

ATLANTIC COUNTY BIKEWAY WEST

Feasibility Study

APPENDIX



South Jersey
Transportation
Planning Organization

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**STUDY
ADVISORY
COMMITTEE
MEETINGS**



MEETING NOTES

| | |
|----------------------|---|
| MEETING TITLE | Study Advisory Committee Meeting #1 |
| PROJECT | Atlantic County Bikeway West Feasibility Study |
| DATE | Wednesday, May 5 th , 2021 |
| TIME | 11:00 AM – 12:30 PM |
| LOCATION | Conference Call via Zoom |
| ATTENDEES | Alan Huff, SJTPO Melissa Melora, SJTPO Frances Brown, Atlantic County John Peterson, Atlantic County Dick Colby, Atlantic County Parks and Advisory Board Bill Reinert, Atlantic County Parks and Advisory Board Andrew Levecchia, Camden County Jack Sworaski, Camden County Elise Bremer-Nei, NJDOT Bill Riviere, NJDOT Patrick Farley, Cross County Connection TMA LuAnne McCardell, Hamilton Township Brett Noll, Hamilton Township Carl Pitale, Hamilton Township Donna Markulic, Egg Harbor Township Robert Vettese, Town of Hammonton Amanda Burgeson, KMA Ebony Washington, KMA John Federico, WSP Debbie Hartman, WSP Charlie Romanow, WSP |

MEETING NOTES

The first Study Advisory Committee Meeting for the Atlantic County Bikeway West Feasibility Study was held on Wednesday May 5, 2021. The meeting was conducted as a Zoom video conference call due to social distancing practices necessitated by COVID-19. The meeting began with an introduction to the context of the study by Alan Huff, followed by personal introductions from the project team and each of the committee members. A Power Point presentation was then shared with the committee to guide the rest of the meeting. John Federico reviewed the study's organizational chart and provided the timeline of the project and expectations of the Study Advisory Committee, including expectations for virtual vs. in-person meetings. Key points from the presentation and discussion are summarized below.

Project Overview

- Mr. Federico provided background and regional context about the study area, which comprises the area between the planned terminus of the Cross Camden County trail in Winslow Township and the western terminus of the existing Atlantic County Bike East (just east of Mays Landing).
- The overall project goals are to determine a feasible alignment to connect the two facilities, including right-of-way viability and physical/operational constraints, and to build a case for the trail with local officials, stakeholders, and the public.
- Mr. Federico explained the distinction between different types of trail facilities, including shared-use paths, sidepaths, recreational trails, and bridges/boardwalks. The Atlantic County Bikeway West is expected to be a paved two-way shared-use path that is separated from vehicle traffic. Where available right-of-way is lacking, some segments of the trail may take the form of a sidepath but would still have a buffer from the roadway. The trail is intended to serve all users including cyclists, walkers, and joggers.
- Mr. Federico then discussed additional considerations related to trail feasibility and planning, including maintenance, emergency access, security, and connections to existing infrastructure.
- Mr. Federico concluded the project overview by briefly discussing the benefits of trails including transportation, environmental, health, economic, and social benefits.

Trail User Profiles

- Mr. Federico introduced the goals of the demand and economic impact analysis, which is intended to develop sample profiles to supplement the quantitative demand analysis, service area, and projected construction and tourism spending.
- Mr. Romanow presented three trail user profiles as follows: Regional Recreation/Tourism-Based Users, Local Recreational Users, and Commuting/Functional Users. Each user group is expected to utilize the trail for a different purpose and travel to it from a different distance.
- John Peterson said the Regional Recreation/Tourism-Based Users (i.e. long distance users) will likely be the most significant user group for this trail because there are not many businesses or land uses along the proposed alignment, but it does provide an important regional connection.
- The group discussed places near the trail where people may want to bike including St. Augustine Preparatory School in Richland. Mr. Huff added that some school districts in the County do not permit students to bike to school and that following up with these schools later in the process could be helpful to encouraging them to update their policies.

Alignment Considerations

- Mr. Federico then shared the base mapping completed to date, including obtaining and mapping points of interest, major roads, bicycle and pedestrian connections, and natural resources.

MEETING NOTES

- Mr. Federico shared the criteria that will be used to select a trail alignment, including expectations of user experience, right-of-way availability, environmental constraints, and roadway crossing safety. He then discussed two preliminary alignments:
 - **Alternative 1** which runs east from Camden County to connect with NJ 54, south using the NJ 54 right-of-way, and then east along the abandoned rail corridor parallel to U.S. 40 into Mays Landing. This alignment is approximately 29 miles long and would have greater separation from traffic due to NJ 54 having extra right-of-way/space on the east side and using the off-road rail corridor.
 - **Alternative 2** which runs east from Camden County to connect with the U.S. 322 right-of-way before continuing southeast along Weymouth Road into Mays Landing. This alignment is approximately 22 miles long and would need to be located closer to traffic lanes along US 322 and Weymouth Road due to limited public right of way. This alignment would also need to cross more major driveways, particularly along Route 322, with the potential for conflicts between motorists and trail users.
 - The first 3.3 miles and final 3.7 miles of each alternative overlap with one another
- Mr. Federico shared photos and conditions for four sub-areas along the alignments. Two of the four areas are shared by both alignments while the other two are exclusive to one or the other.
- WSP conducted a quick analysis to determine how many people are located with a 5-mile buffer of each alternative. Results shows that census tracts within five miles of Alternative 1 are home to 181,000 people while census tracts within five miles of Alternative 2 are home to 127,000 people. The difference is primarily due to Alternative 1 being closer to Vineland.

Additional Discussion

- Discussion ensued about environmental constraints, with Atlantic County and KMA confirming that both alternatives fall entirely within the New Jersey Pinelands National Reserve. A small portion of the study area near Mays Landing also falls within the Coastal Area Facility Review Act (CAFRA) zone.
- Mr. Sworaski then shared his recent experience coordinating with New Jersey Division of Fish and Wildlife (part of NJDEP) in planning for the Cross Camden County trail. Discussions with Fish & Wildlife centered around issues related to an 8-12 mile segment of the proposed trail that traverses the Winslow Wildlife Management Area, which is actively used for hunting and fishing. Representatives from Fish & Wildlife said that new development within the wildlife management area different than what is present (including the trail) could jeopardize the area's federal funding.
 - Mr. Sworaski said that further discussions/analysis indicated this would only be the case for properties acquired before 1961, and that Green Acres parcels may still be viable. However, the County would need to purchase those parcels for the trail (as opposed to an easement).
 - Camden County is working with their consultant (NV5) to develop an alternative trail alignment that shifts to the north to avoid the protected area but still terminate at the same location. Mr. Federico requested that Mr. Sworaski send a map of the new alignment to be incorporated into the Atlantic County Bikeway West mapping.
 - It was noted that the initial Atlantic County Bikeway West alignments both have short segments running through the Winslow Wildlife Management Area. WSP/KMA will look into this area in more detail related to environmental restrictions. Mr. Sworaski said he found that going through Green Acres directly was the best way to get the necessary information.
- Mr. Peterson expressed some concern about the viability of Alternative 2 due to the narrow right-of-way along Weymouth Road and multiple narrow bridges along the corridor. Mr. Huff expressed similar concerns about the limited right-of-way along Alternative 2 that may cause cyclists to feel

MEETING NOTES

uncomfortable biking along the roadway, as US 322 carries heavy traffic volumes and often at higher speeds.

- The group expressed concerns about the trail running too long of a distance without any places to stop for food or a beverage. Alternative 2 would pose a bigger issue in this regard as Alternative 1 passes through the more developed communities of Buena and Richland. It is likely that at least several miles of the eastern end of the Cross Camden County trail will be distant from amenities though Mr. Sworaski believes that a trail connection between Philadelphia and Atlantic City could encourage development along the corridor.
- Mr. Noll expressed interest in the trail utilizing the abandoned train station in Mays Landing and Mr. Peterson confirmed the County was going in that direction and had considered use of the existing train trestle bridge. Mr. Peterson added that a further benefit of Alternative 1 is that it travels closer to historically underrepresented environmental justice communities.

Public Outreach

- Two public meetings are planned for this project, with the first being conducted virtually due to COVID-19 restrictions. The first public meeting, intended for early-to-mid June, will gather public input and concerns related to existing conditions and identify areas of opportunity. The second public meeting, planned for Fall, will gather feedback on the trail concept plan.
- Ms. Hartman shared that WSP has included some limited Spanish translation in their scope related to public outreach.
- Several virtual outreach tools are available to elicit feedback including PollEverywhere, Wikimap, and online surveys.
- Ms. Hartman and Mr. Federico solicited feedback about stakeholder groups to reach out to and encouraged committee members to share meeting and outreach resources with their constituents.
- Mr. Huff expressed caution about eliciting feedback via social media, particularly for this project, due to having received unconstructive feedback for bicycle/pedestrian projects in the past.

