

CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN APPENDIX



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JUNE 2017

CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

APPENDIX

A: Study Review Committee Meeting #1, October 26, 2016

B: Project Media & Outreach Materials

C: Public Input Session #1 Materials, December 2016

D: Survey Results, December 2016

E: WikiMap Results, December 2016

F: Study Review Committee Meeting #2, February 2, 2017

G: Study Review Committee Meeting #3, May 3, 2017

H: Public Input Session #2 Materials, June 8, 2017

CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

APPENDIX A:

**Study Review Committee Meeting #1,
October 26, 2016**



Camden County Spine Feasibility Study Kickoff Meeting

Sheet 1 of 3

In Attendance: See attached sign in sheet	Date of Meeting: 10/26/2016
	Project Number: RBA/NV5 728616-0000092.00
	Project: Camden County Spine Trail Feasibility Study
	Place of Meeting: Camden Co. Parks Department, 1301 Park Boulevard, Cherry Hill, NJ 08002

Purpose of Meeting: To bring together the Study Review Committee for the Camden County Trail, discuss the project, and gather input from municipalities and other stakeholders along the currently planned route.

Discussion:

- The meeting kicked off with Jack Sworaski, the director of the Camden County Division of Environmental Affairs, detailing the history of the project. Camden County and DVRPC completed the county's Bicycling and Multi-Use Trails Plan in early 2015. Because of the monumental task it will take to build out the entire network, the county decided to start with a single "spine" trail that would cross the county, from the Delaware River waterfront in Camden to the Atlantic County line. This trail will serve as the backbone for building out and linking the rest of the County's system, and will help excite the public to build early momentum. The spine route that is currently being investigated was selected by the county for the following reasons:
 - It makes use of as much publicly owned land as possible, and currently developed or studied trails
 - It links many county parks and open spaces
 - It directly connects to several downtown business districts, which will help drive the economic development piece of this trail
 - Much of the route is parallel to a Conrail rail line; the county will only need to work with this one property owner for 8 miles of the approximately 32 mile route
- Mike Dannemiller, the project manager for the county's consulting firm RBA, introduced the planning team, and gave an overview of the team's project scope. RBA will be assisted by Cooper's Ferry Partnership, Promatech, and 4Ward Planning. The RBA team will determine if the county-selected route is feasible, investigate viable alternatives, examine the potential economic development and user demand the trail may bring, and determine construction costs and maintenance & operations options for the entire route.
- Matt Ludwig with RBA then described the previous plans that Camden County and other municipalities have undertaken in the past 12 years that have led to this county-wide study. RBA will be using these previous plans and feasibility studies to put together a comprehensive, one-piece document that will lay the groundwork for a trail across the county. **It will be very important to gather any other feasibility studies, master plans, transportation plans, etc. that municipalities have done, and are not publicly available.** If municipalities have any documents or other information that needs to be shared with RBA, please send to Mike or Matt.
- One inclusive, county-wide document will show the funding entities (such as NJDOT, NJDEP, DVRPC, William Penn, etc.) that the trail has the organization, need, regional importance, connectivity, and the economic/demand information to climb to the top of the funding lists.
- The cross-county trail will exist in many different contexts and settings. For example, the Atlantic Avenue section of the trail will be a paved rail-with-trail which will connect various town business districts and neighborhoods, while the sections of trail in the southern portion of the county will likely be unpaved, and utilize existing paths in the Winslow Wildlife Management Area. Some sections of the trail will likely need to use existing street right-of-ways. Andrew Levecchia, Director of Planning for Camden County, stated that pedestrian/bicycle off-road trails are preferable to on-road bike lanes.
- One of the main goals of the feasibility study will be to investigate how we can maximize the potential demand of users and economic return on investment. Matt described the various types of users that the trail will see: daily commuters, who may make real estate decisions based on proximity to the trail; recreational users from within Camden County and beyond; and adventure riders, who make stops at places like diners, local shops, and

wineries/breweries. In the future, a Camden-to-Atlantic City trail would be just the right length for people to take a bike ride to the shore for the weekend, and avoid the hassles of the Atlantic City Expressway.

- In order to maximize that demand, we need to design for a full suite of users. Matt described the four types of cyclists:
 - Strong and Fearless: less than 1% of the general population, people who will ride anywhere
 - Enthused and Confident: about 7% of the general population, people who commute daily, generally ride in bike lanes, but will ride on most non-highway streets if needed.
 - Interested but Concerned: about 60% of the general population, these are people who would ride a bike if there was a network of safe, separated paths, and did not have to worry about the stress of automobile traffic.
 - No Way, No How: the remaining 33% of the general population, these people will never ride a bike, regardless of conditions.

Our goal, as we study the feasibility of a county-wide route, should be to design for the Interested but Concerned segment of the population. This includes what is called 8-80 Design; that a bicycle and pedestrian network should be designed so an 8 year-old or an 80 year-old (and all people in between) can use it alone. Some previous plans completed by the County and some municipalities utilize lanes that are shared by both bicycles and cars, which only cater to the Strong and Fearless, and Enthused and Confident populations. The on-again, off-again trail and shared use lane patchwork does not encourage Interested but Concerned riders.

- While most of the trail will be off-road trails (paved or unpaved), some sections will need to be placed within the street right-of-way. There are various options for accommodating both bicycles and pedestrians within the right-of-way. Some options include removing parking space and adding separated (or protected) bike lanes (with pedestrians on sidewalks), or modifying the curb lines and adding a paved multi-use path in place of the sidewalk. Matt reiterated that in some instances, tough decisions may need to be made regarding street parking or right-of-way so that we can build a fully-inclusive trail that will maximize demand and economic development.
- Liz Sewell with the Rails-to-Trails Conservancy (RTC) presented some of the work RTC has been doing to get a rail-with-trail adjacent to the Conrail line on Atlantic Avenue between Oaklyn and Clementon. Liz will be reaching out to each of the municipalities along the line in this segment, with the goal of obtaining a joint resolution to present to Conrail to help accelerate the process of starting a rail-with-trail line. Liz also asked that if any municipality has an event they would like the RTC to come to and set up a booth, to let her know, and they will gladly look into it.
- The Conrail line is primarily used to ship coal to Beesley's Point Generating Station, and with the possibility of the plant switching to natural gas, Conrail may be more interested in selling right-of-way along the line in the near future.
- The room opened up for general questions and comments:
 - The county engineer will not allow vehicular lanes below 11' wide
 - There are several wineries in Winslow Township that would be near the trail.
 - Andrew has spoken to the Atlantic County planner about coordinating efforts.
 - Olivia Glenn suggested that we should also coordinate efforts with Gloucester County.
 - There was a question about hunting within the Winslow WMA and how that could influence the trail.
 - It was stated that the Pinelands will need to be kept in mind moving forward, as it relates to trail surface and location. RBA intends to use current fire/access routes, or utility easements that would require little or no clearing.
 - RBA asked the group if it was important to keep the Atlantic Avenue section of trail on one side of the tracks (as had been done in the two previous studies). Several people in the room stated that the trail can go on either side, as right-of-way and street location warrants.
- Andrew wanted to make it clear that this study should be owned and driven by the citizens of Camden County. Public input will be very important moving forward.
- Steve Jandoli suggested that the County update the NJ DEP as soon as a draft alignment is complete.
- Mike discussed trail naming and branding. Some examples shown were the East Coast Greenway, The Camden GreenWay, and The Circuit Trails. Each of those brands reflect different trails, and different geographic areas, even though they overlap each other in segments. The Camden County trail will also overlap with these separate

entities, but it will need to have its own identity to help for marketing and wayfinding. No clear consensus came out of the discussion of naming and branding, although Jack mentioned the possibility of piggybacking off of the Camden GreenWay name by naming the new spine the Camden County GreenWay. Jack will investigate this possibility further.

- The public input meeting was originally scheduled for November 16th in order to get it in before Thanksgiving, but it was pointed out that this is during the NJ League of Municipalities Conference, which would limit the number of elected officials and municipal employees that could attend the meeting. Camden County will investigate the possibility of holding the public meeting the week immediately after Thanksgiving (11/29 or 11/30). As soon as a date and location are finalized, all stakeholders will be notified so that the public meeting announcements can be made via municipal communication channels (website, email, social media, etc.). The County will also be holding two pop-up public meetings at popular public events, in order to interface directly with County residents. Olivia Glenn mentioned possibly holding one of the pop-ups at the ice skating rink at WinterFest at Cooper River Park.
- RBA will review all available municipal transportation and open space plans in order to be able to investigate all alternatives.
- Andrew reiterated the vision for this project, in that we should be aiming for a “Cadillac” type of trail. Camden County is opening its first separated bike lane (cycle track) in the summer of 2017, and it will help move that type of bicycle infrastructure forward in the county.
- Steve Jandoli mentioned to the room that a new round of Green Acres funding is expected to be announced on November 15. Contact him for more information.

The meeting ended at 6:00 PM.

Attachments:

- Sign In Sheet
- Cross County Trail Map (draft)
- PowerPoint Slides
- Project Schedule



Name	Position	Representing	Phone	Email
Chuck Riebel Jr.	Borough Engineer	Mayor Passanante Somerdale Borough	856-767-1854	eriebeljr@somerdale-nj.com
Steve Jandoli	Planner	NSDER/Geen Acres	609-984-0499	Steve.jandoli@dep.nj.gov
Al-giers Holmes	Borough Asst. to Engineer	LAWN SIDE	856-365-9111	H.gerris@msn.com
Liz Sewell	Trail Dev. Mgr	RSC	908 705 5762	elizabeth.sewells@trails.org
BARRY WRIGHT	MAYOR Camden County Planning	WINSLOW TWP	609-787-2690	MAYOR WRIGHT@WINSLOWTWP.NJ.GOV
Matt Zachowski		Camden County	856-566-2463	Matthew.Zachowski@camdencounty.com
Olivia Glenn	Regional Manager	NJ Conservation Foundation	(908) 997-0731	olivia@njconservation.org
Mike Cannon	citizen	Laurel Springs	609 502 7226	mike.laurelsprings@gmail.com
Andrew Lesuchia		Camden County	856-220-0975	andrew@camdencounty.com
Justin Denny	Land Steward	NJ Conservation Foundation	908-997-0715	justin.denny@njconservation.org
Jeff Nash	Freelancer	Camden County	856-225-5466	jeff.nash@camdencounty.com
JACK SWERAK	DIR.	CAMDEN CO	856 858-5211	JACK.SWENAK@CAMDENCOUNTY.CO.NJ
Matt Ludwig	Senior Engineer	RBA/NV5	215-259-2773	mludwig@rba-group.com
Michael Dammiller	Principal Engineer	RBA/NV5	973-946-5626	mdammiller@rba-group.com

CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

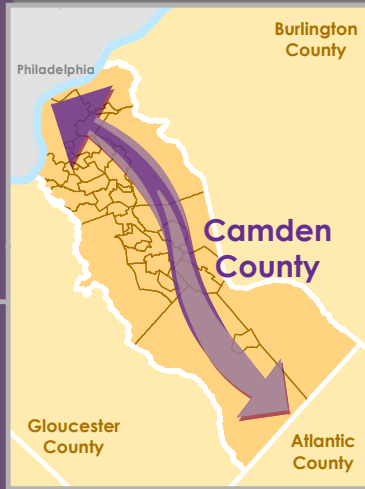
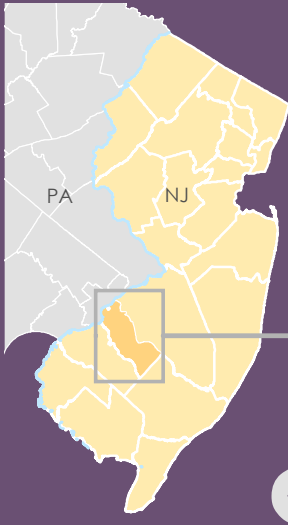
APPENDIX B:

Project Media & Outreach Materials



Camden County Cross County Trail

Trail Planning & Engineering Study



The **Cross County Trail** will provide a continuous route for pedestrians and bicyclists from the Camden Waterfront to the Atlantic County line. It will be an accessible, safe, and valuable resource for both recreation and commuting, helping to connect people and communities throughout the Delaware Valley and beyond.

Public Open House #1 We want to hear from you!

Your thoughts on the trail location, facility preferences, and trail connections are an important part of the planning process. Before the County and its planning/engineering team determine the final trail route, we want to hear from Camden County residents. Your input will help shape the final plan for the trail!

Date:

Thursday,
December 1, 2016

Project Website

www.camdencounty.com/trails

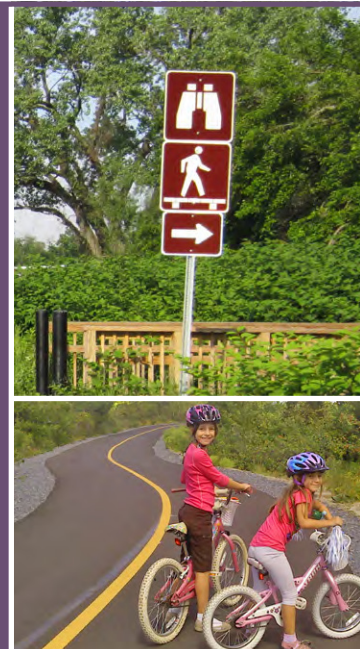
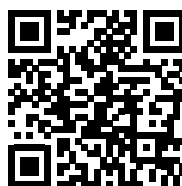
Time:

Open House Meeting
Stop by anytime between
5:00 - 8:00 PM

Location:

Lindenwold Municipal Building
15 N. White Horse Pike,
Lindenwold, NJ 08021
(Corner of US-30 N and E
Linden Ave)
(39.819149, -74.993265)

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FREEHOLDERS SEEK PUBLIC INPUT TO CREATE CROSS COUNTY TRAIL

(November 16, 2016) - The Camden County Freeholder Board's Division of Environmental Affairs will hold a public input session to solicit feedback from Camden County citizens, commuters, and visitors regarding the formation of a multi-use trail spanning from the Camden waterfront to the Atlantic County line.

"We know as a community that the more options to get outside and enjoy our greenspace and parkland the more we can enhance the quality of life for our residents," said Freeholder Jeff Nash, liaison to the Division of Environmental Affairs. "The Freeholder Board has made advocating and expanding parks and trails throughout the region a priority. This public policy initiative is another opportunity for residents to get out of their cars and back into nature on foot or a bike. Whether it's a daily commute to work or riding for recreation, these trails will provide a sustainable option for residents."

Camden County will host an open house public input session from 5:00 to 8:00 p.m. on Thursday, Dec. 1, at the Lindenwold Municipal Building, 15 N. White Horse Pike in Lindenwold. At the open house, residents may stop by at any time to view maps of the county's preliminary route, and comment on the various alternatives being reviewed. Surveys will be on hand for attendees to do on-site or take home and there will also be an interactive map, where citizens can leave geographic-specific notes on routes or potential concerns.

In 2015, Camden County adopted a Bicycling & Multi-Use Trails Plan, which depicts approximately 500 miles of multi-use trails and on-street bicycling facilities in every borough and township in the county. In order to jump start the implementation of this ambitious plan, county officials have tentatively established a "Cross County Trail," which will start in the city of Camden on the Delaware River waterfront, and run approximately 32-miles to the Atlantic County line.

The Cross County Trail would act as a "spine" to which future trails and bike lanes can connect to and off of. Camden County has hired a planning and design team led by The RBA Group to assist the county with the trail feasibility study, which will include determining final design and construction costs, potential user demand, and economic impact analysis. The county has identified a route that uses as many existing trails and as much publicly owned lands as possible.

"Gathering input from our residents and commuters will be crucial as we determine the final location of the Cross County Trail," Nash explained. "This trail will be owned by the people of Camden County. We want the vested interest of the people as we finalize the route, so gathering their input now will be important moving forward."

Camden County will also host two "pop-up" input sessions throughout December. The pop-up sessions will be held at the WinterFest Ice Skating Rink at 5300 N. Park Drive in Pennsauken from 1:00 to 3:00 pm on both Sunday, December 4, and Saturday, December 10.

More information regarding the Cross County Trail can be found at www.camdencounty.com/trails.

Information from the public meetings, as well as links to the survey will be posted to the website after December 1st for those who cannot attend.

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Camden County Cross County Trail

Trail Planning & Engineering Study

Camden County has proposed a bicycle and pedestrian trail spanning across the entire county, from the Camden Waterfront to the Atlantic County line. **We are asking for your feedback** as we develop the route location and amenities.

Your comments are an important part of the planning process. We want to hear from Camden County residents and visitors on commuting and recreation preferences.



Please visit camdencounty.com/trails
(or scan this QR code!)

On the Web site:

See the preliminary route

Take a survey

Comment on an interactive Wikimap



The Cross County Trail can help attract economic development

Locating the trail where it will attract local and regional tourists, as well as daily commuters, 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: Conshohocken Brewing Co.

See project details at camdencounty.com/trails

Camden County eyes 'spine' for trail system

Phaedra Trethan, @CP_Phaedra

4:19 p.m. EST November 23, 2016



(Photo: File photo)

Imagine hopping on a bike and riding along a single trail from the far reaches of Winslow, near the Atlantic County line, through woods and wildlife preserves, up into the bedroom communities of Clementon, Lindenwold, Stratford and Magnolia.

You might stop in Haddon Heights' quaint downtown for lunch, then get back on two wheels and roll through Audubon, Oaklyn and Collingswood. As the afternoon stretches on, you meander through Cooper River Park, through Camden and up the Benjamin Franklin Bridge, through Philadelphia and all the way out to Valley Forge and points beyond — riding one dedicated trail the whole way.

Camden County officials are already picturing the journey (<http://www.wikimapping.com/wikimap/CamdenCounty.html#.WDXndtUrdU>), and planning to make it a reality.

"We're very excited about it," said Freeholder Jeffrey Nash, liaison to both the Department of Parks and the Division of Environmental Affairs. "It's something that will be a great enhancement to the quality of life for the region."

The next step in that vision is the creation of a "spine," a continuous loop from which other trails can branch. The 32-mile main trail would stretch from Camden, through Gateway Park along the Cooper River and into Collingswood. From there, it would travel along the railroad tracks that mark Atlantic Avenue in inner-ring suburbs like Oaklyn, Audubon and Haddon Heights, continuing through communities along the tracks — Magnolia, Somerdale, Stratford, Laurel Springs, Lindenwold and Clementon — before bringing hikers and cyclists to the Winslow Wildlife Management Area.



COURIER-POST

Biking in South Jersey

(<http://www.courierpostonline.com/topic/200a8461-2030-403a-9997-1bfcc9160317/biking-in-south-jersey/?from=global&sessionKey=&autologin=>)

County officials have worked with the RBA Group, a Parsippany-based engineering and planning firm specializing in trail design, said Jack Sworaski, who heads the county's Division of Environmental Affairs. But the public will have a chance to offer feedback on the plan as well.

"We want as much input as possible," Nash said. "This is really the people's trail. We included the mayors in the towns along the trail and the people in each town should have a say. Every town has its own personality, its own needs and issues."

The county will host an open house and information session (<http://www.camdencounty.com/trails>) from 5 to 8 p.m. Dec. 1 at the Lindenwold Municipal Building (15 N. White Horse Pike), as well as two pop-up sessions at the WinterFest Ice Skating Rink at Cooper River Park in Pennsauken, 1 to 3 p.m. Dec. 4 and Dec. 10.



