

# Warren County Transportation Master Planning Activities for Freight and Truck Management



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WARREN COUNTY

# *Efforts Timeline since 2019*

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1. 2019-2020 Light Industrial Study- completed to alert municipalities of the regional development potential in the existing zoning that could translate to traffic and truck traffic issues on county roadway infrastructure
2. 2021 Comprehensive Transportation Master Plan- developed comprehensive multimodal transportation strategies and recommendations throughout the county freight movement and truck traffic suggestions included as a component
3. 2022 Conducted forecasted traffic increase analysis of 519 corridor to assess traffic increased in the future
4. 2022 Municipal meeting- put a county wide municipal official meeting together to discuss truck traffic related issues
5. 2022 102 Restriction Request made to DOT for all 500 series roadways and DOT Meeting to address DOT transportation improvement projects throughout the County

# *Efforts Timeline since 2019*

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6. 2022 Road Safety Audit 519 between 57 and 22 - to address the crash hotspots in this area focused on the Strykers Road intersection
  7. 2023 Transportation Master Plan Amendment- analyzed zoning, crash data, land use trends, and other traffic related issues to develop a preferred truck routing map to guide policy locally and to empower the development review process at the county level to suggest preferred truck routes with integration with local level developer agreements and county level developer agreements
  8. 2023 Hope Traffic calming engineering analyze starting to look at engineering traffic calming and truck issue calming solutions through Hope township like a road diet
  9. 2024-2025 LSAP and Countywide Complete Streets planning activities with freight considerations
  10. 2025 Technical Highway and Bridge Standards update

# *State and Regional Guidelines on Warehousing Development*

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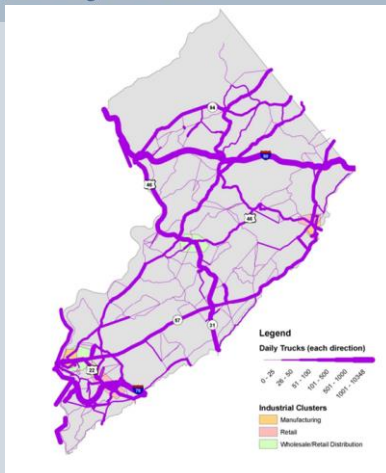
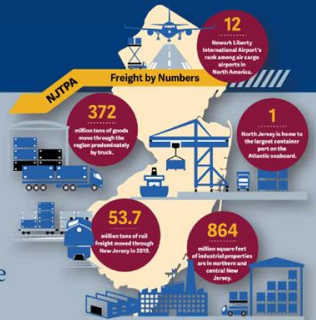
2022 State Office of Planning Advocacy issues Warehousing Siting Guidance: <https://nj.gov/state/planning/assets/pdf/warehouse-guidance.pdf>

2023 NJ Highlands Council issues Policy of Warehousing in Highlands: [https://www.nj.gov/njhighlands/planconformance/guidelines/warehousing/warehouse\\_policy.pdf](https://www.nj.gov/njhighlands/planconformance/guidelines/warehousing/warehouse_policy.pdf)

# Industrial and Traffic Trends

## 2022 Industrial Market

- Over 864 million SF in the region
- More than 12 million SF under construction
- 33 buildings delivered in 2022
  - 152 new buildings since the start of 2017
- Leases/renewals: 40% retail/wholesale and 39% 3PL
- Home Depot, 1.3 million SF in Monroe, NJ
- Spec buildings coming to market



## I-81/I-78 MARKET

MIDYEAR TRI-STATE INDUSTRIAL REPORT



**441.5 MSF**  
INVENTORY



**5.6%**  
VACANCY RATE



**7.3 MSF**  
YTD NET ABSORPTION



**\$8.51 PSF**  
ASKING RENT



**11.7 MSF**  
YTD NEW LEASING ACTIVITY

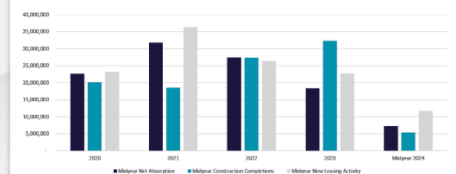
Encompassing a significant area of land spanning from northeast Pennsylvania down to northern Maryland and northeast West Virginia, **THE I-81/I-78 CORRIDOR** represents a thriving and supply-rich industrial market with access to vast segments of the Eastern Seaboard.

