

Welcome to the Final Cross Camden County Trail Public Input Session!

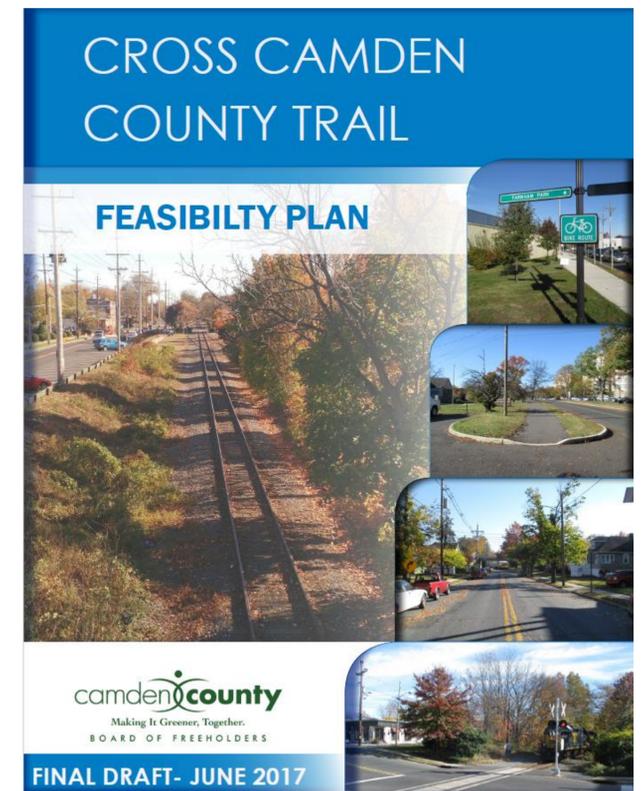
Please sign in on the table at the front of the room!

You may review the trail map and draft copies of the report at your pleasure.

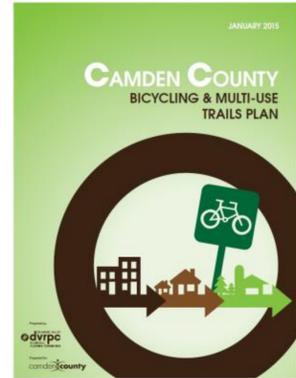
We will do a short presentation at 6:30 to review the report.

The report is also available online at CamdenCounty.com/trails so that you may read it at home!

Scan this QR Code
with your phone for a
copy of the report!



Goals of the Cross Camden County Trail



Build early momentum for Camden County's bicycling & trail network

In order to realize the goals of the 2014 Bicycling and Multi-Use Trails Plan, the County wants to build a backbone trail as soon as it can (tentatively called the "Cross County Trail"), and then add future trails, bike lanes and sidewalks that connect to this trail to one day create a truly connected county-wide trail network.



Credit: Conshohocken Brewing Co.

Locate the trail to attract economic development

Putting the trail in a location where it will attract local and regional tourists will help deliver a higher return-on-investment for this ambitious project. Current and future businesses, such as restaurants and shops, can get a boost in business from passerby who would not normally visit. The trail location can also have a positive influence on real estate values, and entice new housing for those who want a car-free or reduced car dependent lifestyle.



Credit: Bicycle League



Credit: Bicycle Coalition of Philadelphia

Create a commuting alternative

A direct route that is comfortable and has relatively few street crossings is a huge boost to bicycle commuting. With connections to PATCO and the Ben Franklin Bridge, this trail can give residents a true commuting alternative.

