

**FAIR HAVEN BOROUGH COUNCIL  
SPECIAL MEETING – SEPTEMBER 8, 2021  
HELD VIA ZOOM PLATFORM**

The meeting was called to order by Council President Rodriguez at 7:01 p.m. The Flag Salute was followed by a Moment of Silent Meditation for all of those in need. The following Sunshine Law Statement was read:

IN ACCORDANCE WITH THE PROVISIONS OF THE OPEN PUBLIC MEETINGS ACT, PUBLIC MEETINGS MAY BE HELD IN PERSON OR BY MEANS OF COMMUNICATION EQUIPMENT TO INCLUDE STREAMING SERVICES AND OTHER ONLINE MEETING PLATFORMS (NJSA 10:4-8(b)).

THIS MEETING IS BEING HELD THROUGH THE ZOOM MEETING PLATFORM AND BEING BROADCAST FROM BOROUGH HALL, 748 RIVER ROAD, FAIR HAVEN, NJ. PUBLIC PARTICIPATION FOR THIS SPECIAL COUNCIL MEETING OF SEPTEMBER 8, 2021 IS AVAILABLE BY CALL IN PHONE NUMBER OR THROUGH WEB CONFERENCE (ZOOM). MEMBERS OF THE PUBLIC WILL BE ON MUTE UNTIL IT IS TIME FOR QUESTIONS/COMMENTS, WHICH WILL BE ANNOUNCED. AT THAT TIME, THE PUBLIC HAS THE OPPORTUNITY TO QUESTION/COMMENT BY PHONE OR THROUGH ZOOM BY THE “RAISE HAND” BUTTON AND WILL BE CALLED ON AT THE APPROPRIATE TIME.

NOTICE OF THIS MEETING IS BASED ON THE WORKSHOP DISCUSSION AND DECISION OF THE FAIR HAVEN MAYOR AND COUNCIL AT THEIR AUGUST 16, 2021 REGULAR MEETING. NOTICE OF THIS SPECIAL MEETING WAS SENT TO THE ASBURY PARK PRESS, THE TWO RIVER TIMES AND THE STAR LEDGER ON AUGUST 18, 2021. NOTICE WAS ALSO POSTED ON THE BOROUGH WEBSITE, FACEBOOK PAGE, CONSTANT CONTACT, THE BULLETIN BOARD IN THE MUNICIPAL BUILDING, AND HAS REMAINED CONTINUOUSLY POSTED AS REQUIRED UNDER THE STATUTE.

WITH ADEQUATE NOTICE HAVING BEEN GIVEN, THE BOROUGH CLERK IS DIRECTED TO INCLUDE THIS STATEMENT IN THE MINUTES OF THIS MEETING.

**ROLL CALL**

On Roll Call the following were present: Councilmembers Chrisner-Keefe, Koch, McCabe, McCue, Neff and Rodriguez. Others present: Administrator Casagrande, Borough Engineer Gardella, Attorney Cannon, Chief McGovern and Todd Lehder, Planning Board and Zoning Board Chairman. Joseph Mule was the Meeting Moderator.

The order of the meeting was explained to the audience by Council President Rodriguez.

**PRESENTATION**

**Hance Road and Cooney Terrace Roadway Improvement Project.** Council President Rodriguez turned the meeting over to Councilwoman McCabe. Councilwoman McCabe thanked everyone for attending this meeting as well as the residents who attended the walking tour of the neighborhood on August 21<sup>st</sup> and share information with her and Councilman McCue. Based on the discussions, community input and questions/concerns, the information was reviewed and is what drove the preparation for this meeting and presentation. Engineer Gardella has put in a lot of time to create the options to be presented this evening.

Engineer Gardella shared his screen while Administrator Casagrande introduced herself and explained her position and responsibilities as Borough Administrator.

She spoke about and explained Capital Improvement Planning which includes monitoring resources, monitoring needs, Long Range Planning for spending, Interdepartmental Coordination, contingencies for Emergency Capital Expenditures, debt planning and management and how it impacts the tax rate, debt authorization [bond ordinance] and debt issuance.

The Capital Improvement Process was explained as well as Capital Improvement Financing which starts with the bond ordinance authorization process; we do an annual bond ordinance for large ticket capital and another ordinance for smaller items. A Capital Bond Ordinance is done for higher end items where debt is issued (the items have longer life spans and are a large expense i.e. fire truck, road projects). The Bond Ordinance adoption process was explained. A grant process overview was provided such as planning, application submittal being done with conceptual plans (not fully detailed), once a grant award is received, we interface the project with Capital Planning and a Bond Ordinance Authorization (grants are specifically tied to projects and bond ordinances tied to grants are specific to projects, project authorization, bid process implementation). The Borough’s 10-year grant history from 2011-2021 was provided; we have received \$4,819,279 in total grants of which \$2,886,000 was received in NJDOT funding through the NJ Transportation Trust Fund (this comes from the gasoline tax). We are proud of this accomplishment. At any given

time, the Borough is in some process with road projects. Administrator Casagrande gave a Road Project Overview as follows:

Battin Road is near completion, Harrison Avenue is ongoing, Willow Street is ongoing, Hance Road and Cooney Terrace is in queue (this needs to be awarded by November 21, 2021), various drainage improvements are in queue, various sidewalk repairs and ADA compliance projects are in queue, Hunting Lane is in queue, River Road West Streetscape is on hold due to NJ American Water's Project, Third Street Phase II is in queue and an NJDOT grant application has been submitted for Fair Haven Road Phase I (River Road to the McCarter Pond area).

