

# THE CITY OF ABSECON

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## BICYCLE & PEDESTRIAN SAFETY ACTION PLAN

PREPARED FOR:



PREPARED BY:



**Sam  
Schwartz**

FEBRUARY 2021

# ACKNOWLEDGEMENTS

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# 1. INTRODUCTION



# 1. INTRODUCTION

The New Jersey Department of Transportation, Bureau of Safety, Bicycle and Pedestrian Programs (NJDOT-BSBPP) provides interested and qualified communities with technical assistance as part of the Local Technical Assistance (LTA) Program. The City of Absecon (Absecon) requested technical assistance as part of the LTA Program to improve the safety and mobility of biking and walking in the community and to develop a Citywide Bicycle and Pedestrian Safety Action Plan (the Plan). NJDOT-BSBPP assigned consultant Sam Schwartz Consulting, LLC (Sam Schwartz) to provide technical planning, engineering, and outreach assistance in developing the Plan.

The purpose of the plan development is to identify opportunities to enhance the City's existing transportation network by improving bicycle and pedestrian safety and mobility. Additionally, the Plan's purpose is to improve multimodal access to key destinations throughout Absecon, as well as, regional connections. The result will be a data- and community-driven plan that serves as a roadmap for reducing walking and biking fatalities and serious injuries throughout the City and improving multimodal infrastructure and connections. The Plan will serve as a guide for City staff to prioritize locations of greatest concern and to inform the public where the City intends to focus its efforts.

## WHAT IS A SAFETY ACTION PLAN?

A safety action plan, according to the Federal Highway Administration (FHWA), assists in addressing and prioritizing road safety through a multidisciplinary and collaborative approach. The plan includes several critical elements. Each of the elements listed below will be addressed within the body of this plan:

- Safety Goals and Performance Measures
- Data Analysis
- Public Engagement
- Recommendations
- Implementation and Evaluation

The intention of this Safety Action Plan is to document the current status of bicycle and pedestrian safety in the City of Absecon, identify current programs, resources and activities effective in improving bicycle and pedestrian safety. It also proposes recommendations for a vision, goals, actions and performance measures and implementing agencies to address and improve pedestrian and bicycle safety in the City of Absecon.

The New Jersey Bicycle Safety Action Plan adopted the vision of working toward a future with zero bicyclist deaths and serious injuries through safety initiatives that prioritize the needs of vulnerable populations and promote mutual respect among all roadway users. This Bicycle and Pedestrian Safety Action Plan will assist New Jersey in reaching this goal.




*Signage at the Boat Ramp*



## 2. SAFETY GOALS & PERFORMANCE MEASURES



## 2. SAFETY GOALS AND PERFORMANCE MEASURES



*The New Jersey Bicycle Safety Action Plan has a set of three goals that were identified and utilized throughout that plan. These goals can be applied to the Absecon Bicycle and Pedestrian Safety Action Plan and are as follows:*

Establish a governance and management structure to facilitate improved data collection, to coordinate implementation of bicycle safety initiatives statewide, and to measure the success of this plan

1

Foster behavioral change among users of public rights-of-way to promote mutual respect, courtesy and acceptance.

2

Improve and expand transportation infrastructure and the built environment for bicyclists in accordance with best practice standards and guidelines.

3

3  
GOALS



### 3. DATA COLLECTION & ANALYSIS



## 3. DATA COLLECTION & ANALYSIS

### **PRIORITY CORRIDORS**

Based on feedback from the Steering Committee and the Public, priority corridors were identified for this study. The nine priority corridors are:

- New Jersey Avenue (CR 601)
- Station Avenue
- Ohio Avenue (CR 630)
- Shore Road
- Faunce Landing Road
- Pitney Road (CR 634)
- Mill Road
- Morten Avenue/Tenth Avenue
- Lisbon Avenue

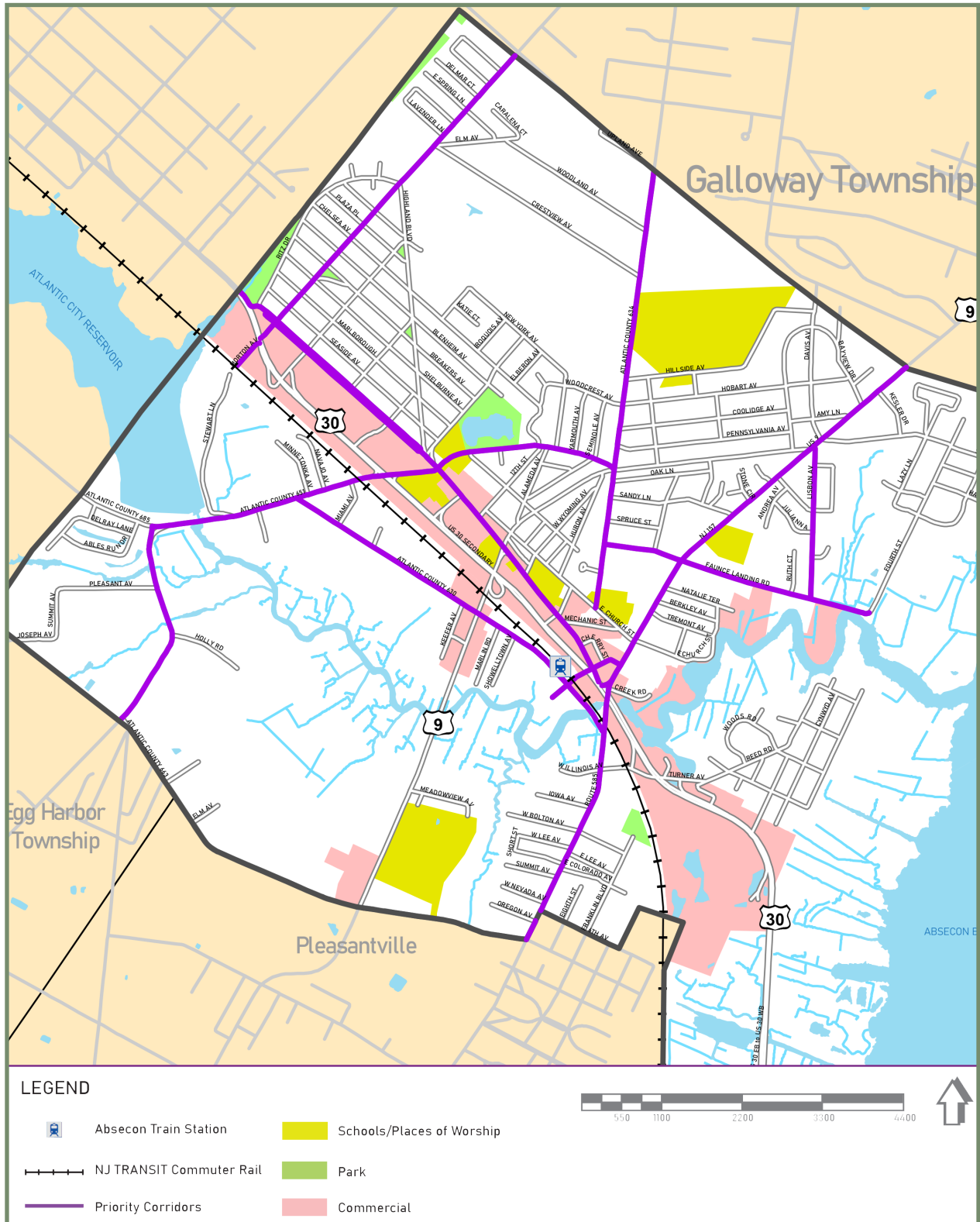
County roads are under the jurisdiction for maintenance and improvements by Atlantic County, while municipal roads are the responsibility of Absecon. A map of the priority corridors can be on the following page as Figure 1.

### **FIELD INVENTORY**

To identify potential deficiencies that need to be addressed during the development of the Bicycle and Pedestrian Safety Action Plan, the project team performed an assessment of the existing conditions of Absecon's key corridors and intersections. Roadway elements were inventoried along these corridors which included roadway width, lane and shoulder width, sidewalk width and condition, median and buffer presence and width, speed limit, and presence of bicycle facilities.

For the inventory, an initial desktop review was performed, followed by a field visit on Wednesday, May 13, 2020, of all priority corridors. This data will be utilized during the existing conditions analysis to provide a bicycle level of traffic stress analysis, identify safety concerns, and determine appropriate improvement treatments. Roadway data inventoried was entered into a database and is provided in Appendix X.

FIGURE 1: PRIORITY CORRIDORS MAP



### 3. DATA COLLECTION & ANALYSIS

#### LOCAL AND REGIONAL CONNECTIONS

Locations of existing and proposed pedestrian and bicycle facilities (including bicycle routes), shared use paths, and other active transportation networks in Atlantic County and adjacent communities were identified using the Atlantic County Master Plan.