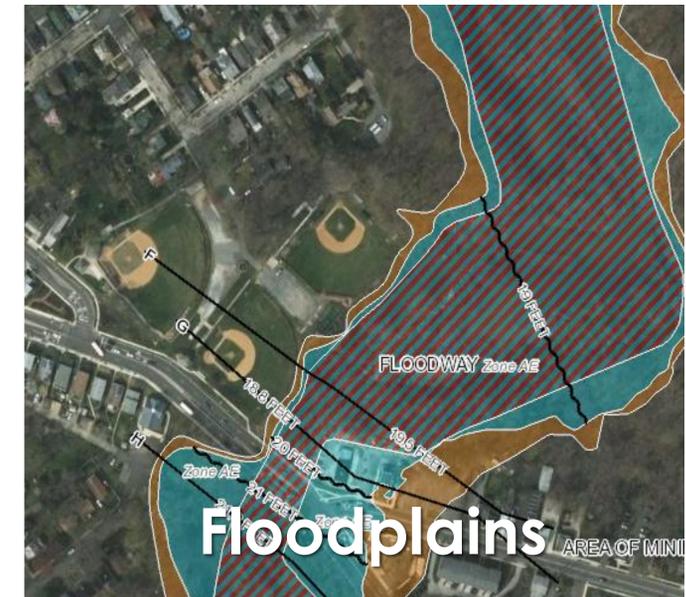
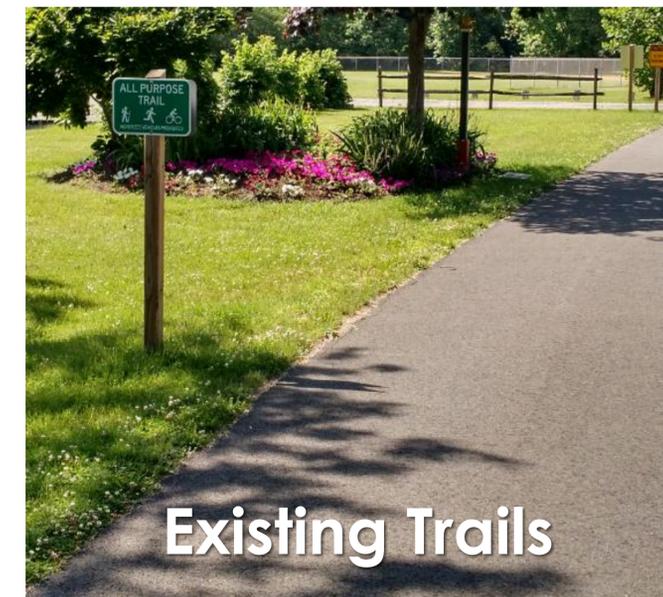
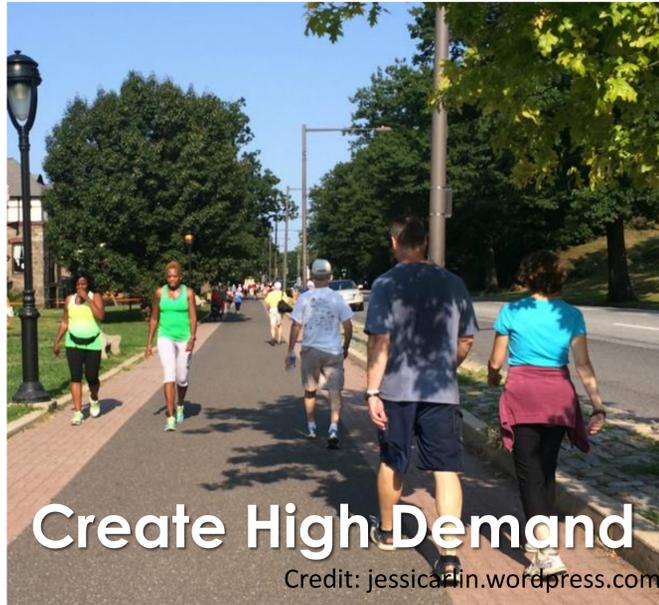
Connect open space

This trail could directly connect up to 18 separate state, county, and municipal parks and open spaces, and indirectly connect to many more.



Why was this route selected?

While Camden County and its partners are committed to building out the entire proposed trail network someday, this trail is being routed to minimize design and construction constraints and build early momentum for a county-wide network.



Design Guidance

As we plan the route, there are several approaches to trail design that we are applying to the Cross County Trail.