Next Steps

- Next steps include scheduling a virtual public meeting and continuing to evaluate and map existing conditions and environmental constraints. The project team is also expecting to conduct a site visit to gain additional information related to the initial alternatives.

| ACTION ITEM | RESPONSIBLE PARTY |
|--|-------------------|
| 1. Provide GIS or CAD mapping of alternative Cross Camden County Trail alignment to project team | Jack Sworaski |
| 2. Investigate environmental feasibility of routing through Winslow Wildlife Management Area | WSP/KMA |
| 3. Schedule and conduct a site visit of initial alternatives | WSP |
| 4. Schedule and organize first virtual public meeting | SJTPO/WSP |



MEETING NOTES

| | |
|----------------------|---|
| MEETING TITLE | Study Advisory Committee Meeting #2 |
| PROJECT | Atlantic County Bikeway West Feasibility Study |
| DATE | Wednesday, October 13th, 2021 |
| TIME | 2:30 PM – 4:00 PM |
| LOCATION | Conference Call via Microsoft Teams |
| ATTENDEES | Alan Huff, SJTPO Melissa Melora, SJTPO Frances Brown, Atlantic County Elise Bremer-Nei, NJDOT Bill Riviere, NJDOT Joseph Rapp, NJDOT Eric Derer, Cross County Connection TMA Bill Reinert, Atlantic County Parks and Advisory Board Jack Sworaski, Camden County Maggie McCann, Camden County Carl Pitale, Hamilton Township LuAnne McCardell, Hamilton Township Robert Vettese, Town of Hammonton Ebony Washington, KMA John Federico, WSP Charlie Romanow, WSP |

MEETING NOTES

The second Study Advisory Committee meeting for the Atlantic County Bikeway West Feasibility Study was held on Wednesday October 13, 2021. The meeting was conducted via Microsoft Teams due to social distancing practices necessitated by COVID-19. The meeting began with introductions from the project team and each of the committee members. A Power Point presentation was then shared with the committee to guide the remainder of the meeting. The bulk of the presentation focused on the preferred alignment but also included information on the project background, public outreach results, and next steps. Discussion amongst committee members occurred during and after the presentation, with key points of the presentation and discussion summarized below:

Project Overview

- Mr. Federico provided background about the study area, which comprises the area between the planned terminus of the Cross Camden County trail in Winslow Township and the western terminus of the existing Atlantic County Bikeway (just east of Mays Landing).
- The overall goal of the project is to determine a feasible alignment connecting the two facilities and to build a case for the trail with local officials, stakeholders, and the public.
- In discussing the project schedule, the second public meeting is expected to occur in November 2021 with the project concluding by the end of December 2021.

Public Meeting #1 Results

- Mr. Romanow shared the results of the first public meeting, consisting of a webpage with an online narrated presentation, a live virtual Q&A session, and a public survey.
- Survey Results
 - 29 people responded to the survey between June 16, 2021 and July 9, 2021.
 - Most survey respondents classify themselves as Local Recreational Users and would most likely use the trail for exercise and recreation.
 - Most survey respondents preferred the NJ 54/Rail Corridor alignment (as opposed to the U.S. 322/Weymouth Road alignment), ranking “Separation from cars and traffic” as the most important criteria for route selection; proximity to population centers and maintenance also ranked somewhat important to people.
 - Additional comments provided via the survey include a desire for amenities along the trail, including bike racks, lighting, security calls boxes, and bathrooms, incorporating the Taylor Avenue Mays Landing train station into the trail plan, and developing a spur to connect to Hammonton.

Proposed Alignment and Focus Areas

- Mr. Federico explained that of the alternatives, the NJ 54/RR corridor alignment was selected to move forward based primarily on the pros and cons evaluation, along with input from the steering committee and feedback from the public.
- The proposed alignment would travel east from the planned terminus of the Camden County Link in Winslow Township to the Beasley’s Point secondary rail corridor, travel along the west side of the rail

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tracks until they meet NJ 54, and then run along the east side of NJ 54's wide right-of-way. The trail would then turn and continue east in Buena Vista and Hamilton Townships along the vacant rail corridor parallel to U.S. 40 before continuing off-road and as a sidepath through Mays Landing to the existing Atlantic County Bikeway. Planning for the alignment is focused on three challenging areas (i.e. Focus Areas) along the alignment, which are described below.

- Focus Area 1 (Folsom Borough)

- A meandering route is proposed through the Winslow Wildlife Management Area and to the east to remain on the higher ground and avoid wetland impacts. This route is mostly on publicly owned parcels, although there are two parcels near 14th Street which are privately owned and would need to be negotiated.
- Mr. Sworaski noted that, based on discussions with the NJ Department of Fish and Wildlife, an earlier Camden County Link alignment using parcels purchased with Hunters Licensing Fees (pre-1960) was a non-starter. Ms. Washington confirmed that the Green Acres parcels affected by the proposed alignment were all purchased post-1960. Mr. Sworaski added that Matt Ludwig (NV5) and Frank Virgilio (Fish & Game Council) are good contacts when coordinating with the hunter groups.
- The two rail underpasses at U.S. 322 and NJ 54 provide enough physical space for the trail, if the area slated for a future track is used. Discussions with the County concluded that the potential for that track to be needed anytime soon – or possibly ever – are slim and it is safe to assume that this use of that space could be negotiated with Conrail.
- Mr. Sworaski also shared Camden County's progress in discussions with Conrail about using their rail corridors for the Camden Link. He noted that early contact with the railroad owner would be beneficial and suggested Anya Saretzky (Rails to Trails) as a good contact in reaching out to Conrail.

- Focus Area 2 (Buena Vista Township)

- Once through the NJ 54 bridge, the trail would run up the slope to meet the highway and run along the east side of NJ 54 as a sidepath.
- The corridor's right-of-way narrows from 120' to 50' at Weymouth-Malaga Road, which creates potential frontage impacts for the next ½ mile. Mr. Federico noted that most of the properties are set back from the road – thus there is physical space – but there may be one or two that would need access reconfigurations.
- Two potential alignments connecting the NJ 54 alignment with the abandoned rail corridor paralleling U.S. 40 are being considered (both alignments would run through the Buena Vista Campground, which is currently owned by Wood Stone LLC):
 - **Alignment "A"** would continue south along NJ 54 until it hits Fursin Avenue, travel along the south side of Fursin Avenue before veering to the south through privately owned parcels including the campground.
 - **Alignment "B"** would veer away from NJ 54 north of Pancoast Mill Road, cross at a midblock location, and then run between private properties along an existing farm road before connecting across Fursin Avenue to the campground.

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- This option was preferred by several committee members because it minimizes the length of trail along NJ 54, which has a posted speed of 55 mph through this area and could be uncomfortable for users.
- This option requires an additional stream crossing just north of Fursin Ave
- The trail would then travel east along the rail right-of-way parallel to Railroad Boulevard. Most of the ROW is cleared of structures and vegetation; however, there are four structures located within the right-of-way near St. Augustine's School. In these areas, unless these properties were to change, the trail would likely need to run adjacent to Railroad Boulevard for short segments and private ROW may need to be acquired.
- Focus Area 3 (Hamilton Township)
 - The proposed trail alignment would run east along mostly public right of way to access Mays Landing and the Taylor Avenue train station. This alignment would require a new bridge over the Great Egg Harbor River into Mays Landing to replace the current deteriorated structure.
 - Mr. Riviere asked if the new structure could be “grandfathered in” since historically there was a rail bridge in that location (which, except for the piers, has since washed away). Ms. Washington indicated that the new bridge would still have to go through the full permitting process.
 - Mr. Pitale said that the areas on both sides of the current deteriorated structure are heavily used for fishing and suggested incorporating the needs of fishermen at the site. Mr. Pitale also noted that the abandoned Taylor Avenue train station has been subject to vandalism in recent years; attendees noted that increased traffic/presence from the new bikeway could help to reduce vandalism.
 - The trail would then run through Gaskill Park to the intersection of U.S. 40, River Road (CR 617), and Somers Point Rd (CR 559) where it would continue as a proposed 10' wide sidepath along the north side of U.S. 40.

Mr. Pitale said that the Township is planning to rebuild portions of Atlantic Avenue near the existing bikeway and could possibly incorporate the bikeway as part of that project. He said the Atlantic County Bikeway West project team should coordinate with the Township's municipal engineer to see if this is possible.