The region has expanded due to the powerful transportation arteries which run through its core. Granting the geography convenient access to the labor force and customer base of three states, the Corridor is one of the top industrial markets in the country.

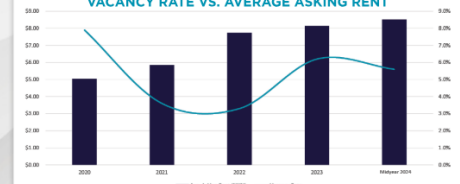
Leasing activity in the region as of 2024's halfway point was half of the 2023 annual total, indicating a possibility that, given relative equal performance throughout the rest of the year, 2024 could match or even surpass its predecessor's leasing totals.

As the supply shock of the previous year drastically wanes, vacancy rates are expected to moderate throughout the course of 2024, as has already been observed in the year's first half - the mid-year vacancy rate has dropped 60 basis points from year-end 2023. Construction starts have slowed this year and will likely to continue that trajectory over the next 12-24 months, helping to level out the region's construction pipeline and prevent further disruption and supply shock coming into 2025.

### I-81/I-78: NET ABSORPTION & COMPLETIONS



### I-81/I-78: VACANCY RATE VS. AVERAGE ASKING RENT

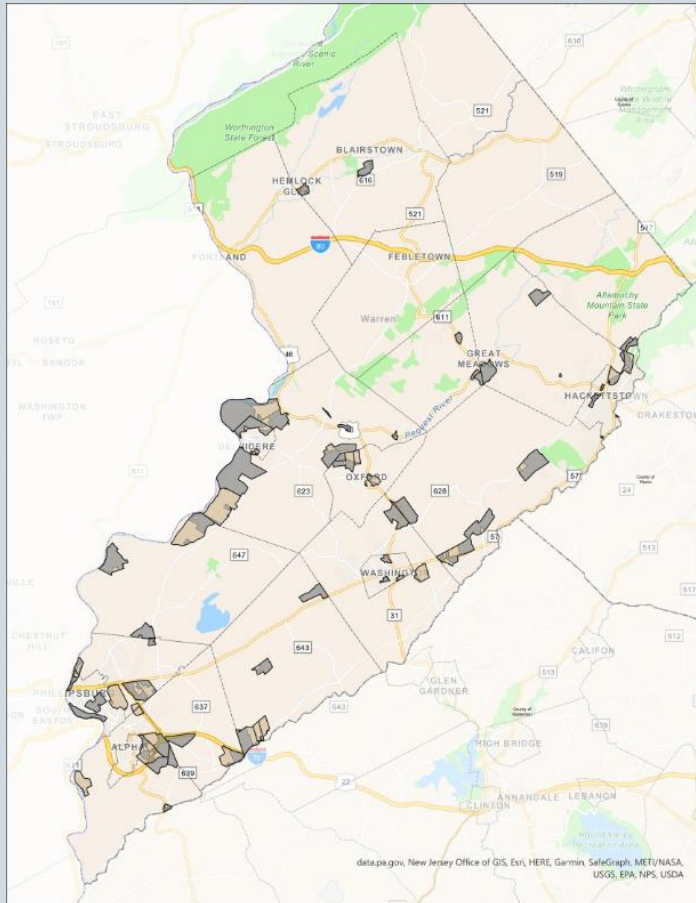


### SUBMARKET STATISTICS MIDYEAR 2024

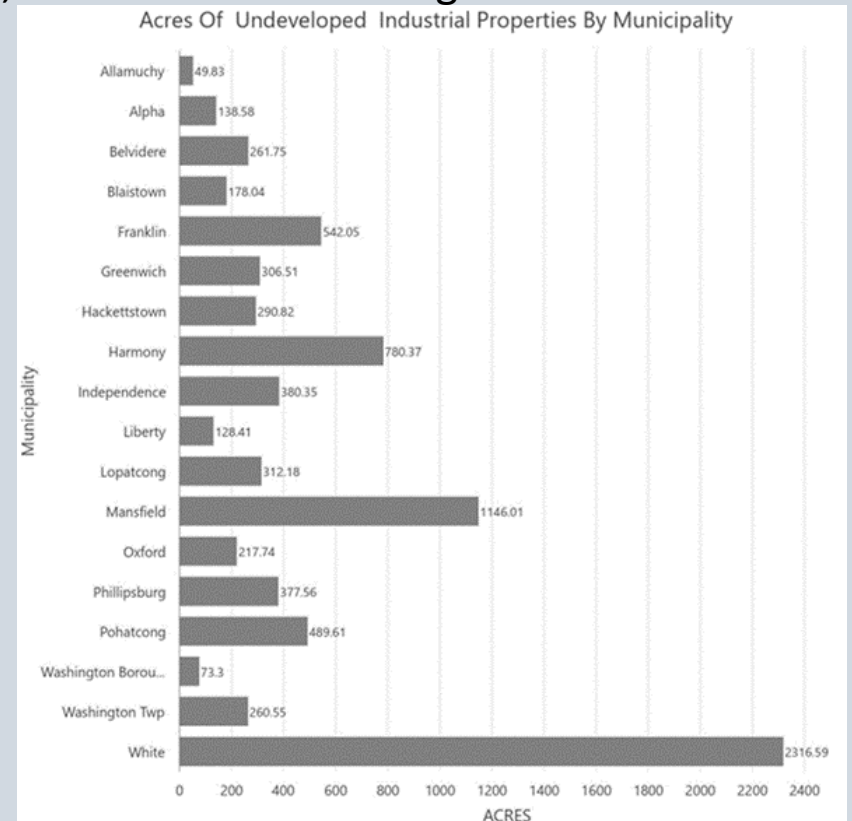
[VIEW MORE DATA](#)

Submarket	Inventory (SF)	Vacancy Rate	Avg. Asking Rents (NNN)
Lehigh Valley	104,893,249	5.3%	\$11.59
Northeastern PA	80,837,095	3.3%	\$7.64
Central PA	134,572,567	2.3%	\$8.34
Split	56,726,008	8.9%	\$8.31
I81-S	64,508,542	13.1%	\$6.89
<b>Totals</b>	<b>441,537,461</b>	<b>5.6%</b>	<b>\$8.51</b>

