

## APPENDIX A: EXISTING STUDY AREA CONDITIONS

### Highway Facilities

As summarized in Section 2.3.1, the study area is crossed by several major expressways and highways providing for generally north-south travel through the region. Crossings from southern New Jersey into the Philadelphia area are made at three major bridges, all of which connect to one or more of the area's arterials.

#### Major Study Area Highway Facilities

Route	Operator	Approx. Study Area Mileage	Access Control	Car Toll	Alignment	AADT at peak section <sup>1</sup>
<b>Freeways/Expressways</b>						
Atlantic City Expressway (ACE)	SJTA	14.7	Full	\$0.50 each way at Pleasantville; \$2.00 each way at Egg Harbor	Northwest-Southeast: Connects Route 42 in Turnersville to Atlantic City	41,722 (2001)
I-295	NJDOT	11.0	Full	Free	Northeast-Southwest: Parallel to and roughly 2 to 5 miles from Delaware River	135,744 (2000)
I-676	DRPA, NJDOT	4.8	Full	Free*	North-South: Connects all other Study Area freeways from Center City through Camden	67,094 (2005)
I-76	DRPA, NJDOT	3.1	Full	Free*	Northwest-Southeast: Follows Schuylkill River, cuts across S. Philadelphia to New Jersey	179,073 (2005)
New Jersey Turnpike	NJDOT	12.9	Full	Toll varies: \$6.45 full	Northeast-Southwest: Parallel to and about 5 miles from Delaware River	59,193 (2006)
NJ 42	NJDOT	14.3	Partial	Free	Northwest-Southeast: Connects Route 55/I-295/I-676 with AC Expressway	167,566 (2006)
NJ 55	NJDOT	38.7	Full	Free	North-South: Connects Route 42/I-295/I-676 with Glassboro, Vineland	56,595 (2006)
<b>Major Bridges</b>						
Ben Franklin Bridge (I-676, US 30)	DRPA	0.65	Full	\$3 westbound	Philadelphia to Downtown Camden	101,087 (2005)
Commodore Barry Bridge (US 322)	DRPA	0.62	Full	\$3 westbound	Chester, PA to Bridgeport, NJ	36,498 (2005)
Walt Whitman Bridge (I-76)	DRPA	0.67	Full	\$3 westbound	South Philadelphia to Camden City	117,252 (2005)

<sup>1</sup> Within the Study Area only (count shown is the latest available). Expressed as two-way traffic volumes. Sources: NJDOT. *2007 Straight Line Diagrams*. [http://www.nj.gov/transportation/refdata/sldiag/\\_Booklet.pdf](http://www.nj.gov/transportation/refdata/sldiag/_Booklet.pdf)  
NJDOT. *Control Station Hourly Volume Reports*.  
[http://www.nj.gov/transportation/refdata/roadway/traffic\\_counts/](http://www.nj.gov/transportation/refdata/roadway/traffic_counts/)

Highways/Major Arterials						
NJ 168	NJDOT	8.6	None	Free	Northwest-Southeast: Camden City to NJ 42 and ACE in Washington Twp., Gloucester Co.	28,171 (2004)
NJ 45	NJDOT	12.5	None	Free	Northeast-Southwest: US 130 in Westville, Camden Co. to NJ 49 in Salem City, Salem Co.	21,206 (2004)
NJ 47	NJDOT	39.0	None	Free	North-South: US 130 in Brooklawn Boro., Camden Co. to Millville City, Camden Co.	31,816 (2006)
NJ 49	NJDOT	10.0	None	Free	East-West: Millville City to Bridgeton, Cumberland Co.	20,068 (2004)
NJ 73	NJDOT	11.1	None	Free*	Northwest-Southeast: Tacony-Palmyra Bridge (from NE Phila.) to Route 322 in Folsom Boro., Atlantic Co.	19,425 (2006)
US 130	NJDOT	3.9	Partial	Free	Northeast-Southwest: Downtown Trenton to Carney's Point via Camden City	43,370 (2004)
US 30	NJDOT	2.8	Partial	Free	Northwest-Southeast: Philadelphia to Atlantic City via Camden City	79,689 (2006)
US 322	NJDOT	24.5	Partial	Free*	Northwest- Southeast: Commodore Barry Bridge to Hamilton Twp., Atlantic Co.	22,535 (2005)

\*Except at toll bridge

## Public Transportation Services

As discussed in Section 2.3.2, the study area is served by three rail transit services, connection Center City Philadelphia and/or the Camden CBD to suburban points in New Jersey. Additionally, the area is crossed by many bus routes operating at varying levels of service.