 - Mr. Federico stated he would reach out to Mr. Pitale about this matter after the meeting (**Action Item #1**).

Next Steps

- An economic impact analysis is underway to quantify the economic value of the new trail using spending multipliers related to construction and tourism spending.
- Development of a draft trail concept plan is underway which will identify trailheads, bicycle/pedestrian connections, operations and maintenance considerations, capital cost estimates, and environmental permitting considerations related to the Pinelands and other regulatory agencies.

MEETING NOTES

- Public Meeting #2 is expected to be held in November 2021 and will include an updated project webpage, a live virtual Q&A session (tentatively scheduled for November 10th at 5:00 PM), and a second public survey.
 - Mr. Riviere noted that the tentative virtual Q&A session is scheduled for the day before Veteran's Day, so it would be worth checking if that will be a conflict for some.

| ACTION ITEM | RESPONSIBLE PARTY |
|---|-------------------|
| 1. Coordinate with Hamilton Township engineer about incorporating bikeway into Atlantic Avenue reconstruction | WSP |
| 2. Once the Public Meeting #2 dates are finalized, send to committee members to share with their networks | WSP |

2

**PUBLIC
MEETING #1**



MEMO

TO: South Jersey Transportation Planning Organization (SJTPO)
FROM: WSP USA
SUBJECT: Atlantic County Bikeway West – Summary of Virtual Public Meeting #1
DATE: July 16, 2021

Due to the ongoing COVID-19 pandemic, the project team decided to hold the first public meeting for the Atlantic County Bikeway West feasibility study in a virtual format. Several outreach methods were used to educate and seek feedback from members of the public. These methods included a project web page, narrated presentation, virtual Live Q&A session, and project survey, as described below.

Project Website

A specific web page was developed for the project and hosted on SJTPO's website. The web page contained text, images, and maps with information about the project background and work progress. The web page went live on June 16th and is available [here](#).

Narrated Presentation

A 20-minute long narrated presentation was developed and made available in both English and Spanish. The presentation provides an overview of the project including potential trail user profiles, routing options, and next steps.

Live Q&A Session

A Live Q&A session was held on Wednesday June 23rd at 5:00pm. The session was held in a virtual format via GoToMeeting and Spanish translation was made available. The event consisted of an abbreviated presentation followed by a Q&A session with the project team. In addition to the project team, the session had six attendees from the general public. Meeting notes documenting the questions and responses are included in **Appendix B**.

Public Survey

A survey was developed to better understand how the trail would be used and to receive feedback on the project and the two alternatives currently being considered. The survey included a mix of multiple choice and open response questions. Links to the survey were provided on the web page and at the Live Q&A session. SJTPO took the lead on distributing the survey via a project information flyer (in both English and Spanish) and their regular newsletter. The survey was open from Wednesday June 16th to Friday July 9th, a period of just over three weeks. Results from the survey are discussed below, with the full results and list of responses included in **Appendix A**. Two comments provided to SJTPO via email are also provided in **Appendix A**.

Survey Results

In total, the survey received 29 responses, with 20 responses from residents in the Mays Landing zip code. The other respondents were from zip codes in Hammonton, Collings Lakes, Egg Harbor City, Egg Harbor Township, Pleasantville, Lumberton, Browns Mills, Princeton, and one from the state of Georgia. There was an even split between male and female respondents, and most (76%) of respondents were between 30 and 65.

Most respondents identified themselves in the **Local Recreational User** group (69%). This fits with the responses to question two, which asked about the different ways respondents would utilize the trail. The most popular trail use for respondents was biking for exercise or recreation, closely followed by walking for exercise or recreation. Long-distance biking (15+ miles) was the third most popular response. When asked how often they would use the trail, 73% of respondents said they would use the trail at least once a week.

The survey also asked respondents to score seven selection characteristics on their importance when choosing an alignment, which included: proximity to population centers, separation from cars and traffic, directness of route, number of conflict points between trail users and vehicles (driveways, for example), number of access points for using the trail, maintenance and emergency vehicle access to trail, and minimizing the trail's environmental impact. Of these, the “**separation from cars and traffic**” option was ranked the highest by far, while the “**directness of the route**” and “**proximity to population centers**” options were ranked as the least important.

The survey also included a few open response questions. The first asked respondents to name important destinations within the study area. Responses varied widely, including areas outside the study area, but answers typically focused on Mays Landing. More than one response mentioned the trail as an opportunity to revitalize the abandoned Mays Landing train station on Taylor Avenue. Other responses included the Atlantic County Library, Main Street, and local government offices.

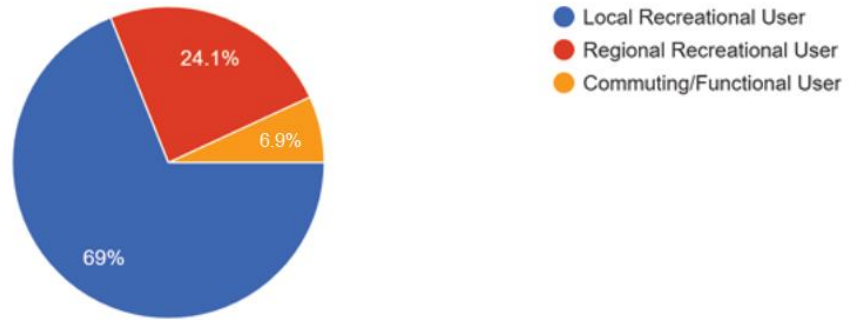
Another open response question asked respondents to discuss the two alternatives that are currently being considered. There is a chart below where these responses have been classified as expressing a preference for the 322/Weymouth Road Alignment, the 54/Rail corridor alignment, or where the comment did not express a preference. Just over half preferred the **54/Rail corridor alignment**, and cited reasons such as the route's safety from cars, access to nature, and even the preservation of a historic rail corridor. One respondent who preferred the 54/Rail corridor alternative suggested running the first half of trail along the active PRSL Newfield Branch railroad instead of Route 54. Around 15% expressed a preference for the **322/Weymouth Road** corridor. Those who cited reasons were concerned about isolation and access along the rail corridor. A chart showing the breakdown of those who expressed preference for either alternative can be found in the appendix.

A final open response asked respondents for any other comments. Many expressed interest and support for the project overall. Most of the other comments centered around providing amenities, including bathrooms, safety call boxes, lighting in wooded areas, and bollards to lean a bike on at rest stops. Another expressed support for more paved trails, and said paved trails feel much safer than unpaved tracks or walking on residential roads. Two comments mentioned going past the former Mays Landing Train Station and potentially reutilizing that space or creating a memorial. Another respondent was interested developing an alignment that went to Hammonton, or a spur to connect Hammonton to the trail.

Appendix A – Survey Results & Comments

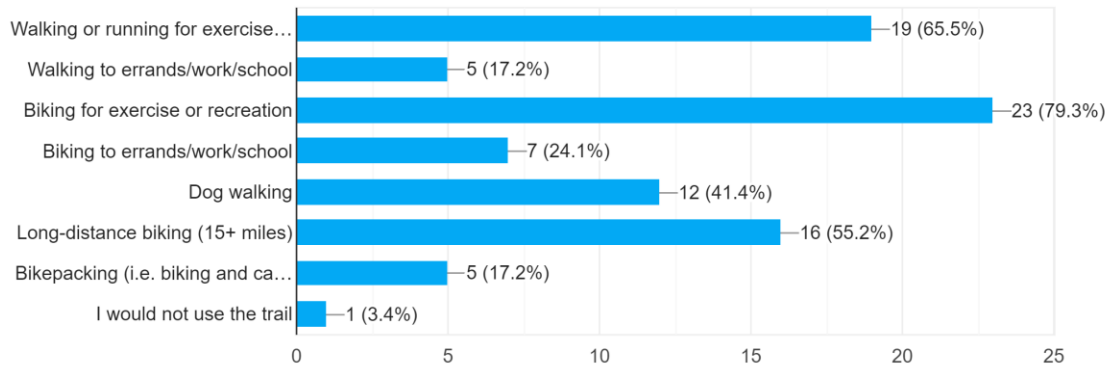
1. Which trail profile best fits how you would use the Atlantic County Bikeway West? (Select one)

