

TOWN OF PHILLIPSBURG
WORK SESSION - MEETING MINUTES

APRIL 11, 2023 – 7:00PM

CALL TO ORDER – 7:01 PM - CP Wyant

OPEN PUBLIC MEETING ACT STATEMENT – READ BY VP Clark

PLEDGE OF ALLEGIANCE – ALL

INVOCATION – LED BY COUNCILMAN PIAZZA

ROLL CALL – PRESENT: WYANT, CLARK, KENNEDY, MARINO PIAZZA
ABSENT: NONE

CIRCULATION PLAN PRESENTATION – VAN CLEEF ENGINEERING – TIM O'BRIEN, ENGINEER

Presented Circulation Plan Overview; which is an element of the Town of Phillipsburg Master Plan. He explained this is how people ride, bike, walk and transport themselves through the Town of Phillipsburg. He continued that this is through a Highlands Grant and there is a subcommittee. He also noted this presentation was previously given to the Land Use Board.

The Municipal circulation goals and objectives, short and long term were presented. He noted that input from the Public is very much encouraged.

Cnclman Marino spoke to the tight intersection of Hudson/Firth and Hudson/Filmore in regard to trucks trying to make turns there.

TOB stated, could re-establish where poles are located, giving more room to turn. Trucks are to be redirected to Route 22, can't go down Stockton, low RR overpass. Want to get them back out to Rt.22 without getting stuck on Summit. Possibly signage.

Cnclman Piazza commented on Circulation Plan, noting plan addresses a lot of small items to create uniformity, good to see being put into Master Plan. Stated, need to think about wheelchairs, ADA compliance at intersections.

Councilman Kennedy thanked Van Cleef for presentation. Noted Joe Bronson, very thorough, gave presentation before Land Use Board, of which he is a member. Stated need to look at short term, what we can accomplish in the near future.

VP Clark wanted to clarify sub-committees hash out what goes in to plan along with engineering. Addressed long term Parking and new EV 2 level chargers – how many more EV chargers would be needed looking forward. Noted TOP can lead the way, bringing in tourism dollars. Stated BPU – encouraging future use of EV chargers.

TOB stated not a defining “one” Path. Zoning/Ordinances site supports – Shared Parking Agreements using daytime parking when adults are working or build up – parking garages.

Public Petitions

Joe Meyner – 392 South Main Street

Introduced idea of using light weight 5500lb. Electric Jitney and walking path to cross the Delaware River. This would allow jitney to travel from Delaware River Park to Train Station and Riverside Way also tap into Easton. Timed for workers on the flat – Union Square – mid-day to Senior Center. Must have second exit from Riverfront Parking, would really make it work.

Robin Coe Donaldson Resides Stewartsville – Property/Business owner South Main Street, TOP Commented from her affiliation with Downtown Association – thanked all for working to keep trucks off of South Main Street.

CP Wyant spoke to difficulty of pedestrians making their way from Delaware Heights to South Main Street. Referred to applying for a Grant in past – using former railroad bridge over South Main Street, but this takes over SMS, not down to SMS.

TOB – spoke to Heritage Trail Plan – the vision is to use South Main Street existing railbed – using the baseball field at Hill street to enter Park and brings you up to Pursel Hill. Also Kent Street to Ice House and elevated walkway – Agway to Lock Street.

CP Wyant inquired about a use for the former roadway from the Heights to Sewer Plant?

TOB – noted TOP has Sewer easement – just as easement – need crossing over creek – existing from Delaware Heights side could be used as a walkway -former road.

Attorney Wenner asked for the need of DOT approval?

TOB responded not if within TOP not using County or State roads.

CP Wyant asked about a mid-block cross walk on Roseberry Street?

TOB noted mid-block, not intersection, just show concept, does not have to be a specific street. Would need to stripe a crosswalk – taking into consideration – site lines, issue 40 MPH.

Cnclman Piazza asked if MPH can be changed?

TOB noted steps needed to lower the speed limit. Would need to site accident history – making speed a factor – justifying the speed reduction.

CP Wyant stated worth looking into. Never understood why Green Street is 35 MPH and Roseberry is 40 MPH. Adding with no shoulder/two lanes no separation – pedestrians in danger walking there. Good idea to choke down to 1 lane, causing traffic to slow down. Parking on Roseberry could slow things down too.

Cnclman Kennedy suggested if choking road down to 1 lane, consider bicycle lanes along with reduced speed.

TOB agreed, another good option.

NO EXECUTIVE

VP Clark moved to adjourn.

Adjournment -