Richard Gardella introduced himself as the Director of Engineering and Public Works and has been the Borough Engineer for the past 14 years. He advised that Nicolas Poruchynsky is the Assistant Director of Engineering and Public Works who is also the Borough Zoning Officer and Flood Plain Manager. Engineer Gardella said that he has been in Municipal Engineering and Planning for the past 25-years and has a master's degree in city and regional planning. He explained the Element of a Larger Plan. This grant project is on Hance Road from Lewis Point Road to Cooney Terrace; Phase I of the project was from River Road to Lewis Point Road. This is an element of a larger plan. He continued to share his screen while reviewing the Project Selection History and referenced various year's projects (the status and grant amounts received). The NJDOT grant awarded for this project is \$350,000 which is the largest NJDOT Municipal Aid Grant awarded to Fair Haven. In 2020, the Mayor and Council authorized \$1,386,000 in debt by adopting Bond Ordinance No. 2020-12 which includes \$600,000 total for the Hance Road and Cooney Terrace Project with the offsetting revenue of the \$350,000 NJDOT grant. Design regulations (Federal, State, County and/or local) and guidance were reviewed including AASHTO, RSIS, ADA, the Master Plan, 2017 Active Transportation Plan which was adopted as part of the Master Plan and NJDOT Complete Streets (2012/2013). A Sidewalk Assessment Study was prepared in 2006 by T&M Associates (we have completed 90% of the sidewalks projects noted in the study; one of the streets mentioned in the study is Hance Road). He explained that prior subdivision approvals are reviewed to verify right of ways and his office also reviews and uses Monmouth County and Rutgers guidance documentation as well as other documents.

The existing conditions of Hance Road and Cooney Terrace show that approximately 2,000 linear feet of road would be affected by this project. On these roads, there are limited rights-of-way, varying and narrowing cartway width, poor pavement conditions, erosion along edge of pavement, no sidewalks or ADA compliance, utility pole conflicts, existing trees, drainage infrastructure, encroachments (such as landscaping, fencing, mailboxes), speed limit, parking restrictions such as no parking on the west side. This project involves 30 residential properties that front on the roadway. The base map that was prepared for the project was shown and explained by Engineer Gardella.

The project goal is to improve the condition of the roadway infrastructure while preserving the character of the neighborhood. The design options were reviewed (Traditional and Multimodal):

**Option #1: Maintain Existing Conditions** which would be the do-nothing approach; the project would be abandoned, and we would return the NJDOT grant of \$350,000.

**Option #2: Mixed Traffic or Yield Roadway** which would widen Hance Road to 22 feet and maintain the road at 28 feet wide on Cooney Terrace. Roadside/Parking/Queuing Treatment, curbs on both sides, pedestrian signage, prohibit parking in advance of intersections, provide adequate stopping sight distance at intersections (recommended twice the normal distance).

**Option #3: Physically Separated** design with sidewalks which is more of the traditional design and would widen Hance Road to 22 feet with curbs on both sides and maintain the road at 28 feet wide on Cooney Terrace. Sidewalk would be on the east side and accessible by all users. There would be a buffer (grass strip) between the curb and sidewalk, marked crosswalks at the intersections with parking prohibited in advance of the intersections and adequate stopping sight distance at the intersections provided.

**Option #4: Mixed Traffic - Bicycle Boulevard** is the type of plan designed to prioritize bicyclist use and not intended by use for pedestrians. Appropriate pedestrian facility is a sidewalk. This plan would widen Hance Road to 22 feet with curbs on both sides and maintain the road at 28 feet wide on Cooney Terrace (this was called for in the Active Transportation Plan). We would install curb on both sides, sidewalk on the east side to be accessible by all users, provide a buffer (grass strip) between the curb and sidewalk, marked sharrows in the travel lane and marked crosswalks at intersections. Parking would be prohibited, the entire length, on both sides and adequate stopping distance would be provided. Bicycle Boulevards are designed to prioritize use by bicyclists not intended for pedestrian use; the appropriate pedestrian facility is a sidewalk.

**Option #5: Visually Separated - Pedestrian Lane** would widen Hance Road to 28 feet and maintain 28 feet width on Cooney Terrace. There would be a pedestrian lane (a minimum of 5 feet wide) with adequate markings, curbs on both sides, buffer with striping, prohibit parking the entire length with signage and provide adequate stopping sight distance at intersections.

The meeting was opened to the governing body for comment. Councilwoman McCabe gave a bullet pointed review of what was discussed and thanked Administrator Casagrande and Engineer Gardella for their presentation. She noted that binders were delivered to each governing body's home from the community and urged the governing body to look the information over and to speak with the residents for their thoughts.

