

Ocean View Operational Improvement Study Dennis Township, Cape May County, New Jersey

Concept Development Report

DRAFT
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Prepared For: Cape May County, New Jersey
Prepared By: Urban Engineers, Inc.



Introduction

The purpose of this study is to identify existing and future mobility (operational and safety) problems, identify the mobility needs of this area, and develop conceptual improvements that perform and support the functional needs of the community and region. This study is federally funded through the South Jersey Transportation Planning Organization (SJTPO) and New Jersey Department of Transportation (NJDOT). The study team consists of Cape May County and its consultants: Urban Engineers, Inc., and Gibson Associates, PA.

The study area consists of Woodbine – Ocean View Road (CR 550) to the north, King’s Highway (CR 608) to the west, Main Street (CR 668) to the south, and the Garden State Parkway to the east. The critical roadways and intersections are Route 9, Sea Isle Boulevard (CR 625), Woodbine – Ocean View Road, Corson’s Tavern Road (CR 628), King’s Highway and Main Street / Seville Avenue along with the Garden State Parkway Interchange 17. **(Figure 1 – Study Area Map)**

Figure 1: Study Area Map



Land-Use and Community Planning Context

Located in Cape May County, the Township of Dennis is bounded to the west by Woodbine and Cumberland County, to the east by Sea Isle City, to the south by Middle Township and to the north by Upper Townships. With an area of 62.1 square miles, Dennis Township is the third largest municipality in the County. Dennis Township is rural in character and has significant natural resources and open spaces, with over 41% of its total land area owned and managed by the State and Federal governments.

Seasonal Population

Dennis Township has a year round population of approximately 6,500 residents, which represents a 16% increase from 1990. However, the Township's population swells to approximately 33,500 residents from May to September, primarily due to the numerous campgrounds located within the Township. Dennis Township's employment base was projected at 1,200 jobs during 2000 and is forecasted to increase by 43% by 2025.

Historically, growth in Dennis Township was concentrated in a number of villages and hamlets along the main roads, including Ocean View, Clermont, South Seaville, South Dennis, Dennisville, Eldora and Belleplain. Both Ocean View and South Seaville are located within the study area. The village of Ocean View is situated along Route 9 between Sea Isle Boulevard (CR 625) and Woodbine-Ocean View Road (CR 550). In addition to numerous single-family residences, Ocean View is home to an 18-hole golf course, a large campground, and several businesses scattered along Route 9 and Sea Isle Boulevard (CR 625). The village of South Seaville is centered on the intersection of Main Street (CR 668), Corsons Tavern Road (CR 628) and King's Highway (CR 608). South Seaville mainly consists of single-family residential uses, although a church and several other businesses are located at the Main Street crossroads.



The NJ State Development and Redevelopment Plan

The State Redevelopment and Development Plan was created pursuant to the State Planning Act of 1985 in order to create statewide Planning objectives relative to land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.

Pursuant to the State Planning Act, the State Development and Redevelopment Plan must be readopted every three years. This is done through the Cross-Acceptance Process, involving all levels of government. Throughout the State, County governments have participated in the Cross-Acceptance process as a "Negotiating Entity". They are responsible for working with their municipalities, property owners and various local agencies to create a Cross-Acceptance Report addressing any inconsistencies, objections or issues with the Preliminary State Plan and Policy Map, as raised by these entities.

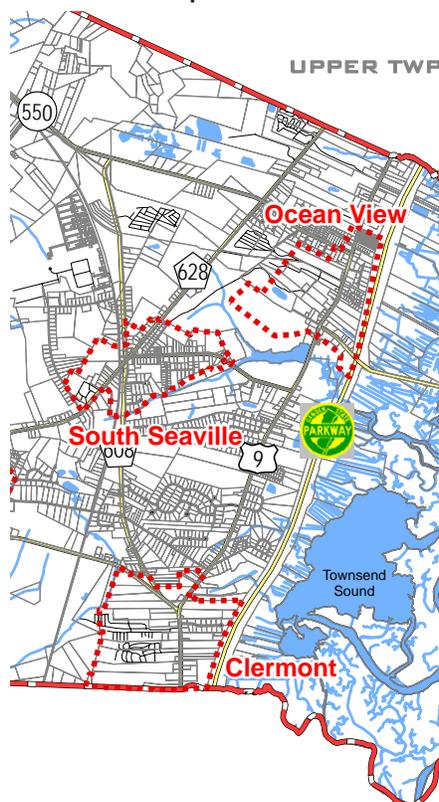
Released in February 2005, Cape May County's Cross-Acceptance report states that Dennis Township is concerned with the level of development in Cape May County and the resultant increase in traffic volumes. Increased development and corresponding increases in traffic volumes adds to seasonal congestion in the Township, which affects the quality of life and erodes the rural nature of the community. Additionally, these documents are consistent with the State Plan since they foster the preservation of the environmentally sensitive environs while preserving the character of the residential-historical cores within the Township.

Township of Dennis Master Plan (1994)

Since 1974, master planning and zoning ordinances have reflected the Township's desire to preserve its rural and small town lifestyle. Dennis Township worked with Middle and Upper Townships to attain Plan Endorsement from the Office of Smart Growth. Upper Township's plan was endorsed in 2007; Middle Township in 2011.

Dennis Township has no public sanitary sewer system and relies completely on a combination of individual septic systems and on-site package treatment systems for its wastewater treatment and disposal. Thus, the Township is able to manage growth within the bounds of public decisions not to invest in sewer and water infrastructure.

Figure 2: Proposed Centers in Dennis Township



Centers Designation

Dennis Township has petitioned the State Development and Redevelopment Plan for Centers Designation in six areas: Ocean View and South Seaville, which are included in the study area; and Dennisville, South Dennis, Clermont and Eldora. The petition is still active.

Part of the motivation for this application is to consider potential changes to the existing development patterns to include denser development with multiple uses in close proximity. This study employed and integrated land use and transportation planning process to formulate long term strategies for potential new capacity/extension incorporated into the development of town centers.

CAFRA Planning Area Map

The study area is composed of Coastal Rural, Fringe, and Coastal Environmentally Sensitive Planning CAFRA Areas. For a site in the CAFRA area, impervious cover limits and vegetative cover percentages are based on the site's location. The impervious cover requirements constrain infrastructure and land use development, underscoring the importance of formulating clear, concise Needs Statements in environmentally sensitive areas.

Existing Conditions

Roadway Characteristics

Functional classification

The study area's functional classification system is shown in **Figure 3**. Roads are classified based on the service they are intended to provide. Smaller, less traveled roadways provide motorists with a high degree of access, while larger roadways provide motorists with a high degree of mobility.

- Route 9 comprises the north-south backbone of Ocean View. Route 9 is classified as a Rural Minor Arterial, with one lane in each direction and a posted speed limit of 50 mph. Because Route 9 parallels the Garden State Parkway for most of its length, it sometimes functions as a diversion route when the GSP is congested. Also, the segment of Route 9 between Sea Isle Boulevard (CR 625) and Woodbine-Ocean View Road (CR 550) is the last leg of the trip for shore traffic using Route 55 to access Sea Isle City and shore points to the south.
- Sea Isle Boulevard (CR 625) begins at its intersection with Route 9 in Ocean View and extends east past the Garden State Parkway to its terminus in Sea Isle City. Sea Isle Boulevard is classified as a Rural Minor Arterial, with one lane in each direction and a posted speed limit of 45 mph between Route 9 and the Garden State Parkway. During emergencies, Sea Isle Boulevard functions as the primary escape route from Sea Isle City and those has a high priority for safety.
- The Garden State Parkway runs north-south along the coast of New Jersey, connecting northern New Jersey to the southern tip at Cape May. The Garden State Parkway is classified as an Urban Expressway, with two lanes in each direction and a posted speed limit of 65 mph. Within the study area, the Garden State Parkway has access to Sea Isle Boulevard via Interchange #17. This interchange is not a full intersection, as it does not provide access from the Garden State Parkway northbound onto Sea Isle Boulevard or from Sea Isle Boulevard onto the Garden State Parkway southbound.

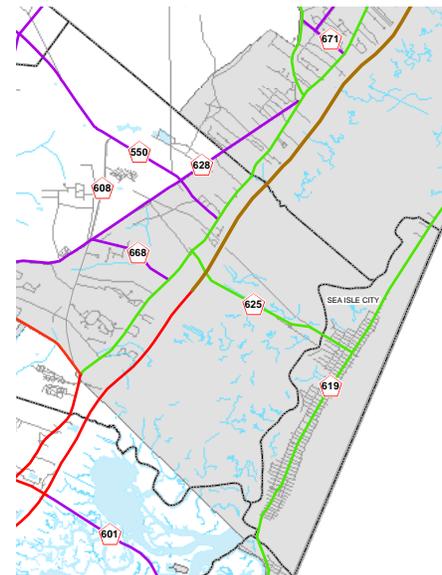
There are several other County Routes within the study area which primarily serve local traffic. Woodbine-Ocean View Road (CR 550), Main Street (CR 668), and Corsons Tavern Road (CR 628) are all classified as Rural Major Collectors, while King's Highway (CR 608) is classified as a Rural Local.

Traffic Counts/Volumes

Traffic count data was provided by the following agencies:

- South Jersey Transportation Planning Authority (A-Tech Engineering, Inc.)
- Cape May County Engineering
- New Jersey Turnpike Authority, Garden State Parkway Division

Figure 3: Functional Classification



Legend

Functional Class

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Interstate
- Urban Freeway / Expressway
- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local

NJDOT 2000 Urban Area Boundary

- Urban Area
- County Boundaries
- Municipal Boundaries

A number of the counts were conducted in July and August 2004 in support of this project – many of these counts were manual intersection turning movement counts with a few automated traffic recorder counts (ATR). Additional ATR counts were conducted as part of normal highway performance monitoring system counting programs and provide a cross section of seasonal and non-seasonal traffic counts for 2003 and 2004.

Manual intersection turning movement counts were received for the intersections listed in Table 1. Table 2 shows a comparison between summer season weekday and weekend counts at the US Route 9 intersections with Sea Isle Boulevard (CR 625) and Ocean View Woodbine Road (CR 550). This table indicates that weekend traffic during the morning peak is between 38 and 58 percent higher than weekday volume. Afternoon peak traffic during the weekend is between 20 and 38 percent higher than weekday traffic.

Table 1: Manual Turning Movement Counts

Location	Date(s)
Route 9 and Sea Isle Boulevard (CR 625)	Thursday July 29 2004 / Saturday August 28, 2004
Route 9 and Ocean View Woodbine Road (CR 550)	Wednesday July 28, 2004 / Saturday August 28, 2004
Ocean View – Woodbine Road (CR 550) and Corsons Tavern Road (CR 628)	Wednesday July 21, 2004
Ocean View-Woodbine Road (CR 550) and Kings Highway (CR 608)	Tuesday July 20, 2004
Kings Highway (CR 608) and South Dennis – South Seaville Road (CR 628)	Friday July 30, 2004
Kings Highway (CR 608) and Main Street (CR 668)	Tuesday July 27, 2004
Corsons Tavern Road (CR 628) and Main Street (CR 668)	Monday July 26, 2004
US Route 9 and Main Street (CR 668)	Friday July 23, 2004

Table 2: Weekday versus Weekend Summer Season Count Comparison (2004)

Location	Weekday (AM / PM)	Weekend (AM / PM)
Route 9 and Sea Isle Boulevard (CR 625)	1,739 / 1,748	2,393 / 2,093
Route 9 and Ocean View Woodbine Road (CR 550)	1,104 / 1,155	1,743 / 1,593

Traffic counts for Interchange 17 of the Garden State Parkway (GSP) were obtained for August 2004 as well as for April 2002, October 2002, October 2003, and April 2004. Table 3 summarizes this volume data. As **Table 3** shows, traffic volumes are higher on the weekend during all seasons. October has the lowest weekday vs. weekend variations (between 10 and 15 percent) while April and August show similar variations (between 15 and 38 percent).

Additional ATR data was provided for counts conducted by A-Tech Engineering for SJTPO's off-season and seasonal traffic counting programs. The 2003 data has a number of counts that were counted during both the spring and summer months. These counts show that traffic during the summer months is higher than during the remainder of the year. In addition, the growth in weekend volumes (Friday, Saturday, and Sunday) between season and off-season are significantly higher (between 30 and 80 percent) than the growth in weekday volumes between season and off-season (between 10 and 20 percent).

Table 3: GSP Interchange 17 Volume Summary Weekday/Weekend

Location	April 2002	October 2002	October 2003	April 2004	August 2004
Exit 17 SB	2,619 / 3,217	2,542 / 3,009	2,801 / 3,192	2,822 / 3,776	6,215 / 7,855
Entrance 17 NB	2,479 / 3,391	2,387 / 2,601	2,393 / 2,606	2,398 / 2,752	5,273 / 6,196

Origin and Destination Survey

A limited origin and destination survey to determine traffic patterns within the Ocean View Operational Study Area was conducted on Saturday, August 6, 2005 from approximately 10am-1pm. The purpose of the survey was to determine summer traffic patterns within the Route 9, Woodbine – Ocean View Road, Sea Isle Boulevard and Main Street areas. An understanding of the existing traffic flow pattern is necessary to predict the traffic flows and test the performance of a variety of alternative network configurations.

For arriving vehicles during summer weekends, the peak traffic flow occurs in the morning before noon on Saturday as motorists make their way to the shore. Traffic enters the study area at the Woodbine – Ocean View Road (CR 550) and Route 9 intersection and to a lesser extent Main Street and leaves the area via either Sea Isle Boulevard (CR 625) or south bound on Route 9. Sea Isle Boulevard (CR 625) is the primary route for traffic heading to Sea Isle City or northbound on the Garden State Parkway.



Green Jeep, Southbound on Route 9

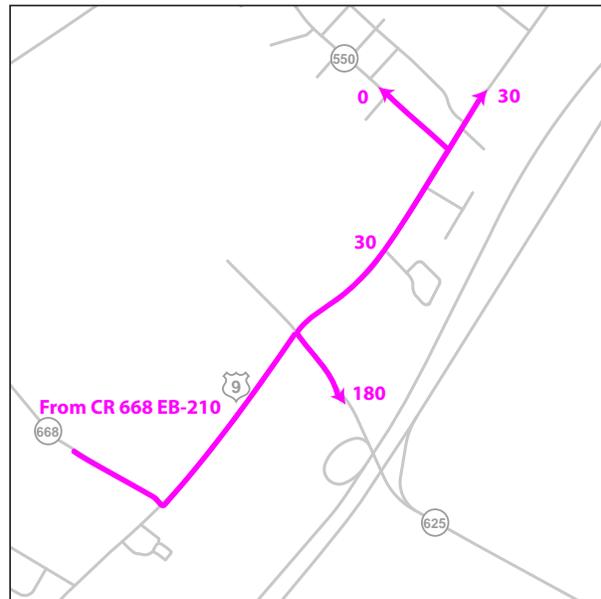
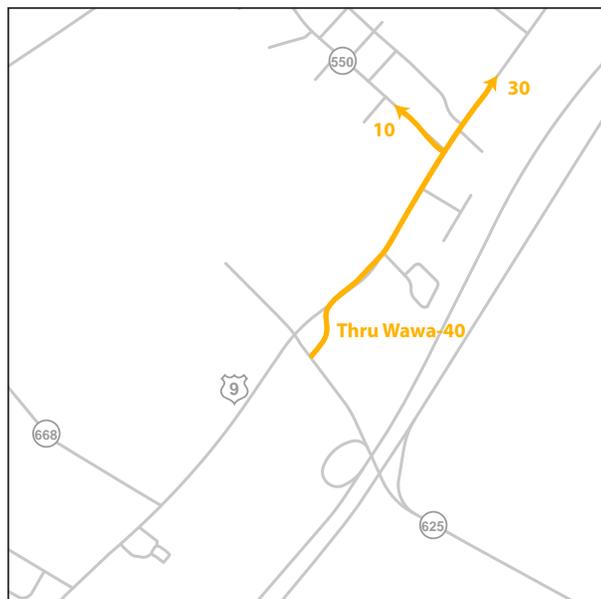
The survey was designed to identify the travel patterns of vehicles originating on Woodbine – Ocean View Road (CR 550). The balance of the traffic patterns of both arriving and departing vehicles in the study area were deduced from this source and the period traffic volumes. A comprehensive survey of the entire area was determined to be too expensive in terms of performing and processing the data. The survey used digital photography to record vehicle movements in the field. Digital images were processed and arrayed by time and then the database was searched for common vehicles.

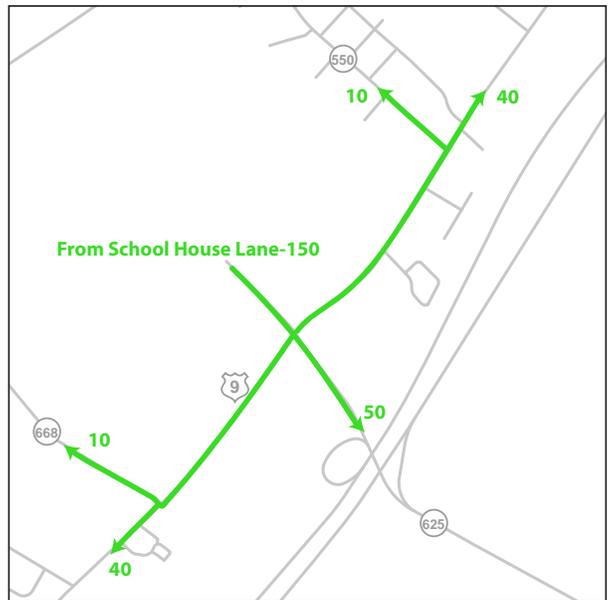
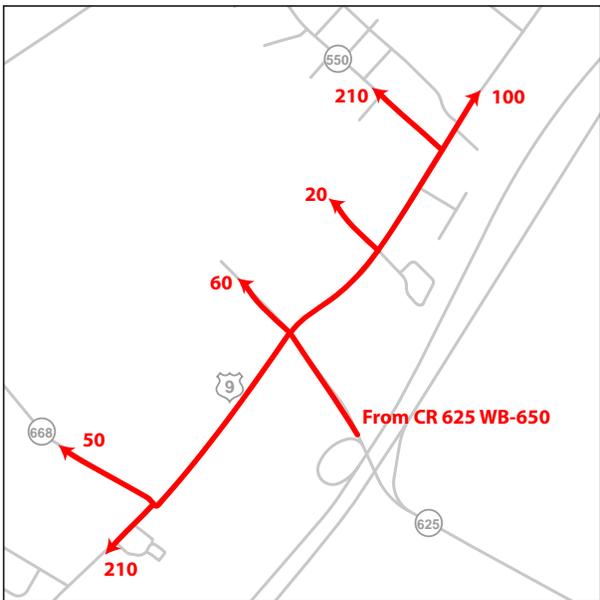
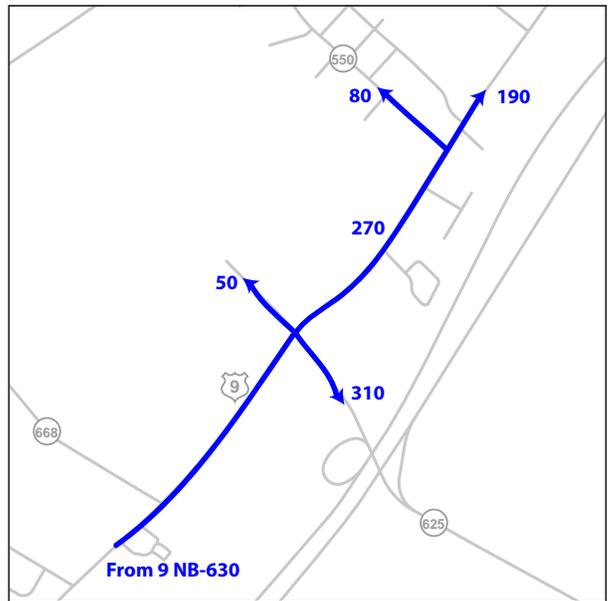
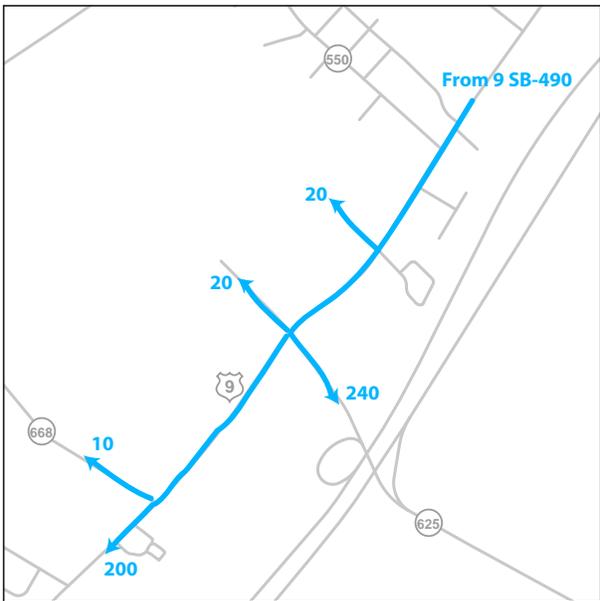
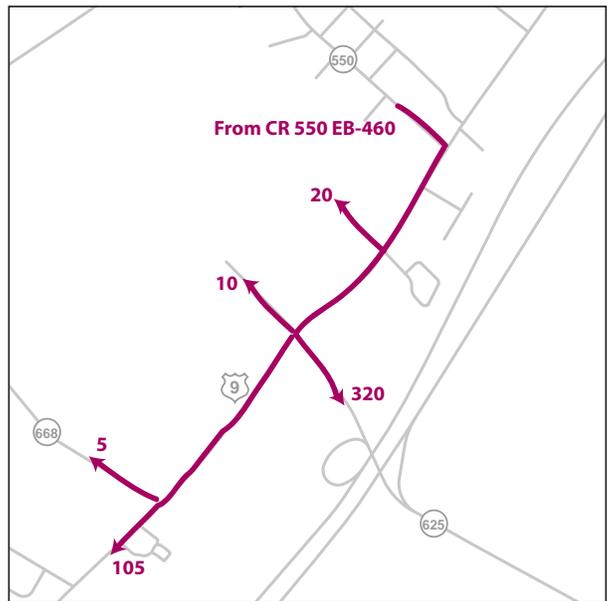
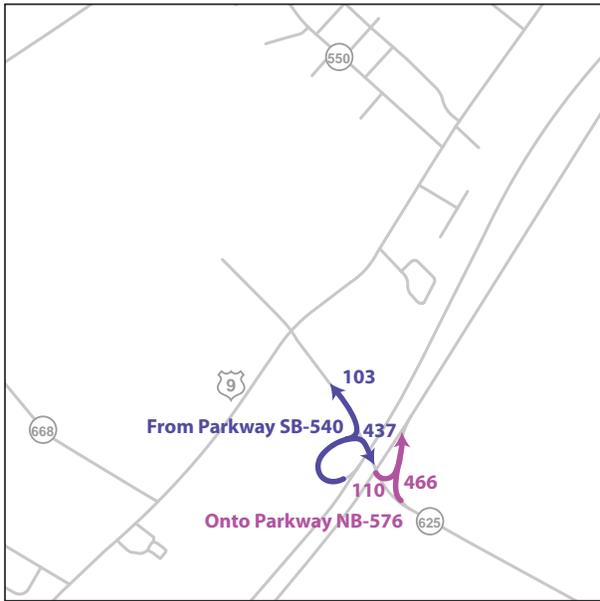


Green Jeep, Eastbound on CR 625

Analysis shows that approximately 70% of all vehicles from eastbound Woodbine – Ocean View Road (CR 550) turning onto southbound Route 9 will eventually turn left onto Sea Isle Boulevard (CR 625). Based on this percentage combined with existing traffic counts, traffic movements were determined along Route 9 and at the intersections with Woodbine – Ocean View Road (CR 550) and Sea Isle Boulevard (CR 625). These movements were then used to predict the traffic implications of proposed changes to the roadway network. **(Figure 4)**

Figure 4: Origin/Destination Patterns





Traffic Signal Assessment

Traffic signal assessments were conducted by Urban Engineers at the following two locations:

US Route 9 and Sea Isle Boulevard (CR 625)/School House Road

1. The School House Road approach is very wide with poor pavement markings. There are no centerline markings, just a stopline that is 20 feet in length. Vehicles enter the approach without specific guidance as to where to position their vehicle. To provide for a more uniform stacking, the stopline should be reduced to 15 feet and a double yellow centerline marking should be installed for at least 150 feet.
2. Currently there are existing crosswalks to cross the US Route 9 north approach and the Sea Isle Boulevard (CR 625) approach. There is pedestrian activity at this intersection. There are no pedestrian prohibitions on any approach. Pedestrian crossings should be installed for the US Route 9 south approach and the School House Road approach. The stoplines on these approaches will need to be relocated based on the crosswalk locations.
3. Based on recommendations 1 and 2, the loop detection will need to be redesigned to fit the new stopline and centerline location for the School House Road approach.
4. Pedestrian signal heads should be installed for each approach.
5. The pedestrian pushbutton on the southeast corner of the intersection is too far from the pedestrian signal head. The pushbutton should be relocated onto the pedestrian signal head pedestal pole.
6. Based on the traffic volume flow exiting the Sea Isle Boulevard approach, the lane assignments should be revised to provide for an exclusive right-turn lane and a shared through/left-turn lane.
7. The lane control sign on the Sea Isle Boulevard approach needs to be revised to reflect the revised lane assignments.
8. A directional sign located on the southeast corner facing US Route 9 southbound traffic should be relocated to the northeast corner to increase driver reaction time and visibility of the sign. The directional sign can be moved to the same location as the lane control sign. The lane control sign should be attached to the directional sign.
9. The advance lane control sign on the US Route 9 southbound approach is obstructed by a "No Stopping Or Standing" sign. Relocate the "No Stopping Or Standing" sign to the lane control sign.
10. Update the handicap ramp and ADA compliance for each corner of the intersection. Provide, at a minimum, sidewalks connecting the crosswalks to the nearest driveway and provide a handicap ramps at driveways were necessary.
11. The traffic signal timing should to be revised to provide a synchronized timing plan with the US Route 9 and Woodbine-Ocean View Road (CR 550) intersection. This will provide additional green time to US Route 9 without compromising the delays to the side street. With the revised lane assignment recommended for the Sea Isle Boulevard approach, right turn on red will be more prominent and allow this major traffic flow to minimize delays.



US Route 9 and Woodbine-Ocean View Road (CR 550)

1. The traffic signal is fully actuated. The operation did not seem to be operating properly. The US 9 northbound left and the Woodbine-Ocean View approach were operating intermittently. Possible loop detector malfunction.
2. This traffic signal is approximately 3,475 feet from the US Route 9 and Sea Isle Boulevard (CR 625)/School House Road intersection. The traffic flow dynamics in the area indicate that these two intersections should work in a coordinated system to provide US Route 9 with the more green time and improved traffic platooning. The traffic signal timing should be revised to a background cycle and synchronized with the US Route 9 and Sea Isle Boulevard (CR 625)/School House Road intersection.
3. There are two pedestrian pushbuttons located on the same traffic signal pole on the southeast corner. These pushbuttons are confusing. The signs do not provide instructions to the pedestrian as to which button is the correct button to push for crossing US Route 9. The pushbutton for crossing US Route 9 is on the wrong side of the pole and not visible from the crosswalk. The pushbutton needs to be relocated to the other side of the pole. The pushbutton signs need to be revised to provide for improved instructions.
4. Pedestrian signal heads should be installed for the south and east approaches. Provide sidewalks connecting the crosswalks.
5. There is no lane control signing for the south approach. Lane control signing should be installed.
6. The directional signing assembly facing the south approach is too low. It does not provide adequate visibility for the motorist and does not meet the MUTCD minimum clearance of seven feet. The sign assembly should be raised to a 7 foot height.



The highest number of crashes within the study area occurred along the primary route to the shore, including 12 crashes along Woodbine – Ocean View Road (CR 550), 17 crashes along Route 9, and 13 crashes at the intersection of Route 9 and Sea Isle Boulevard (CR 625). In total, there were 61 accidents and 28 injuries along this route, which represents approximately 60% of the total crashes and injuries within the study area. The predominant crash type at almost all locations is same-direction rear ends and sideswipes.