29 responses



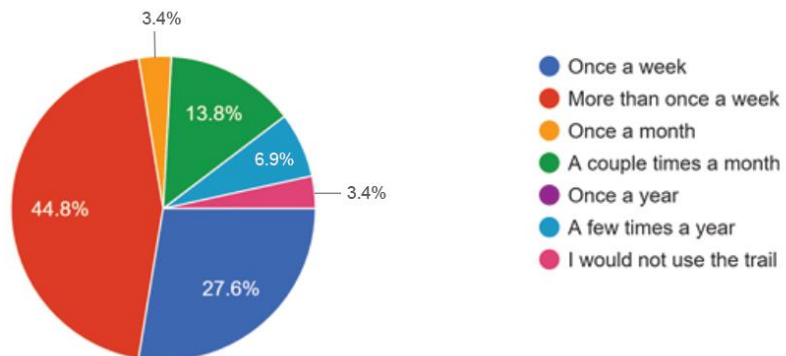
2. Please tell us more about ways you would use the trail: (Select multiple if needed)

29 responses

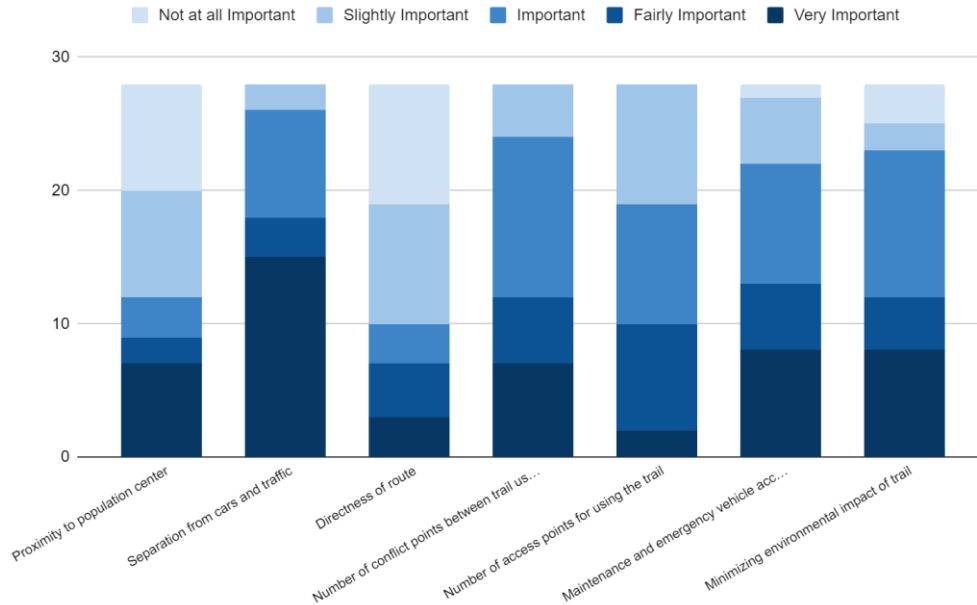


4. How often would you use the trail? (Select one)

29 responses



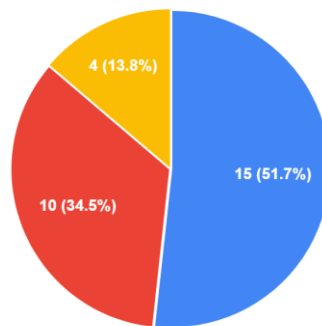
5. When selecting an alternative, it is important to consider multiple elements.
Score the elements below in order of their importance, from highest to least importance.
28 responses



Expressed Preference from Q6 Open Response

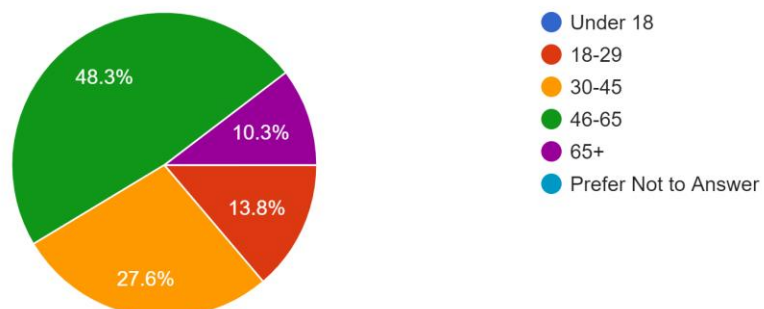
29 responses

- 54/Rail Corridor
- Did not specify
- 322/Weymouth Rd



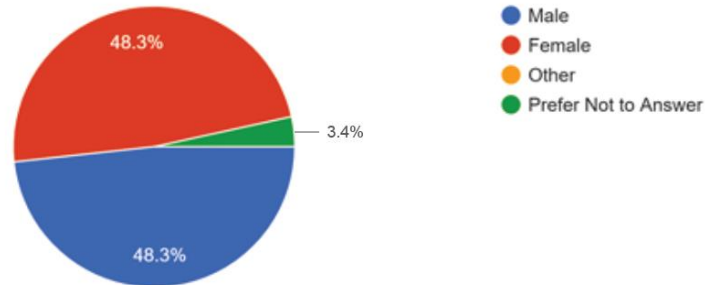
What is your age (Select one)

29 responses



What is your gender identify (Select one)

29 responses



Question #3 (Open-Ended): What are the most important destinations within the study area for the trail to connect to?

- I feel very strongly about creating a bike path that would connect the town of Hammonton to the Mays Landing and South Jersey areas near Vineland. With the trail coming into Winslow from Camden, I think a through connection towards the shore is a great idea, especially if it can be separated from traffic.
- None
- Mays Landing
- Is Rowan a possibility?
- Buena Vista Township
- I live long the proposed Atlantic County bicycle path West. I am looking forward to being in able to connect back towards egg Harbor Township
- A rest room
- Trail shpuld connect with mass transit and stores
- Sidewalks in Mays Landing by like the LED sign on Rt 40
- Taylor Ave Train Station
- The trail itself is the most important.
- None
- Mays Landing to Rt 54 and westward into CC
- Mays landing train station
- scenic areas
- Mays landing to eht
- Mays landing
- N/A
- Atlantic County Library, wilderness
- US 54/Rail Corridor, close to Main Street in Mays Landing.
- Winslow
- Im not sure
- Buena Vista Twsp, Mizpah
- I would prefer a safe option to enjoy riding my bike long distance.
- Public areas and the former Mays Landing Train Station
- n/a
- Weymouth to Mays Landing

Question #6 (Open-Ended): Please tell us your thoughts about the two alignments that are actively being considered, which include (1) US 322/Weymouth Rd, and (2) US 54/Rail Corridor.

- Good alternative to keep away from traffic
- I don't really have a preference. Terrain is a non-issue. Does the Rt.54 route go near Richland, Cape May Shore Lines station? Does one route require a greater expense for flashing beacon crosswalk signals? Is crossing the AC Expressway a factor in choosing a route?
- Rt 322 is a terrible route for bikes. You can see from the amount of vehicle debris, broken glass, and replaced telephone poles how many times a vehicle has veered where they shouldn't be. There is already an active dirt bike / 4 wheeler trail between Collings Lakes and 8th St near the Mays Landing Rd intersection. If an off-route path can be created to separate the 2 types of traffic, it could work. The other alternative of Rt 54 to the West Jersey / PRSL Newfield Branch railroad ROW would be the best route as it stands now. There is a distance cut-off that can be used through Newtonville to Richland along the dirt roads next to the active Cape May branch railroad which runs to Tuckahoe and beyond. I've ridden that route before and it's great. Might even be able to use Jackson Rd for some of that route too.
- I would prefer the rail corridor, if possible. But Weymouth Road is OK for a 2nd choice.
- I like the US54 option. While longer, that is not an issue for recreation or leisure. More importantly, keeping it away from traffic would reduce noise, backdraft from large vehicles, and make use of an otherwise unused resource (the old train track)
- Preference is for 322/Weymouth Rd. And I love the off road access, but without seclusion.
- It would be beneficial, a start, to eventually have connections, throughout the county.
- Well they both will go past my neighborhood, which makes me happy. I think the 322 Weymouth Rd. configurations seems more feasible. The thing I worry about with the old railway Section is security. It's so far away from anything, and it's going through some rough neighborhoods.
- I think it would be a lovely scenic ride. Then maybe they can do the fundraiser bike runs on these trails instead of weymouth road
- Route 54 is a great connection to the train station and shopping. However, 322 has a lot of open space now to try to utilize before any further development.
- US 322/Weymouth Road would be good....I have no knowledge about US 54.
- 54/Rail Corridor. I have a personal interest in the West Jersey Rail. I just wrote a book on the deadly 1880 Train Wreck in Mays Landing. I believe the area near the Train Station at Taylor Avenue will become a great interest once the book is released to the public this summer.
- I'll be pleased with either! I would like a more authentic nature feel for the extension.
- I like either of those options, seems as though option 2 has potential to be more scenic and away from traffic. Could also incorporate historical sites throughout Mays Landing.
- # 2 option is the obvious choice
- US 54/Rail corridor
- I prefer the rail corridor. I frequent both the Mays Landing-EHT and Pleasantville-Somers Point trails now and the old rail lines seem perfect and should cause less tree removal and interference with utility lines.
- I prefer rail corridor
- Good
- N/A
- I prefer the rail corridor. It would be safer, have greater access to communities and facilities and be closer to nature
- I like the large area being considered. So many people will have access.
- 54 rail corridor makes more sense
- Access. I wouldn't use the trail, nor do I use the current trail east because there is no access anywhere near me. Literally 12 to 15 min drive. By tgen, whats the point?
- Prefer 54/Rail, will be much safer
- Like the 322 option Non a big fan of the 54/rail
- They seem like good choices.
- The alignment that I support for the Atlantic County Bikeway West Feasibility Study is Alignment 2 NJ 54/Rail Corridor because this alignment will have the trail be separated from cars and traffic noise which will lead to safety for users of the trail.