In Absecon, there are no existing bicycle or pedestrian facilities that connect to a larger regional network. However, there are several proposed regional facilities that would connect Absecon to other municipalities in Atlantic County. In the 2018 Atlantic County Master Plan, there are NJDOT proposed shoulder bicycle facilities along US 9, US 30, and NJ 157. The proposed US 9/ NJ 157 bicycle route connects Absecon to Galloway, Pleasantville, Northfield, Linwood, and Somers Point. The US 9/ NJ 157 proposed bicycle shoulder facility also intersects other proposed Atlantic County facilities at Jimmy Leeds Road, Delilah Road, US 30, and US 40, as well as an existing shoulder bicycle facility at Tilton Road. US 30 also has proposed bicycle shoulders, and connects to proposed facilities on Wrangleboro Road, Jimmie Leeds Road, and NJ 87

In addition to the above proposed facilities, the United States Army Corps of Engineers (USACE) is in the planning phase to develop a surge barrier along US Route 30. The feasibility study is currently underway and at 15% completion. The USACE will be considering a bicycle/pedestrian facility for the surge barrier that would serve as a connection into Atlantic City.

#### EXISTING AND FUTURE BICYCLE AND PEDESTRIAN FACILITIES

Locations of existing bicycle and pedestrian facilities were inventoried throughout Absecon. Additionally, information was provided by the City at the kickoff meeting regarding planned multimodal infrastructure that will be implemented in the short-term. The following summarizes existing and proposed multimodal facilities in Absecon:

##### Existing Facilities:

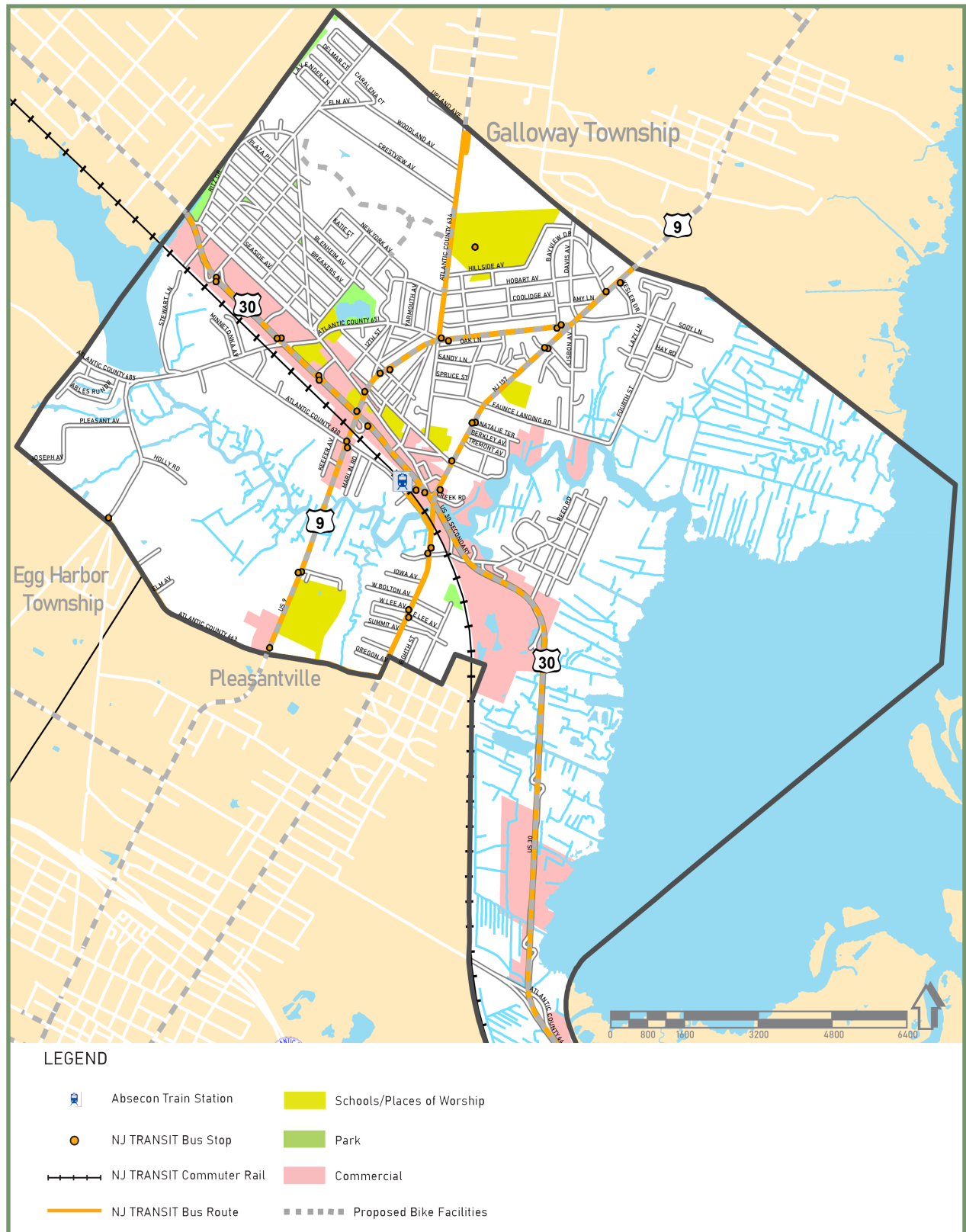
- Highland Boulevard – Bike lanes from New Jersey Avenue to 10th Avenue.
- Franklin Boulevard – Bike lanes
- Lisbon Avenue – Bike lanes from US 9 to Faunce Landing Road
- New Jersey Avenue
- Multi-use path through Pitney Park between 10th Avenue and Pitney Road

##### Future Facilities:

- US 30 (White Horse Pike)
- US 9 (S New Road, New Road, E Wyoming Ave)
- Construction of sidewalk on Pitney Road between Crestview Avenue and Hobart Avenue, and on Connecticut Avenue from Pitney Road to Oakhurst Avenue. This is in the vicinity of the school complex. Construction will be completed in Summer 2020.
- Surge Barrier along Route 30 proposed by the US Army Corp of Engineers. Consideration of a bicycle/pedestrian facility will occur during the planning of this construction and is not yet determined or information that is publicly available.



FIGURE 2: LOCAL AND REGIONAL CONNECTIONS MAP



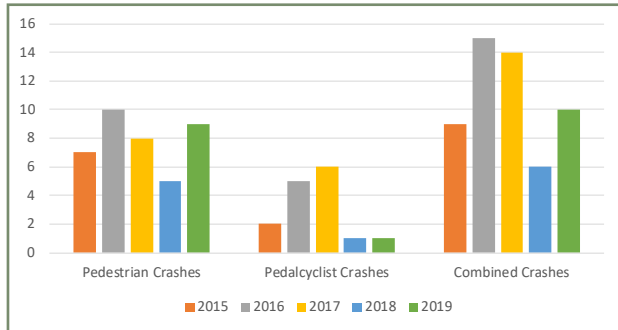
# 3. DATA COLLECTION & ANALYSIS

## BICYCLE AND PEDESTRIAN CRASH ANALYSIS

The bicycle and pedestrian crash review was prepared using crash records obtained for the most recent five-year period available (2015-2019) from the NJDOT Safety Voyager crash database, provided in Appendix X. During this period, there were 54 crashes in the City of Absecon that involved pedestrians or pedalcyclists (bicyclists and other cyclists including riders of non-motorized vehicles of any number of wheels, powered solely by pedals). Of those 54 crashes, 39 (72%) involved pedestrians and 15 (18%) involved pedalcyclists. Additionally, a table summary containing findings from the crashes is included in Appendix X. By examining the results of the crash review, potential safety improvements can be implemented to mitigate frequency and severity of crashes at specific locations.

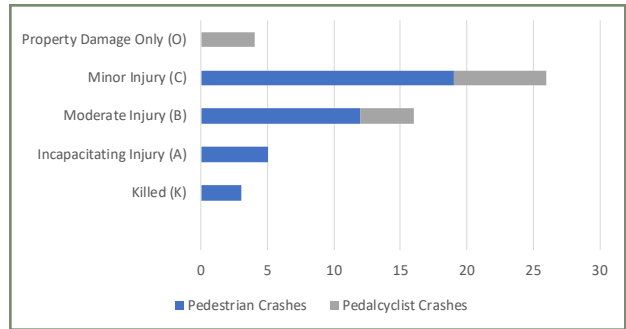
Crashes by Year – Figure 3 below shows the distribution of pedestrian and pedalcyclist crashes within the City of Absecon over the latest five years of available crash data.