Drainage Conditions

The segment of Route 9 between Sea Isle Boulevard (CR 625) at MP 21.0 and Mulligan Drive at MP 21.5 is ranked 146 out of 208 priority areas in NJDOT's Drainage Management System. Significant water ponding has been observed in front of several properties along this segment, including the Ocean View Trailer Sales (SB Route 9), the entrance to the campground (SB Route 9), and Delancey's Farm Market (NB Route 9).

Water ponding was also observed along several other roadways within the study area. Corsons Tavern Road experiences ponding in front of several properties, along with puddles in the active lanes caused by settlement of the roadway. The intersection of Route 9 and Woodbine – Ocean View Road (CR 550) regularly experiences ponding at the southwest corner.



Bicycle/Pedestrian Accommodations

Bicycle Network

There are no dedicated bicycle lanes within the study area. The Woodbine Bike Path runs adjacent to eastbound Woodbine – Ocean View Road (CR 550) along an abandoned railroad ROW through Woodbine Township; however, the bike path terminates immediately after it enters Dennis Township with no connection to the adjacent roadway shoulder.

The roadway shoulders along Route 9 and the County routes are generally wide enough to accommodate bicycles. However, there are a few areas where the width is insufficient (less than five feet). The existing shoulder width along Corsons Tavern Road (CR 628) between Main Street (CR 668) and approximate MP 3.5 is only four feet on the northbound side and two feet on the southbound side and therefore not bicycle compatible. In addition to the deficient shoulder width, the road surface has drainage problems that further detract from bicycle user comfort. Likewise, the shoulders along most of King’s Highway (CR 608) are either non-existent or too narrow for bicycle compatibility. There are no shoulders along some of the approaches to several intersections within the study area, including Route 9 with Woodbine – Ocean View Road (CR 550), Route 9 with Sea Isle Boulevard (CR 625), and the crossroads intersection in South Seaville.

Sidewalk Network

There are no sidewalks along Route 9 or any of the County Routes within the study area. Shoulders are generally used for pedestrian passage.



Transit Service

NJ Transit operates two bus routes through the study area:

- Route 315 is a regional bus route connecting Philadelphia to Wildwood and Cape May. This route operates on the same daily schedule for the entire week, with three buses per day in the Philadelphia direction and two buses per day in the Cape May direction. Within the study area, Route 315 enters Ocean View via westbound Sea Isle Boulevard (CR 625), turns right onto northbound Route 9, and then travels along Route 9 until it branches onto westbound Route 50 outside of the study area. There were no bus stops or markings observed along either Route 9 or Sea Isle Boulevard (CR 625). Ridership within the Ocean View fare zone is limited to approximately 1-2 passengers per day.
- Route 552 connects Atlantic City to Cape May via the Garden State Parkway. This route has a single stop within the study area at the Ocean View Park & Ride, which is located at the Garden State Parkway rest stop at milepost 18 (just north of Interchange 17). Route 552 generally has hourly service daily for the entire week. Ridership within the Ocean View fare zone is approximately 38 round-trip riders per day, with 24 traveling to/from Atlantic City and 14 to/from points to the south.

NJ Transit currently has no plans to expand or adjust service through the study area.

Public Involvement

Public Information Session #1

Cape May County held a Public Information Meeting on July 14, 2005, from 4-7 PM at the Ocean View Fire Department on Route 9 in Dennis Township. A summary report from this meeting is included as **Appendix B**. The purpose of this meeting was to introduce the public to the study and solicit input from residents, public officials, businesses, and community groups regarding the operational, safety, and needs of the traffic within the Study Area.

The public meeting was held in “open house” format. Project team members had one-on-one discussions with attendees throughout the meeting. Comments were recorded by members of the study team, and questionnaires were provided to attendees to collect their input. Sign in sheets, photos of the meeting, and completed questionnaires are all included in the summary report in **Appendix B**.

Summary of Comments

The summary report also contains a map that graphically depicts comments from the 23 survey sheets that were returned. The majority of comments are centered along Route 9 and Sea Isle Boulevard (CR 625), ranging from drainage problems to speeding concerns to access management. There were also several comments regarding access to the Garden State Parkway (GSP) interchange, and numerous comments related to various intersections within the study area.

Dennis Working Group

A Dennis Township Working Group was convened to coordinate mobility planning activities for the Centers Application and the Operations Study. The group was used to identify problem areas, develop ideas and concepts to address issues and concerns, refine the concepts, and formulate a recommended plan consistent with their objectives for Centers Plan. The group consisted of local officials, business owners, and residents and held five meetings from June through November 2006. The summary Working Group report is attached as **Appendix C** and includes meeting minutes & resolution of support from Dennis Township for the report findings.



Purpose and Need



Needs within the study area can be separated into two general categories: expansion of the local roadway network and specific roadway and intersection improvements. Roadway network expansion will help to address regional congestion concerns and further Dennis Township's pursuit of a Centers designation, while improving specific roadway conditions and intersections will help address specific local concerns.

Severe seasonal congestion during the peak summer season is a top concern in the study area. As demonstrated by the traffic analysis, seasonal congestion is concentrated along Woodbine – Ocean View Road (CR 550) and Route 9. This congestion hampers the ability of local residents to conduct their daily business, especially on weekends. Expanding the roadway network will provide alternative routes for both regional and local traffic to reach their destination.

Dennis Township is pursuing Centers Designation for the villages of Ocean View and South Seaville. An expanded roadway network will provide the framework for managing future growth in a manner consistent with the State Plan. It is important that the new roads are designed as “complete streets” for all users including bicyclists and pedestrians.



In addition to network circulation needs, there are local problem areas that need to be addressed. A general description of these areas is listed below:

- Roadway and shoulder deficiencies along Corsons Tavern Road (CR 628) between Main Street (CR 668) and Woodbine – Ocean View Road (CR 550).
- Problems at the intersection of Woodbine – Ocean View Road (CR 550) and Route 9 include congestion, speeding, and a lack of sidewalks.
- Problems at the intersection of Sea Isle Boulevard (CR 625) and Route 9 include congestion, speeding, a lack of sidewalks, and safety concerns.
- Entrance and egress conflicts at the Wawa at the corner of Route 9 and Sea Isle Boulevard (CR 625).
- Lack of sidewalks along Main Street (CR 668).
- Lack of sidewalks on Route 9 and Sea Isle Boulevard (CR 625).
- Missing movements (to and from the south) at the Garden State Parkway interchange.

Alternatives Analysis

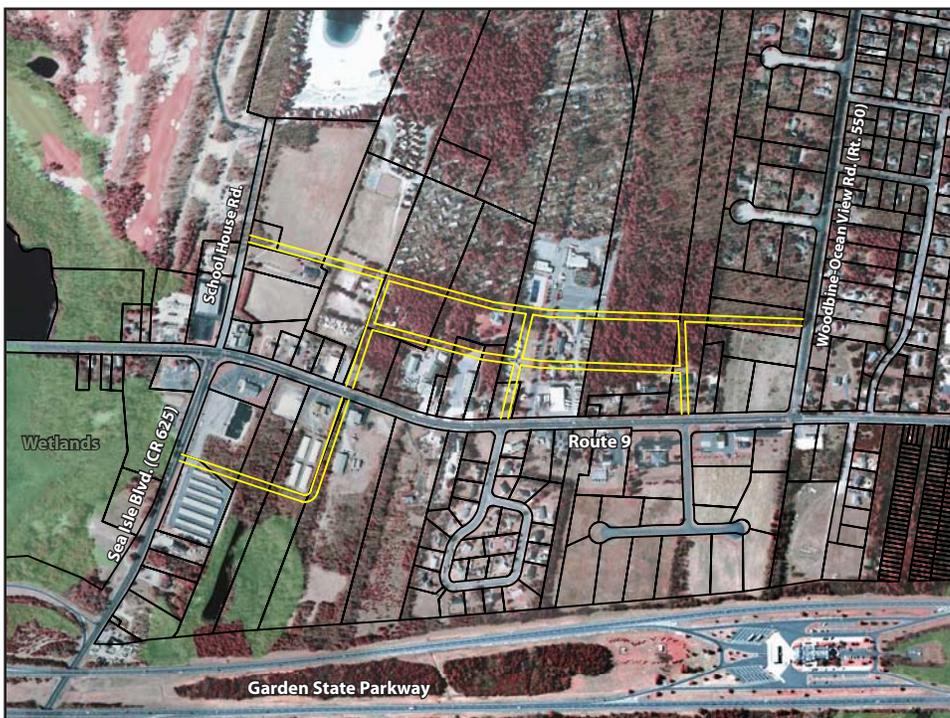
Network Alternatives

The severe congestion on Route 9 caused by seasonal traffic is a problem adversely affecting the quality of life, economy and the creation of a Center. Solutions that only expand capacity on Route 9 are inconsistent with Center objectives. Instead, the primary focus should be to expand the local roadway network to provide alternative travel paths for both local and through vehicles. All of the concepts described below were developed to meet this objective, but would require more detailed study and coordination to advance.

Route 9 Network Expansion

As shown in **Figure 6**, new roadway network is proposed north of Route 9 between School House Lane and Woodbine – Ocean View Road (CR 550). The primary component of this network would be a new road parallel to Route 9 and offset to the north approximately 600 feet. There would also be at least three perpendicular connections between the new parallel road and Route 9. The southernmost connection would extend south of Route 9 to link up with Sea Isle Boulevard (CR 625). An additional parallel street could be located between the two. This expanded network would provide an alternate path from Woodbine – Ocean View Road (CR 550) to Sea Isle Boulevard (CR 625), thus reducing the burden on Route 9. The expanded network would also help to shape future land use patterns in a manner more consistent with the Centers Designation process.

Figure 6: New Roadway Network

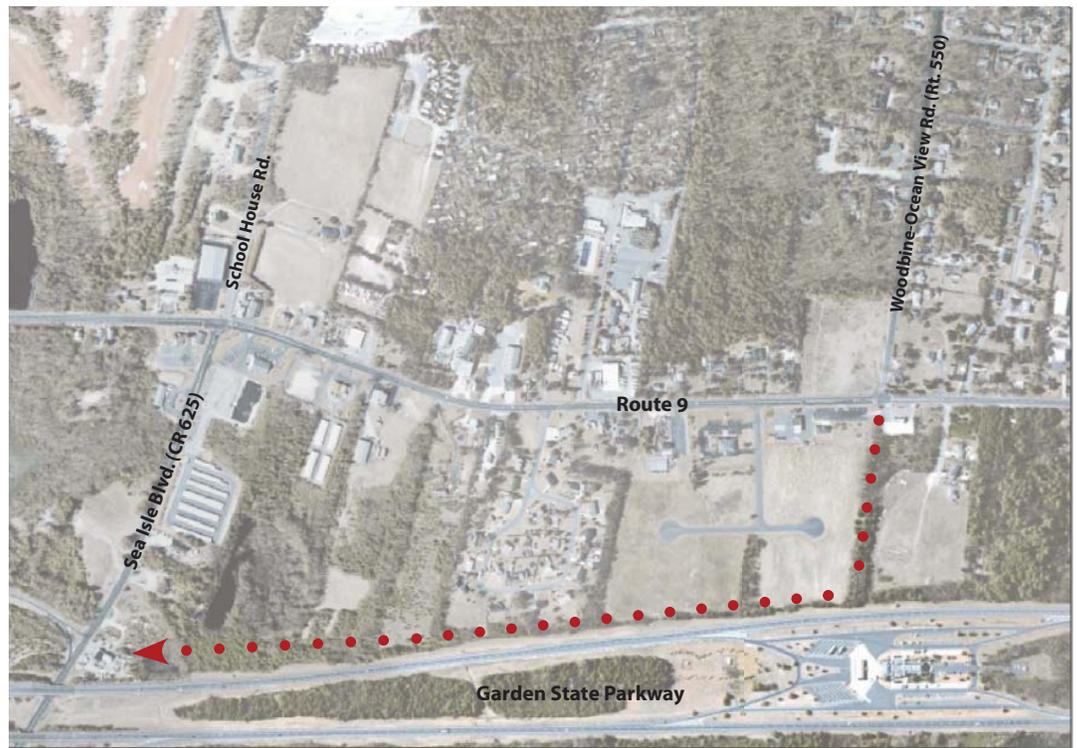




Woodbine – Ocean View Road (CR 550) Extension

The concept of connecting Woodbine – Ocean View Road (CR 550) directly to Sea Isle Boulevard (CR 625) east of Route 9 is a candidate alternative providing relief to Route 9. As shown in **Figure 7**, a new road would extend the existing alignment of Woodbine – Ocean View Road (CR 550) east past Route 9 to the Garden State Parkway, and then run south parallel to the Garden State Parkway (GSP) until it connects with Sea Isle Boulevard (CR 625). The extension could also eventually link up to a modified GSP interchange ramp system to provide direct access to and from Woodbine – Ocean View Road (CR 550). This alternative would also provide an expanded roadway network to the south of Route 9. The existing cul-de-sacs just south of Route 9 would be re-configured to become part of the network grid.

Figure 7: Extension of Woodbine Road



Woodbine – Ocean View Road (CR 550) Connector Alternatives

The concept of providing an alternative east-west route parallel to Woodbine – Ocean View Road (CR 550) has been studied previously and presents significant challenges. **Figure 8** shows three potential alignments for a new road connecting Woodbine – Ocean View Road (CR 550) west of Corsons Tavern Road (CR 628) to Ocean View's town center. The southernmost alignment would be located primarily along an existing utility easement between the golf course and the campground, and would connect to School House Road at its eastern end. The center alignment would angle through the campground using existing roads and then link up to Route 9 via a new network road between School House Road and Woodbine – Ocean View Road (CR 550). The northernmost alignment would run roughly parallel to Woodbine – Ocean View Road (CR 550), offset by approximately 700 feet, and would link up to Route 9 via a new network road closer to Woodbine – Ocean View Road (CR 550). To further enhance network connectivity, this alignment could potentially be connected to the four cul-de-sac streets protruding from Woodbine – Ocean View Road (CR 550).

Figure 8: Potential Alignments



South Seaville

Garden State Parkway Interchange Access Improvements

The existing interchange at Sea Isle Boulevard (CR 625) is not a full intersection, as it does not provide access from the Garden State Parkway northbound onto Sea Isle Boulevard (CR 625) or from Sea Isle Boulevard (CR 625) onto the Garden State Parkway southbound. As shown in **Figure 9**, a complete interchange is recommended to improve access to Ocean View and provide an alternative travel opportunity to Route 9.

Figure 9: Garden State Parkway Interchange



Route 9 Improvements

Three-Lane Section

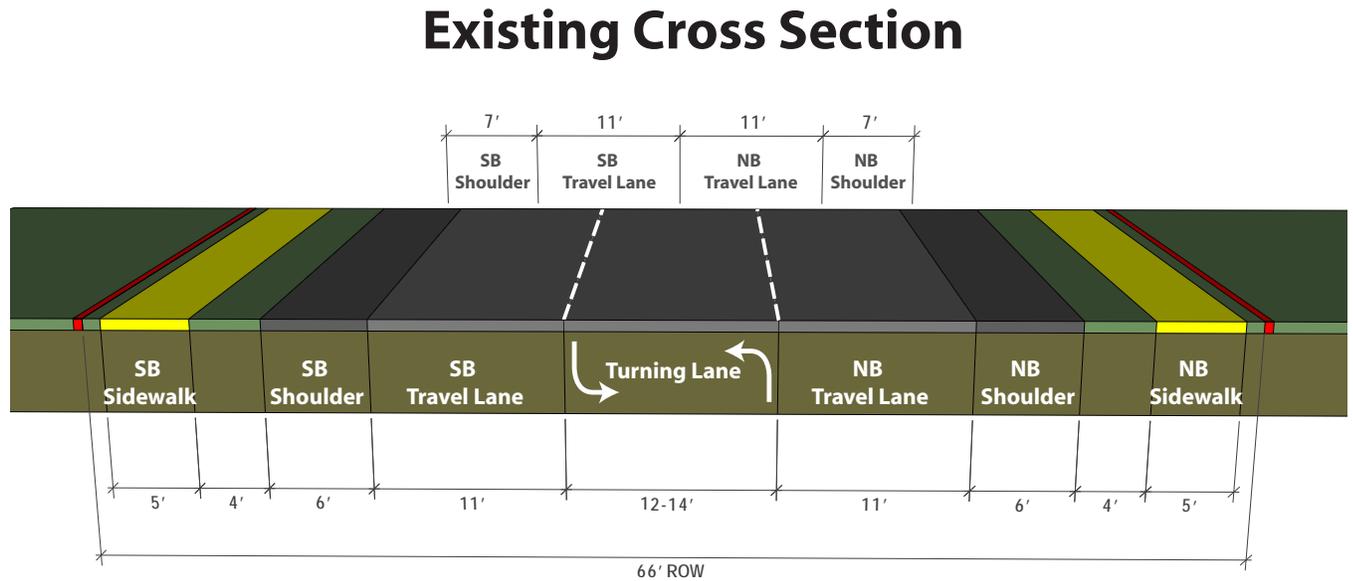
A three-lane section is recommended for Route 9 (shown in **Figure 10a and 10b**). The section would consist of three 12-foot lanes, with two travel lanes, shoulders, sidewalks and a striped median lane marked with head-to-head left turn arrows. Median islands would be positioned to prohibit the use of the median lane for through movements. Reduction in certain types of crashes can be achieved with this design.

Speed Reduction

The posted speed for Route 9 between CR625 and CR550 is 50 mph. The existing posted speed of 50 mph is inconsistent with the intended character of the town center. High vehicle speeds are hostile to pedestrians and bicyclists, make maneuvers on and off the roadway difficult, and support a vehicle-oriented design objective for commercial development in the town center corridor. Dennis Township recently sent a letter to NJDOT requesting a reduction in the posted speed. The recommended posted speed limit should be reduced to reflect the adjacent roadside development. As land uses supporting a future town center evolve over time, a speed limit of 35 mph or lower would be appropriate.



Figure 10a: Three Lane Section on Route 9 (Section View)



Proposed Cross Section

Figure 10b: Three Lane Section on Route 9 (Plan View)



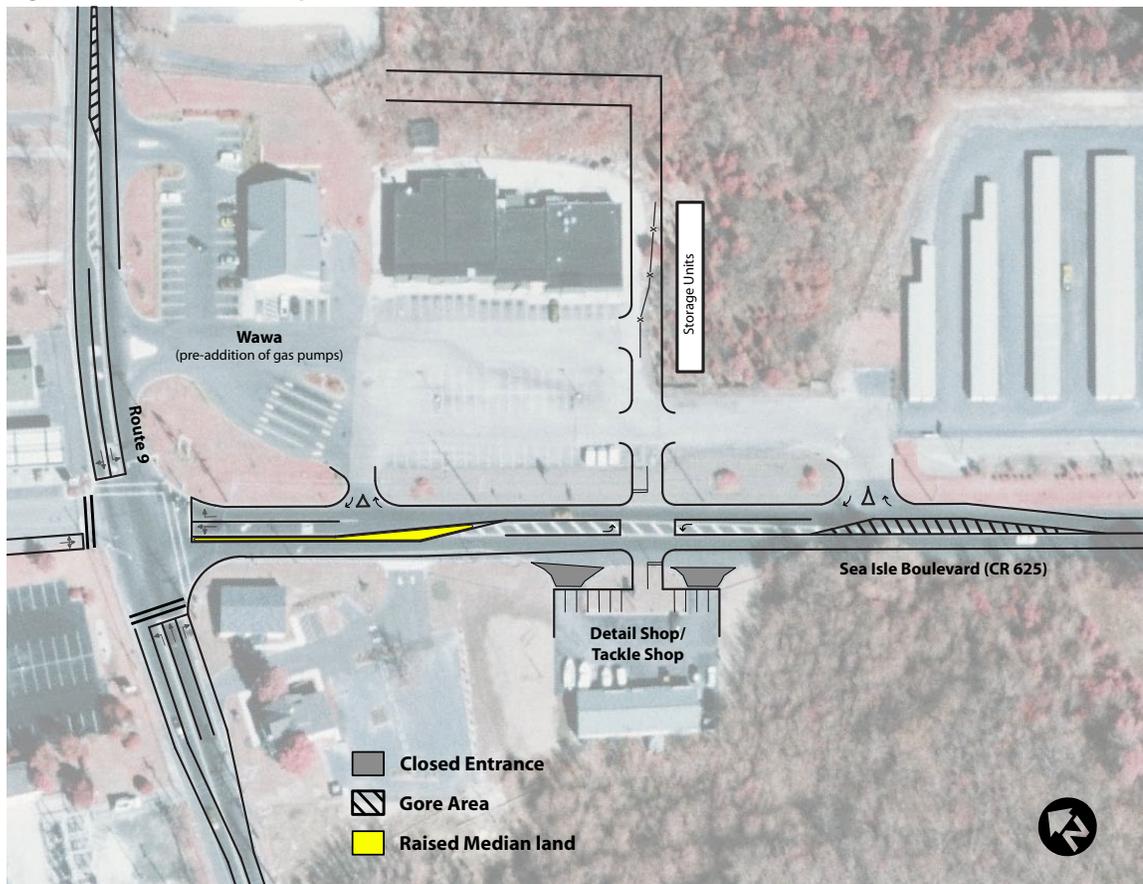
Intersection Improvements

Sea Isle Boulevard (CR 625) and Route 9 Intersection Improvements

As shown in **Figure 11**, the following recommendations were developed to address access to local businesses and pedestrian/bike compatibility at the intersection of Route 9 and Sea Isle Boulevard (CR 625):

- Provide a raised median at the western end of Sea Isle Boulevard (CR 625) to separate eastbound and westbound traffic.
- Limit access into Wawa from Sea Isle Boulevard (CR 625) to a right-turn in and out at the westerly driveway (closest to Route 9).
- Install crosswalks and sidewalks at School House Lane and northbound Route 9 to establish a complete pedestrian intersection at Route 9 and Sea Isle Boulevard (CR 625).
- Provide a three-lane cross-section on Sea Isle Boulevard (CR 625) between Route 9 and the Garden State Parkway.
- Provide an intersection on Sea Isle Boulevard (CR 625) where consolidated driveways serving the north side of Sea Isle Boulevard (CR 625) and a new entrance driveway to the Detail Shop/Tackle Shop would be re-positioned.
- A driveway, serving as an auxiliary roadway, would extend through the parking area and between the storage units and retail center and wrap around the retail center and connect to the service pump area of the Wawa.

Figure 11: Intersection Improvements (CR 625 and US 9)



NJDOT has already developed a set of recommendations to improve turning movements at the intersection of Route 9 and Sea Isle Boulevard (CR 625), as follows:

- Lengthen the left-turn lane on southbound Route 9. This can be accomplished within the existing pavement and is consistent with current driveway access in the immediate area.
- Add dedicated left and right-turn lanes on northbound Route 9. This requires moving the existing curb roughly four feet and relocating a traffic signal.
- Convert the through/right lane on westbound Sea Isle Boulevard (CR 625) to a dedicated right-turn lane, and convert the existing left-turn lane to accommodate through and left-turn movements. This can all be accomplished within the existing pavement.
- Better align the lane approaches on Sea Isle Boulevard (CR 625) and School House Lane.
- Modify the traffic signal to optimize operations.

Woodbine – Ocean View Road (CR 550) Intersection Improvements

A dedicated right-turn lane on Woodbine – Ocean View Road (CR 550) at the intersection with Route 9 is recommended to accommodate the heavy right-turn movement (shown in **Figure 12**). Right turn on red would be permitted if adequate sight distance is present for right turning vehicles. Tree removal along southbound Route 9 (at the northwest corner of the intersection) to improve sight distance for vehicles turning right from Route 9 onto Woodbine – Ocean View Road (CR 550) is recommended.

Figure 12: Intersection Improvements (CR 550 and US 9)



Bicycle, Pedestrian, and Transit Improvements

In addition to roadway improvements, this study also considered bicycle, pedestrian, and transit improvements. Several recommendations were developed, as follows:

- South Seaville Sidewalk and Shoulder Improvements
- Route 9 and Sea Isle Boulevard (CR 625) Sidewalk System
- Complete the Woodbine Bike Path to Clermont
- Connect Woodbine Bike Path to Woodbine – Ocean View Road (CR 550)
- Seasonal Shuttle Service

South Seaville Sidewalk and Shoulder Improvements

The road surface condition of Corsons Tavern Road (CR 628) is poor. The existing shoulder width through the developed area of the village, between Main Street (CR 668) and approximate MP 3.5, is 4 feet on the northbound side and 2 feet on the southbound side. The road surface needs improvement, ponding and drainage problems need to be addressed and the shoulder areas should be widened to provide a uniform 5-foot wide shoulder area for pedestrian and bicycle user safety. In the absence of sidewalks, the additional shoulder width improves roadway space for pedestrians and bicyclists.

There are no sidewalks along Main Street. Where feasible, sidewalks should be included in the village plan for South Seaville (shown in **Figure 13**). Sidewalks are recommended along westbound Main Street from Kings Highway east to approximate MP 0.75 (South Fork Bridge) to accommodate pedestrians.

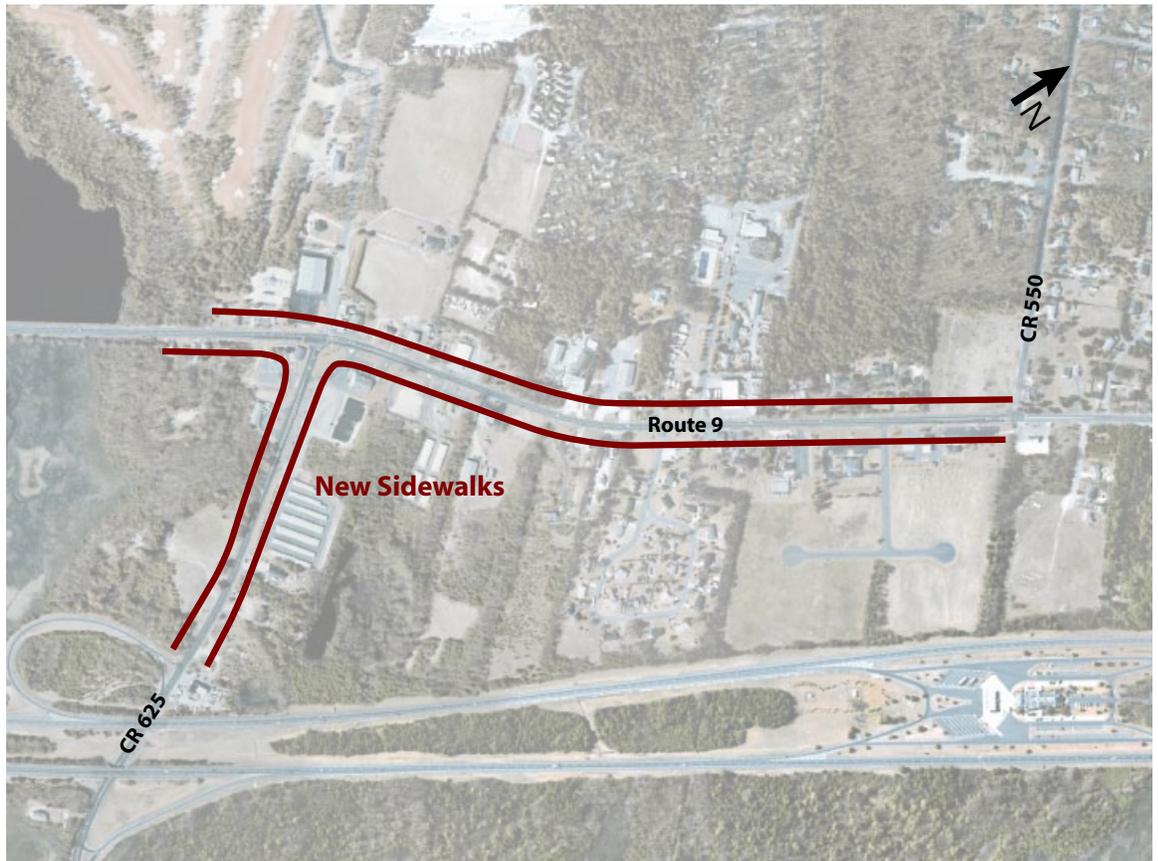
Figure 13: Sidewalks in South Seaville



Route 9 and Sea Isle Boulevard (CR 625) Sidewalk System

Sidewalk network on Route 9 and Sea Isle Boulevard (CR 625) is recommended (shown in **Figure 14**). This network would increase pedestrian mobility and safety, accommodate future development, and support an important mobility objective of the Centers plan. Sidewalks are recommended along both sides of Route 9 from just west of Sea Isle Boulevard (CR 625) (MP 20.8) to Woodbine – Ocean View Road (CR 550). Along Sea Isle Boulevard (CR 625), sidewalks should be installed for a length of 0.35 miles from the intersection with Route 9 to the Garden State Parkway ramps. Dennis Township’s development ordinance should be consistent with the sidewalk network recommendations.