Councilman Rodriguez thanked Administrator Casagrande and Engineer Gardella for including the finance portion at the beginning of the presentation so everyone could understand that part of the process. He has walked the loop, a number of times, even before the pocket park and sidewalk discussion came to fruition. He thanked the community members for getting involved in this project, he thanked Administrator Casagrande, Engineer Gardella and the Chief for their input. The governing body is trying to find the right balance for everyone (pedestrians, bicyclists, trucks, delivery vehicles) which he is confident will be done.

Councilwoman Koch thanked Administrator Casagrande and Engineer Gardella for the background they provided which is helpful to the governing body and the community. She met with residents last month and there was a spirited conversation. The residents of this neighborhood are extremely passionate about maintaining the quality of life in the neighborhood. She was thankful for the binder which provided good background.

Councilman McCue did not have a statement, but asked Engineer Gardella to clarify if the base map showed a road width of 22 feet and no curbs; yes, the cartway of 22 feet was delineated.

Councilwoman Chrisner-Keefe did not have a statement; she was happy this discussion is taking place.

Councilwoman Neff was also happy this meeting discussion was taking place. She thanked Administrator Casagrande and Engineer Gardella for putting the meeting presentation together. She wished the discussion took place earlier in the process to combine both governing body and community goals. This project is what we had planned and applied for years ago and is based on the Master Plan and Active Transportation Plan. We want to make sure we are doing things that the community wants (both neighborhood residents and Borough, as a whole). We need more of these discussions earlier for quality conversations.

Councilwoman McCabe said, if Council looks through their e-mails and the data brought to our attention, there are recommendations and thoughts from residents outside this neighborhood and even other neighboring residents (i.e. Rumson). There has been a broader outreach from many.

Councilwoman Neff reiterated that moving forward in the future, with other plans, we need to do better outreach to bring all prospective together for a balanced result. What Engineer Gardella has provided is consistent with the Master Plan. We need to work in a positive and collaborative way with the community going forward.

Council President Rodriguez opened the meeting to Council for any questions. Councilwoman Neff had questions regarding the options and how the road will be affected if it is widened and asked for Engineer Gardella's thoughts on what should be done toward the river. He pulled up the base map through AutoCAD and explained what to look for and how to address the road width. There was discussion that the east side of the street could be widened to go to 28 feet from 22 feet if it is decided to do so. The west side has utility poles at every other lot. He gave a review of the catch basin location and curbing, as planned. The property owner of 1 Cooney Terrace has gone before the Zoning Board and we are working with them to correct the ROW encroachments (utility pole, fencing, landscaping, etc). Engineer Gardella advised that with any improvement, his office coordinates with the resident/property owner who may have a project before a board or may have an approved project by the Borough/Board. The project measures 2,000 linear feet the entire run from Lewis Point Road to Cooney Terrace. Councilwoman Neff asked about access to the pocket park including adequate public access to meet ADA requirements. She also asked about the Bicycle Boulevard option which is a shared road between cars and bicycles and sharrows marked in the roadway. Engineer Gardella reviewed the slide and explained the option(s) given which includes sidewalks with buffer strips. He explained options 2-4 which are similar as far as width and includes minor adjustments to address pedestrian safety, bicycle safety, etc.

Councilwoman Koch asked about Option 4 with sharrows and if no parking on both sides of the street is being proposed. Engineer Gardella said that he would need to discuss this further with

traffic safety because it is a narrow roadway with a shared travel lane. She asked what happens if residents have company. Councilman Rodriguez said that cars can park where there are sharrows but could not if there were bike lanes. Sharrows are there to raise awareness to drivers that cyclists would be in the roadway. Engineer Gardella said that because of the narrowness of Hance, we would have to prohibit parking no matter what. Option #2 provides a signage approach for pedestrians. What is being designed has to be certified by Engineer Gardella (stating that the plans are in accordance with the State regulations) and submitted to the State, for their approval/sign off, prior to the Borough bidding the project.

Councilman McCue asked about multi-options for the roadway that were presented. There was discussion regarding Option #2 for mixed traffic. Engineer Gardella said that it is important to have awareness (looking at site triangles, overgrowth, low hanging trees, branches) on the roadway for the safety for everyone.

Councilwoman Koch asked Engineer Gardella if areas can be delineated on the eastern and western edges of the road with different surface material to distinguish the center of the road from the sides of the road? Various treatments would help show pedestrians and bicyclists where to walk and ride which would be different from the drivable lane. She was advised that maintenance of the surfaces and costs must be factored in as well.

Councilman McCue asked Engineer Gardella to explain how to get sidewalks in on both sides (option 2) and execute the plan. Engineer Gardella said the options are concept in nature; we would have to look at how to incorporate curbing (i.e. full run or certain areas, catch basins and intersections).

