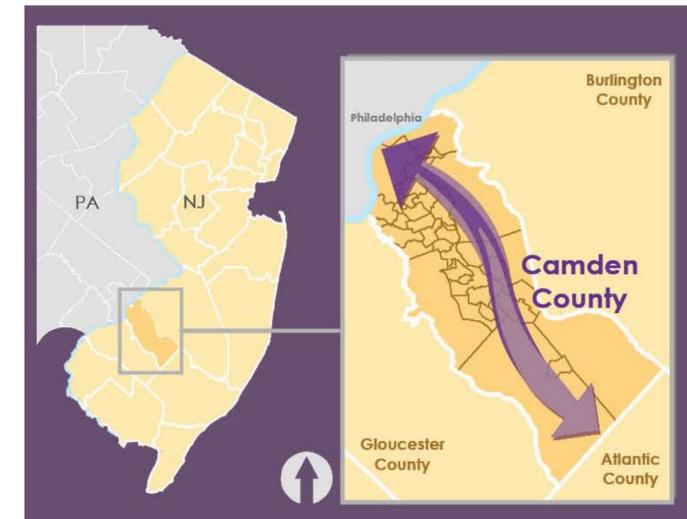


Welcome to the Cross County Trail Public Input Session!

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!



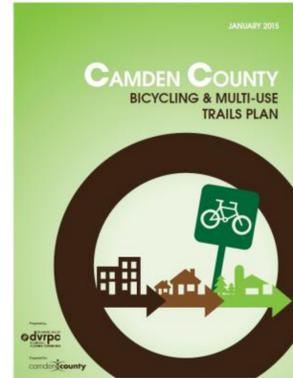
Walk throughout the room to view the boards to read about the proposed trail. After you have visited all of the boards, you can **take an online survey** and **use the interactive Wikimap to leave geographic-based comments** on the proposed trail. If you would rather do the survey and comment on paper, 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!



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.



Credit: Conshohocken Brewing Co.

Locate the trail to attract economic development

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



Credit: Bicycle League



Credit: Bicycle Coalition of Philadelphia

Create a commuting alternative

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



Connect open space

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

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.

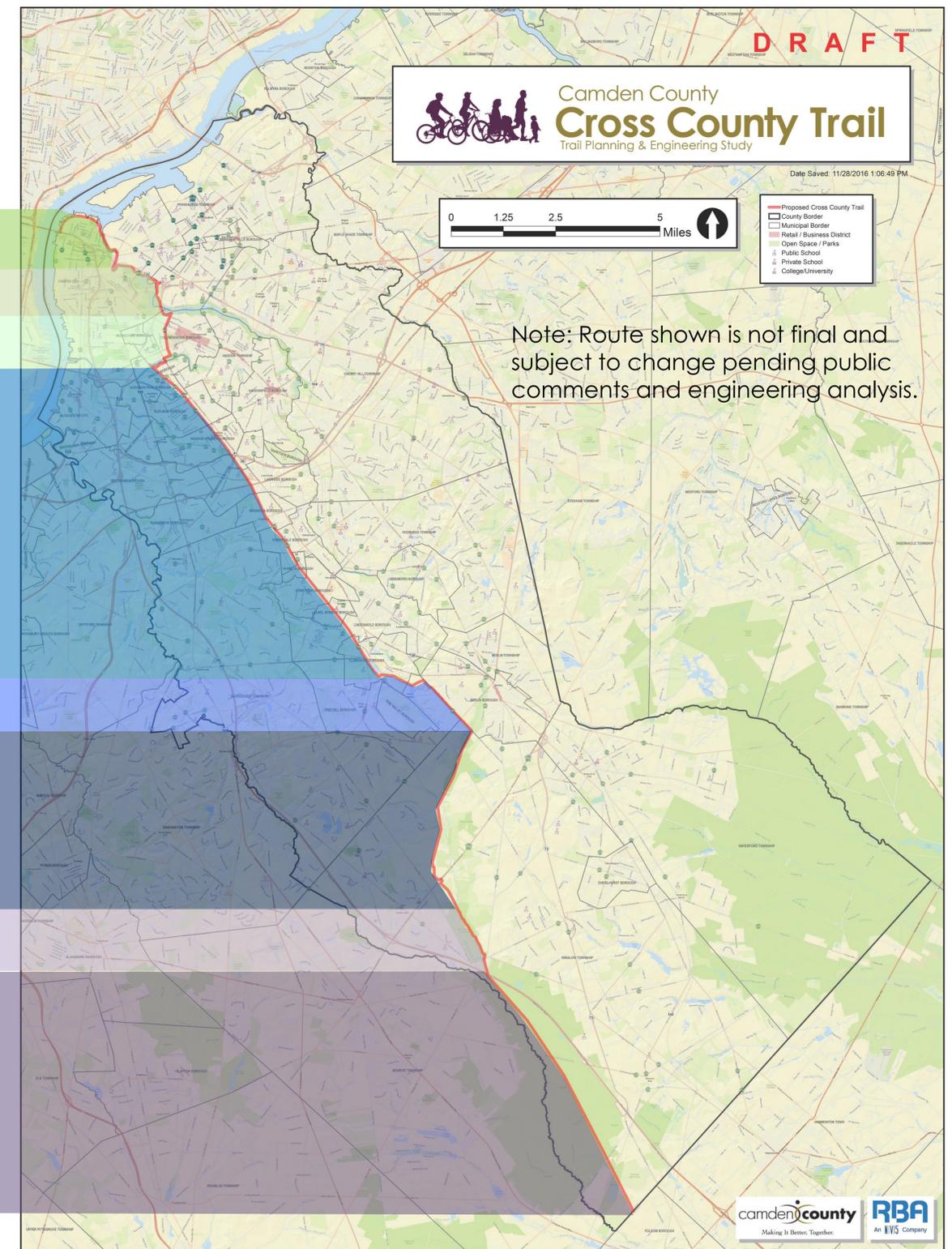
Atlantic Avenue A multi-use trail is being investigated to run parallel to the Conrail line. The trail would use parts of the Conrail right-of-way or adjacent street right-of-way, and link to the existing street grid and connect the many commercial districts adjacent to the railroad.