COURIER-POST

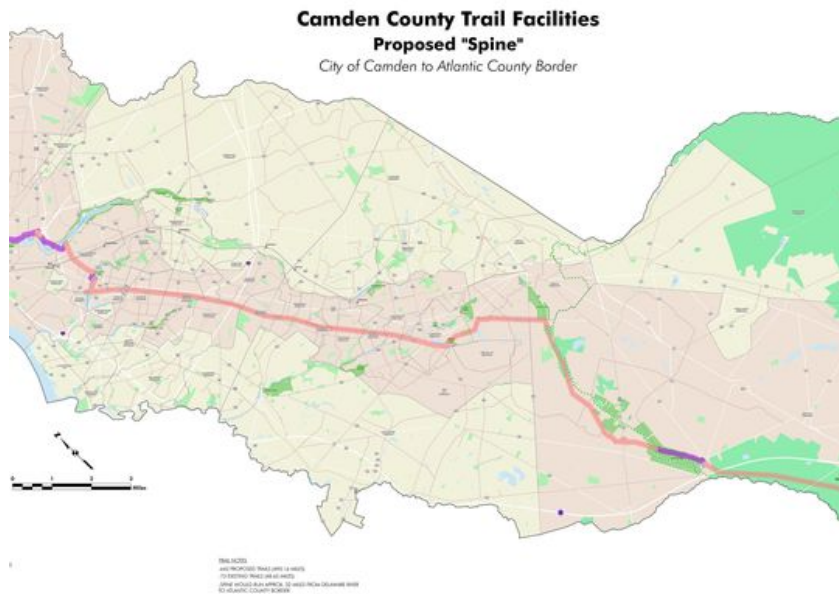
Miles of pedestrian trails coming to South Jersey

(<http://www.courierpostonline.com/story/news/2016/01/27/miles-pedestrian-trails-coming-south-jersey/79293814/>)

The spine is part of the county's 2015 Bicycling & Multi-Use Trails Plan, a proposal that envisions trails stretching through all 37 municipalities.

"We're looking at where existing trails are, relative to the spine," Sworaski said. "By using the existing trails and open spaces, whether county- or state-owned, we can minimize disruptions to towns, woods and wildlife."

Nash said it was too early to determine a cost for the trails, with the exact route not yet determined and further study required. He's hopeful a plan will be in place within the next two months and work perhaps beginning within a year. The work would be paid for with a combination of county open space funds, state grants and Green Acres funding.



Camden County Trail Facilities proposed "spine" (Photo: Camden County)

There are two phases, Sworaski explained. First, a plan would be formulated with the help of engineering studies and public input.

"The second phase would take a closer look at the economic impact for the towns where the trail would go, safety concerns, maintenance, and whatever space we'd need to acquire," he said. The towns along the Atlantic Avenue corridor would have additional input; the county would also have to work with Conrail, which owns the property along the tracks.

County officials believe the trail could benefit cyclists and hikers — but also merchants and mayors.

"It would travel through a lot of downtowns in the area," Sworaski said. "So, if you're riding from Camden, you might stop for a drink on Merchant Street in Audubon, or grab lunch in Haddon Heights. People using the trail need a place to stop and eat, or they might want to check out some little shops, and even in a place that's more rural like Winslow, they'll see what else is nearby."

Nash envisions the Camden County trails leading riders over the Ben Franklin Bridge and into Philadelphia's sprawling trail system, all the way toward Valley Forge.

Sworaski said riders could, conceivably, go even further than that.

"Eventually, it could connect to the East Coast Greenway," [a proposed system of trails \(http://www.greenway.org/\)](http://www.greenway.org/) running from Maine to Florida.

Phaedra Trethan: (856) 486-2417; ptrethan@gannettnj.com

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On the drawing board: A bike trail to connect South Jersey to everywhere

Updated: DECEMBER 9, 2016 — 12:05 PM EST



ED HILLE / STAFF PHOTOGRAPHER

Jack Sworaski, left, Director of the Division of Open Space and Farmland Preservation in Camden County and Andrew Levecchia, the county Director of Planning, stand in Collingswood's Newton Lake Park and talk about "The Spine," their plan for a trail that will connect parks, green spaces, walking and cycling paths from one end of Camden County to the other.

by **Kevin Riordan**, Inquirer Columnist [@Inqkriordan](https://twitter.com/Inqkriordan) (<http://twitter.com/@Inqkriordan>)

Imagine getting on a bike in lower Camden County and riding all the way to Maine or Florida.

"The Spine" could help get you there.

Also known as the Cross County Trail, this proposed 32-mile bicycling and pedestrian thoroughfare between the Camden Waterfront and the Atlantic County border would mainly utilize existing streets and rights-of-way through urban, suburban, and rural areas of the county.

And it could be substantially complete by 2025.

"We have nothing like it now," says Clementon resident Cherie McCann-Williams, a devoted cyclist frustrated by "having to put my bike in the car and drive to where I can ride."

Says Jessica Groff, a Rowan University graduate student who lives in Stratford, "It's a great concept."

She and McCann-Williams were among about 30 people attending an open house about the Spine on Dec. 1 in Lindenwold. Public comments are still being taken at camdencounty.com/trails/.

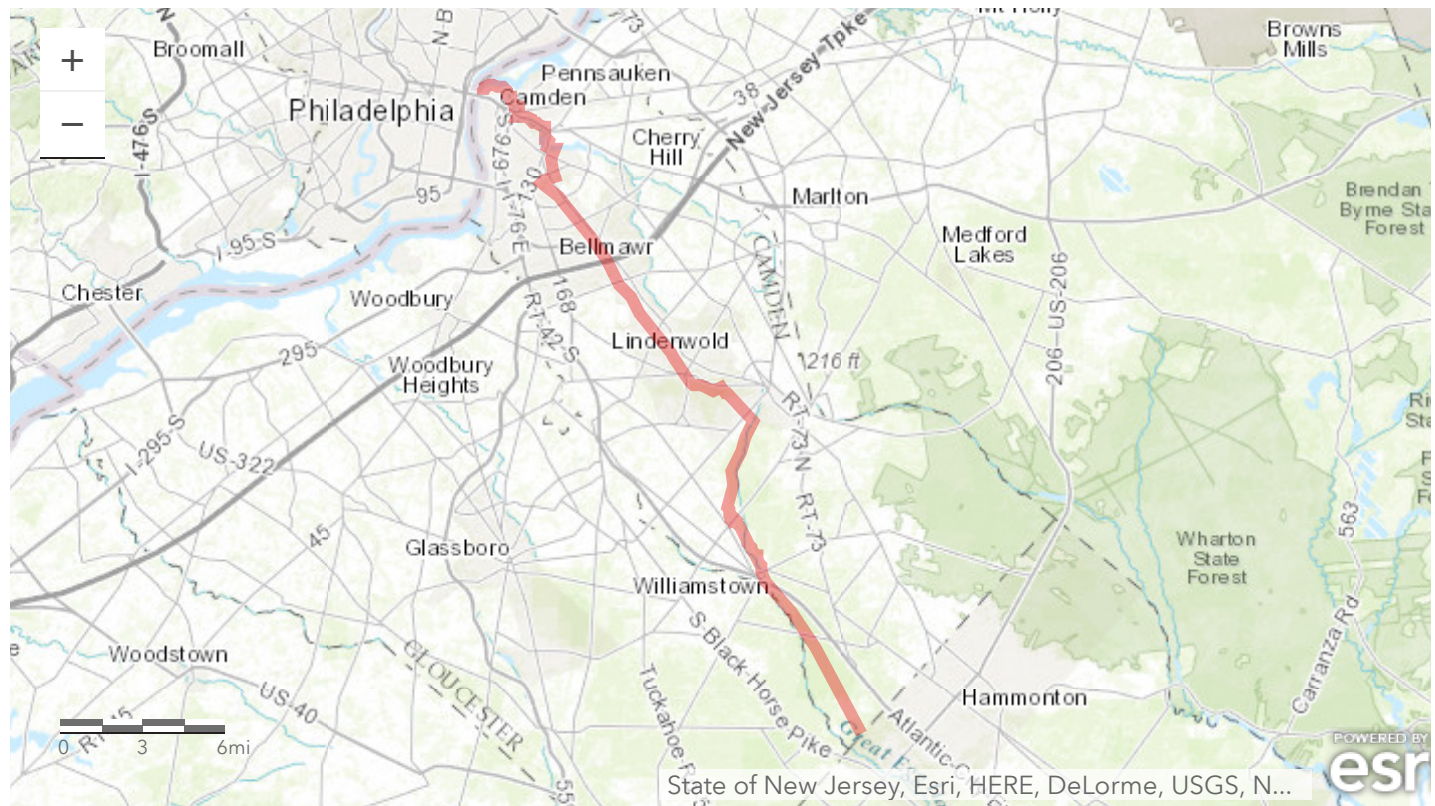
"We're calling it the People's Trail, so we want to make sure people have input," says Freeholder Jeff Nash, a champion of the project.

By linking parks and open spaces, as well as local trails and town centers, the Spine would likely spur additional connections in local towns, eventually helping establish what's envisioned as 500-mile countywide trail network.

The Spine also would connect the county to the Circuit Trails, an eventual 750-mile Greater Philadelphia network of walking, running, and cycling paths connecting to another system known as the East Coast Greenway.

Camden County's Proposed "Spine"

The proposed Cross County Trail, also known as the “Spine,” is a 32-mile bicycling and pedestrian thoroughfare between the Camden Waterfront and the Atlantic County border. It would mainly utilize existing streets and rights-of-way through urban, suburban, and rural areas of the county.



SOURCE: Camden County

“The Spine is not something that the [county] tax rate will have to go up to pay for,” says Jack Sworaski, director of open space and farmland preservation for Camden County. “We’re going to be looking for federal and state grants for this.”

I’m walking with Sworaski and county planner Andrew Levecchia in the Collingswood portion of the trail through Newton Lake Park, where landscaped walkways and scenic water views coexist with busy streets.

We’re a couple of blocks north of the freight rail line along Atlantic Avenue that runs through Oaklyn, Haddon Heights, Stratford and other municipalities.

“The right-of-way is wide enough for a trail and runs through some areas that don’t necessarily have pedestrian infrastructure,” such as sidewalks, notes Liz Sewell, of the national Rails-to-Trails Conservancy, which supports the Cross County Trail.

This eight-mile Atlantic Avenue stretch may become a key segment of the trail; the county is expected to decide on a final alignment in 2017.

"Connecting these communities would attract people to their town centers," says Levecchia.

"It also could provide access to farmland and open space we have acquired over the years."

Support for the Spine has not arisen overnight or in a vacuum.

Elise Turner, communications manager for the Delaware Valley Regional Planning Commission, says her agency is providing technical assistance and financial support to finish the Circuit.

The commission has provided \$805,000 for improvements along the Cooper River in Camden and \$125,000 for construction of a trail connecting Kaighns Avenue to Route 130, Turner says in an email.

"The Camden County spine is a wonderful project," says Olivia Glenn, the New Jersey Conservation Foundation's regional manager for the South Jersey metro area.

She works with grassroots groups in Camden to encourage the development of a city trail network called the Camden Greenway, which would connect to or be part of the Spine and the Circuit.

"The county is certainly ahead of the curve," notes Chris Mrozinski, a Haddon Heights resident who serves on the Camden County Open Space Advisory Committee.

A runner and cyclist, Mrozinski has become a passionate advocate for the Spine.

Chatting with him ("I could talk about this stuff all day," Mrozinski laughs) I think of the effort it took to create Camden County's handsome park system a century ago.

Conceived by business and civic leaders as a way to enhance the desirability of Camden and its suburbs, the system took decades to build.

But this wonderful amenity might never have been built at all if people inside and outside government then hadn't had the foresight, and the enthusiasm, to take the first steps.

kriordan@phillynews.com (<mailto:kriordan@phillynews.com>)

267-815-0975 @inkkriordan

www.philly.com/blinq (<http://www.philly.com/blinq>)

MORE COVERAGE

Map: Proposed Camden County Cross County Trail (.pdf)

(<http://media.philly.com/documents/Public+Meeting+1+Map.pdf>)



Published: December 11, 2016 — 6:59 AM EST **The Philadelphia Inquirer**

19 Comments

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Join the discussion...



Itzjake • 3 days ago

Awesome project. Lots of good expansion options when complete

4 ^ | v • Reply • Share ›



fibersquash • 3 days ago

Sounds like a great idea.

4 ^ | v • Reply • Share ›



thegreengrass • a day ago

Such a great idea, can't wait to integrate this into my everyday riding around the county!

1 ^ | v • Reply • Share ›

RECENT NEWS BELLMAWR MT. EPHRAIM GLOUCESTER

Camden County Freeholders Seek Public Input on Multi-Use Trail

Author: [Anne Forline](#) | Posted In [Bellmawr](#), [Gloucester](#), [Mt. Ephraim](#), [News](#), [Recent News](#) | 1 Comment

On December 1, a public input session is being hosted by the Camden County Freeholder Board's Division of Environmental Affairs to solicit feedback from Camden County citizens, commuters, and visitors regarding the formation of a multi-use trail spanning from the Camden waterfront to the Atlantic County line.

"We know as a community that the more options to get outside and enjoy our green space and parkland the more we can enhance the quality of life for our residents," said Freeholder Jeff Nash, liaison to the Division of Environmental Affairs. "The Freeholder Board has made advocating and expanding parks and trails throughout the region a priority. This public policy initiative is another opportunity for residents to get out of their cars and back into nature on foot or a bike. Whether it's a daily commute to work or riding for recreation, these trails will provide a sustainable option for residents."

Camden County will host an open house public input session from 5:00 p.m. to 8:00 p.m. on Thursday, December 1, at the Lindenwold Municipal Building, 15 N. White Horse Pike in Lindenwold. At the open house, residents may stop by at any time to view maps of the county's preliminary route, and comment on the various alternatives being reviewed. Surveys will be on hand for attendees to do on-site or take home and there will also be an interactive map, where citizens can leave geographic-specific notes on routes or potential concerns.

Bicycling & Multi-Use Trails Plan

In 2015, Camden County adopted a Bicycling & Multi-Use Trails Plan, which depicts approximately 500 miles of multi-use trails and on-street bicycling facilities in every borough and township in the county. In order to jump start the implementation of this ambitious plan, county officials have tentatively established a "Cross County Trail," which will start in the city of Camden on the Delaware River waterfront, and run approximately 32-miles to the Atlantic County line.

The Cross County Trail would act as a "spine" to which future trails and bike lanes can connect to and off of. Camden County has hired a planning and design team led by The RBA Group to assist the county with the trail feasibility study, which will include determining final design and construction costs, potential user demand, and economic impact analysis. The county has identified a route that uses as many existing trails and as much publicly owned lands as possible.

"Gathering input from our residents and commuters will be crucial as we determine the final location of the Cross County Trail," Nash explained. "This trail will be owned by the people of Camden County. We want the vested interest of the people as we finalize the route, so gathering their input now will be important moving forward."

Additional Pop-Up Sessions December 4 & 10

Camden County will also host two "pop-up" input sessions throughout December. The pop-up sessions will be held at the WinterFest Ice Skating Rink at 5300 N. Park Drive in

Search the site

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[Chris G.](#) on Proposed New Site for Bellmawr's Historic Hugg-Harrison-Glover House

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[Slam Dunk Increase](#) on Bellmawr BOE to Vote on Supt. Merit Goals

Recent News



Sarah Spanarkel Sworn in as Gloucester County Assistant Prosecutor

30 Nov 2016



Bellmawr Planning Board Approves Sub-Division for Worthington Ave.

29 Nov 2016



Kids' Hands-On Science Program at the Bellmawr Branch of the Camden County Library

29 Nov 2016



Zoning Board's Conclusions on Relocating 12 Bellmawr Park Mutual Housing Units

28 Nov 2016



Runnemed Bellmawr Glendora Rotary Dedicates Pavilion in Honor of Bartilo "Bud" Palmieri

26 Nov 2016

Contact Us About Advertising

Pennsauken from 1:00 to 3:00 pm on both Sunday, December 4, and Saturday, December 10.

More information regarding the Cross County Trail can be found [here](#).

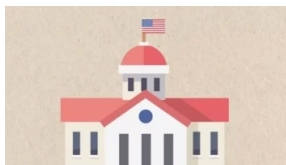
Information from the public meetings, as well as links to the survey, will be posted to the website after December 1 for those who cannot attend.

(Source: Camden County)

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[Freeholders To Hold Town Hall Meeting in Bellmawr May 4](#)

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[Camden County Electronics Recycling Collection Event Sat. Oct 1](#)

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Tags: [Camden County Freeholders](#)

Comments

Posted by **Comic Relief**

November 16, 2016

Agenda 21. Read up on it people. It's coming your way and it's not good.

Reply

Add Your Comment

Name (required)

Mail (will not be published) (required)

Website

Project Mentions on Social Media



CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

APPENDIX C:

**Public Input Session #1 Materials,
December 2016**

Camden County Spine Cross County Trail Formal Public Meeting

Sheet 1 of 1

In Attendance: Jack Sworaski (Camden Co.) Matt Zochowski (Camden Co.) Sarah Bryant (Cooper's Ferry) Kathy Cullen (Cooper's Ferry) Mike Dannemiller (RBA/NV5)	Matt Ludwig (RBA/NV5) Charlie Cunion (RBA/NV5)	Date of Meeting: 12/1/2016
		Project Number: RBA/NV5 728616-0000092.00
		Project: Camden County Spine Trail Feasibility Study
		Place of Meeting: Lindenwold Municipal Building, 15 N. White Horse Pike, Lindenwold, NJ

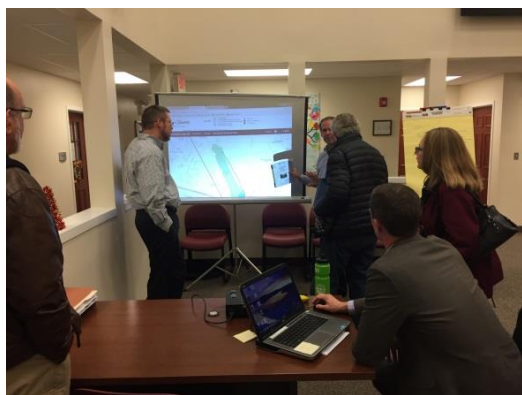
Purpose of Meeting: To present initial trail concept to the public, and gather feedback regarding trail alignment and amenities.

Discussion:

Mayor Roach of Lindenwold graciously allowed Camden County to host this meeting in the council chambers. The meeting was an open house format that lasted from 5:00-8:00 PM. Twenty-eight members of the public attended the meeting (see attached sign-in sheet).

Eight display boards were placed around the room, which described what the meeting was about, goals of the project, proposed trail segments, trail options, and branding. In the middle of the room, a large county-wide map of the tentative route on a was laid out for the public to make comments. A WikiMapping Station with a computer and projector was set up, where Project Team staff led members of the public through the process to provide geographically placed comments about the proposed trail.

All attendees were given small fliers that advertised the website camdencounty.com/trails, where individuals could view copies of the materials presented at the meeting (boards, maps, online survey, and Wikimap). Attendees also had the option to take a hard-copy version of the survey on site, which RBA later added to the online Survey Monkey database.



WikiMapping Station



County wide map of the tentative route

Camden County Spine Cross County Trail Formal Public Meeting

Sheet 1 of 1

In Attendance: Jack Sworaski (Camden Co.) Sarah Bryant (Cooper's Ferry) Kathy Cullen (Cooper's Ferry) Mike Dannemiller (RBA/NV5)	Matt Ludwig (RBA/NV5) Charlie Cunion (RBA/NV5)	Date of Meeting: 12/4/2016 & 12/10/2016
		Project Number: RBA/NV5 728616-0000092.00
		Project: Camden County Spine Trail Feasibility Study
		Place of Meeting: Camden County WinterFest, 5300 North Park Drive, Pennsauken, NJ 08109

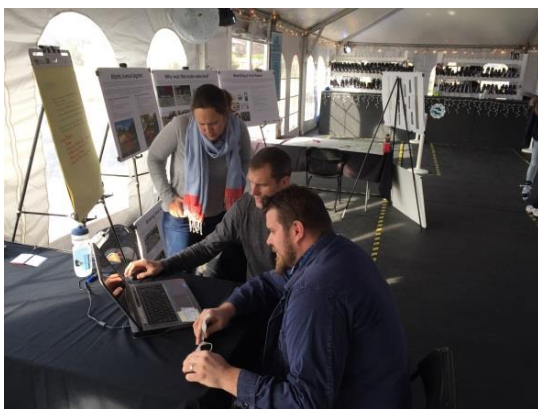
Purpose of Meeting: To present initial trail concept to the community in a public setting, and gather feedback regarding trail alignment and amenities.

Discussion:

WinterFest allowed the use of space in their tent for hosting two “pop-up” meetings on two consecutive weekends. On both dates, RBA was set up between 1:00-3:00 PM, and the weather was sunny and in the 30's, which allowed for a relatively steady stream of ice skating patrons in and out of the facility. RBA set up all eight boards from the initial public meeting, and had copies of the survey and fliers available. A WikiMapping Station was set up for those interested in discussing the trail on the Wikimap application and providing geographically specific comments.