Councilwoman McCabe said that there were also discussions regarding the level of traffic (i.e. River Road is considered Level 5 because of the volume of traffic and Hance Road is considered Level 1). Hance Road is not a thru street traffic area; it is mostly residents and service vehicles coming through.

Councilwoman Neff asked about the financial aspect of the project and if we will lose our grant if we do nothing, or we can keep the grant with one of the other options presented? Engineer Gardella said costs differ slightly between the options. Option 2 would be less in cost compared to option 3 and 4 because of not having sidewalks. He has not run the costs, in detail, this was just a presentation to provide options. Councilwoman Neff asked if Option 2 is significantly cheaper than the rest as far as construction and maintenance; it is not significant enough. All are unique, but there are a lot of commonalities in the options. The chosen option will be certified to the NJDOT.

Councilwoman Chrisner-Keefe said Option 1 is to do absolutely nothing and confirmed that it means no milling or paving either. She asked if we would reduce the speed limit on the street; no, it is currently 25 mph right now and we are not making any type of recommendation for it to be lower. Councilman Rodriguez said that we could reduce it to 20 mph. It was noted that the Borough received feedback from residents to have the speed limits, through town, at 20 mph unless otherwise indicated. She understood the options (2-4) had a 22-foot-wide roadway that would need to be increased to 28 feet wide and asked what the total width the borough would be utilizing? Engineer Gardella explained paving for each option.

Councilwoman Koch asked how wide Battin Road is since the improvements have been made; north of the firehouse to the first intersection is 22 feet wide which also includes the “dog leg” to the boat ramp. Lewis Lane to the boat ramp is 22 feet wide which is the same as Phase I on Hance Road (River Road to Lewis Point). He pulled up Google Maps to show the area of Hance Road prior to putting in the curbs and sidewalk and then showed what it looks like today (2013 vs. 2019). Councilwoman Koch questioned there being no grass median between the curb and sidewalk in an area of Phase I; that is because of the wall in front of a residential home. Engineer Gardella said the grass strip is for an aesthetic look.

Councilwoman McCabe said Battin Road is used differently than Hance Road between Lewis Point Road to the river. Councilman Rodriguez said Battin Road is a poor example because it is a dead end vs. the end of Hance where the road loops.

Councilman McCue said that Battin Road and Hance Road have been compared continuously and he asked why engineering chose not to continue the sidewalks down to the end of Battin. Engineer Gardella said these are two different projects with narrow rights-of-way which did not lend itself for a sidewalk; the contractor redid Battin Road from River Road to the first intersection and worked with residents regarding driveways to create a flow. The right of way was too narrow on Battin Road and would not allow for sidewalks on the north side.

Councilwoman Chrisner-Keefe said that obstacles such as telephone poles were addressed in

the presentation and asked if there would be the opportunity to have the poles relocated; if so, how does it happen and what would be the cost to the Borough? Engineer Gardella showed 4 poles that are in the way; he and the Mayor met with a JCP&L representative, some time ago, to discuss the project in anticipation of moving forward. JCP&L poles are not unique to this project because they also house telephone, cable, etc. We are not sure if there is a charge to move the pole; we are in current discussion/consideration with JCP&L. Councilwoman Chrisner-Keefe asked about curbing in certain areas or certain sections having curbs on both sides and how it affects drainage. DPW has provided asphalt curbing at the request of the homeowners due to erosion and poor drainage. Some properties are lower than the roadway which creates issues as well. It was asked how the river will be affected by having curbing which flows water toward the river or into catch basins. Curbs on both sides will force water to go directly to the river. Engineer Gardella explained run off from the various connector streets (Gentry Subdivision, Third Street, Sportsman's Field, Hance Road, portions of River Road) and that there are devices that would treat the run-off before getting to the river (Lake Avenue, Glen Place and a few other areas have it). He and Assistant Engineer Poruchynsky are looking into the various devices available to address run off.

Councilwoman Koch asked, when going to bid, can we design Option #3 without sidewalks or having sidewalks as an alternate option. Yes, you can bid it this way, but it could delay the decision to be made. Councilwoman Neff did not want to delay anything as it would not be fair to the residents. Council needs to make a decision in the next few weeks.

Councilwoman Chrisner-Keefe asked if there is any study or analysis regarding the traffic growth with bikes and pedestrian and how the road functions, i.e., the number of cars or people using the street, on any given day. Engineer Gardella said nothing has been done as a traffic study is not required for this type of project (this is not a new street); we are trying to enhance the corridor. Engineer Gardella said there is data at our disposal, if needed. The County has traffic data for the traffic light at the corner of River and Hance and we have local level data with the speed boxes that are attached to speed limit signs which tracks this type of data; it is not necessary for this project.

### **PUBLIC PARTICIPATION**

Council President Rodriguez opened the meeting to the public for comments and/or questions at 9:02 p.m. The Borough Clerk advised that there were multiple e-mails and letters received by residents who requested that their comments be read into the record; the correspondence that has been received was provided to the governing body in the weekly correspondence packet for their review.