- Though 322/Weymouth would be convenient, I think the 54/Rail Corridor is the better option. It's safer as far as the driveways vs bike/car traffic goes and it would provide us an opportunity to preserve history.

Question #7 (Open-Ended): Is there anything else you would like to tell us or that should be considered?

- Thankk you for your consideration to providing safe alternatives
- Time the contractor has to complete the project - is it different between the 2 routes? Pick the shorter time frame to design, construct.
- I feel like in this day and age, separating the vehicles from bikes and pedestrians is more important then ever. But we are faced with a catch of a dilemma. Bikes and pedestrians don't like to use unsafe corridors in areas where there is no space. Some towns have a hard time wanting to create extensive trail networks because there's a risk it won't be used as much as expected, and the associated cost could be too high. But I have personally seen that when these trails are created, especially long distance trails, they become a huge success for use after a couple of years. So many of the bike trails I have been on have been busy, especially after this last year. And although some of that stir crazy get out of the house traffic will prob disappear, a percentage of it will absolutely stay for possibly even years to come. Consider it like the Field of Dreams. If a safe place of passage is provided, it will absolutely be utilized.
- I just really feel that with Hammonton's huge tourist draw right now, this town should be incorporated into this pathway somehow, or at least connected. I would help in anyway to help make that happen. I have been working with some folks to help make the NJ State Long Trail a reality. Having in interconnected trail network would be amazing. kevin.husta28@gmail.com
- The more "off road" and out of traffic, the better.
- The current Atlantic County path has developed hazardous ridges where the path is cracked and raised, and it isn't easy to see these when biking. A construction method that would reduce this long term problem on future segments would be great. Also, a way to lean your bike (pole or bollard) at rest stops would be good as well - many bikes do not include kickstands.
- Alert availability for situations that may arise, such as they have on college campuses.
- Tuckahoe road connecting to Estelle manor, eventually to woodbine from rt. 40.
- If the county and Hamilton Township could work together to make the Train Station an entrance stop, I will personally dedicate a memorial to the 30 victims who lost their lives
- Will it be lighted? Have a restroom/water fountains along the way?
- consider planning all the way East along the existing RR corridor into AC
- I've walked unmarked trails from Sugar Hill to Richland and would like to see the old rail path upgraded to a paved path. And I live less than a 5 minute walk from those unused paths. My exercise is a 60 minute walk every day with my dog (German Shepherd) and bike paths are much safer than walking through neighborhoods.
- This is a long overdue project that has the potential to increase tourism, promote healthier living and give new life to unused infrastructure in Atlantic County
- Who's responsible for the maintenance?
- Connection to other bike routes is important
- Lighting and safety in the wooded areas. A woman is still missing from Weymouth Road residence. Plus the river is back there.
- The trail MUST connect to the Mays Landing Train Station ruins. Would love to see the area being utilized and restored to it's former glory. Also, the building that housed the station should be utilized in some way instead of just rotting away.
- No

Comment #1: Provided to SJTPO on 6/19/2021

Note: Identifying details have been removed from this comment.

I really think there is a lot of potential here to connect the town of Hammonton into this trail network. Hammonton has really grown into a great place to live, as well as a place for many folks to visit. There is so much character in this town with the varieties of great food, the large amount of breweries and wineries as

well as fun things for every age group to do. This town is also in a very strategic point in South Jersey being right at the middle between Camden and the shore.

Looking at the proposed route of the Camden County Link Trail, I was very excited to see they were using the vacant former East bound track of the old Philadelphia and Atlantic City Railway which became the Clementon Branch of the PRSL after 1933. This trackage has many road crossings, but also has a number of bridges to get over and under many of the complex obstacles through the densest part of South Jersey. I was surprised to see that they want to peel the trail off of the railroad right of way, and point it through Winslow Wildlife Management Area though. That is no doubt, and very beautiful area to go through, especially so close to the Great Egg Harbor River. But it unfortunately ends in the middle of nowhere really on Piney Hollow Rd. Do you know why they didn't continue the planned trail on the vacant East bound trackage right of way all the way to Winslow Junction at the Flemming Pike? That location is only a stone's throw away from the very quiet route of Spring Rd, which leads to Bairdmore Ave, which connects to First Ave right into town. I used to not really think much of this route, until I downloaded the Strava App and noticed just how many other folks use that scenic route as a East to West gateway in South Jersey. Truly incredible numbers. If the trail could be redirected back towards Folsom, or even ultimately Hammonton, I think it would help boost usage by a tremendous amount, as well as add a nice convenient place for a stop along the way.

I just want to make a suggestion, if I may on a possible other route based off of my own riding experience and the low amounts of other traffic here. If the trail could be connected to the town of Hammonton, it would be easy to then connect right into 8th St, which runs S right out of the town. 8th St has a surprising amount of Pinelands scenery along the way, and runs right to 322 at a Pantry One, or something similar. This route continues on S to the town of Newtonville, where I have also ridden many times. A quiet road runs along the active railroad between 9th and 8th St in Newtonville, which connects to Walnut and Main Ave which runs right to Richland. It's understandable that a lot of this route is along roadways, but there are multiple different options through this area, and if the town of Hammonton gets on board with this, there might even be some more motivation to help establish the trail on the shoulder of the roadways where needed.

This connection could help in linking up with the railroad right of way that I believe is also on the one option to connect to Mays Landing. That railroad is the former West Jersey Seashore Lines Newfield to Atlantic City Branch which was funded by the Pennsylvania Railroad (PRR) when the Camden and Atlantic line still used today, refused to sell to the PRR. That right of way is truly excellent, although it has a number of puddles along it's route these days. Being a former double tracked and even triple tracked line in some places, the right of way is straight as an arrow and plenty wide, with fill over the small valleys and sand cuts through the hills. I had studied this route as a potential route for the NJ State Long trail, and it still might end up getting blazed for that on it's route between Mays Landing and Weymouth Furnace. That route currently is blazed north of Weymouth Furnace to just South of Elwood, and is fully blazed, with one disconnected spot which will hopefully be fixed soon.

I honestly believe it is only a matter of time until a pedestrian bridge is put over the Great Egg Harbor River where the railroad trestle used to be. So many other towns have made a trail connection on old railroads, and the Barnegat Branch trail comes to mind with the excellent bridge they installed over Cedar Creek. If a footbridge in Mays Landing is not installed, it's not a bad trip through town on Mill St as an alternative.

Comment #2: Provided to SJTPO on 7/1/2021

Note: Identifying details have been removed from this comment.

I want to suggest that these trails have well-known locations developed with the consideration for either of the following implementations. Develop a series of point locations metered along the entirety of the bikeway path from end-to-end that are visible and well known by visiting users. Provide the ability for a the user to be able to call 9-1-1 from their mobile phone, noting their proximity to the network of well-known locations or, install emergency call boxes like they do on some major highways for disabled vehicles or, both.



Appendix B – Q&A Session Meeting Notes

| | |
|----------------------|--|
| MEETING TITLE | Live Question & Answer Session |
| PROJECT | Atlantic County Bikeway West Feasibility Study |
| DATE | Wednesday, June 23 rd , 2021 |
| TIME | 5:00 PM – 5:30 PM |
| LOCATION | Virtual Meeting via GotoMeeting |
| ATTENDEES | Alan Huff, SJTPO Melissa Melora, SJTPO John Federico, WSP Debbie Hartman, WSP Carlos Bastida, WSP Charlie Romanow, WSP Robert Vettese, Town of Hammonton (Guest) LuAnne McCardell, Hamilton Township (Guest) John Mullen (Guest) Mari D. (Guest) Robert Grossman (Guest) Mike Dannemiller (Guest) |

A live “Question & Answer” session was held for the Atlantic County Bikeway West Feasibility Study on Wednesday, June 23rd, 2021. The meeting was conducted via GotoMeeting due to social distancing practices necessitated by COVID-19 and was also accessible via a call-in number. The meeting consisted of a brief presentation by the project team followed by an open question and answer period.