Eight people signed in at the first pop-up, and three at the second, although many more people came up to the booth for short periods of time to ask a few quick questions about the trail. At each pop-up, RBA handed out informational fliers directing members of the public to the website camdencounty.com/trails for viewing at their convenience.

Web site traffic to the project web site spiked after each of the “pop-up” meetings.



WikiMapping Station



Comment Station and informational fliers

Welcome to the Cross County Trail Public Input Session!

Please sign in on the table below!

What are we doing here?

Camden County has proposed a bicycle and pedestrian trail spanning across the entire county. We are asking for your feedback as we develop the route location and amenities. Camden County planners have tentatively selected a route based on the county's trails plan completed in 2014, but we need your input to fine tune the trail location, and consider alternatives the public may have for us!



Walk throughout the room to view the boards to read about the proposed trail. After you have visited all of the boards, you can **take an online survey** and **use the interactive Wikimap to leave geographic-based comments** on the proposed trail. If you would rather do the survey and comment on paper, we have that too! **Grab a survey at the Sign-In Table** and **leave comments on the map in the middle of the room.**

Both the online survey and Wikimap can be completed here on a smart phone, or at any computer with internet access. Links to the survey and map, as well as the information you view here tonight, is all available at CamdenCounty.com/trails

Or scan this QR Code!



1

Goals of the Cross 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.



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.



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.



2

Eight Distinctive Trail Segments

The Cross County Trail, as it is currently proposed, will cross the entire county, from urban landscapes to natural open spaces. Read the descriptions below for a better look at the different segments:

Camden GreenWay The trail will begin along the Delaware River (with connections to the Ben Franklin Bridge), utilizing trail already identified by the Camden GreenWay Trail Plan.

Cooper River Trail The trail will continue on the existing Cooper River Trail, with safety enhancements made at major intersections.

Browning Road would be used as a connector street between Cooper River Park, Knight Park, and Newton Lake Park. Bikes lanes or a separate multi-use path within the right-of-way will be investigated.

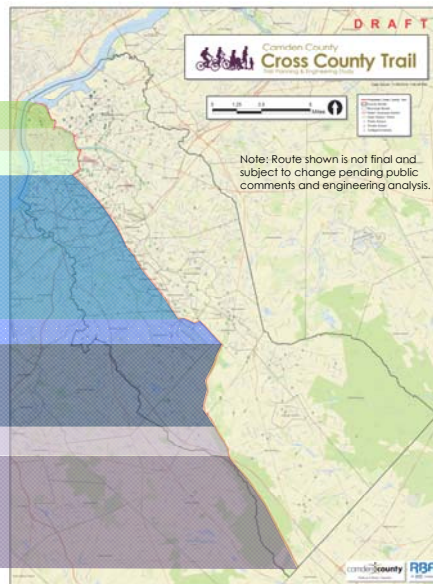
Atlantic Avenue A multi-use trail is being investigated to run parallel to the Conrail line. The trail would use parts of the Conrail right-of-way or adjacent street right-of-way, and link to the existing street grid and connect the many commercial districts adjacent to the railroad.

Clementon-Pine Hill Connector The county and it's planning team will investigate the best way to connect the Atlantic Avenue and Great Egg Harbor segments, maximizing publicly owned land and open space.

Great Egg Harbor Greenway Trail The Cross County Trail will utilize most of this proposed trail segment along the Great Egg Harbor River. This segment of trail will be very close to the river, giving users a quiet environment close to natural wetlands. The trail here will likely use a natural or gravel surface, rather than a paved surface.

New Brooklyn Park Path This existing paved trail in New Brooklyn County Park would connect yet another park via the Cross County Trail.

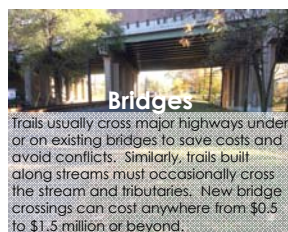
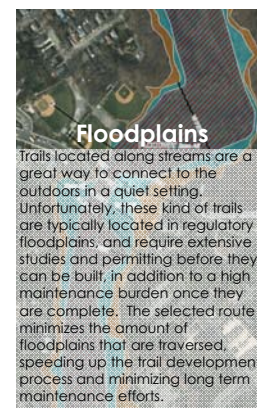
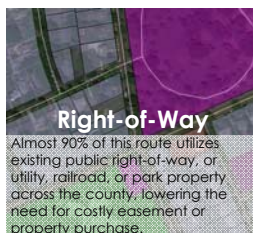
Winslow WMA The county and it's planning team will work with NJ DEP to determine the best route through the Winslow Fish and Wildlife Management Area, utilizing current paths throughout the preserved area.



3

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.



4

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.



Separated On-Street Facilities

If street space must be used to connect sections of trail, it should ideally be separated from automobile traffic.



5

Atlantic Avenue Segment

Camden County is proposing eight miles of the trail to run parallel with the Conrail tracks adjacent to Atlantic Avenue. In some areas, the railroad is cut into hills, leaving the option to be "up high" above the track, or "down low" on a flat trail.

As an example below, here are two potential options for where the trail could be located between Station Ave. and Interstate 295 in Haddon Heights. In any situation adjacent to the railroad line, the trail would likely be required to have a fence to prevent people from crossing the tracks except at existing signalized crossings.

Alternative 1: Locate trail on east side of railroad tracks

Advantages:

- Flat trail
- No likely loss of parking along E. Atlantic Avenue
- No loss of trees (in this segment)

Disadvantages:

- Trail gets very close to the busy street under I-295 bridge
- No direct connection to Haddon Heights park



Alternative 2: Adjacent to West Atlantic Street

Advantages:

- Gives direct access to Haddon Heights athletic fields, park, and Seventh Avenue School
- Plenty of clear space under I-295 bridge

Disadvantages:

- Trail will result in loss of most, if not all, trees between the street and the railroad tracks south of High Street
- Likely loss of some street parking on W. Atlantic Avenue south of Station Avenue to allow room for trail



6

DRAFT



Camden County Cross County Trail

Trail Planning & Engineering Study

Date Saved: 11/28/2016 1:06:49 PM



- Proposed Cross County Trail
- County Border
- Municipal Border
- Retail / Business District
- Open Space / Parks
- Public School
- Private School
- College/University

CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

APPENDIX D:

Survey Results, December 2016

Camden County - Cross County Trail

Q1 Township or borough where you reside:

Answered: 118 Skipped: 0

#	Responses	Date
1	Collingswood	12/27/2016 9:07 AM
2	Cherry Hill	12/23/2016 1:17 PM
3	Haddonfield	12/23/2016 8:45 AM
4	Audubon	12/22/2016 9:28 PM
5	Audubon	12/22/2016 8:07 PM
6	Haddonfield	12/22/2016 4:49 PM
7	Knollwood	12/22/2016 3:52 PM
8	Haddon Township	12/22/2016 10:49 AM
9	Stratford	12/22/2016 7:56 AM
10	Cherry Hill	12/18/2016 7:18 PM
11	Winslow Twp	12/17/2016 8:54 AM
12	Audubon	12/16/2016 8:28 PM
13	Pennsauken	12/16/2016 7:28 AM
14	Laurel Springs	12/15/2016 9:50 PM
15	arco	12/15/2016 9:00 PM
16	Camden county	12/15/2016 8:56 PM
17	Cherry Hill	12/15/2016 7:08 PM
18	Haddon heights	12/15/2016 6:08 PM
19	Cherry Hill	12/15/2016 5:52 PM
20	Berlin Borough	12/15/2016 1:19 PM
21	Limerick Township PA	12/15/2016 12:55 PM
22	Clementon	12/15/2016 9:30 AM
23	Haddon Heights	12/14/2016 7:34 PM
24	Collingswood	12/14/2016 12:40 PM
25	Winslow	12/14/2016 9:45 AM
26	Cherry Hill	12/13/2016 5:45 PM
27	Voorhees	12/13/2016 4:47 PM
28	Woodcrest/Springdale	12/13/2016 3:50 PM
29	Winslow	12/13/2016 3:33 PM
30	Cinnaminson	12/13/2016 3:17 PM
31	Monro	12/13/2016 3:05 PM
32	Gloucester	12/13/2016 1:30 PM
33	Cherry Hill	12/13/2016 12:18 PM
34	Winslow	12/13/2016 11:49 AM
35	Monroe	12/13/2016 11:33 AM

Camden County - Cross County Trail

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Camden County - Cross County Trail

36	Winslow	12/13/2016 11:19 AM
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38	Winslow twp	12/13/2016 11:01 AM
39	Winslow	12/13/2016 10:40 AM
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48	Washington Twp	12/9/2016 8:25 PM
49	Philadelphia	12/9/2016 5:56 PM
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52	Collingswood	12/8/2016 7:45 PM
53	Winslow	12/7/2016 9:38 PM
54	Collingswood	12/7/2016 9:13 PM
55	Gloucester twp	12/6/2016 3:27 PM
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58	Cherry Hill	12/6/2016 10:59 AM
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69	Camden city	12/4/2016 7:04 AM
70	Cape may	12/4/2016 6:31 AM
71	North Brunswick	12/3/2016 11:06 PM
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73	Haddonfield	12/3/2016 7:44 PM
74	Cherry hill	12/3/2016 6:27 PM
75	Harrison	12/3/2016 3:44 PM
76	Minroe	12/3/2016 3:00 PM

Camden County - Cross County Trail

77	Mullica Hill	12/3/2016 2:09 PM
78	Washington Township	12/3/2016 2:05 PM
79	Harrison Twp	12/3/2016 1:47 PM
80	Cherry Hill	12/2/2016 11:16 PM
81	Cherry hill	12/2/2016 10:06 PM
82	Gloucester Twp	12/2/2016 8:06 PM
83	Audubon	12/2/2016 6:06 PM
84	Cherry Hill	12/2/2016 3:13 PM
85	Cherry hill	12/2/2016 2:29 PM
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87	Philadelphia	12/2/2016 1:43 PM
88	Cherry Hill	12/2/2016 12:20 PM
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90	Gloucester City	12/2/2016 11:30 AM
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112	Audubon	12/1/2016 8:48 PM
113	Voorhees	12/1/2016 8:41 PM
114	Laurel Springs	12/1/2016 8:22 PM
115	Barrington	12/1/2016 8:13 PM
116	Voorhees	12/1/2016 8:11 PM
117	Cherry Hill	12/1/2016 1:32 PM

Camden County - Cross County Trail

118	Marlton NJ	11/26/2016 7:16 AM
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Camden County - Cross County Trail

Q2 Your home Zip Code:

Answered: 118 Skipped: 0

#	Responses	Date
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20	08009	12/15/2016 1:19 PM
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23	08035	12/14/2016 7:34 PM
24	08108	12/14/2016 12:40 PM
25	08037	12/14/2016 9:45 AM
26	08002	12/13/2016 5:45 PM
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30	08077	12/13/2016 3:17 PM
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35	08094	12/13/2016 11:33 AM

Camden County - Cross County Trail

36	08004	12/13/2016 11:19 AM
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40	08009	12/13/2016 10:23 AM
41	08009	12/13/2016 10:23 AM
42	08051	12/12/2016 10:15 PM
43	08108	12/12/2016 1:42 PM
44	08401	12/11/2016 12:30 PM
45	09108	12/11/2016 9:05 AM
46	08102	12/10/2016 7:23 AM
47	08060	12/9/2016 9:24 PM
48	08080	12/9/2016 8:25 PM
49	19146	12/9/2016 5:56 PM
50	08012	12/9/2016 4:48 PM
51	08107	12/9/2016 2:53 PM
52	08108	12/8/2016 7:45 PM
53	08004	12/7/2016 9:38 PM
54	08108	12/7/2016 9:13 PM
55	08012	12/6/2016 3:27 PM
56	08108	12/6/2016 2:14 PM
57	08010	12/6/2016 11:34 AM
58	08034	12/6/2016 10:59 AM
59	08108	12/6/2016 10:58 AM
60	08108	12/6/2016 10:55 AM
61	08081	12/6/2016 9:53 AM
62	08106	12/6/2016 9:44 AM
63	08012	12/4/2016 10:59 PM
64	08108	12/4/2016 7:52 PM
65	08108	12/4/2016 4:55 PM
66	08012	12/4/2016 2:27 PM
67	08107	12/4/2016 1:24 PM
68	08003	12/4/2016 9:05 AM
69	08103	12/4/2016 7:04 AM
70	08260	12/4/2016 6:31 AM
71	08902	12/3/2016 11:06 PM
72	08066	12/3/2016 8:09 PM
73	08033	12/3/2016 7:44 PM
74	08034	12/3/2016 6:27 PM
75	08062	12/3/2016 3:44 PM
76	08094	12/3/2016 3:00 PM

Camden County - Cross County Trail

77	08062	12/3/2016 2:09 PM
78	08012	12/3/2016 2:05 PM
79	08062	12/3/2016 1:47 PM
80	08003	12/2/2016 11:16 PM
81	08034	12/2/2016 10:06 PM
82	08081	12/2/2016 8:06 PM
83	08106	12/2/2016 6:06 PM
84	08003	12/2/2016 3:13 PM
85	08003	12/2/2016 2:29 PM
86	08054	12/2/2016 1:57 PM
87	19147	12/2/2016 1:43 PM
88	08003	12/2/2016 12:20 PM
89	08053	12/2/2016 11:53 AM
90	08030	12/2/2016 11:30 AM
91	08012	12/2/2016 10:00 AM
92	08003	12/2/2016 9:46 AM
93	08033	12/2/2016 9:32 AM
94	19125	12/2/2016 9:25 AM
95	08043	12/2/2016 9:09 AM
96	08003	12/2/2016 9:05 AM
97	08043	12/2/2016 9:03 AM
98	08035	12/2/2016 9:02 AM
99	08108	12/2/2016 9:01 AM
100	08003	12/2/2016 9:00 AM
101	08104	12/2/2016 12:20 AM
102	0&028	12/1/2016 11:48 PM
103	19148	12/1/2016 9:49 PM
104	08107	12/1/2016 9:40 PM
105	08021	12/1/2016 9:38 PM
106	08104	12/1/2016 9:28 PM
107	08921	12/1/2016 9:11 PM
108	08081	12/1/2016 9:07 PM
109	08108	12/1/2016 9:07 PM
110	08094	12/1/2016 8:57 PM
111	08004	12/1/2016 8:51 PM
112	08106	12/1/2016 8:48 PM
113	08043	12/1/2016 8:41 PM
114	08021	12/1/2016 8:22 PM
115	08007	12/1/2016 8:13 PM
116	08043	12/1/2016 8:11 PM
117	08003	12/1/2016 1:32 PM

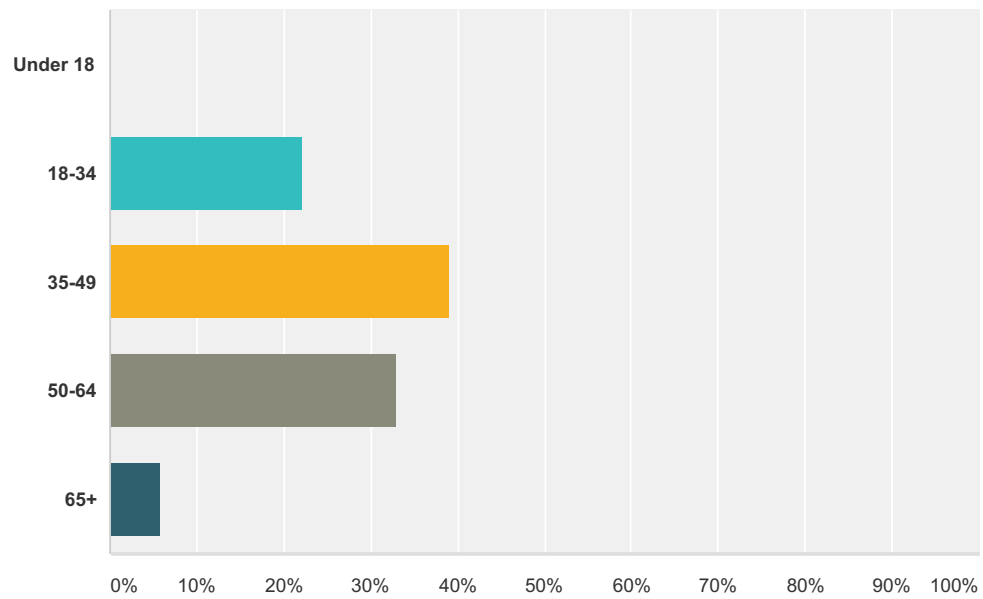
Camden County - Cross County Trail

118	08053	11/26/2016 7:16 AM
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Camden County - Cross County Trail

Q3 What is your age?

Answered: 118 Skipped: 0

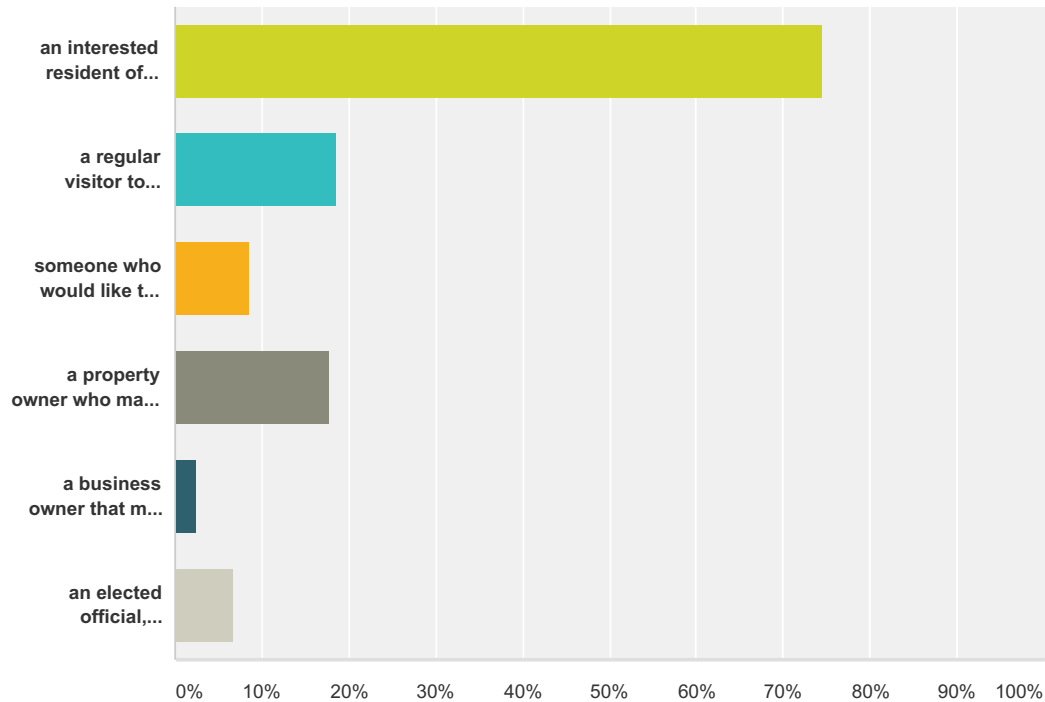


Answer Choices	Responses
Under 18	0.00% 0
18-34	22.03% 26
35-49	38.98% 46
50-64	33.05% 39
65+	5.93% 7
Total	118

Camden County - Cross County Trail

Q4 Are you taking this survey as (check all that apply):

Answered: 118 Skipped: 0



Answer Choices	Responses
an interested resident of Camden County	74.58% 88
a regular visitor to Camden County	18.64% 22
someone who would like to visit Camden County	8.47% 10
a property owner who may be impacted by this trail (view potential trail alignments here)	17.80% 21
a business owner that may be impacted by this trail (view potential trail alignments here)	2.54% 3
an elected official, municipal staff, or organization member of:(state community or organization and your position or name if you would like)	6.78% 8
Total Respondents: 118	

#	an elected official, municipal staff, or organization member of:(state community or organization and your position or name if you would like)	Date
1	Hessert Construction; interested in bidding!	12/15/2016 9:30 AM
2	Member Haddon Heights Green Team, Board Member of Sustainable Haddon Heights, & Member, Tri-County Sustainability Alliance	12/14/2016 7:34 PM
3	Hunter	12/13/2016 11:33 AM
4	Bicycle Coalition of Greater Philadelphia	12/6/2016 11:34 AM
5	Co-founder of South Jersey Urbanists	12/6/2016 10:55 AM
6	realtor wanting to promote, volunteers with NJ Conservation Fund/Friends of Cooper River Park West	12/6/2016 9:44 AM
7	South Jersey Coordinator, Tri-State Transportation Campaign	12/2/2016 1:43 PM