FIGURE 3: CRASHES BY YEAR



Crash Severity – Pedestrian and pedalcyclist crashes were analyzed based on injury severity. Figure 4 shows a distribution of pedestrian and pedalcyclist crashes by injury severity based on the KABCO injury severity scale. Pedestrian crashes were more severe, with 51% of crashes resulting in a moderate injury or worse, while 27% of bicycle crashes involved a moderate injury with no incapacitating injuries or deaths. Roadway conditions and locations of severe crashes (those involving deaths and incapacitating injuries) are noted, as pertinent, within the crash review summary.

FIGURE 4: CRASHES BY SEVERITY



Lighting Condition – The roadway lighting condition was obtained from each pedestrian and pedalcyclist crash record. A distribution of crashes by lighting condition is shown below. The majority of crashes involving pedestrians occurred during dark/dusk hours while the majority of crashes involving pedalcyclists occurred during daylight hours (74%). The disproportionate amount of pedestrian crashes occurring during Dark hours could suggest that lighting could be improved along roadways and pedestrian facilities. Of the eight pedestrian crashes resulting in a fatality or incapacitating injury, seven of the crashes occurred during Dark hours.

FIGURE 5: LIGHTING CONDITIONS

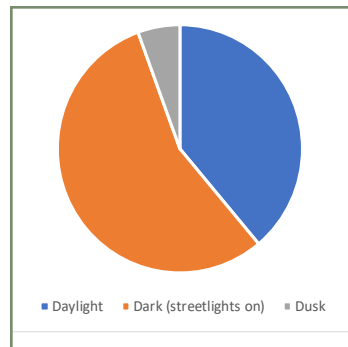
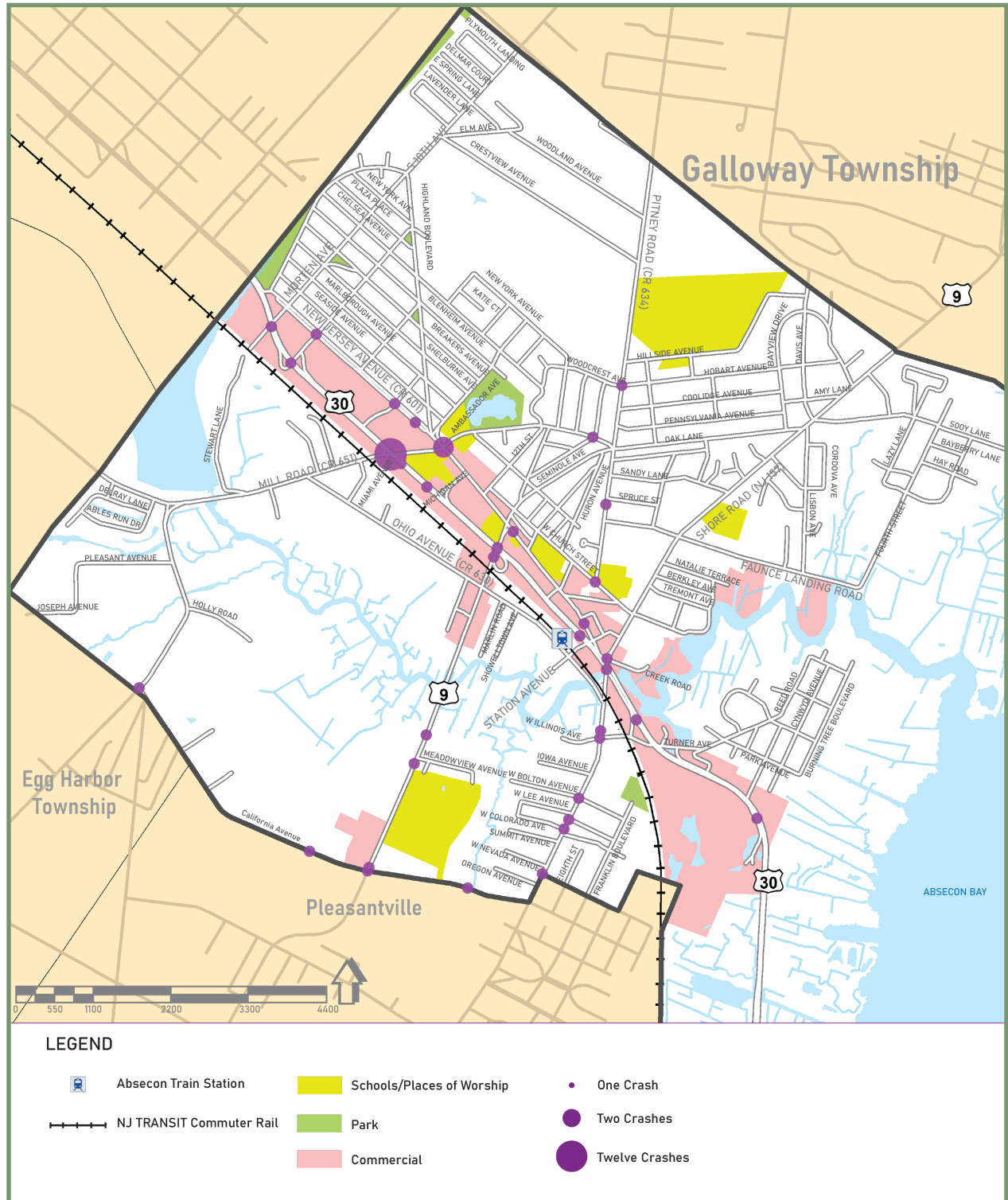


FIGURE 6: BICYCLE AND PEDESTRIAN CRASH MAP



# 3. DATA COLLECTION & ANALYSIS

## SIDEWALK INVENTORY AND ASSESSMENT

A sidewalk condition inventory was performed to identify gaps in the sidewalk network, sidewalks that are not compliant with Americans with Disabilities (ADA) standards, and sidewalks in visibly poor condition. Based on the sidewalk inventory, Absecon has an extensive sidewalk network; however, there are some critical gaps and segments where sidewalk is in poor condition. The sidewalk along Faunce Landing Road between Shore Road (NJ 157) and Ruth Court is in poor condition. Additionally, there are sections with no sidewalks along Mill Road (CR 651), Pitney Road (CR 634), Faunce Landing Road and Lisbon Avenue. Results of the Sidewalk Inventory/Condition Assessment are summarized in Table 1 and shown graphically in Figure 7.