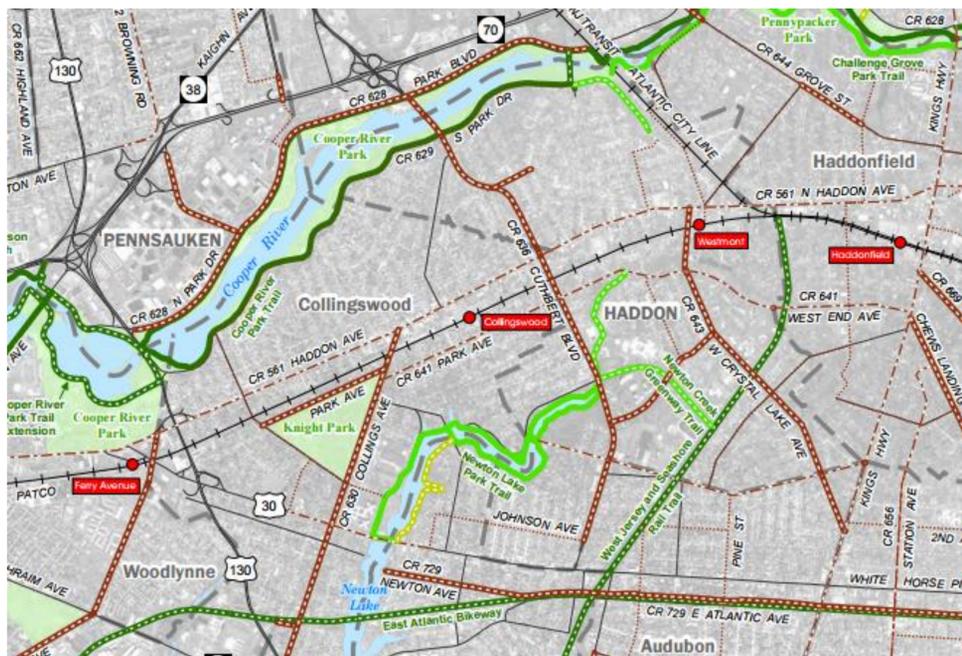


8-80 Design

Design should be inclusive to all ages and abilities.

Interested but Concerned

Design should cater to those who want to ride a bicycle, but are too fearful of traffic.