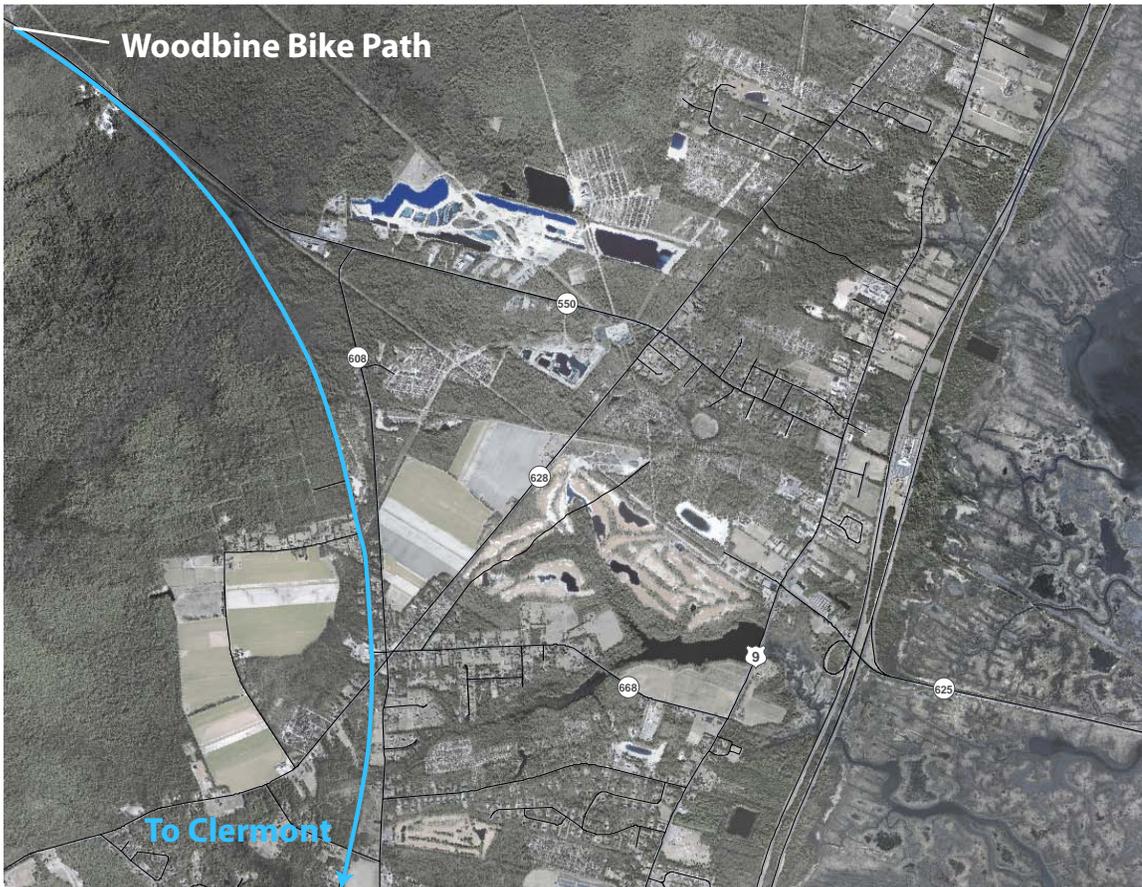
Figure 14: Route 9 and Sea Isle Boulevard (CR 625)



Complete the Woodbine Bike Path to Clermont

The Woodbine Bike Path runs adjacent to eastbound Woodbine – Ocean View Road (CR 550) along an abandoned railroad ROW and terminates immediately after it enters Dennis Township. The bike path is intended to continue to Clermont on the abandoned ROW (see **Figure 15**). Funding for study and design of the missing section should be acquired.

Figure 15: Woodbine Path to Clermont



Connect Woodbine Bike Path to Woodbine – Ocean View Road (CR 550)

As an interim measure, a marked crosswalk should be installed at the bike path terminus in order to provide a continuous transition from the bike path to the Woodbine – Ocean View Road (CR 550) shoulders (see **Figure 16**). Woodbine – Ocean View Road (CR 550) has shoulders wide enough to accommodate bicycle use. In addition, Route 9, Sea Isle Boulevard (CR 625) and portions of Corsons Tavern Road are bicycle compatible. The link would help form a local and regional bike system.

Figure 16: Woodbine Path Extension



Seasonal Shuttle Service

This study recommends developing a seasonal shuttle service that would provide transit access between the campgrounds in Ocean View and the adjacent beach communities. This service would be developed by Dennis Township in coordination with Cape May County.

Appendix A: Roadway Conditions Report

ROADWAY CONDITION REPORT FOR CORSONS TAVERN ROAD COUNTY ROUTE 628

This report is intended to be utilized in conjunction with Gibson Associates, P.A., October 13, 2005 transmittal of photographs, photo log and associated detailed notes illustrating and outlining ponding, settlement and roadway condition, for the prime consultant Urban Engineers to develop a report for the County of Cape May including potential improvement project recommendations, associated with the Ocean View Operational Study. Please take note of the drainage comments in said photo log notes particularly comment P18 where cross drain capacity may be able to be enhanced.

The study area consists of Corsons Tavern Road (County Route 628) from Main Street (County Route 668) to Woodbine Ocean View Road (County Route 550). The right of way width for the majority of the road is 40' wide, and in some locations 53' wide, per tax maps. Corsons Tavern Road is a 2 lane north south urban collector per NJDOT straight line diagram with speed limits ranging from 35 to 50 miles per hour. The transverse roadway width, (shoulder and lane widths) from west to east are 4' to 8', 10', 10', 2' to 8'. This study area is 7950 linear feet or 1.5 miles long. There is underground utilities in both shoulders for the entire length of the study area, and storm drain pipes in the southbound lane from Main Street to 1490' north. The roadway consists of a crown section with umbrella runoff. The cross slope for the first 4710' from Main Street does not appear to be adequate.

The pavement conditions are as follows starting at the south end (Main Street, CR 668) working toward Woodbine Ocean View Road (CR 550):

1. The pavement that was replaced over the storm drain pipes area for 1490' appears to be a base course since it has aggregate of up to 1"+ in size and excessive amounts of glass in the mix. This area also contains uneven riding surface, med. to wide map cracking, longitudinal and transverse medium to wide cracks. There is a wide longitudinal crack at the center construction joint throughout this area. There are also areas of water ponding and tire rutting. The majority of the deterioration is in the southbound lane. The longitudinal slope is very minimal in this area.
2. The pavement from 1490 to 4710 contains medium to wide map and transverse cracking, settlement, areas of small potholes, wide longitudinal crack at center construction joint, and areas of water ponding. This deterioration is in both lanes with more deterioration in the southbound lane. The pavement over the utility trench in the west shoulder is higher than the remainder of the pavement which is holding the water and debris from flowing off the roadway properly. There appears to be moderate to severe wearing of the pavement in this area.

3. The pavement from 4710 to 7817 contains medium to wide map and transverse cracking throughout both lanes, and water ponding on both gutters. There appears to be moderate wearing of the pavement in this area. The cross slope in this area appears to be adequate to keep the water from ponding in the travel lanes.
4. The pavement from 7817 to 7950 contains new pavement with loop detectors for the traffic signal at the intersection of Corsons Tavern Road and Woodbine-Ocean View Road. The pavement is in good condition. There is water ponding along the edge of the west shoulder.
5. Several patches, indicative of prior core samples were found during the field investigation of the roadway. The County Engineer was contacted to request core results. The County Engineer has no results associated with these cores but did offer to undertake current core samples if requested by the prime consultant.

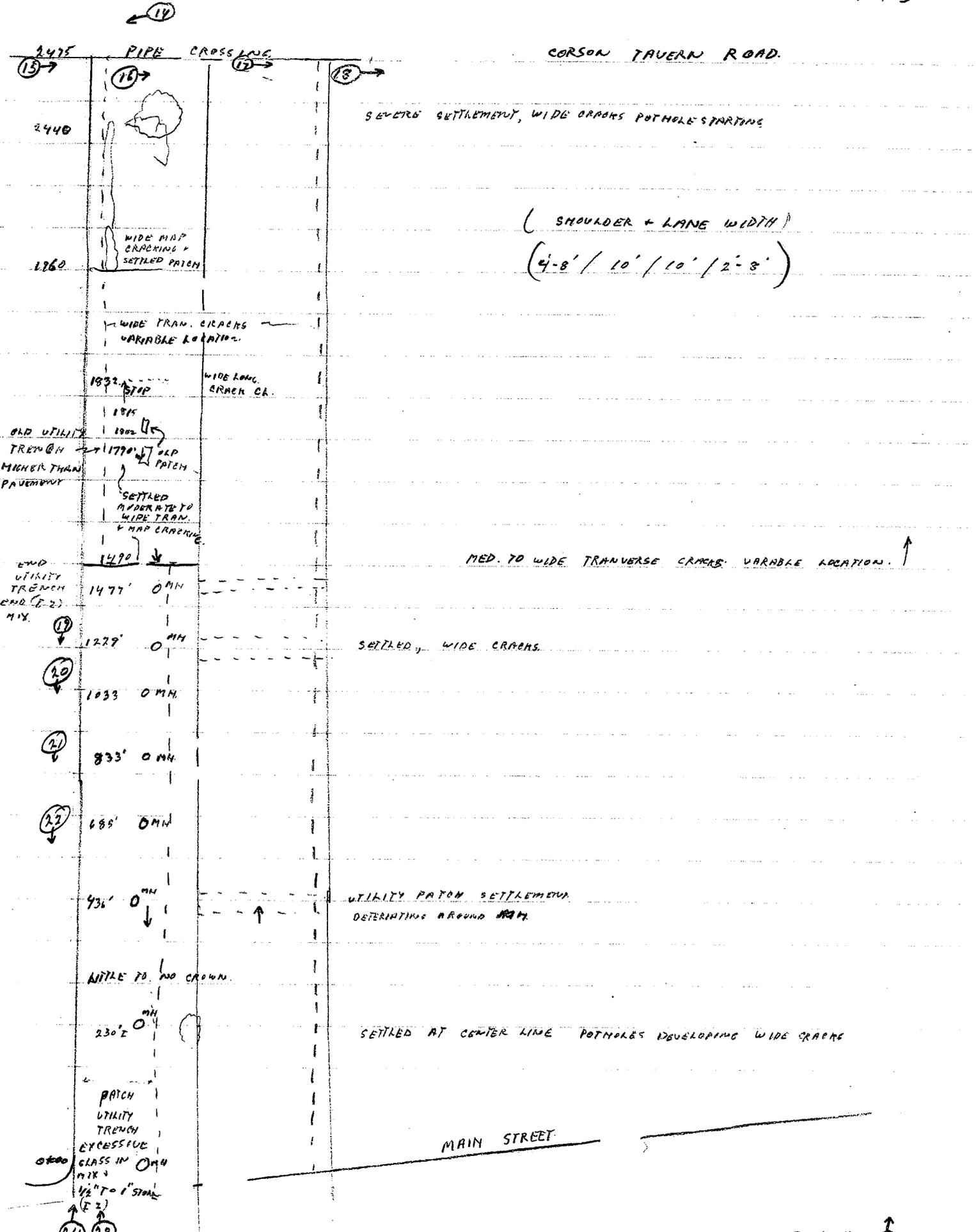
Conclusion:

No soil cores or underground utility investigation has been done at this time and should be performed before any design. At this time it appears that the roadway could be scarified and regraded to obtain a proper cross slope in the areas of minimal crown. To obtain the proper cross slope the shoulder grade should be held and the centerline should be raised. The areas of shallow longitudinal slope should be investigated to determine if the longitudinal slope could be enhanced without adversely affecting adjoining properties.

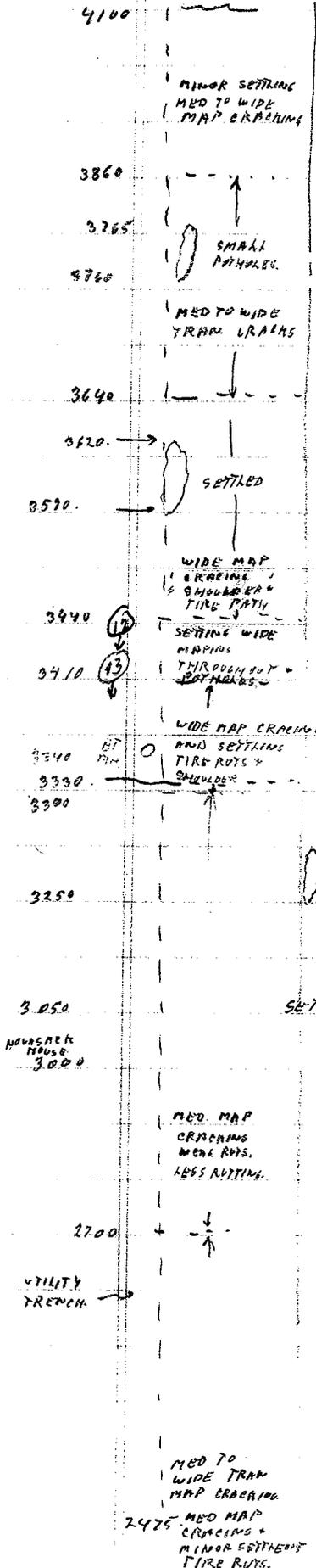
Copies of field notes are included as part of this report.

Prepared by:

Walter E. Surran, P.E.
NJ License No. 31859



CORSON TAVERN ROAD



WIDE JOINT CRACK DOWN CENTER

SETTLED CENTER WIDE MAP CRACKING LESS CROSS SLOPE (3050-3300)

MORE CROSS SLOPE

SHALLOW CROSS SLOPES

2475
 2160
 315

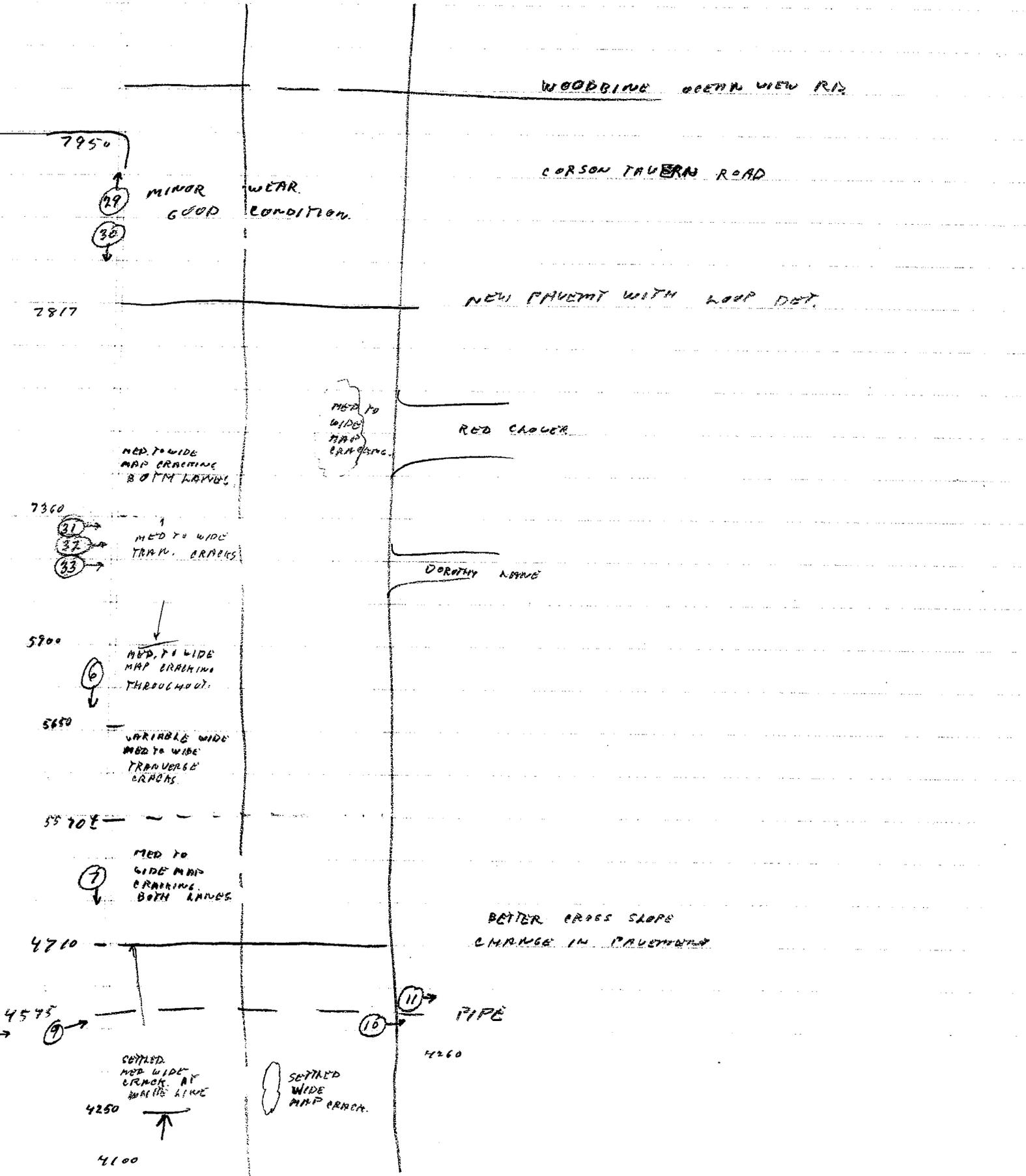


PHOTO LOG
OCEAN VIEW OPERATIONAL STUDY
FILE 2308
PHOTOS TAKEN 10/11/05

ROUTE 9

Photos P1 to P4 do not represent peak conditions or worse case *

- P1 Looking north along west shoulder of Route 9 at old Railroad Blvd.
- P2 Looking south along west shoulder of Route 9 at Ocean View Trailer Sales
- P3 Looking south along east shoulder of Route 9 in front of new office building north of Delancy's Farm Market. Mr. Camp who owns Delanceys Farm Market spoke to me this a.m. He has and will share pictures with us of heavy rains backing up at this location to the point where storm water reaches centerline Route 9. Also new office building site plan just north of Delancey's is accepting some of Route 9 drainage via sheet flow to on site inlet to swale at southeast corner of site when storm water crosses driveway hump.
- P4 Looking south along west shoulder of Route 9 at Turners Campground entrance
- P5 Looking east from centerline of Route 9 at home between farm market and new office building. Photo shows wash out of yard from storm water over topping berm.

CORSONS TAVERN ROAD (C.R. 628)

- P6 Looking south at east shoulder of Corsons Tavern Road opposite "382" Corsons Tavern Road, Ed Oakleys house. Note "spread" to lane stripe ponding appears to be a local "belly" near high point of road.
- P7 "Minor ponding" looking south along west shoulder of Corsons Tavern Road opposite #301 Corsons Tavern Road. May be able to be repaired by revising grading (roadway reconstruction.)
- P8 Looking east across drainage basin from sod farm at northern most cross drain basin appears to be adequately handling storm water.
- P9 West headwall and pipe at same location as P8 (i.e. northernmost cross drain) 15" concrete pipe cross drain.
- P10 Looking east at east headwall and private headwall 8' further east (15" plastic pipe) perforated?
- P11 Looking east at east headwall and private headwall and 10'± berm associated with golf course. It appears that this cross drain is inactive except in the most severe storms (note vegetation in and around pipe) or when field is "fallow" i.e. between crops sheet flow across 100± acres of barren topsoil.
- P12 & P13 Looking south opposite "245" Corsons Tavern Road at moderate settlement note many puddles indicative of roadway settlement "map cracking" and prior patches to correct are present throughout this section of roadway extending down to southern cross drain area encompasses 1000'± (actually fair to poor roadway conditions extend all the way to Main Street.
- P14 Looking west at southernmost cross drain at west side headwall illustrating storm water from turf field collecting just west of headwall.

*MJG visited site at approximately 7 AM morning of 10/11/05 and ponding was considerably worse.

- P15 Looking southeast at west side headwall illustrating storm water flowing through pipe from turf farm to golf course property.
- P16 Moderate to severe map cracking and pot hole in southbound lane just south of south cross drain.
- P17 Looking east over east headwall at small basin between county headwall and private golf course headwall (obscured by brush)
- P18 Looking east at private headwall after clearing brush note 2 24" plastic pipes indicating county cross drain could be augmented with an additional 24" pipe and double cross drain capacity!
- P19 Looking east at southbound lane of Corsons Tavern Road opposite "171" Corsons Tavern Road note settlement as indicated by puddles, and map cracking.
- P20 Looking east at southbound lane of Corsons Tavern Road opposite "163" Corsons Tavern Road note settlement as indicated by puddles.
- P21 Looking east at southbound lane of Corsons Tavern Road note beginning of prior drainage improvements "northernmost" inlet and M.H. Dale indicated storm pipe put in southbound lane due to conflict with utility, fiber optic cable?
- P22 Looking east at southbound lane of Corsons Tavern Road opposite "123" Corsons Tavern Road note settlement as indicated by puddles. Fair to poor roadway conditions actually extend from photos 12 & 13 all the way to Main Street, CR 668.
- P23 Looking north along west gutterline of Corsons Tavern Road opposite Church and Masons Lodge parking lot illustrating minimal longitudinal grade or flow.
- P24 Same but illustrating inlet at northwest corner of intersection of 668 and Corsons Tavern Road.

ROUTE 9

- P25 – Various shots of stormwater ponding in west shoulder of Route 9 at Woodbine road Route 9 intersection.

CORSONS TAVERN ROAD

- P29 Looking north at minor ponding along west shoulder of Corsons Tavern Road 30'± south of intersection with Woodbine Road, CR 557.
- P30 & P31 Looking south down Corsons Tavern Road, CR 628 from just south of Woodbine Road. Note CR sign and longitudinal crack in shoulder most likely from previous utility construction project (fiber optic cable)?
- P32 - P34 Several shots at typical transverse cracks ¼"-3/4" wide which exist randomly every 14-28' along the section of 628 from 100' south of Woodbine Road to northernmost cross drain. These shots are of cracks opposite "386" Corsons Tavern Road near intersection with Dorothy Lane. Note some transverse crack exist between two cross drains but there are less of them. Road settlement in this area seems to be of a different character.



PHOTO: -1 Looking north along west shoulder of Route 9 at Old Railroad Boulevard



PHOTO: -2 Looking south along west shoulder of Route 9 at Ocean View Trailer Sales.



PHOTO: -3 Looking south along east shoulder of Route 9 in front of new office building north of Delancey's Farm Market. Mr. Camp who owns Delancey's Farm Market spoke to me this a.m. He has and will share pictures with us of heavy rains backing up at this location to the point where storm water reaches centerline Route 9. Also new office building site plan just north of Delancey's is accepting some of Route 9 drainage via sheet flow to on site inlet to swale at southeast corner of site when storm water crosses driveway hump.



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PHOTO: -5 Looking east from centerline of Route 9 at home between farm market and new office building. Photo shows wash out of yard from storm water over topping berm.



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PHOTO: -7 “Minor ponding” looking south along west shoulder of Corsons Tavern Road opposite #301 Corsons Tavern Road. May be able to be repaired by revising grading (roadway reconstruction.)



PHOTO: -8 Looking east across drainage basin from sod farm at northern most cross drain basin appears to be adequately handling storm water.



PHOTO: -9 West headwall and pipe at same location as P8 (i.e. northern most cross drain) 15" concrete pipe cross drain.



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PHOTO: -12 Looking south opposite “245” Corsons Tavern Road at moderate settlement note many puddles indicative of roadway settlement “map cracking” and prior patches to correct are present throughout this section of roadway extending down to southern cross drain area encompasses 1000'± (actually fair to poor roadway conditions extend all the way to Main Street)



PHOTO: -13 Looking south opposite “245” Corsons Tavern Road at moderate settlement note many puddles indicative of roadway settlement “map cracking” and prior patches to correct are present throughout this section of roadway extending down to southern cross drain area encompasses 1000’± (actually fair to poor roadway conditions extend all the way to Main Street)



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PHOTO: -20 Looking east at southbound lane of Corsons Tavern Road opposite “163” Corsons Tavern Road note settlement as indicated by puddles.



PHOTO: -21 Looking east at southbound lane of Corsons Tavern Road note beginning of prior drainage improvements “northernmost” inlet and M.H. Dale indicated storm pipe put in southbound lane due to conflict with utility, fiber optic cable.



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PHOTO: -23 Looking north along west gutterline of Corsons Tavern Road opposite Church and Masons Lodge parking lot illustrating minimal longitudinal grade or flow.



PHOTO: -24 Same as Photo 23 but illustrating inlet at northwest corner of intersection of 668 and Corsons Tavern Road.



PHOTO: -25 Stormwater ponding in west shoulder of Route 9 at Woodbine Road and Route 9 intersection.



PHOTO: -26 Stormwater ponding in west shoulder of Route 9 at Woodbine Road and Route 9 intersection.



PHOTO: -27 Stormwater ponding in west shoulder of Route 9 at Woodbine Road and Route 9 intersection.



PHOTO: -28 Stormwater ponding in west shoulder of Route 9 at Woodbine Road and Route 9 intersection.



PHOTO: -29 Looking north at minor ponding along west shoulder of Corsons Tavern Road 30'± south of intersection with Woodbine Road, CR 557.



PHOTO: -30 Looking south down Corsons Tavern Road, CR 628 from just south of Woodbine Road. Note CR sign and longitudinal crack in shoulder most likely from previous utility construction project (fiber optic cable.)

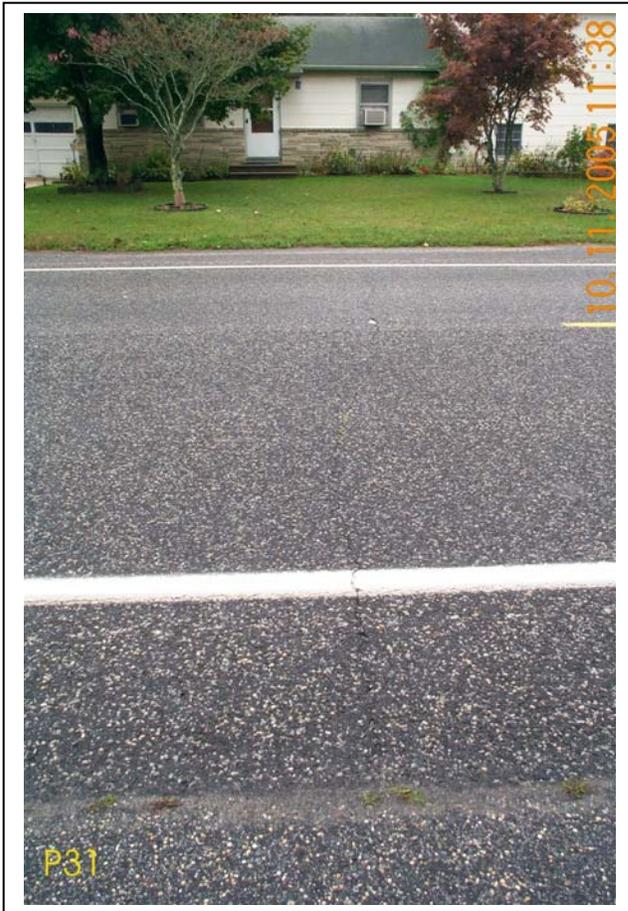
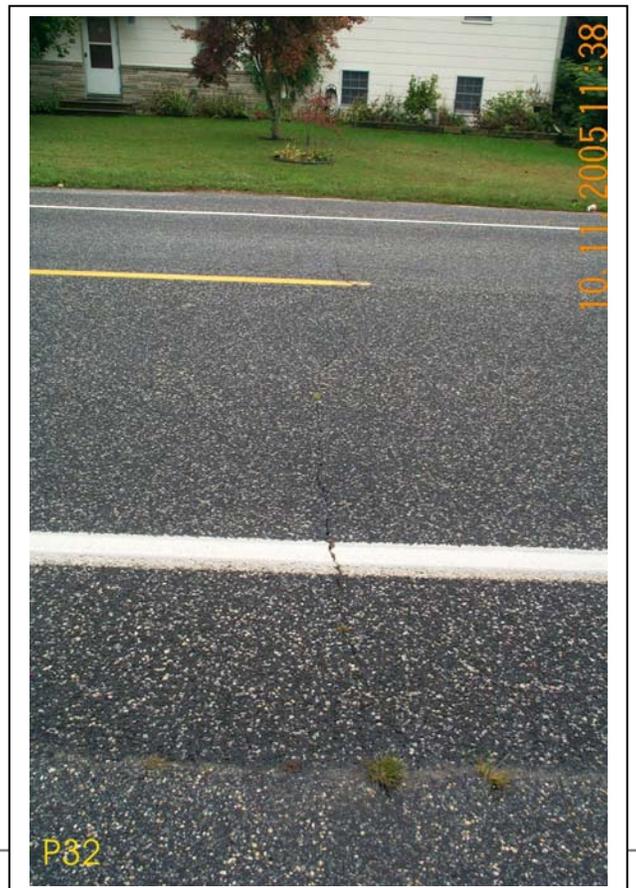


PHOTO: -31 Typical transverse cracks $\frac{1}{4}$ "- $\frac{3}{4}$ " wide which exist randomly every 14-28' along the section of 628 from 100' south of Woodbine Road to Northern most cross drain. These shots are of cracks opposite "386" Corsons Tavern Road near intersection with Dorothy Lane. Note some transverse cracks exist between two cross drains but there are less of them. Road settlement in this area seems to be of a different character.