TABLE 1: SIDEWALK INVENTORY AND ASSESSMENT SUMMARY

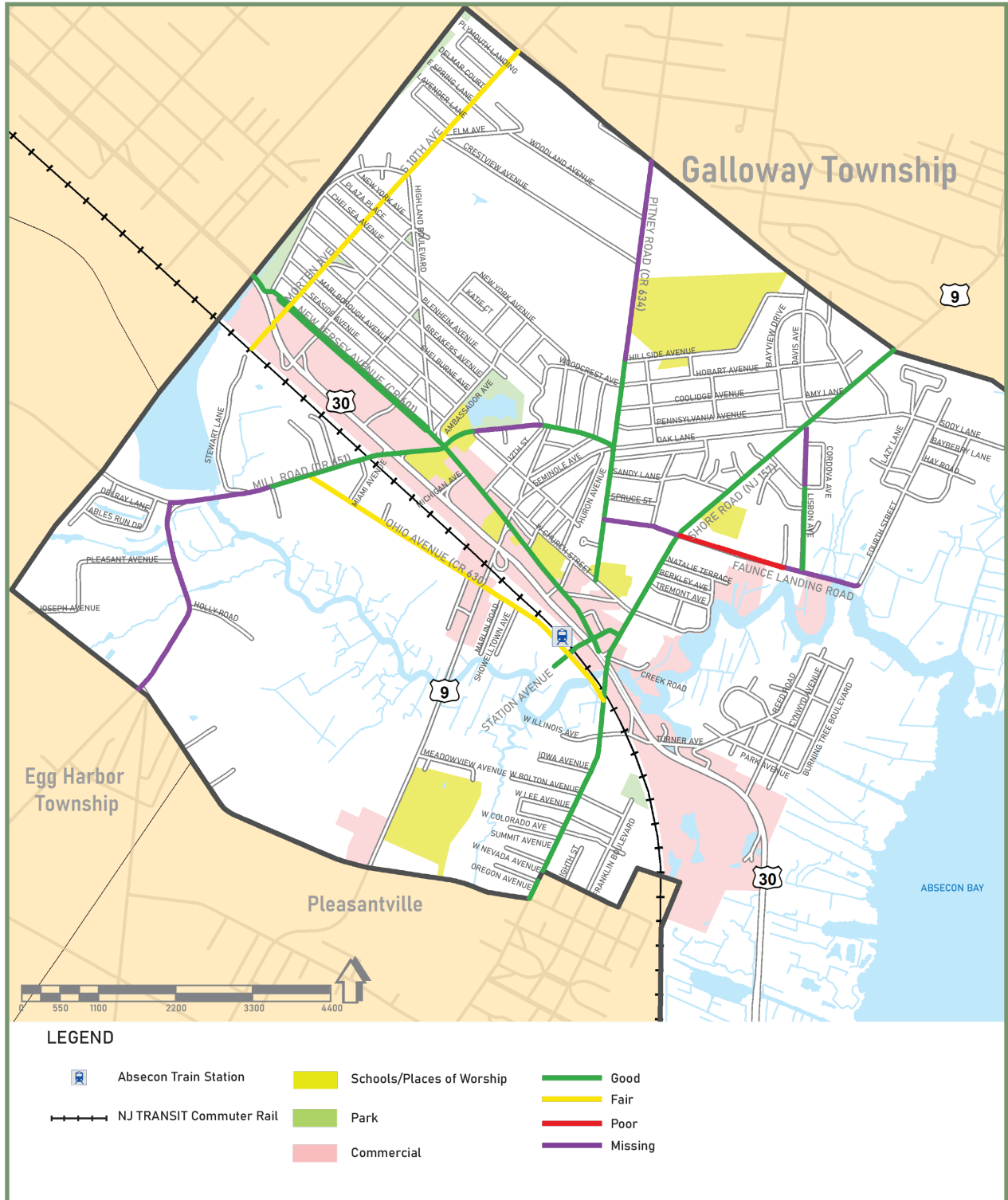
Road Name	<i>Between....</i>	<i>...And</i>	Sidewalk Condition
N. Shore Road (NJ 157)	39.436079, -74.484619	Oregon Avenue	Good
Station Avenue	N. Shore Road	Ohio Avenue	Good
Ohio Avenue (CR 630)	S. Shore Road	Mill Road (CR 651)	Fair
Mill Road (CR 651)	California Avenue	Stewart Lane	Missing
Mill Road (CR 651)	Stewart Lane	Delaware Avenue	Good
Mill Road (CR 651)	Delaware Avenue	12th Street	Missing
Mill Road (CR 651)	12th Street	Pitney Road (CR 634)	Good
Pitney Road (CR 634)	W. Church Street	Hillside Avenue	Good
Pitney Road (CR 634)	Hillside Avenue	Upland Avenue	Missing
Faunce Landing Road	Pitney Road (CR 634)	Shore Road (NJ 157)	Missing
Faunce Landing Road	Shore Road (NJ 157)	Ruth Court	Poor
Faunce Landing Road	Ruth Court	Fourth Street	Missing
New Jersey Avenue (CR 601)	Ritz Drive	Absecon Boulevard (US 30)	Good
Morton Avenue/Tenth Avenue	White Horse Pike	Highland Boulevard	Fair
Morton Avenue/Tenth Avenue	Highland Boulevard	Upland Avenue	Fair
Lisbon Avenue	N Shore Road	Cortez Avenue	Missing
Lisbon Avenue	Cortez Avenue	E Faunce Landing Road	Good



*Sidewalk on Faunce Landing Road*



FIGURE 7: SIDEWALK INVENTORY AND ASSESSMENT MAP



## 3. DATA COLLECTION & ANALYSIS

### BICYCLE LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS

Traffic Stress is the perceived sense of danger associated with riding in or adjacent to vehicle traffic. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. The less stressful - and therefore more comfortable - a bicycle facility is, the wider its appeal to a broader segment of the population. A bicycle network will attract a large portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Research indicates that most people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. However, only a small percentage of Americans (1-3%) are willing to ride if no facilities are present. (<https://www.portlandoregon.gov/transportation/article/158497>) This research into how people perceive bicycling as a transportation choice has indicated that most people fall into one of four categories, illustrated below.

**1-3% Strong and Fearless:** Very comfortable and willing to ride on streets without designated facilities.

**5-10% Enthusiastic & Confident:** Very comfortable, but prefer streets with designated bike lanes.

**50-60% Interested, But Concerned:** comfortable on trails and streets with buffered or separated bike lanes and interested in biking more.

**30% Not Currently Interested:** physically unable or very uncomfortable even on streets with separated bike lanes.

To better meet the needs of the “Interested, But Concerned” cyclist, planners developed the Bicycle Level of Traffic Stress (Bicycle LTS) analysis as an objective, data-driven evaluation model to help identify streets with high levels of traffic stress. The analysis uses roadway network data (i.e. posted speed limit, street width, number of travel lanes, intersection conditions, presence and character of bikeway facilities, and lane use context) to determine bicyclist comfort level.

The combination of these criteria creates four levels of traffic stress for the existing roadway network. The lower the number, the lower the stress and the higher the level of comfort for people on bicycles. LTS 1 & 2 roads are typically the roadways that appeal to the “Interested, but Concerned” cyclists.

#### LEVEL 1: ALL AGES AND ABILITIES

Level 1 includes off-street shared use paths and some very low-stress roadways suitable for all ages and abilities.

#### LEVEL 2: AVERAGE ADULT

Level 2 includes roadways that are comfortable enough that the mainstream adult population would ride a bicycle on them.

#### LEVEL 3: CONFIDENT ADULT

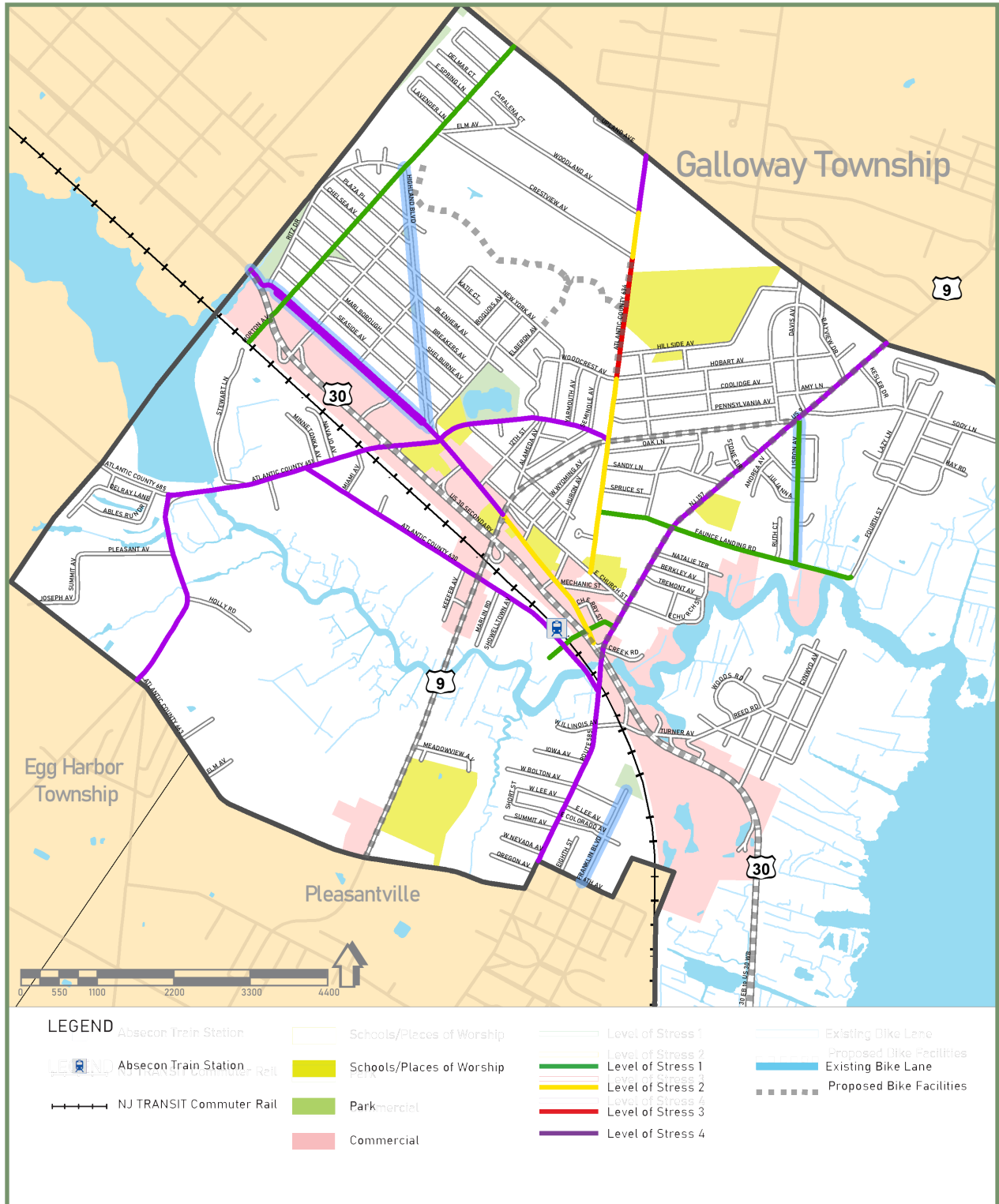
Level 3 includes arterial roadways with bicycle facilities that are probably only comfortable for an experienced, confident bicyclist.

