

SUBREGIONAL WORKPROGRAM OF FY 2015
(TASK III)

Atlantic County Transportation Plan (ACTP) 2015



July 2015

**Atlantic County
Department of Regional Planning and Economic Development**



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Atlantic County Transportation Plan (ACTP)

A. Overview

The Atlantic County Transportation Plan (ACTP) takes a long view in promoting effective travel and accessibility for the County's residents, workers, and visitors through 2035. The ACTP is an integral component of the County's Master Plan. The primary concern of the ACTP is the maintenance and improvement of a transportation system that provides for the safe and efficient movement of vehicles and people. The emphasis of the Plan is for facilities under County's jurisdiction, but it is also concerned with the total system of county roads, mass transit, human services transportation, road safety improvements, and bike and pedestrian facilities.

The ACTP also recognizes the need to support economic development and provide services to transit dependents residents and others. Atlantic City once called the "Queen of Resorts" since 1976's when a statewide referendum allowed legalized gambling has now fallen on hard-times. There was a time when Atlantic City's casinos dominated the east coast market, however, increasing gaming opportunities within the northeast have eroded Atlantic City's market share resulting in casino closing, loss of employment, and a significant decline in the city's rate-able base. Under the current financial adversity, the transportation system plays a key role to reassess the needs of businesses, workers and investors seeking to attract and develop new employment opportunities.

The transportation planning and implementation process is a cooperative effort, bringing together the plans and studies of the County, the County's regional transportation planning agency (the South Jersey Transportation Planning Organization/SJTPO), the New Jersey Department of Transportation/NJDOT, New Jersey Transit/NJT, the South Transportation Authority/SJTA, municipal transportation departments, and other agencies that are concerned with the maintenance and improvement of the transportation system within Atlantic County. Of particular interest is the effort of the SJTPO, which has developed a Regional Transportation Plan (RTP 2040) for the four southern Counties, adopted by the SJTPO Policy Board on 23rd July 2012. The SJTPO is also responsible for compiling the annual Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) under the current Federal transportation reauthorization bill, Moving Ahead for Progress in 21st Century Act (MAP-21). As one of the four member counties of the Metropolitan Planning Organization (MPO), Atlantic County is a major recipient of Federal Funds through SJTPO's project listing which, in part, serves to fund Atlantic County's Transportation Plan.

In the past Atlantic County has experienced a sustained growth in employment, population, households, and commercial development all related to the maturation of the casino industry. Historically, the fastest growing areas in Atlantic County were the growth communities of Egg Harbor, Hamilton, and Galloway Townships. These areas were designated as regional growth areas in the Pinelands Comprehensive Management Plan. Decennial censuses confirmed that

indeed growth was occurring as evidence by their ever growing population totals from 1980's and 1990's

Atlantic County has east to west arterial connections through Route 40/322, US Route 30 and the Atlantic City Expressway, and north to south connections through the Garden State Parkway and State Routes 9, 50 and 54. The New Jersey Turnpike Authority (NJTA) has initiated a number of projects on the Garden State Parkway directly improving the regional and interstate accessibility for the commuters of Atlantic County. Improvements along the Garden State Parkway include Interchange 30-80 Widening (widening from two to three lanes), Interchange 36, 37, and 38 improvements (adding acceleration/deceleration lanes), Interchange 41 Improvements (provide northbound and southbound access from Jimmie Leeds Road), and Interchange 44 Improvements (adding two un-tolled ramps). Another north to south arterial connection is US Route 9 a narrow and congested roadway constrained by right-of-way limitations. Further to the west, Routes 50 and 54 have capacity but also don't serve the growth areas. As a result of these limitations, the majority of the burden for north south connectivity has fallen on the County's highway system. The majority of County roadways was built as two lanes and were never designed for capacity that they are now expected to carry.

Atlantic City's visitor numbers peaked at nearly 35 million in 2005 and have declined every year since then to 27 million visitors in 2012. However Atlantic City continues to be dominated by visitors arriving by auto and bus. The Atlantic City Expressway carries about 40 percent of the inbound highway traffic, while the Route 30 and Route 40 corridors collectively account for roughly about the remaining 60 percent of auto and bus traffic. Of the remaining visitors arriving by plane and train, the trend has also been declining over the past 10 years. Overall, the airport carried 1.1 million passengers on scheduled flights and charters in 2013, an 18 percent drop compared to nearly 1.4 million passengers in 2012. Similarly, rail ridership was down by 5 percent in 2013 as compared to 2012 with NJ Transit's commuter. Rail line connecting Atlantic City with Philadelphia, carrying about 1.25 million passengers 2014 compared to 1.3 million in 2012. The closing of four casinos in 2014 contributed to the 4.5 percent-decline in total revenue from slot machines, table games and Internet gambling last year. However, five of the eight remaining casinos posted revenue gains. In light of the significant decline in casino employment, it may be good time to evaluate the County's remaining employment centers and assess the adequacy of the exiting transportation network across all modes of transportation to see if adjustments to the transportation network are required. Besides casino gaming, other attraction such as our beautiful beaches attract significant traffic on Atlantic County's roadways.

The ACTP provides a policy framework to guide the development of the County's broad goals and objectives, transportation projects and programs, and to help direct investment. The policies will affect how people travel, while Atlantic County continues to grow, and will play an important part in determining how the County will accommodate that growth. The Plan will

have three main element, an ACTP map illustrating key existing transportation facilities and planned system improvements, a transportation demand and system management element, and a ACTP goals and policy element, which will include transportation vision for the Atlantic County, including the following: -guiding planning principles, goals and strategies, -and policy statements.

PART 1

B. Atlantic County Road Network

1. Regional Network

In the Atlantic County, the Garden State Parkway (GSP) and Atlantic City Expressway (ACE) are two limited access roadways that play a major role in regional traffic movements. The GSP a four lane highway runs north-south and provides to the beach and Atlantic City a direct access from North Jersey and New York. The ACE is also a four lane highway providing similar access from the western part of New Jersey and Pennsylvania. These two roadways also provide access to the Atlantic City International Airport which provides services and facilities for passengers, cargo and New Jersey National Guard functions.

Parallel to the Garden State Parkway, US Route 9 provides alternate north-south access to the shore communities of Margate, Atlantic City, and Brigantine. In the center of the county, NJ 50 becomes CR 563 north of US Route 30 and provides north-south movement through Mays Landing and Egg Harbor City, as well as access to the Atlantic City Expressway, US Route 322, US Routes 30 and 40. In the western portion of the county, US Route 54 pass through Buena and Hammonton, and provide similar highway connections before connecting to US Route 206 and Burlington County.

US Route 30 and US Route 322 run parallel to the Atlantic City Expressway and provide alternate movement from western New Jersey and Pennsylvania to Atlantic City and shore communities, passing through Hammonton and the western edge of Atlantic County. US Route 40 continues east from the Delaware Memorial Bridge through Buena and in the southwest corner of the county until it merges with US Route 322 near Atlantic City. The Atlantic City-Brigantine Connector opened to the public in 2001. The 2.3 miles connector is a limited access roadway linking the Atlantic City Expressway with US Route 30 and Atlantic City's Marina District and Brigantine.

Of all roadways in Atlantic County, 72.9% are municipal, 16.8% are County and remaining 10.3% are state and authority controlled roadways. Mileage and percentage of roads by jurisdiction are detailed in [Map 3.1](#).

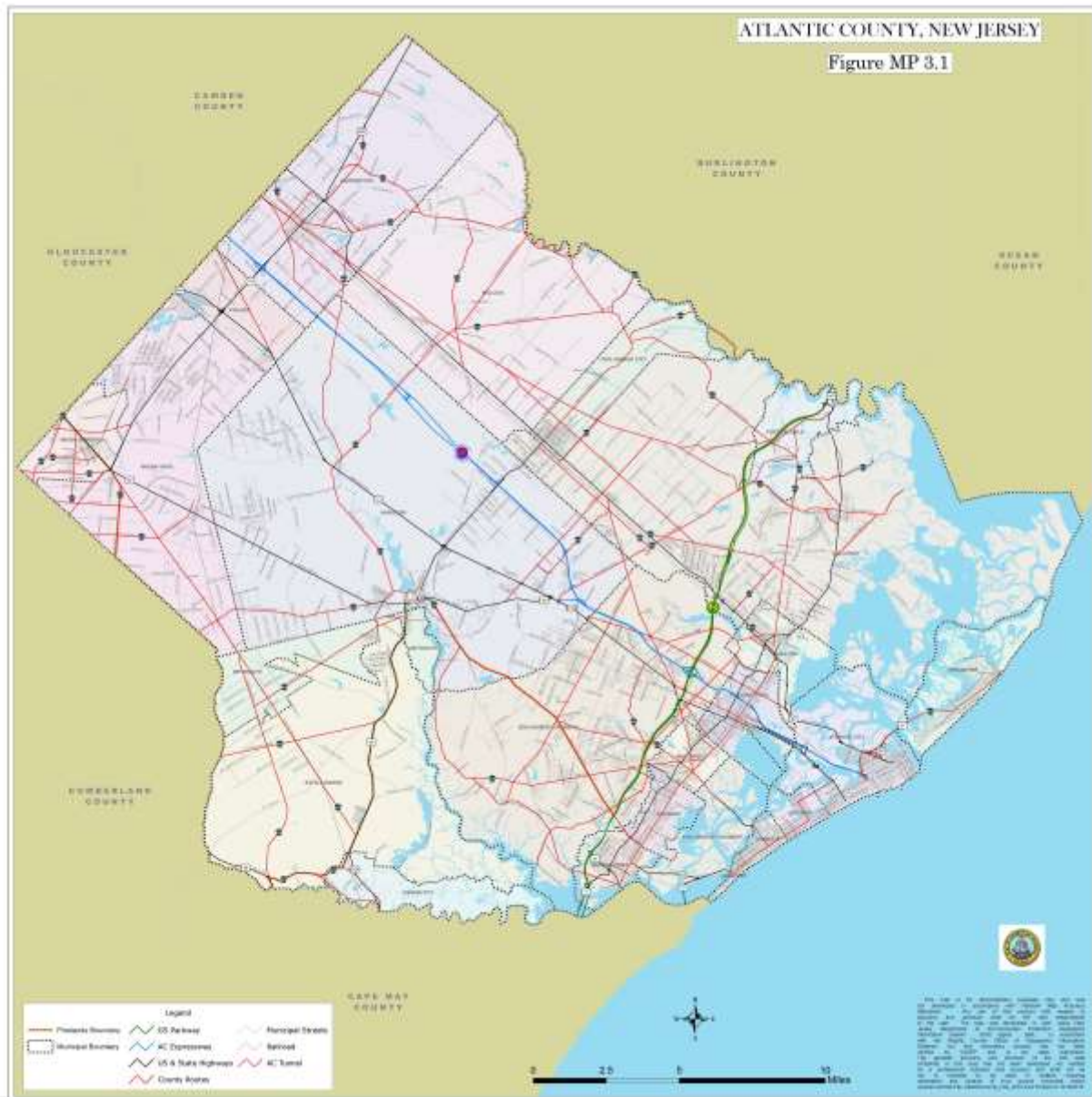


Table 3.1

Jurisdiction	Mileage	Percentage
Municipal Roads	1,615	72.9%
County Roads	371	16.8%
State Highways	167	7.6%
Garden State Parkway (GSP)	31	1.4%
AC Expressway	29	1.3%
Total	2,213	100%

Table 3.2 shows the average annual daily traffic/trips (eastbound) on the AC Expressway, White Horse Pike (US Rt. 30), and Black Horse Pike (US Rt.40/322) for last 34 years (1978 to 2011) into Atlantic City. The average daily trips continued their ascent from 1978 through 2005, with a 164.8 percent increase. Since then there has been a gradual decline of roughly 15 percent across all three roadways. Despite this decline, traffic on County roads has increased, in large part, due to their ease of accessibility.

Table 3.2

Trips: Atlantic City
Average Annual Daily Traffic

Year	ACE	WHP	BHP	Total
2011	28,790	25,284	14,400	68,474
2010	29,480	25,238	14,830	69,548
2009	32,834	22,611	15,524	70,969
2008	38,832	19,676	14,504	73,012
2007	36,489	25,271	16,311	78,071
2006	36,921	28,855	14,081	79,857
2005	35,433	29,977	15,444	80,854
2004	33,998	29,237	15,381	78,616
2003	33,496	27,314	15,196	76,006
2002	33,952	25,644	16,943	76,539
2001	31,379	25,537	15,786	72,702
2000	29,928	26,594	16,007	72,529
1999	29,984	26,785	15,956	72,725
1998	31,941	27,266	14,564	73,771
1997	30,841	28,435	15,101	74,377
1996	30,318	27,953	15,255	73,526
1995	32,900	26,825	14,886	74,611
1994	33,834	24,867	14,778	73,479
1993	32,416	24,966	14,525	71,907
1992	31,099	25,475	14,343	70,917
1991	29,663	26,130	13,667	69,460
1990	31,539	27,325	13,003	71,867
1989	30,574	26,819	12,397	69,790
1988	29,145	25,507	13,680	68,332
1987	27,811	23,915	14,696	66,422

1986	26,339	23,008	13,750	63,097
1985	26,147	20,725	13,693	60,565
1984	26,647	17,793	13,800	58,240
1983	22,397	18,315	13,375	54,087
1982	19,395	17,734	12,500	49,629
1981	17,024	17,924	12,600	47,548
1980	13,571	15,721	11,575	40,867
1979	10,079	12,903	11,675	34,657
1978	7,052	12,327	11,150	30,529

Source: South Jersey Transportation Authority & NJ Transit

By comparing current and projected traffic volume with information on the existing road capacity and anticipated improvements, existing and future problem areas along the County road network. SJTPO identified the following corridors with multiple traffic issues and recommended that they be evaluated further in their RTP 2025.

US 9-Corridor (SC 1 of SJTPO)

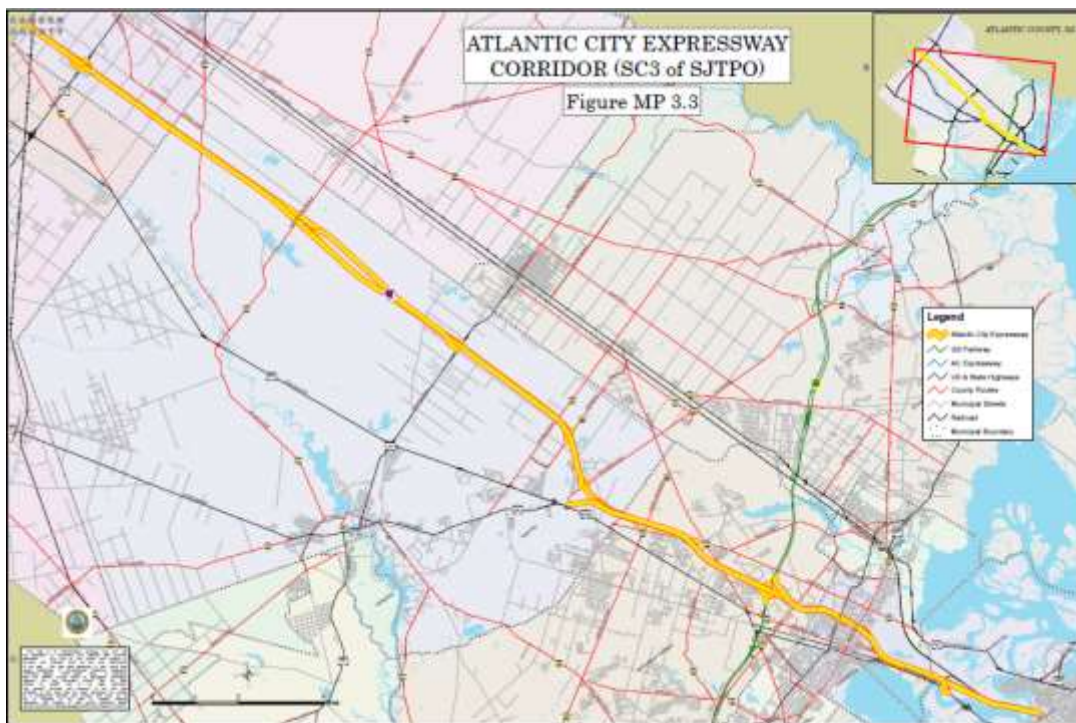
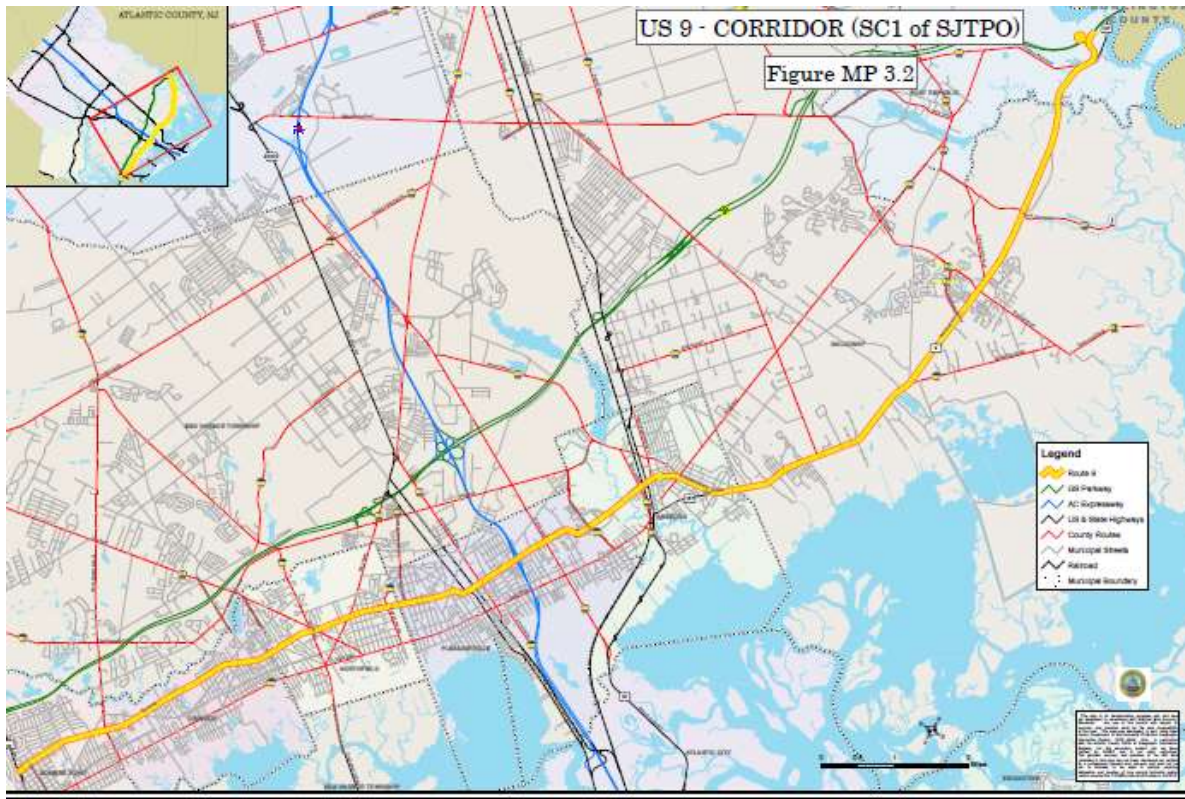
Limits: NJ Route 52 (Ocean City) to Burlington County Line, Milepost 33.2 to Milepost 52.59

Description: A primary north-south corridor in eastern New Jersey, this section of US 9 is a two lane urban principal arterial from MP 33.2 to 42.8 with a speed limit that ranges from 40-50 mph to 30-35 mph in populated areas. From MP 42.8 to 52.6, it is a two lane urban minor arterial with speed limits ranging from 35 to 50 mph. There are 25 signals and numerous cross streets in this corridor and experiences non-traditional congestion related to shore attractions such as area beaches and boardwalks and Atlantic City casinos and shops. Running parallel to US Route 9 in this corridor. US Route 40 and 30 and ACE and GSP are all major connecting routes. CR 563, NJ Route 52, and CR 559 are all associated access routes. The Atlantic City International Airport, bicycle, pedestrian, and buses are all additional transportation modes linked with this corridor. **Map 3.2** shows the location of the US Route 9-Corridor.

Atlantic City Expressway-Corridor (SC 3 of SJTPO)

Limits: Baltic Ave (Atlantic City) to Camden County Line; Milepost 0.00 to 29.5

Description: The Atlantic City Expressway is a toll road connecting Philadelphia and Atlantic City and functions as a four lane urban freeway expressway from MP 0.00 to 10.7, a four lane rural principal arterial from MP 10.7 to 25.3, and urban freeway again from MP 25.3 to 29.5 in Hammonton. Seasonal demand contributes significantly to capacity challenges, especially from Pleasantville to Atlantic City. Moderate congestion is experienced from the Camden County Line to the GSP. GSP, US Route 9, US Routes 30, 40, 322, and NJ Route 50 are the major connecting routes. The fact that this limited access roadway connects Philadelphia to Atlantic City, our beaches and shops, the Atlantic City International Airport, and other coastal amenities contributes significantly to the traffic generated on this roadway. The additional transportation service corridors are buses, Hammonton Municipal Airport, NJ Transit rail, pedestrians, and boats. **Map 3.3** shows the location of this corridor.



US 30 (White Horse Pike)-Corridor (SC 4 of SJTPO)

Limits: Camden County Line to Atlantic City; Milepost 28.0 to 57.5

Description: Connects Philadelphia to Atlantic City, running parallel to ACE and US Route 322 in Atlantic County. At MP 29, US Route 30 is a four lane urban principal arterial. At MP 32.6 it becomes a four lane rural principal arterial. In Galloway Township, at MP 46, it is again a four lane urban principal arterial, widening to six lanes from MP 56.6 to the end of the corridor. The entire US Route 30 corridor in Atlantic County is projected to experience light to moderate congestion by 2025. Most of the problems are associated with traffic signals and cross street accesses. The GSP, US Route 9, NJ Route 50/CR 563 and US Route 206 are all major connecting routes. The major destinations/generators are Atlantic City, Atlantic City International Airport, Philadelphia, and shore points north to south. Additional transportation serving corridors are the Hammonton Municipal Airport, NJ Transit rail, bicycle, pedestrians, and boats. **Map 3.4** shows the location of this corridor.