PHOTO: -32 Typical transverse cracks $\frac{1}{4}$ "- $\frac{3}{4}$ " wide which exist randomly every 14-28' along the section of 628 from 100' south of Woodbine Road to Northern most cross drain. These shots are of cracks opposite "386" Corsons Tavern Road near intersection with Dorothy Lane. Note some transverse cracks exist between two cross drains but there are less of them. Road settlement in this area seems to be of a different character.



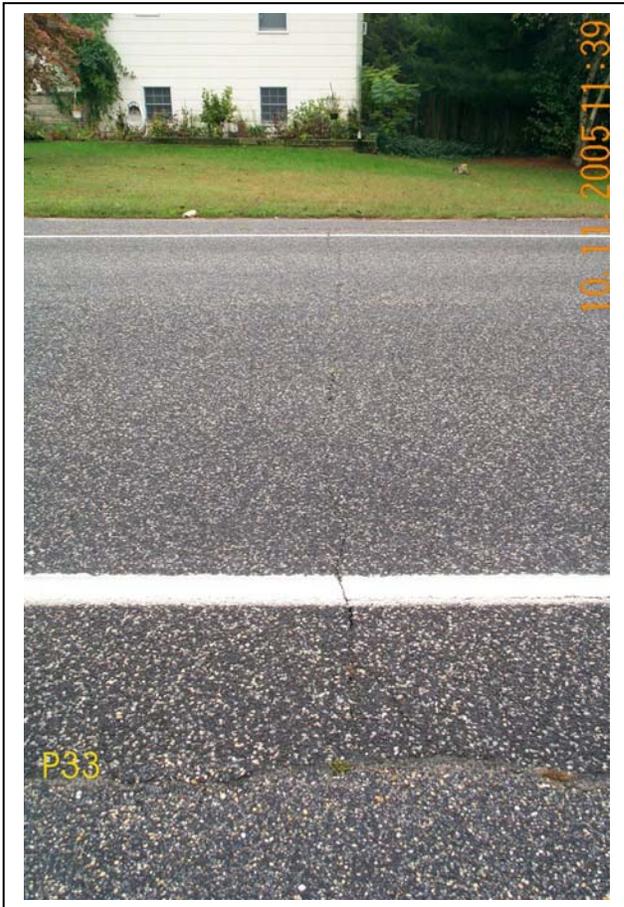


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Appendix B: Public Information Meeting

Ocean View Operational Study Public Information Meeting #1 Summary Report July 14, 2005

DRAFT
530 Walnut Street, 14th Floor
Philadelphia, PA 19106
Urban Engineers, Inc.

The logo for Urban Engineers, Inc. features the word "URBAN" in a bold, sans-serif font. To the right of the text is a stylized graphic consisting of a vertical bar and a diagonal bar that together form a shape resembling a stylized 'U' or a corner of a square.

Cape May County has undertaken the Ocean View Operational Study to identify existing and future mobility and traffic related operational and safety problems and needs of this area. This concept development study is federally funded through South Jersey Transportation Planning Organization (SJTPO) and New Jersey Department of Transportation (NJDOT). The study team consists of Cape May County Department of Public Works and its consultants: Urban Engineers, Inc., and Gibson Associates, PA.

The study area consists of Woodbine – Ocean View Road (CR550) to the north, King’s Highway (CR608) to the west, Main Street/Seaville Avenue (CR668) to the south, and the Garden State Parkway to the east. The critical roadways and intersections are Route 9, Sea Isle Boulevard (CR625), Woodbine – Ocean View Road, Corsons Tavern Road (CR625), King’s Highway and Main Street / Seaville Avenue along with the Garden State Parkway Interchange 17. These will be examined to determine how their operations and characteristics affect the travel through and about the study area. Mobility issues concerning pedestrian, bicycle and transit users will be examined. In addition, existing road conditions will be reviewed. The data gathered will be analyzed and developed into an implementation plan that addresses the traffic, safety, and mobility related problems and concerns affecting this area.

Cape May County held a Public Information Meeting on July 14, 2005, from 4-7PM at the Ocean View Fire Department, located on US Route 9 between Sea Isle Boulevard and Woodbine – Ocean View Road in the Ocean View section of Dennis Township. The study team notified the key stakeholders, and the Cape May County Engineer released a media notice to publicize the event (Appendix A).

The purpose of this meeting was to solicit input from residents, public officials, businesses, and community groups. Comments were recorded by members of the study team, and questionnaires were provided to attendees to collect their input (Appendix B). The Study Team sought input regarding the operational, safety, and mobility needs within the Study Area.

The public meeting was held in an open house format. Project team members had one-on-one discussions with attendees throughout the meeting. Photos of the meeting are attached in Appendix C.

Presentation Materials

The following boards were displayed at the meeting, and are attached as Appendix D to this report.

- Welcome
- Project Overview
- Key Intersections
- Traffic Conditions
- Other Improvements in the Study Area
- Land Use Planning
- Environmental Resources
- Comments

Attendance

The following project team members attended the Public Information Meeting:

Cape May County
Dale Foster, County Engineer

Gibson Associates, PA
Mark Gibson, PE

Urban Engineers, Inc.
Erika Rush, AICP
John Federico, PE
David Vodila

Urban Engineers maintained a sign-in table for the duration of the meeting. Sixteen people signed in. The sign in sheet is attached as Appendix E.

Comments

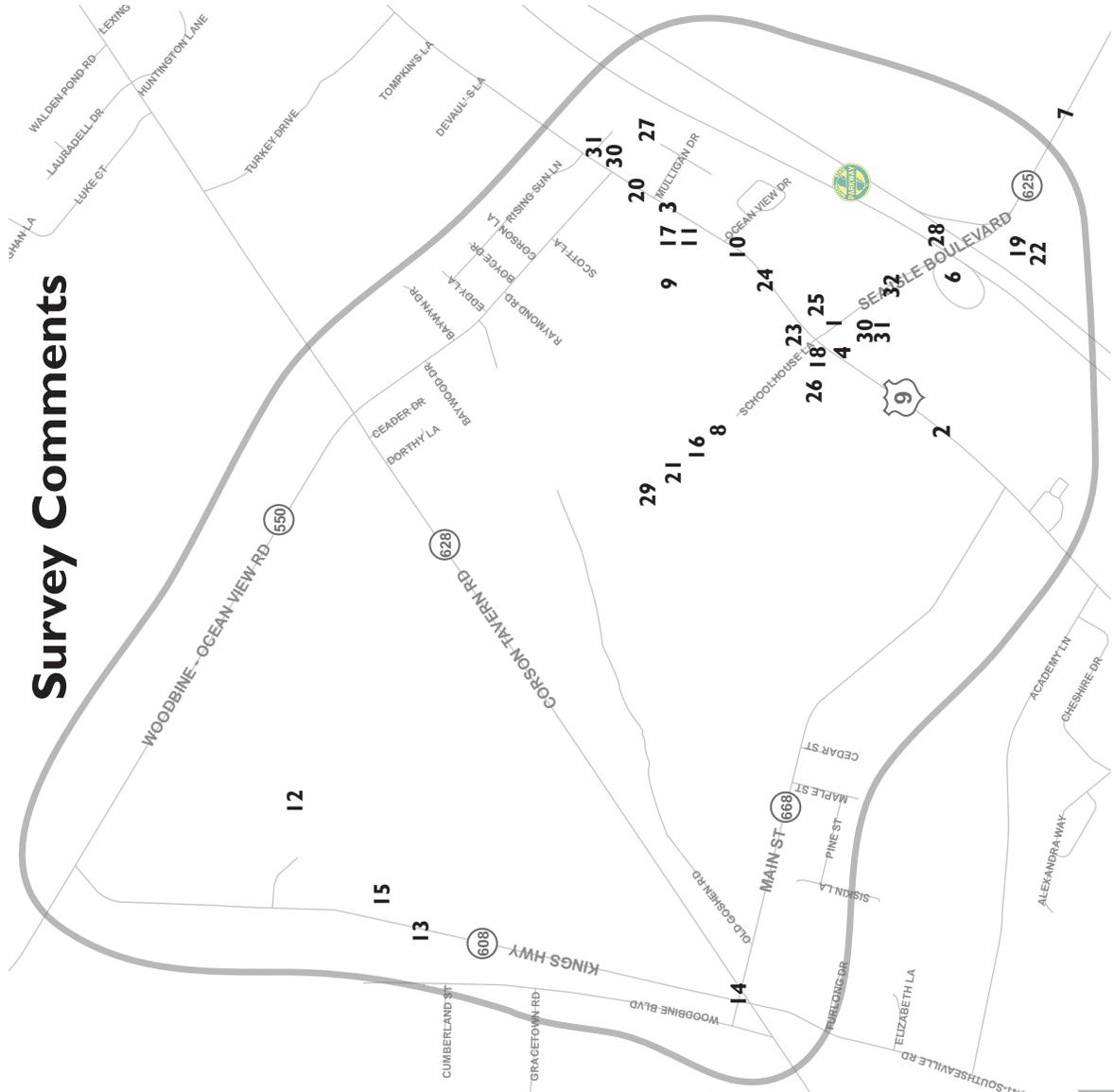
9 comment sheets were initially received. They are attached as Appendix F.

Dale Foster has made the display boards and the questionnaires available on his web site. He is also seeking input from the municipalities of Sea Isle and Woodbine. Mark Gibson also has copies of the displays and questionnaires available in his office, which is immediately adjacent to the study area. Any further input will be incorporated into the study.

The map on the following page summarizes the comments received thus far.

Survey Comments

- 1 Close Sea Isle Blvd entrance to Wawa--Accidents, see diagram on page F2
- 2 Ruts on Route 9
- 3 Speeding on Route 9, Garbage trucks, posted speed is 50 MPH
- 4 Right turn lane from Route 9 taking property
- 5 No sidewalk, drives across street to get to Wawa
- 6 Wants full Parkway interchange at exit 17
- 7 Flooding on Sea Isle Boulevard
- 8 Does not want road to divide property
- 9 Campground is NOT the traffic problem on Route 9
- 10 Would like 3rd lane on Route 9--turning for camp-ground
- 11 Drainage problem in front of OV Trailer Sales
- 12 Consider tourist transit to activities
- 13 Recommends reducing passing zones on Kings Hwy
- 14 Suggests blinking light at Corsons Tavern & Kings Hwy
- 15 Concerned about historic tree along Kings Highway
- 16 Connector between School House Lane and Woodbine - Ocean View road
- 17 Fix Drainage Problem in front of Turner's Camp-ground
- 18 Sea Isle Blvd: Left Turn Arrow onto RT 9
- 19 Northbound Exit off parkway by Sea Isle City
- 20 Concerned about Truck Traffic on 550 and RT 9
- 21 Suggests extension of Sea Isle Blvd to Woodbine - Ocean View Rd
- 22 Would like Northbound exit from GS Parkway
- 23 Fix Alignment of Sea Isle Blvd and School House Lane
- 24 Route 9 from Sea Isle to Woodbine should be 3 lanes
- 25 Close Wawa exit on Sea Isle Blvd
- 26 Access hardware store from Route 9
- 27 Woodbine Road straight through to Parkway--SB onramp
- 28 Better parkway access--see notes on page F21
- 29 Sea Isle Blvd thru to Corsons Tavern
- 30 Concerned about RT 9 intersections at Sea Isle and Woodbine - Ocean View
- 31 No Right Turn on Red--at these intersections
- 32 Striping suggestions, see drawing on page F26



4
 Public Meeting #1
 July 14, 2005
 Ocean View Operational Study

DRAFT

Appendix A: Media Notice

July 5, 2005

Media Notice

From: Dale M. Foster, Cape May County Engineer

Re: Ocean View Operational Study

July 14, 2005 Public Information Meeting

Cape May County announced that it has begun a traffic operational improvements study of the Ocean View area in Dennis Township, Cape May County. The purpose of the study is to identify existing and future mobility and traffic related operational and safety problems and needs of this area. This concept development study is federally funded through South Jersey Transportation Planning Organization (SJTPO) and New Jersey Department of Transportation (NJDOT).

The Study Team - Cape May County and study consultants (Urban Engineers, Inc., Pennsauken, NJ and Gibson Associates, PA, Ocean View, NJ) - will be holding a Public Information sessions for the study to garner input from the residents, public officials, businesses and community groups. The Study Team welcomes attendees to participate by providing their comments, suggestions, concerns and perspective to this work effort, which is vitally important to the area's quality of life and economic vitality. The first Public Information Session will be held on July 14, 2005 at 4:00 to 7:00 PM at the Ocean View Fire

Department, located on US Route 9 between Sea Isle Boulevard and Woodbine – Ocean View Road in the Ocean View section of Dennis Township.

The study area basically consists of Woodbine – Ocean View Road (CR550) to the north, King's Highway (CR608) to the west, Main Street/Seaville Avenue (CR668) to the south and the Garden State Parkway to the east. The critical roadways and intersections along US Route 9, Sea Isle Boulevard (CR625), Woodbine-Ocean View Road, Corson's Tavern Road (CR625), King's Highway and Main Street/Seaville Avenue along with the Garden State Parkway Interchange 17 will be examined to determine how their operations and characteristics affect the travel through and about the study area. Mobility issues concerning pedestrian, bicycle and transit users will be examined. In addition existing road conditions will be reviewed. The data gathered will be analyzed and developed into an implementation plan that addresses the traffic, safety and mobility related problems and concerns affecting this area.

At the first Public Information session, the Study Team is seeking the public input regarding the operational, safety and needs of the traffic within the Study Area. The second Public Information session, the Study Team will be presenting the information gathered from the first meeting, findings from the analysis conducted and an implementation plan.

For more information about this study and meeting information, contact the Cape May County Engineer's Office.

DMF/df

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Appendix B: Questionnaire

OCEAN VIEW OPERATIONAL IMPROVEMENTS STUDY Dennis Township, Cape May County



July 14, 2005 Public Meeting

Please take a few minutes to answer the following questions to help us gather information for the first part of our study. Please fill out only one questionnaire per individual to assist the project team in providing an accurate assessment. Please return your questionnaire to the box provided at the exit, give to any team member, or mail to:

Dale Foster, Project Manager
County Engineer's Office
County of Cape May
4 Moore Road
Cape May Court House, NJ 08210
countyengineer@co.cape-may.nj.us

Thank you for your participation today! You may take additional copies for friends and neighbors to complete.

***** Please return this form today or by July 28, 2005 *****

Please use the attached map to provide additional information for your answers to the questions below.

1. Are you a resident or vacationing in Cape May? In what community? _____
2. How long have you lived or vacationed at this location? _____
3. What do you like most about living or vacationing in this area? _____

4. What would make your community a better place to live, work or vacation? _____

5. What specific transportation problems have you encountered, if any, in the study area? Where?
(include those problems related to transit, bicycle and pedestrian access, or quality of life)

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Appendix B: Questionnaire

6. Do you travel by bike? If so, what is your destination, route and purpose?

7. What would you like the study area to look like in 20 to 30 years?

8. Do you have any transportation improvements that you would like the Project Team to examine in the next part of the study?

9. Are there any other concerns or issues you would like us to know about at this time?

While the following is optional, providing the information below will help us understand your travel patterns and your comments relative to where you live.

Name

Address

City/State/Zip

Appendix B: Questionnaire



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Ocean View Operational Study
Cape May County
Dennis Township

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Appendix C: Photos from Event



Appendix D: Boards

Welcome to the Ocean View Operational Study Public Meeting

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Cape May County
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Appendix D: Boards

Project Overview

The purpose of this study is to address summer seasonal congestion and develop improved connections to Route 550 with a series of projects for the study area shown at left. The process begins with a needs assessment, followed by a detailed analysis of potential solutions, and concludes with recommendations for the study area.

This study began with the SJTPO Shore Connection Committee's (SCC) concern over seasonal congestion, particularly at the Route 9 and Sea Isle Boulevard intersection. The SCC recommended this problem be studied on a system-wide scale.

Scope of Work

Task 1: Public Outreach
 It is our goal to inform the public, solicit input, explain the results, and build consensus for future projects.
 We will conduct two Public Information Centers. The first will be to present preliminary findings, project needs, and collect feedback. The second will be to present alternatives, along with the initially preferred alternative, and solicit feedback.

Task 2: Analysis
 The Project Team will supplement available traffic count data and conduct field observations during summer peak traffic conditions to thoroughly catalog existing conditions. We will then analyze and review the existing management systems, determine the geographic areas with the most significant deficiencies, and establish the environmental concerns affecting the development of conceptual alternatives.

Task 3: Problem Identification
 We will prepare a series of formal problem statements that will indicate the location and type of problem (congestion, safety, geometry).

Task 4: Development and Analysis of Alternatives
 The Project Team will develop and assess a variety of on-line and off-line improvements, utilizing photographs, sketch plans, and schematic graphics to illustrate each alternative. Traffic simulation will be used to assess the performance of complex alternatives. A matrix will be developed for each alternative, allowing them to be reviewed, discussed, and compared.

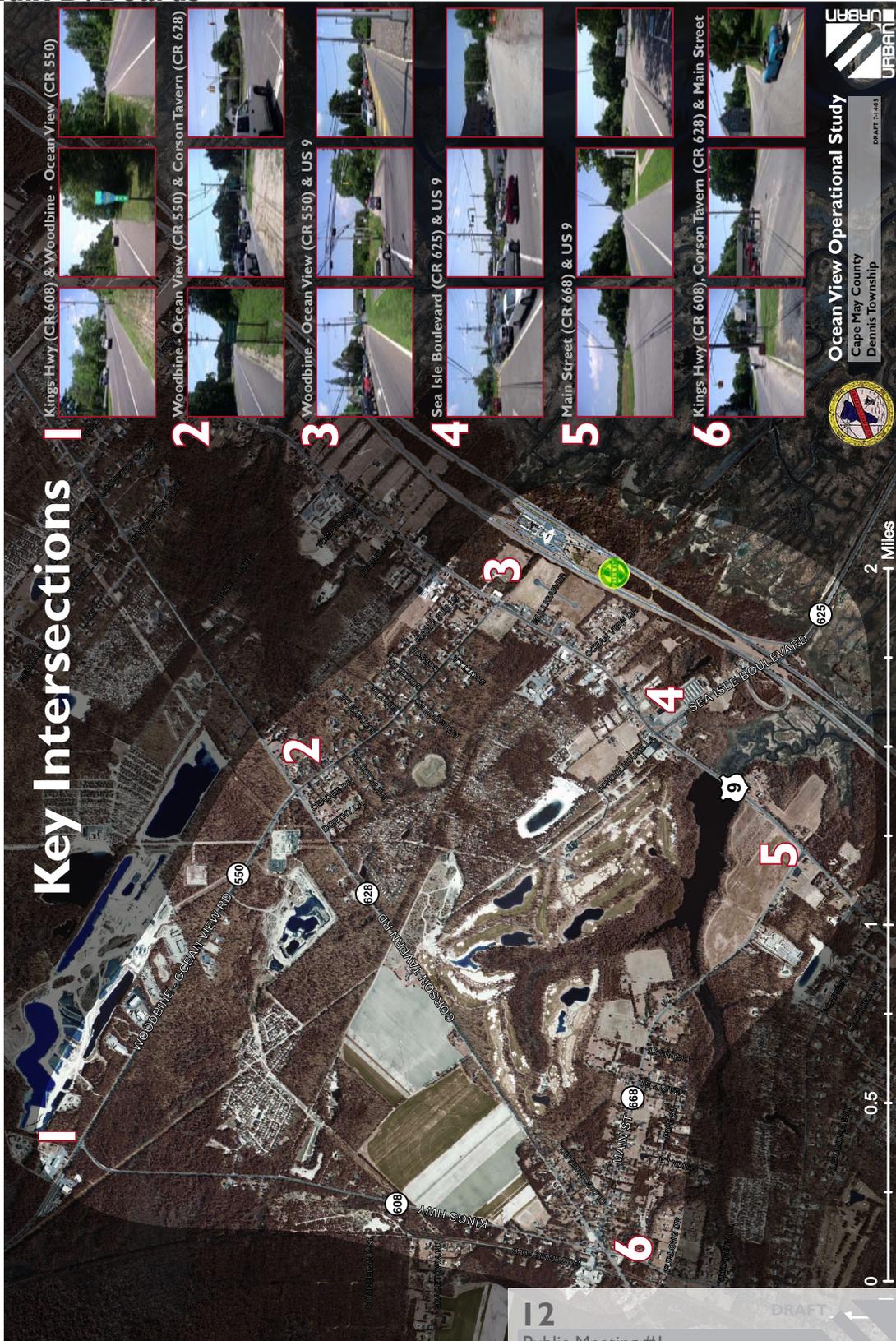
Task 5: Recommended Action Plan
 We will develop a recommended plan, and work with the Project Team to determine the available funding. We will develop an implementation program for each project, delineated by timeframe, priority, and responsibility. For these projects under NJDOT jurisdiction, we will assess the appropriate pipeline.

Task 6: Concept Development Report
 We will prepare a final Concept Development Report, and four technical reports during the course of the project. Each technical report will be prepared as a chapter in the final report.

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Appendix D: Boards



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Appendix D: Boards



Other Improvements in the Study Area

1
 Lead: NJDOT
 Add a separate Eastbound right turn lane on Woodbine - Ocean View Road (CR 550)
 Design Stage

2
 Lead: NJDOT
 Revise Westbound Sea Isle Blvd @ US 9 to a shared thru & left and separate right lane
 Design Stage

3
 Lead: NJTPP
 Complete Interchange I7
 Under Study

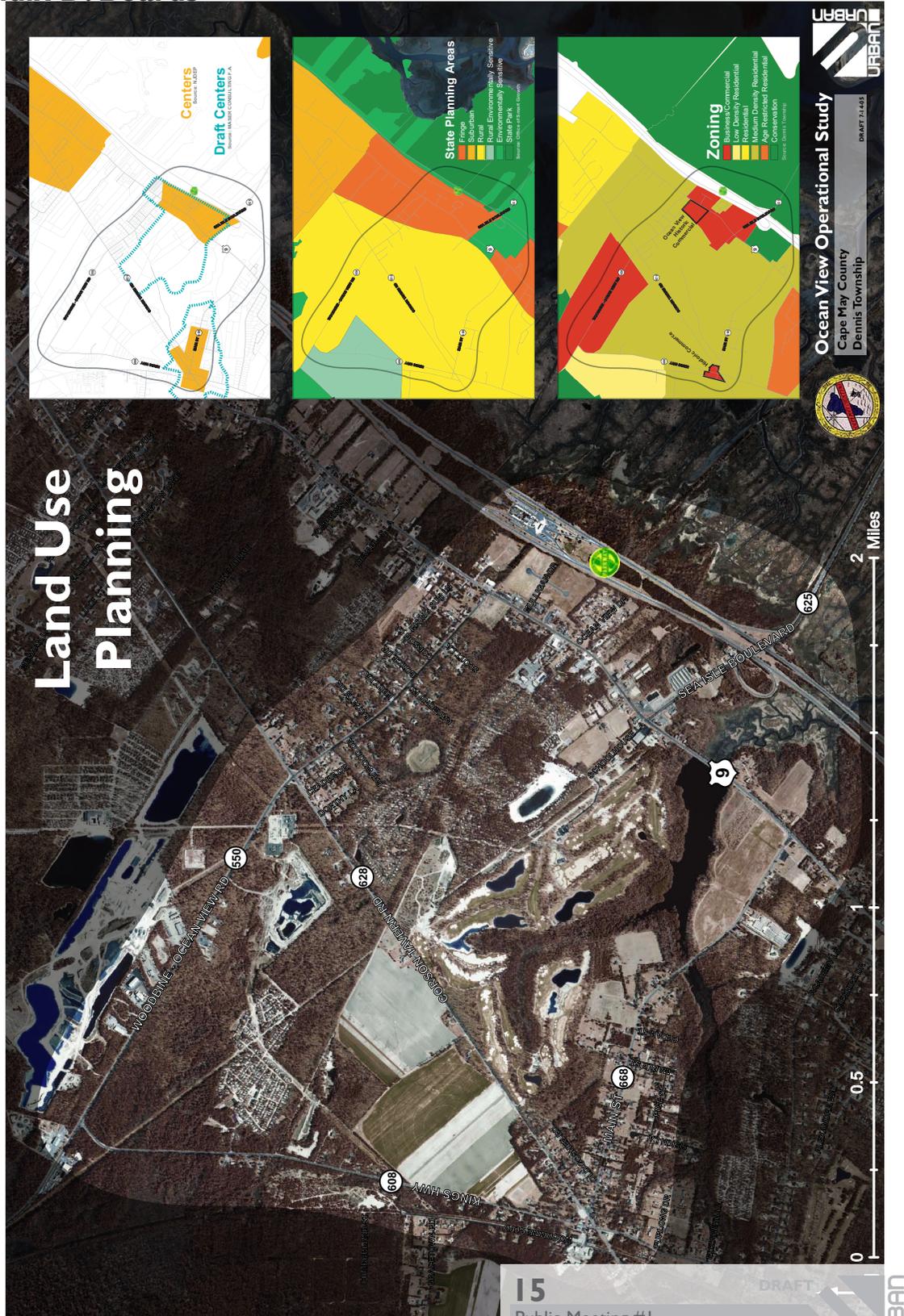
4
 Lead: SJTPO
 Reconstruct Sea Isle Boulevard
 Programmed on TIP

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Appendix D: Boards



Appendix D: Boards

Environmental Resources



Swamp Pink



Southern Gray Tree Frog



Bald Eagle



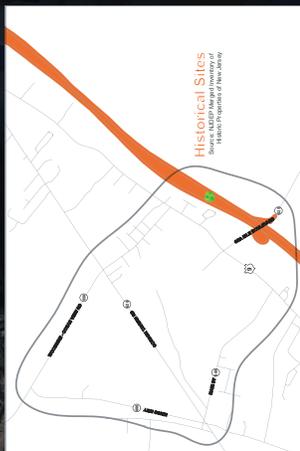
Red-Headed Woodpecker



Barred Owl



Water Wetlands



Historical Sites



Ocean View Operational Study
Cape May County
Dennis Township



0 0.5 1 2 Miles

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Appendix D: Boards



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Comments

Please help the project team by supplying your input. Feel free to annotate your comments on the map.