#### LEVEL 4: FEARLESS ADULT

Level 4 includes arterial roadways with no bicycle facilities ridden only by strong or fearless bicyclists.

The Level of Traffic Stress scores shown in Figure 8 illustrate the low stress connections and gaps along the priority corridors in Absecon. The Bicycle LTS results map approximates the user experience for the majority of Absecon residents, however, people may have differing opinions of traffic stress depending on their own experiences.

FIGURE 8: BICYCLE LEVEL OF TRAFFIC STRESS MAP





## 4. PUBLIC ENGAGEMENT





## 4. PUBLIC ENGAGEMENT

Public outreach has been an extensive part of the data collection effort for this project. Though the project team was unable to conduct outreach and solicit feedback in-person because of COVID-19, efforts were promoted virtually both through the Steering Committee's efforts and through the City's social media platforms. These efforts resulted in a strong turnout for both the Public Outreach Survey and the Interactive Map. The Public Outreach Survey (Appendix X) was developed to compile public opinion as well as determine bicycle and pedestrian activities within Absecon and the Interactive Map was developed so that participants could geographically locate specific locations and outline current deficiencies and opportunities from their computer or mobile device.

### STEERING COMMITTEE

A Steering Committee was formed consisting of local, county and state officials, as well as other stakeholders identified by the NJDOT-BSBPP and Absecon. The Steering Committee assisted with identifying deficiencies and opportunities for active transportation facilities within Absecon and provided feedback on potential improvements. Representatives of the following offices, organizations and constituencies were invited to participate:

- Absecon Mayor
- Absecon City Administrator
- Absecon Engineer
- Absecon Tax Assessor
- Absecon Construction Official
- Absecon Police Chief
- Absecon Police Lieutenant
- Absecon Council President
- Absecon Council Member
- Absecon School District
- Public Advocate
- Atlantic County Planner
- South Jersey Transportation Planning Organization
- Cross County Connection TMA
- NJTRANSIT

Three Steering Committee Meetings were held. All were conducted virtually using Microsoft Teams. The first was a kick-off meeting held on June 8, 2020 with the purpose of presenting the scope, goals, and final deliverables of the project, as well as identifying stakeholder roles and

responsibilities. The second meeting, held on September 9, 2020, presented the steering committee with initial data collection efforts and findings. The third Steering Committee meeting, held on November 9, 2020 included a review of the draft recommendations to be included in this report. Meeting minutes from the three meetings are included in Appendix X.

### PUBLIC INFORMATION CENTERS

Throughout the project, two Public Information Centers were conducted in the form of pre-recorded videos which viewers could watch on the project website. The first video, released in August 2020 provided an overview of the project and initial data collection findings. The second video, released during the first week of December provided the recommended improvements to the public. Once both videos were posted on the project website, the public had the ability to provide comments, send messages via the live chat, or submit a comment form through the website to a project team member.



*Due to COVID-19 all meetings were held virtually using Microsoft Teams, to the left is a screenshot from a Steering Committee Meeting*

STEERING COMMITTEE MEETING #1	
01 JUNE	Kickoff Meeting with the Steering Committee

PUBLIC INFORMATION CENTER #1	
03 AUGUST	Video posted on project website for viewing

STEERING COMMITTEE MEETING #3	
05 NOVEMBER	Draft recommendations presented for feedback

# TIMELINE

COMMUNITY SURVEY RELEASE	
02 JULY	Community Survey released to project website for public feedback

STEERING COMMITTEE MEETING #2	
04 SEPTEMBER	Data Collection and Existing Conditions Analysis Results presented

PUBLIC INFORMATION CENTER #2	
06 DECEMBER	Video posted on project website for viewing and feedback.

# 4. PUBLIC ENGAGEMENT

## PROJECT WEBSITE

A project website was developed at the start of the study. The domain name was determined with assistance from the Steering Committee (bikewalkabsecon.com) The pages included on the project site where: About, Resources, Get Involved! FAQs and Contact. Each of these pages hosted a variety of content to get the public information of the studies progress. The site also hosted a “Live Chat” feature that the public could utilize to be put into direct contact with a project team member. This tool was especially vital considering the adjustment that had to be made to public outreach strategies due to COVID-19.

## INTERACTIVE MAP

The interactive map was available from mid-July through August 31st 2020. The map allowed users to geographically locate concerns, identify commonly traveled routes, and recommend potential improvements at specific locations on the map (known as features), with the ability to make comments and review, agree, or disagree with other user comments. There were a total of 45 interactions on the mapping tool. An interaction is defined as adding input into the map or commenting,

agreeing, or disagreeing on an existing feature. Participants that used the mapping tool could choose to place a route by drawing a line or make a comment. The user options in the route tool were: Desired Biking Route, Desired Walking Route and Other. The user options in the comment tool were: Obstruction to Walking, Obstruction to Biking, Desired Destination, Safety Concern, Bike Parking Needed, and Other. Some examples of comments submitted include:

- “Make safe routes so that children can bike or walk to school”
- “I would absolutely be ecstatic if my three sons could have the opportunity to safely ride their bikes safely over route 30. Thank you”
- “Sidewalks are too narrow, in disrepair, and prone to flooding. Safer, more walkable sidewalks would improve pedestrian access to downtown businesses for residents of southern Absecon”

The public input will be evaluated and taken into consideration when developing alternatives. The results from this map can be found in Appendix X.





## 4. PUBLIC ENGAGEMENT

### COMMUNITY SURVEY

The Public Outreach Survey was available on-line through Microsoft Forms. The link to access the survey was posted on the website for the project and advertised through social media. The survey was available from mid-July through August 31, 2020. A total of 21 completed surveys were received. A summary of the data collected is outlined below. For several questions, multiple responses could be selected, therefore percentages will not add up to 100%.

Based on the data collected, 48% of people believe that there are enough destinations within walking and biking distance in Absecon. 38% of respondents noted that if they're walking daily it is for fitness or to walk their dog. When asked what respondents like the least about biking in Absecon, 95% said sharing the road with cars feels unsafe. When asked what respondents like the least about walking in Absecon, respondents answered:

- Tree roots & other hazards make it hard (or impossible) to use sidewalks (52%)
- Sidewalks are right up against speeding cars (52%)
- Cars never stop for me in the crosswalk. (52%)

When asked about what respondents would like to see more of:

- More protection for pedestrians/bicyclists from speeding cars (76%)
- Wider and safer sidewalks (76%)
- Off-street paths (76%)
- On-street bicycle lanes (66%)

When respondents were asked which streets felt unsafe & stressful for pedestrians, more than 71% said that New Jersey Avenue (CR 601) felt unsafe & stressful to walk or bike on. This was followed by Faunce Landing Road and Ohio Avenue with 52% and 48%, respectively.









## 5. RECOMMENDATIONS





# 5. RECOMMENDATIONS

## PEDESTRIAN FACILITY RECOMMENDATIONS

Based on the existing sidewalk inventory completed, and discussed in Section 3 of this report, sidewalks largely exist throughout the priority corridors and are mostly in good condition. There are sections of missing sidewalk along Mill Road (CR 651), Faunce Landing Road, and Lisbon Avenue. Mill Road has two different locations with missing sidewalk; one is along the western portion of the roadway and the other is at the 9/11 Memorial. While there is a walking path through the Memorial there are worn footpaths that show a gap between the walking path and the existing sidewalk just past the Memorial. A paved pedestrian facility is recommended to improve the pedestrian access in this area.

The City of Absecon has previously considered a pedestrian bridge crossing US Route 30 to improve pedestrian access between the train station and downtown. It is recommended that further study into this bridge be continued if it is of interest to the City of Absecon.



# 5. RECOMMENDATIONS

## BICYCLE FACILITY RECOMMENDATIONS

The implementation of bicycle facilities is a critical step towards encouraging cycling in an area as an essential form of transportation. However, it is important that bicycle facilities are designed to be safe, comfortable and useful. According to the New Jersey Complete Streets Guidelines there are five guiding principles to achieve effective implementation:

- **Continuous:** many bicycle lanes disappear at intersections and other stressful locations. To be successful, bicycle lanes must be continuous through these locations.
- **Connected:** Gaps in a bicycle network can discourage potential riders. Bicycle routes should be interconnected to create a robust network that connects where people live and where they want to go.
- **Convenient:** Bicycle networks must conveniently and directly connect cyclists to key destinations to encourage higher rates of cycling.
- **Complete:** A successful network considers what happens when a bicycle ride ends. This means considering how complete a street is, including the presence of sidewalks, bicycle parking, and access to transit
- **Comfortable:** A bicycle network should be comfortable and inviting for riders of all ages and abilities, providing the sense that cycling is a safe and convenient activity.

The New Jersey Complete Streets Design Guide outlines types of on-road bicycle facilities.