Four Types of Cyclists By Proportion of Population

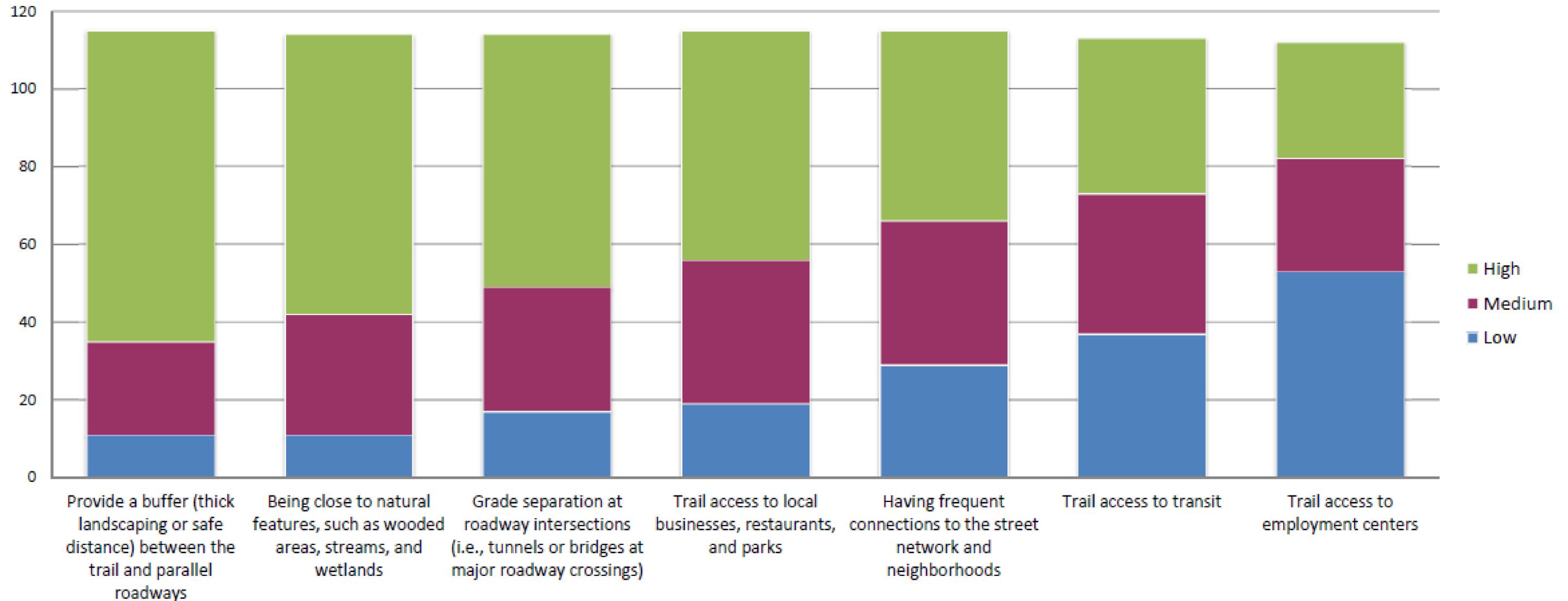


Connection to County Network

This trail should make for easy connections to current and future trails and bike lanes.