### Major NJ-Based Study Area Transit Facilities and Service

Route	Operator	Guideway	From	To	Peak (min.)	Off-peak (min.)	Daily Boardings
<b>HEAVY RAIL</b>							
PATCO	PATCO	Subway-Elevated	Lindenwold	Center City, Phila.	3-12	20	33,176
<b>LIGHT RAIL</b>							
River Line	NJT	Exclusive, occasional grade crossings, & Mixed Traffic	Trenton	Camden	15	30	6,519
<b>OTHER PASSENGER RAIL</b>							
Atlantic City Line	NJT	Exclusive, occasional grade crossings	Atlantic City	30th Street Station, Philadelphia	30	60	3,470
<b>INTERSTATE BUS</b>							
313 & 315	NJT	Freeway – Mixed Traffic	Cape May/Wildwood	Center City, Phila.	6 trips per day		375
316	NJT	Seasonal Schedule	Cape May	Center City, Phila.	NA	NA	NA
317	NJT	Freeway – Mixed Traffic	Asbury Park	Center City, Phila.	120	120	796
400	NJT	Freeway – Mixed Traffic	Sicklerville	Center City, Phila.	15	30	4,347
401	NJT	Freeway – Mixed Traffic	Salem	Center City, Phila.	60	120	636
402	NJT	Freeway – Mixed Traffic	Pennsville	Center City, Phila.	60	90	524
403	NJT	Freeway – Mixed Traffic	Turnersville	Center City, Phila.	20	30	2,692
404	NJT	Freeway – Mixed Traffic	Cherry Hill Mall, Cherry Hill	Center City, Phila.	20	60	1,545
405	NJT	Freeway – Mixed Traffic	Cherry Hill Mall, Cherry Hill	Center City, Phila.	30	60	819
406	NJT	Freeway – Mixed Traffic	Berlin	Center City, Phila.	20	40	1,609
407	NJT	Freeway – Mixed Traffic	Moorestown Mall, Moorestown	Center City, Phila.	30	60	1,220
408	NJT	Freeway – Mixed Traffic	Millville	Center City, Phila.	30	60	1,159
409	NJT	Freeway – Mixed Traffic	Trenton	Center City, Phila.	15	30	2,431
410	NJT	Freeway – Mixed Traffic	Bridgeton	Center City, Phila.	80	120	1,001
412	NJT	Freeway – Mixed Traffic	Glassboro	Center City, Phila.	30	60	965
413	NJT	Freeway – Mixed Traffic	Burlington	Center City, Phila.	30	60	1,512
419	NJT	Freeway – Mixed Traffic	Burlington	Center City, Phila.	60	60	649

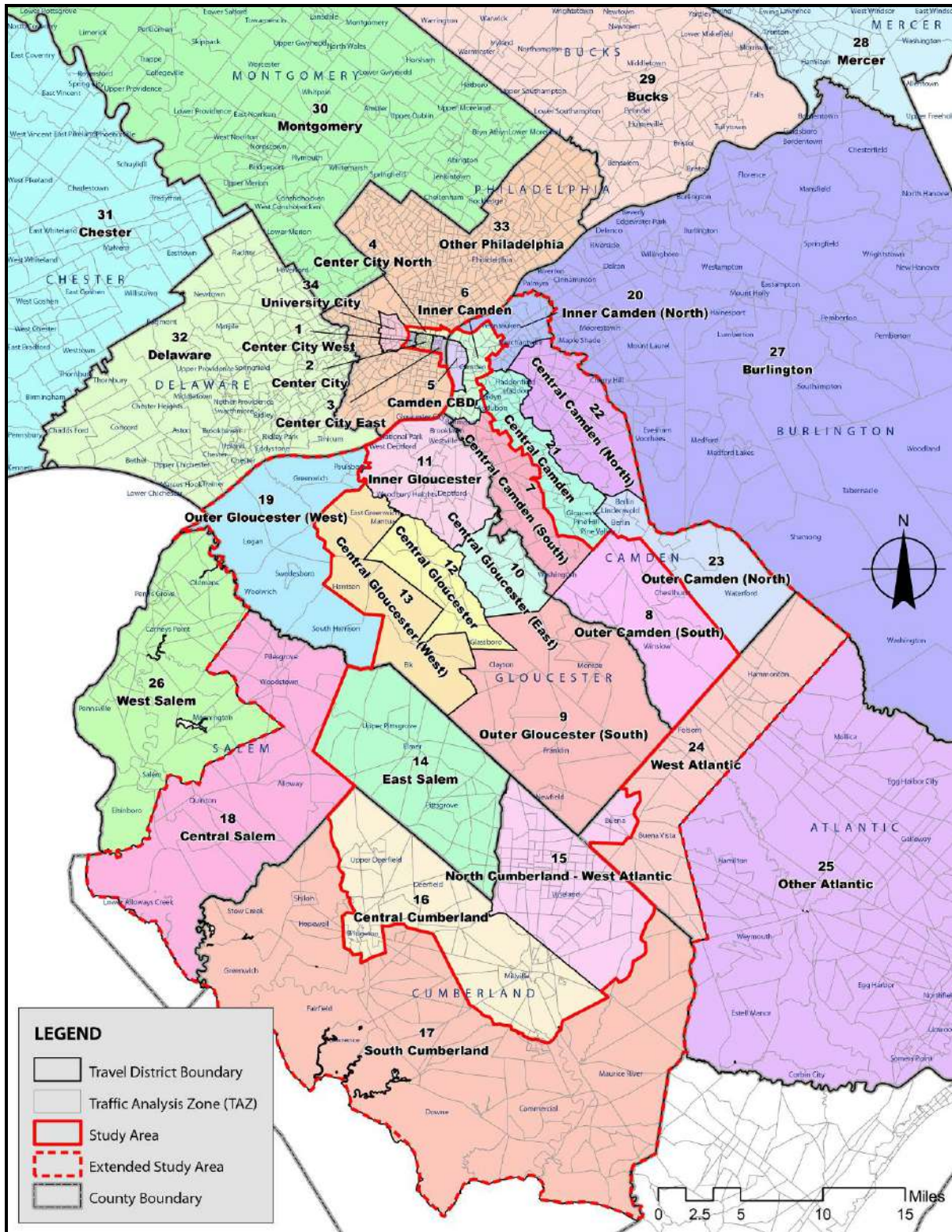
Route	Operator	Guideway	From	To	Peak (min.)	Off-peak (min.)	Daily Boardings
551	NJT	Freeway – Mixed Traffic	Atlantic City	Center City (Greyhound Bus Terminal)	30	30	2,099