US 332/US 40-Corridor (SC 5 of SJTRO)

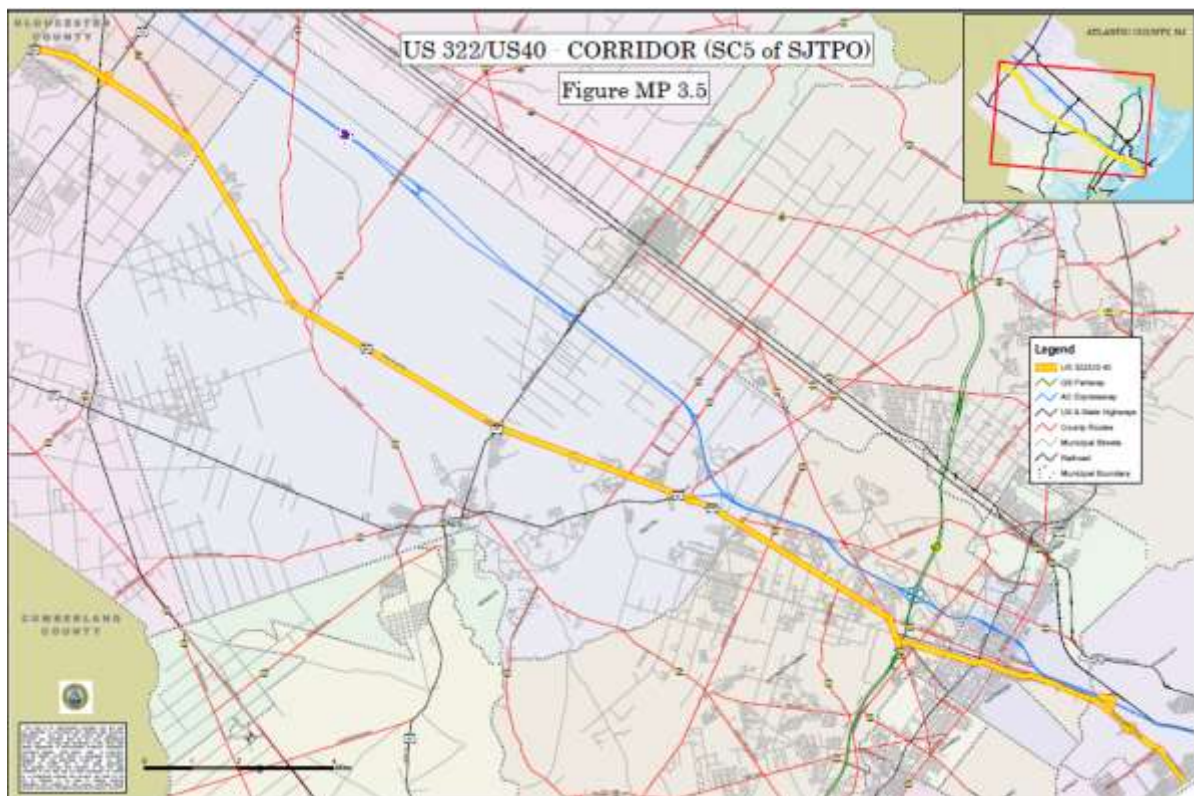
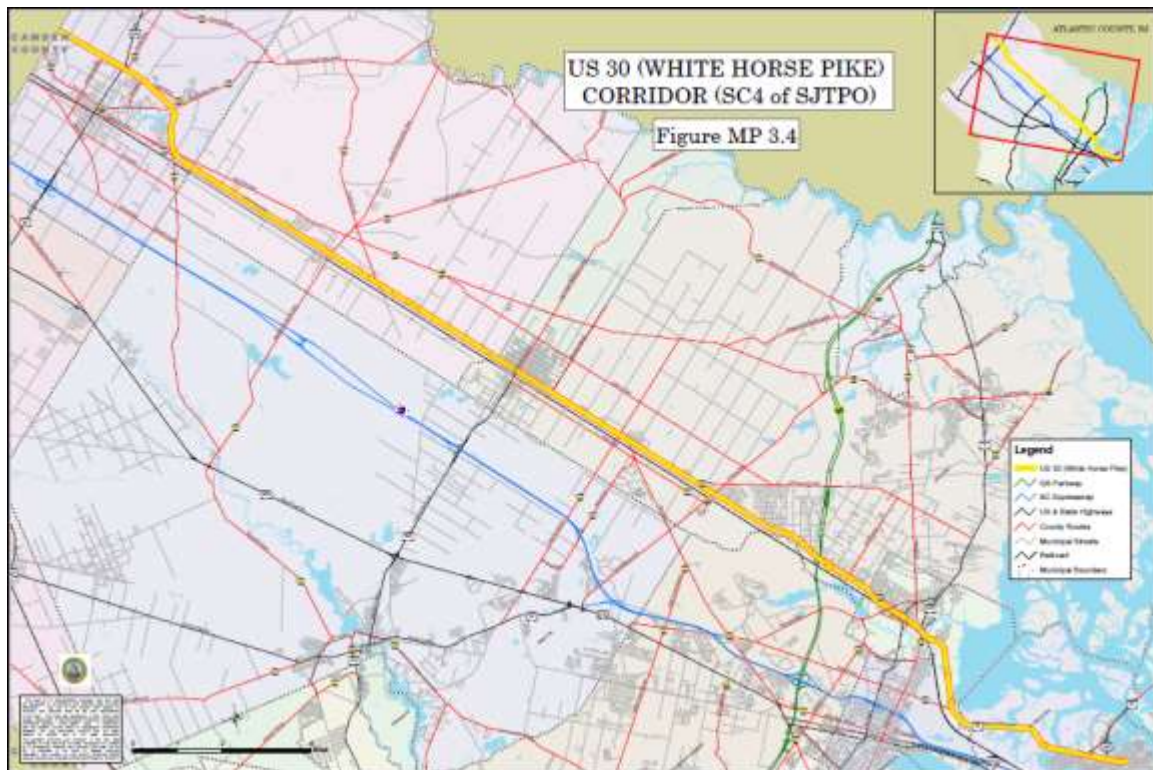
Limits: Gloucester County Line to Atlantic City US Route 322 Milepost 33.0 to 50.2; US Route 322/40 Milepost 51.7 to 64.3

Description: Corridor runs east/west, connecting Atlantic City to Southeast Pennsylvania and Delaware. From Gloucester County Line to MP 34.5, US 322 is a two lane urban minor arterial. The corridor has four lanes as an urban minor arterial from MP 34.5 to 37.2. In Hamilton Township, at MP 37.2 it becomes a four lane rural minor arterial. At MP 50.2, US Route 322 and US Route 40 merge as a four lane rural principal arterial. At CR 575/CR 603 in Egg Harbor Township (MP 53.3), US Route 322/US Route 40 becomes a five lane section then four lane urban principal arterial from MP 54 to Atlantic City. The key destinations/generators are Atlantic City, Atlantic City International Airport, Pennsylvania, Delaware, and South-Central New Jersey and shore points from north to south. The major connecting routes to this corridor are GSP, US Route 9, NJ Route 50, and US Route 40. The additional transportation serving corridors are Hammonton Municipal Airport, Atlantic City International Airport, NJ transit rail, bicycle, pedestrians and boats. **Map 3.5** shows the location of this corridor.

US 40-Corridor (SC 6 of SJTPO)

Limits: NJTP to US Route 322 Milepost 1.7 to Milepost 51.7, major portion falls in Salem County and some portion in Atlantic County.

Description: US Route 40 connect Wilmington, DE to Atlantic City, passing through Salem County, Gloucester, and Atlantic Counties in Southern New Jersey. The Atlantic County portion of this corridor includes the congested locations, US Route 40 is two lane rural principal arterial served by signalized intersections, un-signalized cross streets, and a rail road crossing. Extensive congestion and delay are anticipated between MP 46.4 and 47.0 where US Route 40 merges with NJ Route 50. The major connecting routes are US Route 322, NJ 50, NJ 55, and New Jersey Turnpike. The major destination/generators are the Atlantic City, Atlantic City International Airport, Wilmington, Philadelphia, Millville, and Vineland. Additional transportation serving



Corridors are NJ Transit, Atlantic City International Airport, pedestrian, and Vineland Downtown Airport. [Map 3.6](#) shows the location of these corridors.

2. Atlantic County Roads Functional Classification

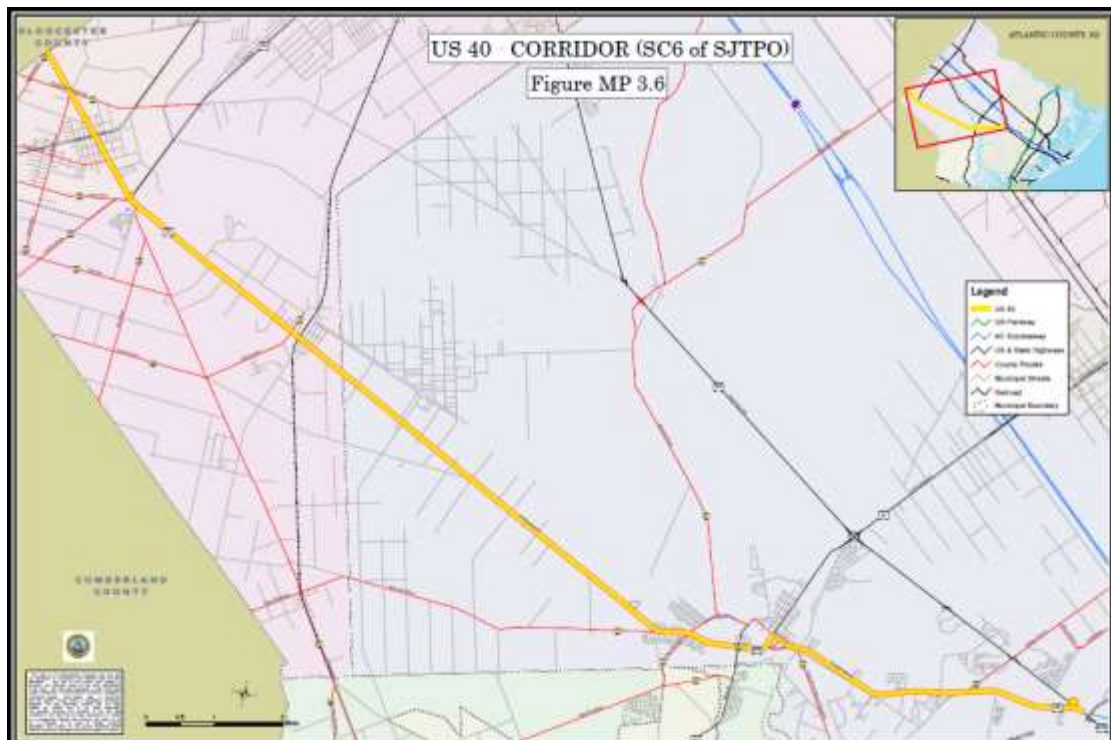
Highway classification process is required by federal law requiring each state assign roadways into different classes in accordance with standards and procedures established by the Federal Highway Administration. Accordingly NJDOT's Roadway Design Manual contained the 2010 Functional Classification of New Jersey's roads. [Map 3.7](#) shows the functional Classification of Atlantic County Roads. The definition and criteria adopted by NJDOT is explained below:

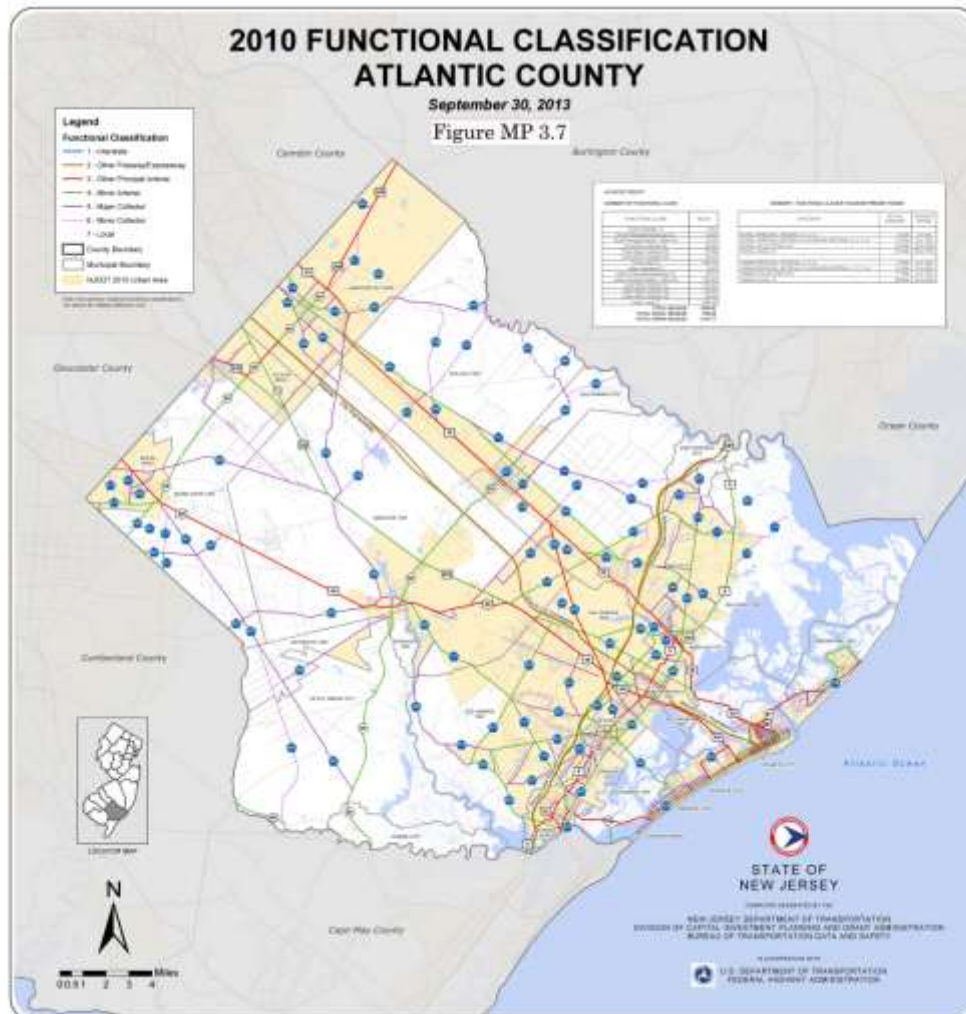
Principal Arterial Highway: Principal arterial highways form an inter-connected network of continuous routes serving corridor movements having the highest traffic volumes and the longest trip lengths. In rural area rural areas, travel patterns are indicative of substantial statewide or interstate travel. In urban areas, principal arterial carry a high proportion of total urban area travel on a minimum mileage and has been stratified in two subsystems, interstate systems and non-interstate systems. Other systems include freeways and expressways.

Minor Arterial Highways: Minor arterial highways interconnect with and augment the principal highway system. In urban areas, minor arterial highways are usually included in the Federal-aid urban system and serve trips of moderate length at a somewhat lower level of travel mobility. Access to abutting property should be minimized to facilitate traffic flow and safety. In rural areas, minor arterial highways will usually be included in the Federal consolidated primary system and serve trip lengths and travel densities greater than those served by collectors roads. Rural minor arterial should provide relatively high overall travel speeds, with minimum interference to through movements. Because of the high speeds, access to abutting properties should be either controlled or carefully regulated.

Collector Roads: Collector roads primarily serve trips of intracounty rather than statewide importance. Travel speeds and volumes are less than on arterial roadways, but are still high relative to local roads. These roads provide for both land access and traffic circulation. In urban areas, these roads connect neighborhoods or other districts with the arterial system, and will usually be part of the Federal-aid urban system. In rural areas, these roads may further subclassified into two groups: **Major collectors** - Serve important intracounty traffic corridors and provide service to major county traffic generators. These roads will usually be included in the Federal-aid secondary system. **Minor collectors** - Serve smaller places and towns and connect locally important traffic generators. These roads usually will not be on a Federal-aid system.

Local Roads: The local street and road system constitutes all roads not included in the higher classifications. These streets and roads provide direct access to abutting land and permit access to the roads of higher classification. They offer the lowest level of mobility. Service to through traffic movement usually is deliberately discouraged, especially in urban areas. The local road system contains the large majority of all roadway mileage in a state, but only a small





percentage of total traffic. For example, in New Jersey local roads include 72 percent of total road mileage, but only 16 percent of total vehicular miles traveled.

Table 3.3 summarizes functional classes by road mileage while Table 3.4 shows the categories by their percentage, provided by NJDOT.

Table 3.3 **Summary by Functional Class**

Functional Class	Miles
Rural Interstate	0.00
Rural Freeway/Expressway	14.29
Rural Principal Arterial	13.23
Rural Minor Arterial	33.56
Rural Major Collector	61.88
Rural Minor Collector	42.97
Rural Local	342.16
Urban Interstate	0.00
Urban Freeway/Expressway	38.37
Urban Principal Arterial	100.48
Urban Minor Arterial	170.92
Urban Major Collector	140.93
Urban Minor Collector	28.53
Urban Local	968.54
Total Mileage	1,955.86
Total Rural Mileage	508.09
Total Urban Mileage	1,477.77

Table 3.4 **Summary-Functional Class by Mileage Percent Range**

Category	Actual Percent	Percent Range
Rural Principal Arterial	5.42%	2 to 4%
Rural Principal Arterial plus Minor Arterial	12.02%	6 to 12%
Rural Collector	20.64%	20 to 25%
Rural Local	67.34%	65 to 75%
Urban Principal Arterial	9.59%	5 to 10%
Urban Principal Arterial plus Minor Arterial	21.40%	15 to 25%
Urban Collector	11.70%	5 to 10%
Urban Local	66.90%	65 to 80%

3. Atlantic County Local Road Network

Atlantic County has jurisdiction over 104 road sectors by CR 500s and CR 600s and one CR 700 totaling 371 miles according to the functional classification of 2010 (NJDOT). Map 3.7 shows the

functional classification of 2010. The percentage distribution of roads as per classification is summed up in Table 3.3 and 3.4 above. The road segments under County's jurisdiction and their segment lengths provided in Table 3.5 below. Atlantic County has a good transportation framework that can deal effectively with the growth of especially three municipalities Egg Harbor, Galloway, and Hamilton Townships. The county continues to provide bonding, as well as Federal and State funding to complete projects identified in the County's Highway Improvement Plan and to coordinate with the SJTPO Transportation Improvement Plan (TIP) development process.

Table 3.5 Atlantic County Roads Length in Miles

County Route #	Name/AKA	Terminal Pt. (Start)	Terminal Pt. (End)	Length (Miles)
536	Waterford Rd, Chew Rd	US RT 206	Gloucester County Line	0.86
540	Cedar Ave, Landis Ave	US RT 40	Cumberland County Line	3.84
542	Hammonton-Pleasant Mills Rd, Central Ave	NJ RT 54	Burlington County Line	7.99
552	Bears Head Rd, Millville Ave	Cumberland County Line	US RT 40	6.32
557	Tuckahoe Rd, Buena-Tuckahoe Rd	NJ RT 50	Gloucester County Line	14.99
559	Somers Pt.-Mays Landing Rd, Old Harding Highway, Mays Landing-Da Costa Rd, Chew Rd, Second Rd	Shore Rd (CR 585)	Hammonton-Rosedale Rd (CR 561)	30.98
559 Alt	Ocean Heights Ave, Ocean Heights-Gravelly Run Rd	Shore Rd (CR 585)	Somers Pt-Mays Landing Rd (CR 559)	9.49
561	Jimmie Leeds Rd, Duerer St, Moss Mill Rd, Da Costa-Hammonton Rd, Egg Harbor Rd, Hammonton-Rosedale Rd	New York Rd (US Rt 9)	Camden County Line	23.89
561 Alt	Moss Mill Rd, Oyster Creek Rd, Leeds Point Rd	Duerer St (CR 561)	Oyster Creek	15.16
561 Bypass	Smithville Blvd	New York Rd (US RT 9)	Moss Mill Rd (CR 561 Alt)	1.71
561 Spur	Blue Anchor Rd, Mays Landing Rd	Black Horse Pike (US RT 322)	Camden County Line	4.33
563	Jerome Ave, Mill Rd, Tilton Rd, Egg Harbor-Green Bank Rd, Philadelphia Ave, Green Bank Rd	Ventnor Ave (CR 629)	Burlington County Line	18.87

575	English Creek-Port Republic Rd, English Creek Ave, Wrangleboro Rd, Pomona Rd, Smithville-Port Republic Rd, Old New York Rd, Cologne-Port Republic Rd	Somers Pt-Mays Landing Rd (CR 559)	New York Rd (US RT 9)	19.00
585	Shore Rd, Ocean Highway, Main St	NJ RT 52	White Horse Pike (US RT 30)	9.63
601	New Jersey Ave	Wyoming Ave (US RT 9)	White Horse Pike (US RT 30)	0.73
602	Da Costa-Hammonton Rd, Egg Harbor Rd	Moss Mill Rd (CR 561)	White Horse Pike (US RT 30)	1.02
603	English Creek-Port Republic Rd	AC Expressway ROW	Black Horse Pike (US RT 40/322)	0.52
604	English Creek-Port Republic Rd	Tilton Rd (CR 563)	AC Expressway ROW	1.28
605	English Creek-Port Republic Rd	Wrangleboro Rd (CR 575)	F.A.A.T.C. Boundary	0.37
606	Old Harding Highway	Old Harding Highway (CR 559)	Harding Highway (US RT 40)	0.63
608	Franklin Ave, Washington Ave	Black Horse Pike (US RT 40/322)	Cardiff Circle (US RT 40/322 - CR 563)	2.92
610	Smithville-Port Republic Rd, Old New York Rd	US RT 9 at Smithville	Main St (CR 575)	2.44
611	Mays Landing-Tuckahoe Rd, Main St	NJ RT 50	NJ RT 50	0.58
612	Elwood-Weekstown Rd	Elwood-Pleasant Mills Rd (CR 623)	Weekstown-Pleasant Mills Rd (CR 643)	5.20
613	Hammonton-Atsion Rd, Middle Rd	White Horse Pike (US RT 30)	US RT 206	3.12
614	Cologne Ave, Cologne-Port Republic Rd	Harding Highway (US RT 40)	Moss Mill Rd (CR 561Alt)	7.53
615	Zion Rd	Shore Rd (CR 585)	Somers Pt-Mays Landing Rd (CR 559)	8.05
616	Mays Landing-Tuckahoe Rd, Mill St	Old Harding Highway (CR 559)	US RT 40 - NJ RT 50	0.37
617	Somers Pt-Mays Landing Rd, River Rd	US RT 40 - NJ RT 50	Somers Pt-Mays Landing Rd (CR 559)	0.54
618	Oyster Creek Rd, Leeds Point Rd	US RT 9	Moss Mill Rd (CR 561 Alt)	2.06
619	Wheat Rd	Harding Highway (US RT 40)	Cumberland County Line	3.10
620	Maryland Ave	Bay Ave (municipal)	Shore Rd (CR 585)	0.21
622	Cedar Ave	Harding Highway (US RT 40)	Railroad Ave (municipal)	0.33
623	Weymouth-Elwood Rd, Richards Ave, Elwood-Pleasant Mills Rd, Union Rd	Weymouth Road (CR 559)	Hammonton-Pleasant Mills Rd (CR 542)	10.76
624	Clarks Landing Rd	Egg Harbor-Green Bank Rd (CR 563)	Smithville-Port Republic Rd (CR 575)	7.67
627	Central Rd	Oak Rd (CR 681)	Harding Highway (US RT 40)	2.46