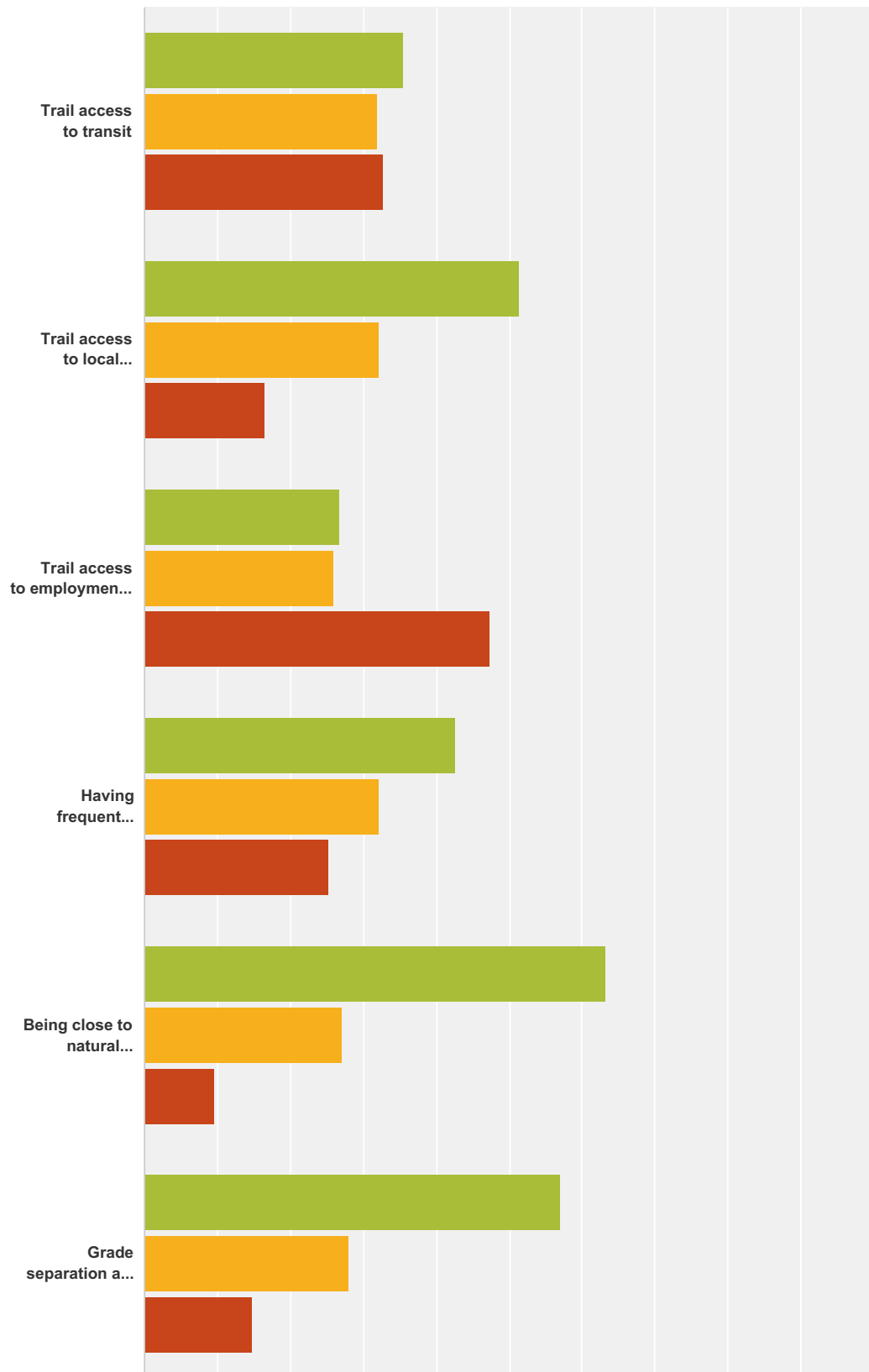
Camden County - Cross County Trail

8	Director, Community & Economic Development	12/2/2016 9:03 AM
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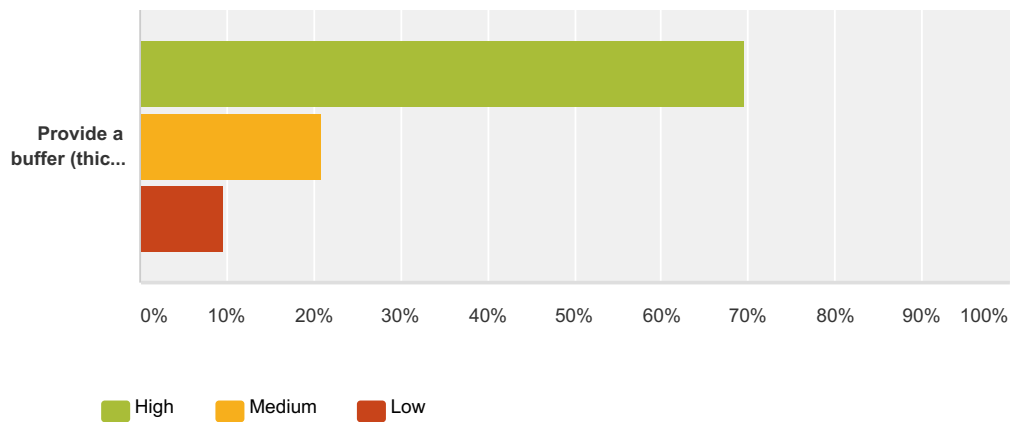
Camden County - Cross County Trail

Q5 How important are the following locational features to you on a cross-county trail?

Answered: 115 Skipped: 3



Camden County - Cross County Trail



	High	Medium	Low	Total
Trail access to transit	35.40% 40	31.86% 36	32.74% 37	113
Trail access to local businesses, restaurants, and parks	51.30% 59	32.17% 37	16.52% 19	115
Trail access to employment centers	26.79% 30	25.89% 29	47.32% 53	112
Having frequent connections to the street network and neighborhoods	42.61% 49	32.17% 37	25.22% 29	115
Being close to natural features, such as wooded areas, streams, and wetlands	63.16% 72	27.19% 31	9.65% 11	114
Grade separation at roadway intersections (i.e., tunnels or bridges at major roadway crossings)	57.02% 65	28.07% 32	14.91% 17	114
Provide a buffer (thick landscaping or safe distance) between the trail and parallel roadways	69.57% 80	20.87% 24	9.57% 11	115

#	Other (please specify)	Date
1	I highly encourage many new bike lanes and bike paths	12/13/2016 4:50 PM
2	This is a waste of taxpayer funds	12/13/2016 3:36 PM
3	I don't want the trial	12/13/2016 11:36 AM
4	This is a waste of tax payers money!!!!	12/13/2016 11:22 AM
5	Complete Streets models	12/10/2016 7:26 AM
6	Safety on trail..... not too desolat	12/6/2016 3:29 PM
7	Asphalt or ADA accessible crushed stone trails > 10ft wide	12/6/2016 11:36 AM
8	The trail should definitely intersect often with points of interest like downtowns, schools, shopping areas, and residential areas. It should be looked at as a way to get around, not just go on a long leisurely bike ride. It should be an integral and useful part of the transportation picture.	12/6/2016 10:58 AM
9	Directness, use of lowstress streets	12/3/2016 11:10 PM
10	Creating safe trail crossings	12/2/2016 1:45 PM
11	My favorite trails are the ones which invoke a feeling of getting away (secluded, or a treeline to reduce visual impact of buildings)	12/2/2016 11:56 AM

Camden County - Cross County Trail

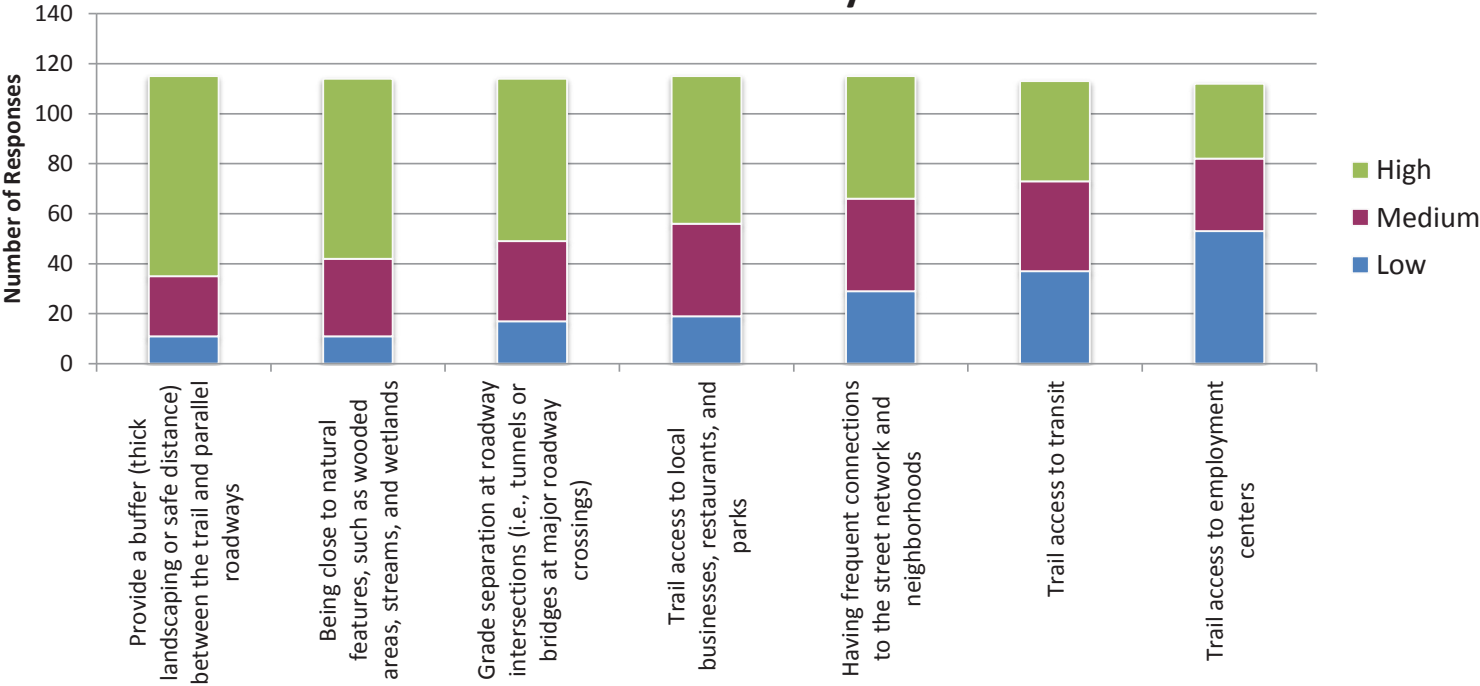
Question #5 Analysis

How important are the following locational features to you on a cross-county trail?				
Answer Options	High (3 Points)	Medium (2 Points)	Low (1 Point)	Points
Provide a buffer (thick landscaping or safe distance) between the trail and parallel roadways	80	24	11	299
Being close to natural features, such as wooded areas, streams, and wetlands	72	31	11	289
Grade separation at roadway intersections (i.e., tunnels or bridges at major roadway crossings)	65	32	17	276
Trail access to local businesses, restaurants, and parks	59	37	19	270
Having frequent connections to the street network and neighborhoods	49	37	29	250
Trail access to transit	40	36	37	229
Trail access to employment centers	30	29	53	201
Other (please specify)				

Other Comments for this Question

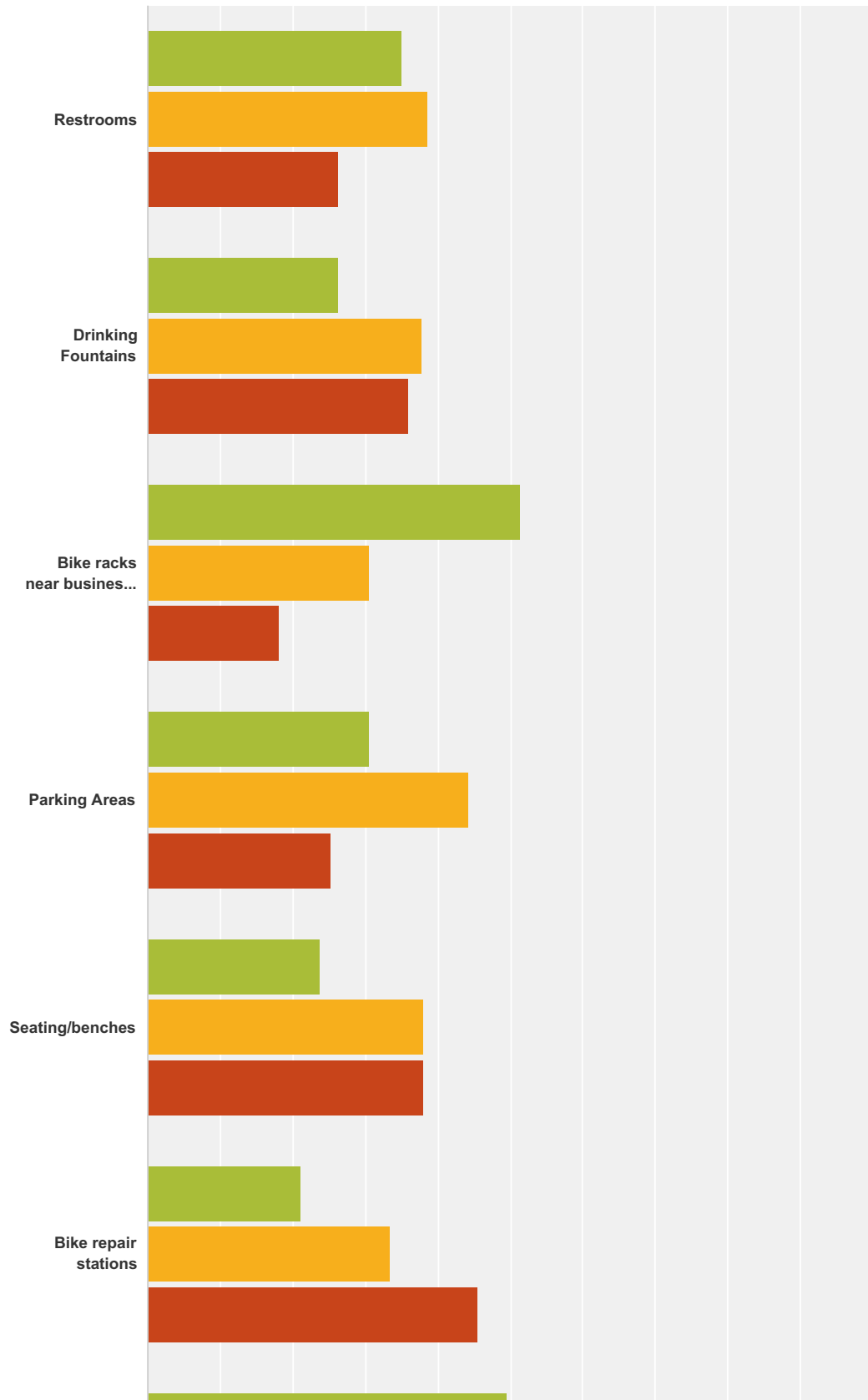
I highly encourage many new bike lanes and bike paths
This is a waste of taxpayer funds
I don't want the trial
This is a waste of tax payers money!!!!
Complete Streets models
Safety on trail..... not too desolat
Asphalt or ADA accessible crushed stone trails > 10ft wide
The trail should definitely intersect often with points of interest like downtowns, schools, shopping areas, and residential areas. It should be looked at as a way to get around, not just go on a long leisurely bike ride. It should be an integral and useful part of the transportation picture.
Directness, use of lowstress streets
Creating safe trail crossings
My favorite trails are the ones which invoke a feeling of getting away (secluded, or a treeleine to reduce visual impact of buildings)

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

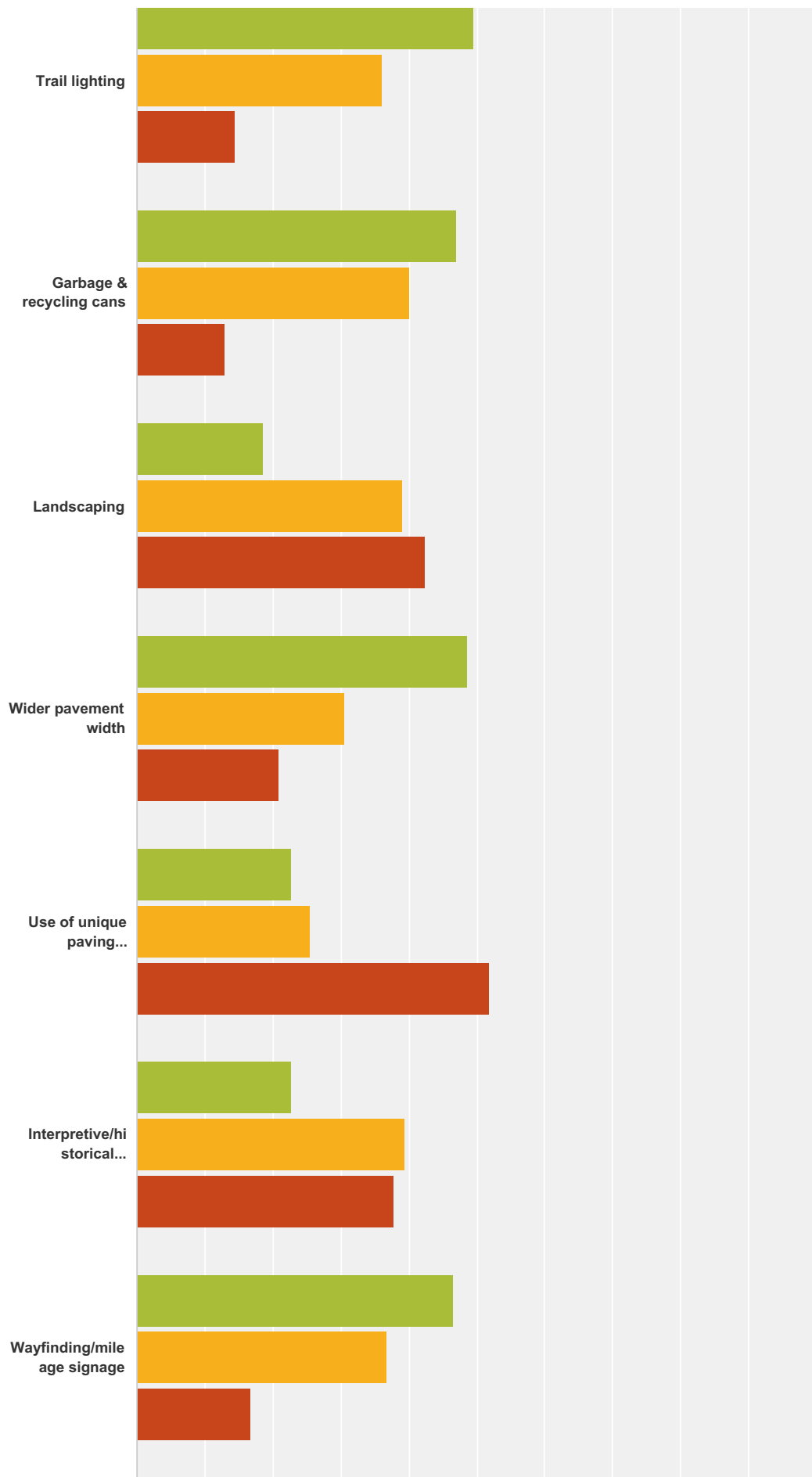


Q6 How important are the following on-trail amenities to you on a cross-county trail?