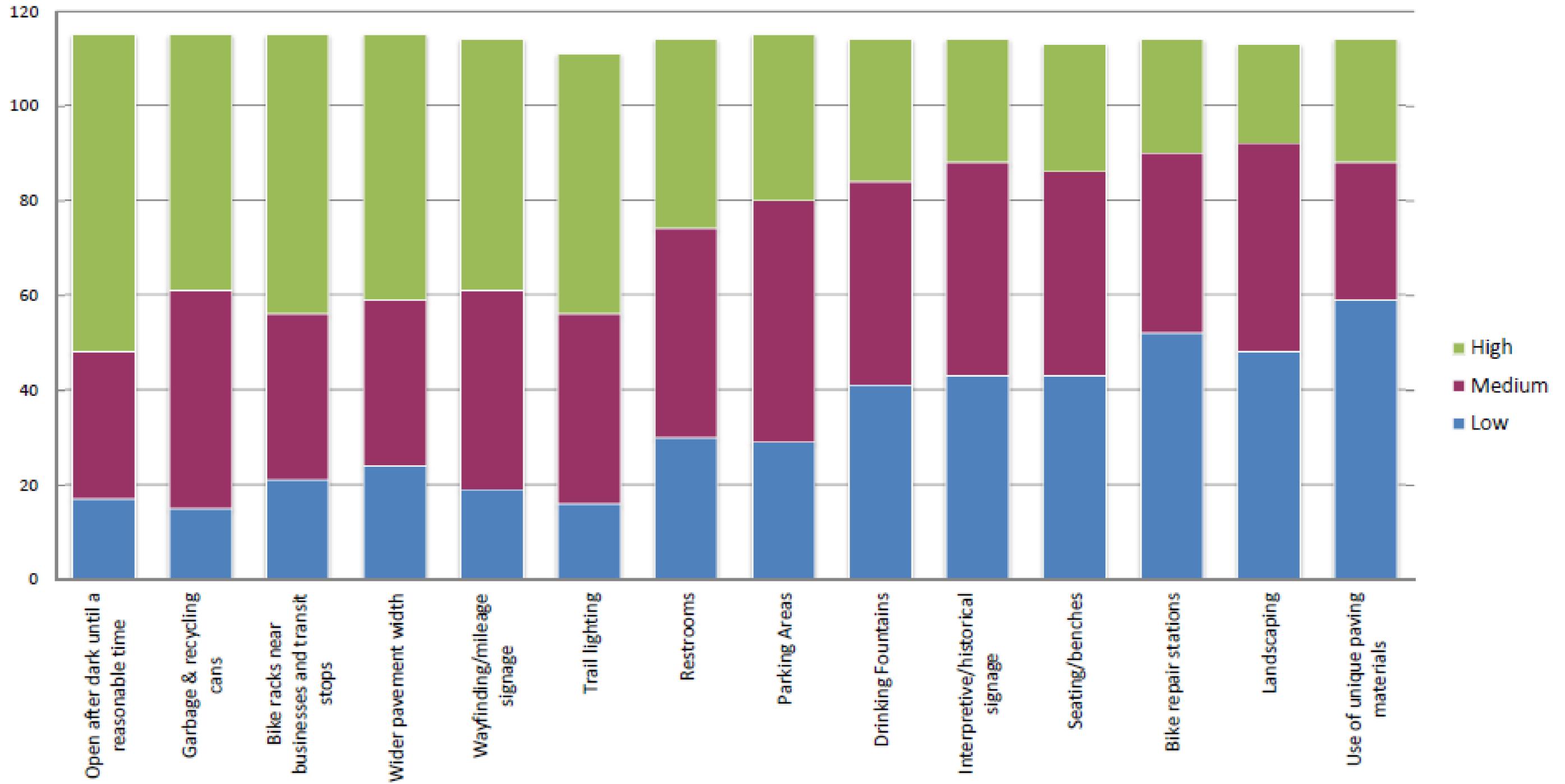
Survey Results

How important are the following locational features to you on a cross-county trail?



Survey Results

How important are the following on-trail amenities to you on a cross-county trail?