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Appendix E: Sign-In Sheet

OCEAN VIEW OPERATIONAL IMPROVEMENTS STUDY

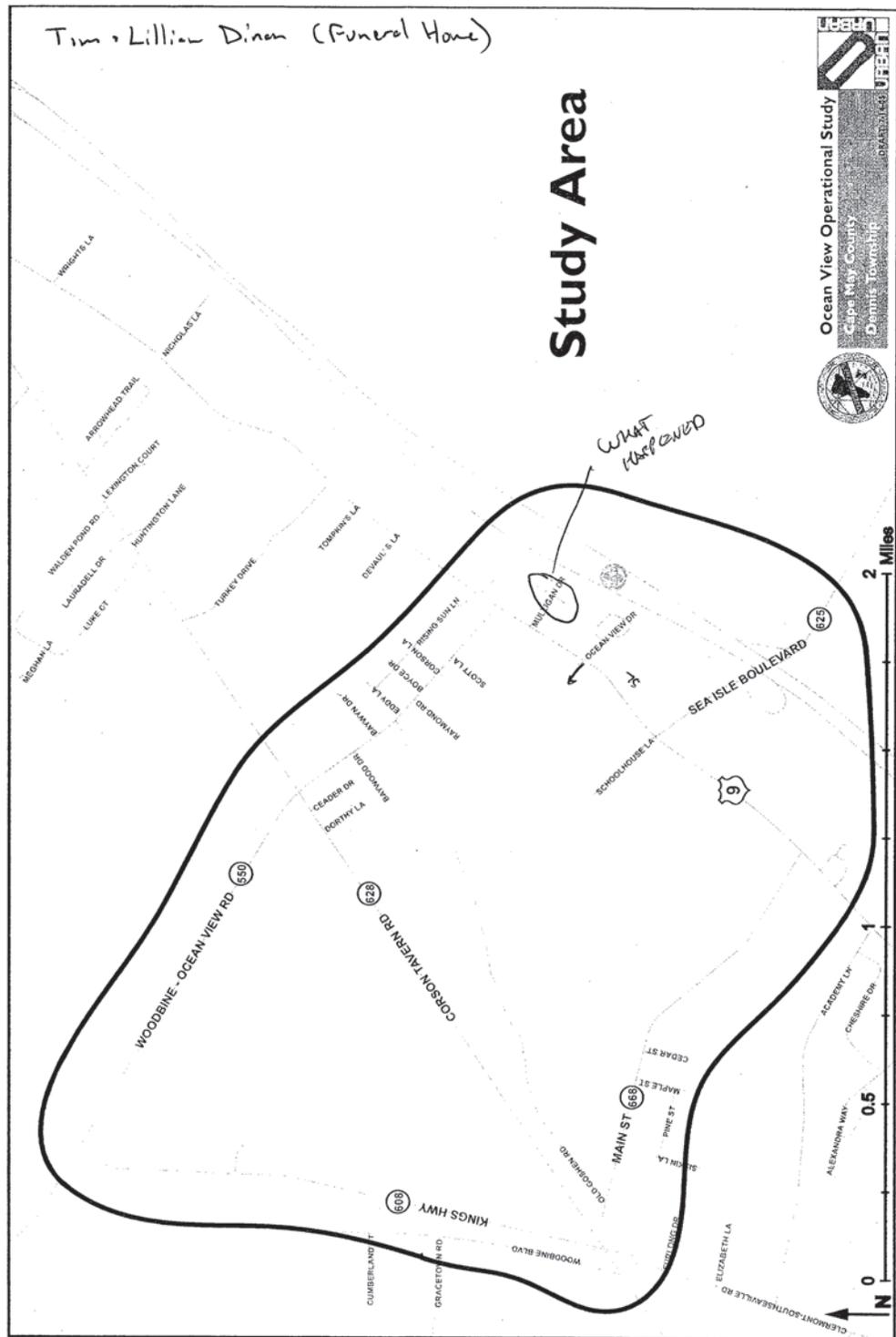
Dennis Township, Cape May County

Public Information Session #1
Thursday, July 14, 2005



FIRST NAME	LAST NAME	STREET ADDRESS	CITY	STATE	ZIP CODE	EMAIL
1	James H	WATZ				
2	Michael	2459 RT 9	Ocean View	NJ	08230	DHWA472@TWC721.CC
3	DAVID	1427 Delira Drive	Woodbin	NJ	08230	UGARD20@NETSCAPE.NET
4	Robt	74 RAYMOND F	Ocean View	NJ	08216	
5	Kathy	506 Hager Rd	So Dennis	NJ	08230	
6	Aureyl	732 Moore Ave.	O.C.	NJ	08230	
7	Ray	4300 Park Road	SEA ISLE	NJ	08230	
8	Cheryl	2555 RT 9	Ocean View	NJ	08230	
9	Doug	2555 RT 9	Ocean View	NJ	08230	
10	John	9555 R.T. 9	Ocean View	NJ	08230	
11	Edward	167 County Rd.	So. Dennis	NJ	08245	
12	Tim + Lillian	565 Sea Isle Blvd	Ocean View	NJ	08230	Diana.Fh@Comcast.net
13	John	2555 RT 9	Ocean View	NJ	08230	jdjvra@hotmail.com
14	Judy	314 Kings Highway	AMER	NJ	08210	littleaksmp@gmail.com & jre1200@NET
15	JACK	4466 VERNICIAN RD	SEA ISLE	NJ	08243	
16	MARK	119 WOODS BLVD	SEA ISLE	NJ	08246	

Appendix F: Comment Sheets



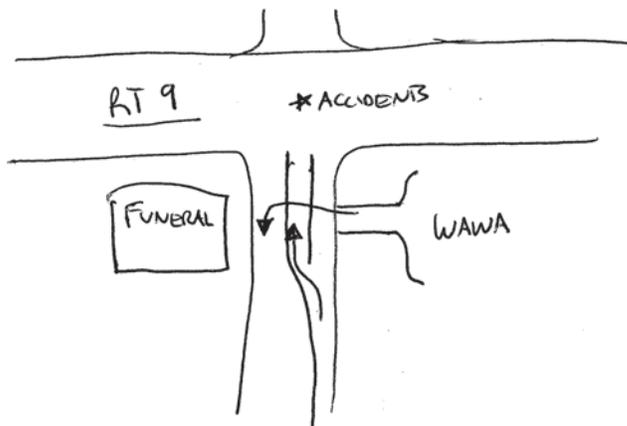
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Appendix F: Comment Sheets

FUNERAL HOME ISSUES

- MULTIPLE ACCIDENTS IN FRONT OF HOME DUE TO CARS MAKING LEFT ONTO RT. 9 & WAWA



- RUGS ON RT. 9 ARE MAINTENANCE PROBLEM
 - GARBAGE TRUCKS FLY THRU @ 60 MPH
 - POSTED SPEED IS 50 MPH BOWN S.I.B & C.T.R.
- CONCERNED ABOUT RT. TURN LANES FROM RT. 9 N ONTO SEA. ISLE BLVD SOUTH TAKING PROPERTY
- DRIVES FROM FUNERAL HOME TO WAWA - NO OVER WALKERS THIS INTERSECTION → VERY UNSAFE
- WOULD LIKE TO SEE FULL GSP INTERCHANGES 17

2

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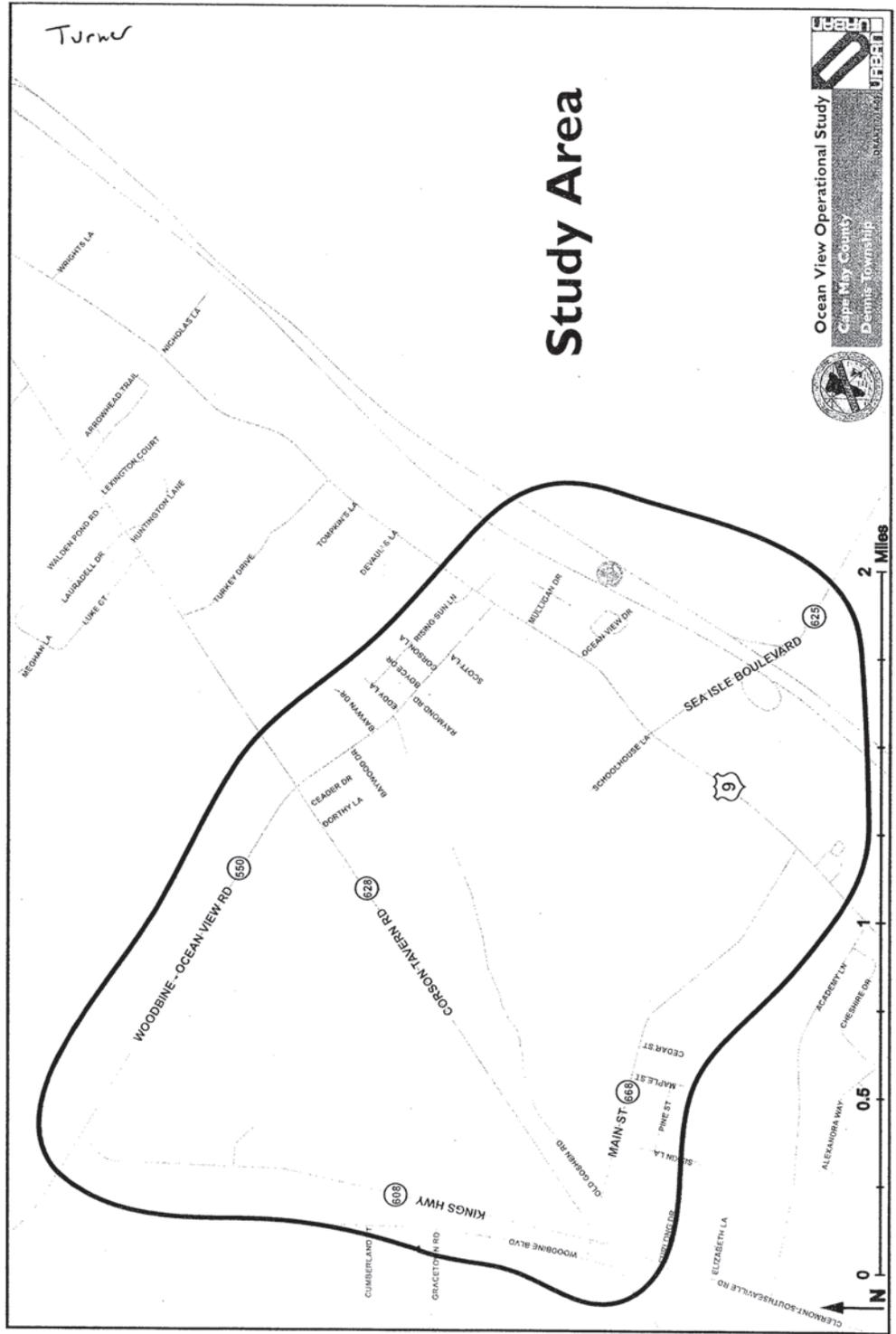
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Appendix F: Comment Sheets



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Appendix F: Comment Sheets

Turner

Came prepared to make statements to defend their property:

- largest tax payer in Twp
- large contributor to community
- Campground - not the traffic problem - brought calendar to show where

Ideas:

- 3rd lane Rte 9
- drainage problem in front of OV Trails Sales
- speed limit WB - OV Rd to Rt 9 to all the way to Twp line
- DF thinks campground needs a LT lane in
- DF thinks a small project to impr trailer pk drainage could incl impr turning movement (or accel/decel lane) into campgrounds
- Turner's pt of view is "prove to me that you've exhausted improvements elsewhere" before we consider a connector thru/in their property.
- Front driveway of Dianans Funeral Home

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Appendix F: Comment Sheets

2005 August & September Activities Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
July 25 9:00 am - Flea Market 7:30 pm - <i>George and Friends</i>	July 26 8:00 pm - Movie	July 27 8:00 pm - Movie	July 28 8:00 pm - Movie	July 29 8:30 - 11 pm All Request Dance	July 30 8:30 - 11 pm All Request Dance	Aug. 6 7:30 pm - Talent Show, Come show off your Talent!
Aug. 1 9:00 am - Flea Market 8 pm - <i>Special Movie Presentation</i>	Aug. 2 8:00 pm - Movie	Aug. 3 8:00 pm - Movie	Aug. 4 8:00 pm - Movie	Aug. 5 8:30 - 11 pm All Request Dance	Aug. 6 7:30 pm - Talent Show, Come show off your Talent!	Aug. 13 7:30 pm - Cape May String Band
Aug. 8 9:00 am - Flea Market 7:30 pm - <i>Wetlands Program</i>	Aug. 9 8:00 pm - Movie	Aug. 10 8:00 pm - Movie	Aug. 11 8:00 pm - Movie	Aug. 12 8:30 - 11 pm All Request Dance	Aug. 13 7:30 pm - Cape May String Band	Aug. 19 7 pm - <i>Phantom's Haunted Carriage</i> For registered kiddies only!! 8:30 pm - Dance 8:30 pm - <i>Monster Mash</i>
Aug. 15 9:00 am - Flea Market 8 pm - <i>Exotic Bird Show</i>	Aug. 16 8:00 pm - Movie	Aug. 17 8:00 pm - Movie	Aug. 18 8:00 pm - Movie	Aug. 19 7 pm - <i>Phantom's Haunted Carriage</i> For registered kiddies only!! 8:30 pm - Dance 8:30 pm - <i>Monster Mash</i>	Aug. 20 Halloween Costume Prizes	Aug. 27 8:30 - 11 pm All Request Dance
Aug. 21 9:00 am - Flea Market 8:00 pm - <i>Special Halloween Movie</i>	Aug. 22 8:00 pm - Movie	Aug. 23 8:00 pm - Movie	Aug. 24 8:00 pm - Movie	Aug. 25 8:00 pm - Movie	Aug. 26 7:30 pm Cape May String Band	Aug. 27 8:30 - 11 pm All Request Dance
Aug. 29 9:00 am - Flea Market 7:30 pm - <i>The Great Haldini</i>	Aug. 30 8:00 pm - Movie	Aug. 31 8:00 pm - Movie	Aug. 31 8:00 pm - Movie	Sep. 1 8:00 pm - Movie	Sep. 2 8:30 - 11 pm All Request Dance	Sep. 3 8:30 - 11 pm All Request Dance
Sep. 4 9:00 am Flea Market 7:30 pm <i>Wetlands Program</i>						

Casino Bus Trips Daily!



Inquire at the office

Ocean View Resort
A Complete Family Camping Resort

Activities are held in our club house, across from the pool.

Appendix F: Comment Sheets

Greenbriar Pond

Catch and Release Fishing Area

Greenbriar pond is a catch and release, environmentally based fishing program promoting good sportsmanship and safe family fun! We are counting on you to assist in the success of this program. Our rules are mandatory and will be strictly enforced for the well being of those fishing and the ecosystem of this pond and it's surrounding area. Everyone is asked to help report any misconduct detrimental to the well being of this fishing project. **Obey & Enjoy Greenbriar Pond!**

Ocean View Resort Fishing Permit must be visibly worn at pond area. Permits issued no charge at the registration desk in the office. \$50 minimum fine for anyone in violation of rules.

- Parents must sign for juvenile permits and supervise children at all times. Parents are responsible for the conduct and welfare of their children.
- Only barbless or crimped hooks are permitted. All fish must be safely returned to water. Landing nets should be used. Greenbriar Pond is CATCH and RELEASE!!!
- No one is permitted to enter water at any time for any reason.
- No loud noise at any time.
- The following is not permitted in pond area: Pets, Picknicking, Boats, Litter, Glass containers, Fires, or Vehicles (please walk or ride a bike or the tram)

Greenbriar pond is closed between the hours of 8 PM and 9 AM. No Trespassing during these hours.

Cable TV Channels

* The Ocean View Information Channel (channel 2) provides you with activity listings, local and marine forecast, up to date information, and much more!

** Summer schedule doesn't come on air until after 12 noon.

- 2 Ocean View Resort Information *
- 3 CBS (Phila.)
- 4 NBC (Atlantic City)
- 5 ESPN - 24 hour sports network
- 6 ABC (Phila.)
- 7 ESPN-2
- 8 Speed Network
- 9 WTXF - FOX (Phila.)
- 10 NBC (Phila.)
- 11 Comedy Channel
- 12 USA
- 13 Discovery Channel
- 15 A & E
- 16 WTBS
- 17 WPHL - Channel 17 (Phila.)
- 18 Weather Channel
- 19 Family Channel
- 20 Lifetime
- 21 WGBS - Channel 57 (Phila.)
- 22 CNN - 24 hour news network
- 23 PBS NJN - NJ Channel 23 **
- 24 TNT
- 25 Nickelodeon
- 26 AMC
- 27 Cartoon Network
- 28 TLC
- 29 Animal Planet
- 30 History

Interested in going Seasonal?

Just think of how nice it would be to just drive down in your car instead of towing your trailer down and back. Or think of how nice it would be to have your own home away from home. Check out the wide selection of new and used park models and travel trailers at our Trailer Sales. We can set the trailer up on site for you and give you service at your site. At Ocean View, there is something for everyone. You can relax, work on your suntan, or be as active as it pleases you to be. If you have children or grandchildren, they will have a great time and life lasting memories at 'the shore'! And only OVR seasonals enjoy some of the BEST privileges our award winning Shore Gate Golf Club has to offer such as special tee time scheduling and special greens fees.

Our season includes the time period starting May 13th and ending September 12th. The cost for a family of up to four persons is \$2920. (Electric is additional. It's metered at your site and you pay for what you use.) Cable TV is included in the seasonal rate. Telephones are available at all sites if you wish to be available to family, work, or friends. We also offer our seasonal members an exclusive option for extending their season to include some weekends in late April, early May, additional time in September, and even some weekends in early October!

For complete seasonal information, check with our office.

Appendix F: Comment Sheets

2005 June and July Activities Calendar (including Memorial Day weekend)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>May 29 9:00 am - Flea Market 7:30 pm - <i>The Great Haldini</i></p> 					<p>May 27 MEMORIAL DAY 8:30 - 11 pm All Request Dance</p> 	<p>May 28 WEEKEND 10 am - 2 pm Swimsuit Sale 7:30 - 9 pm Cape May String Band</p>
<p>June 19 9:00 am - Sand Sculpting Contest at Lake 9:00 am - Flea Market 8:00 pm - Special Pirate Movie Presentation</p> 	<p>June 20 8:00 pm - Movie</p> 	<p>June 21 8:00 pm - Movie</p>	<p>June 22 8:00 pm - Movie</p>	<p>June 23 8:00 pm - Movie</p>	<p>June 24 Midweek movies begin running June 28th</p> 	<p>June 25 8:00 pm - Special Movie Presentation</p> 
<p>June 26 9:00 am - Flea Market 8:00 pm - Special Presentation</p> 	<p>June 27 8:00 pm - Movie</p> 	<p>June 28 8:00 pm - Movie</p>	<p>June 29 8:00 pm - Movie</p>	<p>June 30 8:00 pm - Movie</p> 	<p>July 1 8:30 - 11 pm All Request Dance</p> 	<p>July 2 10 am - 2 pm Swimsuit sale 7:30 - 9 pm Cape May String Band</p> 
<p>July 3 9:00 am - Flea Market 7:30 pm - <i>The New Jersey Nature Show</i></p> 	<p>July 4 8:00 pm - Movie</p>	<p>July 5 8:00 pm - Movie</p>	<p>July 6 8:00 pm - Movie</p>	<p>July 7 8:00 pm - Movie</p>	<p>July 8 8:00 pm - Movie</p>	<p>July 9 8:00 pm - Movie</p>
<p>July 10 9:00 am - Flea Market 7:30 pm - Exotic Bird Show</p> 	<p>July 11 8:00 pm - Movie</p>	<p>July 12 8:00 pm - Movie</p>	<p>July 13 8:00 pm - Movie</p>	<p>July 14 8:00 pm - Movie</p>	<p>July 15 8:30 - 11 pm All Request Dance</p> 	<p>July 16 8:30 pm - Movie</p>
<p>July 17 8:00 pm - Movie</p>	<p>July 18 8:00 pm - Movie</p>	<p>July 19 8:00 pm - Movie</p>	<p>July 20 8:00 pm - Movie</p>	<p>July 21 8:00 pm - Movie</p>	<p>July 22 7:30 pm - Cape May String Band</p> 	<p>July 23 8:30 - 11 pm All Request Dance</p> 

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Appendix F: Comment Sheets

CAMPING POLICIES

(COMPLETE CAMPGROUND POLICIES AVAILABLE AT OFFICE)

- Bicycles:** It is very dangerous to ride bikes after dark; therefore, Ocean View Resort requires all bikers to have a working headlight and taillight if used after 7:30 pm. Please lock your bikes. Under NJ State Law children 14 and under must wear helmets.
- Campfires:** Campfires shall be maintained only in the fire rings provided and shall be used in such a manner that they will not create a hazard to people, vegetation, any structure and/or camping equipment. Fires are dangerous and shall be supervised by an adult and completely extinguished when not attended. No accelerants shall be used on campfires. Campfire flames shall be maintained at a safe height. Pressure treated wood cannot be burned in the campground.
- Children & Curfew:** All children up to the age of 18 years must be at their campsite by 12:30 AM. If a child is found away from his/her campsite after 12:30 AM, we will take his/her name & site # as well as a polaroid photo. We will show the photo to the site renter and the site renter will be held responsible. **Site renter/Parent is responsible for the conduct and/or welfare of children.**
- Dogs/ Animals:** Having your pet stay at OVR is a privilege. We will strictly enforce the N.J. mandates on safety, noise, and sanitation. You must clean up after your pet. Anyone not complying will lose pet privilege. Do not walk your pet unless you have the supplies with you to clean up after it. Pets must be kept on a leash not over 6' in length at all times. They must be attended and cannot be left at site alone. Pets are not allowed on lake beaches or in water. Pets should not create a public health or noise nuisance. All items are State of N.J. health laws. **Pets are excluded from Cabin Rentals and Trailer Rentals.**
- Flea Market:** *Arts & Crafts, Show & Sales.* Sellers must reserve a table during the week preceding flea market. Only handcrafted (by seller or relative) or used items can be sold. No new items or items sold in campground store or Ocean View Trailer Sales. Reservation fee is \$5.
- Quiet Hours:** Quiet must be observed from 11 PM until 7 AM.
- Sewer Connections:** **Travel Trailer:** Please do not place hose into sewer inlet more than six inches. A greater depth can cause sewage back up. Hose from trailer to sewer inlet should have a gradual pitch. **Tent Trailers:** N.J. State health laws require that all waste water must be disposed into a sewer inlet. **No water can be drained onto the ground.** All Ocean View Resort Campground sites have sewer inlets. All campgrounds are inspected by county health authorities and municipal court summons are issued to violators.
- Septic Treatment:** OVR is proud to be recognized as an environmentally friendly resort. We do not permit the use of any septic treatments containing formaldehyde or paradichlorobenzene. These two chemicals are listed as carcinogens and could cause serious threats to the quality of our ground water. Thank you for helping keep OVR safe, healthy, & beautiful for all of us and future generations.
- Speed limit:** The speed limit in OVR is 10 MPH and is strictly enforced. **Speeders lose gate passes.**

In case of Emergency For medical emergencies call 911. Please contact security or the campground office so we can direct emergency response to your location. The Dennis Township Rescue Squad is a voluntary emergency response system. These volunteers leave their homes and jobs to respond to dispatcher request for an ambulance. Only call 911 if it is an EMERGENCY. The emergency room of Burdette Tomlin Memorial Hospital is located 8 miles south of OVR on Route 9 in the town of Cape May Court House.

Voice: (609) 624-1675 Fax: (609) 624-8644

Mail: P.O. Box 607 - Ocean View, NJ 08230 E-mail: OVR@worldnet.att.net

Web: www.ovresort.com

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Ocean View Operational Study

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Appendix F: Comment Sheets

OCEAN VIEW OPERATIONAL IMPROVEMENTS STUDY Dennis Township, Cape May County



July 14, 2005 Public Meeting

Please take a few minutes to answer the following questions to help us gather information for the first part of our study. Please fill out only one questionnaire per individual to assist the project team in providing an accurate assessment. Please return your questionnaire to the box provided at the exit, give to any team member, or mail to:

Dale Foster, Project Manager
County Engineer's Office
County of Cape May
4 Moore Road
Cape May Court House, NJ 08210
countyengineer@co.cape-may.nj.us

Thank you for your participation today! **You may take additional copies for friends and neighbors to complete.**

***** Please return this form today or by July 28, 2005 *****

Please use the attached map to provide additional information for your answers to the questions below.

1. Are you a resident or vacationing in Cape May? In what community? CMCH
2. How long have you lived or vacationed at this location? 6 yr (business)
3. What do you like most about living or vacationing in this area? can't answer
4. What would make your community a better place to live, work or vacation? people taking responsibility for their property (grooming etc.)
5. What specific transportation problems have you encountered, if any, in the study area? Where? (include those problems related to transit, bicycle and pedestrian access, or quality of life)
see # 8

Appendix F: Comment Sheets

6. Do you travel by bike? If so, what is your destination, route and purpose?

Owens Kings Hwy campground. Has had people come to specifically bike - recommend trail. Ended up being a problem (parking) - no one knew what to advise.

7. What would you like the study area to look like in 20 to 30 years?

* Consider tourists - its not us vs. them
 * Consider designated routes for activities or buses/vans/trolleys - would be good for employees and tourists, would help congestion, would help

8. Do you have any transportation improvements that you would like the Project Team to examine in the next part of the study?

bet. 7am-10am very bad - make passing zone Tattler to Hagan's solid line (no passing) - people anticipate zone and it really gets bad. (locals)
 - cones (Academy) or site triangles are bad - need to be better groomed

9. Are there any other concerns or issues you would like us to know about at this time?

Corson Tavern, 606/628 blinking light or perhaps light would help
 Historic tree - Kings Hwy just north of Hagan (old tree - can't touch - this also needs grooming)

While the following is optional, providing the information below will help us understand your travel patterns and your comments relative to where you live.

Name

Judy La Porta

Address

campground owner Kings Hwy

City/State/Zip

Appendix F: Comment Sheets

OCEAN VIEW OPERATIONAL IMPROVEMENTS STUDY Dennis Township, Cape May County



July 14, 2005 Public Meeting

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4. What would make your community a better place to live, work or vacation? _____

5. What specific transportation problems have you encountered, if any, in the study area? Where?
(include those problems related to transit, bicycle and pedestrian access, or quality of life)

Appendix F: Comment Sheets

6. Do you travel by bike? If so, what is your destination, route and purpose?

7. What would you like the study area to look like in 20 to 30 years?

8. Do you have any transportation improvements that you would like the Project Team to examine in the next part of the study?

FLOODING

9. Are there any other concerns or issues you would like us to know about at this time?

- ① ASSEMBLEMAN JACK GIBSON THINK THERE SHOULD
BE A CONNECTOR BETWEEN SCHOOL HOUSE LANE
AND UODDING OCEAN VIEW ROAD
- ② ALSO NEED TO ENHANCE TO FIX RT 9 / STAIRS
BUILD INFRASTRUCTURE INCREASE THE CAPACITY
AND ENHANCE TURNING

While the following is optional, providing the information below will help us understand your travel patterns and your comments ^{making} relative to where you live.

Name ③ IMPROVE DRAINAGE PROBLEM

Address IN FRONT OF TRAINING CAMPUS

City/State/Zip _____

12

30

Public Meeting #1
July 14, 2005

Ocean View Operational Study



Appendix F: Comment Sheets

OCEAN VIEW OPERATIONAL IMPROVEMENTS STUDY Dennis Township, Cape May County



July 14, 2005 Public Meeting

Please take a few minutes to answer the following questions to help us gather information for the first part of our study. Please fill out only one questionnaire per individual to assist the project team in providing an accurate assessment. Please return your questionnaire to the box provided at the exit, give to any team member, or mail to:

Dale Foster, Project Manager
County Engineer's Office
County of Cape May
4 Moore Road
Cape May Court House, NJ 08210
countyengineer@co.cape-may.nj.us

Thank you for your participation today! You may take additional copies for friends and neighbors to complete.

***** Please return this form today or by July 28, 2005 *****

Please use the attached map to provide additional information for your answers to the questions below.

1. Are you a resident or vacationing in Cape May? In what community? Ocean View
2. How long have you lived or vacationed at this location? 10 yrs.
3. What do you like most about living or vacationing in this area? off season quiet
4. What would make your community a better place to live, work or vacation? Less traffic at Peak Seasons / More Services
5. What specific transportation problems have you encountered, if any, in the study area? Where? (include those problems related to transit, bicycle and pedestrian access, or quality of life)
Note 9 of Sea Isle Blvd. Wawa Traffic In Particular

Appendix F: Comment Sheets

6. Do you travel by bike? If so, what is your destination, route and purpose?

NO, However My children do.