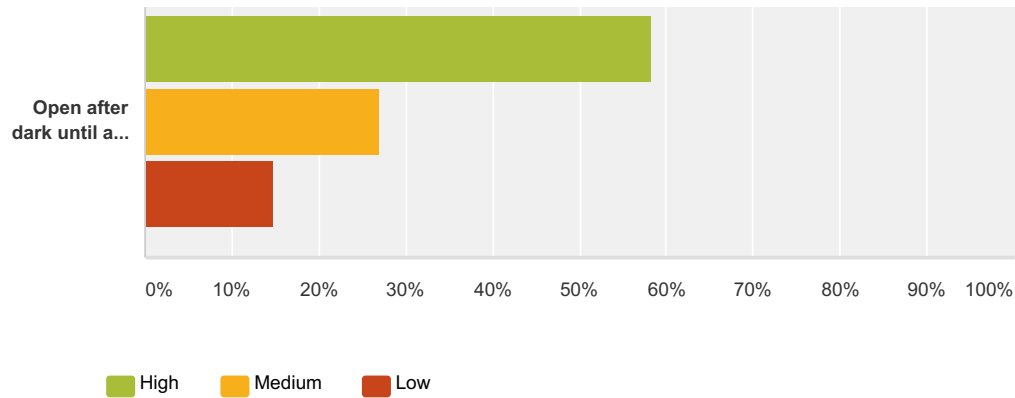
Answered: 115 Skipped: 3



Camden County - Cross County Trail



Camden County - Cross County Trail



	High	Medium	Low	Total
Restrooms	35.09% 40	38.60% 44	26.32% 30	114
Drinking Fountains	26.32% 30	37.72% 43	35.96% 41	114
Bike racks near businesses and transit stops	51.30% 59	30.43% 35	18.26% 21	115
Parking Areas	30.43% 35	44.35% 51	25.22% 29	115
Seating/benches	23.89% 27	38.05% 43	38.05% 43	113
Bike repair stations	21.05% 24	33.33% 38	45.61% 52	114
Trail lighting	49.55% 55	36.04% 40	14.41% 16	111
Garbage & recycling cans	46.96% 54	40.00% 46	13.04% 15	115
Landscaping	18.58% 21	38.94% 44	42.48% 48	113
Wider pavement width	48.70% 56	30.43% 35	20.87% 24	115
Use of unique paving materials	22.81% 26	25.44% 29	51.75% 59	114
Interpretive/historical signage	22.81% 26	39.47% 45	37.72% 43	114
Wayfinding/mileage signage	46.49% 53	36.84% 42	16.67% 19	114
Open after dark until a reasonable time (for commuting in winter)	58.26% 67	26.96% 31	14.78% 17	115

#	Other (please specify)	Date
1	Commercial development (i.e. cafes & restaurants) along trail- See Monon Trail in Indianapolis, IN for reference	12/27/2016 9:09 AM
2	Instead of Water fountains which people don't use, think about water bottle refill stations where people can refill water bottles. Plenty of existing ones are already in schools and public places!	12/13/2016 5:47 PM
3	amenities are less important- just having a greater number of trails is most important	12/13/2016 4:50 PM
4	58 million dollar quad trail	12/13/2016 3:36 PM

Camden County - Cross County Trail

5	This spot is used for hunters. Not safe or fair to have a trail there	12/13/2016 11:36 AM
6	This is so stupid! What a waste of money!!!!	12/13/2016 11:22 AM
7	Ben Franklin Bridge Walkway to Phila and back should be open later even 24/7	12/10/2016 7:26 AM
8	The most important thing listed above is wayfinding signage. People should feel comfortable knowing where the trail is and where it goes. It should be easy as possible to hop on it and hop off, and that requires consistent and useful signage, including that which points to destinations and points of interest along the way.	12/6/2016 10:58 AM
9	Dog Waste Stations	12/2/2016 1:45 PM
10	Enough space for the trail to be shared by cyclists and pedestrians	12/1/2016 9:41 PM
11	Recreational safe touring to Camden. Urban cycling for Camden youth	12/1/2016 8:17 PM

Camden County - Cross County Trail

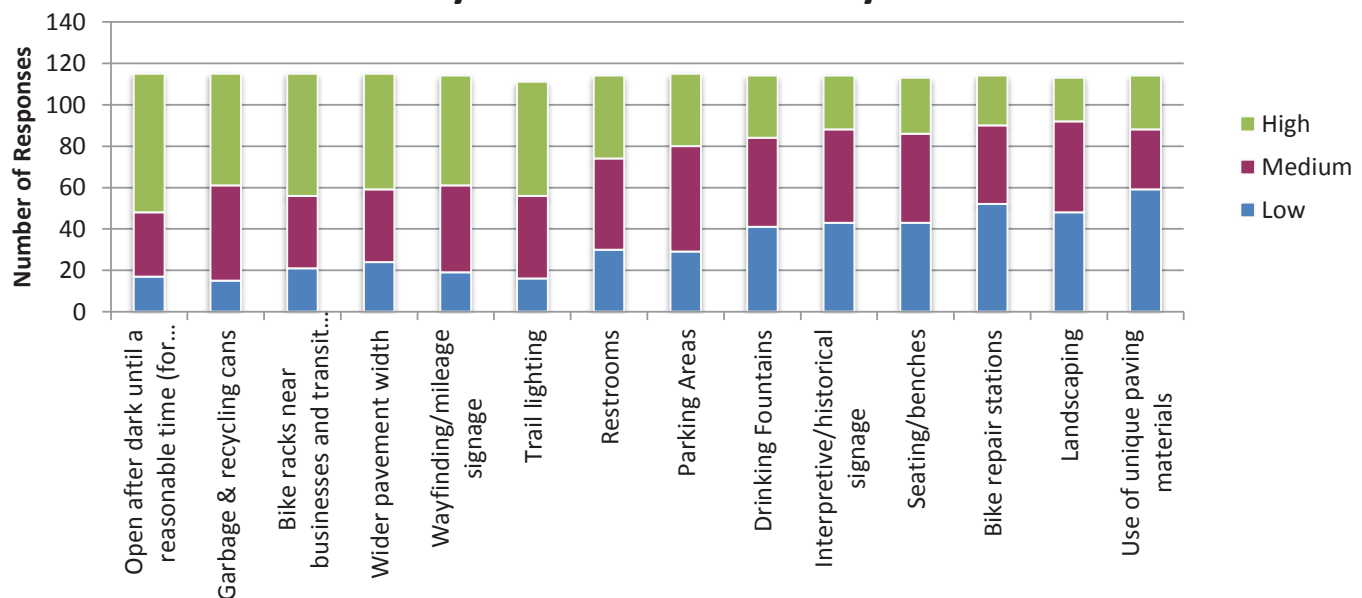
Question #6 Analysis

How important are the following on-trail amenities to you on a cross-county trail?				
Answer Options	High (3 Points)	Medium (2 Points)	Low (1 Point)	Points
Open after dark until a reasonable time (for commuting in winter)	67	31	17	280
Garbage & recycling cans	54	46	15	269
Bike racks near businesses and transit stops	59	35	21	268
Wider pavement width	56	35	24	262
Wayfinding/mileage signage	53	42	19	262
Trail lighting	55	40	16	261
Restrooms	40	44	30	238
Parking Areas	35	51	29	236
Drinking Fountains	30	43	41	217
Interpretive/historical signage	26	45	43	211
Seating/benches	27	43	43	210
Bike repair stations	24	38	52	200
Landscaping	21	44	48	199
Use of unique paving materials	26	29	59	195
Other (please specify)				

Other Comments for this Question

Commercial development (i.e. cafes & restaurants) along trail- See Monon Trail in Indianapolis, IN for reference
Instead of Water fountains which people don't use, think about water bottle refill stations where people can refill water bottles.
Plenty of existing ones are already in schools and public places!
amenities are less important- just having a greater number of trails is most important
58 million dollar quad trail
This spot is used for hunters. Not safe or fair to have a trial there
This is so stupid! What a waste of money!!!!
Ben Franklin Bridge Walkway to Phila and back should be open later even 24/7
The most important thing listed above is wayfinding signage. People should feel comfortable knowing where the trail is and where it goes. It should be easy as possible to hop on it and hop off, and that requires consistent and useful signage, including that which points to destinations and points of interest along the way.
Dog Waste Stations
Enough space for the trail to be shared by cyclists and pedestrians
Recreational safe touring to Camden. Urban cycling for Camden youth

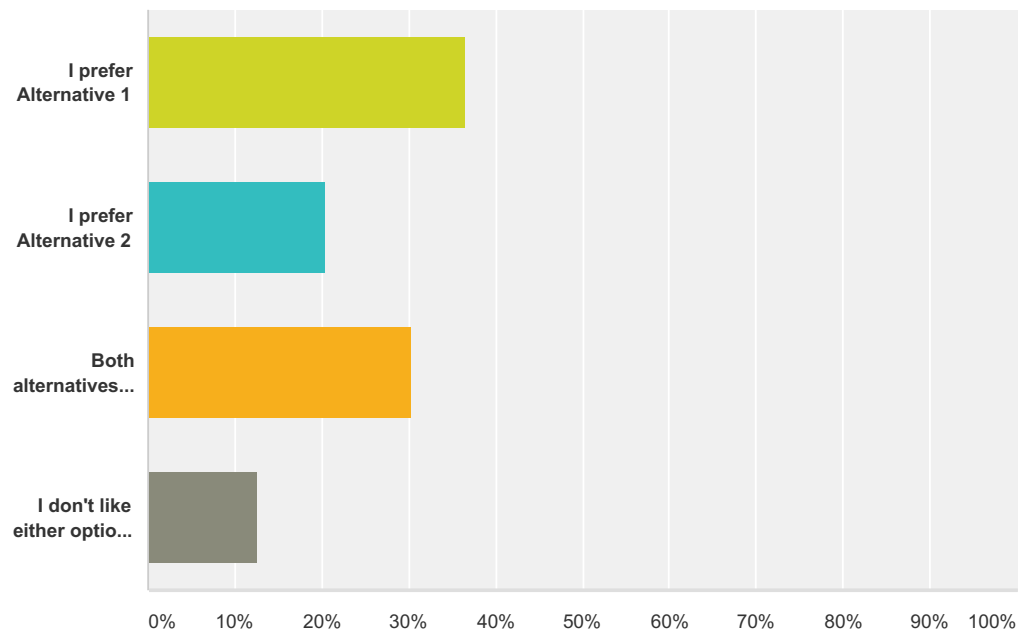
How important are the following on-trail amenities to you on a cross-county trail?



Camden County - Cross County Trail

Q7 Please select one of the choices below:

Answered: 112 Skipped: 6



Answer Choices	Responses
I prefer Alternative 1	36.61% 41
I prefer Alternative 2	20.54% 23
Both alternatives are OK	30.36% 34
I don't like either option (explain below)	12.50% 14
Total	112

#	I don't like either option (explain below)	Date
1	I would need to see a map with the two potential routes charted to make a decision	12/15/2016 7:16 PM
2	Why can't there be a crossing at Garden St. for safe passage for children to go to HH Jr & High School and the trail can cross at the ball field to W. Atlantic Ave?	12/14/2016 8:02 PM
3	No paths!!#	12/14/2016 9:48 AM
4	This i a waste of tax dollars and we be a good place to get mugged	12/13/2016 3:37 PM
5	Waste of money	12/13/2016 3:19 PM
6	Why would we spend money we don't have for this	12/13/2016 3:08 PM
7	how safe is it going to be during hunting season	12/13/2016 1:33 PM
8	Putting people in harms way. This has been a hunting area for years	12/13/2016 11:38 AM
9	I'm against this project!	12/13/2016 11:22 AM
10	This is a waste of tax payers money. And furthermore. It's not what we here in Winslow want. How about use this money to fix real problems	12/13/2016 11:03 AM
11	Sorry, the options aren't really clear. But I say go with the simplest route.	12/9/2016 9:30 PM
12	It's a shame to cut down trees for a trail	12/4/2016 9:08 AM

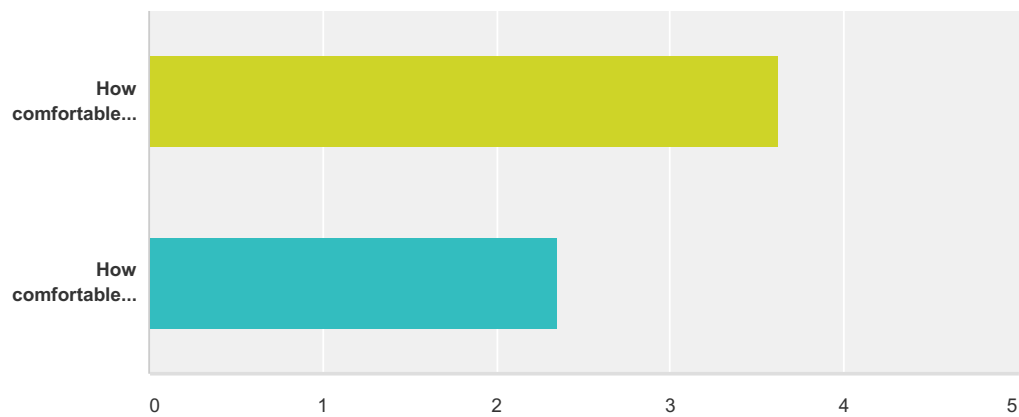
Camden County - Cross County Trail

13	Can't you alternate between the two options where one would be better than the other. You are talking about 8 miles. Variety would make it more interesting.	12/3/2016 11:13 PM
14	The west side is preferable but a minimal loss of trees is important	12/2/2016 9:05 AM

Camden County - Cross County Trail

Q8 Share the Lane (Sharrows) In this situation, bicyclists would share the lane with vehicles, and pedestrians would use the existing sidewalks on either side of the street in order to get between two sections of trail. Parking would still be permitted on both sides of the street. Cyclists would be allowed to utilize the full travel lane if they desired. Rate this street for each use below, 1 being the least comfortable, and 5 being the most comfortable

Answered: 108 Skipped: 10



	1 (least comfortable)	2	3	4	5 (most comfortable)	Total	Weighted Average
How comfortable would you feel as a pedestrian here?	12.96% 14	6.48% 7	23.15% 25	20.37% 22	37.04% 40	108	3.62
How comfortable would you feel as a bicyclist here?	25.00% 27	32.41% 35	28.70% 31	10.19% 11	3.70% 4	108	2.35

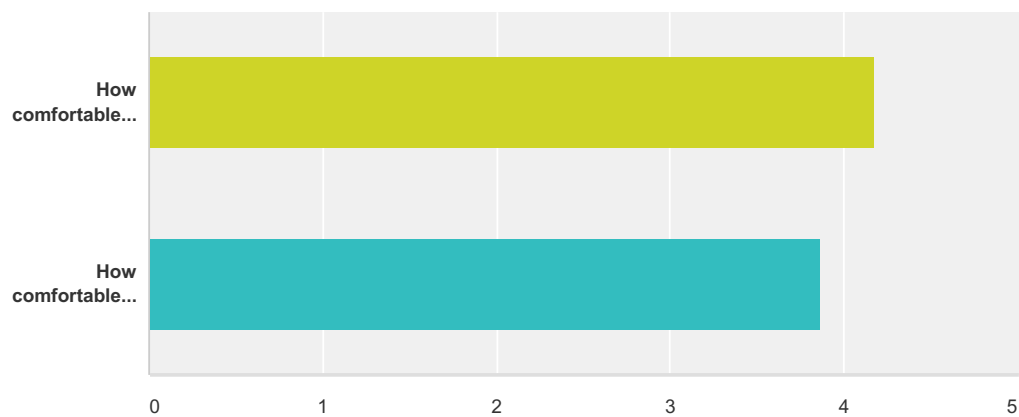
#	Comments (optional):	Date
1	Sharrows are proven to be ineffective; not up to standards for a "spine" trail for the county.	12/27/2016 9:15 AM
2	Parking on both sides makes it difficult for families to navigate	12/22/2016 8:20 PM
3	Car drivers are not used to dealing with bicyclists.	12/16/2016 7:32 AM
4	Drivers are not always courteous of bikers.	12/15/2016 9:39 AM
5	Potential for conflicts between motorists and bikers, yet no trees would be taken down and parking would be allowed	12/14/2016 8:04 PM
6	No paths	12/14/2016 9:53 AM
7	As a Cyclist and runner, I greatly prefer a separate buffered bike lane	12/13/2016 4:55 PM
8	Waste of tax payers money	12/13/2016 11:05 AM
9	I'm an experienced cyclist, so that street would be comfortable to me in any situation.	12/9/2016 9:34 PM
10	Sharrows aren't worth the cost of paint.	12/9/2016 6:01 PM

Camden County - Cross County Trail

11	Depends on traffic volume and speed	12/6/2016 11:40 AM
12	Sharrows have proven to be ineffective in providing comfort or reassurance to people on bikes riding in the street. I've seen studies saying they might as well not even exist. This is by far the worst possible option.	12/6/2016 11:05 AM
13	Depends on traffic volumes. No traffic, no stress. Sharrowed streets are a highly preferred option where traffic speeds and volumes are low.	12/3/2016 11:28 PM
14	cars don't respect cyclists and pedestrians can use sidewalk	12/2/2016 3:16 PM
15	Okay for low traffic streets, not okay for a major trail. Will not qualify for Circuit Trail designation	12/2/2016 1:49 PM
16	Utilizing the full travel, while legal, is dangerous, as many drivers will not agree with the law and often become angry, combative, and drive or pass dangerously. I stay off of roads for this reason.	12/2/2016 12:17 PM
17	Having signs that say Cyclists and Pedestrians may use the full road would be helpful. If possible, a segregated bike lane would be safer.	12/2/2016 9:08 AM
18	As a cyclist I would feel especially unsafe in their scenario with vehicles parallel parked hindering visibility for vehicles entering and exiting driveways.	12/1/2016 9:57 PM
19	Sharrows will discourage many recreational cyclists from using these sections - especially families riding with children.	12/1/2016 8:56 PM
20	There is a sidewalk for pedestrian use. As such, the question has less bearing on pedestrian access and more for bicycle and vehicles access.	12/1/2016 1:37 PM
21	Too dangerous without bike lanes	11/26/2016 7:22 AM

Q9 Buffered Bike Lanes In this situation, bicyclists would have a separated, or buffered, bike lane, while pedestrians would still use the existing sidewalks on either side of the street. Parking would not be allowed on this street. Rate this street for each use below, 1 being the least comfortable, and 5 being the most comfortable

Answered: 107 Skipped: 11



	1 (least comfortable)	2	3	4	5 (most comfortable)	Total	Weighted Average
How comfortable would you feel as a pedestrian here?	4.72% 5	2.83% 3	13.21% 14	28.30% 30	50.94% 54	106	4.18
How comfortable would you feel as a bicyclist here?	3.77% 4	5.66% 6	23.58% 25	34.91% 37	32.08% 34	106	3.86

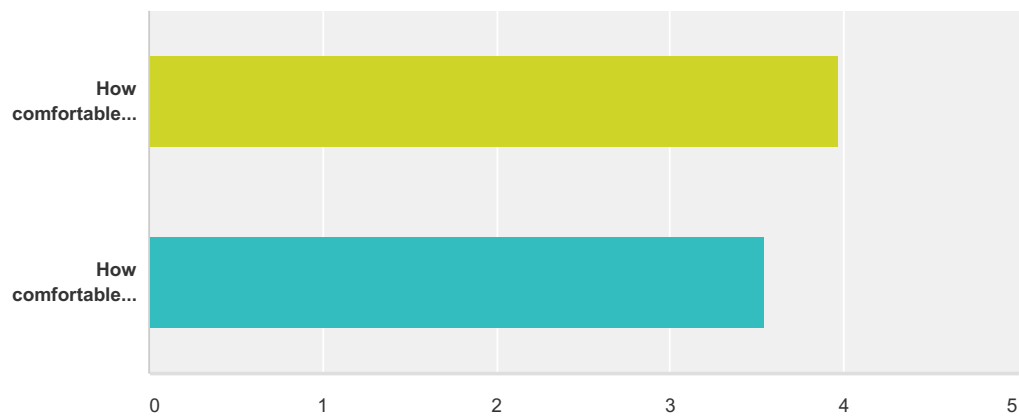
#	Comments (optional):	Date
1	Better than sharrows, but experience with bike lanes in Cherry Hill suggests that the lack of physical buffer makes them ineffective.	12/27/2016 9:15 AM
2	As long as bicyclist understand that they need to stay in their lane. And a single file. I'm a frequent user of Park Ave in Cherry Hill and even though there is a walking and bike trail that is wide bike people still feel they need to use the roadway the cars use, and will not give car the right of way. I understand they are on bikes but the biking people need to be educated to use the area.	12/17/2016 9:05 AM
3	Don't take away neighborhood parking, it only presents opposition to the project.	12/15/2016 1:02 PM
4	Interesting option although, if I lived on the street this would not be good thing as possible loss of property values.	12/14/2016 8:04 PM
5	No bike lanes!!!	12/14/2016 9:53 AM
6	This is an excellent option!	12/13/2016 4:55 PM
7	Waste of tax payers money	12/13/2016 11:05 AM
8	Decent alternative for low volume roads	12/9/2016 8:30 PM
9	Rated 4 if there are posts to delineate bike space	12/9/2016 6:01 PM
10	Without a physical barrier, my comfort level as a biker will not increase.	12/9/2016 4:52 PM