# Industrial Zoning and Land Use

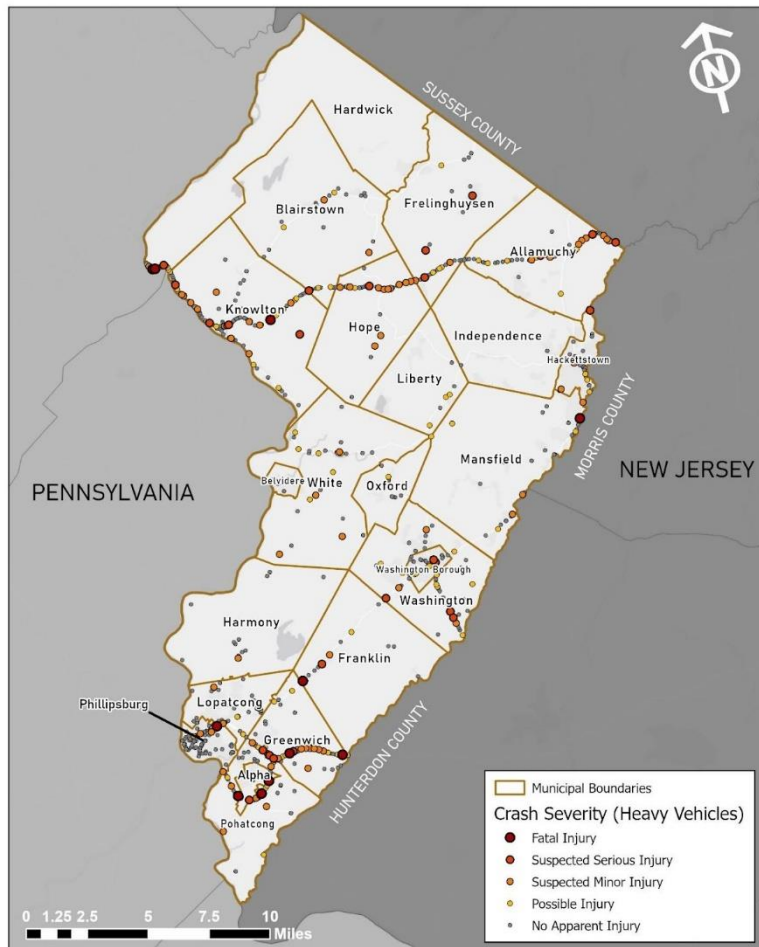


8,250 acres of remaining industrial zoned land



Potential for 40-50 million sq. ft. of additional gross floor area of warehousing

# Heavy Vehicle 2015-2021



Layer Credits: NJGIS, NJDHTS  
Basemap Credits: State of New Jersey, Esri, HERE, Garmin, USGS, EPA, NPS

## General Summary 2015-2021 Crashes:

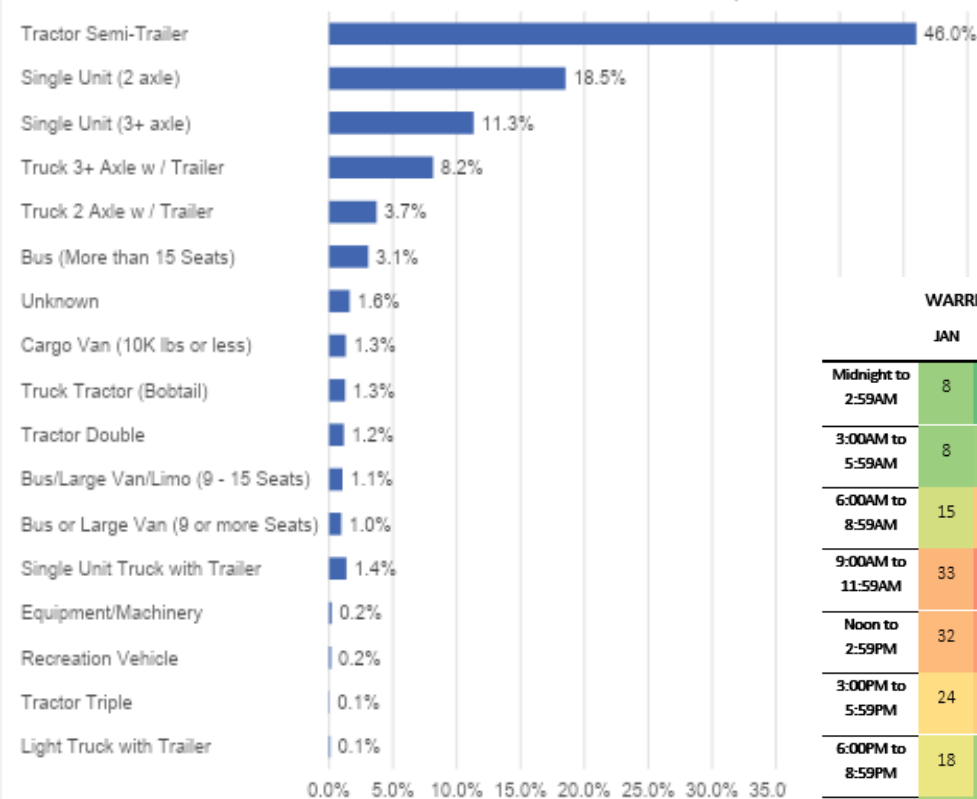
- » 2,042 Total Crashes
- » 1,564 Geocoded Crashes (77%)
- » 347 Persons Injured