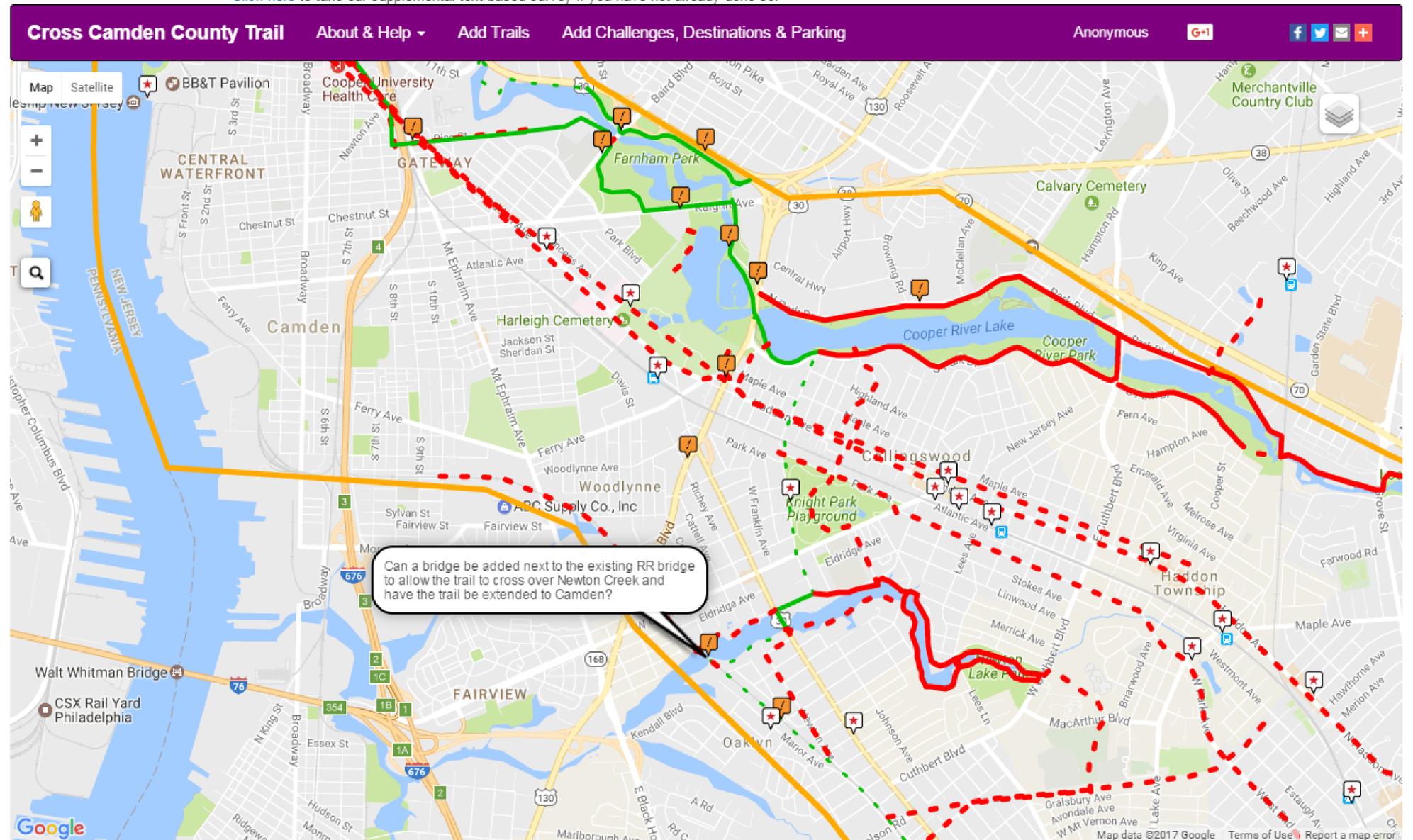
WikiMap



LEGEND

- Trail Study Limits
- County-Identified Route (Currently a Trail)
- - - County-Identified Route (Not Currently a Trail)
- - - Existing Path to Consider
- - - Proposed Path to Consider
- ★ Destination
- P Parking Consideration
- ! Trail Challenge

[Click here](#) to take our supplemental text-based survey if you have not already done so!



- Over 150 point and line comments
- 60 follow-up comments



Study Process

Gather Information and Analyze Physical Constraints



Finalizing the Route



Segment 10 - Atlantic Avenue

- recommended alignment
- Existing Off-Road Bicycle Facility *
- Proposed Off-Road Bicycle Facility *
- Utility owned parcels
- NJDEP Wetlands
- Gov't/Publicly owned parcels or open space
- DVRPC Suburban Retail District

* from Camden County Bicycling and Multi-Use Trails Plan, 2016, DVRPC Publication #13036

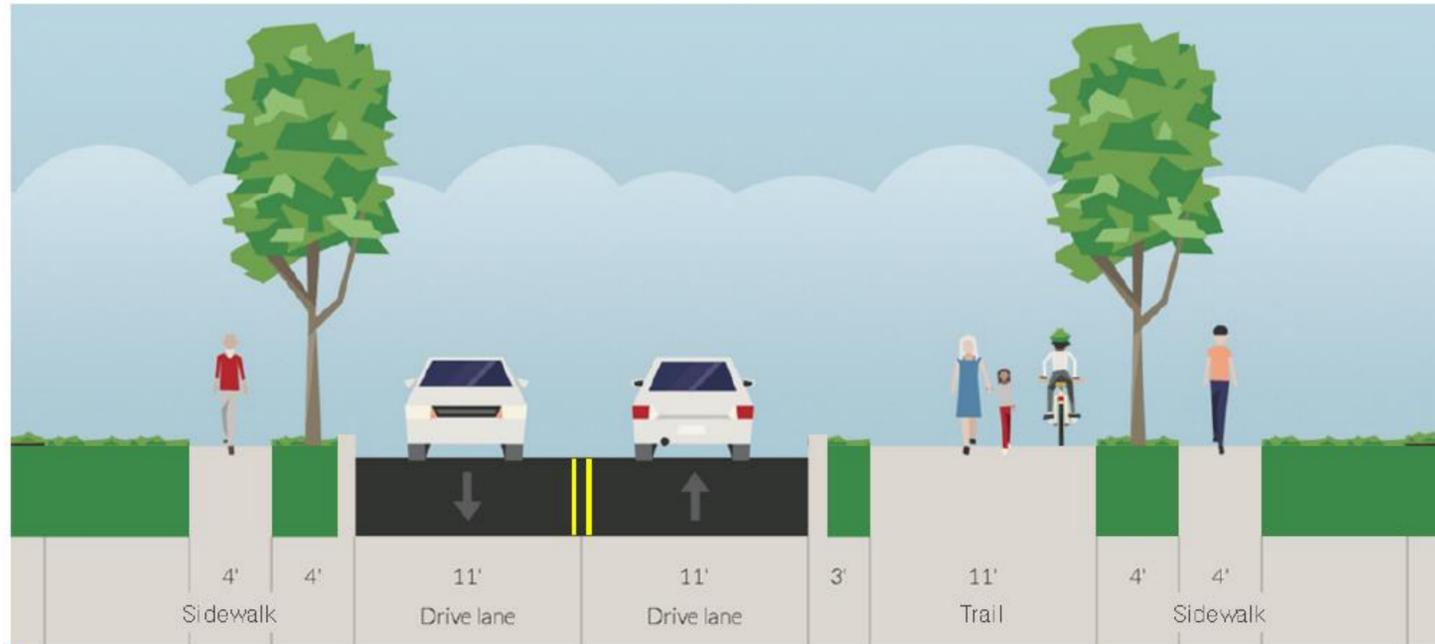
Data Sources: [NJ OIT Office of GIS for 2015 Aerial Hi Res Orthophotography, 2016 Parcels, Roads, and Municipal Boundaries.] [NJDEP Land Use/Land Cover 2012 for wetlands.] [DVRPC for Existing/Proposed Off Road Bicycle Facilities and Suburban Retail Districts.] [ESRI World Boundaries and Places for place names.]