**Major NJ-Based Study Area Transit Facilities and Service (continued)**

Route	Operator	Guideway	From	To	Peak (min.)	Off-peak (min.)	Daily Boardings
<b>LOCAL BUS</b>							
450	NJT	Mixed Traffic	Camden	Cherry Hill Mall	40	60	1,033
451	NJT	Mixed Traffic	Camden	Voorhees Town Center/ Lindenwold PATCO	60	60	398
452	NJT	Mixed Traffic	Camden	36th St Station, Camden	30	30	1,466
453	NJT	Mixed Traffic	Camden	Ferry Ave PATCO, Camden	30	60	349
455	NJT	Mixed Traffic	National Park/Paulsboro	Cherry Hill Mall, Cherry Hill	30	60	669
457	NJT	Mixed Traffic	Camden	Moorestown Mall	30	60	704
459	NJT	Mixed Traffic	Avandale Park/Ride, Winslow Township	Voorhees Town Center	30	60	693
460	NJT	Mixed Traffic / Seasonal School Route	River Road at 36th St, Camden	Mt. Ephraim at Collings Ave., Camden	6-8 trips per day		348
463	NJT	Mixed Traffic	Woodbury	Avandale Park/Ride, Winslow Township	60	60	321
553	NJT	Mixed Traffic	Atlantic City	Upper Deerfield	30	60	3,611
554	NJT	Mixed Traffic	Atlantic City	Lindenwold PATCO	30	60	2,442

Travel Patterns

Study Area Travel Districts



### Travel Patterns in the Study Area

The Travel Demand Model was used to produce trip generation numbers for the traffic districts in the study area. The tables below present this data, grouped by county, for the current year 2005, the forecast year 2030, and the absolute and percentage differentials between the two.

2005		Number of Trips To				
		Center City Phila.	Camden	Gloucester	Salem	Cumberland
Number of Trips From	Center City Phila.	79,640	730	360	10	140
	Camden	7,650	125,210	55,650	50	690
	Gloucester	7,420	51,530	314,710	280	3,570
	Salem	10	40	440	900	2,410
	Cumberland	100	390	2,780	840	29,280

2030		Number of Trips To				
		Center City Phila.	Camden	Gloucester	Salem	Cumberland
Number of Trips From	Center City Phila.	91,880	760	450	10	140
	Camden	8,160	142,800	62,540	40	720
	Gloucester	8,730	62,040	402,650	250	3,830
	Salem	10	40	510	1,060	2,660
	Cumberland	90	420	3,410	910	32,080

Differential Absolute (Percentage)		Number of Trips To				
		Center City Phila.	Camden	Gloucester	Salem	Cumberland
Number of Trips From	Center City Phila.	12,240 (15%)	30 (4%)	90 (25%)	0 (0%)	0 (0%)
	Camden	510 (7%)	17,590 (14%)	6,890 (12%)	-10 (-20%)	30 (4%)
	Gloucester	1,310 (18%)	10,510 (20%)	87,940 (28%)	-30 (-11%)	260 (7%)
	Salem	0 (0%)	0 (0%)	70 (16%)	160 (18%)	250 (10%)
	Cumberland	-10 (-10%)	30 (8%)	630 (23%)	70 (8%)	2,800 (10%)

### **Travel Patterns to/from Center City Philadelphia**

Within the Study Area, Center City Philadelphia is divided into four travel districts for the purpose of analysis. These districts include: Center City East, which consists of Old City, Society Hill, and part of Market East; Center City, which consists of the Market West CBD, Rittenhouse Square, Washington Square, the Convention Center/Chinatown area, and part of Market East; Center City West, which consists of Center City closest to the Schuylkill River; and Center City North, which consists of a less built-up industrial/warehouse area north of I-676 and south of Spring Garden Street.

Within the New Jersey portion of the Study Area, the vast majority of daily person trips to Center City have their origin in Center City. The Center City travel districts produce 85 percent—or 59,352 person trips—of the total person trips to Center City. Center City attracts a far greater number of total person trips than Center City East, West, and North. In the New Jersey portion of the Study Area, the Inner Camden City (District 6) produces the largest share of person trips to Center City - 3.1 percent, or 2,148 trips. The Central Camden South travel district (District 8), which includes Bellmawr, Runnemede, and Gloucester Township, produces the second largest number of trips to Center City from Southern New Jersey (3.0 percent or 2,086 trips). The Inner Gloucester travel district (District 11), which includes the first-generation suburbs of Gloucester County (including Westville, Deptford, West Deptford, and Woodbury), produces the third largest number of trips to Center City Philadelphia from Southern New Jersey (2.7 percent or 1,860 trips).

By 2030, Inner Camden will experience an eight percent increase in person trips to Center City, and Inner Gloucester County and Central Camden South will experience a 12 percent and 6 percent increase in person trips to Center City, respectively. The Central, West Central, and outer portions of Gloucester County, which include Glassboro, East Greenwich, Elk, and Clayton, are projected to experience the greatest percent increases in daily person trips to Center City by 2030 (18 percent, 49 percent, and 26 percent, respectively). In absolute terms, however, these increases will be modest—between 110 and 200 new person trips added. The Outer Camden South district, which includes the growing suburban communities of Winslow Township and Chesilhurst, will experience a similar increase in person trips of 23 percent, or 122 additional person trips, by 2030.

By 2030, Inner Camden will experience a six percent increase in person trips to Center City; and Central Camden South and Inner Gloucester County will both experience 12 percent increases in person trips to Center City. The Central, West Central, and outer portions of Gloucester County, which include Glassboro, East Greenwich, Elk, and Clayton, are projected to experience the greatest percent increases in daily person trips to Center City by 2030 (18 percent, 49 percent, and 26 percent, respectively). In absolute terms, however, these increases will be modest—between 110 and 200 new person trips added. The Outer Camden South district, which includes the growing suburban communities of Winslow Township and Chesilhurst, will experience a similar increase in person trips of 23 percent, or 249 additional person trips, by 2030.