Sarah Schiavetti, Cooney Terrace, saw the differences in these plans and thanked Mayor and Council for their comments and questions. She had questions/comments even though she spoke with a few of the governing body members. It is unacceptable to not have a traffic study for this type of project and asked how Council could make a decision for sidewalks without knowing the car, bike and pedestrian traffic data. The street is highly used and there is not enough room to have all of the traffic near the river. Mayor and Council needs to be informed on how the street is used before making a decision. Hance Road should not be compared to Battin Road because Battin is used more than Hance. Council needs to be careful, cautious and thoughtful when deciding. Councilwoman Neff asked Mrs. Schiavetti about her thoughts on the options presented. She had opinions but did not want to share them as it is pre-emptive before Council decides. Hance Road is a shared road by many and this weekend there were 10 skateboarders, multiple bikers and a lot of walkers. Although it is a quiet neighborhood, people use it well, so all options need to fit in with what occurs there. Mrs. Schiavetti stated, "we have not been given the appropriate information this evening" and wanted to know what all five options meant for single walkers, multiple walkers, kids (younger and older), seniors, bikers of all ages and cars.

Keith Phillips, Grange Avenue, understood there is no data on the number of cars, pedestrians and road usage and asked if there is any data on accidents where a pedestrian or bicyclist has been hit. Chief McGovern didn't recall any accidents on Hance Road, but there was a car that went into the river at the end of Cooney. The Chief said there have been no serious accidents in 34 years he has worked for the police department. Mr. Phillips said the presentation mentioned the widening of the road and what is involved and asked if any tree or landscaping on a resident's property would be eliminated for the six feet required to install a sidewalk. Engineer Gardella stated that any time you add sidewalks to a roadway there will be mailboxes, landscaping, fencing, driveway aprons, trees, etc. in the right of way that will be impacted. The Borough and contractor work with each homeowner to restore whatever was there i.e. landscaping, sprinklers, mailboxes, etc. and we can install the sidewalk around a tree if there is enough room in the right-of-way. Mr. Phillips asked if Grange Avenue is affected by this project? No, and there is nothing planned or mentioned in the Master Plan. He requested that the road be made 20 mph in the neighborhood.

Omer Shorshi and Adi Smolinsky, Hance Road, were surprised that there were so many neighbors against the plan. Dr. Smolinsky said they were happy to see that there is a plan as the

road is unsafe and unkept which make their family feel unsafe to walk, bike etc. They would like there to be measures to be able to walk to the river and walk the loop; most people (local and out of town) that come to the area want to exercise by walking and bike riding using the loop. The governing body was asked to not waste the grant because sidewalks are needed. She said, in meeting with the neighbors, the feeling was many were against the plan and wanted to preserve what has been in existence for 65 years; this is great, but, in these current times, things are evolving. Council was asked to not wait for any accidents to occur or regrets for something not being done and that they be proactive. A sidewalk was built in front of their home, and it is safe. Mr. Shorshi said everyone around the world uses a sidewalk because of its safety.

Tom Shebell, Hance Road, said he has had the privilege of raising 5 kids on the street and he is an avid cyclist who has ridden thousands of miles a year on the roads. As a runner and walker, he has seen other more dangerous roads than Hance Road. The sidewalk from River Road to Lewis Point Road that was installed is dangerous and only one person can walk on the sidewalk. Sidewalks are important, but Hance Road is not dangerous and there have not been issues, however, there will be issues if this project moves forward. He said if you walk other streets in town, there are hundreds of tripping hazards on existing sidewalks. He asked why install sidewalks if existing sidewalks are not being maintained. Mr. Shebell agreed with lowering the speed limit which will help control the traffic. This project is not going to work from a safety perspective. He suggested addressing other issues in town. It was asked how Hance Road was selected. Councilman Rodriguez said the Borough has a program to address the sidewalks, but this project came to be so we can link the road to the pocket park. This is a capital project, and we must consider all options. Mr. Shebell said sidewalks do protect pedestrians, not bicyclists because no one pays attention to sharrows and other safety measures. He asked Engineer Gardella if the proposed sidewalk size would be the same sidewalk that is currently at the top of Hance? Yes.

Sonja Trombino, Brookside Farm Road, asked Engineer Gardella how old the roadway is and if it needs to be repaved? This section of the road has not been paved in many, many years (utility trenches, ponding, cracked roadway, etc.). She asked if nothing is done, when the road would be repaved? Hance Road would be plugged back into the capital plan for later years and the Mayor and Council would make the decision. Mrs. Trombino asked if the 2006 sidewalk report can be updated/continued. Engineer Gardella said that we have achieved quite a bit from that report. The Gentry and Historic District have been on the list and are earmarked to get completed. It was asked if there is a plan on when it will occur and what is in queue. We have a current drainage and sidewalk program plan, and we have "picked away" at other areas. Councilwoman McCabe said that is a separate project and there have been discussions to prioritize it. Administrator Casagrande said the 2006 project went to T&M Engineering via bid; we currently have in-house engineers and planners that have a better handle on Fair Haven than the outside firm 16 years ago. Mrs. Trombino said there were other projects mentioned by the Administrator and she wanted to make sure we better plan for the projects. Administrator Casagrande said there are many projects in various stages that are ongoing or complete; the governing body will have to make a decision on the other projects that are in queue.