Segment 10 - Map Notes	
A	Investigate source of ditch flow and determine stormwater management alternatives upstream.
B	Trail shifts from west to east side of tracks at Warwick Road. Make modifications to the Warwick Road intersection as shown in illustration below.
C	Remove southbound bike lane as necessary between Warwick Road and Essex Avenue to accommodate trail and curb installation.
D	Future trail connection.
E	Trail stays on east side of railroad track throughout this segment.
F	Train signal controller cabinet at Laurel Road will require relocation, or investigate shifting Atlantic Avenue lanes to the east to gain space.
G	Sign and mark an on-street connection to Lindenwold PATCO Station.



A schematic layout of potential changes to the East Atlantic Avenue & Warwick Road intersection to allow for trail construction.

Finalizing the Route



This section represents an example of how a trail can fit within the Browning Road right-of-way while keeping the existing street trees in place. The trail can shift when trees are not in conflict to create a wider buffer or parking space.

Intersection Modifications Required

Segment	Street Name	Potential Modifications or Countermeasures to be Added
12	Park Avenue	Consider an all way stop at the Park Avenue/E. Atlantic Avenue intersection.
	Linden Avenue	Create a crossing at Linden Avenue for neighborhood access and to accommodate future connection to the Overbrook Lake Trail.
	Blackwood-Clementon Road	Improve ramps at all four corners of Gibbsboro/Erial Road intersection to accommodate trail traffic. Add pedestrian heads where missing.

Rail With Trail

What is it?

- Multi-use trail next to active railroad
- Over 220 trails across US

Examples:

- Schuylkill River Trail
- Traction Line
- Lehigh Gorge Trail
- Frisco Trail (pictured)



Economic Impact

- Expected to pump \$19.5 million into local economy (adds additional 2.3% tourism spending in Camden County)
- Could bring over 12,000 overnight, out-of-town visitors per year
- Add approximately 114 jobs, \$4.2 million in labor income
- Properties within 1 mile of the trail could see a 2%-10% value increase