The recommended bicycle facilities are proposed to improve bicycle compatibility and accessibility in Absecon. They include a variety of bicycle facility treatments such as “sharrows,” bicycle lanes, buffered bicycle lanes, and shared use paths. Where possible recommendations are intended to be implemented within the existing right-of-way of the roadway as part of re-surfacing, restriping or other roadway reconstruction projects.

Bike lanes are a common on-road bicycle facility and there are several opportunities to install them on roadways throughout Absecon. In locations where sufficient roadway width is available; a buffer could be included between the bike lane and the parking lane or between the bike lane

and the travel lane. A buffer may be preferred by less skilled cyclists when higher traffic volumes and speeds are present.

In locations where space is constrained and bike lanes cannot be accommodated, sharrows are proposed. Sharrows may be used to indicate a shared environment for bicycles and automobiles. Under these conditions, it is recommended that either “Share the Road” signage and Shared Lane pavement markings be incorporated to reinforce the shared lane concept.

The following table outlines the recommended bicycle facilities along with the speed limits and average daily traffic volumes necessary for their recommendation. These recommendations follow the guidelines in the New Jersey Complete Street Design Guidelines. Additional bicycle facilities with design guidance can be found in the New Jersey Complete Streets Design Guide. The proposed alternatives for each priority corridor along with a map of the specific locations can be found in Appendix X.

TABLE 2: FACILITY TYPES & CHARACTERISTICS

Facility Type	Facility Width	Roadway Speed Limit (MPH)	Average Daily Traffic (ADT)
Bicycle Lane	5'	25-35	< 10,000
Buffered Bicycle Lane	5' Bike Lane 3' Buffer	25-45	< 15,000
Separated Two-Way Bike Lane	12'	≤ 45	Any
"Sharrows"	-----	≤ 25	< 10,000
Advisory Bike Lane	5'	≤ 25	< 6,000
Shared-Use Path	10-14'	Any	Any



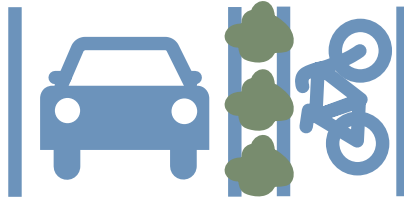
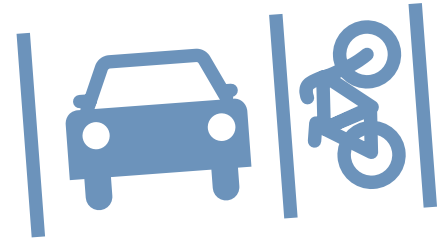


**“Sharrows”**

Also known as shared lane markings, sharrows can be applied to roadways when it is not feasible to have a dedicated bicycle facility. Shared lane markings are used to show that the roadway environment is to be shared between bicycles and automobiles. These markings should not only show that the roadway is shared but should also suggest an area of the roadway where the bicyclist should ride. This helps motorists to anticipate the presence of bicyclists.

**Bicycle Lane**

According to the New Jersey Complete Streets Design Guide, bicycle lanes provide an exclusive space for bicyclists using pavement markings and signage. It is the preference to paint these lanes green to draw awareness to them and further increase bicycle safety. Bicycle lanes are meant for one-way travel and are typically located on both sides of two-way streets and one side of one-way streets. Bicycle lanes can enable bicyclists to ride at their preferred speed, without interference from motorists. The minimum bicycle lane width is 5’ adjacent to a curb.

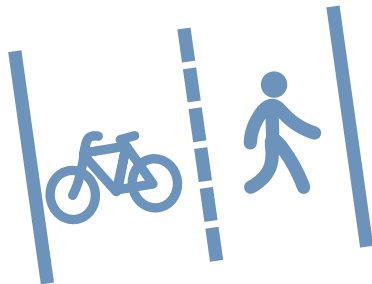
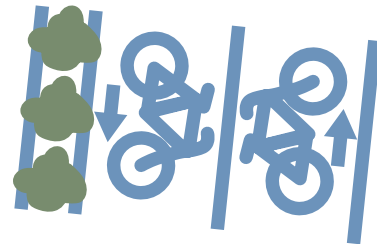


**Buffered Bicycle Lanes**

Buffered Bicycle Lanes follow the same guidelines as typical Bicycle lanes, plus they include a marked buffer space that separates the bicycle lane from the adjacent travel lanes or parking lanes. Buffers decrease the risk of conflict between bicyclists and motor vehicles. These Buffers can be pavement markings or physical objects such as a planter or bollard.

**Two-way separated Bicycle Lanes**

Two-way separated bicycle lanes are physically separated bicycle lanes that allow bicycle movement in both directions on one side of the road. Two-way separated bicycle lanes share many of the same design characteristics as one-way separated bicycle lanes but might require additional considerations at driveway and side street crossings. The preferred width of two-way separated bicycle lanes is 12’, minimum permitted is 10’.



**Shared Use Path**

Shared use paths are similar to bike lanes however, they can be used by other modes of non-motorized transportation such as walking, running or skateboarding. They are also more distinctly separated from the roadway. Shared use paths should be located outside of the roadway pavement width, separated from traffic by either open space or a barrier. Unlike bike lanes, shared use paths are designed for two-way travel. The minimum width for a shared-use path is 10’.

**Advisory Bike Lane (Yield Street)**

Advisory Bike Lanes are also recommended on several corridors in Absecon. This bicycle facility type is outlined in the FHWA Small Town and Rural Multimodal Networks Guide. Advisory Bike Lanes may also be referred to as Yield Streets. They are placed on low-volume low-speed two-way roads. The two travel lanes are converted into one wide lane and an advisory bike lane is striped on either side with dashed striping. Vehicular traffic shares the one wide lane in the middle and as needed (and no bicyclists are present) may go into the bicycle lane when passing a vehicle coming in the opposite direction. There is street signage that can be placed to explain this to drivers and bicyclists on the roadway. It is recommended that the advisory bike lane be 5’ in width, similar to the conventional bike lane.

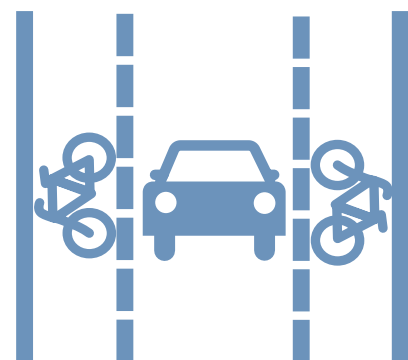
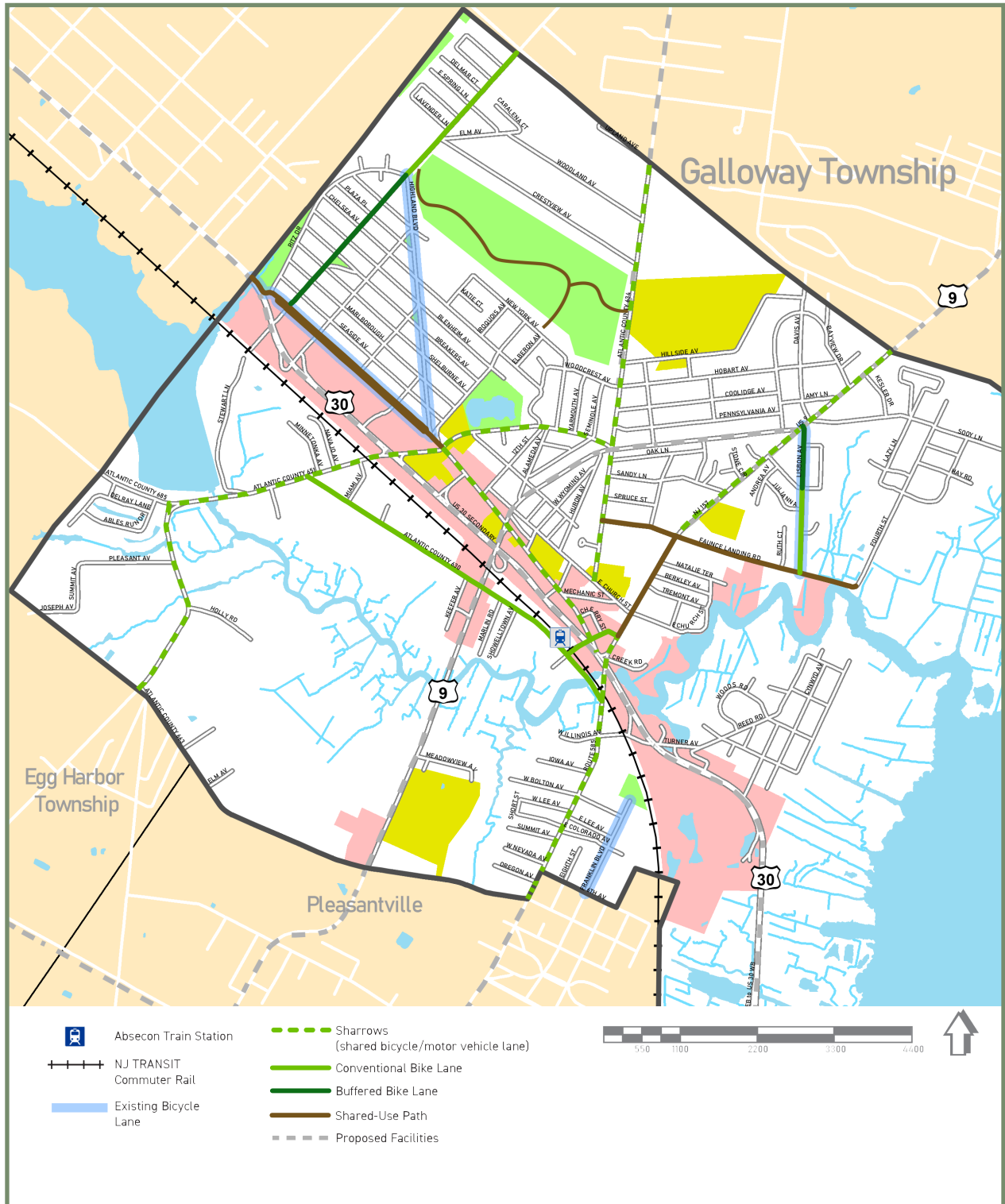