7. What would you like the study area to look like in 20 to 30 years?

Reconstruct Ate 9 Sea Isle Blvd. Intersections and close one of Sea Isle Blvd. Entrances to Wawa

8. Do you have any transportation improvements that you would like the Project Team to examine in the next part of the study?

Parkway entrance changes at Sea Isle Blvd. & Seaville. Slow Heavy Truck Traffic on Ate. 9

9. Are there any other concerns or issues you would like us to know about at this time?

Sea Isle Blvd. After Parkway overpass Floods in Area's in Heavy Rain

While the following is optional, providing the information below will help us understand your travel patterns and your comments relative to where you live.

Name TIM & Lillian DINAN
Address 565 Sea Isle Blvd.
City/State/Zip Ocean View, NJ 08230

Appendix F: Comment Sheets

OCEAN VIEW OPERATIONAL IMPROVEMENTS STUDY Dennis Township, Cape May County



July 14, 2005 Public Meeting

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Cape May Court House, NJ 08210
countvengineer@co.cape-may.nj.us

Thank you for your participation today! **You may take additional copies for friends and neighbors to complete.**

***** Please return this form today or by July 28, 2005 *****

Please use the attached map to provide additional information for your answers to the questions below.

1. Are you a resident or vacationing in Cape May? In what community? So Dennis
2. How long have you lived or vacationed at this location? life long
3. What do you like most about living or vacationing in this area? rural community
4. What would make your community a better place to live, work or vacation? _____
5. What specific transportation problems have you encountered, if any, in the study area? Where? (include those problems related to transit, bicycle and pedestrian access, or quality of life)
Rt 9 & Schoolhouse Lane - need green arrow to turn left from S1 Blvd onto Rt 9 -

15

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Public Meeting #1
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Ocean View Operational Study

DRAFT



Appendix F: Comment Sheets

6. Do you travel by bike? If so, what is your destination, route and purpose?

NO

7. What would you like the study area to look like in 20 to 30 years?

exit off parkway heading N by
Sea Isle City-

8. Do you have any transportation improvements that you would like the Project Team to examine in the next part of the study?

9. Are there any other concerns or issues you would like us to know about at this time?

While the following is optional, providing the information below will help us understand your travel patterns and your comments relative to where you live.

Name Kathleen Bresan

Address 506 Hagen Rd, CMCA NJ 08210

City/State/Zip (So. Dennis)

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Appendix F: Comment Sheets



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July 14, 2005

Ocean View Operational Study

DRAFT



Appendix F: Comment Sheets

OCEAN VIEW OPERATIONAL IMPROVEMENTS STUDY Dennis Township, Cape May County



July 14, 2005 Public Meeting

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Cape May Court House, NJ 08210
countyengineer@co.cape-may.nj.us

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***** Please return this form today or by July 28, 2005 *****

Please use the attached map to provide additional information for your answers to the questions below.

1. Are you a resident or vacationing in Cape May? In what community? South Dennis
2. How long have you lived or vacationed at this location? 5 years
3. What do you like most about living or vacationing in this area? ITS Rural charm
4. What would make your community a better place to live, work or vacation? EASE UP ON
Traffic Congestion
5. What specific transportation problems have you encountered, if any, in the study area? Where?
(include those problems related to transit, bicycle and pedestrian access, or quality of life)
CRSSO & US 9 TRUCK TRAFFIC. Intersection is inadequate for
The size and volume of vehicles.

18

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July 14, 2005

Ocean View Operational Study



Appendix F: Comment Sheets

6. Do you travel by bike? If so, what is your destination, route and purpose?

N/A

7. What would you like the study area to look like in 20 to 30 years?

Free Flowing Traffic with Limited back-ups

8. Do you have any transportation improvements that you would like the Project Team to examine in the next part of the study?

- ① Extension of Sea Isle Blvd to Woodbine - Ocean View Rd
- ② off Ramp of GSP N-B to Sea Isle Blvd
- ③ Improvement to 550 & 9 Intersection
- ④ Sea Isle Blvd & School House Realignment

9. Are there any other concerns or issues you would like us to know about at this time?

.....

While the following is optional, providing the information below will help us understand your travel patterns and your comments relative to where you live.

Name Edward F. Beck

Address Po Box 284

City/State/Zip So. Dennis, NJ 08245

19

37

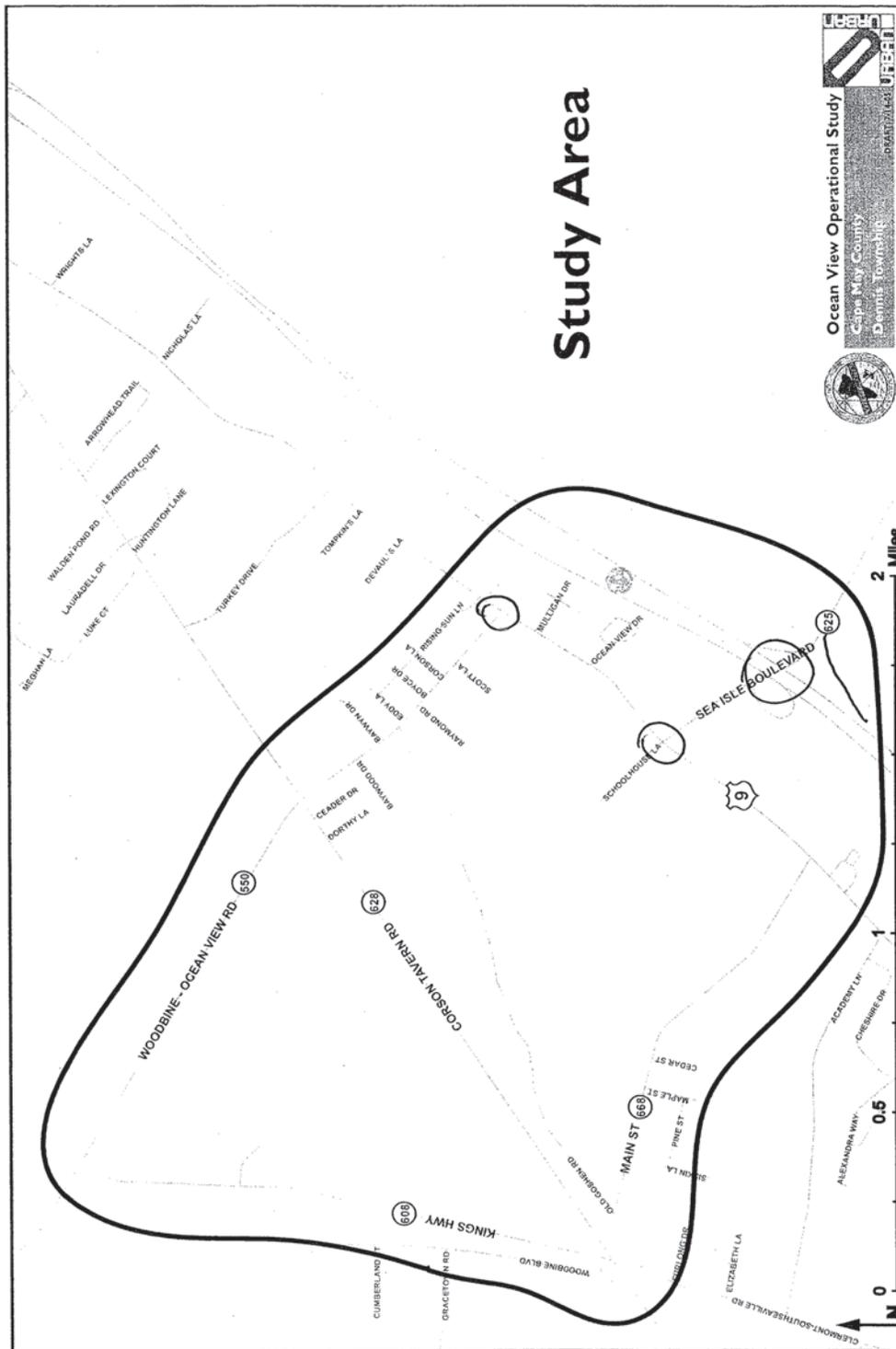
Public Meeting #1
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Ocean View Operational Study

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Appendix F: Comment Sheets



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July 14, 2005

Ocean View Operational Study

DRAFT



Appendix F: Comment Sheets

Route 9 from S1 Blvd to Woodbine
Road should be 3 lanes

WAWA EXIT on S1 Blvd too close to
corner

Gas Station property ?
Undertaken property ?

Create an south exit on Rt 9 from
hardware store

Woodbine Road straight thru to
parkway

Extra lane going on parkway from
Sea Isle
Extra lane coming off parkway

New entrance going south on parkway
or at least a sign that says
you can make a U turn to go S

S1 Blvd thru to Keesen turn Rd

Maybe more or take out toll Booth

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Ocean View Operational Study

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Appendix F: Comment Sheets



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July 14, 2005
Ocean View Operational Study

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Appendix F: Comment Sheets

OCEAN VIEW OPERATIONAL IMPROVEMENTS STUDY Dennis Township, Cape May County



July 14, 2005 Public Meeting

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County Engineer's Office
County of Cape May
4 Moore Road
Cape May Court House, NJ 08210
countyengineer@co.cape-may.nj.us

Thank you for your participation today! You may take additional copies for friends and neighbors to complete.

***** Please return this form today or by July 28, 2005 *****

Please use the attached map to provide additional information for your answers to the questions below.

1. Are you a resident or vacationing in Cape May? In what community? OCEAN VIEW
2. How long have you lived or vacationed at this location? PREVIOUS TO 1983
3. What do you like most about living or vacationing in this area? SCENARY, QUIET, NEIGHBORS
4. What would make your community a better place to live, work or vacation? RECREATION
5. What specific transportation problems have you encountered, if any, in the study area? Where? (include those problems related to transit, bicycle and pedestrian access, or quality of life)
 - ① RT 9 + JIC BLVD RT 9 + 550
 - ② TRYING 2 CROSS RT 9 IN SUMMER
 - ③ THE "NO RIGHT TURN ON RED" AT BOTH LOCATIONS

24

41

DRAFT

Public Meeting #1
July 14, 2005

Ocean View Operational Study



Appendix F: Comment Sheets

6. Do you travel by bike? If so, what is your destination, route and purpose?

Yes Local runs

7. What would you like the study area to look like in 20 to 30 years?

MAINLY THE SAME

8. Do you have any transportation improvements that you would like the Project Team to examine in the next part of the study?

Yes, see sketch

9. Are there any other concerns or issues you would like us to know about at this time?

APPROXIMATE RESPONSE FROM CE ENGINEERING

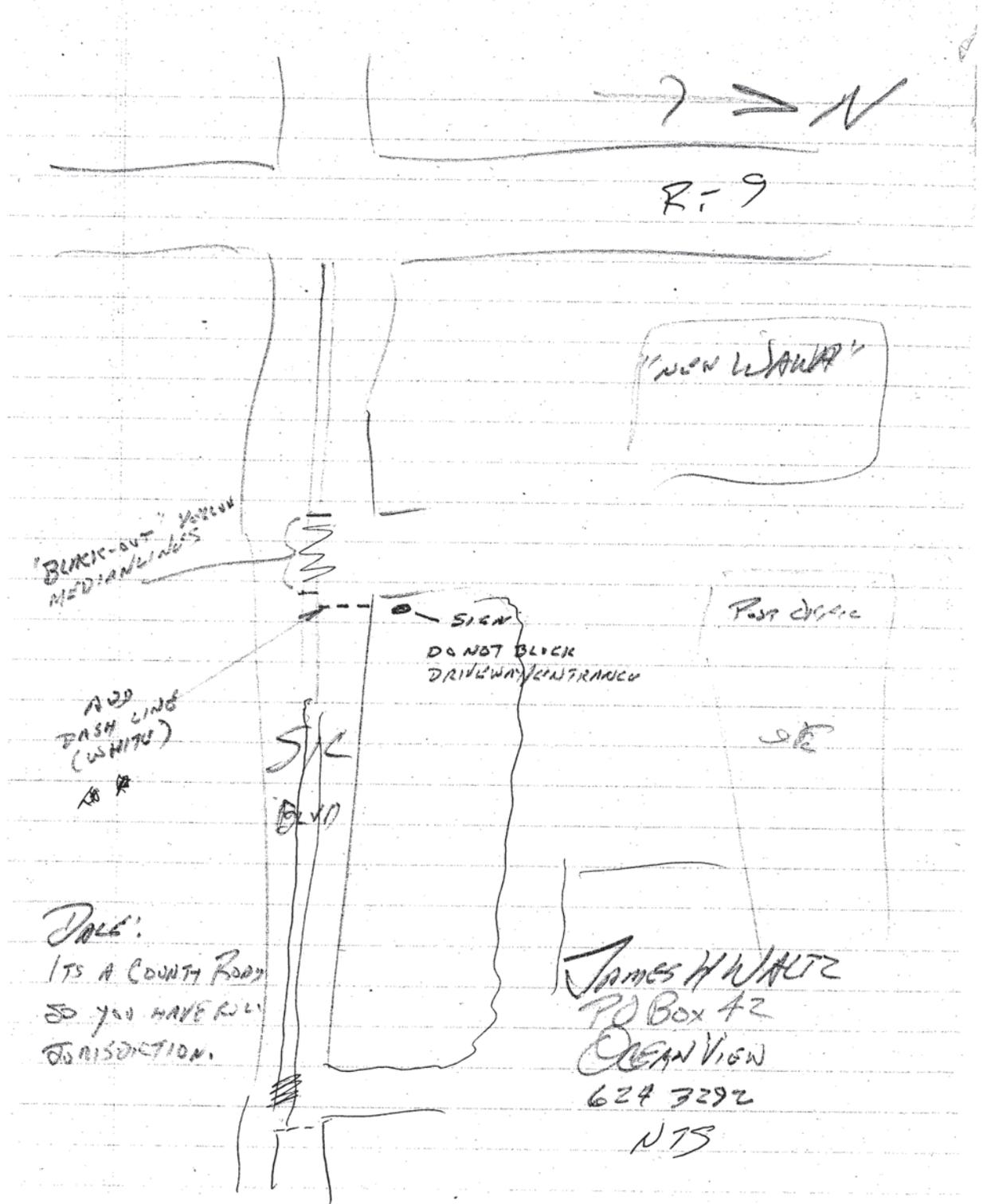
While the following is optional, providing the information below will help us understand your travel patterns and your comments relative to where you live.

Name JAMES H WALTZ
Address (2416 RT 9) PO Box 42
City/State/Zip Ocean View NJ 08230-0042

25



Appendix F: Comment Sheets



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Public Meeting #1
July 14, 2005

Ocean View Operational Study

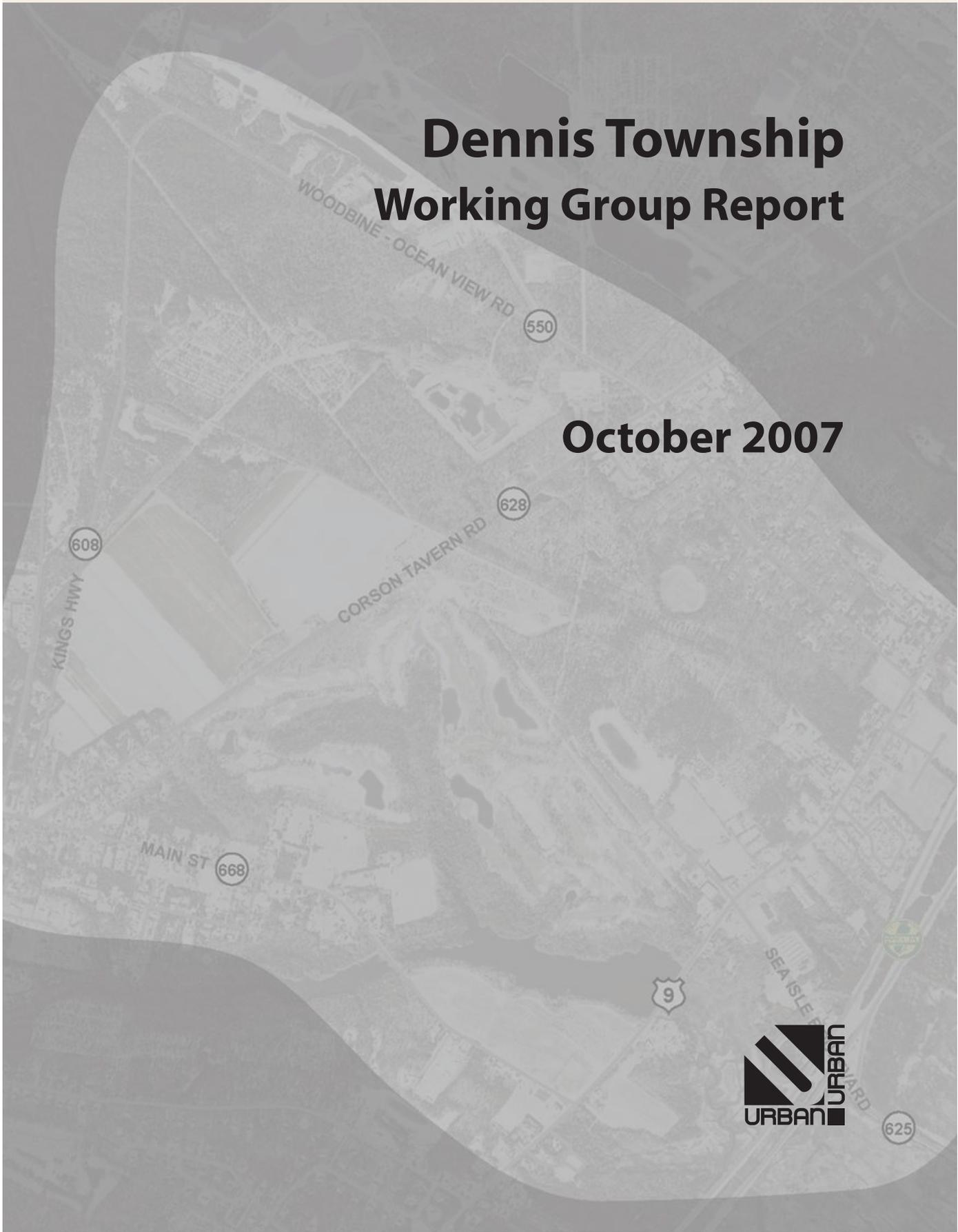
DRAFT



Appendix C: Working Group Report

Dennis Township Working Group Report

October 2007



Acknowledgements

The Dennis Township Working Group consisted of the following members:

Ruth Blessing	Dennis Township Mayor
Dennis Crippen	Dennis Township Committee
Dan Konszyk	Planning Board
Jim Pickering	Seaville Resident, Businessman and Attorney
Andy Previti	Dennis Township Engineer
Kim Schiela	Business Owner
Doug Turner	Business Owner, Zoning Board, Resident of Ocean View
John Turner	Business Owner and Resident, Ocean View
Dave Watson	Planning Board

Dennis Township Working Group Transportation Plan

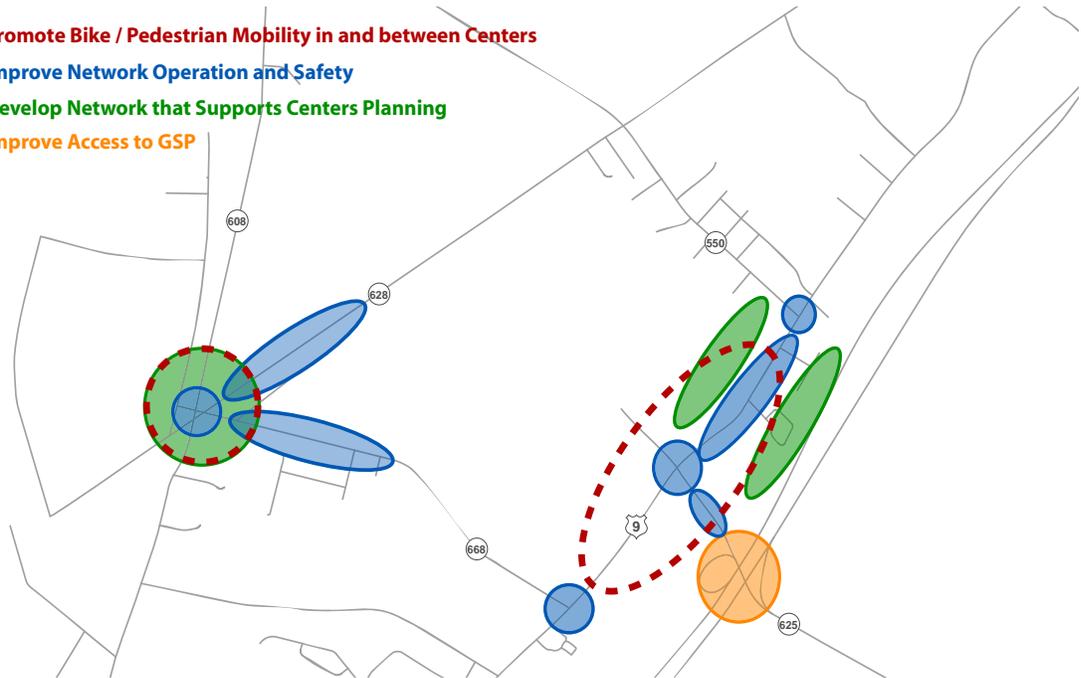
Cape May County undertook the Ocean View Operational Study with support from the South Jersey Transportation Planning Organization to identify operational, safety and circulation needs in the Ocean View and South Seaville communities of Dennis Township. At the same time, Dennis Township is pursuing an application for expanded Centers Designation to the Office of State Planning. The Centers Designation process afforded a good opportunity to seek and incorporate township and public comment on transportation needs for the Ocean View Operational Study. The Ocean View Operational Study then helped to formulate local transportation recommendations in concert with the Centers Designation application.

A Working Group was convened to identify problem areas, develop ideas and concepts to address issues and concerns, refine the concepts, and formulate a recommended plan. The group held five meetings from June through November 2006. Meeting minutes are attached as Appendix A. This Working Group report summarizes the problems and recommendations identified through the Working Group. The report was presented to the Dennis Township Committee on July 3, 2007 and adopted by resolution at their regular meeting on July 17, 2007. The resolution specified one minor change involving recommendation #9, and that change has been incorporated into the report. The full resolution is attached as Appendix B.

Study Objectives

The Working Group identified four study objectives as shown below:

- Promote Bike / Pedestrian Mobility in and between Centers
- Improve Network Operation and Safety
- Develop Network that Supports Centers Planning
- Improve Access to GSP



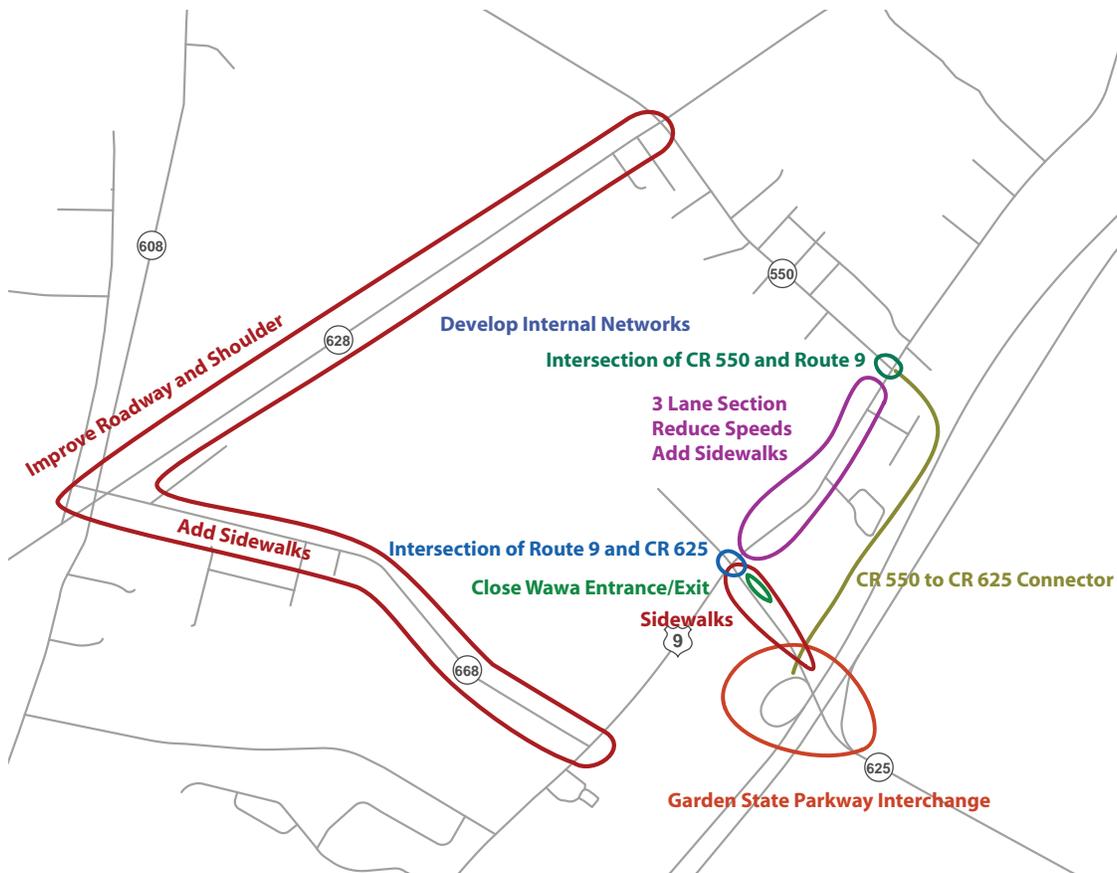
Problem Areas, Issues and Concerns

The Working Group identified the following general problem areas:

- CR628 (Corsons Tavern Road) – roadway and shoulder need improvement, lack of sidewalks
- CR668 (Main Street) - lack of sidewalks
- The intersection of CR550 (Woodbine – Ocean View Road) and Route 9 – congestion, speeding, lack of sidewalks, and inadequate turning radii for trucks
- The intersection of CR625 (Sea isle Boulevard) and Route 9 – congestion, speeding, lack of sidewalks and safety concerns
- Wawa access – entrance and egress conflicts
- Lack of sidewalks on Route 9 and CR625 (Sea Isle Boulevard)
- The Garden State Parkway interchange – missing movement (to and from south)
- Need to address season traffic congestion – too much traffic on too few roadways

Working Group Recommendations

The Working Group formulated eleven recommendations to address the problem areas, issues and concerns that were stated previously. The graphic below shows an overview of the recommendations. Each recommendation is then detailed individually on the following pages.

