<p>Safe System Elements Committing to zero deaths means addressing every aspect of crash risk and these layers of protection and shared responsibility to promote a holistic approach to safety</p>				

Principles of a Safe System Approach

Death and Serious Injury is Unacceptable

Observation: Does Not Align

Potential Alignment Improvements

- Include explicit language that the goal of the safety improvements mentioned in this plan is to eliminate fatal and serious injury collisions.

Humans Make Mistakes

Observation: Does Not Align

Potential Alignment Improvements

- Emphasize or acknowledge that humans will inevitably make mistakes and the transportation system and guiding policies should be designed to accommodate these mistakes.

Humans are Vulnerable

Observation: Does Not Align

Potential Alignment Improvements

- Explicitly state or acknowledge that humans are vulnerable, and the transportation system should be designed around this principle by reducing speeds and enhance pedestrian safety.

Responsibility is Shared

Observation: Partial Alignment

- Evaluate county, state and federal transportation and circulation planning in order to coordinate them with local planning, giving particular emphasis to City entrances and exits. (Page 82)

Potential Alignment Improvements

- Note that responsibility for road safety is a shared effort of road users (drivers, pedestrians, and non-motorized vehicle operators), road owners (road conditions, signage) and law enforcement.
- Identify additional stakeholders that may be crucial to supporting road safety.

Safety is Proactive

Observation: Partial Alignment

- Encourage alternate circulation modes and networks to minimize and efficiently move auto traffic into and out of the City. Continually monitor, evaluate, and adapt to modern technology and trends as ride sharing, autonomous driving technology, etc. and recognize their impacts on parking and vehicular density. (Page 82)

Potential Alignment Improvements

- Emphasize or acknowledge that safety improvements should be proactive by determining issues before they cause collisions.

Redundancy is Crucial

Observation: Partial Alignment

- Reviewing available traffic and parking studies and reports, the City's Master Plan and other related documents to understand persistent issues, significant trends and recommended solutions. (Page 109)
- Reviewing and recommending action on parking-related plans in the City's existing Master Plan and the evolving Master Plan Reexamination (Page 109)

Potential Alignment Improvements

- Emphasize the need for layers of protection in the transportation system, where if one part fails the other parts still protect people.

Objectives of a Safe System Approach

Safe Road Users

Observation: Does Not Align

Potential Alignment Improvements

- Include education, outreach, and/or enforcement recommendations to address behavioral issues such as speeding, alcohol/drug intoxication, and low seatbelt usage.

Safe Vehicles

Observation: Does Not Apply

Potential Alignment Improvements

- Support safer vehicle initiatives outlined by NJDOT and SJTPO

Safe Speeds

Observation: Full Alignment

- Cape May City is a dense, compact municipality with shops, restaurants, recreational areas, and cultural and historic attractions in close proximity, which supports traffic calming, walking and biking trips. (Page 83)
- The plan recommends various speed limit reductions on specific roads to encourage safety for all road users. (Page 87)

Potential Alignment Improvements

- Add recommendations for implementing proven safety speed-related countermeasures where necessary.

Safe Roads

Observation: Partial Alignment

- Minimize the negative impact of bus and heavy vehicle traffic on the City's street system. (Page 82)

Potential Alignment Improvements

- Recommend proven safety countermeasures

Post-Crash Care

Observation: Does Not Align

Potential Alignment Improvements

Add recommendations for traffic incident management practices and improved access to emergency medical care.