FIGURE 9: BICYCLE NETWORK MAP



## 5. RECOMMENDATIONS

### INTERSECTION RECOMMENDATIONS

Intersections are one of the most critical parts of any transportation network. They are key points for all users as they travel through a street network and can act as important nodes of activity for community life. While they can have positive impacts on community life they also account for the most serious and frequent conflicts between all travel modes. If an intersection does not function properly, it can dramatically reduce mobility and safety for all modes. However, a well-designed intersection that facilitates visibility and predictability for all users can reduce crashes. Intersection design should allow the street space to be effectively shared by pedestrians, bicyclists, and drivers. There are several strategies that can be used to achieve this goal.

Pedestrians are encouraged to cross at signal-controlled intersections. These signalized intersections should be properly delineated for pedestrian crossings. Additionally, crosswalks must be ADA compliant and signalized intersections should include countdown pedestrian signal heads. At intersections within commercial districts and areas conducive to pedestrian traffic, crosswalks should be properly signed and striped, and the use of longitudinal thermoplastic stripes should be considered to delineate crosswalks. Along with signage and striping, signalized intersections should have lighting and where feasible, traffic calming measures. The following are strategies and traffic calming measures recommended throughout Absecon.

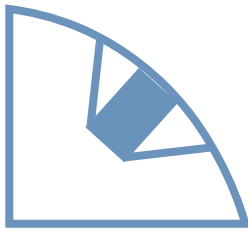




## 5. RECOMMENDATIONS



**High Visibility Crosswalks:** a crosswalk is a portion of a roadway designated for pedestrian to cross streets. The striping of crosswalks is important as it creates a high level of visual contrast with the surface of the roadway to draw both pedestrian and drivers attention. Some striping styles are more visible than others. It is recommended that Absecon use a ladder style striping or red brick paver crosswalks. These have been shown to be the most visible and are recommended in the New Jersey Complete Streets Guidelines.



**Curb Ramps:** ADA guidelines require appropriately designed curb ramps at pedestrian crossings. Curb ramps are essential to provide access at crossings for pedestrians of all ages and abilities. Curb ramps assist in providing a smooth transition from the sidewalk level to the street level and back again. Additional to the curb ramp, detectable warning surfaces should also be included. These warning surfaces assist people with visual impairments determine safe crossing locations.



**Leading pedestrian intervals (LPI)** give pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start pedestrians can better establish their presence in the crosswalk before vehicles have priority to make turns. LPIs provide the following benefits:

- Increased visibility of crossing pedestrians
- Reduced conflicts between pedestrians and vehicles
- Increased likelihood of motorists yielding to pedestrians
- Enhanced safety for pedestrians who may be slower to start into the intersection.



**Rectangular Rapid Flashing Beacons (RRFBs)** are a lower cost alternative to traffic signals and hybrid signals that are shown to increase driver yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings. RRFBs are user-actuated amber LEDs that are recommended at unsignalized intersections or mid-block crossings. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system.

*Intersection recommendations are proposed for the following intersections:*

- Bolton Avenue & South Shore Road (CR 585)
- Illinois Avenue & South Shore Road (CR 585)
- South New Road at Holy Spirit High School
- US 30 & Station Avenue

*Descriptions of these intersection recommendations can be seen on the following page and concepts for each can be found in Appendix X. In addition to the intersections above, it is recommended that the City of Absecon initiate further study and work towards establishing community support for a Roundabout at New Road, Pitney Road & Mill Road.*

## 5. RECOMMENDATIONS

### **BOLTON AVENUE AND LEE AVENUE AT S. SHORE ROAD**

These two intersections are close to NJ TRANSIT bus stops and a park off of Franklin Avenue. Two bicycle/ pedestrian crashes have occurred in this area. It is recommended that additional high visibility crosswalks are implemented across S. Shore Road and also the side streets to increase pedestrian visibility. It is also recommended that RRFBs are implemented at all of the crossings on S. Shore Road at these two intersections. These RRFBs should be user actuated by a push button.



### **NEW JERSEY AVENUE AND S. STATION AVENUE**

The intersection of New Jersey Avenue and S. Station Avenue is within close proximity to the downtown, the train station and two bus stops. Additionally, two bicycle/ pedestrian crashes have occurred in this area. There are two alternatives for this intersection. The first is the closure of the slip lane from US Route 30 onto New Jersey Avenue. This would encourage drivers entering the downtown to use Station Avenue and in turn reduce the speed at which vehicles are entering the downtown. The second options includes the same slip lane closure and adds the closure of the entrance to US Route 30 from S. Station Avenue. The would create a pedestrian plaza that could be utilized by downtown vendors and it would eliminate a vehicular movement at the intersection creating fewer conflict points with pedestrians/bicyclists.



### **S. NEW ROAD AND HOLY SPIRIT HIGH SCHOOL**

S. New Road and Holy Spirit High School is a high volume roadway with several condominium and apartment complexes located across the street. There is no existing crossing at this location and therefore it is recommended that a high visibility crosswalk with RRFBs and the accompanying sidewalk be installed to create a safe crossing for students, parents, faculty and staff to utilize to access the school.



# 5. RECOMMENDATIONS

## CITYWIDE RECOMMENDATIONS

In addition to specific infrastructure projects and related programmatic efforts, some amenities are needed citywide to complete the active transportation network. These amenities should be installed as a matter of policy in conjunction with any project as opportunities arise, or when development occurs. Amenities recommended in this Plan include a comprehensive wayfinding program and secure bicycle parking.

## WAYFINDING

An important step in advertising and promoting bicycle and pedestrian facility improvements is wayfinding signage. The National Association of City Transportation Officials (NACTO) defines a bicycle wayfinding system as comprehensive signing and/or pavement marking that guide bicyclists to their destinations along preferred bicycle routes. Typically, signs are placed at decision points along bicycle routes. Wayfinding signage can make less experienced bicyclists more comfortable in the environment and encourage them to use the safest routes available.

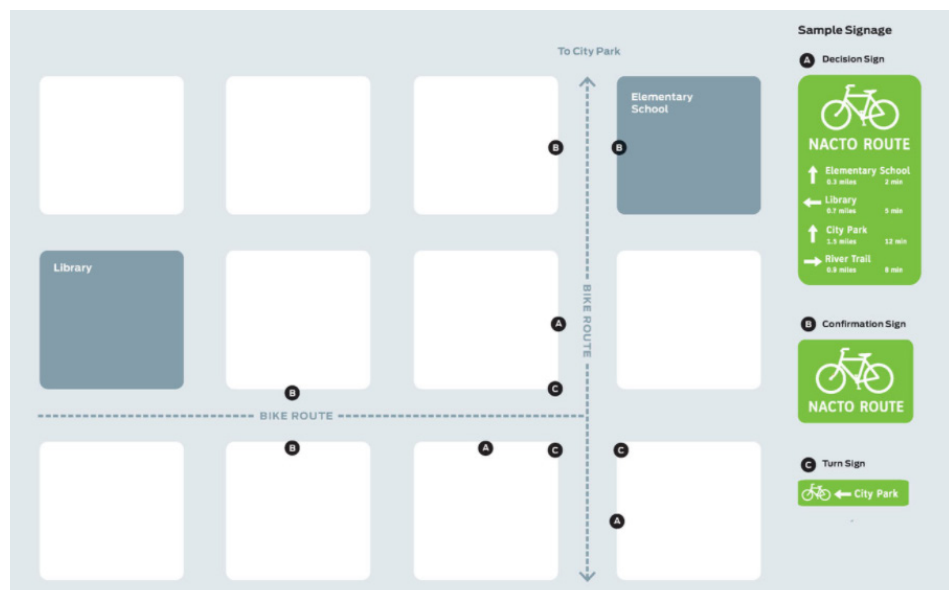
Wayfinding systems can be implemented and designed formally by a local entity such as a municipality or business improvement district.