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.



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.



Right-of-Way

Almost 90% of this route utilizes existing public right-of-way, or utility, railroad, or park property across the county, lowering the need for costly easement or property purchase.



Commercial Districts

This route has the potential to directly connect up to 8 downtown commercial districts, which promotes tourism, economic development, and truly walkable communities.

Credit: haddonhts.com



Open Space

The proposed trail will connect various state, county and municipal parks and open spaces, including the Cooper River Park, and the Winslow Wildlife Management Area.



Floodplains

Trails located along streams are a great way to connect to the outdoors in a quiet setting. Unfortunately, these kind of trails are typically located in regulatory floodplains, and require extensive studies and permitting before they can be built, in addition to a high maintenance burden once they are complete. The selected route minimizes the amount of floodplains that are traversed, speeding up the trail development process and minimizing long term maintenance efforts.



Conrail Line

Eight miles of the proposed trail (about 1/4 of the total mileage!) would be adjacent to or within the Conrail right-of-way. Negotiations with Conrail are still pending, but will cover a large part of the trail once agreed upon.



Bridges

Trails usually cross major highways under or on existing bridges to save costs and avoid conflicts. Similarly, trails built along streams must occasionally cross the stream and tributaries. New bridge crossings can cost anywhere from \$0.5 to \$1.5 million or beyond.



Existing Trails

One of the goals of this project is to use as many existing trails as possible to create one link across the county. This project also plans to utilize trails that have already been studied in the past, such as the Great Egg Harbor Greenway.

Design Guidance

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



8-80 Design

Design should be inclusive to all ages and abilities.

Interested but Concerned

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



Four Types of Cyclists By Proportion of Population



Separated On-Street Facilities

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

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

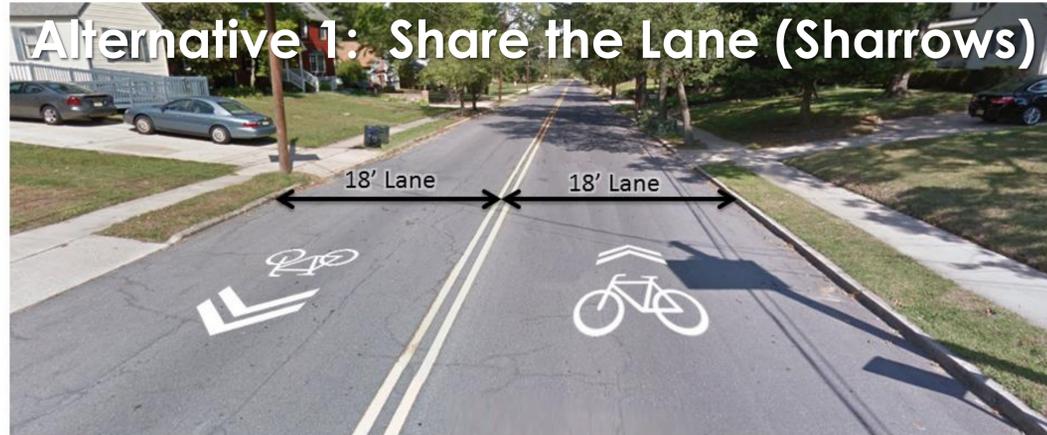
Disadvantages:

- 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



Browning Road Segment

While most of the Cross County Trail will be off-road trail (paved and unpaved), some short segments will need to share the right-of-way with the existing street. Browning Road in Collingswood is one example of a connector street that may be used between two sections of off-road trail. Below are several options for how the trail can be routed along this street.