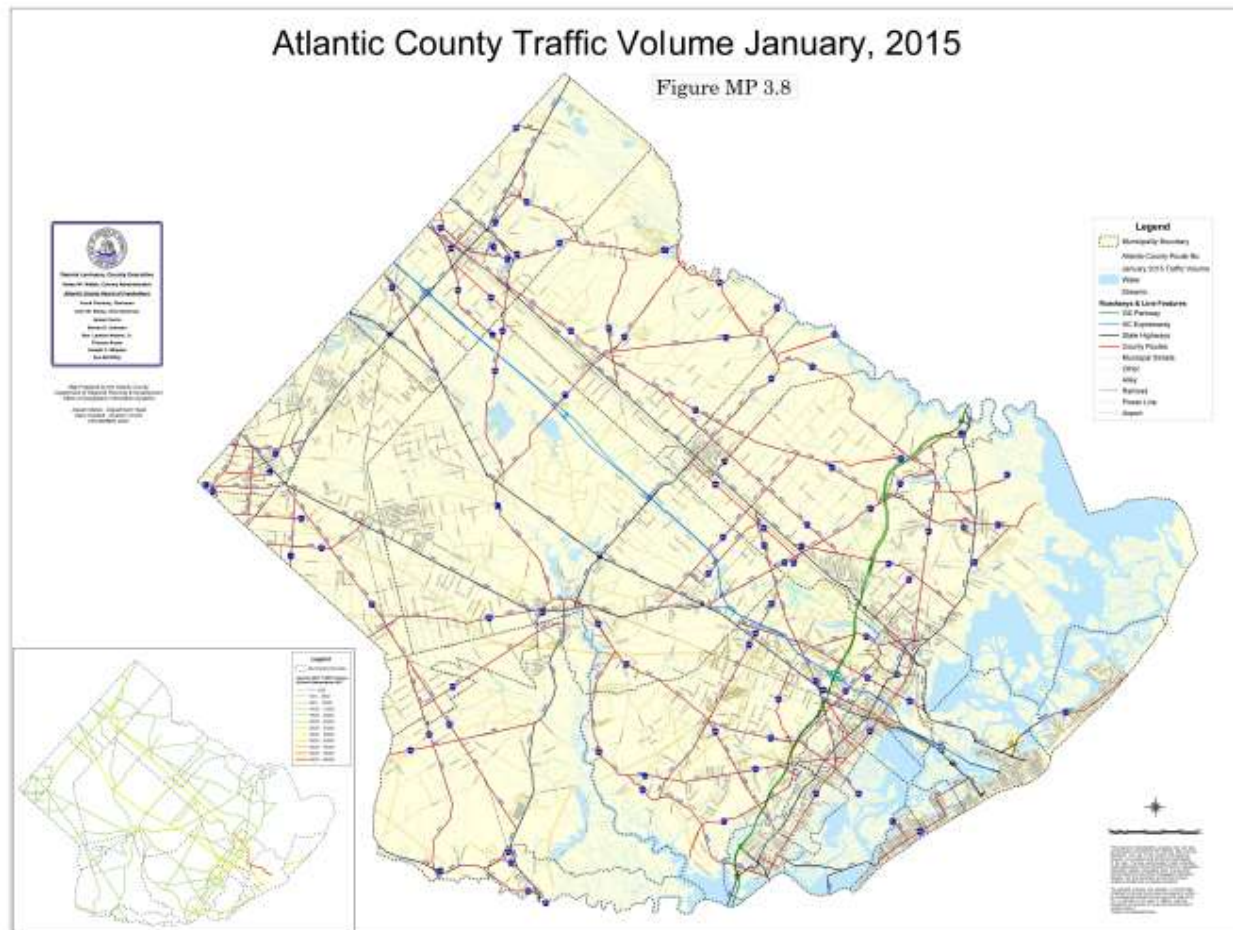
629	Ventnor Ave, Dorset Ave, Wellington Ave, West End Ave	W Terminus of JFK Bridge (NJ RT 152)	Albany Ave (US RT 40/322)	5.68
630	Ohio Ave	Shore Rd (CR 585)	Jeffers Landing-Absecon Rd (CR 651)	1.07
631	Illinois Ave	Shore Rd (CR 585)	Absecon Blvd (US RT 30)	0.16
633	Jimmie Leeds Rd	White Horse Pike (US RT 30)	Duerer St (CR 561)	1.70
634	Pitney Rd	Church St (municipal)	Smithville-Port Republic Rd (CR 610)	6.25
637	Cumberland Ave	NJ RT 50	Cumberland County Line	5.45
638	Brigantine Blvd	E Terminus NJ RT 87	NE ROW 14th St N (municipal)	4.02
640	Mays Landing-Da Costa Rd, Weymouth Rd	White Horse Pike (US RT 30)	Second Rd (CR 559)	2.25
643	Weekstown-Pleasant Mills Rd	Egg Harbor-Green Bank Rd (CR 563)	Elwood-Pleasant Mills Rd (CR 623)	4.33
644	Dolphin Ave	Northfield/Pleasantville Border	Shore Rd (CR 585)	0.86
645	Buck Hill Rd	Buck Hill Rd Section 1 (CR 648)	NJ RT 50	0.61
646	Delilah Rd	Black Horse Pike (US RT 40/322)	White Horse Pike (US RT 30)	8.26
647	Cologne-Port Republic Rd	Moss Mill Rd (CR 561 Alt)	Clarks Landing Rd (CR 624)	3.18
648	Buck Hill Rd, Head of River Rd	Head of River Rd (CR 649)	NJ RT 50	1.41
649	Head of River Rd, Aetna Drive	Main St, Corbin City (CR 611)	NJ RT 49)	4.19
650	Cologne-Port Republic Rd, Chestnut Neck Rd	Clarks Landing Rd (CR 624)	Smithville-Port Republic Rd (CR 575)	1.00
651	Jeffers Landing-Absecon Rd, Jeffers Landing Rd, Steelmanville Rd, Bargaintown Rd, Fire Rd, Mill Rd	Great Egg Harbor River	Pitney Rd (CR 634)	12.63
652	Lower Bank Rd	Egg Harbor-Green Bank Rd (CR 563)	Burlington County Line	2.54
654	Sixth Ave	Jimmie Leeds Rd (CR 561)	White Horse Pike (US RT 30)	2.09
655	Lincoln Ave	Wheat Rd (CR 619)	Cumberland County Line	1.92
657	Port Republic-Motts Creek Rd	Smithville-Port Republic Rd (CR 610)	Motts Creek	2.31
658	Columbia Rd	Hammonton-Pleasant Mills Rd (CR 542)	White Horse Pike (US RT 30)	5.28
659	Central Ave	Zion Rd (CR 615)	GS Parkway ROW	0.27
660	Farragut Ave	Somers Pt-Mays Landing Rd (CR 617)	Main St (US RT 40)	0.27
661	Central Ave	Linwood/EHT Border (Patcong Creek)	GS Parkway ROW	0.50
662	Mill Rd	Shore Rd (CR 585)	Ocean Heights Ave (CR 559 Alt)	5.05
663	California Ave	Shore Rd (CR 585)	Jeffers Landing-Absecon Rd	1.33

			(CR 651)	
665	New York Ave	Bay Ave (municipal)	US RT 9	0.76
666	Cape May Ave	NJ RT 49	Tuckahoe Rd (CR 557)	8.10
668	Forty Wire Rd, Walkers Forge Rd	Harding Highway (US RT 40)	Eleventh Ave (CR 669)	0.94
669	Eleventh Ave	NJ RT 50	Cape May Ave (CR 666)	6.07
670	Leipzig Ave, Almond St	Aloe St (CR 686)	Cologne Ave (CR 614)	3.57
671	Union Rd	Cumberland County Line	Tuckahoe Rd (CR 557)	2.46
672	Brewster Rd	Cumberland County Line	Gloucester County Line	2.54
674	Bremen Ave	White Horse Pike (US RT 30)	Liebig St (municipal)	2.86
678	Fairview Ave, Thirteenth St	Chew Rd (CR 559)	White Horse Pike (US RT 30)	1.60
679	Main Rd	White Horse Pike (US RT 30)	Hammonton-Pleasant Mills Rd (CR 542)	1.11
680	Broadway	Central Ave (CR 542)	White Horse Pike (US RT 30)	0.71
681	Oak Rd	Cumberland County Line	Tuckahoe Rd (CR 557)	2.81
682	Summer Rd	Brewster Rd (CR 672)	Harding Highway (US RT 40)	1.85
684	Spruce Ave, Fentons Mill Rd	GS Parkway ROW	Black Horse Pike (US RT 40/322)	3.15
685	Westcoat Rd, Taggart Dr.	Delilah Rd (CR 646)	Jeffers Landing-Absecon Rd (CR 651)	2.66
686	Aloe St	NJ RT 50	English Creek Rd (CR 605)	5.18
687	Old Tilton Rd, Old Egg Harbor Rd	New Rd (US RT 9)	Black Horse Pike (US RT 40/322)	1.37
688	First Rd	NJ RT 54	Weymouth Rd (CR 640)	2.47
690	Weymouth-Malaga Rd	Gloucester County Line	NJ RT 54	2.78
691	Burroughs Ave	Zion Rd (CR 615)	Oak Ave (municipal)	0.50
693	Columbia Rd	US RT 206	Hammonton-Pleasant Mills Rd (CR 542)	3.43
697	Old Turnpike	Franklin Blvd (municipal)	End of pavement E of Franklin Blvd	0.56
724	Third St, Wilsey's Mill Rd	Camden County Line	Central Ave (CR 542)	1.77

4. Traffic Volume on County Roads

Parsons Brinkerhoff submitted the latest SJ Model for traffic volume counts to the NJDOT and SJTPO. Atlantic County's Office of GIS utilized this model to project the traffic volume on County roads for 2000, 2002, 2005, 2015, and 2025. **Map 3.8** shows the traffic volumes of 2015 and **Map 3.9** shows projected traffic volumes for 2025. Based upon the forecasted traffic and speed data, Atlantic County's Planning office has completed an Access Management Study to determine the future functional classification and rights of way for the County Roads. The above maps can also be accessed at via Atlantic County's website at:

<http://www.aclink.org/GIS/pdfs/updated/VolumeModel2025jan.pdf>



Atlantic County Traffic Volume January, 2025

Figure MP 3.9



5. Access Management of County Roads

The Atlantic County Master Plan last revised in October 2000 contains a list of Atlantic County roads and their functional classifications. Since there are number of changes coming up in Atlantic County that needed to revise the classification and manage the access on Atlantic County roads system. Some portion of County roads have been revised on the basis of following factors to determine the proposed right of way, shoulder width and number of lanes that each road will have in future. The factors that went into the determination of proposed right of way width, lane configuration, and DTs include the following:

1. Local Zoning of municipalities in the Atlantic County.
2. Right of way constraints
3. Traffic volume (existing and projected SJ Model)
4. Traffic type and speed zones
5. Growth potential
6. Pedestrian activity and safety
7. Environmental constraints

All Atlantic County roads were reviewed by segment using all resources and field verifications. The proposed design was evolved from preliminary matrix with special emphasis to shoulder configuration and potential intersection geometry. However the proposed configuration is for the anticipated cart-way and does not include auxiliary lanes that may be required as improvement for individual development. This proposal once become official map will go into the Land Development Standards Ordinance as a regulatory element of site plane development. The proposed classification, lane configuration and shoulder width is listed in the Table 3.6 below.

Table 3.6 Atlantic County Highway Access Management Project Proposed Standards

Rt. #	Road Name	Terminal Points	Functional Classification	R. O. W.	Proposed Classification	Proposed R.O.W	Lanes Left/Right	Turning		Shoulder Width
536	Waterford Rd./Chew Rd.	Camden Co. Line-US 206	Minor Collector	60	Minor Collector	60	2, 3 at int	Yes	No	6ft
540	Cedar Ave./Landis Ave.	Cumberland Co. Line-US 40	Minor Collector	60	Minor Collector	60	2, 3 at int	Yes	No	6ft
542	Hammonton/Pleasant Mills Rd.	NJ 54-Burlington Co. Line	Minor Collector	60	Minor Collector	60	2, 3 at int	Yes	No	6ft
552	Bears Head Rd.	Cumberland Co. Line-US 40	Collector	72	Collector	72	2, 3 at int	Yes	Yes	6ft
557	Buena Tuckahoe Rd.	US 40-NJ 50	Minor Collector	60	Minor Collector	60	2, 3 at int	Yes	No	6ft
559	Chew Rd.	CR 561-CR 640	Collector	72	Collector	72	2, 3 at int	Yes	Yes	6ft
559	Mays Landing-Dacosta Rd.	CR 640-CR 606	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft
559	Somers Point-Mays Landing Rd.	CR 617-NJ 52	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft

559	Old Harding Highway	CR 606-US 40/NJ 50	Collector	72	Collector	72	2, 3 at int.	Yes	No	6ft
Alt. 559	Ocean Heights Ave.	CR 559-CR 575	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft
		CR 575-Patcong Crk.	Arterial	90	Collector	72	2, 3 at int	Yes	No	6ft
		Patcong Crk.-US 9	Arterial	90	Collector	72	2, 3 at int	Yes	No	6ft
		CR 585-US 9	Minor Collector	60	Minor Collector	60	2, 3 at int	Yes	No	6ft
561	Jimmy Leeds Rd.	Duerer Street-CR 634	Arterial	100	Arterial	100	4, 5 at int.	Yes	No	6ft
		CR 634- Rt. 9	Arterial	100	Collector	72	2, 3 at int	Yes	No	4ft
561	Duerer Street	Moss Mill Rd.-CR 757	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft
		CR 575-Jimmy Leeds	Arterial	90	Collector	72	2, 3 at int	Yes	No	6ft
561	Moss Mill Rd.	US 30-Egg Harbor Road	Collector	72	Collector	72	2	No	No	4ft
		US 30-Duerer Street	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft
561	Egg Harbor Rd.	Rt. 54-Moss Mill Rd.	Minor Collector	60	Minor Collector	60	2	No	No	4ft
561	Hammonton-Rosedale Rd.	Camden Co. Line-NJ 54	Collector	72	Minor Collector	60	2	No	No	4ft
Alt 561	Moss Mill Rd.	CR 561-CR575	Collector	72	Collector	72	2, 3 at int	No	NO	4ft
		CR 575-US 9	Arterial	90	Collector	72	2, 3 at int	No	No	4ft
		US 9-Oyster Crk.	Minor Collector	60	Minor Collector	60	2	No	No	4ft
Spur 561	Blue Anchor Rd.	Camden Co. Line-US 322	Collector	72	Collector	72	2, 3 at int	No	No	6ft
563	Jerome Ave.	Margate Brig.-CR 629	Arterial	100	Arterial	100	4, 5 at int	No	No	8ft
563	Mill Road, Tilton Rd.	CR 585-Margate Bridge	Arterial	90	Collector	72	2, 3 at int	No	No	6ft
563	Tilton Road	Rt 30-Uibel Ave	Arterial	100	Arterial	100	2, 3 at int	No	No	6ft
		US 40/322-Rt 9	Arterial	100	Arterial	100	2, 3 at int	No	No	6ft
		Rt 9-Shore Rd.	Arterial	100	Arterial	100	4, 5 at int	Yes	Yes	6ft
563	Philadelphia Ave.	CR 561-US 30	Arterial	90	Arterial	100	2, 3 at int	Yes	Yes	6ft
563	Egg Harbor-Greenbank Rd.	Burlington Co. Line-CR 561	Minor Collector	60	Minor Collector	60	2	Yes	No	6ft
		CR 561-Moss Mill Rd.	Minor Collector	60	Minor Collector	60	2, 3 at int	Yes	No	6ft
575	Cologne-Port Republic Rd.	CR 561 Alt.-US 9	Collector	72	Minor Collector	60	2	Yes	No	6ft
575	English Crk.-Port Republic Rd.	CR 561 Alt-CR 563	Arterial	100	Arterial	100	5	Yes	Yes	6ft
575	Pomona Rd.	CR 563-US 40/322	Arterial	100	Arterial	100	4	Yes	Yes	6ft
575	English Crk. Rd.	US 40/322-West Jersey	Arterial	100	Arterial	90	4, 5 at int	Yes	No	4ft
		West Jersey-559 Alt	Arterial	100	Arterial	90	4, 5 at int	Yes	Yes	6ft
		Alt 559-CR 559	Arterial	100	Collector	72	2, 3 at int	Yes	Yes	6ft
585	Shore Road	US 30-NJ 152	Collector	72	Minor Collector	60	2, 3 at int	Yes	No	6ft
601	New Jersey Ave.	US 30-CR561	Minor Collector	60	Minor Collector	60	2	No	No	4ft

		CR 651-US 9	Minor Collector	60	Minor Collector	60	2	No	No	4ft
602	Hammonton-Dacosta Rd.	CR 30-CR 561	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft
603	English Crk Rd.	Expressway-Delilah Rd	Arterial	100	Minor Collector	60	2	No	No	4ft
		Delilah Rd-US 40/322	Arterial	100	Arterial	100	5	Yes	Yes	4ft
604	English Crk. Rd.	Tilton Rd-Expressway	Minor Collector	60	Minor Collector	60	2	Yes	No	4ft
605	English Crk. Rd.	Pomona Rd-Cape Drive	Minor Collector	60	Minor Collector	60	2	No	No	4ft
606	Harding Highway	US 40-CR 559	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft
608	Franklin Ave.	Washington Ave.-US 40	Arterial	90	Arterial	90	4	Yes	Yes	6ft
608	Washington Ave.	Tilton Rd-CR 651	Arterial	90	Arterial	90	2, 3 at int	Yes	No	4ft
		CR 651-Doughty Rd.	Collector	72	Collector	72	2, 3 at int	Yes	No	4ft
		Doughty Rd.-Franklin Ave	Minor Collector	60	Minor Collector	60	2	No	No	4ft
610	Old New York Road	CR 575-US 9	Minor Collector	60	Minor Collector	60	2	No	No	4ft
611	Main Street	NJ 50-NJ 50	Minor Collector	60	Minor Collector	60	2	No	No	4ft
612	Elwood Weekstown Rd.	CR 623-CR 643	Minor Collector	60	Minor Collector	60	2	No	No	4ft
613	Hammonton Aston Rd.	NJ 206-US 30	Collector	72	Minor Collector	60	2	No	No	4ft
614	Cologne Ave.	CR Alt 561-US 40	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft
615	Zion Road	CR 559-CR 585	Minor Collector	60	Collector	60	2, 3 at int	Yes	No	4ft
616	Mill Street	CR 559-NJ 50	Minor Collector	60	Minor Collector	60	2	No	No	4ft
617	River Road	NJ50/US 40-CR 559	Collector	72	Minor Collector	60	2	No	No	4ft
618	Oyster Creek Road	CR 561-US 9	Minor Collector	60	Minor Collector	60	2	No	No	4ft
619	Wheat Road	Cumberland Co. Line-US 40	Collector	72	Collector	72	2, 3 at int	Yes	No	6ft
620	Maryland Ave.	CR 585-NJ 152	Collector	72	Collector	72	2, 3 at int	Yes	No	8ft
622	Cedar Ave.	US 40-Railroad Ave.	Minor Collector	60	Minor Collector	60	2	No	No	3ft
623	Weymouth Elwood Rd.	CR 542-CR 559	Minor Collector	60	Minor Collector	60	2	No	No	4ft
624	Clarks Landing Rd.	CR 563-CR 575	Minor Collector	60	Minor Collector	60	2	No	No	4ft
627	Central Road	US 40-CR681	Collector	72	Collector	60	2	No	No	8ft
629	West End-Wellington Ave.	US 40/322-Dorest Ave.	Arterial	90	Collector	72	3	Yes	Yes	8ft
629	Dorset Ave.	Ventnor Ave.-Wellington Ave	Arterial	90	Collector	72	2	No	No	8ft
629	Ventnor Ave.	NJ 152-32nd Street	Minor Collector	60	Arterial	90	2	No	No	8ft
		32nd Ave.-Wilson Ave.	Arterial	90	Arterial	90	4	Yes	No	8ft
		Wilson Ave.-Lancaster Ave.	Minor Collector	60	Arterial	60	2	No	No	8ft
		Lancaster Ave.-Dorset Ave.	Arterial	90	Arterial	90	4	Yes	No	8ft
630	Ohio Ave.	CR 651-CR 585	Minor Collector	60	Minor Collector	60	2	No	No	8ft
631	Illinois Ave.	CR 585-US 30	Minor Collector	60	Minor Collector	60	2	No	No	8ft

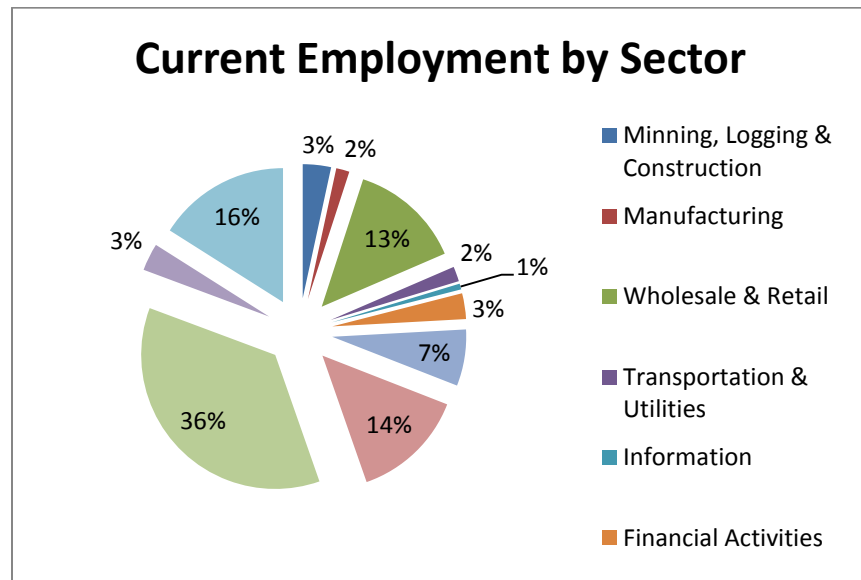
633	Jimmy Leeds Rd.	US 30-CR 575	Arterial	100	Collector	72	2	No	No	4ft
		CR 575-Duerer Street	Arterial	100	Collector	72	2, 3 at int	Yes	No	4ft
634	Pitney Road.	CR 610-Rt 9	Collector	72	Collector	72	4, 5 at int	Yes	No	4ft
		Rat 9-Church St.	Collector	72	Collector	60	2, 3 at int	Yes	No	8ft
637	Cumberland Ave.	Cumberland Co.-NJ 50	Minor Collector	60	Minor Collector	60	2	No	No	4ft
638	Brigantine Boulevard	Bridge-30th Street	Arterial	90	Arterial	90	4	Yes	No	8ft
		30th Street-14th Street	Arterial	90	Arterial	90	4, 5 at int.	Yes	No	6ft
640	Mays Landing-Dacosta Rd.	US 30-CR 559	Collector	72	Collector	72	2	No	No	4ft
643	Weekstown-Pleasant Mill Rd.	CR 623-CR 563	Minor Collector	60	Minor Collector	60	2	No	No	4ft
644	Dolphin Ave.	Pleasantville Line-CR 585	Minor Collector	60	Minor Collector	60	2	No	No	4ft
645	Buck Hill Road	NJ 50-CR 648	Minor Collector	60	Minor Collector	60	2	No	No	4ft
646	Delilah Road	Rt 40/322-English Crk Rd.	Arterial	100	Collector	72	2, 3 at int	Yes	No	4ft
		English Crk-Fire Rd.	Arterial	100	Arterial	90	4, 5 at int.	Yes	Yes	6ft
		Fire Rd- Rt 30	Arterial	100	Arterial	90	4, 5 at int.	Yes	Yes	8ft
647	Cologne Port Rep Rd.	CR 651 Alt-CR 624	Minor Collector	60	Minor Collector	60	2	No	No	4ft
648	Buck Hill Road	CR 649-NJ 50	Minor Collector	60	Minor Collector	60	2	No	No	4ft
649	Head of the River Rd.	NJ 49-CR 611	Minor Collector	60	Minor Collector	60	2	No	No	3ft
650	Cologne Port R. Rd.	CR 575-CR 624	Minor Collector	60	Minor Collector	60	2	No	No	3ft
651	Mill Road	US 30-CR 634	Collector	72	Collector	72	2, 3 at int	No	No	8ft
651	Fire Road	US 30-CR 662	Arterial	90	Arterial	90	2, 3 at int	Yes	No	6ft
		CR 662-CR 559 Alt	Collector	72	Collector	72	2, 3 at int	Yes	No	4ft
		CR 559 Alt-CR 559	Collector	72	Collector	60	2, 3 at int	Yes	No	4ft
651	Jeffers Landing Rd.	CR 559-Jeffer's Landing	Minor Collector	60	Minor Collector	60	2	No	No	4ft
652	Lower Bank Rd.	Burlington Co. Line-CR 563	Minor Collector	60	Minor Collector	60	2	No	No	4ft
654	Sixth Ave.	CR 561-US 30	Collector	72	Minor Collector	60	2, 3 at int	No	No	8ft
655	Lincoln Ave.	CR 619-Cumberland Co.	Collector	72	Collector	72	2, 3 at int	Yes	No	4ft
657	Motts Creek Rd.	CR 610-Motts Creek	Minor Collector	60	Minor Collector	60	2	No	No	4ft
658	Columbia Rd.	CR 542-US 30	Minor Collector	60	Minor Collector	60	2	No	No	4ft
659	Central Ave.	CR 615-Parkway	Minor Collector	60	Minor Collector	60	2	No	No	4ft
660	Farragut Ave.	CR 617-US 40	Minor Collector	50	Minor Collector	50	2	No	No	8ft
661	Central Ave.	Parkway-EHT/Linwood Border	Collector	72	Minor Collector	60	2	No	No	4ft
662	Mill Road	CR 559 Alt-CR 651	Collector	72	Collector	72	2	No	No	4ft
		CR 651-Rt 9	Collector	72	Collector	72	2	No	No	4ft