Presentation

The meeting began with Ms. Hartman sharing guidelines for the listening session, including how to provide feedback. Mr. Bastida offered live Spanish translation throughout the meeting, providing translation at key points during the session. Mr. Federico then delivered an approximately 15-minute long presentation with the following information:

- Introduction of project team, project purpose, objectives, and definition of the study area
- Overview of trail characteristics and the trail user profiles developed to support the demand analysis
- The criteria used to evaluate potential alignments, including right-of-way availability, proximity to population centers, and presence of environmental constraints
- The three alignments initially considered, which include:

- The ACE/NJ 50 alignment, which was ultimately dismissed from consideration due to its distance from population centers and issues crossing the U.S. 322/NJ 50 interchange
- The U.S. 322/Weymouth Rd and NJ 54/Rail Corridor alignments
- Project schedule and next steps, including continuing the demand and economic impact analyses, developing a concept plan with cost estimates, and a second public meeting anticipated for Fall 2021
- A project survey is available on the project's website (www.sjtpo.org/ACBikewayWest)

Q&A Portion

Following the presentation, attendees were encouraged to ask questions verbally or through the text-based chat. The following questions and comments were provided, with responses from Mr. Federico in italics:

- What is the timeline for the project's implementation? Five, ten years?
 - *Given our experience with similar projects, it will likely be at least five years before the trail is open. There are many steps along the way including completing the feasibility planning, initiating and completing engineering design and environmental permitting, bidding the project, and finally constructing it. However, phasing the project may allow for certain segments to be built before others.*
- Is the study advisory committee taking applications or is it filled up? What is the process for joining and getting more involved?
 - *The study advisory committee is mainly comprised of agency stakeholders including municipal, county, and state representatives. Opportunities for the general public to be involved include attending these sessions, filling out the survey, and being added to SJTPO's mailing list.*
- If the rail corridor alignment is selected, will the Taylor Avenue rail station be on the trail?
 - *Yes, while several alignments in Mays Landing are being considered, we recognize there is a desire for the trail to pass the former train station building and are actively investigating routes that run by it.*
- Have you been talking to representatives from Camden County about connecting the AC Bikeway West with the proposed Camden County Link, considering the precise routing of the Link has changed over time?
 - *Yes, representatives from Camden County are part of the study advisory committee and have provided valuable updates regarding the Camden County Link's routing and status, including mapping files*
- Will part of the AC Bikeway West need to be on-road, particularly in Buena Borough?
 - *The intent is for the entire facility to be off-road as a trail or sidepath, and right now it appears that the initial alignments will allow for that. In addition to the main spine, the project team will be identifying opportunities to connect the trail with local on-road bicycle and pedestrian facilities.*



Conclusion

Once all questions and comments from the public were addressed, Mr. Federico provided an overview of the public survey, which is aimed at gathering feedback on how (what mode and with what frequency) stakeholders would use the trail along with feedback on the initial alternatives presented. A link to the survey was provided in the meeting's chats box. Mr. Federico shared that the project website will be updated over the course of the project as materials become available and are updated. Mr. Huff concluded the meeting by providing his contact info and encouraging people to reach out with the name of any interested stakeholders or community groups.

3

**PUBLIC
MEETING #2**



MEMO

TO: South Jersey Transportation Planning Organization (SJTPO)
FROM: WSP USA
SUBJECT: Atlantic County Bikeway West – Summary of Virtual Public Meeting #2
DATE: November 18, 2021

Due to the ongoing COVID-19 pandemic, the project team held the second public meeting for the Atlantic County Bikeway West feasibility study in a virtual format. Several outreach methods were used to educate and seek feedback from members of the public. These methods included a project web page, and virtual Live Q&A session with a presentation, as described below.

Project Website

A specific web page was developed for the project and hosted on SJTPO's website. The web page contains text, images, and maps with information about the project background, preferred alignment, and overall work progress. The web page went live on June 16th and is available [here](#). The web page content was updated specifically for the virtual Public Meeting #2 and advertised in early November.

Public Comments

One public comment on the project was submitted on December 22nd. The comment in its entirety is included on the following page.

Live Q&A Session

A Live Q&A session was held on Thursday, November 18th at 5:00pm. The session was held in a virtual format via Zoom. The event consisted of an abbreviated presentation followed by a Q&A session with the project team. In addition to the project team, the session had five attendees from the general public. Meeting notes documenting the questions and responses are included in *Appendix A*.

Public Comment – Received December 22nd

1. **What would be your preferred methods of accessing the trail?**
Biking and walking or if further away, driving to a parking area
2. **What are the most important routes to have safe walking and/or biking access to the trail?**

Non highway locations to minimize high risk crossings

3. **Please provide any feedback you may have on (a) the overall alignment and/or (b) the more detailed alignments shown in the focus areas?**

I am happy to see the underpasses used for Rt 322 and Rt 54. I bike under both of those often already, and you can't beat that path to avoid traffic. There is already a dirt path that links the underpasses to both chunks of Collings Lakes, but small chunks are currently private, but not all.

I am wondering why, if they got the ok to parallel the railroad tracks in Folsom, as to why they would not continue to utilize the former double track alignment further to Richland? Or they could even use Walnut Ln to Main Ave. for some of that. A spur trail can then double back West at Richland to serve Buena if needed. It's a shame to see so much of this proposed trail across the state run through a more peaceful setting only to have it parallel a busy and noisy highway along Rt 54 in the middle trail chunk. Especially since that highway has rumble strips. I feel like it's going to be large investment for way lower local use than predicted in that highway corridor.

Appendix A – Q&A Session Meeting Notes

| | |
|----------------------|--|
| MEETING TITLE | Live Question & Answer Session |
| PROJECT | Atlantic County Bikeway West Feasibility Study |
| DATE | Thursday, November 18th, 2021 |
| TIME | 5:00 PM – 5:30 PM |
| LOCATION | Virtual Meeting via Zoom |
| ATTENDEES | Alan Huff, SJTPO Melissa Melora, SJTPO Jennifer Marandino, SJTPO John Peterson, Atlantic County Frances Brown, Atlantic County John Federico, WSP Charlie Romanow, WSP Alexander Chalef (Guest) Bob Nash (Guest) Greg Brookings (Guest) Isaac Brumer (Guest) Bill Reinert (Guest) |

A live “Question & Answer” session was held for the Atlantic County Bikeway West Feasibility Study on Thursday, November 18th, 2021. The meeting was conducted via Zoom due to social distancing practices necessitated by COVID-19 and was also accessible via a call-in number. The meeting consisted of a brief presentation by the project team followed by an open question and answer period.

Presentation

The meeting began with Mr. Romanow sharing guidelines for the listening session, including how to provide feedback. Mr. Federico then delivered an approximately 20-minute-long presentation with the following information:

- Introduction of project team, project purpose, objectives, and definition of the study area
- Responses and conclusions gathered from the first public meeting, including results of the survey
- The route of the proposed alignment through public lands, along NJ 54, an unused rail right-of-way, and through Mays Landing to the existing western terminus of the Atlantic County Bikeway, and several focus areas warranting more detailed consideration
 - Focus Area 1: land ownership of parcels in Winslow Township and Folsom Borough, and the presence of environmental and geometric constraints, prior to connecting to the wide NJ 54 right-of-way

- Focus Area 2: right-of-way constraints and alternate routes along NJ 54 to the unused rail corridor paralleling U.S. 40; the rail corridor is mostly cleared but includes some reforested areas
- Focus Area 3: need for a new trail crossing of the Great Egg Harbor River and intersection upgrades at two intersections along U.S. 40
- The preliminary identification of 11 potential trailhead sites along the route providing a mix of parking and rest areas
- Possibilities for additional connections to several sites including north to Hammonton and south to Richland Village
- Project schedule and next steps, including developing the final concept plan with cost estimates

Q&A Portion

Following the presentation, attendees were encouraged to ask questions verbally or through the text-based chat. The following questions and comments were provided, with responses from the project team in italics. In some instances, the questions and responses below were rephrased from how they were initially conveyed to promote clarity.