## Of the 2,042 crashes:

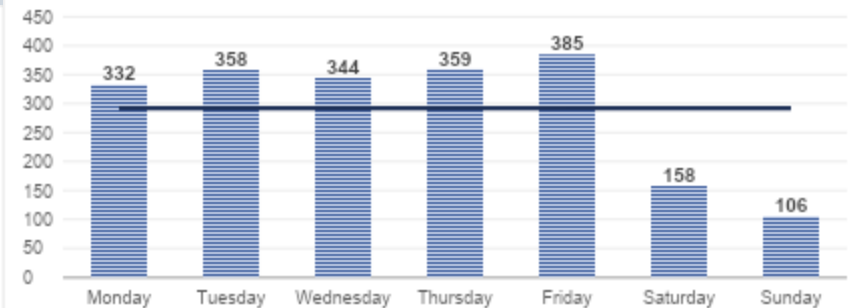
- » 13% Occurred within Intersection
- » 51% Involved a Distracted Driver
- » 27% Occurred between 8am and Noon
- » 15.3% Involved a driver age 65+
- » 4.5% Involved a driver age 16-20
- » 8 Involved Pedestrians
- » 3 Involved Cyclists
- » 5.5% Involved Unsafe Speed
- » 1.2% Involved Alcohol or Drug Impaired Driver