Susie Mauro, Cooney Terrace, did not see if there was a sidewalk at the corner of Cooney and Hance; there is no sidewalk proposed for Cooney Terrace. Engineer Gardella, the Mayor and JCP&L met regarding the utility pole and walked the corridor to do an assessment to see, what if anything, needs to be done. Engineer Gardella said there are poles in conflict due to the narrowness of the road, so the poles need to be set back a few feet into the right-of-way, but in the same vicinity. She asked if any trees will be affected in that section of the project. We would have to look at it because there are trees near the catch basin. There have been tire blow outs because cars hit the catch basin and due to the location of trees and the lack of radius. Mrs. Mauro likes the trees which were the reason for moving to town. The purpose of tonight was to provide design options for the project. The trees in the location prohibit sight distance. Engineer Gardella said that it has been a two-way conversation regarding 1 Hance Road and the right-of-way encroachments and making improvements there. Mrs. Mauro did not realize that putting in curbs and the pocket parks would affect the river. Engineer Gardella said, when looking at drainage, the Borough is looking at water quantity and quality. The pocket parks will deal with and address failing infrastructure. At the end of Grange, the bulkhead is failing, falling into the river and the outfall pipe is in disrepair. At the end of Hance, there is severe undermining and erosion along the coastline, so we need to look at stabilization by installing new drainage pipe. It would be best to address water quality by doing things upstream; you cannot treat the volume of water coming through the pipe (treat from inception and staggering it through the pipe). Mrs. Mauro would love the road to be paved. She felt the options were not brought to the public in a timely manner especially since the grant was awarded two years ago.

Denis Laloy, 51 Hance Road, thanked everyone for their time. He just moved to Fair Haven a few months ago and the reason was the ability to walk his kids to school to walk to the downtown and the river, etc. He asked if there was a plan to add a couple of catch basins through the street

since there are not a lot currently. He was advised that there are two sets of catch basins between Lewis Point Road and Cooney Terrace, so we are not adding any others. Mr. Laloy asked about the timing, from design to implementation, if an option is chosen. There are deadlines regarding the grant, so we need Mayor and Council's feedback tonight or at the September 13<sup>th</sup> meeting and then provide a plan to NJDOT for review and comment so we can authorize the bid. The bid needs to be awarded no later than November 21<sup>st</sup>. Once we award the job, the project will probably start in spring/summer 2022 and will take approximately 60-90 days depending on the contractor and the crews that are set up. Mr. Laloy grew up in Europe where sidewalks are everywhere, and people walk everywhere; this seems to be missing in Fair Haven. He felt sidewalks would be a good enhancement to the area and make everyone feel safe. He thanked the Borough for all of the hard work on this grant project.

Marti Egger, Hance Road, stated, "if it isn't broke, don't fix it". There has been a lot of interesting eye, walking, and biking communication between neighbors. It would be nice to have pavement to the edges of property which allows people to get past one another. She asked Engineer Gardella if there are no plans for sidewalks on Cooney Terrace? The grant only had sidewalks planned for Hance Road. Residents were 100% led astray because they thought there would be sidewalks on Cooney and Grange and she is not sure why there are sidewalks planned for Hance. Engineer Gardella the grant dates back to 2014; the initial submission to NJDOT only indicated sidewalks on Hance Road. He has not personally spoke nor is aware of anyone talking about sidewalks on Cooney Terrace or Grange Avenue. She said that it was reported that sidewalks were to lead to the river and pocket park at Hance and asked if there would need to be sidewalks on Grange Avenue; there are no sidewalks proposed for Grange. Councilwoman Chrisner-Keefe asked if there will be sidewalks on Cooney for any future projects or grants? No, no sidewalks proposed for Cooney. Mrs. Egger said that there is other information out there and she is confused by what is happening. For Hance, it was asked if there are any internal committees (Green Team, Shade Tree, Environmental Commission) represented or that have been asked for their concerns regarding the proposed project? Councilman Rodriguez said all Councilmembers are liaisons to the various committees. He said Shade Tree handles trees in the right of way and the Borough prides itself on trees and will do everything we can to not remove trees. Councilwoman Neff said the Green Team and Environmental Commission look at several issues such as run off, trees and makes sure we are using pervious surfaces vs. impervious surfaces, whenever we can. Based on being a liaison, the discussions are brought to the governing body to be included in decision making. We cannot consult everyone and every committee for every project. Mrs. Egger asked Engineer Gardella what trees would be marked for removal because there are none currently marked, and she was not sure why? We do not mark trees for removal, in the design phase of the project, until a recommendation is given by Mayor and Council and a project plan is established so we can make a more finite plan. All options have different impacts based on the proposals shown. Mrs. Egger asked if any trees have died after project completion due to roots being impacted? It depends on the situation; we make every effort to go around a tree or narrow sidewalks because of a grass strip. There are existing conditions where trees are at the edge of pavement and the root system is growing under the road.