		Rt 9-CR 585	Collector	72	Minor Collector	60	2	No	No	4ft
663	California Ave.	CR 651-CR 585	Collector	72	Collector	72	2	No	No	4ft
665	New York Ave.	US 9-Bay Ave.	Collector	72	Collector	72	2	No	No	8ft
666	Cape Mays Ave.	CR 557-NJ 49	Minor Collector	60	Minor Collector	60	2	No	No	4ft
668	Forty Wire Road	US 40-CR 669	Minor Collector	60	Minor Collector	60	2	No	No	4ft
669	Eleventh Ave.	CR 666-NJ 50	Minor Collector	60	Minor Collector	60	2, 3 at int	No	No	4ft
670	Leipzig Ave. & Almond Street	CR 563-CR 614	Collector	72	Collector	72	2	No	No	4ft
671	Union Road	Cumberland Co.-CR 557	Minor Collector	60	Minor Collector	60	2	No	No	4ft
672	Brewster Road	Gloucester Co. Line-Cumber Co. Line	Collector	72	Collector	72	2	No	No	4ft
674	Bremen Ave.	Liebig Street-US 30	Minor Collector	60	Minor Collector	60	2	No	No	4ft
678	Thirteenth & Fairview Ave.	US 30-CR 559	Minor Collector	60	Minor Collector	60	2	No	No	8ft
679	Main Road	US 30-CR 542	Collector	72	Collector	72	2	No	No	4ft
680	Broadway	US 30-CR 542	Minor Collector	60	Minor Collector	60	2	No	No	4ft
681	Oak Road	Cumberland Co.-CR 557	Minor Collector	60	Minor Collector	60	2	No	No	4ft
682	Summer Road	CR 672-US 40	Minor Collector	60	Minor Collector	60	2	No	No	4ft
684	Spruce Ave.	US 49/322-Parkway	Collector	72	Collector	72	2	No	No	4ft
685	Westcoat Road	CR 646-CR 651	Collector	72	Collector	72	2	No	No	4ft
686	Aloe Street	NJ 50-CR 605	Collector	72	Collector	72	2	No	No	4ft
687	Old Tilton Road	US 40/322-US 9	Minor Collector	60	Collector	72	2	No	No	4ft
688	First Road	NJ 54-CR 640	Collector	72	Collector	72	2	No	No	4ft
690	Weymouth Malaga Rd.	Gloucester Co.-US 40	Minor Collector	60	Collector	72	2	No	No	4ft
		US 40-NJ 54	Collector	90	Collector	72	2	No	No	4ft
691	Burroughs Ave.	CR 615-Oak Ave.	Minor Collector	50	Minor Collector	50	2	No	No	4ft
693	Columbia Road	US 206-CR 542	Minor Collector	60	Minor Collector	60	2	No	No	4ft
697	Old Turnpike Road	Franklin Blvd-AC Expressway	Local Road	60	Local Road	60	2	No	No	4ft
724	Third Street	Camden Co. Line - CR 678	Minor Collector	60	Minor Collector	60	2	No	No	4ft
		CR 678-CR 542	Minor Collector	60	Minor Collector	60	2	No	No	4ft

C. Atlantic County Public Transport

Atlantic County has air, rail and road transportation service connected with other parts of active generators. Rail and bus service is provided by NJ Transit and air service by various carriers based at the Atlantic City International Airport (ACY) under operational control of the South Jersey Transportation Authority since 1998. According to the US Department of Housing and Urban Development, the area of Atlantic County is conterminous to Atlantic City-Hammonton Metropolitan Statistical Area (MSA), and 70% of all jobs are created by casinos and hotel industry, providing 34,000 jobs and \$950 million in wages annually. Figure 3.1 show the current employment in this MSA (Source: US Department of Housing).

Figure 3.1



The Center for Training Transportation Professionals (CTTP) indicated that the average travel time has been increased by 15% over the last ten years, whereas the majority of commuters drove alone, accounting for 73% of the total commuters. Table 3.7 (Source CTTP) below shows, the means of transportation of the commuters to work.

Table 3.7 **Means of Transportation to Work**

Means of Transport	Number	Percent
Drove a car alone	82,379	73%
Carpooled	12,955	11%
Bus or trolley bus	7,614	7%
Streetcar or trolley nus	70	0%
Subway or elevator	46	0%
Railroad	457	0%
Taxi	481	0%
Motorcycle	109	0%
Bicycle	433	0%
Walked	4,945	4%

Other means	980	1%
Worked at home	2,190	2%

According to the American Community Survey data published by the US Census Bureau, the mean travel time in Atlantic County has decreased by approximately 7% from 2000 to 2012. Mean travel time to work decreased from ----- minutes to ----- minutes, a decline of roughly 7% from 2000 to 2012. Regionally, mean travel time to work increased by slightly more than 1.5%. Atlantic County commuters travel time to work is less than the commuters across the state (see Table 3.8) below.

Table 3.8 Travel Time to Work

Place	2012 Mean Travel Time (Minutes)	% Change 2000-2012
Atlantic County	27.5	-6.8
SJ 7 County Avg.	25.4	1.6
New Jersey	30.7	0.3

NJ Department of Transportation in its report on 2012 American Community Survey has made a comparison on the level of public transport facilities regarding square mileage of Atlantic County municipalities with the availability of bus/rail service. Atlantic City is served by 13 bus routes and one rail terminal followed by Pleasantville with six bus routes. Our past growth communities of Egg Harbor, Galloway, and Hamilton Townships have three bus routes running through these communities. Access to public transportation for Atlantic County municipalities is highlighted in Table 3.9.

Table 3.9 Public Transport in Atlantic County Municipalities

Municipality	Square Miles	Bus Routes	Rail Service	Total Per Square Mile
Absecon	6	3	1	0.52
Atlantic City	11	13	1	1.18
Brigantine	6	1	0	0.16
Buena Borough	8	0	0	0
Buena Vista Township	41	1	0	0.02
Corbin City	8	1	0	0.13
Egg Harbor City	11	1	1	0.09
Egg Harbor Township	67	3	0	0.04
Estell Manor	54	1	0	0.02
Folsom Borough	8	1	0	0.12
Galloway Township	91	3	0	0.03
Hamilton Township	111	3	0	0.03
Hammonton	41	1	1	0.02

Linwood	4	2	0	0.52
Longport Borough	0	1	0	2.63
Margate	1	1	0	0.71
Mullica Township	57	1	0	0.02
Northfield	3	2	0	0.58
Pleasantville	6	6	0	1.04
Port Republic	8	1	0	0.13
Somers Point	4	1	0	0.25
Ventnor	2	2	0	0.93
Weymouth Township	12	1	0	0.08

1. Bus Service in Atlantic County

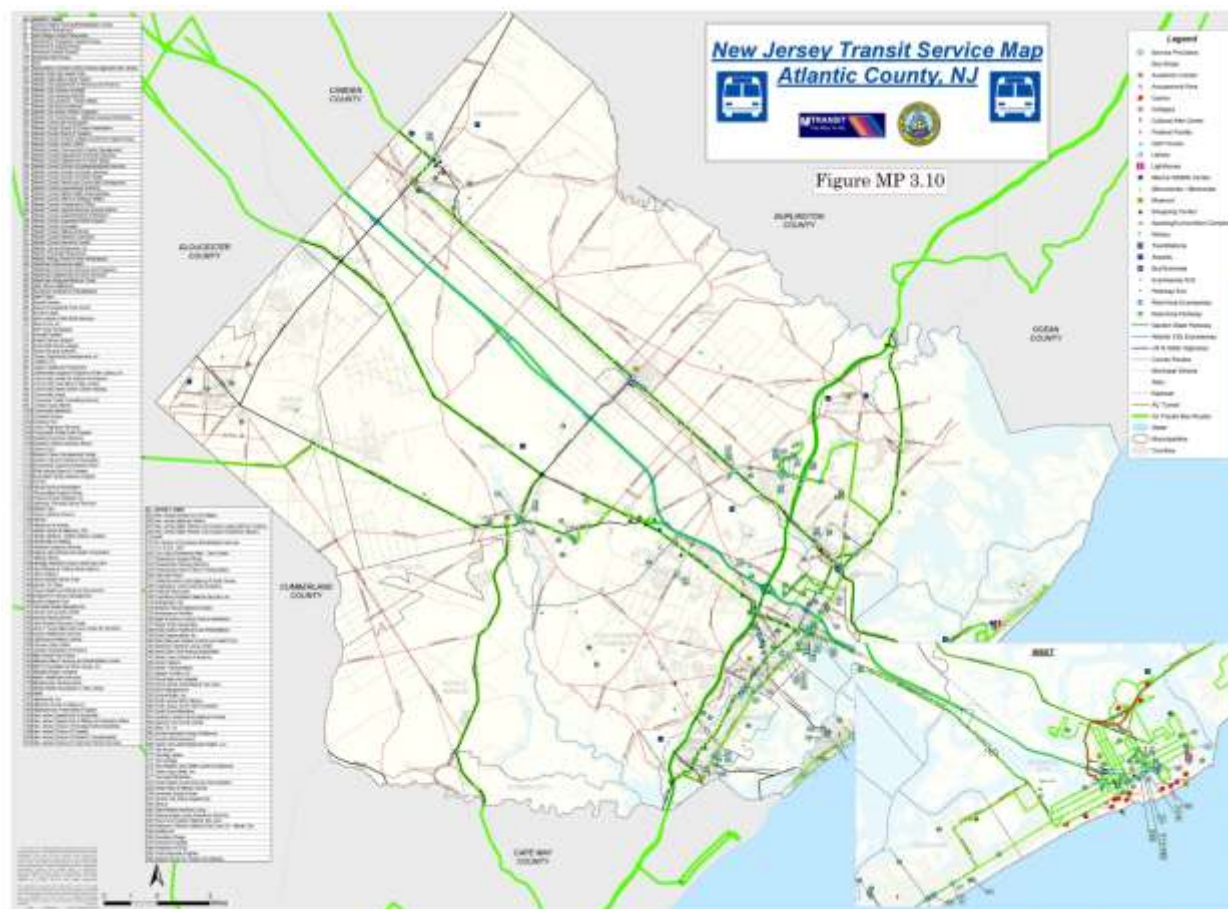
NJ Transit has 13 local fixed-route bus service and two interstate routes and four regional routes (see Map 3.10) serving the areas of Atlantic County, Atlantic City, New York, Philadelphia, Camden, Cape May, Cumberland, Burlington, Gloucester and Ocean counties. Within the County, these routes serve a variety of destinations including casino hotels, the rail terminals, the Atlantic City Convention Center, Courthouse, Medical Center, Shore Mall, Hamilton Mall, Atlantic Cape Community College, Cardiff Power Center, Wrangleboro Consumers Square, AtlantiCare Medical Center, Richard Stockton University, and the Atlantic County Social Security Office along with other intermediate bus stops. According to NJ Transit, total median weekday ridership on all bus routes in March 2005 was 27,464, a 2% increase from 2000. The bus routes with the largest percentage increases were the 508, 509, and 552. Table 3.10 shows the route numbers, origin and destination and frequency per day.

Table 3.10 NJ Transit Bus Service

Route	Origin & Destination	Area Served	Frequency per day
316	Cape May-Philadelphia	Philadelphia (Greyhound Bus Terminal), Avandale Park & Ride, Somers Point, Ocean City, Sea Isle City, Avalon, Stone Harbor, North Wildwood, Rio Grande, Cape May.	15 Weekdays 13 Saturdays 09 Sundays
319	Atlantic City-New York	Wildwood, Ocean City, Atlantic City, Toms River, Newark, Jersey City, New York.	16 Weekdays 18 Saturdays 18 Sundays
501	Atlantic City-Brigantine	Atlantic City, Brigantine	25 Weekdays and Saturdays 21 Sundays
502	Atlantic City-Hamilton Township	Atlantic City, Atlantic Convention Center, Atlantic City Bus Terminal, Atlantic City Rail Terminal, Pleasantville, Cardiff Shopping Center, Shore Mall, English Creek Center, Atlantic County SS Office,	41 Weekdays 42 Saturdays 21 Sundays

		Express Corporate Center, Atlantic Community College.	
504	Bungalow Park-Chelsea Heights	Bungalow Park, Chelsea Heights, Ventnor Plaza, Ventnor Heights	20 Weekdays and Saturdays 8 Sundays
505	Atlantic City-Longport	Venice Park, Atlantic City, Atlantic City Inlet, Ventnor, Ventnor Heights, Ventnor Plaza, Margate, Longport.	78 Weekdays 71 Saturdays 66 Sundays
507	Atlantic City-Ocean City	Atlantic City, Atlantic Bus Terminal, Pleasantville, Northfield, Linwood, Somers Point, Shore Memorial Hospital, ocean City, Ocean City Transportation Center.	35 Weekdays 27 Saturdays and Sundays
508	Atlantic City-Galloway Township	Atlantic City Bus Terminal, West Atlantic City, Pleasantville, Absecon, Seaview Country Club, Absecon Highlands, Atlantic City Medical Center, Richard Stockton College, Atlantic City/Cape May Job Training Center, Hamilton Mall, Absecon Manor (Limited).	22 Weekdays 19 Weekends
509	Atlantic City-Somers Point	Atlantic City, West Atlantic City, Pleasantville, Northfield, Linwood, Somers Point.	16 Weekdays 15 Weekends
551	Marmora-Philadelphia	Philadelphia, (Greyhound Bus Terminal), Camden, Sicklerville, Avandale Park/Ride, Atlantic City, Somers Point, Ocean City, Marmora.	40 Weekdays 41 Weekends
552	Atlantic City-Cape May	Cape May, North Cape May Villas, Rio Grande, North Wildwood, Cape May Court House, Burdette-Tomlin Hospital, Ocean View (Park/Ride, Casino Employee (Park/Ride Lot), Atlantic City.	20 Weekdays 20 Weekends
553	Atlantic City – Upper Deerfield	Upper Deerfield, Bridgeton, Millville, Cumberland Mall, Cumberland County College, Vineland, Mays Landing, Hamilton Mall, Pleasantville (Limited), Atlantic City Rail Terminal, Atlantic City Convention Center.	40 Weekdays 39 Saturdays 38 Sundays
554	Linwood-Atlantic City	Linwood, Berlin, Atco, Hammonton, Mullica Township, Egg Harbor City,	28 Weekdays 25 Weekends

		Galloway Township, Absecon, Pleasantville, Atlantic City.	
559	Atlantic City-Lakewood	Lakewood, Dover Township, Toms River, Forked River, Waretown, Barnegat, Manahawkin, Tuckerton, Mystic Island, Little Egg Harbor, New Gretna, Smithville, Absecon, Pleasantville, Atlantic City.	22 Daily



New Jersey Transit in association with ICF Marco conducted a South Jersey Bus Study in 2011 through an on ride survey on 14 routes originating and ending in Atlantic City. According to the study, a majority of the frequent bus riders/frequent travelers making 81% of the total users, 67% use five or more days, 27% use five days a week, 27% ride seven days a week, and only 2% are first time users. Among the riders, 53% are male and 47% are female. Over three quarters 78% of the passengers walk to their bus stop. Twelve percent get to their bus stop via another bus, while less than 1% use another NJ Transit train. Most of the trips are work to home trips. More than half 56% of the passengers do not have a car in their household, indicating customer dependence on NJT for travel. Table 3.11 shows the NJ bus routes and its daily ridership, and Table 3.12 shows the access modes to the bus stops by routes (NJ Transit, South Jersey Bus Study). The study determined that the passengers are more likely, to be poor, have someone in their household who is unemployed, and do not own a car. This makes them extremely likely to be transit-dependent.

Table 3.11

Ridership by Bus Route	
Route	Ridership
Spring	
501	552
502	1,655
504	392
505	2,647
553	1,777
468	414
	7,437
Summer	
313	78
315	27
316	135
507	1,329
508	1,135
509	873
551	646
559	1,386
	5,609
Total	13,048

Table 3.12**Access Mode to Bus Stop by Route**

		Routes													
	Total	313	315	316	468	501	502	504	505	507	508	509	551	553	559
Walk only	77.9	65.9	42.9	37.4	96.8	67.9	71.9	91.9	89.5	84.5	82.1	84.0	18.8	78.0	75.9
Another bus	11.6	6.2	42.9	13.8	0.5	29.1	19.5	6.0	8.1	8.5	12.4	11.5	32.2	6.3	6.5
Carpooled/dropped	2.6	0.0	0.0	9.1	0.4	1.2	3.3	0.0	0.5	1.1	2.0	1.3	5.0	4.4	6.9

Drove a car	2.0	5.7	14.3	8.3	0.4	0.0	1.6	0.0	0.0	0.6	0.6	0.0	10.3	5.6	2.1
Bike	2.0	2.7	0.0	0.0	1.9	0.3	2.1	0.0	0.7	2.4	0.7	1.6	2.1	2.8	5.7
AC Jitney	1.0	0.0	0.0	0.0	0.0	1.6	1.3	1.5	0.7	0.9	1.1	0.5	1.6	1.8	0.5
NJ Train	0.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.2	0.7	0.0	8.9	0.1	0.6
Taxi	0.7	8.0	0.0	1.8	0.0	0.0	0.3	0.0	0.0	0.8	0.3	1.1	1.4	1.0	1.9
Other	1.3	3.8	0.0	29.6	0.0	0.0	0.0	0.6	0.1	0.0	0.0	0.0	19.7	0.0	0.0

There are several park-and-ride facilities in Atlantic County; both include state-owned and joint-use facilities at eight locations as described below.

Municipality	Location
Atlantic City	Atlantic City Bus Terminal
Absecon	Absecon Train Station
Atco	Atco Train Station
Egg Harbor City	Egg Harbor Train Station
Galloway Township	Atlantic City Service Area-Garden State Parkway
Hammonton	Hammonton Train Station
Pleasantville	Atlantic City Expressway Intercept Lot (Area C-20)
Pleasantville	Pleasantville Bus Terminal

2. Demand Responsive Paratransit Services

In addition to the NJ Transit bus service, Atlantic County offers several services through the Office of Intergenerational Services to senior citizens, and rural residents. The County of Atlantic Rural Transport System (CARTS) provides Atlantic County rural residents with transportation to shopping areas, hospitals, and major food markets in Atlantic County. Similarly Mid-County Connectors offers two transit services for Temporary Aid to Needy Families (TANF) and other low-income residents in the County connecting them to employment opportunities and existing NJ Transit bus and rail stops/stations. Atlantic County's Community Shuttle provides a new service from transportation-dependent people to get to work; providing service to residents in Buena Vista Township, Buena Borough, Folsom, Collings Lakes, and Hammonton.

Also serving Atlantic County residents, in the public sector, on a demand-responsive basis is the Margate Senior Volunteer Bus Shuttle, Brigantine Senior Shuttle, City of Ventnor Shuttle, Buena Borough Senior Outreach Program, Galloway Township Senior Services Office, and the Atlantic County Special Services School District. The Atlantic City Health and Human Services Office/Department also provides fare-free fixed-route and demand-responsive service for city residents focusing on senior citizens, disabled persons, youth groups, school trips, and after-school program. Several private owned and operated demand-responsive services in Atlantic

County provide services typically tailored to specific needs of their clients. These carriers include the Association of Retarded Citizens (ARC), Spanish Community Center, Community Programs Adult Medical Day Care, AtlanticCare Behavioral Health Division/Health System, Career Opportunity Development, Inc. (CODI), the Family Services Association, and Uptown Family Center.

Recently, the English Creek-Tilton Road Community Shuttle initiated services and represents a collaborative partnership among Atlantic County Government, the Pascale Sykes Foundation, the South Jersey Transportation Authority, Family Services Association and Cross County Connections. The community shuttle runs from English Creek Ave at W. Jersey Ave and provides affordable transportation for riders seeking to Tilton Road at Shore Road/Zion Road.

In 2010, the South Jersey Transportation Planning Organization (SJTPO) in association with Gannett Fleming has identified various other human services based transportation providers in an attempt to coordinate services and avoid duplication of effort as shown in Table 3.13 below.