- Has there been any discussion about security, especially along the abandoned rail right-of-way? Including discussions with municipalities about who would police the trail?
 - *There has been some discussion amongst County Staff and during Study Advisory Committee meetings about security though the County is not aware of any continuous existing security issues. There was one collision between a cyclist and pedestrian along the Atlantic County Bikeway but the cyclist entered at an unusual location and was riding very fast. County park facilities are open from dawn to dusk. There are no lights (and will be no lights along the Atlantic County Bikeway West) that would allow the facility to operate 24 hours per day. (Answered by John Peterson, confirmed by Greg Brookins)*
- Has there been any discussion with Conrail, as the facility's proposed alignment appears to lie along Conrail's Shared Assets?
 - *There has been coordination with the design team working on the Camden County Link and they have recently started discussions with Conrail about their section. Based on this coordination, it appears that Conrail is open to discussions. It will likely be easier to utilize the rail corridor here in the more rural Atlantic County than the more urbanized Camden County where current discussions are focused. If there were issues utilizing the rail right-of-way, there is physically space for the trail to operate outside of the right-of-way but would run into environmental impacts. Due to this, the present trail alignment is intended to stay as close to the train tracks as possible. (Answered by John Federico)*
 - *Alan Huff added that the Rails-to-Trails Conservancy is also a resource in working with rail companies*
- For the portion of the proposed trail that shares right-of-way with regular vehicular traffic, what is the minimum amount of separation required? Understanding the bridge may be an exception.
 - *SJTPO does not own or maintain any roadways. The portion of NJ 54 where the right-of-way starts to narrow approaching Weymouth Road is the closest the trail will be to vehicular traffic. The implementing agency will work with NJDOT to make sure all parties are*

comfortable with the facilities. Though there are driveways along NJ 54, they are residential and thus are not expected to present significant conflicts. (Answered by Alan Huff)

- *There are not requirements for “x” feet of trail separation. Best practices suggest a 10-12’ wide trail with equal separation from the road. There may be opportunities for 30-40’ of separation in some parts. The approximately one-mile-long section of NJ 54 south of Weymouth Road will be challenging and each property will need to be looked at to see how the trail can be implemented. Fortunately, there are not a lot of structures immediately adjacent to the road here that would pose an impediment. So, there is physical space but we may need some right-of-way. (Answered by John Federico)*
- Do you anticipate it being relatively easy to rebuild the bridge over the Egg Harbor River in Mays Landing? If that’s a challenge, have you considered a fallback position with an on-street route on Route 559 through the village? Also, I receive an error on the project webpage when trying to submit a comment.
 - *The strong preference at this point is to use the old rail corridor (including a new bridge over the river) so that the trail runs off-road and alongside the historic train station in Mays Landing. If at a later point it becomes infeasible to rebuild the bridge, at that time other options would be considered. (Answered by John Federico)*
 - *After the meeting, the project team fixed the project webpage commenting issue. (Addressed by Melissa Melora)*

Conclusion

Once all questions and comments from the public were addressed, Mr. Federico shared that the project website will be updated over the course of the project as materials become available and are updated. Mr. Huff concluded the meeting by providing his contact info.

4

**EXISTING
CONDITIONS
INVENTORY**

**South Jersey Transportation Planning Organization
Regional Trail Network – Feasibility Study
Atlantic County Bikeway West**

EXISTING CONDITIONS INVENTORY

This document serves to provide an inventory of existing environmental conditions along each of the proposed trail alignment alternatives for Atlantic County Bikeway West. The regulated resources identified within the study corridor included three categories: wetlands and streams, contaminated sites, and open space. These resources were identified with the use of geospatial data, aerial photography, and maps and publications from the State; field reconnaissance to verify the presence of regulated resources was not performed.

The three proposed trail alignment alternatives are as follows:

- **Alternative 1** – This route is approximately 22 miles in length and runs east from the Camden County Link Trail eastern terminus to NJ Route 54, then south using the NJ Route 54 ROW, and east along the abandoned railroad corridor (parallel to U.S. Route 40) into Mays Landing;
- **Alternative 2** – This route is approximately 22 miles in length and runs east from the Camden County Link Trail eastern terminus to the U.S. 322 ROW, then continues southeast along Weymouth Road, south along the CR 606 ROW, and east into Mays Landing; and
- **Alternative 3** – This route is approximately 22 miles in length and runs east from the Camden County Link Trail eastern terminus to NJ Route 54, then north using the NJ Route 54 ROW, east along the Atlantic City Expressway eastbound ROW, and south along NJ Route 50 into Mays Landing.

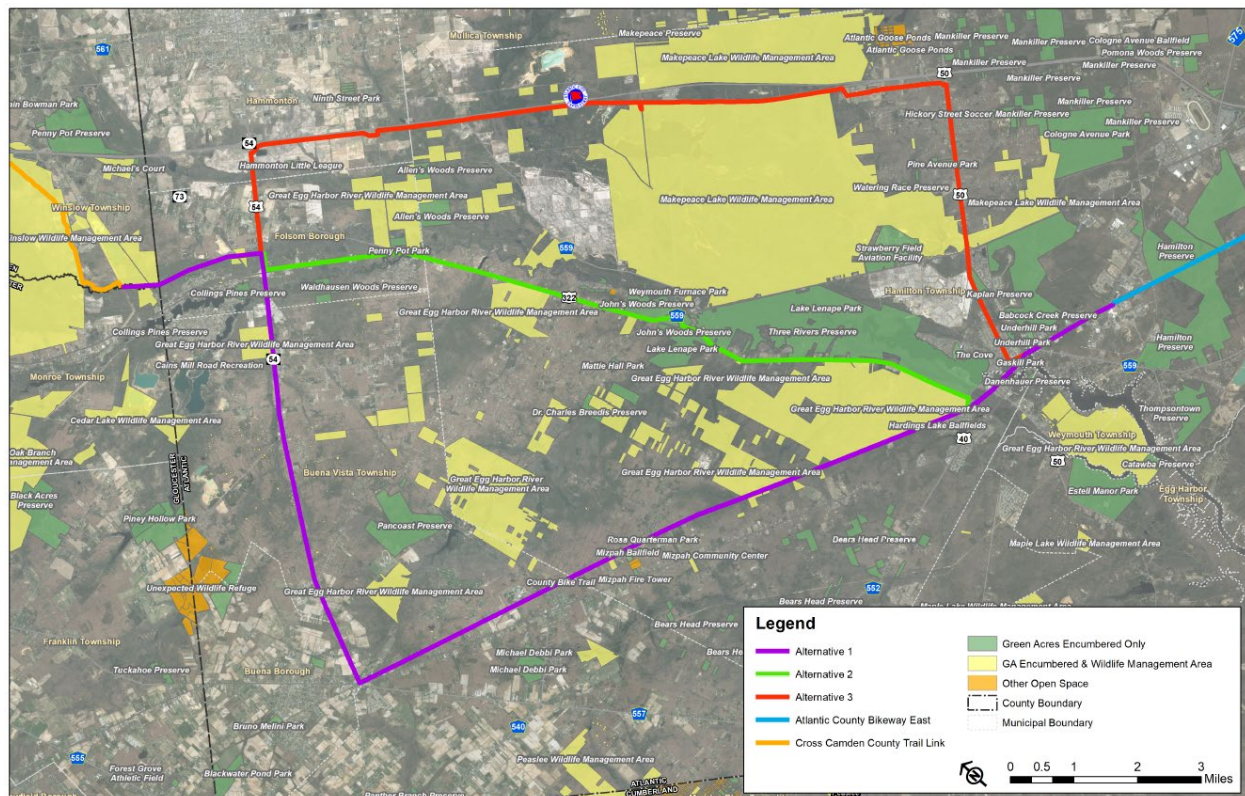
PARKLAND AND OPEN SPACE

The NJDEP Green Acres Program, created in 1961, serves as an agent for the NJDEP to manage the acquisition of land when it becomes part of the system of state parks, forests, natural areas, and wildlife areas. The NJDEP Green Acres Program Recreation and Open Space Inventory (ROSI), in conjunction with NJ GeoWeb, identified the following public open space or parklands adjacent to each of the proposed trail alignments (all are Green Acres Encumbered properties):

- Alternative 1
 - Winslow Wildlife Management Area
 - Collings Pines Preserve
 - Great Egg Harbor Wildlife Management Area
 - Cedar Lake Wildlife Management Area
 - Mizpah Ballfield
 - Rose Quarterman Park
 - Gaskill Park
 - Forest Fire Division C Headquarters
 - Atlantic County Bikeway East
- Alternative 2
 - Winslow Wildlife Management Area
 - Collings Pines Preserve
 - Great Egg Harbor Wildlife Management Area