### Total Daily Person Trips to Center City Philadelphia from the Study Area - 2030

	District		To							
			1		2		3		4	
			Center City West		Center City		Center City East		Center City North	
		Total Trips	Share of Trips (%)	Total Trips	Share of Trips (%)	Total Trips	Share of Trips (%)	Total Trips	Share of Trips (%)	
From	1	Center City West	5,566	33.3	16,141	23.0	2,295	15.0	1,105	16.5
	2	Center City	5,958	35.7	28,962	41.3	5,569	36.3	1,806	26.9
	3	Center City East	1,706	10.2	10,017	14.3	4,220	27.5	792	11.8
	4	Center City North	1,142	6.8	4,232	6.0	797	5.2	1,572	23.4
	5	Camden CBD	64	0.4	299	0.4	66	0.4	45	0.7
	6	Inner Camden	451	2.7	2,148	3.1	484	3.2	303	4.5
	7	Central Camden (South)	447	2.7	2,086	3.0	468	3.1	274	4.1
	8	Outer Camden (South)	142	0.8	653	0.9	150	1.0	82	1.2
	9	Outer Gloucester (South)	269	1.6	1,207	1.7	283	1.8	152	2.3
	10	Central Gloucester (East)	229	1.4	1,062	1.5	242	1.6	141	2.1
	11	Inner Gloucester	397	2.4	1,860	2.7	432	2.8	241	3.6
	12	Central Gloucester	205	1.2	930	1.3	207	1.4	121	1.8
	13	Central Gloucester (West)	111	0.7	480	0.7	103	0.7	59	0.9
	14	East Salem	0	0.0	2	0.0	0	0.0	1	0.0
	15	North Cumberland – W. Atlantic	11	0.1	46	0.1	9	0.1	7	0.1
	16	Central Cumberland	3	0.0	11	0.0	2	0.0	3	0.0
		<b>Study Area TOTAL</b>	<b>16,699</b>		<b>70,133</b>		<b>15,325</b>		<b>6,702</b>	

Transit shares for travel to Center City from the Study Area will remain relatively unchanged assuming no new transit investments. Use of transit to Center City from Gloucester County (all districts) will remain low compared to transit shares from Camden County, including the central-southern and outer portions of Camden County that fall within the Study Area (and also somewhat within the catchment area of the existing PATCO line). Transit shares for Center City-bound trips from the Gloucester County districts will remain below 25 percent. Transit shares from the Camden County districts, including those districts in the outlying suburban areas located quite some distance from PATCO and farther away from Philadelphia than Inner and Central Gloucester County, are expected to be 50 percent or higher in the future 2030 No Build condition.



**Transit Share to Center City Philadelphia from the New Jersey portion of the Study Area - 2030**

	District		To				
			1	2	3	4	
			Center City West	Center City	Center City East	Center City North	
From	5	Camden CBD	62.5	68.9	57.6	40.0	
	6	Inner Camden	44.0	49.1	40.0	15.5	
	7	Central Camden (South)	54.2	59.9	49.7	14.8	
	8	Outer Camden (South)	63.3	66.4	55.3	12.2	
	9	Outer Gloucester (South)	15.5	17.3	8.7	3.0	
	10	Central Gloucester (East)	20.1	25.2	15.1	3.9	
	11	Inner Gloucester	19.4	23.0	13.4	4.1	
	12	Central Gloucester	11.0	15.7	7.5	1.2	
	13	Central Gloucester (West)	9.0	9.8	4.9	0.8	
	14	East Salem	0.0	0.0	0.0	0.0	
	15	North Cumberland - West Atlantic	7.3	7.3	7.4	8.4	
	16	Central Cumberland	7.1	7.0	6.8	0.0	
			<b>Study Area AVERAGE</b>	<b>16.1</b>	<b>14.5</b>	<b>23.8</b>	<b>23.5</b>

***Suburban Travel Patterns to/from and Within Camden County***

Within the Study Area, Camden County is comprised of four travel districts for evaluation purposes. These districts include: the Camden CBD (District 5), which consists of downtown Camden City; Inner Camden (District 6), which consists of the non-downtown, mainly residential portions of Camden City; Central Camden South (District 7), which includes the older suburban communities of Bellmawr, Runnemede, and Gloucester Township along Black Horse Pike (NJ Route 168) and NJ Route 42; and Outer Camden South (District 8), which includes Winslow Township, a newer suburb situated alongside the Atlantic City Expressway. The overall trend is for the southeast portion of Outer Camden County South (or District 8) to experience the highest percent increase and greatest absolute change in person trip productions by 2030. The overwhelming majority of these trips (88 percent) will be attracted to suburban districts in Gloucester and Camden counties, with less than 5 percent of these person trips destined for Center City Philadelphia and the Camden CBD. Person-trip growth in Southern Central Camden County will be more modest, however, with comparatively larger percentages of trips destined to Center City and the Camden CBD, but with the vast majority of trips staying within the district or oriented to suburban destinations within the Study Area.