Camden County - Cross County Trail

11	Buffered lanes like these are the best possible amenities to give to people on bikes. That spacial separation is very important to people's sense of safety when riding in the street.	12/6/2016 11:05 AM
12	Traffic normative. You are were car drivers except you to be.	12/3/2016 11:28 PM
13	Without physical separation, this design is not so great because people can drive over paint. Better than sharrows, but still not comfortable	12/2/2016 1:49 PM
14	I like it better but I still don't feel safe. To me, this is still road riding. I'd take it over nothing though!!!	12/2/2016 12:17 PM
15	There is a sidewalk for pedestrian use. As such, the question has less bearing on pedestrian access and more for bicycle and vehicles access.	12/1/2016 1:37 PM

Q10 Cycle Track In this situation, bicyclists would have a separated set of bike lanes on one side of the street, while vehicles would stay on the other side of the street, separated by a buffer that could contain flexible plastic delineators, planter boxes, or a raised curb. Pedestrians would again use the existing sidewalks on either side of the street. Parking would not be allowed on this street. Rate this street for each use below, 1 being the least comfortable, and 5 being the most comfortable

Answered: 107 Skipped: 11



	1 (least comfortable)	2	3	4	5 (most comfortable)	Total	Weighted Average
How comfortable would you feel as a pedestrian here?	10.28% 11	3.74% 4	10.28% 11	29.91% 32	45.79% 49	107	3.97
How comfortable would you feel as a bicyclist here?	14.15% 15	7.55% 8	16.98% 18	33.02% 35	28.30% 30	106	3.54

#	Comments (optional):	Date
1	A solid choice, but would require physical buffer of bollards and green paint to delineate trail.	12/27/2016 9:15 AM
2	I think this is a bit of an overkill for cycling.	12/16/2016 7:32 AM
3	Good alternative - Other than painted lines, would the buffer be a concrete curb with cut outs for driveways?	12/14/2016 8:04 PM
4	In this model cyclists mostly have to be focused on eachother as opposed to watching out for cars, as is the case in most current bike trails.	12/14/2016 12:53 PM
5	No cycle track	12/14/2016 9:53 AM
6	Waste of tax payers money	12/13/2016 11:05 AM
7	Love it	12/12/2016 10:21 PM
8	Use a buffer feature in the separation area	12/10/2016 7:31 AM

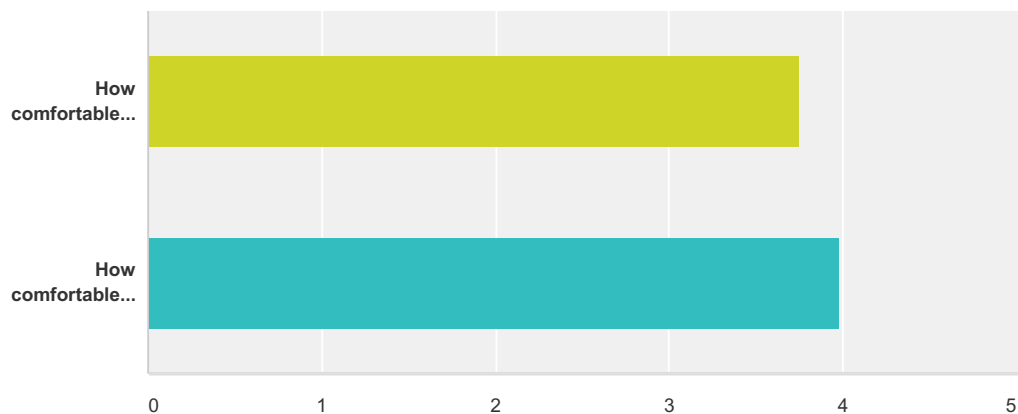
Camden County - Cross County Trail

9	I have used this arrangement in Europe. Not sure about drivers in the USA.	12/9/2016 8:30 PM
10	Rated 4 if there are posts to delineate bike space	12/9/2016 6:01 PM
11	Without a physical barrier, my comfort level as a biker will not increase, however I do not think one is necessary.	12/9/2016 4:52 PM
12	The buffering here is good, but I think this creates confusion when entering and exiting the track. People must ride with traffic when on any road, and two-way tracks actually make make that confusing, because you have to make a strange move to enter and exit then. Having buffered lanes on either side as in the previous suggestion is better because it adheres to how people should be riding on streets without lanes.	12/6/2016 11:05 AM
13	Riding against traffic is dangerous when cyclists approach intersections and side street	12/4/2016 2:32 PM
14	How all of a sudden is riding a bike on the wrong side of the road made safe by the installation of paint and twofoot flexible bollards? How does this work at night?	12/3/2016 11:28 PM
15	Bikes should be riding in the direction with traffic	12/2/2016 8:10 PM
16	Still would like physical barriers. With this one, it may be confusing if it is only a short distance and not many of these have been done in South Jersey so it may be a big learning curve for all.	12/2/2016 1:49 PM
17	This is the safest economical solution to me, as the new multi-use path looks like it would be expensive.	12/2/2016 12:17 PM
18	There is a sidewalk for pedestrian use. As such, the question has less bearing on pedestrian access and more for bicycle and vehicles access.	12/1/2016 1:37 PM

Camden County - Cross County Trail

Q11 New Multi-Use Path In this situation, bicyclists and pedestrians would share an off-street trail on one side of the right-of-way. The existing sidewalk would be removed in favor of a 10'-12' wide paved trail. Existing trees would be removed and utility poles would require relocation. Parking would be allowed on one side of the street. Rate this street for each use below, 1 being the least comfortable, and 5 being the most comfortable

Answered: 107 Skipped: 11



	1 (least comfortable)	2	3	4	5 (most comfortable)	Total	Weighted Average
How comfortable would you feel as a pedestrian here?	8.41% 9	11.21% 12	18.69% 20	20.56% 22	41.12% 44	107	3.75
How comfortable would you feel as a bicyclist here?	7.48% 8	8.41% 9	14.02% 15	18.69% 20	51.40% 55	107	3.98

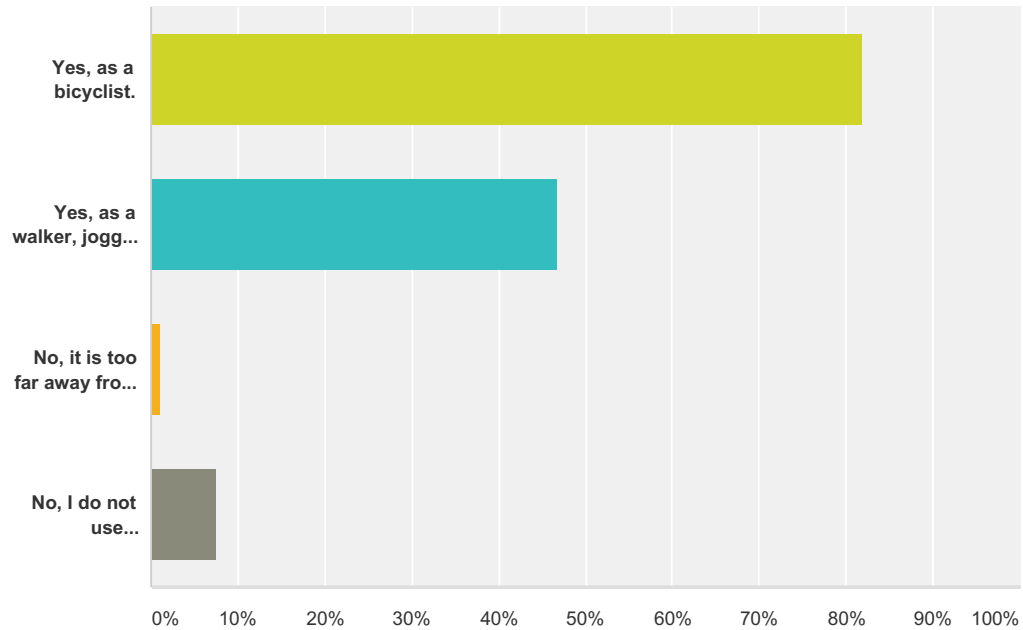
#	Comments (optional):	Date
1	Best option, should include markings for pedestrian and bike traffic.	12/27/2016 9:15 AM
2	would prefer not losing trees in our communities	12/22/2016 8:20 PM
3	I think bicyclists and pedestrians should have their own separate spaces.	12/16/2016 7:32 AM
4	This is similar to how it's done in The Netherlands and Belgium. A definite, physical separation from motor vehicles and bicycles.	12/15/2016 6:04 PM
5	Some issues with mixing bikes and pedestrians, but probably more comfortable (for cyclists) than mixing bikes and cars	12/15/2016 1:28 PM
6	Homeowners not happy. Avoid this plus too expensive.	12/15/2016 1:02 PM
7	This would limit parking and require trees to be taken down and no place to put trash cans.	12/14/2016 8:04 PM
8	No PATHS!!!!!!!!!!	12/14/2016 9:53 AM

Camden County - Cross County Trail

9	This is a nice option, but I think it would be expensive. I'd rather money be channeled towards creating more bike paths on streets (which may require widening the street)	12/13/2016 4:55 PM
10	This is a horrible idea	12/13/2016 3:41 PM
11	Waste of tax payers money	12/13/2016 11:05 AM
12	Cars turning are a concern	12/9/2016 6:01 PM
13	Rating as 1's for both because it is unfair to property owners to impose like this. Do not do this, please. It will harbor resentment towards the bike community and negatively impact future projects.	12/9/2016 4:52 PM
14	Pedestrian comfort depends on bicycle traffic volume	12/6/2016 11:40 AM
15	This might work, though I worry about the bike rider/pedestrian interaction. You would also have to make very sure that entering and exiting this is natural and safe, unlike the trail in your example at the top of this page - the Park Blvd separated trail in Cherry Hill is extremely difficult to enter from Grove Street. I often ride in the street to avoid that awkward non-entrance. Honestly, separated trails like this are more awkward than useful to me.	12/6/2016 11:05 AM
16	Just have concerns about cost delaying actual use.	12/6/2016 9:47 AM
17	Like this the most, rarely are there pedestrians in these type of areas.	12/4/2016 7:57 PM
18	Everyone knows sidewalk cycling is unsafe. How does making the sidewalk wider solve all these long known dangers. And that you even tentatively proposed putting the on-street parking on the trail side where parked cars would screen the drivers and cyclists from seeing each other as drivers turn into driveways school screams cluelessness and incompetence!!!	12/3/2016 11:28 PM
19	The best option and one that is optimal for Circuit Trail standards. Also improves the pedestrian environment which the other ones did not.	12/2/2016 1:49 PM
20	I like that this retains parking to appease the locals. Although it may be expensive, it is my favorite.	12/2/2016 12:17 PM
21	In this photo a separate bike lane and pedestrian lane would be best and safer for each type of user.	12/2/2016 9:08 AM
22	I'm a runner. This is the best option for cyclists, but it's difficult to share trail space with cyclists.	12/1/2016 9:45 PM

Q12 Would you use this trail for recreational purposes? (please check all that apply)

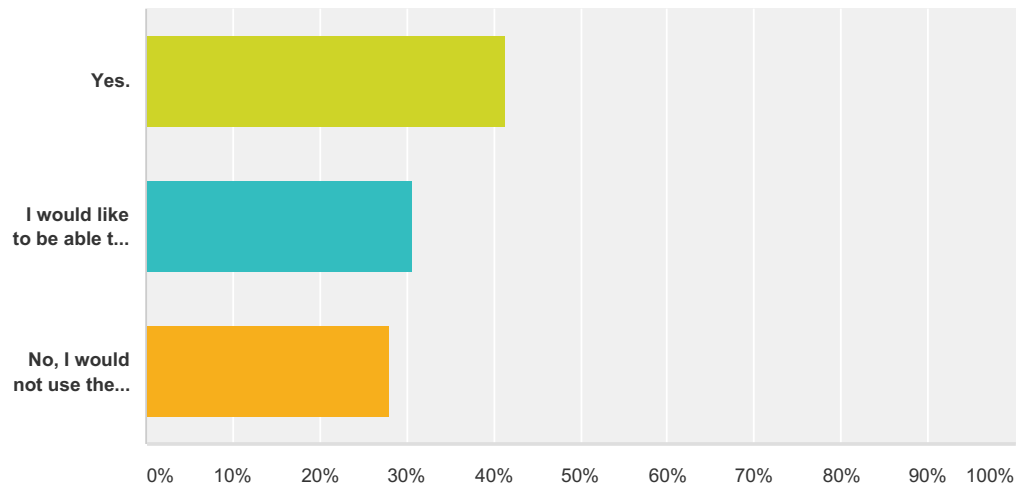
Answered: 105 Skipped: 13



Answer Choices	Responses	
Yes, as a bicyclist.	81.90%	86
Yes, as a walker, jogger, or wheelchair user.	46.67%	49
No, it is too far away from where I live or work.	0.95%	1
No, I do not use recreational trails.	7.62%	8
Total Respondents: 105		

Q13 Would you use this trail for utility purposes (going to the grocery store, out to eat, etc.)?

Answered: 104 Skipped: 14

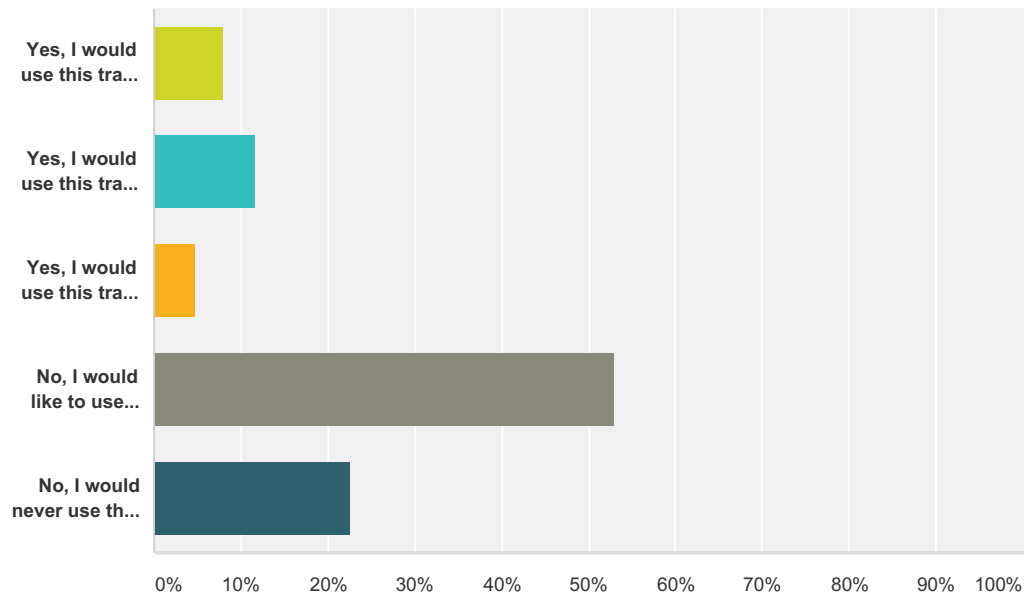


Answer Choices	Responses	
Yes.	41.35%	43
I would like to be able to do that, but it is too far away from where I live or work.	30.77%	32
No, I would not use the trail for this purpose, regardless of where I live or work.	27.88%	29
Total		104

Camden County - Cross County Trail

Q14 Would you use this trail for commuting purposes?

Answered: 102 Skipped: 16



Answer Choices	Responses	
Yes, I would use this trail at least once a month to commute to work.	7.84%	8
Yes, I would use this trail at least once a week to commute to work.	11.76%	12
Yes, I would use this trail every day to commute to work.	4.90%	5
No, I would like to use this trail to commute to work, but I live or work too far away from it.	52.94%	54
No, I would never use this trail to commute to work, regardless of how close I lived or worked from it.	22.55%	23
Total		102

Camden County - Cross County Trail

Q15 Please add any additional trail use comments here:

Answered: 22 Skipped: 96

#	Responses	Date
1	Could easily see myself using this trail for recreation and visiting the Oaklyn, Audobon, and Haddon Heights business districts.	12/27/2016 9:16 AM
2	I would love more bike trails. I have been biking for more than 20 years and I have been hits by cars that did not follow traffic laws and I was hit on the should of the road.	12/23/2016 8:53 AM
3	I currently bike from Audubon to Haddonfield PATCO station during months when it is light out during my commute. If the proposed connection through the abandoned railway was built, would likely utilize that for rest of the year to save on gas.	12/22/2016 9:36 PM
4	Looking at the maps. I think this a good idea, however if this outdoor trail is going through Winslow Wildlife Management Area. This not a far trail for the outdoors people that paid and bough this property. No tax dollars were use or being use on this property. If it most go through the above Wildlife area is this trail going to be closed. For hunting seasons which is the being of Sept. to end end Jan. I have no problem sharing this area . But I feel the people that support it through funding. Should not be told you can not use it to the purpose it was bought for in the beginning. Thank you for takeing my feed back.	12/17/2016 9:19 AM
5	Option missing: I would use the trail to go to neighboring towns for shopping and dining	12/14/2016 8:05 PM
6	No paths!!!	12/14/2016 9:55 AM
7	I highly encourage creating more bike paths on Camden County streets. I would particularly like to see more paths in Voorhees, especially on Cooper and Cropwell Roads, between Centennial Blvd. and Kresson Rd. There is a bike path on Cooper south of Centennial Blvd., but once past Centennial, the road is extremely narrow and dangerous. I highly encourage widening this stretch of Cooper and Cropwell (in Cherry Hill) as there are many cyclists and pedestrians that utilize this stretch of road and the current situation is quite dangerous.	12/13/2016 4:58 PM
8	Please do not do this. Waste of taxpayer money just like your frisbee golf coarse	12/13/2016 3:43 PM
9	It is used but not as trails	12/13/2016 11:43 AM
10	Waste	12/13/2016 11:23 AM
11	a waste of tax payers money. And here in Winslow we don't want this trail. We don't want the state to do anything but fix already existing problems FIRST	12/13/2016 11:06 AM
12	Given expanded safer option comfort level would grow over time	12/10/2016 7:33 AM
13	I am retired. Commuting not an issue (thank goodness)	12/9/2016 8:32 PM
14	As a long distance cyclist, I rarely venture into NJ for my rides (20+ miles). However, if appropriate facilities are in place I would be more likely to visit NJ.	12/9/2016 6:02 PM
15	I would prefer safe, separate bike lanes in the road and a trail for pedestrians.	12/8/2016 7:49 PM
16	Also going to the store or destinations or as a work related trip with transit.	12/6/2016 11:40 AM
17	I live in Collingswood, and right now I ride my bike to work in Center City Philadelphia at least once a week along roads like Haddon Avenue, Park Boulevard, and Pine Street, and Cooper Street in Camden. It would be interesting to have another option for riding along better-paved roadways to get to work, but it would have to be an efficient, not meandering, route. As a "confident and enthused" rider, I'm not going to sacrifice time for scenery. If I could, I would honestly ride entirely up Haddon Avenue to the bridge, if it weren't for its abhorrent pavement conditions in Camden. All that said, I know plenty of people who wouldn't bike to Camden at all right now, so this trail, if advertised, kept clean, well-lit, and safe, would be a great amenity for people who live around me and work in Camden or Philly.	12/6/2016 11:08 AM
18	Nature observation	12/6/2016 9:55 AM
19	This Circuit and others in place; along with opening Farnham & Gateway parks in Camden with similar hardscaping & lightscaping ill be a "jewel" in our cap- and promotes economic development and employment. I think informational signage to explain why trees have to come down, would make public opinion better; especially if new trees are planted.	12/6/2016 9:50 AM