Table 3.13 Demand Responsive Transportation Services

System	Service Area	Service Type*	Eligibility	Eligible Trips
Atlantic County Transportation Unit	Atlantic, Cape May and Cumberland Counties	DR	County Residents Senior (60+), disabled, agency clients assessing social services and rural residents	Medical, Shopping, employment, job training, social services, recreation
NJ Transit Access Link	Within ¾ miles of NJ Transit fixed route service	DR	Disabled person unable to access fixed route service	Any
AC Sr. Citizens Transportation	Atlantic County	DR	Municipal residents 60+, Disabled	Medical, Shopping, Recreation
City of Ventnor Senior Shuttle	Ventnor, Margate, Longport	DR	Municipal Residents Age 60+	Medical, Shopping, Social Services, Recreation
Hamilton Township Social Services	Atlantic, Cumberland County	DR	Municipal Residents Age 55+, Low Income	Medical, Nutrition
City of Brigantine	Brigantine	DR	Municipal Residents 60+, Disabled	Medical, Shopping, Social Services, Recreation
Galloway Township Senior Services	Galloway and Port Republic	DR	Municipal Residents 55+, Disabled	Shopping, Recreation
Margate Senior Citizen	Margate,	DR	Municipal Residents 60+,	Medical,

Shuttle	Ventnor, Longport		Disabled	Shopping, Various Errands
City of Pleasantville	Pleasantville, Northfield, Absecon	DR	Municipal Residents 60+, Disabled	Medical, Shopping, Nutrition, Recreation
CARING Inc.	Atlantic County	DR	Agency Clients	Medical, Shopping, Social Services
South Jersey ADIS Alliance	Atlantic, Cape May, Cumberland, Camden Counties	DR	Agency Clients	Medical, Social Services
Family Services Association	Atlantic County	DR	Agency Clients	Medical, Social Services
Bacharach Institute for Rehab	Atlantic, Cape May, Ocean Counties	DR	Agency Clients	Medical
Easter Seals of NJ	Atlantic County	DR	Agency Clients	Adult Day Care
Shirley Eves Development Therapeutic Center	Salem, Cumberland, Atlantic, Gloucester Counties	DR	Agency Clients	Medical, Employment, Training
Elwyn	Cumberland, Gloucester, Atlantic Counties	DR	Agency Clients, Family Members	Any
Puerto Rican Action Committee	Salem, Southern NJ, Philadelphia, Wilmington Area	DR	Agency Clients	Medical, Employment, Training, Social Services
Eastern Shore Nursing & Rehab	Cape May and Atlantic County	DR	Agency Clients	Medical, Shopping, Recreation
The Shore and Wesley Manor	Cape May & Atlantic County	DR	Agency Clients	Medical, Shopping, Recreation
Millville Rescue Squad	Cumberland, Atlantic, Camden, Gloucester, Salem, PA and DE	DR & S	General Public	Medical, Dialysis, Adult Day care, Nutrition Centers
Five Mile Beach Company	Cape May, Atlantic, Cumberland, Eastern PA, & de	DFR, DR, S	General Public	Any

DR-Demand Response, DFR-Deviated Fixed Routes, S-Subscription.

3. Rail Service in Atlantic County

Passenger Service

NJ Transit is the primary commuter rail service provider in Atlantic County with 12 inbound and 12 outbound train stops. Atlantic City Rail Line runs between 30th Street Station in Philadelphia and the Atlantic City Rail Terminal at the Convention Center. This is a 24 hours service and operates at a frequency of one-hour time intervals on weekdays and with three less trips on the weekends and holidays. The rail stations/stops are located at Atlantic City, Absecon, Egg Harbor City and Hammonton and connect to out of county stations in Atco, Lindenwold, Cherry Hill and Philadelphia's 30th Street station. NJ Transit had planned the connecting bus service routes to its rail stations as per list below:

Rail Connecting Services

In addition to above the NJ Transit bus connection routes, PATCO provides connections at Linwood for Atlantic City Line customers wishing to travel to various Camden County towns, as well as downtown Camden and Center City Philadelphia. SEPTA also provide similar service. Casino Rail Shuttle service has four shuttle routes from the Atlantic City Bus Terminal to casinos along Pacific Avenue and Brigantine Boulevard. Table 3.14 (Source: NJ Transit) provides the information about average weekday boarding in 2011, and rail-bus connections.

Table 3.14 Atlantic City Rail Line: Rail Stations and Bus Connections

Station	Municipality	Average Weekday Boarding	Other Public Transport Connections
Atlantic City	Atlantic City	956	NJT Bus: 319,501,502,504,505,507,508,509,551,552,553,559, Atlantic City Jitney: 1,2,3,4A, 4B, Greyhound Lines
Absecon	Absecon	226	NJT Bus: 554
Egg Harbor City	Egg Harbor City	195	NJT Bus: 554, SJTA Shuttle to Airport and Stockton College
Hammonton	Hammonton	181	NJT Bus: 554
Atco	Waterford	126	
Lindenwold	Lindenwold	461	NJT Bus: 403,451,459,554, PATCO Speedline
Cherry Hill	Cherry Hill	250	NJT Bus: 406,450
Pennsauken	Pennsauken		NJT Bus: 419 NJT River Line
30 th Street	Philadelphia	555	Amtrak, SEPTA Regional rail, SEPTA Market-Frankford line train, SEPTA Trolley Line, SEPTA Buses

Rail Freight Service

Conrail and the Southern Railroad Company of New Jersey provide most of the freight services in Atlantic County. Additional freight services are provided by the Cape May line, the main Conrail freight line in the County, which follows a north-south route from Hammonton to Corbin City. The Southern Railroad Company of New Jersey operates approximately 75 miles of track with three branches (Swedesboro to Salem, Winslow to Vineland and Pleasantville). The Winslow Junction to Atlantic City line that branches off in Pleasantville services the Pleasantville Urban Enterprise Zone (the line experienced 60% increase in freight business in the 1997-2007 period).

SJTPO in consultation with STV Incorporated completed an interim report to evaluating the potential for restoring passenger rail service to abandoned lines and freight rail corridors within South Jersey area. Atlantic City to Mays Landing was one of the candidate lines highlighted in the study. However, Atlantic County has recently constructed 7.5 miles Eastern Bike Lane from Shore Mall to Atlantic County Vocational Technical School and its further western portion up to Buena Vista Township is underway. It could be a constraint for full length of proposed passenger rail activation.

4. Aviation in Atlantic County

Atlantic County has three airports, the Atlantic City International Airport (ACY) on Tilton Road in Egg Harbor Township, and two smaller airports namely, Hammonton Municipal Airport and Bader Field in Atlantic City located along the Black Horse Pike. ACY has been operated and maintained by the South Jersey Transportation Authority since 1996 under an agreement with Johnson Controls World Service (JCWS), and subsequently with American Port Service (AvPorts) who purchased it from JCWS. During 2002, MacQuarrei Aviation North America 2 (MAVNA) acquired AvPorts and operational arrangement remains with SJTA. Annual visitor trips by mode are shown in Table 3.15 for the year 2001-2011 below.

Table 3.15 Annual Visit-Trip to Atlantic City by Transportation Mode (In thousands)

Year	Automobile	Casino Bus	NJ Transit Bus	Air	Rail	Total
2011	24,293	3,223	449	282	205	28,452
2010	24,678	3,709	456	292	194	29,329
2009	25,185	4,282	475	240	199	30,381
2008	25,903	4,910	505	250	245	31,813
2007	27,929	5,408	501	260	218	33,316
2006	27,545	6,041	526	260	162	34,534
2005	27,889	6,104	519	261	151	34,924
2004	25,732	6,573	516	261	148	33,230
2003	24,553	6,764	504	261	142	32,224
2002	24,676	7,586	514	268	143	33,188

2001	23,501	7,986	519	277	140	32,423
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The Atlantic City International Airport (ACY) is operated by the South Jersey Transportation Authority (SJTA) and the Port Authority of New York and New Jersey, which perform selected management functions. Most of the land is owned by the Federal Aviation Administration and leased to the SJTA, while the SJTA owns the terminal building. The facility serves as a regional airport and as a base for New Jersey Air National Guards and the United State Coast Guards. The airport is also located next to the William J. Hughes Technical Center, a major research and testing hub for the Federal Aviation Administration. As a point of interest, the airport runways are long enough to serve as an alternate landing strip for the Space Shuttle, however, the Space Shuttle Program has ended in 2011 by NASA.

ACY is served by Spirit Airline, and additionally Caesars Entertainment has flights to the cities east of the Mississippi River on its Total Rewards Air, which provides as a years-round scheduled charter service. United Airline operated a series of flights starting in April, 2014 but decided that the flights were not viable and discontinued services as of December 3, 2014. Table 3.16 below shows ten busiest domestic routes out of Atlantic City International Airport from October 2013 through September 2014.

Table 3.16 Ten Busiest Domestic Routes

Rank	City	Passengers	Carrier
1	Fort Lauderdale, FL	139,000	Spirit Airlines
2	Orlando, FL	109,000	Spirit Airlines
3	Fort Myers, FL	71,000	Spirit Airlines
4	Myrtle Beach, SC	50,000	Spirit Airlines
5	Tampa, FL	50,000	Spirit Airlines
6	Atlanta, GA	25,000	Spirit Airlines
7	West Palm Beach, FL	25,000	Spirit Airlines
8	Chicago, IL	25,000	Spirit Airlines
9	Boston, MA	17,000	Spirit Airlines
10	Detroit, MI	13,000	Spirit Airlines

Atlantic City International Airport has a six-story parking garage with a covered walkway within a short distance to the terminal building. Taxi service is available at the curbside, and shuttle service is provided by Atlantic City Jitney Association. A shuttle bus brings passengers to the Egg Harbor City rail station, which provides service to the Atlantic City Line; the Egg Harbor rail station connects shuttle passengers to the visitors' center at the William J. Hughes Technical Center and the Richard Stockton University as well as a bus line to the PATCO Speedline at the Lindenwold station.

The Stockton Aviation Research and Technology Park (ARTP) is currently under construction on the airport property on a 55-acres parcel along Amelia Earhart Boulevard and Delilah Road. This seven-building complex will contain roughly 408,000 square feet of offices, laboratories, and research facilities. A second office park, the NextGen International Aviation Center of Excellence is set to be built in nearby Hamilton Township adjacent to Hamilton Mall and Atlantic City Race Course. The SJTA revealed plans for a major road improvement project that would link the airport directly to the Atlantic City Expressway alleviating traffic congestion for area roadways including the Airport Circle. The roadway improvement plan includes new ramps with two overpasses traversing the expressway. The new access road would connect to Amelia Earhart Boulevard with a bridge over the Airport Circle. Plans also call for the construction of a service road with another overpass that would provide access to Delilah Road.

In February 2011, the New Jersey Legislature authorized the creation of the Atlantic City Tourism District, with the goal of focusing redevelopment efforts in Atlantic City and strengthening our regional tourism industry. A provision in the law includes the potential transfer of operations of the Atlantic City Tourism District to the Port Authority of New York and New Jersey.

d. Air Quality in Atlantic County

Increasing traffic result in more problems other than congestion and accidents. Vehicle emissions can create ozone smog, carbon monoxide (CO), and other pollutants that can negatively affect public health and the quality of life. Ozone is created when hydrocarbons and nitrogen oxides from emissions react in sunlight creating carbon monoxide.

As transportation planners, we are required to address the problem of vehicular emission. The Federal Environmental Protection Agency has established standards for pollution such as CO and ozone (as well as the emission pollutants that create ozone). The SJTPO Regional Transportation Plan must demonstrate conformity with EPA Clean Air standards or risk losing State and Federal funding for transportation projects.

Atlantic County, which is included in the Atlantic/Cape May air quality index region 7 of the New Jersey (2010 Air Quality Index Summary), is in attainment for CO ozone. Air quality regions that exceed these standards will have difficulty in securing approval for any projects that could result in a significant increase in vehicular emissions (such as new roads or construction of additional travel lanes).

There are currently two air quality monitoring sites in the Atlantic County, one in Atlantic City and the other in Brigantine. The Atlantic County monitoring sites and, pollutant monitored/parameters measured are shown in Table 3.17.

Table 3.17 Atlantic County Air Quality Monitoring Locations

Location	Address	Parameters
Atlantic City	1535 Bacharach Blvd., Atlantic City	PM _{2.5} , PM ₁₀
Brigantine	Edwin Forsythe National Wildlife Refuge Visitor Center, Great Creek Road.	O ₃ , SO ₂ , TEOM, PM _{2.5} , H _g , ACID, PM _{2.5} Spec
Definitions		
ACID	Acid Deposits	
PM _{2.5}	Fine particles (2.5 microns or less) collected by a Federal Reference Method PM _{2.5} Sampler	
PM ₁₀	Coarse particles (10 microns or less) collected by a Federal Method PM ₁₀ Sampler	
O ₃	Ozone	
SO ₂	Sulfur Dioxide	
TEOM	Continuous PM _{2.5} analyzer	
H _g	Mercury station	
PM _{2.5} Spec	Speciated (2.5 microns or less) fine particles	

Source: 2010 Air Quality Index Report, New Jersey Department of Environmental Protection

E. Bike and Pedestrian Facilities in Atlantic County

The Federal Intermodal Surface Transportation Efficiency Act (ISTEA), 1990 Clean Air Act Amendment (CAAA), and Safe Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) provide incentives to develop a comprehensive bicycle plan for the County. The first bicycle element in the Master Plan was introduced in 1995, revised in 2000 is once again revised for next five years. Both acts require states to develop traffic management strategies to reduce vehicle miles traveled by single occupancy trips. Bikeways and bicycle compatible roadways are increasingly being recognized as viable components of an overall trip reduction program. Bicycles serve dual functions, as a mode of transportation and as a recreational activity. Certain bike routes will be work trip oriented, others recreational, and some will serve both purposes.

This plan will provide a logical framework for the County to extend its bicycle and pedestrian routing systems, which already exist as a result of previous plan proposals prepared in 2000 and partially implemented on some County roads. NJDOT in its Statewide Bicycle/Pedestrian Master Plan has identified priority bicycle corridors as well priority pedestrian locations based upon the nature of activities like commercial centers, commuter bus routes/stops and schools/colleges. The Statewide Master Plan also identified on-road and off-road bike compatible roads under State and County control. At this stage, the bicycle master plan will incorporate the proposals of the Statewide Master Plan identify and develop the identification of missing links to various land use activities creating a comprehensive bike and pedestrian routing system. **Map 3.11** shows the bike and pedestrian facilities in the Atlantic County.



1. Existing Bike Facilities on County Roads

Master Plan 2000 identified major employment centers that are accessible via County and Municipal roads. The William J. Hughes Technical Center, Stockton University, Atlantic City Medical Center (Mainland) and the Expressway Corporate Center are among them. In order to serve these areas the following roads were proposed for bicycle compatible improvements. Their current improvement implementation status is also provided.

1. **Tilton Road from Route 30 to Route 9 (8.94 miles):** This proposal has been implemented completely from Route 30 in Galloway Township to Cardiff Center in Egg Harbor Township as a shoulder bike facility. The remaining portion from the Black Horse Pike to Route 9 in Northfield has yet to be completed.
2. **Delilah Road from Route 40/322 to Route 9 (7.07 miles):** This portion has not yet been completed.
3. **Washington Avenue from Cardiff Circle to Route 9 (1 mile):** The shoulder bike lane facility has been provided on Washington Avenue on this portion of the roadway.
4. **Pomona Road from Route 40/322 to Jim Leeds Road (5 miles):** These improvements have been delayed due to environmental concerns and have not been completed.
5. **Jim Leeds Road from Route 30 to Route 9 (6.49):** This portion is related to the reconstruction of Jim Leeds Road and is currently listed on the priority list of County HIP projects.
6. **Bike Facility on Brigantine Boulevard (CR 638):** Atlantic County has provided a shoulder bike lane along Brigantine Boulevard (CR 638) from Bay Ave to 14th Street by striping and dedicating portions of the roadway for bicycle and pedestrian use. It is mainly a recreational facility for use by the residents and visitors of Brigantine.

2. Atlantic County Bikeway (East)

Atlantic County has constructed the AC Bikeway (East) under the Atlantic County Park Systems for 7.5 miles at a cost of \$ 1.1 million (Federal/Local Funds). This Bikeway is constructed on the abandoned railroad right-of-way purchased by Atlantic County in 1976. The bikeway starts at the Shore Mall and ends at the Atlantic County Institute of Technology located at 19TH street in Hamilton Township. The overall width of the bikeway is 10 feet with 2 foot shoulders on either sides. Motorized vehicles are not permitted and it is opened to the residents and visitors for biking, walking, rollerblading, running and commuting purposes. This Bikeway crosses 13 local roads, and a new traffic signals at English Creek Ave have been installed to increase pedestrian safety. The extension of this bikeway westward along the abandoned railroad right-of-way from Mays Landing to Buena Vista remains a logical extension.

3. **Bike Facilities on Municipal Roads**

1. **Shore Road Bike Path:** This bike path has been constructed along the abandoned South Jersey Seashore Line starting at Maryland Avenue in Somers Point and ending in Pleasantville at Route 40/322. The path roughly runs parallel to Route 9 and Shore Road and provides dedicated bicycle and pedestrian access between Somers Point, Linwood, Northfield and Pleasantville. This path also provides a means for bicyclists to commute to employment centers in these towns. This connection has been further extended in Pleasantville along the railroad line up to the western municipal boundary towards Egg Harbor Township. There is an active proposal to connect this bike path to Atlantic County's recently constructed bikeway in Egg Harbor Township.
2. **Atlantic City – Ventnor Boardwalk:** Other existing facilities that is dedicated to pedestrian and bicycle use are the boardwalks in Ventnor and Atlantic City. These facilities offer an excellent opportunity for the cyclists to commute throughout Absecon Island; however, they are compromised by the 6:00 A.M. to 10:00 P.M. time limit imposed by the municipalities. Boardwalk starts in Margate City and ends in Atlantic City. This boardwalk has large potential to accommodate commuter facility for casino workers who reside in these island towns and requires lane delineation at some places to link them with the casinos and two roads Pacific Ave and Atlantic Ave running parallel to boardwalk.
3. **Brigantine Bike lane on inner roads:** The City of Brigantine has marked striped Brigantine Boulevard (CR 638) FROM 29TH Street through 14th Street to accommodate pedestrians and bicyclists
4. **Dr. J. Pitney Rec. Park Bicycle Path-Absecon:** This is a small recreational bike path around Dr. J. Pitney Recreational Park in Absecon City for use by local residents and visitors. The City of Absecon maintains this path.
5. **Buena Vista Bike Lane-Cedar Avenue/CR 540 (CR 557 to US 40):** Buena Vista Township provides a shoulder bike lane on Cedar Avenue for the commuter access of US 40 to city roads.
6. **Buena Bike Path-Buena Borough:** Buena Borough has recently constructed a bike path on the abandoned right of way of the Central Railroad of New Jersey line from CR 619 to US 40. This path serves the need of commuters, shoppers, and local residents. The bike path runs from the center of the city is currently located.
7. **Atlantic Ave Bike Lane- Margate:** Margate has recently striped a bike lane on Atlantic Ave starting from Andover Ave to the city limits with Longport.
8. **Wrangleboro Road-Galloway:** The township of Galloway recently constructed a bike lane/walkway along Wrangleboro Road running from Great Creek to Moss Mill Roads. This improvement provides users convenient access to community parks and schools and serve cyclists and walkers.

4. NJDOT Statewide Bicycle Master Plan

Bicycle facility network have been prioritized on State roads as well as on some county and municipal streets in the Statewide Bicycle Master Plan. Bicycle compatibility and demand has been examined to gather and to identify priority Congestion Management System (CMS) links for potential bicycle improvements. The demand model of the Master Plan is based upon the location and catchment areas of different land uses like designated centers pursuant to the New Jersey State Development and Redevelopment Plan, State and County parks, colleges/universities, schools, transit stations, bus terminals and routes, and other urban facilities both existing and proposed. The priorities are listed as:

Priority links selected on the basis of Attractors:

1. High priority/colleges.
2. High priority/centers.
3. High priority/transit stations.
4. Medium priority/colleges.
5. Medium priority/centers.
6. Medium priority/transit stations.
7. Low priority/colleges.
8. Low priority/centers.
9. Low priority/transit stations.

An analysis in the Master Plan contains tabulation of the above priority links on different sectors of roads from their start points to end points based on mileage.

Table 3.18

High Priority CMS Bicycle Links

Atlantic County

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U.S. 206	1.27	2.27	0.22	SJTPO	State
U.S. 206	5.27	6.27	0.22	SJTPO	State
U. S. 30	27.93	57.45	2.77	SJTPO	State
U. S. 322	32.70	33.30	0.46	SJTPO	State
U. S. 40	51.61	64.27	3.21	SJTPO	State
N. J. 49	47.26	49.20	0.36	SJTPO	State
N. J. 73	2.97	3.97	0.40	SJTPO	CNTY/LO
N. J. 87	1.04	1.65	0.58	SJTPO	State
U. S. 9	31.04	44.85	7.98	SJTPO	Authority
A.C. Exp.	2.31	29.30	24.50	SJTPO	Authority
GSP	27.70	48.43	14.82	SJTPO	Authority
CO 563	8.66	13.26	3.76	SJTPO	CNTY/Local

CO 629	0.00	3.26	8.00	SJTPO	CNTY/Local
Laurel Dr. N	0.00	0.64	0.50	SJTPO	CNTY/Local
U. S. 322	36.70	37.70	0.03	SJTPO	State

Source: NJDOT Statewide Bicycle/Pedestrian Master Plan Phase 2

Table 3.19

Bicycle High Priority Links

Atlantic County

Colleges as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
GSP	39.62	44.2	4.58	SJTPO	Authority

Centers as an Attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 30	56.67	57.91	1.24	SJTPO	State
GSP	30.98	32.01	1.03	SJTPO	Authority
U. S. 9	39.10	42.80	3.70	SJTPO	State
A. C. Exp.	4.80	7.20	2.40	SJTPO	Authority

Transit Stations as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 30	40.35	57.91	17.56	SJTPO	State
N. J. 87	0.07	0.60	0.53	SJTPO	State
U. S. 9	41.40	42.80	1.40	SJTPO	State
A. C. Exp.	4.80	6.00	1.20	SJTPO	Authority
A. C. Exp.	27.80	29.30	1.50	SJTPO	Authority

Source: NJDOT Statewide Bicycle/Pedestrian Master Plan Phase 2

Table 3.20

Bicycle Medium Priority Links

Atlantic County

Colleges as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 30	49.15	50.29	1.14	SJTPO	Authority

Centers as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 30	57.91	58.23	0.32	SJTPO	State

U. S. 40	33.50	64.27	30.77	SJTPO	State
CO 629	2.29	3.26	0.97	SJTPO	CNTY/LO
N. J. 87	1.04	1.65	0.61	SJTPO	State
U. S. 9	38.10	52.58	14.48	SJTPO	State

Transit Stations as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
N. J. 157	0.00	0.91	0.91	SJTPO	State
U. S. 30	27.93	28.45	0.52	SJTPO	State
U. S. 30	49.65	58.23	8.58	SJTPO	State
U. S. 40	63.51	64.07	0.56	SJTPO	State
N. J. 54	10.85	11.79	0.94	SJTPO	State
N. J. 87	1.04	1.65	0.61	SJTPO	State
U. S. 9	41.10	41.40	0.30	SJTPO	State
U. S. 10	44.85	45.10	0.25	SJTPO	State

Source: NJDOT Statewide Bicycle/Pedestrian Master Plan

Table 3.21

Bicycle Low Priority Links

Atlantic County

Colleges as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 30	46.65	49.15	2.50	SJTPO	State
U. S. 322	35.00	40.99	5.99	SJTPO	State
N. J. 73	0.00	2.97	2.97	SJTPO	State

Centers as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
N. J. 187	0.00	0.47	0.47	SJTPO	State
U. S. 30	54.10	56.67	2.57	SJTPO	State
U. S. 40	32.62	63.51	30.89	SJTPO	State
N. J. 54	0.00	1.11	1.11	SJTPO	State
CO 629	0.00	2.29	2.29	SJTPO	CNTY/LOC
N. J. 87	0.00	1.72	1.72	SJTPO	State
A. C. Exp.	0.00	4.80	4.80	SJTPO	Authority

Transit Stations as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
N. J. 187	0.00	0.47	0.47	SJTPO	State
U. S. 206	0.00	1.27	1.27	SJTPO	State
U. S. 30	28.45	30.15	1.70	SJTPO	State
U. S. 30	30.15	56.67	26.52	SJTPO	State
U. S. 40	62.09	63.51	1.42	SJTPO	State
N. J. 54	8.46	11.88	3.42	SJTPO	State

N. J. 87	0.00	1.04	1.04	SJTPO	State
U. S. 9	42.80	43.80	1.00	SJTPO	State
A. C. Exp.	0.00	2.31	2.31	SJTPO	Authority
A. C. Exp.	25.30	27.80	2.50	SJTPO	Authority

Source: NJDOT Statewide Bicycle/Pedestrian Master Plan Phase 2

5. Pedestrian Facilities in Atlantic County

Pedestrian Facilities such as sidewalks are important asset enabling residents to interact with their immediate neighbors and develop a sense of community. Over last two decades, Pinelands regulations have discouraged the development of sidewalks to limit the amount of impervious surface, minimize storm water runoff and protect the water quality. National legislation, such as the Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act of the 21st Century (TEA 21), Safe Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) and Moving Ahead for Progress in the 21st Century Act (MAP-21) provides some funding opportunities for non-motorized transportation. Under these acts, State and Local Governments can establish efficient means of transportation including bike and pedestrian facilities. Sidewalks, similar to bike paths, are an integral part of the transportation infrastructure in residential and commercial areas serving to enhance pedestrian access.