Andy Schiavetti, Cooney Terrace, asked Chief McGovern if there have been any issues with emergency vehicles accessing the roads in this neighborhood; no, not to his recollection. He asked if the sidewalk on Hance was designated in the Master Plan or sidewalk document. In the 2006 sidewalk assessment document, sidewalks were mentioned for Hance. Councilman McCue confirmed Hance Road is a collector street so Figure 6 in the Master Plan mentions sidewalks. Councilwoman Neff said it is part of the Active Transportation Plan as well. Administrator Casagrande advised Mayor and Council has discussions about all the projects to be considered; we do not need to mention the Master Plan in an NJDOT grant application. All discussion takes place at a public meeting; we advertise these projects and important topics by broadcasting messages on various medias to get the word out to make the public aware (Facebook, Constant Contract, the website, message board). Todd Lehder, Planning Board and Zoning Board Chairman, said the re-examination of the Master Plan addresses the enhancements to Grange Avenue, Hance Road, etc. for river access; a survey received 1,000 responses on the public's wishes. In 2017, the Active Transportation Plan was developed, by a separate committee, and adopted by the Planning Board. There was extensive discussion on pedestrian and bicycle safety where Hance Road was identified as an area that required a bike lane. There is a discussion in the report on why that is important for safety as well as the widening of Hance Road, when the opportunity arises. Mr. Schiavetti discussed the width of the street and said that any traffic study information pertains to River Road, not Hance Road. Widening streets encourages more traffic, speeding and more parking. Narrow streets traffic calm. He asked about 1 Hance Road and widening the road; they will remove certain encroachments and allow right-of-way usage. He asked if any of Mrs. Mauro's trees will need to be removed; Engineer Gardella said that he would have to look at it because some trees could be near edge of pavement or close to the intersection as well as the sight triangle. Mr. Schiavetti rides his bike all over the area and never had a problem on this street since he was younger.

Bonnie Torcivia, Battin Road, appreciated Administrator Casagrande and Engineer Gardella

giving the background on how decisions are made. It is interesting that residents want to keep things the way they are. She is a member of the Green Team and amazed by the amount of run off with contaminants from the roadway that are emptying into the river. Trees sequester water and she is concerned with adding curbs and how it will affect the road and river especially with all of the storms that have recently come through. The environment should be considered. Councilwoman Neff said when we consider the pocket park, in more detail, we should consider greenery or add a garden to help channel and absorb the water before it enters the river; this is a topic for another day when that project is discussed.

Julie and Richard Saxe, Hance Road, thanked the governing body for the opportunity to be heard. They have lived here for over 40 years and never thought there was a safety issue on Hance until the sidewalk was installed from River to Lewis Point Road; it restricts the road and makes it dangerous for pedestrians and cars. Mr. and Mrs. Saxe were opposed to adding any more sidewalks to Hance Road. They are strongly in favor of reducing the speed limit.

Chris Hempstead, Willow Street, said he had a concern with school about to start for Sickles; construction is ongoing and will probably continue another few months. He asked if there is a plan for traffic drop off and pick up. Chief McGovern and Administrator Casagrande met with the school on Monday; construction will be cleaned up and stay within the site they are in. The road will be open with parking the same as it has been until the work is done and then the new parking plan will be implemented. Mr. Hempstead asked that the police keep an eye on it and asked that construction workers park elsewhere; that is the plan. He felt this meeting was a fantastic project presentation.

Keith Phillips, Grange Avenue, asked Councilman Rodriguez to explain what the decision-making process is and what the timeline might look like. Councilman Rodriguez said Council will contemplate the feedback, discuss at the September 13<sup>th</sup> meeting, and pull together a consensus for design as well as gather additional feedback. It is understood that the residents would like a traffic study; this is not normal for this type of project but can be considered. Once we decide on a design, we will go to State with our proposed plan and upon approval, we will go to bid. We must award the bid by November 21<sup>st</sup>; due to the winter months approaching, the project will not start until Spring/Summer 2022. Councilman McCue asked Administrator Casagrande about a timeline clarification. As soon as Mayor and Council give Engineer Gardella feedback on design, he will submit it to NJDOT for review, then we will authorize the project to go to bid, receive bids and award it by November 21<sup>st</sup>; there will be no extension per the DOT.

Bill Perkins, Hance Road, lives in the busy part of Hance Road and asked why we are referring to this section as a major feeder road because it is not a busy road. The public has been presented with five (5) options and asked what the original option and plan was? The public also needs to know the impact on the trees before deciding on any of the five options. Administrator Casagrande said there is no detailed plan when submitting the grant application. Mr. Perkins said discussions started in April about the grant and now the Borough is racing against the clock. He felt there should have been a solid plan by now.