Camden County - Cross County Trail

20	There should be also an effort to connect this to existing public transportation to increase its utility for more users.	12/2/2016 1:51 PM
21	I love this route. The proximity to Flying Fish brewing, Lunacy Brewing, Tonewood Brewing, and even Berlin Brewing Company is a HUGE draw for me and many cyclists I know. I'm sure they would certainly support this project as well.	12/2/2016 12:21 PM
22	I would love to use it to commute to work, but it's too far off the main locations where offices and shopping centers are located. Great start though and would be great to interconnect towards 70/73.	12/2/2016 9:12 AM

Camden County - Cross County Trail

Q16 Optional: Camden County has tentatively named this project the "Cross County Trail", but is searching for a permanent, unique name that has local and regional significance. The name may have a historical, geographical, or cultural meaning. If you have any ideas for a name for this trail, please enter them below! If you think of any ideas at a later time, you can email them to Matt Ludwig at mludwig@rbagroup.com

Answered: 28 Skipped: 90

#	Responses	Date
1	Camden County Connector, Camden Connector, Camden County Greenline	12/27/2016 9:17 AM
2	since much of the proposed trail runs along what was native american trails, then roads. (i.e. this pathway is older than the US) probably should have a name that in some way commemorates it's history	12/22/2016 9:40 PM
3	"Cross County Trail" is already in use; in Montgomery County, PA http://www.montcopa.org/921/Cross-County-Trail . Since the trail seems to follow the White Horse Pike; originally the Atlantic City Turnpike; perhaps a play on that; such as Camden County GreenPike	12/15/2016 9:52 AM
4	"Walt Whitman Trail", as it would connect Camden and pass near his summer home in Laurel Springs.	12/14/2016 8:06 PM
5	Wasted tax payers ??	12/14/2016 9:57 AM
6	Camden County Greenway	12/13/2016 5:52 PM
7	Since it leads to the Ben Franklin Bridge, can we call it the Ben Franklin Pathway?	12/13/2016 3:59 PM
8	The CCT	12/13/2016 12:34 PM
9	NJ likes to waste money	12/13/2016 11:24 AM
10	The trail that will never be!	12/13/2016 11:06 AM
11	The Spine !	12/12/2016 10:23 PM
12	White Horse Trail	12/12/2016 1:54 PM
13	Camatlantic Throughway Delatlantic Highline Delatlantic Trail	12/10/2016 7:42 AM
14	The words "South Jersey" may have a broader appeal. "Cross County Trail" isn't evocative enough of the location.	12/9/2016 9:38 PM
15	Camden County Connection.	12/9/2016 4:56 PM
16	Lonaconing Trail. According to an informational marker sign (http://www.waymarking.com/waymarks/WM37A0_Long_a_Coming_Berlin_Borough_NJ) and https://en.wikipedia.org/wiki/Berlin%2C_New_Jersey ,this was the original Native American name for the trail running from the Delaware River through Berlin to the ocean.	12/6/2016 2:27 PM
17	Beesley's Point Secondary Trail, River to Pines Trail,	12/6/2016 11:45 AM
18	I love the current "Camden GreenWay" sign, it's a great design and very handsome. What if it were simply extended to be the "Camden County GreenWay"? I think that conveys the idea and location very simply. No need to be overly clever.	12/6/2016 11:09 AM
19	The Garden State Trail, The Delaware River Trail	12/4/2016 11:28 PM
20	City to shore trail, A2C trail (Atlantic to Camden), South Jersey rail trail, C2Sea or C2Shore Trail (Camden/City to sea/shore)	12/3/2016 6:39 PM

Camden County - Cross County Trail

21	Camden Connector, Camden Core, GreCa (Greater Camden) Trail	12/2/2016 1:54 PM
22	Atlantic City Railroad Trail?	12/2/2016 12:34 PM
23	The Connection, CamCo Link, CamCo Connection, CamCo Connector, CamCo Access Trail, CamCo Greenway, Camco Trail....	12/2/2016 12:27 PM
24	NJ Connections or NJ Connector? Cross County trail is fine too. Thx for your efforts. It's appreciated.	12/2/2016 9:51 AM
25	Cross Camden County Trail (CCCT)	12/1/2016 9:49 PM
26	Long a coming trail	12/1/2016 8:59 PM
27	Whitman's Way	12/1/2016 8:31 PM
28	First, the word "trail" is misleading if it is paved and part of an alternative transportation network. The term trail is typically associated with soft-surface corridors through open spaces (parks, forests). Also the Cross County Trail name suggestions there is and will only be one (1) trail.	12/1/2016 1:41 PM

CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

APPENDIX E:

WikiMap Results, December 2016

WikiMap Raw Data Point and Link Results

ID	Type	Category	Initial Comment	Create Date	Additional Comment	Comment Date	Like	Dislike	View Feature
222723	point	Trail Challenge	This inter-action is very dangerous to cross by bike or foot	17-Oct-16	Agree	13/2/2016 13:33	3	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222723&type=point&no_login=1
222724	point	Trail Challenge	This inter-action is very dangerous to cross by bike or foot	17-Oct-16	Agree	13/2/2016 15:07	3	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222724&type=point&no_login=1
222725	point	Destination	Great opportunity to connect Cooper River Park to Knight Park!	17-Oct-16	Agree	12/4/2016 16:13	2	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222725&type=point&no_login=1
222726	point	Destination	Is this pedestrian bridge important to the community?	17-Oct-16			1	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222726&type=point&no_login=1
222727	point	Parking Consideration	Is parallel parking acceptable here to fit the trail along the tree line?	17-Oct-16			1	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222727&type=point&no_login=1
222728	point	Parking Consideration	Can this parking be changed to parallel parking to fit the trail?	17-Oct-16			2	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222728&type=point&no_login=1
222729	point	Trail Challenge	Dangerous crossing here! There is no curb cut and traffic does not yield to bikes or pedestrians.	17-Oct-16			1	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222729&type=point&no_login=1
222730	point	Destination	Being able to get to the ball fields is important to me.	17-Oct-16			1	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222730&type=point&no_login=1
222731	point	Destination	Battisnup NJ	19-Oct-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222731&type=point&no_login=1
222732	point	Destination	Public Open House style Meeting #1 - Underwood Municipal Building 12/1/16						http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222732&type=point&no_login=1
222733	point	Destination	Stop by anytime between 500 and 800						http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222733&type=point&no_login=1
222734	point	Destination	Downtown Audubon	23-Nov-16	Agree	11/25/2016 18:56	1	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222734&type=point&no_login=1
222735	point	Destination	Downtown Haddon Heights	23-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222735&type=point&no_login=1
222736	point	Destination	Oaklyn/Haddon Twp shopping	23-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222736&type=point&no_login=1
222737	point	Destination	Downtown Oaklyn	23-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222737&type=point&no_login=1
222738	point	Destination	Downtown Collingswood	23-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222738&type=point&no_login=1
222739	point	Destination	Downtown Westmont	23-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222739&type=point&no_login=1
222740	point	Destination	Haddonfield Shopping	23-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222740&type=point&no_login=1
222741	point	Destination	Haddonfield Haddonfield	23-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222741&type=point&no_login=1
222742	point	Destination	Paradise neighborhood business district	23-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222742&type=point&no_login=1
222743	point	Destination	GP	30-Nov-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=222743&type=point&no_login=1
226427	point	Trail Challenge	Use caution with the proximity of the South Jersey Shooting Club	1-Dec-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226427&type=point&no_login=1
			This entire stretch of Rail used to have Dual Tracks - called the Narrow Guagell from Camden to Clementon Parkll						
			By Haddon Heights - the STREET covers the tracks, and the pavement still cranks along the original rail alignment in cold water						
226510	point	Trail Challenge	enviro constraint area	1-Dec-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226510&type=point&no_login=1
226511	point	Trail Challenge	This row of trees through Stratford is important to be preserved!!	1-Dec-16			1	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226511&type=point&no_login=1
226512	point	Trail Challenge	there used to be a train station here!!						http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226512&type=point&no_login=1
226513	point	Trail Challenge	could be a place for a stop over/ trail head/ rest station	1-Dec-16			2	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226513&type=point&no_login=1
226514	point	Destination	Can the connection from Atlantic Ave go through this minor airport??	1-Dec-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226514&type=point&no_login=1
226515	point	Destination	Great idea to go through this park!	1-Dec-16			1	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226515&type=point&no_login=1
226516	point	Trail Challenge	open space property area!	1-Dec-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226516&type=point&no_login=1
226517	point	Destination	Lake Worth- County Owned	1-Dec-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226517&type=point&no_login=1
226518	point	Destination	Walt Whitman's Summer Home	3-Dec-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226518&type=point&no_login=1
226519	point	Destination	Ferry Ave PATCO	3-Dec-16					http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view.feature&id=226519&type=point&no_login=1
227467	point	Destination	Clementon Park	5-Dec-16					http://

WikiMap Raw Data Point and Link Results

229472	point	Trail Challenge	This intersection needs protection for bikes and a refuge for pedestrians.	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=229472&type=point&no_login=1
229473	point	Trail Challenge	This intersection needs to be looked at for safety improvements and lighting.	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=229473&type=point&no_login=1
229474	point	Trail Challenge	The steps are fine for pedestrians but an alternate bike route up the hill is needed.	24-Dec-16		1		http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=229474&type=point&no_login=1
229475	point	Trail Challenge	The sidewalk is narrow and in bad shape and should be reserved for pedestrians. There is enough room for protected bike lanes on Kaghin.	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=229475&type=point&no_login=1
229476			Current proposed design here is for buffered bike lanes with the buffer on the parking side. Not bad but a two way parking protected cycle track on the south side would be a higher class bike facility and closer to the \$ 80 design goal.	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=229476&type=point&no_login=1
230429	point	Trail Challenge	Cherry Hill Train Station	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=230429&type=point&no_login=1
230429	point	Destination	Collingswood PATCO Station	24-Jan-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=230429&type=point&no_login=1
232793	point	Destination	Collingswood Bkeshare	16-Feb-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=232793&type=point&no_login=1
232796	point	Trail Challenge	Agree with the other commenter here but couldn't add comment - stairs are a serious discontinuity for bikers and a deal-killer here.	16-Feb-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=232796&type=point&no_login=1
232798	point	Trail Challenge	Agreed with the other commenter but couldn't add comments - nearly was hit a couple of times - these drivers are nuts. Definitely needs a connector of some sort.	16-Feb-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=232798&type=point&no_login=1
232799	point	Trail Challenge	Agree with prior commenter - under-bridge passing or similar would improve appeal.	16-Feb-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=232799&type=point&no_login=1
232800	point	Destination	Westmont PATCO	16-Feb-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=232800&type=point&no_login=1
232801	point	Destination	Haddonfield PATCO	16-Feb-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=232801&type=point&no_login=1
232802	point	Destination	Crystal Lake Pool	16-Feb-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=232802&type=point&no_login=1
232803	point	Destination	Collingswood Farmer's Market	16-Feb-17				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=232803&type=point&no_login=1
1094865	line		Path past park.	12-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094865&type=line&no_login=1
1094867	line		Current Trail Being Considered	12-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094867&type=line&no_login=1
1094868	line		Current Trail Being Considered	12-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094868&type=line&no_login=1
1094869	line		Current Trail Being Considered	12-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094869&type=line&no_login=1
1094870	line		Current Trail Being Considered	12-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094870&type=line&no_login=1
1094871	line		Current Trail Being Considered	12-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094871&type=line&no_login=1
1094872	line	Proposed	This is a really rough crossing of the WHP/R30 that I navigate daily at the intersection of Newton Ave and 30. I don't know what can be done to mitigate that b/c I think that the trail does have to cross 30 here. Are traffic calming bump outs possible along with some sort of pedestrian/bike crossing signage and or lights? East bound traffic doesn't really stop/pause here regardless of light cycles due to people avoiding the Collings/30 light by going down Richey to Eldridge or Newton. Motor vehicle traffic at the 30/Newton intersection is often heavy at all times of day but especially during rush hours.	12-Oct-16			12/1/2016 17:53	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094872&type=line&no_login=1
1094873	line	Proposed	perhaps something like the schuylkill river trail (the part that is actually over the water) would work here and the next section	12-Oct-16			12/14/2016 11:37	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094873&type=line&no_login=1
1094874	line	Proposed	Agree	12-Oct-16		3	11/23/2016 18:05	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094874&type=line&no_login=1
1094875	line	Proposed	Disagree location is through very dangerous parts of the	12-Oct-16		3	12/2/2016 9:12	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094875&type=line&no_login=1
1094876	line	Proposed	Agree	12-Oct-16		3	12/2/2016 9:13	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094876&type=line&no_login=1
1094877	line	Proposed	1. Haddon Heights with the trail moving towards E. Atlantic Ave from Garden St to Station Ave. II 2. Realign the intersection for left turns at Station Ave. III 3. Provide more landscaped space at the Garebow. III 4. Build a new wall one foot in front of the row crumbling wall in front of Stanhill Towers. III 5. Put benches, water fountain, and street furniture and add some landscaping along the wall.	12-Oct-16		3	12/14/2016 20:26	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094877&type=line&no_login=1
1094878	line	Proposed	Agree	12-Oct-16		3	12/14/2016 20:23	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094878&type=line&no_login=1
1094879	line	Proposed	Agree	12-Oct-16		3	12/19/2016 20:22	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094879&type=line&no_login=1
1094880	line	Proposed	Wildlife Management Area. Long hunting season	12-Oct-16		0	12/9/2016 20:23	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094880&type=line&no_login=1
1094881	line	Proposed	Wildlife Management Area. Long Hunting season	12-Oct-16		0	12/9/2016 20:23	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094881&type=line&no_login=1
1094882	line	Proposed	One option - Do a Traffic Stress Analysis on what is needed for (17.5.1) Eliminate the centerline, add traffic calming, sharrows and signage. Change speed limit to 20 mph.	12-Oct-16			1/14/2017 9:51	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094882&type=line&no_login=1
1094883	line	Proposed	I would rather see this route used as opposed to following the creek/lake shore more closely. This is already the route that I use for traveling east along the rt 30 corridor and would require very little modification to be a useable trail.	12-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094883&type=line&no_login=1
1094952	line	Proposed Path to Consider	Could trail be routed on street here, instead of backs of properties on Newton Lake?	17-Oct-16		0	12/1/2016 17:59	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094952&type=line&no_login=1
1094953	line	Proposed Path to Consider	Could trail be routed on street here, instead of backs of properties on Newton Lake?	17-Oct-16		0	12/2/2016 9:13	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094953&type=line&no_login=1
1094954	line	Proposed Path to Consider	Make connection to Haddon Lake	17-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094954&type=line&no_login=1
1094955	line	Proposed Path to Consider	At two-way protected bike lane here would be great! Milk is way too big for the traffic it sees.	17-Oct-16		1		http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094955&type=line&no_login=1
1094956	line	Existing Path to Consider	Existing Cooper River Trail	17-Oct-16			11/25/2016 14:16	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094956&type=line&no_login=1
1094957	line	Proposed Path to Consider	Why doesn't the County continue to follow the Cooper River?	17-Oct-16			11/7/2016 15:51	http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094957&type=line&no_login=1
1094958	line	Proposed Path to Consider	This would be a great connector across the creek for bikers, and to connect down to the trail along Atlantic Avenue.	17-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1094958&type=line&no_login=1
1095984	line	Proposed	proposed link from the Ben Franklin Bridge	21-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1095984&type=line&no_login=1
1095986	line	Proposed	Current Trail Being Considered	21-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1095986&type=line&no_login=1
1095987	line	Current Trail Being Considered	Current Trail Being Considered	21-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajal&act=auto_view_feature&id=1095987&type=line&no_login=1

WikiMap Raw Data Point and Link Results

1095983 line	Current Trail Being Considered		21-Oct-16	It would be great to have a continuous bike lane to use from Pine Street all the way to the bridge.	11/23/2016 17:09		http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1095988&type=line&no_login=1
1095993 line	Current Trail Being Considered		21-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1095993&type=line&no_login=1
1095994 line	Current Trail Being Considered	Being a very major commercial avenue that goes through several important downtowns, how possible would it be to address the main Avenue? If lanes aren't possible, how about bike route designation and additional signage, sharrows, or other non-lane encouragement? It would help these towns, which always have parking challenges, to get more people arriving by bike.	21-Oct-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1095994&type=line&no_login=1
1097908 line	Proposed Path to Consider		23-Nov-16	This is a very busy street	12/1/2016 17:06	0	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1097908&type=line&no_login=1
1098303 line	Existing Path to Consider	Gloucester Township Trail	1-Dec-16	disagree- this street is very narrow and must also allow for auto parking, routine truck deliveries, safe pedestrian travel, and a 25 mph speed for its entirety, as it is a commercial thoroughfare. Implementing bike travel measures will increase potential for biker and pedestrian injury at crossing versus parallel, non-commercial routes; further impede already restrictive traffic flow, and increase citizen resistance to additional bike-friendly initiatives. Navigating Haddon between Collings to Fern is already difficult enough and requires utmost attention to pedestrians and jaywalkers, car doors flying open, drivers inching out of blind driveways, and stop-and-go braking at a crawl. Much better alternatives are located less than 100 ft away.	12/4/2016 14:58	2	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098303&type=line&no_login=1
1098315 line	Proposed Path to Consider	Connection from Ben Franklin Bridge - preferred	1-Dec-16	connection to the bridge would be very, very useful. It opens up opportunities for commuters as well as generally just being really awesome. You could ride from the county border all the way to the SRT with minimal road use	12/21/2016 9:17	1	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098315&type=line&no_login=1
1098317 line	Existing Path to Consider	newbike lane striped	1-Dec-16	Bike lane is there, but disappears when approaching intersections. It might help provide road space for confident cyclists, but I cant see kids or newer cyclists using it. There doesn't seem to be a need for parking along this road so I'm not sure why it can't be buffered and against the curb.	12/14/2016 17:28		http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098317&type=line&no_login=1
1098445 line	Proposed Path to Consider	Consider protected bike lanes under 130 and along Merion Terrace. Plus a safe crossing of South Park Drive. Connect PATCO Ferry Ave station to the trail.	5-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098445&type=line&no_login=1
1098446 line	Proposed Path to Consider	Alternate route stress route option. Use internal road/trail network on Knight Park. Signalize Haddon Ave crossing.	5-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098446&type=line&no_login=1
1098453 line	Existing Path to Consider	Midstate and improve Newton Lake Trail	5-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098453&type=line&no_login=1
1098459 line	Proposed Path to Consider	Rail with trail opportunity to South Camden	5-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098459&type=line&no_login=1
1098471 line	Proposed Path to Consider	Abandoned Ball Corridor - Connect to Haddonfield and PATCO.	6-Dec-16	This would make my commute to the PATCO station way safer!	12/22/2016 21:43	2	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098471&type=line&no_login=1
1098471 line	Proposed Path to Consider	Abandoned Ball Corridor - Connect to Haddonfield and PATCO.	6-Dec-16	Agree	2/16/2017 16:12	2	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098471&type=line&no_login=1
1098472 line	Proposed Path to Consider	Abandoned Ball Corridor - Connect to Haddonfield and PATCO.	6-Dec-16	Agree	2/16/2017 16:13	2	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098472&type=line&no_login=1
1098473 line	Proposed Path to Consider	Central Jersey, RR Corridor to Buena (Atlantic County Bikeway) and Vineland	6-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098473&type=line&no_login=1
1098483 line	Proposed Path to Consider	Provide bike and pedestrian access to Clementon Park	6-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098483&type=line&no_login=1
1098484 line	Proposed Path to Consider	Look at this corridor as an alternate. Closer to population.	6-Dec-16			1	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098484&type=line&no_login=1
1098485 line	Proposed Path to Consider	Looks like there is some available right of way along Williamstown-New Freedom Road to connect trail with Avondale Park and Ride	6-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098485&type=line&no_login=1
1098538 line	Proposed Path to Consider	Consider a new multi-use trail to run through the wooded area off North Branch of Big Timber Creek and Laurel Lake. People already walk and run back there and you can clearly see goat paths running back there. An official trail would be good to make the experience official.	7-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098538&type=line&no_login=1
1098566 line	Proposed Path to Consider	Alternative connection to RR	10-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098566&type=line&no_login=1
1098903 line	Proposed Path to Consider	DOT and the Turnpike authority could easily use existing ROW to create a "Bike Turnpike" that could connect several planned/existing bike infrastructure systems. Using barriers and fencing the trail can dip into the Turnpike shoulder to avoid busy crossings (this has been done in CT).	14-Dec-16	Agree	2/16/2017 16:00	1	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098903&type=line&no_login=1
1098907 line	Existing Path to Consider	Copier River Park	14-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098907&type=line&no_login=1
1098909 line	Existing Path to Consider	Copier River Park	14-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098909&type=line&no_login=1
1098910 line	Proposed Path to Consider	Complete Cooper River Trail loop!	14-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098910&type=line&no_login=1
1098911 line	Proposed Path to Consider	Alternative connection to Atlantic Avenue "Spine"	14-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098911&type=line&no_login=1
1098912 line	Existing Path to Consider	Newton Lake Park	14-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098912&type=line&no_login=1
1098913 line	Existing Path to Consider	Newton Lake Park	14-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098913&type=line&no_login=1
1098921 line	Proposed Path to Consider	Perhaps a pier/trail like the schuylkill river trail could complete the connections in Oaklyn	14-Dec-16			1	http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098921&type=line&no_login=1
1098922 line	Proposed Path to Consider	Perhaps the easiest connection between Cooper River Trail and Crows Woods?	14-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098922&type=line&no_login=1
1098945 line	Existing Path to Consider	Multi-use path along Park Drive from New Freedom Rd to Cross Keys Rd. Paved from Cross Keys to Broad, and in poor condition after that. Also a wide dirt/woodchip trail along the stream in the woods that could be used as a bikeway.	15-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098945&type=line&no_login=1
1098949 line	Proposed Path to Consider	Add protected bike lane to connect trail to PATCO Station.	15-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1098949&type=line&no_login=1
1106671 line	Proposed Path to Consider	What's the path lots of folks, including myself, would ride from Collingswood, Haddon, etc to get into Philadelphia by bike.	22-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1106671&type=line&no_login=1
1106672 line	Proposed Path to Consider	Connection from 13th Sidewalk to Haddon/Centenary Road network	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1106672&type=line&no_login=1
1106678 line	Proposed Path to Consider	15th street. One of the few places where the network are beneficial. There is enough room in the no mans land	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1106678&type=line&no_login=1
1106679 line	Proposed Path to Consider	In front of One Port Center to create a two way protected bike lane.	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1106679&type=line&no_login=1
1106681 line	Proposed Path to Consider	Protected bike lane/mail use path would connect better connect trail here.	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1106681&type=line&no_login=1
1106683 line	Proposed Path to Consider	Linkage to Cherry Hill Station. Protected intersection on US 70 and path east of Corneil Ave	24-Dec-16				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1106683&type=line&no_login=1
1108258 line	Existing Path to Consider	Existing Glassboro-Williamstown Trail (Monroe Twp Bike Path) in Gloucester County.	14-Jan-17				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1108258&type=line&no_login=1
1108260 line	Proposed Path to Consider	Existing Atlantic County Bikeway West Alignment	14-Jan-17				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1108260&type=line&no_login=1
1108261 line	Existing Path to Consider	Buena Bike Path	14-Jan-17				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1108261&type=line&no_login=1
1108262 line	Proposed Path to Consider	Future Connection: Central Rft of NJ Corridor in Gloucester and Atlantic Counties.	14-Jan-17				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1108262&type=line&no_login=1
1108263 line	Existing Path to Consider	Gloucester Township Health and Fitness Trail	14-Jan-17				http://wikimaping.com/wikimap/admin/index.php?op=ajax&act=auto_view_feature&id=1108263&type=line&no_login=1