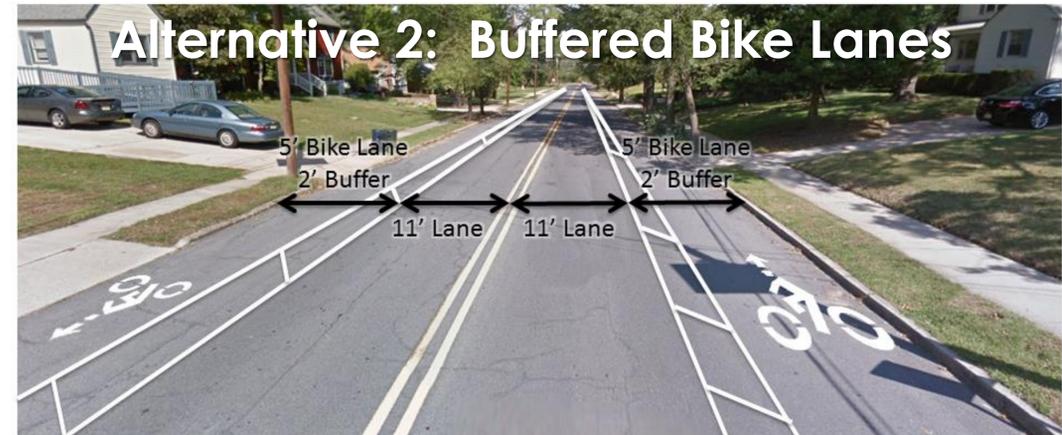


Advantages:

- Low cost of construction
- Parking maintained on both sides
- Pedestrians stay on sidewalk
- Cyclists may use the full lane if desired

Disadvantages:

- Violates 8-80 design standard (would you let an 8 year old child or an 80 year old grandmother ride here?)
- Provides minimal traffic calming effect to discourage speeding

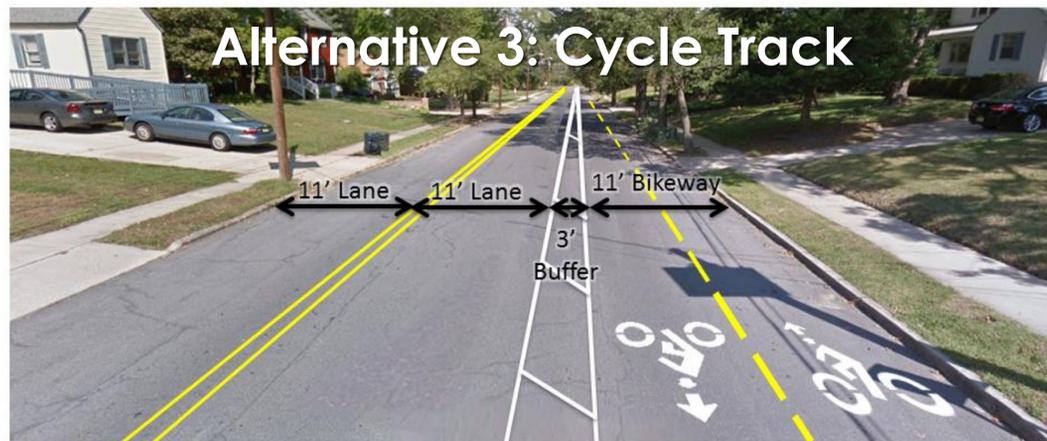


Advantages:

- Relatively low cost of construction
- Cyclists feel safer
- Pedestrians stay on sidewalk
- Traffic calming effect (vehicular lanes feel narrower)

Disadvantages:

- Loss of all street parking
- Transitions from bike lanes back to trail sections can be difficult and hard to communicate



Advantages:

- Still a relatively low cost of construction
- Cyclists feel safer
- Pedestrians stay on sidewalk
- Traffic calming effect (vehicular lanes feel narrower)
- Easier to transition back to a trail
- Buffer can contain flexible posts, planter boxes maintained by neighborhood, or a permanent concrete curb

Disadvantages:

- Loss of all street parking



Advantages:

- Parking maintained on one side of street
- Keeps the feel of a continuous trail

Disadvantages:

- Much higher cost of construction
- Utility relocation costs
- Loss of street trees
- Will take longer to get built