### Intra-suburban Study Area Person Trips from Camden County, 2030

	District		To								
			5	6	7	8	9	10	11	12	13
			Camden CBD	Inner Camden	Central Camden (South)	Outer Camden (South)	Outer Gloucester (South)	Central Gloucester (East)	Inner Gloucester	Central Gloucester	Central Gloucester (West)
From	5	Camden CBD	2,277	2,161	605	15	17	72	688	61	19
		<i>Share of Trips</i>	14.7%	8.1%	0.5%	0.0%	0.0%	0.1%	0.5%	0.1%	0.1%
	6	Inner Camden	6,380	14,510	4,811	112	116	429	5,210	423	134
		<i>Share of Trips</i>	41.3%	54.3%	4.4%	0.2%	0.1%	0.4%	3.5%	0.4%	0.4%
	7	Central Camden (South)	2,060	3,573	58,752	4,772	3,041	12,366	21,109	3,313	642
		<i>Share of Trips</i>	13.3%	13.4%	53.2%	8.9%	3.2%	12.9%	14.2%	3.5%	1.8%
	8	Outer Camden (South)	324	350	6,447	35,659	6,861	4,609	1,880	1,280	271
		<i>Share of Trips</i>	2.1%	1.3%	5.8%	66.6%	7.3%	4.8%	1.3%	1.3%	0.8%

The majority of trips from Camden County within the Study Area have their origin in the Central Camden South district. Combined, the Central Camden South district, whose spine runs along the Black Horse Pike (NJ Route 168) and NJ Route 42 corridor, sends over 102,000 person trips to destinations lying within the Study Area—the second largest number after the Inner Gloucester district. By 2030, the number of person trips from Central Camden South to districts within the Study Area is expected to increase by 11 percent to over 113,300 person trips. The majority of trips originating in Central Camden South are expected to stay within that district (53.2 percent). About 2.9 percent of person trips (or 3,274) will be destined to Center City Philadelphia, an increase of 4.7 percent over the current level. Inner Gloucester and Central Gloucester East, which consist of Washington Township (a newer suburban community) are expected to attract 21,109 and 12,366 person trips, or 18.6 percent and 10.9 percent of person trips from Camden County South, respectively. The Camden CBD and Inner Camden will also attract approximately six percent (combined) of transit trips from Camden County South. Only Center City Philadelphia and Camden CBD districts are expected to witness high transit shares (65 percent and 18 percent, respectively—but not a significant change from the 2005 level). Transit shares from Central Camden South to other suburban districts in Southern New Jersey, including the Gloucester County districts, will generally not exceed three percent.

Outer Camden South, which includes Winslow Township, also produces a significant number of person trips within the Study Area. Combined, the Outer Camden South district sends over 43,000 person trips to districts lying within the Study Area each day. By 2030, this number is expected to reach nearly 59,000 person trips, an increase of 37 percent over the 2005 level (the highest projected incremental trip and percent increase of any district in Camden County). More than 60 percent of the Outer Camden South person trips (some 35,600 daily person trips) will be attracted to destinations within the district. About 1.7 percent of daily person trips produced (or just over 1,000 trips) are projected to be destined to Center City Philadelphia, a significantly lower percentage than Inner Camden and Central Camden South. Transit shares for outbound person trips will remain low overall (less than three percent), but higher for trips to Center City (73 percent) and the Camden CBD (13 percent).

### ***Suburban Travel Patterns to/from and Within Gloucester County***

Within the Study Area, Gloucester County is comprised of five travel districts for evaluation purposes: These districts include: Outer Gloucester, which consists of rural-residential communities situated along NJ Route 55 (e.g., Franklin and Clayton); Central Gloucester East, which consists of Washington Township; Inner Gloucester, which consists of older, higher density inner-ring suburbs near the Delaware River and Route I-295/Route I-76/NJ Route 42 complex; Central Gloucester, which consists of Glassboro and Pitman; and Central Gloucester West, which includes Harrison, East Greenwich, and Elk—lower-density rural-residential communities that are facing development pressures. By 2030, Gloucester County within the Study Area is expected to witness a significantly greater absolute increase in person trips than Camden County within the Study Area. Altogether, the Gloucester County Study Area districts will experience 75,000 more person trips than the Camden County districts. Outer Gloucester South is expected to experience the largest absolute increase in person trips produced, with nearly 34,800 additional person trips predicted by 2030 (an increase of 38 percent over the current level). The largest percent increase in person trips produced would be expected within Central Gloucester West (a 70 percent increase, or over 18,300 additional person trips).

The majority of trips from Gloucester County within the Study Area currently have their origin in the Inner Gloucester district, which sends over 109,000 trips to destinations lying within the Study Area—the largest number of any district in the Study Area. By 2030, the number of person trips from Inner Gloucester to districts within the Study Area is expected to increase by 15 percent to over 123,000 person trips. The majority (approximately 68 percent) of trips originating in Inner Gloucester are expected to stay within that district. About 2.3 percent of person trips (over 2,900) will be destined for Center City Philadelphia, an increase of about 11 percent over the current level. Inner Gloucester will also send a comparatively larger percentage of trips to Central Camden South than other districts in Gloucester County. Despite being closer to Philadelphia than other suburban districts in the Study Area, Inner Gloucester will generate a comparatively lower percentage of trips by transit than Central Gloucester East and the Camden County Study Area districts (these districts may partially drift into the service area of the existing PATCO line).

Currently, Outer Gloucester, Central Gloucester East, and Central Gloucester produce between 70,000 and 90,000 person trips daily. By 2030, Outer Gloucester South is projected to experience the largest percent increase in person trips produced among this group, approximately 38 percent. Most Central Gloucester South trips will stay within that district (76 percent), suggesting a high degree of self-sufficiency; trips originating in Central Gloucester South are more likely to stay inside their own district than any other in the Study Area. Central Gloucester East will retain comparatively fewer trips in its own district (46 percent), sending 14.2 percent of its person trips to Central Gloucester and 11.9 percent to neighboring Central Camden South. Within the Gloucester County portion of the Study Area, Gloucester County East exports the largest percentage of trips to other districts.