# Heavy Vehicle 2015-2021

**TYPES OF HEAVY VEHICLES INVOLVED, 2015-2021**



**HEAVY VEHICLE CRASHES BY DAY OF WEEK, 2015-2021**

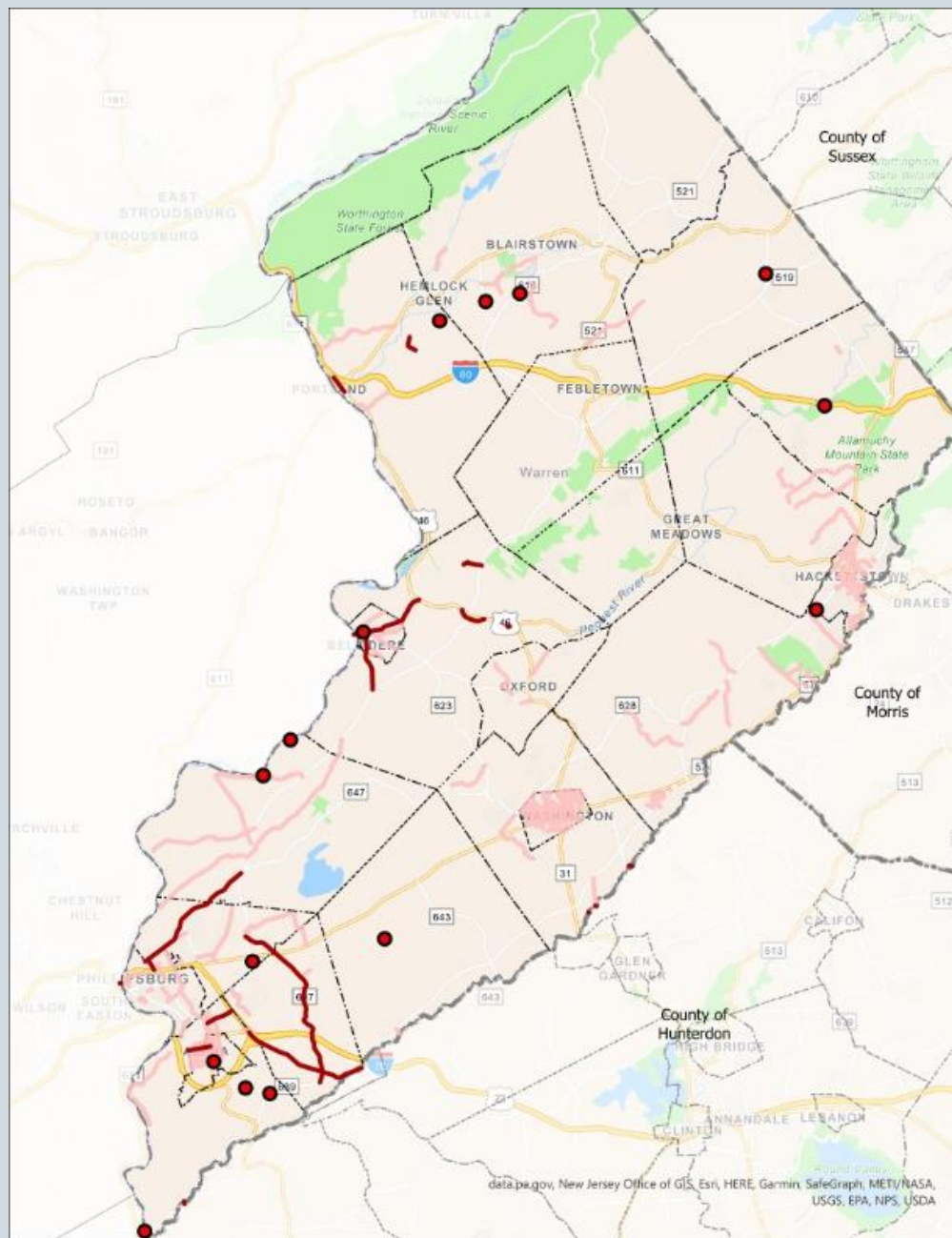


**WARREN COUNTY – HEAVY VEHICLE CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2021**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM	8	1	3	1	2	5	7	6	8	7	7	6	61	3%
3:00AM to 5:59AM	8	9	8	8	11	8	18	13	18	12	7	11	131	6%
6:00AM to 8:59AM	15	29	27	24	22	26	19	23	23	34	27	33	302	15%
9:00AM to 11:59AM	33	43	41	26	22	44	27	44	36	41	31	34	422	21%
Noon to 2:59PM	32	39	42	30	30	38	45	51	26	37	35	30	435	22%
3:00PM to 5:59PM	24	28	22	30	20	24	32	32	33	26	23	31	325	16%
6:00PM to 8:59PM	18	9	18	17	12	11	19	17	25	7	22	16	191	9%
9:00PM to 11:59PM	10	9	14	12	9	10	5	18	13	21	20	11	152	8%
<b>TOTAL</b>	148	167	175	148	128	166	172	204	182	185	172	172	2,019	100%
	7.3%	8.3%	8.7%	7.3%	6.3%	8.2%	8.5%	10.1%	9.0%	9.2%	8.5%	8.5%		

# Existing Truck Restriction

Includes Municipal Restrictions as well



Identified truck routes that may be enforced through developers agreements at the Planning Board



Age Group	Percentage (%)
0-14	0.85
15-24	0.425
25-34	0.85
35-44	1.7
45-54	2.55
55-64	3.4
65-74	4.25
75-84	5.1
85-94	5.95

# Implementation Strategies

- ***Municipal Planning Guidance:*** The County Planning Act calls for the co-operation of the local municipalities with the county on matters that concern the integrity of the county master plan. The Truck Routing Map included in Appendix A can help guide the enhancement of local municipal master planning, zoning implementation, enforcement, the municipal development of enforceable truck routes, and decisions of local level planning and zoning boards.
- ***Developers Agreements:*** Municipalities and the county have the ability to enter into developers agreements with developers to manage development of site. Developer's agreements may include provisions that address; phasing, timing, performance, restoration and monitoring. Truck routing especially when dictated by municipal ordinance can be addressed and enforced locally within developer's agreements.
- ***Signage and Striping:*** The Truck Routing Map can help prioritize capital improvements, offsite developer mitigation improvements and enhancements related to signage and striping.