Existing Conditions Inventory

- Penny Pot Park of Atlantic County
- John's Woods Preserve
- Lake Lenape Park
- Estell Manor Park
- Three Rivers Preserve
- Gaskill Park
- Forest Fire Division C Headquarters
- Atlantic County Bikeway East
- Alternative 3
 - Winslow Wildlife Management Area
 - Collings Pines Preserve
 - Great Egg Harbor Wildlife Management Area
 - Makepeace Lake Wildlife Management Area
 - Pine Avenue Park
 - Kaplan Preserve
 - Gaskill Park
 - Forest Fire Division C Headquarters
 - Atlantic County Bikeway East

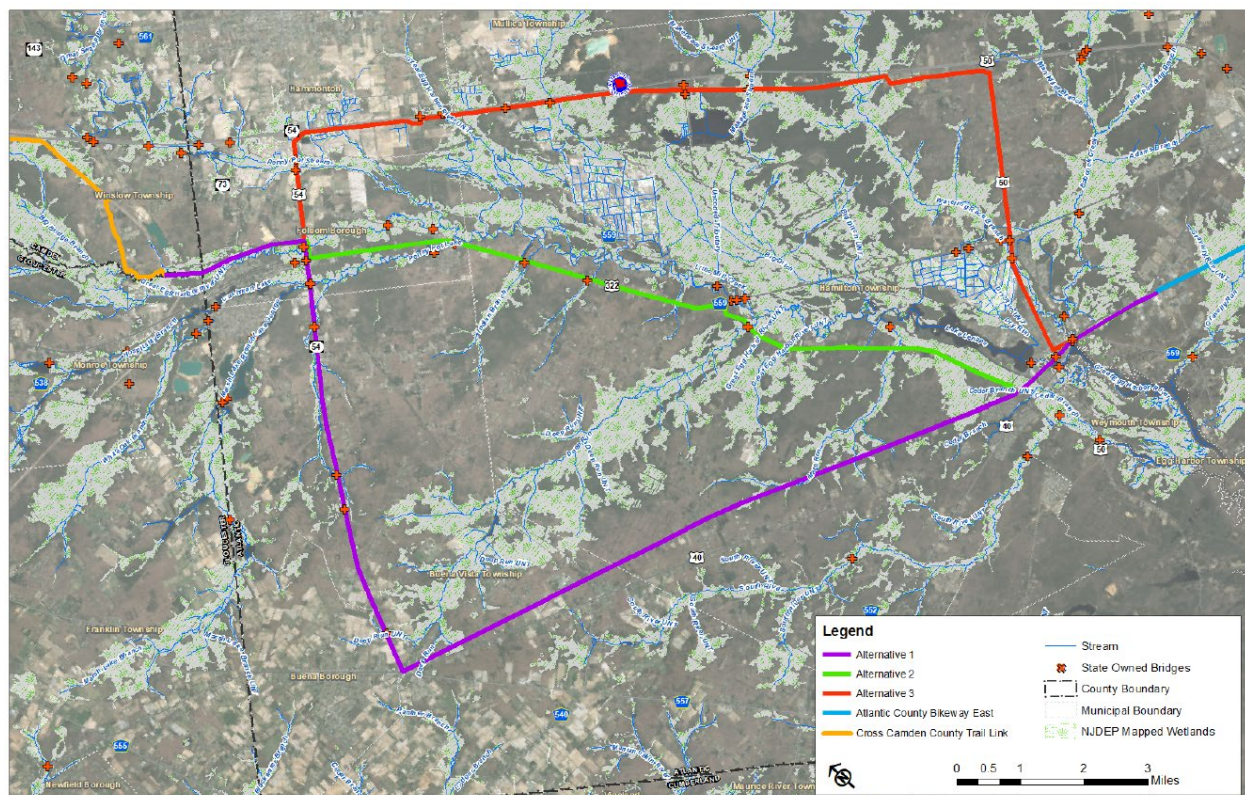


WETLANDS AND STREAMS

The New Jersey Freshwater Wetlands Protection Act Rules (N.J.A.C. 7:7A-3.2) establish the procedures by which the New Jersey Department of Environmental Protection (NJDEP) reviews applications for permits to conduct regulated activities in wetlands and their transition areas. The Flood Hazard Area Control Act Rules (N.J.A.C. 7:13) rate strict standards for development in flood hazard areas and adjacent to surface waters in order to mitigate the adverse impacts to flooding and the environment. As such, identification and consideration of these resources in the early stages of project development is of great importance.

Wetlands and streams were adjacent to each of the proposed trail alignments were identified using NJ GeoWeb, the NJDEP Bureau of GIS' interactive mapping application. The extent of NJDEP mapped wetlands and streams adjacent to each of the proposed trail alignments are summarized below.

- Alternative 1
 - Has twenty-one (21) mapped stream crossings
 - Has approximately 3.0 linear miles of mapped wetlands intersecting the proposed trail alignment
- Alternative 2
 - Has twenty-three (23) mapped stream crossings
 - Has approximately 2.7 linear miles of mapped wetlands intersecting the proposed trail alignment
- Alternative 3
 - Has twenty-one (21) mapped stream crossings
 - Has approximately 6.1 linear miles of mapped wetlands intersecting the proposed trail alignment



CONTAMINATED SITES

The NJDEP maintains a database of sites where environmental remediation is either currently underway, required but not yet initiated, or has been completed; this database is known as the Known Contaminated Sites List (KCSL). Additionally, the NJDEP tracks groundwater contamination areas (i.e., those within which the local groundwater resources are known to be compromised because the water quality exceeds drinking water and groundwater quality standards for specific contaminants). In order to identify sites with the potential to contain regulated waste, including Known Contaminated Sites and groundwater contamination areas, NJ GeoWeb was examined. According to NJ GeoWeb, there are sites with the potential to contain regulated waste located within the vicinity of each of the proposed trail alignments. NJDEP mapped Known Contaminated Sites (KCS) and groundwater contamination areas within 300 feet of each of the proposed trail alignments are summarized below:

- Alternative 1
 - Buena Sunoco KCS (PI No. 032314) – Remedial Level C2 contamination (soil and groundwater impacted).
 - Wheat Road & Route 40 KCS (PI No. G000031965) – Remedial Level C3 contamination (soil and groundwater affected with multiple contaminants). There is a groundwater contamination area of Currently Known Extent (CKE) associated with this service plaza. This CKE encompasses the northeast corner of the Route 54-Route 40 intersection and extends 1.5 miles north to East Weymouth Road.
 - Buena Vista Gas KCS (PI No. 006695) – Remedial Level D contamination (Superfund-caliber, with multiple contaminants). There is a groundwater Classification Exception Area (CEA) associated with this service plaza. The CEA extends to the property line of Block 4001: Lot 46.
 - Greenbriar Ave GW Contamination CKE (PI No. G000011578) – This CKE extends north-south from Railroad Blvd. to Smith Avenue and west-east from Main Avenue to Holly Avenue.
 - Birch Communications KCS (PI No. 672197) – Located at 5720 Main St., Hamilton Township. Remedial Level unknown.
 - Mays Landing Liberty KCS (PI No. 004832) – Remedial Level C2 contamination (soil and groundwater impacted). There is a CEA associated with this site. The CEA extends from Block 807: Lot 5 (north of Main Street) to its southern limit approximately 35 feet north of the abandoned railroad corridor segment.
 - River View Garage (PI No. 41971) – Remedial Level C2 contamination (soil and groundwater impacted).
- Alternative 2
 - Pennypot Garage (PI No. 007417) – Remedial Level unknown. There is a CEA associated with this service site. The CEA extends northeast from the eastbound side of Route 322 to the westbound side. The CEA encompasses approximate 1.10 acres.
 - Birch Communications KCS (PI No. 672197) – Located at 5720 Main St., Hamilton Township. Remedial Level unknown.
 - Mays Landing Liberty KCS (PI No. 004832) – Remedial Level C2 contamination (soil and groundwater impacted). There is a CEA associated with this site. The CEA extends from Block 807: Lot 5 (north of Main Street) to its southern limit approximately 35 feet north of the abandoned railroad corridor segment.
 - River View Garage (PI No. 41971) – Remedial Level C2 contamination (soil and groundwater impacted).

- Alternative 3
 - Birch Communications KCS (PI No. 672197) – Located at 5720 Main St., Hamilton Township. Remedial Level unknown.
 - Mays Landing Liberty KCS (PI No. 004832) – Remedial Level C2 contamination (soil and groundwater impacted). There is a CEA associated with this site. The CEA extends from Block 807: Lot 5 (north of Main Street) to its southern limit approximately 35 feet north of the abandoned railroad corridor segment.
 - River View Garage (PI No. 41971) – Remedial Level C2 contamination (soil and groundwater impacted).