### Intra-suburban Study Area Person Trips from Gloucester County - 2030

	District		To								
			5	6	7	8	9	10	11	12	13
			Camden CBD	Inner Camden	Central Camden (South)	Outer Camden (South)	Outer Gloucester (South)	Central Gloucester (East)	Inner Gloucester	Central Gloucester	Central Gloucester (West)
From	9	Outer Gloucester (South)	578	609	6,391	9,382	71,047	16,252	3,867	10,503	3,265
		<i>Share of Trips</i>	3.7%	2.3%	5.8%	17.5%	75.8%	16.9%	2.6%	11.0%	9.1%
	10	Central Gloucester (East)	670	774	13,153	2,103	5,182	44,059	10,526	13,552	1,522
		<i>Share of Trips</i>	4.3%	2.9%	11.9%	3.9%	5.5%	45.8%	7.1%	14.2%	4.2%
	11	Inner Gloucester	2,044	3,461	14,177	446	668	4,154	83,300	9,315	2,157
		<i>Share of Trips</i>	13.2%	13.0%	12.8%	0.8%	0.7%	4.3%	56.1%	9.8%	6.0%
	12	Central Gloucester	574	653	4,334	701	3,439	11,530	14,396	47,471	5,152
		<i>Share of Trips</i>	3.7%	2.4%	3.9%	1.3%	3.7%	12.0%	9.7%	49.8%	14.4%
	13	Central Gloucester (West)	268	297	1,194	238	2,083	2,128	6,049	8,667	22,369
		<i>Share of Trips</i>	1.7%	1.1%	1.1%	0.4%	2.2%	2.2%	4.1%	9.1%	62.5%

### Congested Corridors

#### AM Peak<sup>2</sup> Period Traffic Conditions on Key Study Area Roadway Links, 2005

Roadway	From	To	AM Peak LOS	Volume
I-76	Browning Road, Bellmawr	US 130, Mount Ephraim	F	12,435
I-76	US 130, Mount Ephraim	Collings Avenue, Camden	F	12,147
Ben Franklin Bridge	N. 7 <sup>th</sup> Street, Camden	Philadelphia	F	11,678
Walt Whitman Bridge	Collings Avenue/I-676, Camden	Philadelphia	F	10,970
I-76/NJ 42	NJ 55, Deptford	Browning Road, Bellmawr	F	9,947
I-676	Atlantic Avenue, Camden	Newton Ave., Camden	B	7,306
I-676	Collings Avenue/I-76, Camden	Atlantic Avenue, Camden	D	6,069
NJ 42	Clements Bridge Road, Deptford	NJ 55, Deptford	E	5,904
NJ 42	Blackwood Road, Blackwood	Coles Road, Blackwood	E	5,893
I-676	Newton Avenue, Camden	N. 7 <sup>th</sup> Street, Camden	D	5,459
NJ 55	NJ 47, Deptford	NJ 42, Deptford	F	4,170
NJ 42	Greentree Road, Sicklerville	Blackwood Road, Blackwood	F	3,565
NJ 42	Ganttown Road, Turnersville	Greentree Road, Sicklerville	E	3,083
NJ 47	Almonesson Road, Deptford	NJ 551, Deptford	F	2,206

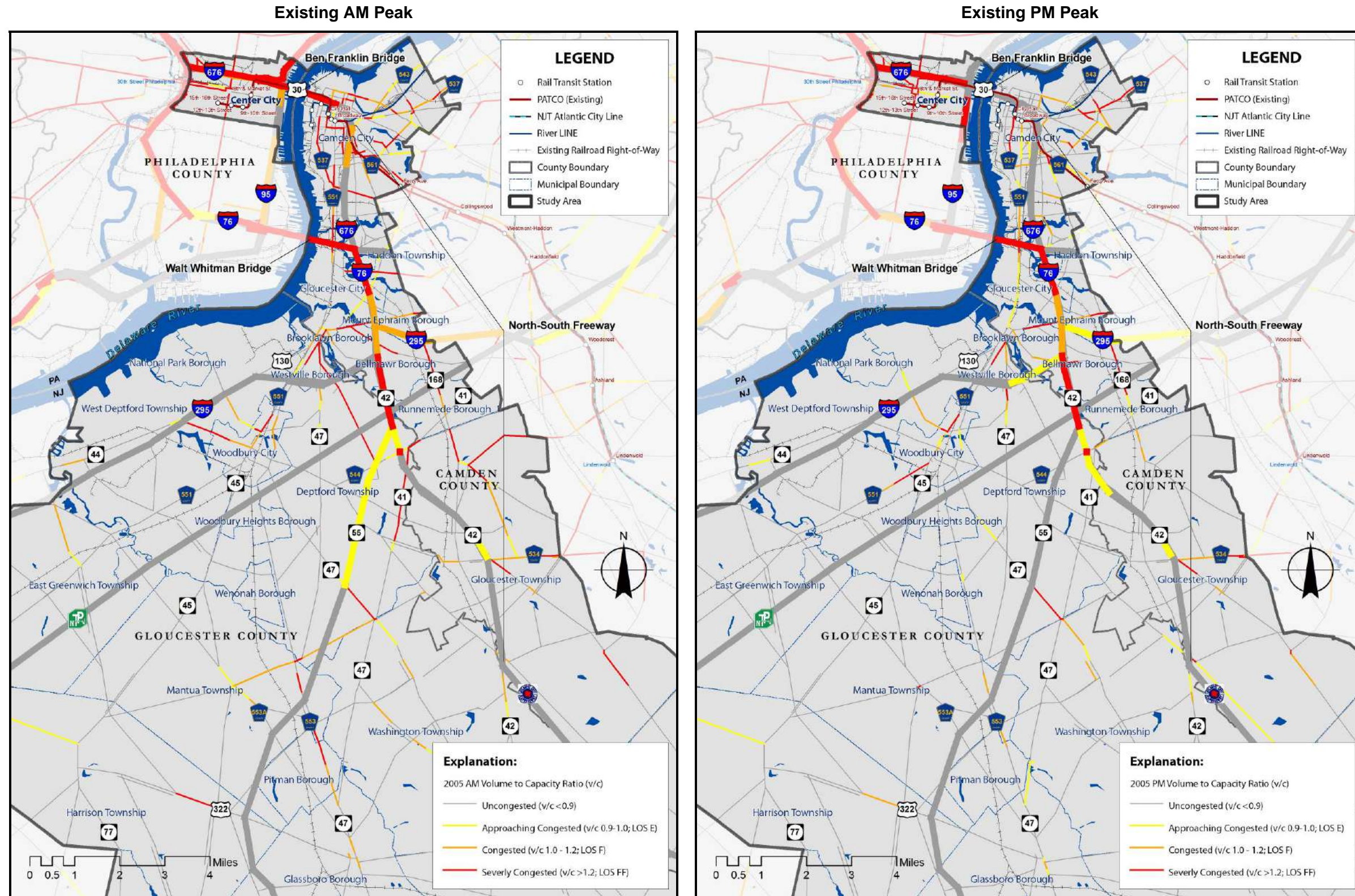
<sup>2</sup> AM peak period is defined as 6 to 9 AM and PM peak period is defined as 3 to 7 PM.