6. Existing Pedestrian Facilities on County Roads

Brigantine: Brigantine Blvd. (CR 638)

A continuous roadside sidewalk exists starting from 12th N Street up to the Bridge including some portion of the sidewalk that has recently been upgraded. This serves the purpose of commercial area, residential area, and for the seasonal visitors in summer. A small portion in between 12TH S Street to the Circle needs repairs.

Absecon, Pleasantville, Northfield, Linwood, and Somers Point: Shore Road/Main Street (CR 585)

These are adjoining established communities located in the bay area of the County. Shore Road/Main Street is characterized by older commercial and residential areas. There is a sidewalk in the shape of footpath on both sides of this road which is in good shape except for some additional striping and some minor repairs.

Absecon and Galloway: Pitney Road (CR 634)

This portion of Pitney Road connects the central areas of Absecon and Galloway. Sidewalk on both sides of Pitney Road is available which can serve for bicycle as well.

Absecon: Ohio Avenue (CR 630)

Sidewalk on both sides of Ohio Avenue exists and some portions need to be improved. This sidewalk serves the residents of Absecon City for pleasure trips and morning walks. It also provides access to the public transportation for commuters taking the NJ Transit bus on Route 108 between Atlantic City and the Hamilton Mall.

Northfield: Mill Road (CR 662)

Partial sidewalk exists on Mill Road at two places one from Spruce Road/Zion Road to Oaks Ave and the other from Route 9 to Bay Drive used for shopping and leisure trips.

Northfield: Zion Road (CR 615)

A partial sidewalk has been constructed in Northfield on Zion Road from Route 9 to Mill Road for school purpose.

Egg Harbor Township/Somers Point: Ocean Heights Ave (CR Alt 559)

Sidewalk on both sides of Ocean Heights Avenue exists on the portion from Steelmanville Road to Rt. 9 in Somers Point. These sidewalks serve the general area and primarily serve shopping and leisure trip purposes.

Egg Harbor Township: English Creek Avenue (CR 603)

The developers on both sides of the road have constructed sidewalk on English Creek Avenue starting from West Jersey Avenue to Dogwood Ave for local residents.

Hamilton Township: Somers Point Mays Landing Road (CR 559)

A portion of sidewalk exists on the road adjacent to Hamilton Industrial Park constructed by the developer of the industrial park on one side of Somers Point Mays Landing Road.

Hamilton Township: Wrangleboro/Pomona Road (CR 575)

Sidewalk on both sides of this road was constructed by the developer of Wrangleboro Consumers Square Shopping Center within the limits starting from the Atlantic City Expressway and Hamilton Mall providing pedestrian service to the residents and shoppers in the area.

Hamilton Township: Mill Street (CR 616)

Small stretch of sidewalk along Mill Road in Mays Landing provides safe access to the downtown area.

Ventnor City: West End/Wellington Ave (CR 629)

Sidewalks on both sides of this portion of roadway exist providing safe access for

commuters and shoppers within this area.

Ventnor City: Dorset Ave (CR 629)

This sidewalk connects to the sidewalk on Wellington Avenue and Ventnor Avenue and provides a link between two streets.

Margate City: Jerome Ave (CR 563)

A sidewalk on both sides of Jerome Ave exists starting from the bridge and running to Ventnor Ave for safe crossing for the pedestrians.

Ventnor and Margate City: Ventnor Avenue (CR 629)

A sidewalk on both sides of Ventnor Avenue has been constructed to serve the residential and commercial areas of these two island communities.

Existing Pedestrian Study on Municipal Roads

For purpose of this study, communities in Atlantic County have been classified into four different types of communities as follows: barrier islands, bay, western, and regional growth communities. Some detail of these communities are as follow:

Barrier Island:

Brigantine.

Bay Communities:

Absecon, Atlantic City, Linwood, Margate, Ventnor, Pleasantville, Somers Point, and Longport.

Western Communities:

Buena Borough, Buena Vista Township, Folsom, Hammonton, Weymouth, Estell Manor, and Egg Harbor City.

Regional Growth Communities:

Galloway, Egg Harbor, and Hamilton Townships and Port Republic.

The bay and barrier island communities have reached their development potential with a wide range of residential and commercial development occurring prior to the legalization of gambling in the Atlantic City and since then, with expansion and maturation of the casino industry. Residential areas consist of high-density apartment complexes and single-family homes. Various types of residential areas require facilities for people to walk and get around. A majority of apartment complexes and single-family homes in the Bay and Barrier Island communities are adequately served with sidewalk that meets current standards. However, a periodical review of sidewalk in these areas will be required to ensure adequate coverage.

The Western Communities are not properly served with sidewalks except for the downtown areas and some new developments were built within last twenty years. However, these new developments have discontinuous links of sidewalk to the downtown areas. The segments that warrant the immediate construction of sidewalk are shopping to home and school to home.

The most depressed areas in need of sidewalk are the Regional Growth Communities. Many of the residential and commercial developments within these areas have sidewalk within the developments within these areas, but lack the sidewalks connections to the shopping areas and residential areas. These areas also have the potential of leisure type sidewalks and pedestrian paths to serve the joggers and daily walkers. Each of these municipalities needs to develop a future sidewalk plan along with construction phasing.

7. NJDOT Statewide Pedestrian Master Plan

The Statewide Master Plan consists of analysis and identification of priority pedestrian locations. This analysis is similar to the one conducted for bicycle facilities. The following tables show the potential pedestrian links based upon priority.

Table 3.22

Pedestrian High Priority Links

Atlantic County

Schools as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 30	41.2	50.29	9.09	SJTPO	State
U.S 40	56.9	62.09	5.19	SJTPO	State
A. C. Exp.	3.8	27.8	24	SJTPO	Authority
GSP	28.77	44.2	15.43	SJTPO	Authority
Missouri Ave.	6.79	7.04	0.25	SJTPO	CNTY/Local
CO 541	0	0.1	0.33	SJTPO	CNTY/Local

Transit Stations as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
CO 694	0.00	0.10	0.38	SJTPO	CNTY/Local

Source: NJDOT Statewide Bicycle/Pedestrian Master Plan Phase 2

Table 3.23

Pedestrian Medium Priority Links
Atlantic County

Schools as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 30	48.65	49.15	0.5	SJTPO	State
U. S. 40	59.5	61.68	2.18	SJTPO	State
N. J. 54	6.5	10.65	4.15	SJTPO	State
U. S. 9	36	40.5	4.5	SJTPO	State
CO 563	10.49	10.98	0.49	SJTPO	CNTY/Local

Transit Stations as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 30	49.15	49.65	0.50	SJTPO	State

Source: NJDOT Statewide Bicycle/Pedestrian Master Plan Phase 2

Table 3.24

Pedestrian Low Priority Links
Atlantic County

Schools as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
N. J. 152	0.00	0.56	0.56	SJTPO	State
U. S. 202	2.27	6.27	4.00	SJTPO	State
U. S. 30	32.05	45.25	13.20	SJTPO	State
U. S. 40	32.70	51.90	19.20	SJTPO	State
N. J. 54	6.00	8.46	2.46	SJTPO	State
N. J. 73	3.97	4.14	0.17	SJTPO	State
U. S. 9	33.10	45.90	12.80	SJTPO	State
U. S. 9 W	0.00	2.31	2.31	SJTPO	State
A. C. Exp.	17.50	25.30	7.80	SJTPO	Authority
GSP	44.20	48.96	4.76	SJTPO	Authority
CO 629	1.68	3.39	1.71	SJTPO	CNTY/Local
Ventnor Ave.	1.38	1.58	0.20	SJTPO	CNTY/Local
U. S. 322	36.70	37.70	1.00	SJTPO	State
Willowbrook Blv.	3.01	3.16	0.15	SJTPO	CNTY/Local

Transit Stations as an attractor

RT_LTR	Begin_MP	End_MP	Miles*	MPO	Jurisdiction
U. S. 202	0.00	0.10	0.10	SJTPO	State
U. S. 206	0.10	6.27	6.17	SJTPO	State

N. J. 73	0.00	2.97	2.97	SJTPO	State
U. S. 40	49.61	51.90	2.29	SJTPO	State
CO 547	0.00	0.10	0.10	SJTPO	CNTY/Local
CO 629	2.43	3.39	0.96	SJTPO	CNTY/Local

Source: NJDOT Statewide Bicycle/Pedestrian Master Plan Phase 2

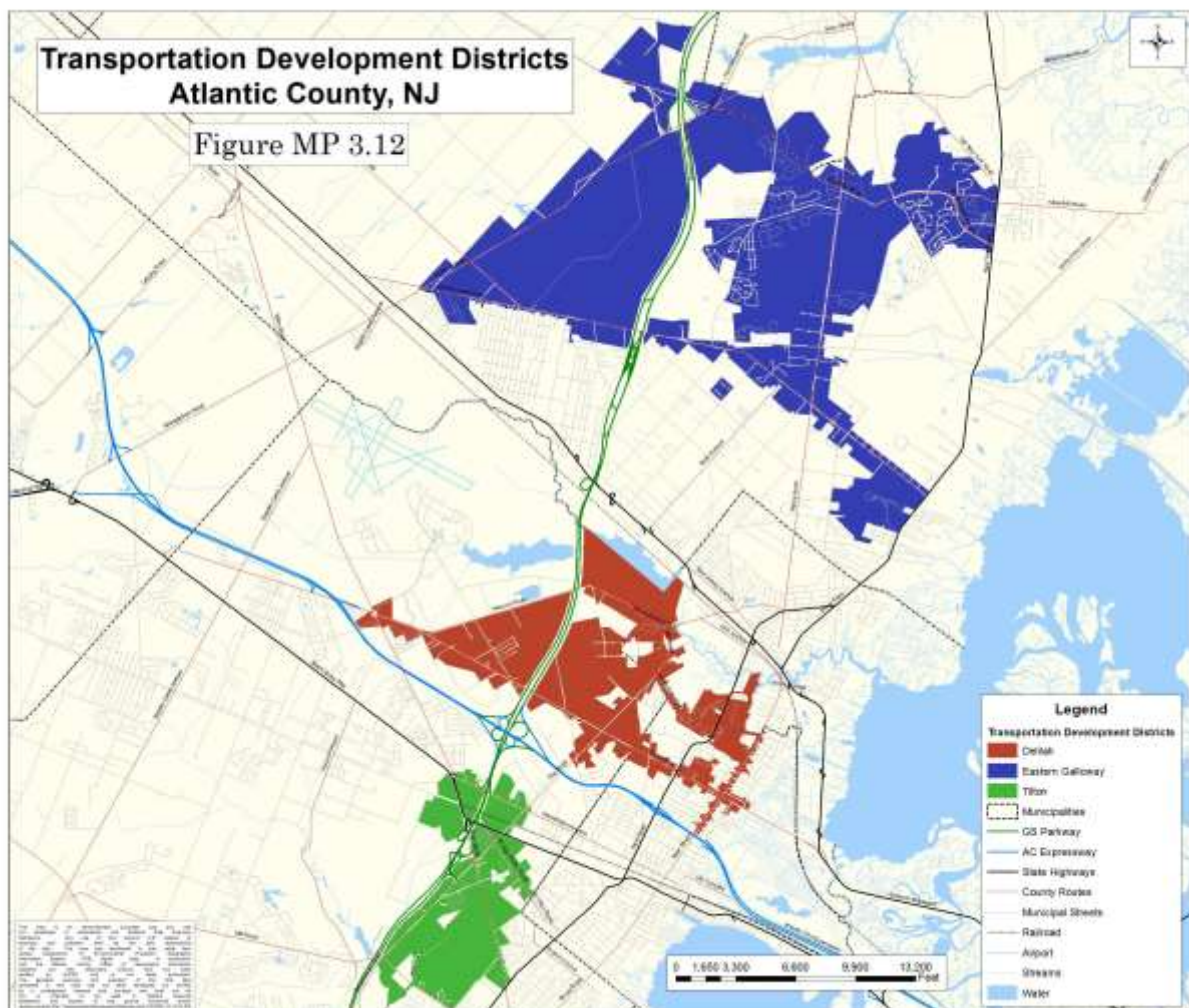
F. Transportation Projects Funding in Atlantic County

Transportation projects in Atlantic County are funded by three different sources. The first funding source is Federal Funding under SAFETEA-LU, which expired on Sept. 30, 2012 and under the Moving Ahead for Progress in the 21st Century (MAP-21) Act in the SJTPO region. The SJTPO coordinates the planning activities of participating agencies and provides a forum for cooperative decision-making among state and local officials, transit operators, and the general public. Additionally, the SJTPO adopts long-range plans to guide transportation investment decisions, and maintains the eligibility of its member agencies to receive federal transportation funds for planning, capital improvements, and operations. The second source of transportation project funding is State Highway and Transit Funding. The third is partial funding by Atlantic County's utilized Transportation Development District (TDD) Impact fee assessments collected by the Atlantic County. These three established TDDs are the Eastern Galloway, Delilah Road, and the Tilton Road TDDs as depicted on the [Map 3.12](#). These TDDs were established to determine boundaries and cost allocation mechanisms for public and private sectors' pro-rata costs of road and drainage improvements within the district. These impact fees are based on the number of weekdays evening peak hour trips generated by the proposed development and percentage of peak hours trips which will pass through roadway links or intersections planned for the improvement within the TDDs. Applicants are required to submit a traffic impact statement which is then reviewed by the County to determine the number of peak hour trips generated by the proposed development. All site plans and major subdivision applications located within the TDDs are subject to the impact fee. Trip generation is based upon the current edition of the Institute of Transportation Engineers (ITE) trip generation manual or an approved analysis of the observed local conditions.

The Tilton Road TDD has nearly reached its full development and very few developable lots remain for future development. As a result, Atlantic County is considering extinguishing of this TDD. However, other two TDD's will continue for at least five more years.

The South Jersey Transportation Planning Organization (SJTPO) is working collaboratively with state and local agencies to address identified safety concerns within the SJTPO region utilizing Highway Safety Improvement Program (HSIP) funding. The purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries on all public roads through a data-driven,

strategic approach to improving highway safety including roadways on and off the federal aid system, regardless of ownership.



Within the current new transportation reauthorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21) greater emphasis has been placed on performance measurement and project evaluation; the HSIP is on the leading edge in addressing this demand. To ensure the spirit of federal guidance is satisfied and that projects chosen are truly worthy investments, data drives the SJTPO Local Safety Program project development process in every step.

Local Safety Program funding may be used for all phases of a project, including design, right-of-way acquisition, construction, and construction inspection. Assistance with final design of safety projects is being offered by SJTPO.

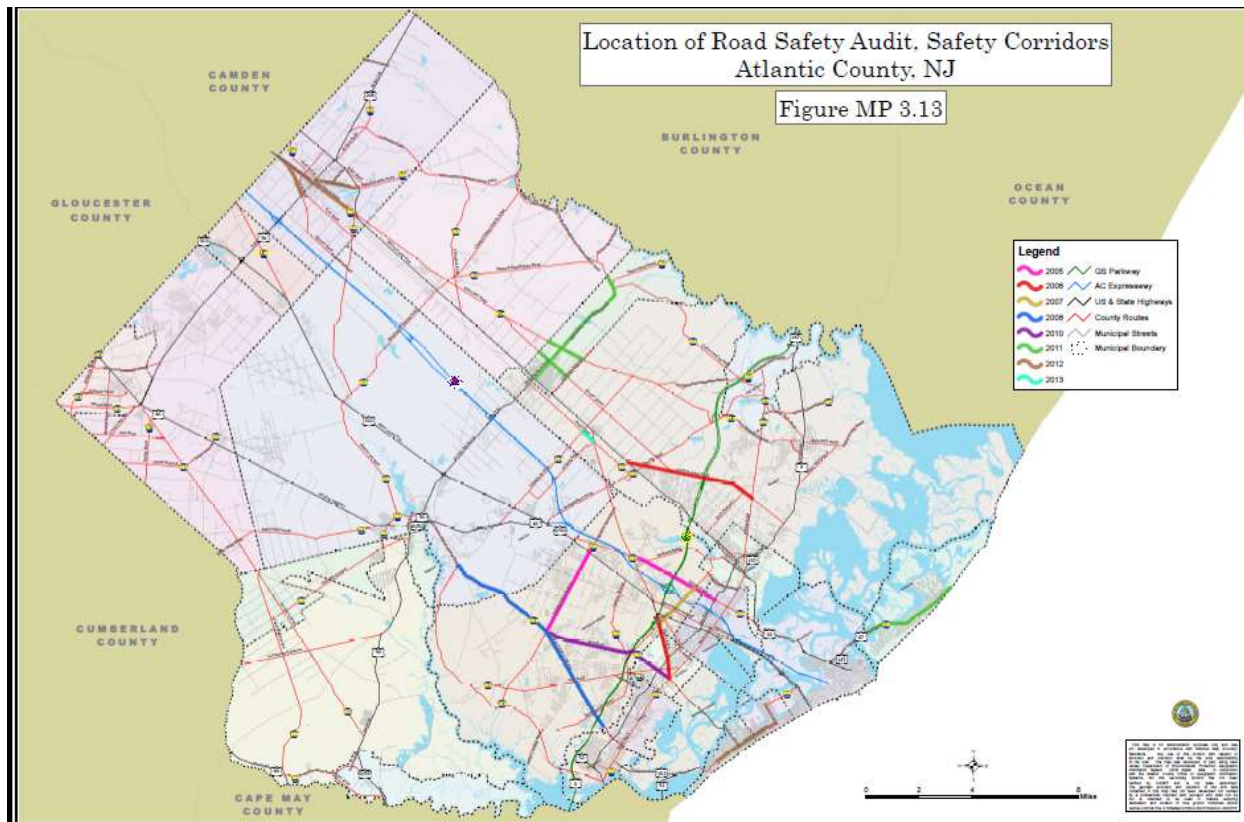
To get the financial assistance through SJTPO for HSIP, Atlantic County has carried out Road Safety Audits within 14 Atlantic County corridors as described in Table 3.25. The audits were conducted either by the consultants or by Atlantic County's Engineering and planning staff during the period 2005 through 2013 period. The audit team consisted staff from our Consultants, County Staff, SJTPO, NJDOT, NJ Transit, Rutgers University, and members of the local Police Department the municipality. The audit teams walked through the audit areas along the affected roadways, noted safety issues and made recommendation for remedial measures. **Map 3.13** shows the locations of our safety corridors.

Table 3.25 **List of Road Safety Audit Corridors**

Sr. #	Name of Corridor/Road	Limits	Year of Audit	Auditing Agency
1	Aloe Rd. (CR 686) Intersections (Tilton and Cologne) Road Safety Audit (Local Road)	From Cologne Ave to Tilton Road	2013	Center for Advanced Infrastructure & Transportation (CAIT) Rutgers University
2	Brigantine Avenue CR 638 (Principal Arterial/Minor Arterial)	Brigantine Avenue (CR 638) entire length, between RT 87 and its northern terminus, north of 14th Street, City of Brigantine	2011	Orth-Rodgers & Associates
3	Central Avenue-CR 542, Moss Mill/Egg Harbor Road-CR 561/602, and Chew Road-CR 559 (Minor Arterial/Major Collector 559)	1. Central Ave CR 542 – From Rt. 30 to Rt. 54 (2.45 miles) 2. Moss Mill/Egg Harbor Road CR 561/602 – From Rt. 30 to Chew Road CR 559 (3.8 miles) 3. Chew Road CR 559 – From Rt. 54 to Egg Harbor Road CR 561 (1.7 miles)	2012	Atlantic County, Planning and Engineering
4	Delilah Road CR 646 (Minor Arterial)	Delilah Road (CR 646) between the Airport Circle	2005	Orth-Rodgers & Associates

		(at Tilton Road, CR 563) and US RT 9 in the Township of Egg Harbor and the City of Pleasantville,		
5	Duerer Street CR 561 (Minor Arterial)	Mile Post 10.9 to Mile Post 11.5	2011	Atlantic County, Planning and Engineering
6	English Creek Ave. CR 575 (Minor Arterial)	English Creek Road (CR 575) between Ocean Heights Avenue (CR 559A) and Delilah Road (CR 646), in the Township of Egg Harbor	2005	Orth-Rodgers & Associates
7	Fire Road CR 651 (Minor Arterial)	Between Tilton Ave (CR563) and Delilah Road – Section from Mill Road to Tilton Road (MP 6.67-7.91)	2007	Orth-Rodgers & Associates
8	Jimmie Leeds Road CR 561 & 633 (Minor Arterial)	Between Pitney Road (CR634) AND Pomona Avenue (CR575) (MP 1.54-4.49) and CR 633 (MP 0.64-1.68)	2006	Orth-Rodgers & Associates
9	Mill Road CR 563 and CR 662 (2010 by Atlantic County) (Minor Arterial)	Mill Road (CR 662) from Ocean Heights Ave. (CR Alt 559) EHT to Shore Road (CR 585) Northfield-5 Miles	2010	Atlantic County, Planning and Engineering
10	Moss Mill Road CR 561 Alt (2011 by Atlantic County) (Major Collector)	Egg Harbor City Roads within City limits	2011	Atlantic County, Planning and Engineering
11	Ocean Heights Avenue CR 559 Alt (2008 by McMahan) (Minor Arterial)	Ocean Heights Avenue (CR 559 Alternate) from Blackman Road to Somers Point-Mays Landing Road (CR 559) Egg Harbor Township and Hamilton Township	2008	McMohan 2008
12	Philadelphia Ave CR 563 (EHC) (Major Collector)	Egg Harbor City Roads within City limits	2011	Atlantic County, Planning and Engineering
13	Tilton Road CR 563 (Principal Arterial)	Tilton Road (CR 563) Shore Road-Mill Road Route US 40-322.	2006	Orth-Rodgers & Associates
14	Ventnor Ave CR 629 (Principal Arterial)	Ventnor Avenue (CR 629), between Coolidge Avenue in Margate City and	2011-12	Orth-Rodgers & Associates

		Dorset Avenue in Ventnor City		
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G. Atlantic County Highway Improvement Program

The Department of Regional Planning and Development which includes the Division of Engineering produce the Annual Transportation Program (ATP) and Highway Improvement Program (HIP) which is the County's multi-year capital program for roads and bridges improvement. These programs incorporate funding from federal, state, county and private sector sources. Atlantic County maintain 373 miles of the road, 57 bridges (20 feet or longer), and 104 culverts between 5 and 20 feet in length or width. Atlantic County has in the last 14 years has repaired 123.71 miles of roadways which amounts to 33% of our total road mileage. Over the same period, intersection improvement costs have totaled 151.43 million dollars. Road projects improved within the last 14 years are shown below in Table 3.26 below.