# Implementation Strategies

- **Wayfinding Signage:** Wayfinding signage can be installed using the Truck Routing Map to guide truck traffic to utilize the desired truck routes. Municipalities can also use the Truck Routing Map to install wayfinding signage that guides trucks from municipal roadways to the desired truck routes.
- **Physical Improvements:** The truck Routing Map can help guide the installation of local, county and state capital improvements to continue to enhance and accommodate truck traffic on the desired truck routes in the county.
- **Weight Restrictions:** After conducting an engineering study pursuant to NJDOT Regulations, and if approved by the NJDOT, weight restrictions may be placed on local roadways to restrict heavy trucks from using designated road segments.
- **Enforcement Coordination:** Work with local and state police to prioritize areas of enforcement through local ordinances, weight restrictions, and truck routes.

# Current Initiatives and Recent Achievements

1. January 2024: 13 Ton Weight Restriction approved by DOT for portions of 519, 521 and 517 for through traffic with further study for potential additional areas along 519 for weight restrictions
2. January 2024: First Developers Agreement executed with adherence to the Truck Routing Map, pro rata share contribution towards infrastructure improvements and post occupancy study required.
3. March 2024 :LSAP- Local Safety Action Plan kicked off with TAC meeting
4. March 2024: Complete Streets Planning(SSP) kicked off and will be conducting first steering committee in April May
5. April 2024: Major developers agreement which includes major intersection reconstruction and adherence to the Truck Routing Map
6. April 2024: Two additional developers agreements are currently in negotiation.
7. April 2024: Kicked off Complete Streets Study SSP integrating recommendations for accommodations for freight in strategic locations
8. August 2024 LSAP and Complete Streets popup events and surveys conducted and recommendations in process.

# Belvidere, NJ Urban Renewal Warehouse Site

Site Plan submitted to Warren Co. as 23-031-SP

Block 2 / Lot 8 / QCode Q0002



## Annotations

1. Stormwater connection to County Infrastructure on CR 620
2. Safety Analysis for Truck turning at Manunkachunk Rd / CR 620 Spur Intersection
3. Safety Analysis for Truck turning at CR 620 / CR 620 Spur Intersection



# Complete Streets

Complete Streets is an approach to planning, designing, and building streets that considers the travel needs of everyone, including people who are driving, walking, bicycling, taking public transportation, and making deliveries.



## Connect Warren County



Safe, equitable, efficient, sustainable travel for all

<https://warren-county-complete-streets-nv5.hub.arcgis.com>

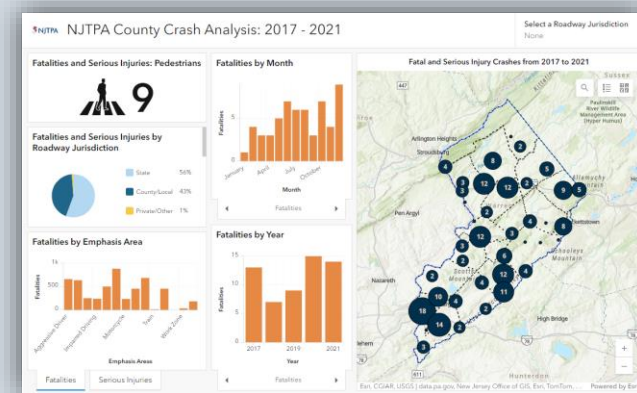


# NJTPA LOCAL SAFETY ACTION PLANS (LSAP)

Data-driven, actionable framework to reduce roadway deaths and injuries

- Promote road safety awareness
- Develop lasting multi-disciplinary partnerships and collaboration
- Select Zero-based safety goal
- Identify “hot spot” crash locations
- Develop High Injury Roadway Network
- Establish implementable strategies and actions to improve safety
- Provide opportunities for implementation grants or supplemental planning grants

## Local Safety Action Plan WARREN COUNTY



[Warren.SafetyPlansNJ.com](http://Warren.SafetyPlansNJ.com)



Thank you!



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2023 Master Plan  
Amendment:

<https://www.warrencountynj.gov/home/showpublisheddocument/7429/638288117162130000>