Tracy Cole, Grange Avenue, thanked everyone for this presentation and for allowing the residents to give input. She was glad the community outreach piece would be placed up front in the future for projects; this is great news. She believes everyone wants to get this right; there was a lot of information given, but there is a lot of information missing, so it is hard to make a choice with traffic calming and the right plan. The Borough should wait to get it right. A traffic study is needed to make an informed decision. There is no call for separate corridors i.e., pedestrian, bikes and cars. Mrs. Cole agreed with Councilman Neff and Ms. Torcivia's comments about it being a natural approach to the pocket park. Hance Road is a beautiful destination, and we need the natural environment. There is no sight line issue with the tree by 1 Hance Road because it is a calm, slow area so you can see everything. She asked if we create 22' wide streets, will we lose any trees? She has looked at and studied the roadway and felt no one should lose any trees; Engineer Gardella advised that we may lose one or two and some underbrush. The Borough always does its best to maintain our tree canopy on the roadways and has for the past 14 years. Mrs. Cole said there were 203 letters in opposition provided to the governing body and she can provide a copy to the Borough Clerk for the file, if needed. Councilwoman Chrisner-Keefe asked Mrs. Cole about her comment on keeping the trees. All options 2-4 would increase the road to 22' and would affect maybe 1-2 trees; we also need to keep in mind the accessory area created as well. Mrs. Cole said her understanding is 22' feet is edge of pavement to edge of pavement; it is an ideal width to calm traffic and also the same width of Battin and Buttonwood. Engineer Gardella said options 2-4 would have an overall width of 22' for Hance Road. Option #5 is additional macadam. Mrs. Cole said she preferred if there were no curbs, and the pavement is edge to edge.

Ralph Wyndrum, Cooney Terrace, gave data that he recorded in observing the roadway. He took his tricycle down the road and watched traffic for an hour where there were 31 cars moving from River Road north to south (17 turned at Lewis Point Road or turned in from Lewis Point Road).



The other half continued to the end. There are large trucks and landscapers parking at the end of the road and not close to the side and there were six delivery trucks in the area (UPS, FedEx, Amazon) as well. This is data of a clogged street with a lot of parking. Anything that does not allow parking on Hance Road is going to create difficulties due to the traffic. There were 18 bikes in the area and a lot of pedestrians. Councilwoman Neff asked Mr. Wyndrum, on a personal level, what he thought in terms of safety with riding his tricycle. He replied, it would be difficult to put sidewalks in without changing the nature of the area. He did not feel unsafe at all riding down the street and does it several times a week.

Sheri D'Angelo, Hance Road, thanked the governing body for taking time to allow for public input. She said someone mentioned taking the sidewalks out of the project/grant and suggested having an Option 6 which would be to take the sidewalks out (like Option 2) and the curbs out and just mill and pave. Engineer Gardella said that Option 2 is a hybrid of what we have now (make the road wider) and shows no sidewalks (a pre-existing condition) but widening the roadway. Mrs. D'Angelo asked why we are not just repaving 22' feet wide all the way down. Engineer Gardella said it is and can be done in asphalt, impervious material or another compacted material (it is still going to be 22' wide). There are strong feelings against sidewalks, not as much for the curbs. Councilwoman McCabe asked Engineer Gardella if curbs can be taken out of option 2; we can look at it along the corridor. There are many residents that have asphalt curbing because of wash out; it is a pre-existing condition. There are some low-lying properties and erosion in some areas.

Councilwoman Neff said we need a smoother, more uniform look because there are different looks along the street; it currently looks messy with sidewalks in the beginning, curbs in some areas, no curbing in others. She was confused about curbing vs. no curbing. No curbs create washout and cars will park on the lawn. Engineer Gardella agreed we need to strive toward uniformity because currently there is a mish mosh with curbs, no curbs, catch basins off the road, asphalt, no asphalt and sidewalks. He has been with Fair Haven a lot of years and knows the Borough. Our DPW is constantly maintaining the streets with brush, leaves, potholes and snow plowing so we are aware of concerns and issues. It is important to tie everything in. DPW maintains the infrastructure and uses it to provide the services we do.

Councilman Rodriguez said this meeting was beneficial to everyone. Councilwoman Koch said since we are aware of all environmental concerns associated with curbing, then Option 2 could have material to help with stormwater runoff. Councilwoman Neff was concerned that we will have to implement it on other roads in the Borough that are not curbed or have sidewalks. Councilwoman Koch suggested it be a pilot on Hance to see how it works. Administrator Casagrande said when putting in impervious coverage, without curbs, vehicles will park on people's property and cars pulling away would place dirt in the road which would then down to the river.

Councilman McCue said he and Councilwoman McCabe were concerned with Stormwater Management when discussing the project. Options 2-4 widen the road by 2 feet. We need to protect the trees and waterway. Hance Road is special due to the proximity of the river.

Councilwoman McCabe thanked Councilman McCue and everyone for this meeting and discussion; it has been valuable.

There being no further comments or questions, the meeting was closed to the public at 11:02p.m.

#### **ADJOURNMENT**

Motion to adjourn moved by Councilwoman Chrisner-Keefe, second by Councilman Rodriguez with Ayes by all present.

Time of Adjournment: 11:02 p.m.

Respectfully submitted,

Allyson M. Cinquegrana, RMC/CMR  
Borough Clerk