Table 3.26 Atlantic County's Highway Projects Over the last 14 Years

(As of January 2015)

Sr. #	Municipality	Year	Name of Project	Mileage	Construction-C/Inspection-I/Design-D Cost
1	Absecon	2002	Ohio Road	1.06	\$ 616,519.56
2		2002	Berkley Ave. Drainage	0.10	\$ 111,590.58
3		2002	California Ave.	1.34	\$ 679,300.81
4		2007	New Jersey Ave.		\$ 74,200.00
5		2009	Mill Road Section 7C		\$ 441,137.77-C \$ 45,000.00-I
6		2009	New Jersey Ave		\$ 609,557.97-C \$ 74,200.00-I
7		2013	NJ Ave, Highland Blvd., Ambassador Intersection		\$ 222,837.00
			Sub Total	2.5	\$ 2,876,343.69
8	Brigantine	2002	Brigantine Blvd. III	0.68	\$ 459,367.62
9		2005	Brigantine Blvd.		\$ 1,177,094.90
10		2014	Brigantine Bulkhead		\$ 435,644.70-C \$ 32,740.00-I
11		2014	Brigantine Section 1A		\$ 66,102.00
			Sub Total	0.68	\$ 2,170,949.22
12	Buena Borough	2000	Central Ave.		\$ 32,155.68
13		2001	Central Ave. Section II	1.00	\$ 340,037.62
14		2003	Weymouth-Malaga Rd.	1.93	\$ 973,209.48
15		2004	Brewster & Weymouth Malaga Flashers		\$ 16,377.00
16		2008	Summer Road	1.84	\$ 1,094,490.86-C \$ 69,420.00-I
17		2010	Central Rd., Notre Dame Reg. School Flasher		\$ 27,872.70

			Sub Total	4.77	\$ 2,553,563.64
18	Buena Vista Twp.	2001	Tuckahoe Rd. Phase I	2.77	\$ 562,265.07-C \$ 56,176.00-I
19		2002	Tuckahoe Rd. Phase II	2.17	\$ 608,544.09-C \$ 39,980.00-I
20		2003	Tuckahoe Rd. Phase III	2.77	\$ 664,109.10-c \$ 20,783.50-I
21		2004	Bears Head Rd. Phase 1&2	1.9	\$ 769,690.62-C \$ 32,184.00-I
22		2008	Bears Head/Tuckahoe Rd. Int.		\$ 431,487.87-C \$ 21,884.50-I
23		2008	Cedar Ave. Bike Path		\$ 141,670.81
24		2014	BV7 Temporary Bridge		\$ 677,182.00
25		2014	Landis Ave.	2.43	\$ 1,346,895.00-C \$ 88,556.64-I
26		2014	Wheat Rd.	1.62	\$ 281,545.46
27		2014	Union Rd.	0.19	\$ 281,545.46
			Sub Total	13.71	\$ 6,024,499.12
28	Corbin City	2003	Buck Hill Rd.	0.58	\$ 322,541.38-C \$ 2,459.06-I
29		2011	Main Street	0.53	\$ 185,518.00-C \$ 12,833.34-I
			Sub Total	1.11	\$ 523,351.78
30	Egg Harbor City	2004	EHC-14		\$ 3,100.00-I
31		2006	Duerer St. & Phila. Ave Flasher		\$ 22,666.50
32		2009	New Orleans Ave Bridge Guiderail		\$ 24,417.00
33		2014	London Ave. Bridge Repair		\$ 17,684.47-C \$ 11,399.00-D
34		2014	Duerer St.	2.34	\$ 281,545.46
			Sub Total	2.43	\$ 360,812.43
35	Egg Harbor Twp.	2000	Old Tilton Road	1.02	\$ 347,747.63
36		2000	Ocean Heights Ave Sec. I	2.01	\$ 316,940.58
37		2001	Ocean Heights Ave/Steelmanville Int.		\$ 911,471.53
38		2001	Sculville Fire Company Beacon		\$ 20,165.00
39		2002	Tilton Road Bike Lane	6.56	\$ 235,024.67
40		2002	Tilton Road Sec III	1.55	\$ 781,027.15
41		2002	West Jersey/English Creek Int.		\$ 1,431,673.98
42		2002	SMS Pt/MI Rd. Bridge Scoping		\$ 125,281.00
43		2002	Cedar Bridge Replacement		\$ 149,945.00
44		2002	Jobs Bridge Scoping		\$ 254,400.00
45		2003	Jeffers Landing Rd.	1.26	\$ 268,700.00
46		2003	Tilton and Fire Rd.	0.45	\$ 365,978.81
47		2004	Mill and Spruce	0.7	\$ 1,131,067.43-C \$ 71,610.00-I
48		2004	Fire/Mill Design		\$ 605,050.00
49		2004	SMS Pt./Mill Rd. Design		\$ 56,300.00

50		2004	English Creek/Delilah Design		\$ 54,600.00
51		2005	Bargaintown Dam		\$ 449,875.00-C \$ 35,000.00-I
52		2005	English Creek/Delilah		\$ 943,298.50-C \$ 65,000.00-I
53		2005	English Creek Ave	1.28	\$ 316,585.85-C \$ 25,000.00-I
54		2005	Ocean Heights/Swift		\$ 421,546.94
55		2005	Jobs Pt Bridge		\$ 1,194,995.00-C \$ 82,815.00-I
56		2006	SMS Pt./Mill Road	0.67	\$ 1,806,678.77-C \$ 173,710.00-I
57		2008	Zion Rd Sec 1C & 2A	1.19	\$ 480,973.89-C \$ 16,939.89-I
58		2008	English Creek Bridge Design		\$ 553,163.00
59		2009	Tilton Rd. Sec 6A	1.41	\$ 845,800.00-C \$ 45,000.00-I
60		2009	Tilton Road Section 6B	0.77	\$ 415,503.27-C \$ 26,677.58-I
61		2009	Tilton Road Sec 4C	0.27	\$ 364,800.00-C \$ 35,000.00-I
62		2009	Zion & Bargaintown Guiderail		\$ 24,417.00
63		2009	West Jersey/Spruce Design		\$ 815,500.00
64		2009	ACIA ISARD Property Demolition		\$ 22,000.00
65		2010	Airport Circle	1.08	\$ 4,599,479.86-C \$ 432,000.00-I
66		2010	Washington/Fire	0.25	\$ 694,858.65-C \$ 70,000.00-I
67		2010	Cedar Bridge Design		\$ 298,000.00
68		2011	Tilton/Fire Intersection	0.25	\$ 245,598.92-C \$ 30,000.00-I
69		2011	Tilton Pedestrian Safety Signs	0.25	\$ 125,826.72-C \$ 10,000.00-I
70		2011	Fire/Mill Intersection	0.25	\$ 210,866.33-C \$ 30,000.00-I
71		2011	Replacement of Catawba Bridge Design		\$ 185,500.00
72		2011	Delilah Road 2011 M/O	0.48	\$ 185,518.00-c \$ 12,833.34-I
73		2012	JFK Bridge Design		\$ 220,700.00
74		2013	Fire Road Resurfacing	0.8	\$ 828,112.32-C \$ 88,723.29-I
75		2013	Bargaintown Dam Eng. SVS		\$ 8,900.00
76		2013	Bargaintown Dam Hyd.		\$ 4,800.00
77		2013	EH 21 Bridge		\$ 3,460,967.89-C \$ 393,991.93-I
78		2013	Lake Creek Mitigation		\$ 131,550.38-M

					\$ 1,374,568.13-C
79		2013	JFK Bridge		\$ 5,496,732.38-C \$ 562,500.00-I
80		2013	Maple Run Bridge Design		\$ 72,400.00
81		2014	English Creek & Dogwood		\$ 456,834.05
82		2014	Fire and Mill Intersection		\$ 4,623,357.39-C \$ 509,600.00-I
83		2014	Maple Run Bridge		\$ 868,483.97-C \$ 99,984.75-I
84		2014	Miry Run Bridge Emergency Design		\$ 15,000.00
85		2014	Miry Run Bridge		\$ 122,000.00-C \$ 16,800.00-I
86		2014	Cedar Bridge		\$ 1,635,242.55-C
87		2014	Steelmanville Rd.		\$ 281,545.46
88		2014	Crack Seal on Tilton Rd. Bridge		\$ 281,545.46
89		2014	Tilton Road S to N of Fire Rd.		\$ 281,545.46
90		2014	Old Egg Harbor Rd. Drainage		\$ 281,545.46
			Sub Total	20.32	\$ 45,535,175.16
91	Estell Manor	2001	Estell Manor Fire Co. Beacon		\$ 20,165.00
91		2007	Cape May Ave Sec 3A	1.52	\$ 583,755.35-C \$ 17,683.00-I
92		2014	Tuckahoe Rd Sec 3	1.98	\$ 1,109,911.55
93		2014	Cape May Ave	7.86	\$ 281,545.46
			Sub Total	11.36	\$ 2,013,060.36
94	Folsom Borough	2002	8 th St Bridge		\$ 149,940.00
95		2006	Mays Landing/Blue Anchor Rd	1.00	\$ 124,460.00
96		2007	Blue Anchor Flashing Beacon		\$ 31,043.57
97		2011	8 th Street Bridge Scoping		\$ 154,940.00
98		2013	8 th Street Bridge Temporary Design		\$ 248,361.84
99		2014	8 th Street Temporary Bridge		\$ 677,182.00
			Sub Total	1.00	\$ 1,385,927.41
100	Galloway Twp.	2001	Wrangleboro Triangle		\$ 752,237.44
101		2001	Jim Leeds/Pomona Rd		\$ 419,971.88
102		2001	Moss Mill Rd	2.65	\$ 798,997.99-C \$ 14,954.40-I
103		2003	Moss Mill Sec 4B	1.21	\$ 400,633.05
104		2005	Municipal Driveway		\$ 58,050.50
105		2005	Pitney and Great Creek		\$ 1,243,827.57
106		2005	Pitney Rd Sec 1B	1.29	\$ 928,131.26-C \$ 69,089.25-I
107		2005	Duerer St	2.7	\$ 1,546,592.33-C \$ 54,315.36-I
108		2005	Tilton/Wrangleboro Rd		\$ 68,500.00
109		2006	Jimmie Leeds & GSP		\$ 1,753,654.79-C \$ 58,658.50-I
110		2007	Pitney Rd Section 1A & 2C	1.22	\$ 1,382,950.01-C

					\$ 72,055.00-I
111		2007	Motts Creek Rd.	0.9	\$ 316,722.26-C \$ 21,980.00-i
112		2007	ACIA Contract	3.9	\$ 602,622.00
113		2007	Moss Mill Rd	0.9	\$ 353,417.00
114		2008	Tilton and Pomona Int.		\$ 2,607,940.21-C \$ 75,000.00-I
115		2009	Tilton Road Section 7	1.95	\$ 1,063.009.13-C \$ 39,338.55-I
116		2009	Jim Leeds/New Leaf Ct.		\$ 789,029.90
117		2009	ACIA Jimmie Leeds (Pitney-Seaview)	0.37	\$ 116,224.00
118		2010	ACIA-Mott Creek		\$ 37,870.00
119		2011	Jim Leeds and 6 th Ave Int.	0.25	\$ 1,336,374.23-C \$ 80,000.00-I
120		2011	Leipzig Ave Sec 1C	1.24	\$ 478,593.66-C \$ 30,075.00-I
121		2011	W. Duerer St Sec 4B & 4C	2.86	\$ 1,125,721.40-C \$50,000.00-I
122		2012	Pomona Rd. Sec 4A-4C	0.85	\$ 475,063.00-C \$ 54,000.00-I
123		2012	Pitney Rd Sec 1A		\$ 393,600.00-C \$ 50,000.00-I
124		2012	Bremen Ave	0.84	\$ 185,518.00-C \$ 12,833.34-I
125		2012	Duerer St	0.59	\$ 185,518.00-C \$ 12,833.34-I
126		2012	Jim Leeds & Parkway Exchange	0.18	\$ 185,518.00-C \$ 12,833.34-I
127		2013	Cologne Ave	2.19	\$ 1,095,336.91-C \$ 165,000.00-I
128		2013	Pitney/Moss Mill Intersection		\$ 596,993.39-C \$ 65,340.00-I
129		2013	Mott Creek Rd.	1.37	\$ 690,667.32-C \$ 42,688.00-I
130		2014	Jimmie Leeds	1.68	\$ 281,545.46
131		2014	Tilton Road		\$ 281,545.46
			Sub Total	21.12	\$ 23,588,370.23
132	Hamilton Twp.	2001	Weymouth Elwood Rd Sec 3	1.9	\$ 725,983.82
133		2002	Bikeway East	7.56	\$ 1,095,657.55
134		2002	Weymouth Bridge		\$ 220,150.00
135		2003	Wrangleboro Road.		\$ 468,924.77
136		2004	Waban Ave.		\$ 377,565.90
137		2004	Hamilton Twp. Pedestrian Bridge		\$ 133,500.00
138		2004	Leipzig Ave	0.28	\$ 521,880.35-C \$ 8,415.50-I
139		2005	Mill/Main Intersection		\$ 993,968.24
140		2005	Wrangleboro Rd.	0.23	\$ 102,760.00

141		2006	Justice Facility Parking lot		\$ 197,060.72
142		2007	Lenape Dam-Obrien & Gere		\$ 196,855.63
143		2007	Lenape Dam Emergency		\$ 23,399.56
144		2008	Tilton and Pomona Intersection		\$ 2,607,940.21-C \$ 131,747.50-I
145		2008	Wrangleboro Rd.	1.3	\$ 266,000.00
146		2009	Tilton Road Sec 7	0.14	\$ 173,048.00-C \$ 6,403.95-I
147		2009	Tilton Rd Sec 6B	0.39	\$ 207,496.73-C \$ 13,322.42-I
148		2009	Weymouth Bridge Rehab		\$ 472,904.00-C \$ 129,677.50-I
149		2010	Lake Lenape Dam		\$ 1,279,439.14
150		2011	Temp. Bridge over Weymouth Rd.		\$ 139,800.00-D \$ 1,258,475.23-C
151		2013	Sugar Hill Bridge		\$ 85,100.00-D \$ 466,952.00-C
152		2013	Lake Lenape Stability Analysis		\$ 116,480.00
153		2013	Bears Head Sec 3 Design		\$ 105,908.00
154		2014	Bear Head Sec 3	1.97	\$ 1,313,488.00-C \$ 99,156.70-I
155		2014	Beard Head Sec 4	1.82	\$ 1,275,892.54-C \$ 108,945.67-I
156		2014	Weymouth Bridge Design		\$ 118,000.00
157		2014	Wrangleboro Road	0.59	\$ 281,545.46
			Sub Total	16.74	\$ 15,671,229.55
158	Hammonton Town	2000	Egg Harbor Rd at Rt. 30		\$ 35,514.51
159		2001	Fairview Ave	1.2	\$ 674,374.81
160		2001	St. Joe's School Flasher		\$ 20,165.00
161		2002	Pleasant Mill Rd Sec I	2.62	\$ 1,187,595.37-C \$ 58,755.27-I
162		2003	Fairview Ave & Liberty Drainage		\$ 113,863.46
163		2004	Third and Fairview	0.2	\$ 279,748.00
164		2004	1 st and 8 th Street		\$ 16,377.00
165		2005	Liberty St Bridge		\$ 937,651.35-C \$ 234,092.50-I-D
166		2006	Egg Harbor Rd.	2.23	\$ 1,264,730.71-C \$ 122,642.50-I
167		2006	Third Street	0.44	\$ 553,367.51-C \$ 56,977.50-I
168		2007	Central Ave	1.67	\$ 1,987,222.25-C \$ 92,700.00-I-D
169		2007	Third Street	0.68	\$ 124,460.00
170		2007	Third Street/Pratt Ave Intersection	0.01	\$ 124,460.00
171		2009	Moss Mill Rd. Drainage		\$ 44,300.00
172		2011	First Rd.	2.46	\$ 1,017,328.84-C

					\$ 84,968.00-I
173		2012	Middle Road Bridge Design		\$ 117,100.00
174		2013	Middle Road Bridge		\$ 414,984.78-C \$ 70,094.00-I
175		2013	Strom Water Drainage		\$ 32,200.00
176		2014	Atsion Rd. Bridge Design		\$ 103,457.50
			Sub Total	11.50	\$ 9,769,131.86
177	Linwood	2000	Shore Rd Sec II	2.50	\$ 574,666.73-C \$ 56,840.00-I
178		2001	Ocean Heights Ave Sec III	0.44	\$ 184,138.51-C \$ 14,505.26-I
179		2008	Northfield/Linwood Interlocal		\$ 105,807.86
180		2009	Pedestrian Signal		\$ 13,890.00
			Sub Total	2.94	\$ 949,848.36
181	Margate	2001	Dorset Ave Bridge Motor		\$ 258,7000.00
182		2004	Margate Drain		\$ 341,000.00
183		2006	Washington Ave SD		\$ 175,000.00
			Sub Total		\$ 744,700.00
184	Mullica Twp.	2001	Weymouth Elwood III		\$ 725,983.82-C \$ 82,498.99-I-D
185		2004	Pleasant Mill Rd II	1.65	\$ 782,365.55-C \$ 47,952.50-I
186		2006	NESCO Firehouse Flasher		\$ 22,665.50
187		2007	Pleasant Mill Retention Wall		\$ 320,221.30-C \$ 13,443.00-I
188		2007	Moss Mill Rd.	1.31	\$ 124,460.00
189		2007	Duerer St	0.09	\$ 124,460.00
190		2007	Moss Mill Rd	0.73	\$ 124,460.00
191		2007	Duerer St	0.09	\$ 124,460.00
192		2009	Greenbank Bridge		\$ 42,340.73
193		2009	Pleasant Mill Rd Sec III	0.88	\$ 554,211.78-C \$ 28,980.00-I
194		2011	Pleasant Mill Sec IV	1.16	\$ 1,294,095.49-C \$ 75,000.00-I
			Sub Total	4.26	\$ 4,487,599.66
195	Northfield	2001	Tilton/Mill/Shore Intersection		\$ 914,904.79-C \$ 45,202.89-D
196		2003	Dolphin Ave	0.54	\$ 485,866.10
197		2003	Tilton Rd Drainage		\$ 1,088,654.54-C \$ 20,946.96-I
198		2004	Tilton Drainage Paving	0.24	\$ 310,280.00-C \$ 3,808.56-I
199		2005	D-Building Parking		\$ 168,800.00
200		2006	Shore Road Sec III	1.91	\$ 1,499,423.96-C \$ 57,288.00-I
201		2006	Washington Ave Bike Lane	0.17	\$ 339,829.75-C

					\$ 75,766.24-I-D
202		2006	Mill Rd. Sec 3B	0.58	\$ 693,651.44-C \$ 70,108.64-I
203		2008	Tilton Rd Sec 1	0.56	\$ 872,764.19-C \$ 68,267.50-I
204		2008	Mill Rd. Sec 3C	1.03	\$ 908,227.97-C \$ 32,445.53-I
205		2008	Burroughs Ave	0.46	\$ 124,460.00
206		2008	Zion Rd	1.861	\$ 372,2000.00
207		2009	Northfield/Linwood Interlocal		\$ 105,807.86
208		2010	Zion & Oak Signal		\$ 21,523.20
209		2011	Tilton Rd Pedestrian Safety Signal		\$ 503,306.89-C \$ 40,000.00-I
210		2011	Tilton Rd Sec 4B Design		\$ 67,893.00
211		2011	Tilton Rd Sec 4A Design		\$ 33,880.00
212		2011	Maple Run Bridge Design		\$ 72,400.00-D \$ 9,370.00-Per.
213		2012	Tilton Rd Drainage 4A & 4B	0.82	\$ 1,262,107.99-C \$ 184,593.50-I
214		2012	Dolphin Ave Sec 1B	0.3	\$ 511,677.17-C \$ 65,000.00-I
215		2013	Tilton Rd Sec 4A & 4B	0.82	\$ 1,440,000.00-C \$ 91,691.36-I
216		2013	Maple Run Bridge Design		\$ 72,400.00
217		2014	Maple Run Bridge		\$ 868,483.97-C \$ 99,984.75-I
218		2014	Tilton Rd Sec 4A 7 4B Delta Lane		\$ 36,651.32
			Sub Total	9.29	\$ 13,657,686.07
219	Pleasantville	2001	Leeds Ave School Flasher		\$ 20,165.00
220		2001	Washington/Fire Design		\$ 161,292.00
221		2002	Delilah/New Road Intersection		\$ 523,091.68-C \$ 41,145.00-I
222		2004	Washington/Franker Intersection		\$ 337,904.96-C \$ 19,983.00-I
223		2007	Shore Rd Sec 4-5	1.95	\$ 2,119,145.75-C \$ 68,588.87-I
224		2008	Shore Road Sec 6A	1.12	\$ 897,655.70-C \$ 56,461.08-I
225		2008	Delilah Rd Sec 5	0.62	\$ 479,546.46-C \$ 36,392.50-I
226		2008	Delilah and Mian Street Intersection		\$ 79,888.45
227		2010	Old Tilton Rd Flashers		\$ 27,872.70
228		2011	Washington/Fire Intersection	0.25	\$ 694,858.65-C \$ 70,000.00-I
229		2014	Delilah Rd Sec 4	0.5	\$ 797,000.00-C \$ 87,234.00-I
			Sub Total	4.44	\$ 6,518,225.80

230	Port Republic	2003	Old Cologne Port Republic		\$ 125,000.00
231		2005	Port Bridge Inspection		\$ 55,000.00
232		2006	Port Bridge Emergency Repair		\$ 342,369.45-C \$ 58,404.53-I-D
233		2006	Algeyer Lane		\$ 6,000.00
			Sub Total		\$ 586,773.98
234	Somers Point	2004	Shore Road Sec 1	1.2	\$ 682,461.57-C \$ 3,845.00-I
235		2005	Jobs Pt Bridge		\$ 1,194,995.00-C \$ 82,815.00-I
236		2006	SMS Pt/Mays Landing Rd	0.67	\$ 1,806,678.77-C \$ 149,874.40-I
237		2007	Ocean Heights Ave	0.34	\$ 124,460.00
238		2008	SMS Pt/Mays Landing Rd	0.77	\$ 154,400.00
239		2010	Somers Point-Mays Landing Rd	0.76	\$ 640,648.05-C \$ 57,501.70-I \$ 107,805.75-En.
			Sub Total	3.74	\$ 5,005,485.24
240		Ventnor	2003	Ventnor Ave	0.69
241	2004		DAB Structure Mod		\$ 145,000.00
242	2005		DAB Bridge Replacement		\$ 993,300.00-C \$ 339,730.00-I
243	2006		Dorset Ave Bridge Emergency Repair		\$ 330,000.00-C \$25,000.00-I
244	2008		Dorset Ave Bridge Emergency Con.		\$ 236,245.86
245	2009		Dorset Ave Bridge Rehab		\$ 3,707,057.50-C \$ 446,000.00-I
246	2014		Wellington West End		\$ 73,945.00
			Sub Total	0.69	\$ 6,514,399.21
247	Weymouth Twp.	2007	11 th Ave Oak and Weymouth		\$ 207,674.43-C \$ 24,964.00-I
248		2010	Tuckahoe & 11 th Flasher		\$ 35,000.00
249		2011	11 th Ave	1.04	\$ 185,518.00-C \$ 12,833.33-I
			Sub Total	1.04	\$ 465,989.76
Grand Total				123.71	\$ 151,433,122.53

H. SJTPO's Transportation Improvement Program (TIP) Fiscal Years 2014-2023

Federal Law requires transportation planning for urbanized areas to be carried out through Metropolitan Planning Organizations (MPO's) in order to ensure that the planning activities of the participating agencies are coordinated. On July 2012, the President signed into law the Moving Ahead for Progress in the 21st Century (P.L. 112-141), (MAP-21), the long term highway

authorization which was continuation of TEA-21 and SAFETEA-LU. STTPO's TIP is a list of projects and programs scheduled to be implemented over a period of at least four years. The projects must be included in the TIP to receive most type of federal funding. The TIP links the transportation planning process to project implementation which is linked with the Regional Transportation Plan (RTP), providing a framework for guiding investment decisions over a twenty years period. Federal law also requires that all projects in the TIP be consistent with the RTP and regionally significant projects under the federal Air Quality Rules must be drawn from the RTP. SJTPO's most recent 2040 Regional Transportation Plan was adopted in July 2012 by the SJTPO Policy Board. The Atlantic County 2014-2023 TIP listed below highlights the sponsoring agency and estimated costs of improvements by projects. Table 3.27 below shows the list of projects with in the Atlantic County in 2014-2023 TIP sponsored by various agencies including the Atlantic County.