WikiMap Raw Data Point and Link Results

1108264	line	Existing Path to Consider	Gloucester Township Health and Fitness Trail	14-Jan-17					http://wikimapping.com/wikimap/admin/index.php?op=ajax&act=auto_view_features&id=1108264&type=line&no_login=1
1108265	line	Existing Path to Consider	Runnemede Bike Path	14-Jan-17					http://wikimapping.com/wikimap/admin/index.php?op=ajax&act=auto_view_features&id=1108265&type=line&no_login=1
			The Park Ave-West End Ave spur would utilize a wide-laned, primarily residential corridor to incorporate two additional communities onto the proposed South Jersey "spine". This corridor runs roughly parallel to both Haddon Ave and PATCO, and passes within approximately one quarter-mile of 3 PATCO stations. Additionally, this route passes the Crystal Lake pool, the Collingswood bike share (a block away on Atlantic Ave), and Knight Park. There are already several bike parking racks located in the route's vicinity. The route is arterial, and allows for quick connection to the downtown Collingswood and Westmont business districts, without further impeding Haddon Ave traffic. It includes a Culbert Rd crossover for additional connection to Cooper River Park and Haddon Twp businesses. Implementing painted bike lane delineations or bike corridor signage along the route would encourage bikers from three municipalities to embrace a safer, lightly-traveled alternative to the Haddon Ave traffic mainstem while allowing easy access to its commercial offerings.						
1113845	line	Proposed Path to Consider		16-Feb-17					http://wikimapping.com/wikimap/admin/index.php?op=ajax&act=auto_view_features&id=1113845&type=line&no_login=1

Notes:

Results available as a Google Earth KML file at:

Results available online at:

<https://drive.google.com/file/d/0B6OgHtwux7VJUghscnRuZGgwSDA/view?usp=sharing>
<http://wikimapping.com/wikimap/CamdenCounty.html>

CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

APPENDIX F:

**Study Review Committee Meeting #2,
February 2, 2017**



Camden County Spine Feasibility Study Committee Meeting #2

Sheet 1 of 3

In Attendance: See attached sign in sheet	Date of Meeting: 2/2/2017
	Project Number: RBA/NV5 728616-0000092.00
	Project: Camden County Spine Trail Feasibility Study
	Place of Meeting: Haddon Heights Municipal Building, 625 Station Avenue, Haddon Heights, NJ 08035

Purpose of Meeting: Camden County and RBA/NV5 seek comments on the alignment alternatives that have been proposed. A preferred alignment will be selected for the final report, and Phase 2 portion of the study.

Discussion:

- Jack Sworaski kicked off the meeting at approximately 4:45 pm facilitating introductions around the room, including the RBA/NV5 project team.
- Mike Dannemiller with RBA/NV5 gave the room a recap on the scope of the feasibility study and the project schedule (schedule is attached to these minutes).
- Matt Ludwig with RBA/NV5 reiterated some of the main focus points of the study from the first meeting; that for the trail to be successful and see the highest possible return on investment, the entire route should be separated from automobile traffic. The majority of the general public prefers comfortable, separated bicycling spaces that are not shared with automobiles. This “interested but concerned” segment (roughly 60% of the general public) is just too nervous to ride on most on-street bicycle infrastructure that exists today.
- Matt quickly reviewed the Public Input Sessions that were held in early December; one open house public meeting, and two “pop-up” sessions held at the WinterFest ice skating rink on two consecutive weekends. An online survey solicited 118 responses, and the online WikiMap saw 142 individual comments, links, and markers.
- The process of determining alternatives was reviewed. RBA/NV5 first performed a “desktop” analysis, which looked at the entire route, as well as all viable alternatives, to determine property ownership, environmental impacts, constructability, traffic issues, user experience, and other trail-related issues utilizing various mapping software. The planning team then took to the field to test out the potential trail alignments.
- RBA/NV5 then developed mapping of all potential alternatives. The county-wide trail was broken down into segments (17 total) where similar sections of alternatives could be compared against each other. RBA/NV5 also developed a series of matrices, detailing the opportunities and constraints of each alternative against each other within a segment. After meeting with Camden County, an initially preferred route was identified across the county to be reviewed by the project review committee.
- The maps and matrices were sent to all stakeholders prior to the meeting for review. At this point in the meeting, Mike and Matt with RBA/NV5 walked through each segment to discuss routing methodology, and address any concerns raised by the committee. A segment-by-segment summary of discussion is below:

Segment 1.1

- There should be two separate routes through Camden- 1) off-road along the waterfront (recreation/ Alternative A along the promenade), 2) direct between the proposed Ben Franklin Bridge ramp and the golf academy (commuter – 5th Street/ Alternative D)
- Need to consider that Cooper River rises/falls six feet each day for any bridge crossing that may be considered.
- New Jersey Conservation Foundation is working on improvements to the Baird Blvd crossing as part of the Gateway Park Management Plan.
- County had a difficult time determining a safe bike/ped crossing point when it reconstructed the Baird Blvd. Bridge.
- Any on-street bicycle use on MLK under I-676 must consider major motor vehicle traffic conflicts.

Segment 1.2

- The Pub Connector bridge over Chandler's Run is planned to be replaced.
- The proposed crossing of Chandler's Run is incorrect in the map.
- County stated that Kaighn Avenue connection is planned and included in the budget.

Segment 2

- A bridge should be prioritized as a long term solution for crossing US 130 with a near term solution to include a potential reconfiguration of US 130 crossing. This intersection is difficult to cross. Bicycles and pedestrian access appears not to be prioritized.
- Citizens miss the temporary bridge that was in place during US 130 construction. The sidepath along the highway is immediately adjacent to loud, speeding, high volume traffic. In the short term, a barrier could be considered between the sidepath and the highway.
- In the long-term, a new bridge could be considered for crossing the Cooper River.
- There is not sufficient space vertically to go under US 130 bridge.

Segment 3.1

- On Browning Road along Knight Park, parking is only allowed on the residential side.
- On Browning Road north of Haddon Avenue, parking is allowed on both sides.
- Elementary School pick-up and drop off must be considered.

Segment 3.2

- The committee asked to consider using Grant Avenue, rather than Collings Avenue; but crossing White Horse Pike presents an issue since it is not signalized and in between two traffic signalized intersections.
- The condition of the White Horse Pike Bridge over Newton Lake was questioned. The bridge is in rough shape, and looks like it could be replaced soon (although it is not on the NJDOT TIP), but it has potential to be used as a sidepath in the instance of running a trail parallel to White Horse Pike here. This could be used instead of the Conrail Bridge over Newton Lake (known as "the Trestle" locally) in the short term.
- Newton Avenue in Oaklyn is narrow with parking on both sides. Probably would not be able to have separate bike lanes if the existing parking is to be maintained.
- People frequently walk on the Conrail tracks across bridge. Mostly kids, but adults also use "the Trestle" as a shortcut.

Segment 4.1

- Camden County recently rebuilt the E. Atlantic Avenue bridge over the former West Jersey & Seashore Rail ROW, but sidewalks are insufficient width for trail use. RBA/NV5 is proposing the use of the existing unused rail bridges here (pending a structural engineering review).

Segment 4.3

- Unorganized parking takes place at Haddon Heights Park during Little League games along West Atlantic Ave by the Conrail line.
- The train station on southwest quadrant of Station Avenue and Conrail tracks is privately owned and has dedicated private parking.

Segment 4.6

- A committee member was concerned about the trail through Laurel Springs, that its location on the east side of the tracks in the RR trench would limit connections to the street grid and the Laurel Springs attractions on the west side of the tracks. RBA/NV5 stated that this is true, but are a couple major limitations that make this the best trail location:
 - Southbound trail and street users on the west side of the tracks cannot see clearly over the railroad tracks at Park Avenue, creating a potentially dangerous crossing.



- There is not sufficient room to place the trail adjacent either East or West Atlantic Avenue, without major utility relocation, tree removal, and retaining wall construction.

Segment 5

- RBA/NV5 explained that the west side of the Conrail ROW is preferable due to ample width at Pine Valley Golf Course.

Segment 6

- The Cross Keys Rd crossing is a candidate for a signalized trail crossing. Future construction and current (and future) traffic volumes make this road difficult to cross.
- Camden County is redeveloping Cross Keys Rd and can include the crossing into their plans. RBA/NV5 will coordinate directly with the County Engineer.

Segment 8

- Steve Jandoli from DEP will give plan to the DEP WMA staff for review.
- Olivia Glenn can help get in touch with Fish/Wildlife staff.
- John Boyle with the Bicycle Coalition stated that the trail should connect in to Atlantic County rail/trail line to Buena via the JP Rail Southern Running Track (it is unknown how active this line currently is).
- Trail should have signage pointing in direction of Monroe Trail in Gloucester County, which is nearby

General

- Remove as few trees as possible.

The meeting ended at 6:30 PM.

Attachments:

- Sign In Sheet
- Packet of Segment Maps
- Packet of Segment Matrices
- PowerPoint Slides
- Project Schedule
- Survey Results

Name	Position	Representing	Phone	Email
Matt Ludwig	Engineer/Planner	RBA/NVS	215-259-2773	mludwig@rbagroup.com
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Bill Troutman			856 547 7053	—
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CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

APPENDIX G:

**Study Review Committee Meeting #3,
May 3, 2017**



Camden County Spine Feasibility Study Committee Meeting #3

Sheet 1 of 2

In Attendance: See attached sign in sheet	Date of Meeting: 5/3/2017
	Project Number: RBA/NV5 728616-0000092.00
	Project: Cross Camden County Trail Feasibility Study
	Place of Meeting: Camden Co. Parks Department, 1301 Park Boulevard, Cherry Hill, NJ 08002

Purpose of Meeting: Camden County and RBA/NV5 seek comments from stakeholders on the draft report. Changes will be made prior to the public meeting.

Discussion:

- Jack Sworaski kicked off the meeting at approximately 6:15 pm facilitating introductions around the room, including the RBA/NV5 project team.
- Mike Dannemiller with RBA/NV5 gave the room a recap on the scope of the feasibility study and the project schedule (schedule is attached to these minutes).
- Matt Ludwig with RBA/NV5 discussed cost estimates. A lot of the cost of construction will be for the Delaware River promenade and the Cooper River boardwalk. These two specific segments will represent a significant portion of the cost of the project. Other costs:
 - Approximately 16% of the total cost of the project will be for structures, such as bridges, boardwalks, retaining walls, existing structure rehabilitation, etc.
 - 10% of the total cost of the project will be for amenities, such as benches, LED lighting, landscaping, trash cans, etc.
- Not factored into the percentages are the costs for easement acquisition, which can vary wildly depending on location, type of land needed, amount of property needed, zoning, and other factors. Railroad real estate is especially difficult to appraise.
- Also not included in these percentages are design and permitting costs, which could conservatively be 20% of the construction cost, depending on permitting and environmental needs, as well as the funding source requirements.
- RBA/NV5 led the room through the report. The first section of the report details the feasibility study methodology, including public outreach and the consultant team's process to determine the final trail route.
- Funding sources were discussed. It was recommended that the Environmental Trust Fund be added as a potential source (especially for the areas along the Delaware River), as well as Hazardous Discharge Site Remediation funding. The separate sections describing William Penn funding and the DVRPC Regional Trail Program should be combined, as they are one in the same.
- The Trail Alignment Evaluation criteria was discussed. These criteria, such as Right-of-Way Impacts, Environmental Constraints, Constructability Issues, Trail Constraints, and Trail Opportunities, were briefly described as it applies to each segment of the trail
- Next, each physical segment of the trail was briefly discussed. RBA/NV5 detailed the route changes and updates since the last Study Committee Meeting.
- The economic benefit analysis completed by 4Ward Planning was presented. Camden County could see up to \$20 million of economic activity every year directly and indirectly from this trail. That would translate into \$992,000 in local and state taxes every year. Real estate value increases typically seen within a mile of a proposed trail would net Camden County another \$14 million per year in property tax revenue. The return on investment for healthcare cost savings over the cost of a trail are typically viewed as 2x the cost of the trail.
- It was recommended that the economic benefit material be presented near the front of the feasibility study report. The appendix of the full economic study will be sent out to the entire stakeholder group.
- Operations, Maintenance, and Security were also discussed. While it is generally viewed that state and federal funds will likely help design and construct the trail, the county will be looking to individual municipalities to fund regular maintenance and policing along the trail. Most of the trail outside of Winslow Township is located near



public streets. This will make access for emergency vehicle relatively simple, and the added “eyes on the street” will help self-regulate the trails.

- Now that the feasibility study is wrapping up, the next steps in the process were discussed. It was recommended by RBA/NV5 that the design of the Great Egg Harbor Greenway could be led by the County, since much of the alignment is on County-owned land. Collingswood could also move forward with preliminary and final design of the Browning Road and Collings Avenue segments. Cooper’s Ferry has just released an RFP for design of the River Birch section of trail in Camden.
- There was some discussion in the room about the formation of a non-profit entity that would take on the lead for fundraising, grant writing, maintenance, and operation functions, similar to the Delaware River Waterfront Corporation, or Schuylkill Banks in Philadelphia.
- The County and stakeholders discussed holding the final public meeting sometime in the June 6-8 timeframe. Jack will look at dates and confirm with the group later.

The meeting ended at 8:30 PM.

Attachments:

- Sign In Sheet
- Project Schedule

Sign In Sheet - Cross Camden County Study Review Committee #3

May 3, 2017

Name	Representing	email	Phone
Matt Ludwig	RBA/NVS	matt.ludwig@nvs.com	215-259-2773
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Barry Wright	WINSLOW TWP.	MAYORWRIGHT@WINSLOWTOWNSHIP.COM	
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Chris Mrozinski	Camden County Open Space	chris_mrozinski@yahoo.com	267-441-9279
Olivia Glenn	NJ Conservation Foundation/Camden Co. Open Space	olivia@njconservation.org	(908) 997-0731

CROSS CAMDEN COUNTY TRAIL

FEASIBILITY PLAN

APPENDIX H:

**Public Input Session #2 Materials,
June 8, 2017**



Cross Camden County Trail Formal Public Meeting #2

Sheet 1 of 2

In Attendance: Jack Sworaski (Camden Co.) Andrew Levecchia (Camden Co.) Kathy Cullen (Cooper's Ferry) Mike Dannemiller (RBA/NV5) Matt Ludwig (RBA/NV5)	Date of Meeting: 6/8/2017
	Project Number: RBA/NV5 728616-0000092.00
	Project: Camden County Spine Trail Feasibility Study
	Place of Meeting: Sterling High School Board of Education Conference Center 801 Preston Avenue, Suite B Somerdale, NJ 08083

Purpose of Meeting: To present the final draft of the report to the public and gather comments regarding content.

Discussion:

An open house style meeting was held between 6:00-8:00 PM in the Sterling H.S. Conference Center. Approximately twenty-five members of the public attended the meeting (see attached sign-in sheet).

A large roll plot map was placed on a table which showed the recommended route of the Cross Camden County Trail. Several copies of the final draft of the report (and appendix) were available for attendees to view. All attendees were given small fliers with the website address where all materials could be found for later viewing (camdencounty.com/trails).

At 6:30, Jack introduced Mike and Matt from NV5. The two gave a 45 minute presentation on the history of the project, and the overview of the final draft of the feasibility study. The presentation evolved into a Q&A session with the audience. Some topics covered included:

- NJDOT is undergoing a Rail Freight Plan. Rails-with-trails should be a part of that statewide plan.
- A discussion of trail maintenance took place. Members of specific boroughs expressed concerns about maintenance costs in the future. A discussion between the County and its partner municipalities will need to take place in the future as funding is identified for construction. It was mentioned that Chester and Montgomery Counties (PA) have taken over the maintenance of the county-wide trail system, and that dynamic works out well.
- A member of the audience asked if the team was aware of a Sprint fiber optic line along the railroad tracks in Haddon Heights. NV5 responded that was understood, and that the line would not affect the recommended concept.
- A member of the audience asked what trail surfaces would be used. NV5 responded that the surface may vary depending on location and context, but the likely trail surface outside of the Pinelands would be asphalt paving. Crushed fines would be more likely within the Pinelands.
- It was asked if the County or NV5 consulted with the tourism industry. NV5 responded that tourism interests were represented on the Steering Committee, including support for the wineries and breweries within Camden County.
- A resident submitted written comments on the report to Camden County (see attached).

The meeting ended at approximately 8:00.

Attachments:

Sign-In Sheet



Final Public meeting attendees



NV5 presenting draft Feasibility Plan

Cross Camden County Trail Public Meeting June 8, 2017 SIGN-IN SHEET

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