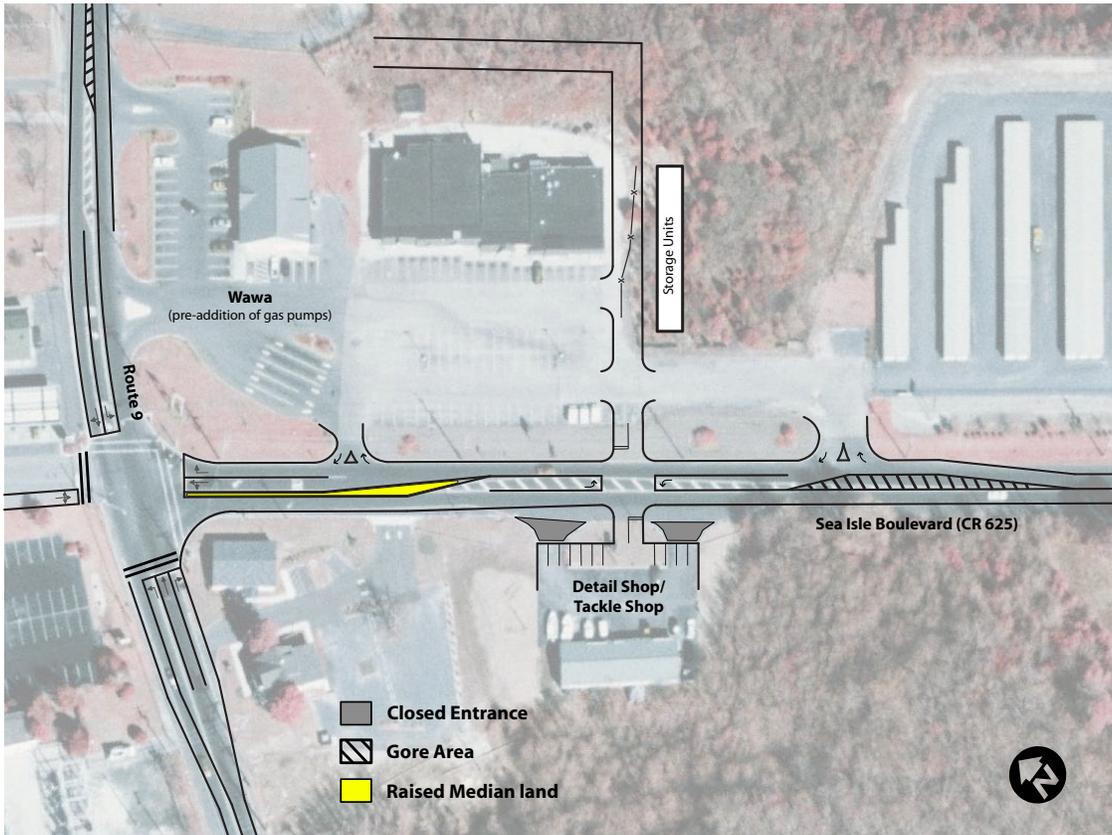


Recommendation #1

CR 625 and Route 9 Intersection Improvements

The Working Group developed recommendations to address access to local businesses and pedestrian/bike compatibility, as follows (also shown in the graphic on the next page):

- Provide a raised median at the western end of CR 625 to separate eastbound and westbound traffic.
- Limit access into Wawa from CR 625 to a right-turn in and out at the westerly driveway (closest to Route 9).
- Install crosswalks and sidewalks at School House Lane and northbound Route 9 to establish a complete pedestrian intersection at Route 9 and CR 625.
- Provide a two way left turn median lane on CR 625 between Route 9 and the Garden State Parkway.
- Provide an intersection on CR 625 where consolidated driveways serving the north side of CR 625 and a new entrance driveway to the Detail Shop/ Tackle Shop would be re-positioned.
- A driveway, serving as an auxiliary roadway, would extend through the parking area and between the storage units and retail center and wrap around the retail center and connect to the service pump area of the Wawa.

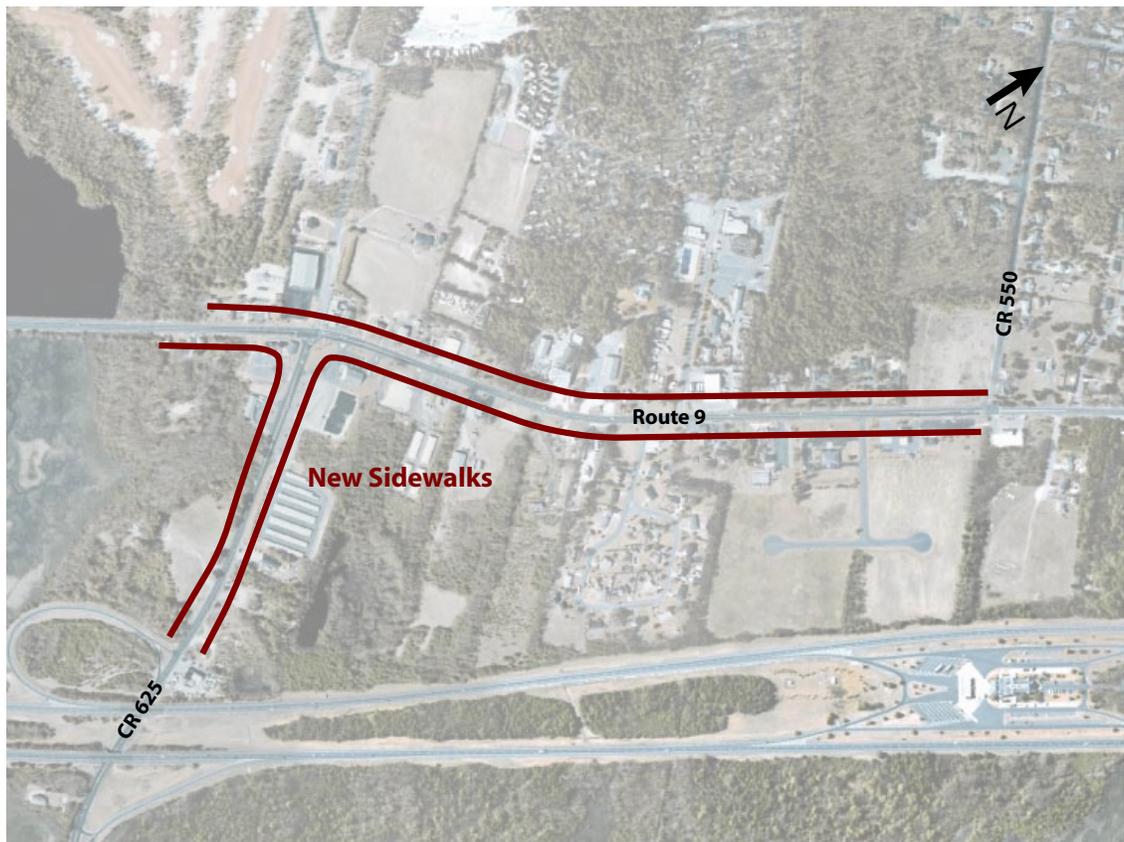


Additionally, the NJDOT had already developed a set of recommendations to improve turning movements at the intersection of Route 9 and CR 625 (Sea Isle Boulevard), as follows:

- Lengthen the left-turn lane on southbound Route 9. This can be accomplished within the existing pavement and is consistent with current driveway access in the immediate area.
- Add dedicated left and right-turn lanes on northbound Route 9. This requires moving the existing curb roughly four feet and relocating a traffic signal.
- Convert the through/right lane on westbound CR 625 to a dedicated right-turn lane, and convert the existing left-turn lane to accommodate through and left-turn movements. This can all be accomplished within the existing pavement.
- Better align the lane approaches on CR 625 and School House Lane.
- Modify the traffic signal to optimize operations.

Recommendation #2 Route 9 and CR 625 Sidewalk System

Sidewalk network on Route 9 and CR625 is recommended. This network would increase pedestrian mobility and safety, accommodate future development, and support an important mobility objective of the center plan. Sidewalks are recommended along both sides of Route 9 from just south of CR625 (MP 20.8) to CR550. Along CR625, sidewalks should be installed for a length of 0.35 miles from the intersection with Route 9 to the Garden State Parkway ramps. Dennis Township's development ordinance should be consistent with the sidewalk network recommendations.



Recommendation #3

Route 9 Speed Reduction

The posted speed for Route 9 between CR625 and CR550 is 50 mph. The existing posted speed of 50 mph is inconsistent with the intended character of the town center. High vehicle speeds are hostile to pedestrians and bicyclists, make maneuvers on and off the roadway difficult, and support a vehicle-oriented design objective for commercial development in the town center corridor. Dennis Township recently sent a letter to NJDOT requesting a reduction in the posted speed. The recommended posted speed limit should be reduced to reflect the adjacent roadside development. As land uses supporting a future town center evolve over time, a speed limit of 35 mph or lower would be appropriate.

Recommendation #4

Seasonal Shuttle Service

The Working Group recommends developing a seasonal shuttle service that would provide transit access between the campgrounds in Ocean View and the adjacent beach communities. This service would be developed by Dennis Township in coordination with Cape May County.

Recommendation #5

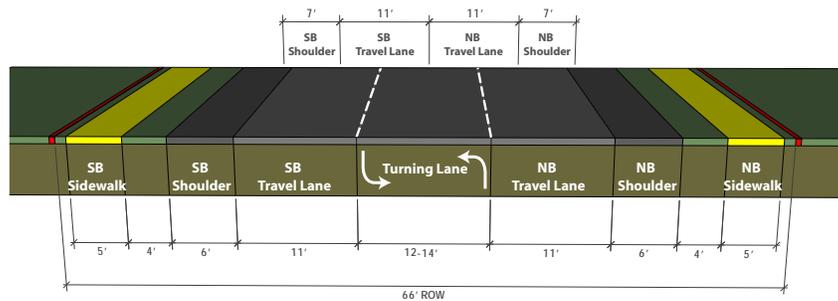
Garden State Parkway Interchange Access Improvements

The existing interchange at CR625 is not a full intersection, as it does not provide access from the Garden State Parkway northbound onto CR625 or from CR625 onto the Garden State Parkway southbound. The Working Group recommended a complete interchange to improve access to Ocean View and provide an alternative travel opportunity to Route 9.

Recommendation #6 Route 9 Three-Lane Section

A three-lane section is recommended for Route 9. The section would consist of three 12-foot lanes, with two travel lanes, shoulders, sidewalks and a striped median lane marked with head-to-head left turn arrows. Median islands would be positioned to prohibit the use of the median lane for through movements. Reduction in certain types of crashes can be achieved with this design.

Existing Cross Section



Proposed Cross Section



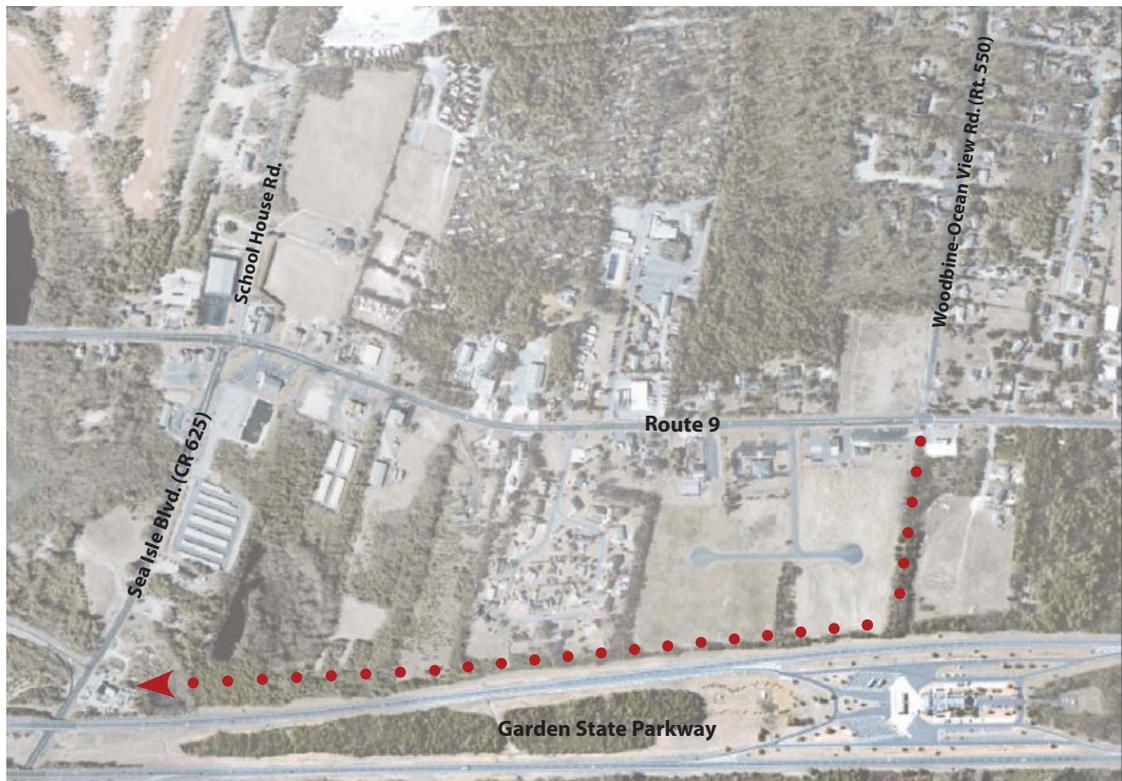
Recommendation #7 CR550 Intersection Improvements

A dedicated right-turn lane on CR550 at the intersection with Route 9 is recommended to accommodate the heavy right-turn movement. Right turn on red would be permitted if adequate sight distance is present for right turning vehicles. Tree removal along southbound Route 9 (at the northwest corner of the intersection) to improve sight distance for vehicles turning right from CR550 onto Route 9 is recommended. The turning radii for trucks is inadequate and needs to be addressed.



Recommendation #8 CR550 Extension

The severe congestion on Route 9 caused by seasonal traffic adversely impacts quality of life, the economy, and the creation of a center. Solutions that only expand capacity on Route 9 are inconsistent with the Center Designation objectives. The concept of connecting CR550 directly to CR625 east of Route 9 is a candidate alternative providing relief to Route 9. This road would extend the existing alignment of CR550 east past Route 9 to the Garden State Parkway, and then run south parallel to the GSP until it connects with CR625. The concept would require thorough study and coordination in order to advance. The study should also consider modifying the GSP interchange ramp system to serve access to and from the south.

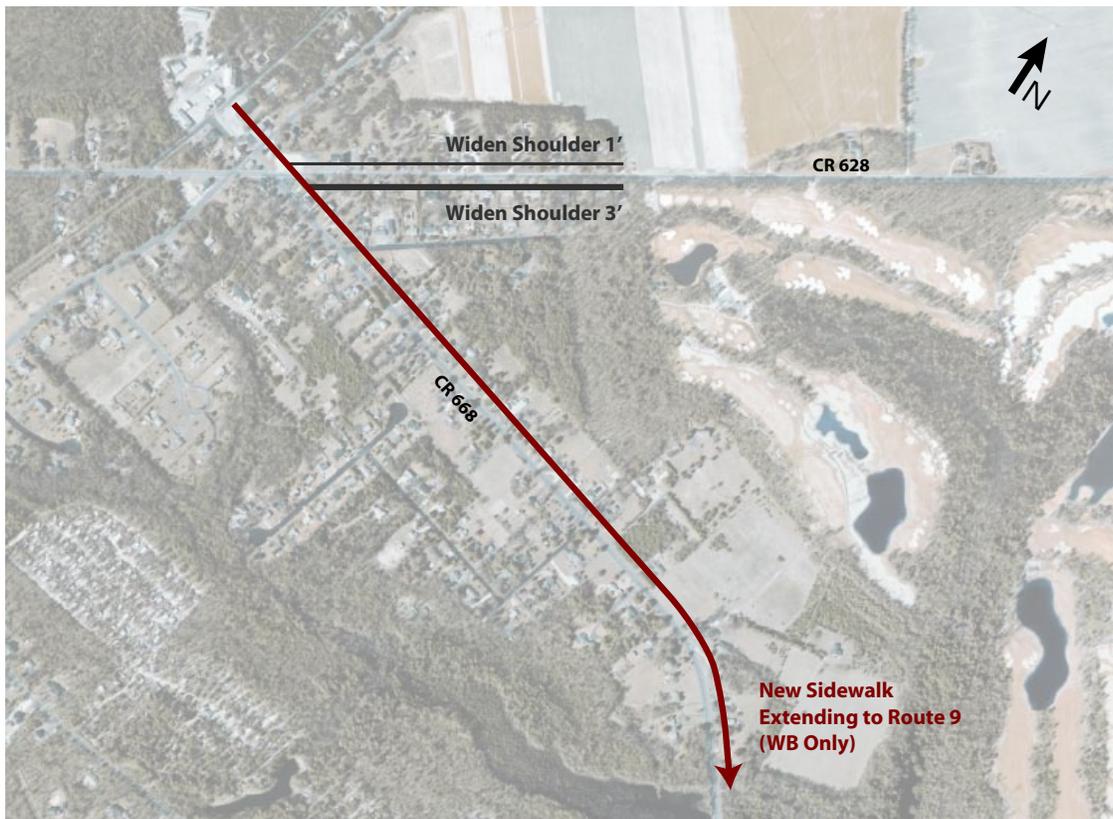


Recommendation #9

South Seaville Sidewalk and Shoulder Improvements

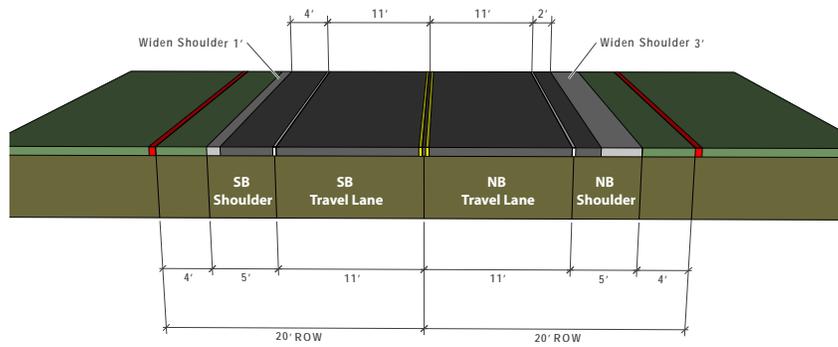
The road surface condition of Corsons Tavern Road is poor. The existing shoulders through the developed area of the village, between CR668 and approximate MP 3.5, are 4 feet wide on the northbound side and 2 feet wide on the southbound side. The road surface needs improvement, ponding and drainage problems need to be addressed and the shoulder areas should be widened to provide a uniform 5 foot shoulder area for pedestrian and bicycle user safety. In the absence of sidewalks, the additional shoulder width improves roadway space for pedestrians and bicyclists.

There are no sidewalks along Main Street. Where feasible, sidewalks should be included in the village plan for South Seaville. Sidewalks are recommended along westbound Main Street from Kings Highway east to the intersection with Route 9 to accommodate pedestrians.



Corsons Tavern Road (CR 628)

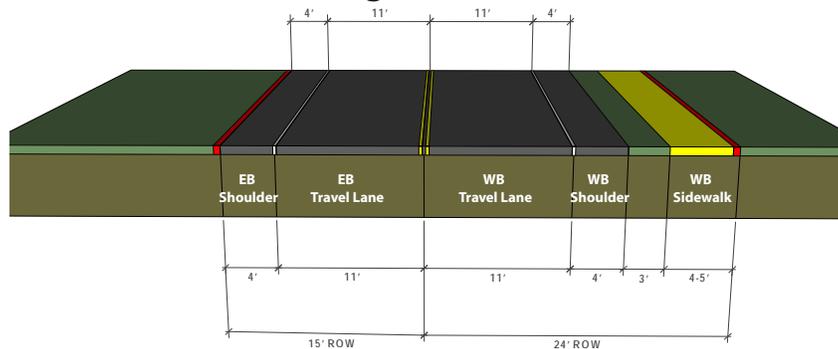
Existing Cross Section



Proposed Cross Section

Main Street (CR 668)

Existing Cross Section



Proposed Cross Section

Recommendation #10 Complete the Woodbine Bike Path to Clermont

The Woodbine Bike Path runs adjacent to eastbound CR550 along an abandoned railroad right-of-way and terminates immediately after it enters Dennis Township. The bike path is intended to continue to Clermont on the abandoned right-of-way. Funding for study and design of the missing section should be acquired.



Recommendation #11 Connect Woodbine Bike Path to CR550

As an interim measure, a marked crosswalk should be installed at the bike path terminus in order to provide a continuous transition from the bike path to the CR550 shoulders. CR550 has shoulders wide enough to accommodate bicycle use. In addition, Route 9, CR625 and portions of Corsons Tavern Road are bicycle compatible. The link would help form a local and regional bike system.



Dennis Township Working Group Report Action Plan

#	Actions	Lead	Time-frame
1	Intersection Improvements CR625 and Route 9	NJDOT/County	S
2	Route 9 and CR625 Sidewalk System	NJDOT/County/Local	S
3	Route 9 Speed Reduction	NJDOT/Local	S
4	Seasonal Shuttle Service	Local/County	S
5	Garden State Parkway Interchange Access Improvements	GSP Authority	L
6	Route 9 Three-Lane Section	NJDOT	S
7	CR550 Intersection Improvements	NJDOT/County	S
8	CR550 Extension	County	L
9	South Seaville Sidewalk and Shoulder Improvements • CR 668 Main Street • CR 628 Corsons Tavern Road	County/Local County	M S
10	Complete the Woodbine Bike Path to Clermont	Local	M
11	Connect Woodbine Bike Path to CR550	County/Local	S

S 1-5 years
M 5 -10 years
L 10+ years

APPENDIX A

Meeting Minutes



MEMORANDUM OF MEETING

Project: Ocean View Operational Study
Dennis Township, Cape May County, NJ

Subject: Dennis Township Working Group Meeting

Location: Dennis Township Municipal Building, Dennis, NJ

Date/Time: 4:00 PM, June 8, 2006

Attended by:

Ruth Blessing	Mayor of Dennis Township
Dennis Crippen	Dennis Township Committee
John Turner	Local Business Person
Doug Turner	Local Business Person
Kim Schiela	Clermont Nine Real Estate, Dennis Township Chamber of Commerce
Jim Pickering	Local Business Person
Andy Previti	Dennis Township Engineer
Dale Foster	Cape May County Engineer
Dave Cox	Urban Engineers, Inc.
Mark Gibson	Gibson Associates
Walter Surran	Gibson Associates

The first meeting of the Dennis Township Working Group for the Ocean View Operational Study was held June 8, 2006. The agenda and sign in sheet are attached.

The following summarizes the major items discussed and decisions reached at this meeting:

Dale Foster, County Engineer, opened the meeting and explained that the goal of this project is to define a set of improvements at a concept level that addresses regional travel needs, operational and safety concerns and personal mobility needs via walking or bicycling. Concept development is the initial phase of the project development process.

Community input and project support are important elements of the study. The funding authority would like to see at least one design project emerge from this project.

Dave Cox, Urban Engineers, further explained that the project approach will take a fresh look and get community involved. The Project Team will be looking primarily at State and County roads to improve operations and safety of the network.

Dave provided an overview of transportation planning ideas for the project with a Powerpoint slide presentation. He first showed two types of network systems, a dense grid and a sparse grid. Dave then stated that a bigger roadway isn't always a better solution. A dense grid provides more opportunity to disperse and handle traffic, while a sparse grid limits mobility opportunities and creates "choke points" of congestion. Providing opportunities for bicycles and pedestrians will help reduce vehicular congestion. He then explained that there are a number of tools that can handle traffic efficiently while calming it, which in turns provides greater safety for bicycles and pedestrians.

Dave then explained the features and operation of a modern round-about. The modern round-about moves vehicles at a slower and safer speed. The roundabout differs from a traffic circle. The peak travel speeds for a roundabout is 15 to 20 m.p.h. A roundabout will accommodate pedestrians and bicyclists; includes traffic control and lane signage and generally have a smaller diameter. Entering traffic yields to vehicles in circle. They are typically designed with vegetation or civic space in the center island, and splitter islands to channel traffic and provide safe pedestrian crossing opportunities.

Dave examined the network along Route 9 from Woodbine-Oceanview Road to Sea Isle Boulevard. Additional roads and interconnecting streets in this area can provide more capacity. A candidate cross-section is a three lane section in this area. Dave showed a slide with a round-about at Route 9 and Sea Isle Boulevard for discussion purposes.

Dennis Crippen stated that entrances to Wawa and the shopping center is a big problem in this area, and everybody agreed. The project will review access at the Wawa site.

Dave Cox showed a slide with a phased development concept and network of roads going through the Turner's campground. Both Doug and John did not like the road layout. They stated that the Campground is already developed and they do not have any plans to change from a campground.

A slide was presented showing a concept road extending eastward from CR550, across Route 9 toward the Parkway and paralleling the Parkway to Sea Isle Boulevard. Everybody seemed to like this idea, but noted that there are issues with existing development and wetlands. Kim Schiela stated that she wanted to understand more about the particulars of this potential connector before offering her support.

The land use issues were discussed. Andy Previti said that the State will not approve the new Centers Designation until the zoning plan is developed. The DCA is requiring an

additional local public hearing on the centers. The State sponsored event is scheduled for 6/29/06.

Jim Pickering stated that he would like to see pedestrian and bike network included in South Seaville. Jim would like to see sidewalk and bike path along Main Street and Kings Highway in South Seaville. Bike and pedestrian facilities should be included in the village type of community.

Ruth Blessing stated that she felt the majority of the residents along Main Street in Dennisville want sidewalks. Dale Foster stated that SHIPO is not supportive of sidewalks in areas where houses are more than 50 years old. These resources have historic significance, and to get sidewalks approved by SHIPO, one would need to argue that it would be a safety issue.

Jim Pickering stated that he believes that the traffic problem along Route 9 is only 10 weekends a year. He also stated that he did not want to see a lot of new network roads and major housing developments along them. Andy Previti stated that zoning will prevent this and that they need to determine what the Township wants to see as development presently and into the future 20+ years.

Dale Foster said that we need to look at all possibilities, and eliminate what is not acceptable. Dale also said that traffic calming devices could be looked at on network streets.

Andy Previti noted that nobody brought up the Sea Isle Boulevard extension and wanted to know if it would be looked at. Dale Foster responded that it will be looked at, but in a smaller scale than previously studied. Andy Previti also would like to see the plan consider short term items that can be constructed in a short time frame, as well as long term improvements. It was agreed that any network of roads developed for the short term needs to be compatible with long term development plans.

Dale Foster said that after this study, a feasibility study would be required and it would also depend on available money. Dale also said that if bike paths and sidewalks are linked to road projects it has a better chance of being constructed and receiving money for them.

The next meeting was scheduled for Thursday, July 27, 2006 at 4:00 at the Township Hall.

A questionnaire and map will be prepared that facilitates identification of problem areas and needs and distributed prior to the meeting.

Action Items

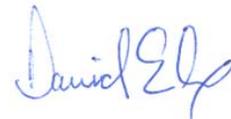
As a result of the meeting discussion, the following actions will be taken:

1.	Prepare and distribute a questionnaire and map facilitates identification of problem areas and needs	Urban
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It is believed that the enclosed represents an accurate description of the major events that transpired at this meeting. Your notification of any errors or omissions is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.

Respectfully submitted,

URBAN ENGINEERS, INC.



David E. Cox, PE

cc: Attendees
Project File



MEMORANDUM OF MEETING

Project: Ocean View Operational Study
Dennis Township, Cape May County, NJ

Subject: Dennis Township Working Group Meeting

Location: Dennis Township Municipal Building, Dennisville, NJ

Date/Time: July 27, 2006 4:00 p.m.

Attended By: David Watson, Dennis Township Planning Board
John Turner, Local Business Person
Doug Turner, Local Business Person
Kim Schiela, Clermont Nine Real Estate, Dennis Township Chamber of Commerce
Daniel Konczyk, Resident
Jim Pickering, Local Business Person
Andy Previti, Dennis Township Engineer
Dale Foster, Cape May County Engineer
Dave Cox, Urban Engineers, Inc.
Mark Gibson, Gibson Associates, P.A.
Walter Surran, Gibson Associates, P.A.

The second Dennis Township Working Group meeting for the Ocean View Operational Study was held July 27, 2006 at 4 p.m. The sign in sheet is attached. The following summarizes the major items discussed and decisions reached at this meeting.

Dave Cox, Urban Engineers, Inc. opened the meeting with a review of the questionnaire mailed to attendees on July 6, 2006 asking for input on the study. Three questionnaires were returned, and a copy of the questionnaire is attached. He then explained that the meeting will address comments received and endeavor to uncover all issues. He also noted that the Working Group will have two more meetings. The third meeting will evaluate the alternatives, and the fourth meeting will finalize recommendations.

Dave Cox summarized the comments received from both the Working Group and the initial public involvement meeting.

Andy Previti liked the idea of connecting County Route 550 to the Garden State Parkway. He felt that a road paralleling the Parkway will take longer to get approved because of the existing residential development and the wetlands in the area. Jim

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Pickering, agreed that the entrance onto the Parkway is better than the parallel road, and would have a better chance to be built. Dale Foster thought the Parkway would have two primary concerns: (1) they would not favor a partial interchange with access to and from the south only, and (2) the current access to the service area would create a left and right merge at the same location.

Doug and John Turner liked a center left turn lane on Route 9 between CR550 and CR625 along with improvements to Route 9 and Sea Isle Boulevard intersection.

Jim Pickering would like the Project Team to prioritize the best solutions and costs. Dale Foster indicated that we are looking to identify both short term and long term solutions.

Jim Pickering indicated that South Seaville intersection works well most of the time. He indicated that the stop sign on northbound Kings Highway and County Route 628 in front of his office is where most of the accidents, or near accidents, occur. He suggested putting a “Stop Ahead” sign. He noted that it is hard to see south on CR628 at that intersection because of the sharp angle and sun glare in the afternoon.

Andy Previti asked if the Project Team knows the status of Exit 17 on the Garden State Parkway. Dale Foster stated that there was no action with the Garden State Parkway regarding full interchanges at Exit 17 or Exit 20 Route 50. There has not been any study for about six years.