Table 3.27 Atlantic County's Projects in 2014-2023 TIP

Sr. #	DBNUM	Project Name	Sponsoring Agency	Municipality	Estimated Cost (\$ millions)
1	S1116	Aetna Drive (CR 649), Head of Rived Road to Main Street	Atlantic County	Corbin City	0.85
2	S0913	Brigantine Blvd., Sec. 1A, Repaving (CR638)	Atlantic County	Brigantine	1.37
3	S0914	Brigantine Blvd., Sec. 1B, Repaving (CR638)	Atlantic County	Brigantine	1.55
4	S1117	Jim Leeds Rd., College Drive to Pomona Rd.	Atlantic County	Galloway	1.05
5	S0915	Landis Avenue, Tuckahoe Rd. to Cumberland Co. Line Repaving (CR 540)	Atlantic County	Buena Vista	1.80
6	S1109	Maryland Ave., Rt. 187 to Pacific Ave.	Atlantic City	Atlantic City	1.07
7	11422	Rt. 9, Meadowview Ave. to GSP, Pavement	NJDOT	Absecon	4.50
8	S0103A	Rt. 9, Northfield Sidewalk Replacement	NJDOT	Northfield	1.60
9	11337	Rt. 30, Elwood Rd./Weymouth Rd. (CR 623) to Haddon Ave.	NJDOT	Mullica Twp.	1.70
10	08371	Rt. 40 Atlantic County Drainage	NJDOT	Pleasantville	1.90
11	13330	Rt. 40, Corso Lane to Babcock Rd.	NJDOT	Buena Vista	5.15
12	11332	Rt. 50, Gibson Rd. to Danenhauer Lane Pavement	NJDOT	Estell Manor	4.99
13	01339	Rt. 54, Rt. 322 over Cape May Point Branch	NJDOT	Folsom Boro	24.15
14	09331	Rt 206, Bridge over Clark Creek	NJDOT	Hammonton	7.29

		and Sleeper Brook			
15	09361	South Intel Transportation Improvement Project	SJTA/CRDA	Atlantic City	1.5 (2014-2023)
16	X242	Safety-Crash Reduction Program	NJDOT	Various	0.35(2014-2023)
17	10347	Local Aid Consultants Services	NJDOT	Various	0.10(2014-2023)
18	X065	Local CMAQ Initiative	Local Lead	Various	1.9(2014-2023)
19	X41a1	Local County Aid, SJTPO	Local Lead	Various	9.53(2014-2023)
20	X98A1	Local Municipal Aid, SJTPO	Local Lead	Various	6.21(2014-2023)
21	06326	Local Project Development Support	NJDOT	Various	0.27(2014-2023)
22	04314	Local Safety/High Risk Rural Road Program	Local Lead	Various	1.00(2014-2023)
23	X30A	Metropolitan Planning	MPO	Various	1.60(2014-2023)
24	X35A1	Rail-Highway Grade Crossing Program, Federal	NJDOT	Various	2.00(2014-2023)
25	99327A	Resurfacing, Federal	NJDOT	Various	5.00-10.00 (Each year)
26	X107	Transportation Alternative Program	NJDOT	Various	0.52 (2014-2023)

I. Atlantic County Lakes Creek Wetland Mitigation Bank

In 2006, Atlantic County began the process of identifying potential sites for the establishment of a wetland mitigation bank. The purpose of the Bank was to provide mitigation credits, on a single site, through the establishment of freshwater and saltwater wetlands. Credits were assigned based on the type and amount of wetlands created. Mitigation credits were needed to offset adverse impacts to wetlands as result of the County's infrastructure improvements such as the construction of roads, intersections, and bridges. Prior to the establishment of the Bank, the County relied on site-by-site mitigation which was inefficient and didn't provide mitigation for future impacts. Once established however, the Bank is efficient and progressive in that it provides mitigation credits for a wide range of infrastructure projects for a sustained period of time.

Of the 15 potential sites selected, the County appraised and purchased a 37 acre tract known as the Burman property located in Egg Harbor Township along Somers Point Mays Land Road just west of the intersection with CR 651 Jeffers Landing Road. This site met the criteria for a wetlands bank given its proximity to a tidal source of water (Lakes Creek) and its condition as an upland fallow agricultural field. Following purchase of the tract, monitoring wells were established recording both tidal flows and groundwater elevations over the next couple of years establishing baseline tidal and groundwater levels used in the design of the site. An

Interagency Review Team (IRT) was then established to oversee the design and approval of the site. Members of the IRT included the U.S. Army Corps of Engineers, Philadelphia District; U.S. Environmental Protection Agency, Region 2; U.S. Fish and Wildlife Service; National Marine Fisheries Service; and the NJ Department of Environmental Protection. Following design, permitting, and approval, construction began in the spring of 2013 and finished in the fall of 2014. In 2013, Atlantic County Government was awarded the Governor’s Environmental Excellence Award within the “Healthy Ecosystems” category for the establishment of the Lakes Creek Wetland Mitigation Bank. This Bank was the first government sponsored and approved mitigation bank in the tri-state area of (NJ, DE, and PA).

J. Atlantic County Emergency Evacuation Routes

In case of emergency such as hurricanes, northeast storms, flooding events or during some type of technological emergencies, the State of New Jersey has identified major evacuation routes in case of emergency for the Atlantic County. Atlantic County’s evacuation routes are shown on **Map 3.14**. These roadways include the Atlantic City Expressway, the Garden State Parkway, US Route 9, 30, 332, 50, 87, and County Routes 559, Alt 559 and Alt 561. Further evacuation information can be found at:

<http://www.readyatlantic.org/act/evacuation.asp>



Part 2

This Atlantic County's Transportation Plan (ACTP) takes the long view in promoting effective travel and accessible mode of transportation for the County's residents, visitors, workers and disadvantage citizens in future years. The part 1 provides the existing transportation network and efforts made by the Atlantic County to achieve its goals in the past and also as ongoing process. Part 2 provides a policy framework to guide the development of projects and program, advance County's goals and objectives and help direct the investment under current financial and unemployment conditions due to closure of certain business which were major source of employment. In addition to critical financial situation, this plan will play an important part in determining how the County will accommodate its growth in its growth urban centers and rural areas.

The Atlantic County Transportation Plan (ACTP) is an integral component of Atlantic County's Master Plan. Its purpose is to guide those who make or explain decisions that affects Atlantic County's transportation network, help the public understand the rationale behind the decisions, and assist stakeholders who chose to advocate for better implementation of County's transportation policies. The Plan also provides stakeholders opportunities to participate directly in transportation policy development through its periodic revision.

A. Goals and Strategies

#	Goals	Strategies
1	To provide high-quality transportation services through properly maintained road infrastructure	1. Provide affordable, convenient and integrated transportation system. 2. Maintain and manage roadways in a manner to reduce travel time, public safety and accessibility to the users. 3. Increase overall capacity of Atlantic County's transportation network that accommodates the increase in traffic volume to cope with the developmental projects in the County. 4. Expand and complete bikeway network in urban growth centers. 5. Integrate local transit services and increase its accessibility in coordination with NJ Transit to enhance accessibility in unserved urban centers, neighborhoods and commercial centers. 6. Arrange and allocate the resources/funds through Federal grants, State Transportation Funds and local taxation. 7. Enhance and coordinate the Human Transportation

		<p>Services agencies to provide on demand transportation services to needy people at their door step.</p> <p>8. Periodically maintaining the existing road network, road pavement, signs/signals, traffic diet and roadway furniture.</p>
2	To Enhance people's movement without more traffic on roads.	<p>1. Provide more travel choices and reduce the relative proportion of single-occupant-vehicles (SOV) TRAVEL THROUGH Transportation Demand Management (TDM), telecommuting, and travel shift to other modes including transit, carpooling, walking and bicycling.</p> <p>2. Encourage land-use policies such as transit-oriented and mixed-use development that result in better access and use of the transportation system.</p> <p>3. Focusing on minimizing the delays through inter-coordination of different travel modes, mostly NJ Transit.</p> <p>4. Encourage the use of environmentally sustainable modes, including use of bicycle, walking, transit use, carpooling and telecommuting.</p>
3	To promote safety, and establish equity for the need of all residents of the Atlantic County.	<p>1. Minimize accident rates at strategic locations where accident rates are high as per accident data of past several years.</p> <p>2. Enhance safety for the transit riders, pedestrians, and bicycle users by implementing American with Disability Act (ADA) Standards for Accessible Design.</p> <p>3. Ensure the County's transportation infrastructure serves emergency responders in case of disasters, and enable people to move away from danger areas.</p> <p>4. Establish and support programs that emphasize the special transportation need of children, the elderly and disabled people.</p> <p>5. Provide a board range of transportation options that ensure access to affordable travel to address unemployment, and provide equal opportunity to disadvantage residents of the Atlantic County.</p>
4	To manage effectivity and efficiency for funding and maintaining the transportation facilities and services in cost-effective manner.	<p>1. Use Transportation Demand Management (TDM) AND Transportation System Management (TSM) measures to mitigate expected increase in travel demand and maintain traffic operation efficiency.</p> <p>2. Plan and design the transportation projects in a manner to minimize the costs while provide high-quality services.</p> <p>3. Manage the congestion by emphasizing transportation alternatives, parking and queuing management.</p> <p>4. Pursue the new technology that can enhance quality</p>

		and efficiency of transportation facilities, carefully design and implement demonstration of such innovations.
5	Take into account of environmental sustainability to reduce the impact of transportation projects on the community resources.	<ol style="list-style-type: none"> 1. Increase energy efficiency and reduce hydrocarbon emission by encouraging nonmotorized travel, use of public transportation, carpooling, telecommuting, and use of alternate fuel vehicles. 2. Minimize the creation of impervious surface, and manage the collection of runoff in effective environmentally sensitive areas.

B. Policies, Programs and Projects

Policy T-1

Provide improved access from the Baltimore-Washington D.C. metropolitan areas by linking the New Jersey Turnpike and I-295 with the Atlantic City Expressway.

To promote greater access of the casino and non-casino visitor market, it is recommended that I-295 and /or the New Jersey Turnpike be linked with the Atlantic City Expressway. The utilization of existing major routes is preferable to a new highway due to the inevitable problems relating to environmental impacts and new right-of-way acquisition

Policy T-2

Encourage the construction of the Buena-Weymouth Connector to mitigate traffic congestion along US 40 in the vicinity of Mays Landing.

As noted above, US 40 in the Mays Landing area is a major spot congestion problem in the County. For this reason, the feasibility of upgrading Weymouth Malaga Road between US 40 and Route 322 should be studied. Improvements needed to upgrade this road to function as a connector route include the widening of Weymouth road and signage on US 40 directing traffic to this alternate route.

Policy T-3

Construct a linkage between West Jersey Avenue and Route 40/322 to provide access to the Egg Harbor and Hamilton Township Growth Region

West Jersey Avenue will become a key arterial in Hamilton and Egg Harbor Townships' growth region, which is planned to accommodate substantial residential development. The function of this road will shift dramatically to a major collector of residential traffic bound for the commercial and employment centers of Egg Harbor and Hamilton Townships. In order to bring more resources to bear on the improvements that will become necessary, it is advisable that this roadway becomes a County road. A new road link (in the vicinity of the Lincoln Road right-of-way) should be constructed between West Jersey Avenue and the Black Horse Pike. This

road link should be compatible with the plans for the elimination of the Cardiff Circle and the need to preserve the McKee City rail right-of-way.

Policy T-4

Upgrade the Route 575 corridor to serve as a major north-south Route.

Presently, Atlantic County's north-south trips from the growth regions must filter through local roads and the County's suburban arterials. Fire and Shore Roads are the two principal north-south routes in the County system. Both are too far east to serve the Pinelands regional growth areas in Egg Harbor and Hamilton Townships. With the emergence of residential and employment centers, (including the Hamilton Mall, Atlantic City Airport and Smithville), there is a major need for a modern, well designed arterial road. It is recommended that Route 575, from West Jersey Avenue to at least the Garden State Parkway (Interchange 44) be upgraded to function as a major north-south route. This corridor would also include a portion of Route 322. Improvements to Route 575 would include:

- a. Widening to 3 lanes (at intersections) south of Route 322.
- b. Widening to four lanes south of the Atlantic City Expressway with additional turning lanes at intersections.
- c. The proposed upgraded arterial road will play an important role in the County's highway network and enable its transportation infrastructure to keep pace with economic growth.

Policy T-5

Complete partial interchanges with the Garden State Parkway at Pomona Road and US 30, and provide a new interchange at Ocean Heights Avenue.

A considerable amount of traffic congestion exists on State and County highways in the bay communities. Peak hour delays are experienced on Route 9, and Tilton, Shore, Fire and Delilah Roads. Furthermore, it is anticipated that Moss Mill, Jim Leeds and other roads in eastern Galloway Township will experience similar problems in near future. Some of these arterials such as Delilah Road handle work trips bound for Atlantic City. Others like Fire Road or Shore Road accommodate visitors or business trips to and from the north and south. A significant amount of traffic will be generated by 6000 existing and planned development units in eastern Galloway Township. Employee trips to Atlantic City will considerably affect levels of service on Routes 30 and 9, and nearby County roads.

As the County's growth areas continue to develop, travel will become increasingly important as will the ability to make connections with the Parkway. Recommended access improvements on the Garden State Parkway include:

- a. Direct southbound access to the Parkway from Pomona Road (interchange 44) to reduce traffic volumes on roads in Galloway and Absecon not designed for through-traffic.
- b. Complete the Parkway interchange at US 30 (interchange 40).
- c. Unsafe/over congested conditions of Parkway ramps on Jim Leeds Road could be corrected at the same time by restricting traffic to medical and emergency vehicles only.

d. A new interchange at Ocean Heights Avenue should be provided as the development of southern portion of the County's growth area occurs. At a minimum, access to and from the north should be provided.

Policy T-6

Provide linkages from the Atlantic City Expressway and Rail Line to the Atlantic City Airport.

Expansion of Atlantic City International Airport and research, hotel and industrial development near William J. Hughes Technical Center will place a major burden on local highways if the present roadway configuration is retained. Increased traffic volume generated by facility users and employees will place an increasing burden on local and county roads serving the Airport. There is currently no mass transit connection with the airport. A means to access major destinations needs to be provided.

Recommendations:

- a. Provide a limited access road from the Atlantic City Expressway to the Atlantic City Airport.
- b. If a new rail station is established in Pomona (see Policy 11), consider the feasibility of regular bus service from the airport to the train station. If no rail connection is to be provided, a regular shuttle bus service should be provided to Atlantic City.

Policy T-7

Continue to investigate and construct/install relatively low-cost highway improvements that can substantially increase road and intersection capacities with a minimum disruption to neighboring land uses.

As growth and development continues, governments must provide solutions to capacity problems on State, County, and local roads. However, major road improvements are costly and funding is limited. A Transportation System Management (TSM) approach can improve the efficiency of highways at peak hours and permit better levels of service without more costly system wide improvements. Other benefits include improvement in air quality as delays are reduced and fuel consumption declines. TSM encompasses a broad range of actions; restriping an intersection, minor geometric improvements, synchronizing the timing of signals, etc....

Tilton Road (a high volume County route) is an ideal candidate for potential synchronization of signals. The County is exploring the synchronization of the Tilton Road signals from 40/322 to the intersection of Tilton, Mill and Shore Roads. Other candidates synchronization include Delilah Road (Fire to Shore Road) and Shore Road in Pleasantville.

Features that support mass transit use to new areas of development should be incorporated into development reviews at the county and municipal level (e.g., bus turnouts along arterial highways and adequate internal circulation for buses or vans in large developments). Bike – compatible design can be used for road reconstruction or resurfacing at minimal cost. This not only provides recreational benefits, but also encourages use of an alternate transportation mode for work trips.

Policy T-8

Encourage the widening of the Atlantic City Expressway from the Pleasantville Toll Plaza to Atlantic City.

Increased traffic volumes on the Expressway have resulted in traffic congestion between the Pleasantville Toll Plaza and the Atlantic City exit. The County should support the construction of additional travel lanes to this section of the highway.

Policy T-9

Access codes must be enacted to preserve the function of County roads to prevent the proliferation of traffic congestion and safety problems.

Roads serve at least two basic (and often competing) functions; access to property (residential, commercial, etc.) and the efficient movement of traffic over long distances and at relatively high speeds. State and county roads fall somewhere between local roads and State highways (e.g., US 40/ 322 and Route 30) although, for the most part, they function as inter-municipal or regional routes.

One of the direct consequences of rapid growth is the proliferation of individual driveways on arterial routes serving high volumes of traffic. As access to individual sites increases, so do traffic hazards and congestion, undermining the function of these roads. Access control (specifically, the rational and efficient placement of driveways along an arterial road) is a critical concern as the County's suburban growth areas continue to develop.

The State Highway Access Management Act empowered the State to adopt and enforce an access code to preserve the State system as a regional and arterial network. The Act also permits counties and municipalities to adopt similar codes and represents an opportunity for Atlantic County to protect the function of its arterial system. The County should develop its own access management code and identify arterial roads to be given priority for this type of regulated protection.

Policy T-10

Demand for and feasibility of fixed mass transit routes for mainland communities should be investigated.

Atlantic County is well served by intercity transit routes and the 7 A-routes originating in Atlantic City. Routes tend to be arranged in radial manner, so travel times to and from the City are minimized and convenience of trips maximized. However growth has occurred and will continue to occur in offshore communities, particularly Egg Harbor, Hamilton and Galloway Townships. Particularly residents in Egg Harbor Township lack convenient mass transit services to take them to the Hamilton Mall, the medical centers on Jim Leeds Road or Richard Stockton College of New Jersey on Pomona Road. Similarly, Richard Stockton College of New Jersey students lack adequate transit service to the Malls and other activity and employment centers. In general, activity centers (even in the same municipality) cannot be linked by transit trips without a lengthy time-consuming detour into Atlantic City or Pleasantville.

The need for transit routes linking major employment and activity centers should be investigated, particularly along the Route 575 corridor in Egg Harbor and Galloway Townships.

The need will grow as residential development and jobs continue to disperse from Atlantic City and concentrate in the mainland growth areas.

Policy T-11

Continue to support the Atlantic City Rail Line, including downtown revitalization planning, traffic and parking studies, site planning and similar elements.

Commuter rail service, provided by the Atlantic City Rail Line (restored in 1987) links Atlantic City (at the new Convention Center), with communities in Gloucester County and with Philadelphia. The rail line supports Atlantic County's economic growth, opening up new markets to the local recreation industry. In addition to this, the downtown revitalization of Absecon, Hammonton Townships and Egg Harbor City should be boosted by the stations in these communities.

As the population in the northern growth region increases, a need for a rail station at Pomona will increase as well. Many future residents of this area may work in Philadelphia or western Camden County. A Pomona station would provide a convenient link to the PATCO Line for these reverse commuters.

Recommendations:

- a. Encourage establishment of a rail station at Pomona (near Pomona Road)
- b. In conjunction with the station, provide a park and ride area for rail commuters
- c. Provide a shuttle service from the station to the Atlantic City International Airport and other major employers in the immediate area such as Richard Stockton College of New Jersey, ACMC, William J. Hughes Technical Center, Wheaton, etc.

Policy T-12

Other transit modes must be well coordinated with the commuter and intercity services, to be responsive to the shifting ridership volumes and composition.

New Jersey Transit bus routes can provide excellent feeder service for commuters, particularly in the western portion of the County. With employment in Atlantic City projected to increase by 10,000 to 15,000 jobs by 2005, commuter rail will become an increasingly important transportation resource, especially if complemented by an efficient feeder system. The passenger volume of intercity and commuter rail operations may also warrant a connector system to the boardwalk and possibly the marina. The County supports further investigation into a connector system.

Policy T-13

Atlantic County's active rail freight, future rail and non-rail use lines and other rail right of way must be preserved for future rail and/or non-rail use.

Rail freight is currently utilized by several businesses in Pleasantville and Egg Harbor Townships on privately owned Pleasantville and Linwood secondary lines. The County owned McKee City Spur extends to an industrial and warehousing district in Egg Harbor Township. Although there are no current rail freight users in this district, the potential for future use will

grow as light industrial development continues. A rail right-of-way is valuable for other purposes. Potential uses include protected pedestrian walkways, bike paths, and utilities. For these reasons, there is a need to preserve right of ways, particularly in the vicinity of Shore Mall, where improvements for Route 40/322 and Cardiff Circle are proposed.

Policy T-14

Establish a comprehensive bicycle routing system that will encourage the use of bicycles for commuting and recreation via bicycle compatible roadways.

The Intermodal Surface Transportation Efficiency Act (ISTEA) and the Clean Air Act Amendments (CAAA) require states which are in air quality non-attainment areas to develop traffic management strategies to reduce single occupancy vehicle travel miles. Bikeways and bicycle-compatible roadways are recognized by ISTEA as a viable strategy in an overall trip reduction program.

The Bicycle Element of the Atlantic County Master Plan identifies the need for bicycle commuter routes (linking residential, employment, and activity centers) and recreational routes on scenic roads or with recreational areas/facilities as a destination. The Plan identifies road design considerations and the need for facilities (bike lockers, bike racks on transit vehicles, etc.), route maps and signage to assist and encourage the use of bike routes. The Plan also identifies and lists ten priority bikeway routes, five on State and Federal routes and five on County Routes