NJ 47	Blackwood Road, Blackwood	NJ 55, Deptford	F	2,197
NJ 41	Good Intent Road, Blackwood	Clements Bridge Road, Glendora	F	1,807

**PM Peak Period Traffic Conditions on Key Study Area Roadway Links, 2005**

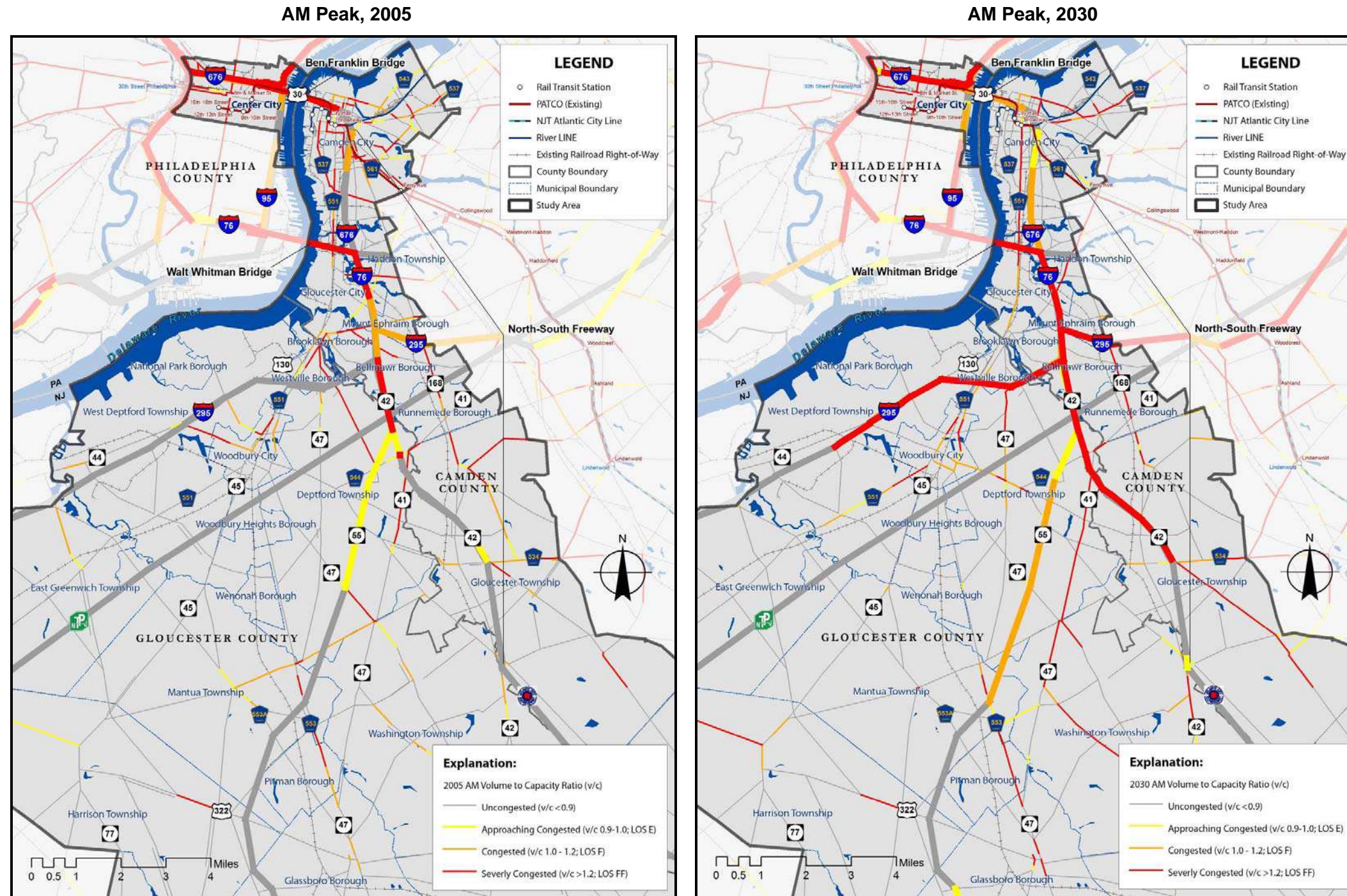
Roadway	From	To	PM Peak LOS	Volume
Walt Whitman Bridge	Philadelphia	Collings Avenue/I-76, Camden	F	14,774
I-76	US 130, Mount Ephraim	Browning Road, Bellmawr	F	13,905
I-76	Collings Avenue/I-76, Camden	US 130, Mount Ephraim	F	10,543
I-76	Browning Road, Bellmawr	NJ 55, Deptford	F	9,497
NJ 42	NJ 55, Deptford	Clements Bridge Road, Deptford	E	6,207
NJ 42	Coles Road, Blackwood	Greentree Road, Sicklerville	E	6,007
Ben Franklin Bridge	Philadelphia	North 7 <sup>th</sup> Street, Camden	B	4,262
I-676	North 7 <sup>th</sup> Street, Camden	Newton Avenue, Camden	B	2,139
NJ 47	I-295	Andaloro Way, Westville	F	1,670