Jim Pickering would like to see bicycle path and sidewalks in South Seaville. Kim Schiela, agreed with Jim.

Andy Previti would like to see sidewalks along Route 9 at least on one side between CR 550 and Sea Isle Boulevard.

Kim Schiela, questioned if sidewalks are safe adjacent to 50 mph roadways. Dave Cox said that separation between the sidewalk and active travel lane by shoulders, tree lawn, or other design elements is important for pedestrian safety and comfort on high speed roads.

Dale Foster indicated that the Township can and should request a reduction in speed limit along Route 9. The Township Council would need to pass a resolution requesting the State to lower the speed limit. The NJDOT would determine the 85th percentile speed and post to within 5 mph. of that value.

Following discussion, the consensus of the group was that sidewalks along Route 9 are a good thing, and will be even better with a reduction in speed limit in this area.

Dave Cox indicated that the group needs to consider an overall improvement including a left turn lane, intersections, landscaping and sidewalks.

Dale Foster indicated that the NJDOT Rapid Design is developing minor improvements to Route 9 and Sea Isle Boulevard intersection. The NJDOT is proposing three lanes westbound on Sea Isle Boulevard and one eastbound lane. The southbound left turn lane

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on Route 9 could be lengthened to 400', and School House Lane will have existing lanes modified to align entrance better. The left turn in and out of Wawa at the first entrance to Sea Isle Boulevard may be eliminated. The improvements are scheduled for the Spring of '07.

Dale Foster asked if there was interest in having sidewalks along CR 550 and CR628. The consensus was that sidewalks along CR 550 would be a good thing. The speed limit along CR 550 from Corson Tavern Road to Route 9 is 40 mph. The consensus was that sidewalks and bike compatibility would be good in South Seaville, as well.

Andy Previti asked if there were any bike lanes proposed along Route 9. Dale Foster indicated that if a bike lane was created, there would be no parking or standing along that area. Dave Cox stated that the current 8' shoulder area makes the roadway bike compatible.

Dale Foster asked if there was interest in providing bike compatibility along Corson Tavern Road where it narrows down in South Seaville. He noted that the road needs to be reconstructed. The group agreed that bike compatibility would be a good option in this area. Jim Pickering was concerned that widening would encourage an increase in vehicle speeds.

Jim Pickering indicated that South Seaville intersection works well most of the time.

Jim Pickering suggested a bike path from Corson Tavern Road to School House Lane. Doug Turner said that people do that now along an existing Atlantic Electric ROW. Both Doug and John feel that this is not a good place for a bike path.

The neighborhood concept was discussed and promoted. This concept includes bike paths and zoning that promotes a mix of businesses and residential uses, and a more pedestrian friendly neighborhood.

The shuttle issue was discussed. Andy Previti indicated this was an item to be addressed in the future as outlined in the Town Center designation process with NJDEP.

Andy Previti also indicated that the above mentioned "neighborhood" concept including bike paths and sidewalks is consistent with short (1-2 yrs.) and medium term (2-5 yrs.) goals outlined in the Dennis Township Planning and Implementation Agenda portion of Plan Endorsement Petition, prepared by Maser Consultants, P.A. dated January 2006. Page 22 of said report is attached as an addendum to these minutes. Note items 10 and 11 and 13R at the top of the page.

Public transit was discussed, and the potential to place bus stops and shelters along Route 9. According to Dale Foster, NJ Transit will build shelters if the Township maintains them. Dave Cox will contact NJ Transit to get some statistics on ridership and stops in Dennis Township.

Dave Cox then presented slides showing traffic count data, origin and destination study data, crash analysis, level of service at intersections, and historic traffic volume

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comparisons between summer and off peak seasons. After discussion the group thought the O&D data captures the summer season travel patterns.

The next meeting was scheduled for Thursday, September 14, 2006 at 4:00 at the Township Hall.

Action Items

As a result of the meeting discussion, the following actions will be taken:

1.	Update and distribute with the draft minutes the map with the identification of problem areas and needs	Urban
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It is believed that the enclosed represents an accurate description of the major events that transpired at this meeting, your notification of any omissions is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.

Respectfully submitted,

URBAN ENGINEERS, INC.



David E. Cox, PE

cc: Attendees
Project File



MEMORANDUM OF MEETING

Project: Ocean View Operational Study
Dennis Township, Cape May County, NJ

Subject: Dennis Township Working Group Meeting

Location: Dennis Township Municipal Building,
Dennisville, NJ

Date/Time: 4:00 p.m. September 14, 2006

Attended by:

David Watson, Dennis Township Planning Board
Doug Turner, Local Business Representative
Kim Schiela, Clermont Nine Real Estate, Dennis Township Chamber of
Commerce
Ruth Blessing, Mayor, Dennis Township
Jim Pickering, Local Business Representative
Andy Previti, Dennis Township Engineer
Dale Foster, Cape May County Engineer
Dave Cox, Urban Engineers, Inc.
Walter Surran, Gibson Associates, P.A.

The third meeting of the Dennis Township Working Group for the Ocean View Operational Study was held September 14, 2006 at 4 p.m. The sign in sheet is attached. The following summarizes the major items discussed and decisions reached at this meeting.

Dave Cox, Urban Engineers, Inc. opened the meeting, and summarized the study objectives that had been identified at previous Working Group sessions. These are to: 1) promote bike/pedestrian mobility in and between centers, 2) improve network operation and safety, 3) develop network that supports centers planning and 4) improve access to Garden State Parkway. Using a slide presentation, Dave told the group that the objective of this meeting was to present and review recommendations to address the study objectives, identified needs and concerns.

Promote Bike and Pedestrian Mobility, In and Between Centers

Dave Cox explained that a bike compatible shoulder needs to be a minimum of five (5) feet wide, and is non compatible if less than 5 feet wide. Providing a bike connection from the existing bike path in Woodbine to Route 9 was an objective identified by the Working Group. The shoulders on Kings Highway (CR 608) are less than 5', Main Street (CR 668) are 4' wide and Corsons Tavern Road (CR 628) shoulders are partially greater than 5' and partially less than 5' depending on location.

Dave Cox discussed the road width of Corson Tavern Road (CR 628). The right of way is 40' wide with an existing four (4') foot west shoulder, two 11" lanes, and a two (2') foot east shoulder. The roadway would need one foot more on west shoulder and three feet more on east shoulder to make shoulder bike compatible in the developed section closest to South Seaville. Any proposed sidewalks would be placed outside the existing ROW.

Jim Pickering asked about offsetting the road in the right of way. Dale Foster said that offsetting the pavement may want to be used if houses are close on one side or the other.

Jim Pickering thought that it would be a problem to widen on the west side for sidewalks. Dale Foster noted that the adjacent property owners are responsible for maintaining the sidewalks.

Dave Cox presented information on providing sidewalks on Main Street (CR 668). The pavement width consists of two 11' lanes, and two 4' shoulders. Sidewalks would fit within the existing ROW along the north side of the roadway. Sidewalks on the south side would be placed outside the ROW.

Dave Cox discussed a multi-use path from CR 628 to School House Lane between the Golf Course and the Campground. This would provide pedestrian and bicycle connection between Ocean View and South Seaville town centers. Dale Foster told Doug Turner that this would be a public facility and maintained by the government.

Doug Turner felt that the path could cause vandalism problems. He also felt that it would be better to use CR 668 and have the people go by the antique shops and lake.

Jim Pickering agreed with using Route 9 and Main Street, and noted that there is an old road between CR 608 & 628 that could be used for bikes. He also felt that the bike path originating in Woodbine should stay on the old railroad bed and avoid Kings Highway.

Dale Foster said that there could be an issue with constructing the path on the old railroad bed because the Gas Company has first rights to the railroad ROW in the area. If the shoulders on CR 550 were signed for bicycles only, parking along the roadway would not be permitted.

Improve Network Operation and Safety

Dave Cox discussed the County's placement of an oversized stop sign at the corner northbound Kings Highway and CR 668 and the "Stop Ahead" signs on Main Street. Jim Pickering noted that this new stop sign was installed within three days of our last meeting. Dale Foster noted that this was a local request and that he initiated action at the County in response.

Andy Previti read a letter from NJDOT regarding the intersection of Route 9 and Sea Isle Boulevard, stating that NJDOT was going to make the following improvements: lengthen the southbound Route 9 left turn lane, add left and right turn lanes on northbound Route 9, move curb back 4', relocate traffic signal, lengthen the left turn lane for westbound Sea Isle Boulevard, add right turn lane, and better align School House Lane and Sea Isle Boulevard.

Dale Foster believed that there will be two lanes, a left turn lane and a through right turn lane northbound Route 9 at the south side of the intersection.

Dave Cox presented a concept plan that would allow a "right in only" from westbound Sea Isle Boulevard at the existing driveway (i.e. no exiting vehicles crossing traffic to proceed eastbound on Sea Isle Boulevard), close off the driveway by the storage buildings, and add a new driveway at the east end of the shopping center and extend around the stores to the WAWA gas pump area.

Andy Previti said that storage buildings, not shown on the aerial base, are where the proposed driveway around the shopping center is shown. As follow up, Dave Cox asked Gibson Associates to review the proposed driveway alignment.

Jim Pickering said that making a left turn from northbound Route 9 onto School House Lane is very difficult. It is hard to see oncoming vehicles when traffic is in southbound Route 9 left turn lane. There have been numerous accidents, and there is constant potential for accidents at this location. Andy Previti said that the Dennis Township Committee sent a letter to NJDOT requesting a speed limit reduction along Route 9.

Dave Cox showed examples of a three lane section for median turning and sidewalks along Route 9. Three concepts were discussed – two with raised median islands and one with a striped lane median area.

Doug Turner thought that the striped turning lane would work. The group was in favor of the striped median concept and sidewalks.

Dave Cox presented analysis that showed that a three lane cross-section of Route 9 by itself would fail. Additional network is needed to solve the congestion problems in the area. He presented analysis and conceptual intersection drawing for three additional network options:

- A. Extend CR 550 across Route 9 along parkway and connect with CR625

- B. Connecting road from CR 550 to School House Lane between the campground and golf course
- C. Connecting road from CR 628 to School House Lane between the campground and golf course

Dave Cox said that the typical A, B and C roadway configuration would be two 11' lanes, and two 7' to 8' shoulders. Traditional intersections and roundabouts were evaluated for both CR550 and Route 9 and CR625 and Route 9.

Andy Previti stated that he believed that the three options were independent. Dave Cox agreed that there is not a need to advance both Options A and B. Option C, because it would provide local connections between Ocean View and South Seaville, could be advanced as a local road connection coupled with Option A.

Dave Watson said that he does not want roundabouts because nobody knows how to use them. Jim Pickering, Dave Watson and Ruth Blessing do not think roundabouts will work with aggressive behavior of the summer tourist drivers.

Kim Schiela asked if Option A could be placed in the Parkway right of way. Dave Cox said that the Parkway right of way is up to 200' wide, it should fit, but would need to be approved by the Parkway.

Option A was preferred by the group. Sidewalks should be added on CR 628, CR 668, Route 9 and Sea Isle Boulevard.

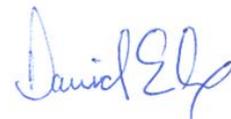
Action Items:

The next meeting was scheduled for Thursday October 26, 2006 at 4:00 p.m. at the Town Hall.

It is believed that the enclosed represents an accurate description of the major events that transpired at this meeting, your notification of any omissions is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.

Respectfully submitted,

URBAN ENGINEERS, INC.



David E. Cox, PE

cc: Attendees
Project File

Draft v2



MEMORANDUM OF MEETING

Project: Ocean View Operational Study
Dennis Township, Cape May County, NJ

Subject: Dennis Township Working Group Meeting

Location: Dennis Township Municipal Building,
Dennisville, NJ

Date/Time: October 26, 2006 4:00 p.m.

Attended by:

David Watson	Dennis Township Planning Board
John Turner	Local Business Representative
Doug Turner	Local Business Representative
Kim Schiela	Clermont Nine Real Estate, Dennis Township Chamber of Commerce
Daniel Konczyk	Resident
Jim Pickering	Local Business Representative
Andy Previti	Dennis Township Engineer
Dave Cox	Urban Engineers, Inc.
Mark Gibson	Gibson Associates, P.A.
Walter Surran	Gibson Associates, P.A.

The fourth meeting of the Dennis Township Working Group for the Ocean View Operational Study was held October 26, 2006 at 4 p.m. The sign-in sheet is attached. The following summarizes the major items discussed and decisions reached at this meeting.

Dave Cox opened the meeting and reviewed the objectives of the study:

- 1) Promote bike/pedestrian mobility in and between centers,
- 2) Improve network operation and safety,
- 3) Develop network that supports centers planning, and
- 4) Improve access to Garden State Parkway.

Using the “Plan Recommendations” package handed out to each attendee at the start of the meeting, Dave proceeded through the attached Power Point presentation illustrating improvement concepts discussed throughout the study. The key points of the slides were highlighted as outlined below. It was reiterated that all of the slides illustrate concepts all of which would require further study and coordination with appropriate agencies and entities.

- Slide 4: Dave explained the crash data at CR 625. There were nine (9) accidents associated with the Wawa entrance off of Sea Isle Boulevard. This information was obtained from NJDOT Bureau of Safety Database from 2002 to 2005. Mark Gibson said that five (5) accidents within one (1) year is a typical threshold for identifying intersections with safety problems. The group felt that there were probably a significant additional number of minor or non-reported accidents at this location.
- To this end, Dave explained the proposed “Wawa Access Modifications” (Slide 5) which is a set of improvements that includes a new entrance further east with left turn lanes, aligns the driveway to the development across the street, and also makes the two existing driveways to the north right in and right out only. He noted that there is room for a driveway, road connection between the shopping center and the storage buildings.
- Dave went on to explain intersection improvements to CR 625 and Route 9 (Slide 6). The NJDOT proposed new lane alignments are shown, with additional recommendations including a potential raised median on CR625 to prevent left turns into Wawa.
- For the “Route 9 and CR 625 Sidewalk System” (Slide 7), new sidewalks are proposed to begin at Garden State Parkway and extend to CR550 along CR625 and Route 9. Dave noted that the sidewalks do not have to be on NJDOT ROW, they can and should be on local property where necessary to complete the system. Dave noted that at the time site plan applications are made, the Township should require sidewalks in appropriate areas.
- The concept shown in “Route 9-3 Lane Section with Striped Median and Sidewalks” (Slide 8), illustrates the groups’ preferred alternative for this location -- a three (3) lane section with sidewalks that fits within the existing right of way, with about a five (5) foot separation between sidewalks and shoulders. Dave noted that an eight (8) foot separation between the sidewalk and shoulders is a preferred design, and should be met where possible.
- For “CR 550 Intersection Improvements” (Slide 9), the proposed alignment would allow for easier right turns off of Route 9 onto CR 550, and allow right turns on red. Improvement to the sight distance for eastbound right turning vehicles would require modifications to the landscape frontage of the parcel on the northwest corner. This concept needs to be further coordinated with County MUA regarding truck sizes and right turn conditions for southbound trucks on Route 9.

- Dave reviewed a “CR 550 Extension” (Slide 10), that will provide better network connectivity, improved access to undeveloped parcels and congestion relief to Route 9. He noted that while this concept will need more engineering and study, its benefits would make it worthwhile to explore further.
- A “Garden State Parkway Interchange Access Improvement” (Slide 11) would create a full interchange at 17 and require coordination with the Garden State Parkway. Dave stated that while the roundabout concept will require more study, based on preliminary review for this study, it is a viable option.
- For “CR 669 Main Street Sidewalk Improvements” (Slide 12), sidewalks will fit within the ROW on the north side. However, the sidewalks on the south side would need easements or takings.
- For “CR 628 Corson Tavern Shoulder Improvements” (Slide 13), the Project Team recommends four (4) foot shoulders to provide safe road and pedestrian and bicyclist environment in the absence of sidewalks. This should not create greater speeds. If speed is an issue, other traffic calming techniques could be applied.
- Dave reviewed Slide 14, “South Seaville Street Network” and Slide 15, “Ocean View Street Network” noting that they are conceptual network configurations presented as placeholders for the development of network necessary to support the Centers Plan.
- Slide 16, “Connect Woodbine Bike Path to CR 550”, would extend the Woodbine bike path out to CR 550 (less than 50’ improvement) and then allow the use of the shoulders on CR550 as a connected bike use facility.
- Slide 17, “School House Lane Extension to CR 628”, is a placeholder. The road is proposed as a two lane road providing network connections between the Ocean View and South Seaville areas, improved access to the camp ground and golf course areas and support future development.
- Dave Cox concluded the recommendations, noting that the “Action Plan” (Slide 18) includes all the recommendations from the draft plan and indicated the anticipated time frames for implementation.

Discussion/Next Steps

Mark Gibson and Dave Cox noted that the Project Team needed the Working Group to formulate recommendations, which would be sent to Township Committee requesting a resolution endorsing further study on all or some of the improvements. The resolution could also include any additional issues or concerns not yet discussed that Township Committee would like to endorse.

To that end, Working Group discussion and recommendations on the draft Plan were as follows:

Slide 18: “Action Plan” -- the Wawa should be a short term.

Slide 17: Doug Turner would like to remove “School House Lane Extension to CR 628” from the recommendations.

Slide 5: Jim Pickering wants the road behind Wawa to remain.

Andy Previti said that the Wawa site plan is different from the aerials base and should be updated to reflect current conditions. Fralinger prepared the site plan for Wawa. Gibson Associates will try to get a copy of electronic site plan from Fralinger (Steve Narduicci) and transmit to Urban Engineers.

Include in recommendations, as indicated, and show a “right in and right out” on western and eastern most driveways.

Slide 6: Combine with #5.

Slide 7: Endorse sidewalks.

Slide 8: Endorse the 3 lane section with intermittent islands and sidewalks. Jim Pickering recommended it be assigned a short-term time frame.

Slide 9: Endorse. Andy Previti would like to see a note added, “Endeavor to improve site line improvements”.

Slide 10: Jim Pickering likes parts of Option A2, but not the rest. Kim Scheila does not think it can be built due to the wetlands. Andy Previti felt that Option A2 is on the Parkway right-of-way. As a result, he wanted at the start of the report to say that this is just a concept to be studied more. Dave Cox noted that 2A could be shown as a dashed line from CR 550 to Parkway and to CR 625. Jim Pickering stated that “people are not going to like seeing road on a plan going through their property”. Andy Previti stated that he would not take this recommendation to the Township Committee, but noted that he will help. After discussion, the group agreed that they will endorse Option A2 as dashed lines, with no other networking shown.

Slide 11: Endorse for further study.

Slide 12: Endorse, Sidewalk on north side of roadway from Collins Lumber yard to last house by the south fork. Show the entire length of sidewalk on the diagram.

Slide 13: Endorse, need to add plan view showing entire length.

Slide 14: Remove.

Slide 15: Remove.

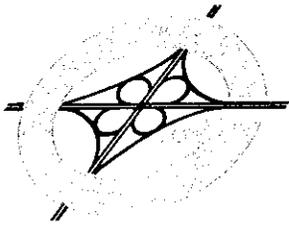
Slide 16: Endorse. Jim Pickering recommended this action to be implemented on a temporary basis pending the completion of the permanent off road, railroad project. The proposed regional bike along the railroad should be shown on the graphic.

Slide 17: Remove.

Action Items

The above changes to the concept graphics will be included in a report with a brief explanation of each element. The members will receive copies for review. Once satisfied, a request shall be made to Township Committee to endorse all or some of the options discussed and refined by the Working Group. A fifth meeting was scheduled for Tuesday, November 28, 2006 at 4:00 p.m. at the Town Hall.

It is believed that the enclosed represents an accurate description of the major events that transpired at this meeting, your notification of any omissions is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.



GIBSON ASSOCIATES, P.A.
Consulting Engineers and Land Surveyors
522 Sea Isle Blvd. - Ocean View, N.J. 08230
609-624-1944 Fax: 609-624-1994

November 29, 2006

Dave Cox
Urban Engineers
530 Walnut Street-14th Floor
Philadelphia, PA 19106-3685

Re: Ocean View Operational Study
Meeting 5
Final Dennis Township Working Group Meeting
Our File: 2308

Dear Mr. Cox,

As requested I am e-mailing you a PDF file of my hand written notes, the sign in sheet and my notes of the requested revisions made by the group on your write up. If you have any trouble understanding my rough notes don't hesitate to call for clarification. Additionally, I will endeavor to summarize below the refinements to your Dennis Township Working Group Transportation Plan document, including the graphics, which my notes attempt to highlight. As you know the final meeting was lightly attended but I felt the group was very consistent with the consensus of previously agreed upon concepts.

In general your Working Group Transportation Plan document was agreed upon to be representative of the group's endorsements once the revisions indicated are made.

The Working Group supports the DOT recommendations.

With regard to the additional recommendations bullets, the suggestion was to specify a mountable curb type raised median, correct edge to end and add that the intent is to limit access and therefore diminish the number of accidents occurring at this location. The only other change is in the 5th bullet where a farmers market needs to be replaced with detail shop/tackle shop.

They did want to see some part of a footnote letter or numerical system relationship between the bullets and the graphics. I have shown same with a circled letter by each bullet that would make it s way to the appropriate graphic(s). With regard to the Route 9 and CR625 sidewalk system text, there was considerable discussion and it was decided that the last sentence of same would be deleted and replaced with the following sentence:

Dennis Township's developmental ordinance should be consistent with the sidewalk network recommendations.

CIVIL, STRUCTURAL AND TRANSPORTATION ENGINEERING
CONSTRUCTION MANAGEMENT AND PROFESSIONAL LAND SURVEYING

AN EQUAL OPPORTUNITY EMPLOYER

The only change on Route 9 speed reduction is that CR615 needs to be correctly shown as CR625.

The only change to Route 9 3 lane section is that the 2nd sentence needs to be revised to show shoulders and sidewalks as shown on my notes.

The only change to CR550 interchange improvements is that the last sentence needs to strike “will require further study” and add “is recommended”.

With regard to CR550 extension there was significant discussion and the group was fairly adamant about striking the entire 3rd sentence.

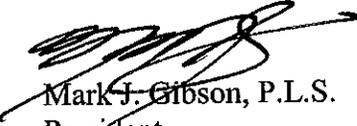
With regard to the Garden State Parkway interchange access improvement text the 2nd sentence must be stricken and any descriptions about concepts discussed were to be removed and the text was to be augmented with discussions of need and history, also the graphic illustrating same was to be eliminated.

With regard to South Seaville shoulder and sidewalk improvements a sentence should be added indicating that the group felt that the roadway needed an improved road surface and drainage infrastructure and in the last sentence the stream referred to is known as South Fork.

With regard to the graphics there was considerable discussion about the intersection improvements to CR625 and Route 9 and additional recommendations graphic. Working group wants existing and proposed facilities more clearly delineated including cross walks and storage unit. Also it was requested that this graphic indicate that aerial photograph reflects pre Wawa expansion conditions and as mentioned previously a graphic indicator related to the bullet text was requested. The only other graphic refinements requested were that a cross section be shown on the 3 lane section of Route 9 graphic and that we eliminate the Garden State Parkway interchange improvement concept graphic, and that the bike path connector graphic indicate Woodbine Borough not Woodbine Township, and finally, the action plan graphic has a table defining short, medium and long time frames and is referenced to the graphics figure numbers.

I believe the above outlines all the required changes and I'd be glad to check the final package if you wish.

Sincerely,



Mark J. Gibson, P.L.S.
President

MJG/gr

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APPENDIX B

Resolution of Support

MAYOR
JOHN MURPHY

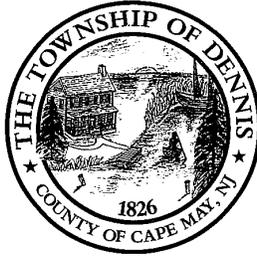
Administration
Revenue & Finance
Emergency Management
Recreation Department
Grants

DEPUTY MAYOR
DENNIS M. CRIPPEN

Board of Health
Revenue & Finance
Administration
Tax Offices
Code Enforcement
Planning & Zoning Boards
Constables

TOWNSHIP ADMINISTRATOR
JOSEPH J. ALESSANDRINE, JR., MGA

MUNICIPAL CLERK
JACQUELINE B. JUSTICE, RMC



571 Petersburg Road
P.O. Box 204
Dennisville, NJ 08214
(609) 861-9700 Fax: (609) 861-9719

MEMO

COMMITTEE MEMBER
RUTH J. BLESSING

Seniors
Museum & History Center
Cultural & Heritage
Grants

COMMITTEE MEMBER
BRIAN O'CONNOR

Public Works
Recreation Department
Public Safety
Fire & Rescue
911 Coordinator

COMMITTEE MEMBER
ALBERT DICICCO

Construction Office
Municipal Court
Municipal Alliance
Clean Communities
School Liaison

TO: Mark Gibson, Gibson Associates
Dave Cox, P.E., Project Manager – Urban Engineers ✓

FROM: Jacqueline B. Justice, RMC 

RE: Resolution No. 2007-161 – Endorsing the Ocean View Operational Study/Dennis Township Working Group Transportation Plan

DATE: August 1, 2007

Enclosed please find a certified copy of Resolution No. 2007-161, which was adopted by the Dennis Township Committee at their regular meeting held on July 17, 2007.

If you have any questions, please do not hesitate to contact me.

/jj
encl
pc: Andrew Previti, PE, w/encl
Marcia Shiffman, P.P., Maser Consulting, w/encl
file

TOWNSHIP OF DENNIS

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

RESOLUTION NO. 2007-161

**RESOLUTION ENDORSING THE OCEAN VIEW OPERATIONAL STUDY/DENNIS
TOWNSHIP WORKING GROUP TRANSPORTATION PLAN**

WHEREAS, the County of Cape May has commissioned consultants to provide a study known as the Ocean View Operational Improvement Study; and

WHEREAS, to assist the County and its consultants with this study the Township Committee established an Ocean View Steering Committee, who met with the representatives on numerous occasions; and

WHEREAS, the Working Group identified four study objectives: 1) Promote Bike/Pedestrian Mobility in and between Centers; 2) Improve Network Operation and Safety; 3) Develop Network that Supports Centers Planning and 4) Improve Access to GSP, identified problem areas, issues and concerns, and made 11 recommendations in the Ocean View Operational Study/Dennis Township Working Group Transportation Plan; and

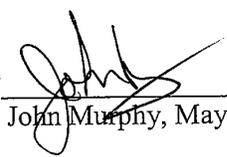
WHEREAS, the County's consultants attended the July 3, 2007 Worksession of the Township Committee and reviewed said plan which resulted with one minor change involving recommendation #9.

NOW THEREFORE BE IT RESOLVED, by the Township Committee of the Township of Dennis, County of Cape May, State of New Jersey, as follows:

1. The statements of the preamble are incorporated herein by this reference thereto as though the same were set forth at length.
2. That the Dennis Township Committee does hereby support and endorse the May, 2007 Ocean View Operational Study/Dennis Township Working Group Transportation Plan prepared by Urban Engineers, Inc. and Gibson Associates with the minor change in Recommendation #9 – South Seaville Sidewalk and Shoulder Improvements which consists of extending the sidewalks along westbound Main Street from South Fork Bridge to Route 9.

RESOLUTION NO. 2007-161
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3. The Municipal Clerk be and hereby is authorized to forward a certified copy of this resolution to Urban Engineers, Inc. and Gibson Associates.

ATTEST  ATTEST 
Jacqueline B. Justice, RMC/Clerk John Murphy, Mayor

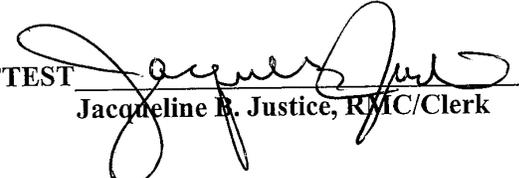
PRESENTED BY: CRIPPEN

SECONDED BY: DiCICCO

ROLL CALL VOTE:

AYES : DiCICCO, O'CONNOR, BLESSING, CRIPPEN & MURPHY
NAYS :
ABSTAINING :
ABSENT :

This is to certify that this is a true copy of a Resolution adopted by the Dennis Township Committee at their regular meeting held on July 17, 2007 at 6:30 p.m. at the Dennis Township Municipal Building located at 571 Petersburg Road, Dennisville, NJ.

ATTEST 
Jacqueline B. Justice, RMC/Clerk