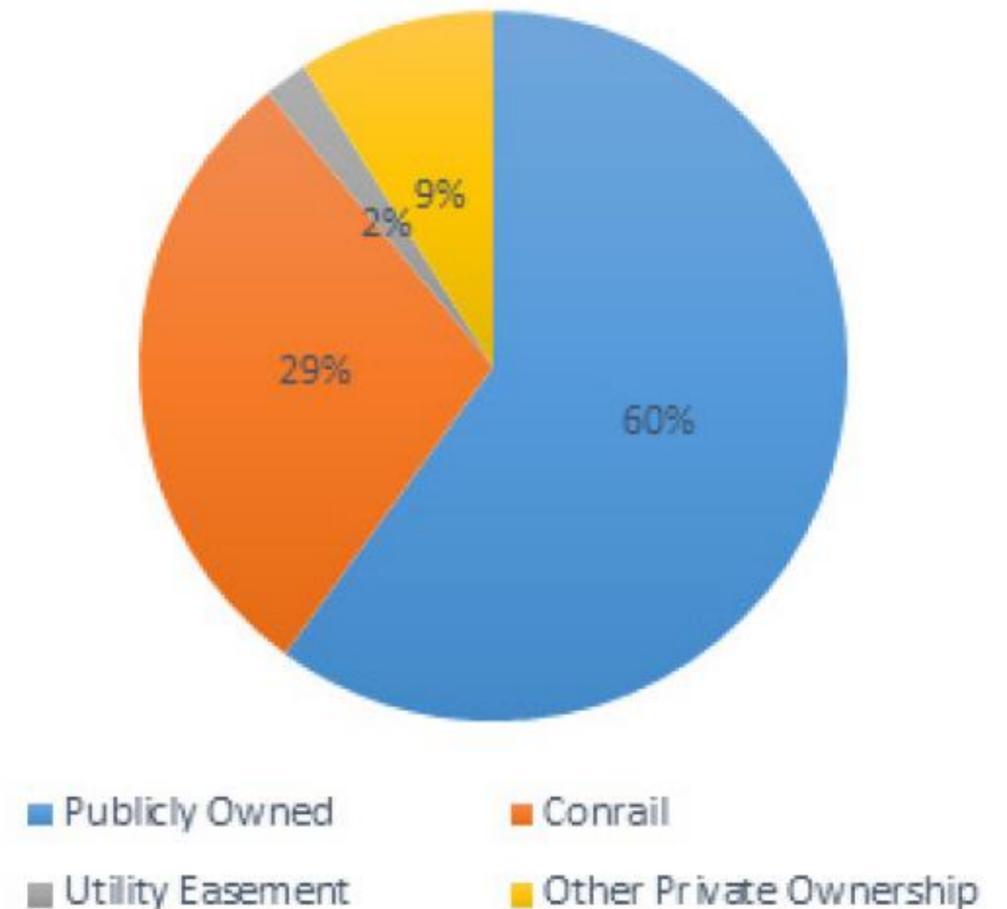
Segment (community type)	Adj. Prop.	1/4 Mile	1/2 Mile	1 Mile
West Camden (urban)	10.0%	9.0%	8.1%	7.3%
Central Atlantic Ave Rail Corridor (suburban)	5.0%	4.5%	4.1%	3.6%
East Winslow (rural)	2.5%	2.3%	2.0%	1.8%

Property Impacts

91% of the proposed trail is located on public, utility, or Conrail property.

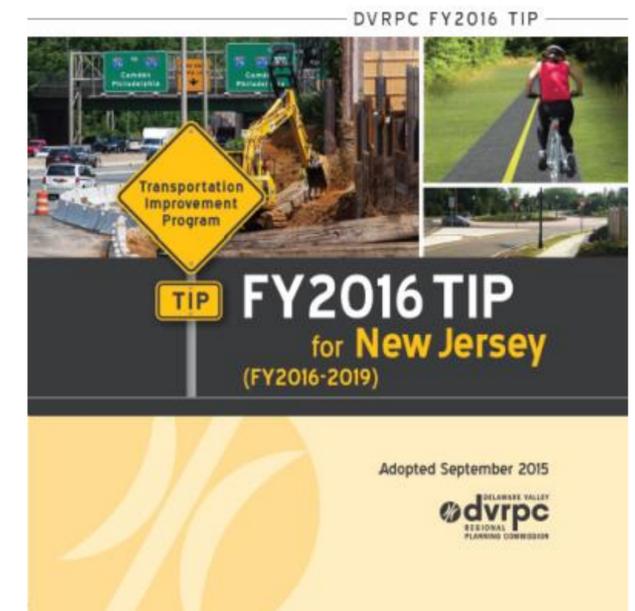
The remainder of the trail will require easements on private land, typically on the edge of the parcel against the river, street, or utility line.

Underlying Property Ownership
Cross Camden County Trail



What's next?

- Municipalities or Camden County will seek outside funding for design and construction of trail segments
- Funding sources:
 - Federal Transportation funds
 - NJ Dept. of Transportation
 - NJ Dept. of Environmental Protection
 - Non-Profit Orgs (i.e., Cooper's Ferry, William Penn)
- Conrail negotiations



Thank You for your participation!

Contact Information:

Jack Sworaski
Jack.Sworaski@camdencounty.com

Michael Dannemiller, PE
mdannemiller@rbagroup.com

Andrew Levecchia
Andrew.Levecchia@camdencounty.com

Matt Ludwig, PE, AICP
mludwig@rbagroup.com