As illustrated in the following figures, each major corridor in the Study Area was analyzed during peak AM and PM peak periods to determine whether its volume-to-capacity ratio (v/c) was either below 1.0 (signifying roadways that are uncongested or approaching congestion) or over 1.0 (demonstrating congested segments). Congested traffic operations were identified along various roadway corridors, including NJ Routes 41, 42, 47, 49, 55 and 56, as well as US Routes 130 and 322.

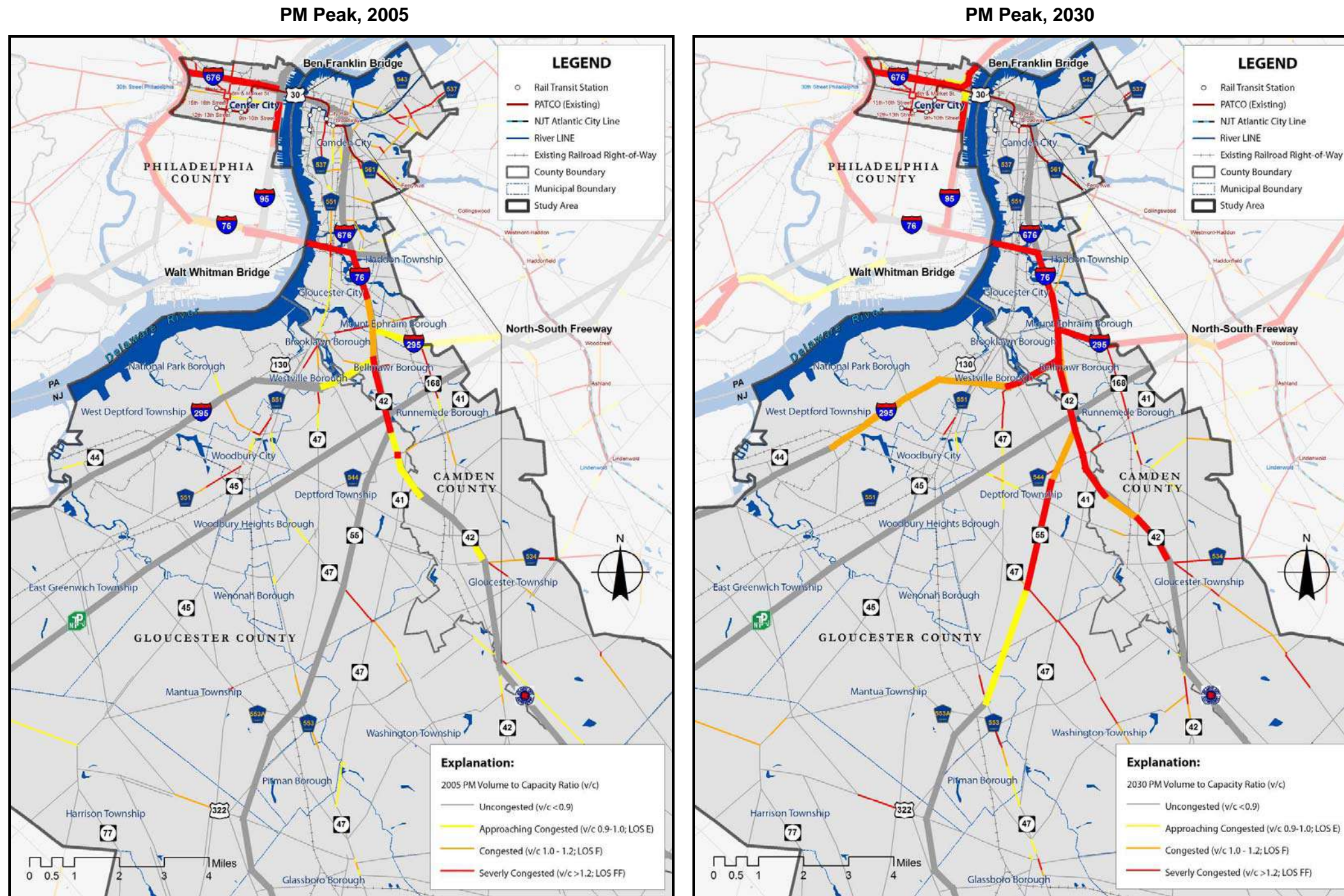


Volume to Capacity Ratios in the Study Area - AM and PM Peak, 2005

Projected Change in Congestion



Volume to Capacity Ratios in the Study Area - AM Peak, 2005 vs. 2030



Volume to Capacity Ratios in the Study Area - PM Peak, 2005 vs. 2030