Benefits:

- Familiarize cyclists with the bicycle network
- Identify preferred routes to key destinations
- Increase awareness of the bicycle network to drivers
- Increases accessibility and convenience of the bicycle network to visitors and casual users
- If mileage and/or travel time information is included it can minimize the tendency to overestimate the amount of time necessary to travel to a destination

The New Jersey Complete Streets Design Guide outlines some design guidance for wayfinding:

- Signage should maintain a clean, visible, and consistent design
- Signs should be on both sides of the street or trail
- Maps should be properly oriented so that the direction the user is facing is at the top
- A “You Are Here” symbol should be included
- Distances should be provided by the time needed to reach the destination



Source: NACTO Bike Route Wayfinding Signage Design Guidance



# 5. RECOMMENDATIONS

## BICYCLE PARKING RECOMMENDATIONS

No bicycling network is complete without convenient and secure bicycle parking. Bicycle parking can take many forms, from a simple bicycle rack to secure storage in a locker or gated area. The Plan recommends the town continue to expand it's bicycle parking as opportunities arise and new development occurs.

### *Short Term Bicycle Parking*

Bicycle parking can be categorized into short-term and long-term parking. Bicycle racks are the preferred device for short-term bicycle parking. These racks serve people who leave their bicycles for relatively short periods of time, typically for shopping or errands, dining or recreation. Bicycle racks provide a high level of convenience and moderate security. The rack types illustrated below and recommended for use in Hammonton are consistent with the School Bike Parking Guide from NJDOT. The Town may also choose to partner with local artist groups to pursue customized racks that serve as bicycle parking in addition to public art. Where possible, on-street bicycle corrals can be used to provide increased bicycle parking where high demand or limited sidewalk space exists.

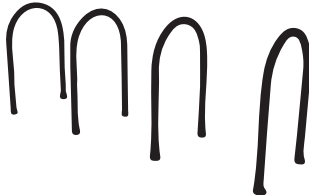
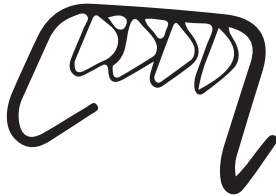
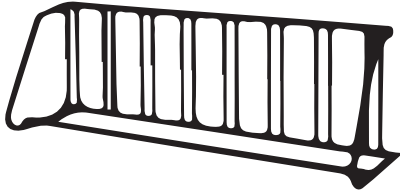
### *Long Term Bicycle Parking*

Long-term bicycle parking includes bike lockers and secure parking areas and serves people who intend to leave their bicycles for longer periods of time. Bike lockers may vary in design and operation including keyed lockers that are rented to one individual on an annual or monthly baseis or e-lockers that can be reserved online in hourly increments and unlocked with a credit card or an access code.

These facilities provide a higher level of security than bicycle racks, and are typically found at transit stations multifamily residential buildings, commercial buildings and in other areas where bicyclists running multiple errands would benefit from a secure place to store parcels in addition to their bicycle.

## POLICY RECOMMENDATIONS

It is recommended that Absecon adopt a Complete Streets policy to assist in the implementation of recommendations from this report as well as continue their momentum with new recommendations and improvements from outside of this report. It is recommended that the City review the Complete & Green Streets for All Model Complete Streets Policy & Guide published by NJDOT.



Source: NJDOT School Bike Parking Guide

## 6. IMPLEMENTATION & EVALUATION



## 6. IMPLEMENTATION & EVALUATION

The recommendations outlined in the Safety Action Plan provide an opportunity to enhance biking and walking throughout Absecon. There are multiple opportunities to improve bicycle and pedestrian access and mobility. The following sections provide guidance on coordination, planning, education, and funding sources that can serve as a resource for advancing and implementing the proposed facilities throughout Absecon.

### COORDINATION

Coordination between Absecon, neighboring communities, and Atlantic County should be initiated to advance improvements for bicycle and pedestrian accommodations on roadways. A potential next step could be the formation of a working group to spearhead a public information campaign and pursue opportunities and resources to support the design and implementation of facilities. The working group would be led by a “Champion” and could assist with advancing priority recommendations and build upon the preliminary network and regional connections identified in this plan, as well as, identify opportunities for improving biking and walking through future development. An alternative to creating a new working group, the tasks around this project could be implemented into the tasks of an existing group.

The working group should create partnerships within the the City of Absecon community to advance the Bicycle and Pedestrian Safety Action Plan. Within the community, businesses, private developers and neighborhood associations can be important allies in providing ongoing support. Partnerships with neighboring municipalities, Atlantic County, and NJDOT can help to achieve consistency in design treatments for roads operated by different agencies.

### EDUCATIONAL PROGRAMMING

To encourage safe use of existing and proposed facilities and more walking and bicycling trips, it is recommended that the City of Absecon promote walking and bicycling and implement educational programs on best practices and safety. Education programs are recommended for all types of users of all ages. Efforts should be made to educate bicyclists, pedestrians and motorists on the rules of the road and how to safely share the road. Widespread education efforts can contribute to safer roadways for all. Encouragement is also needed to promote the spread of bicycling and walking as means of transport, recreation, and physical activity.

Safe Routes to School (SRTS) is a federally funded program with the goal of making it safer for students, including those with disabilities, to walk and bike to school. NJDOT provides funding to schools and communities to improve walking and bicycling conditions to schools through a SRTS Infrastructure Grant Program. At the local levels, assistance to schools and communities with Non-Infrastructure Programs is provided by the New Jersey SRTS Resource Center and the eight Transportation Management Associations.

Cross County Connection is a non-profit Transportation Management Association located in Burlington County that provides free Safe Routes to School (SRTS) programming to its service area, which includes the City of Absecon. Cross County Connection advocates for safe walking and biking to school for students K-12 with educational programs and in-class activities that teach students the rules of the road. Cross County Connection also provides evaluation programs such as walkability audits and the development of School Travel Plans. SRTS and Cross County Connection can provide an educational component to students in The City of Absecon schools. To set up programming, The City of Absecon is encouraged to contact the Safe Routes to School Coordinator at Cross County Connection. Additional SRTS resources can be found on the New Jersey SRTS Resource Center website and the National Center for Safe Routes to School website.



## 6. IMPLEMENTATION & EVALUATION

In addition to SRTS Cross County Connection also provides programming for the Street Smart Campaign. Street Smart is a public education, awareness and behavioral change campaign. The program utilizes visibility enforcement, education and public awareness to address pedestrian safety issues. The goals of this initiative are below.

- Change pedestrian and motorist behavior to reduce pedestrian crashes, injuries and fatalities in New Jersey.
- Educate motorists and pedestrians about their roles and responsibilities in safely sharing the roadways.
- Increase enforcement of pedestrian safety laws.

More information can be found on Cross County Connection and SJTPO's websites.

### PROMOTIONAL ACTIVITIES

A wide variety of programs are available to encourage Absecon residents to walk or bike more often. Below are some recommended educational programs:

**Walk to School Day:** This is one of the most fundamental strategies for encouraging younger residents to walk or bicycle. Although sometimes referred to as “Walk and Roll to School Day,” this event has been popularized in the past as “Walk to School Day,” and the typical focus has been on encouraging walking and biking to school. As one idea, walking and bicycling could be one of the units available in physical education classes. In the fall or spring, physical education teachers could enroll students in walking and bicycling events for a minimum number of miles. Cross County Connection can provide assistance in coordinating Walk to School events.

**Join a Walking or Bicycling Club:** Residents of The City of Absecon can start a club to encourage other residents to log on a certain number of miles per week on foot or bicycling.

**Special Events:** A Walk to School Day is an example of a special event; other examples include Trails Day, Car Free Day, Traffic Safety Day, and Bike to Work Day. Cross County Connection holds an annual Bike to Work Challenge which The City of Absecon residents are encouraged to participate in and potentially win prizes.

**Awareness Campaign:** Public service announcements on cable television, posters, brochures, and bumper stickers promote increased use of walking or bicycling in general for errands, work trips, school and other purposes, or to promote special event days.

**Commuter of the Month:** A The City of Absecon business, public agency, or Cross County Connection could recognize the employee that walks or bicycles to work with the greatest frequency.



**CROSS  
COUNTY  
CONNECTION**

TRANSPORTATION MANAGEMENT ASSOCIATION



**NEW JERSEY  
Safe Routes to School**

## 6. IMPLEMENTATION & EVALUATION

### ENFORCEMENT

An important component of a safe and well-traveled transportation system is an enforcement program for traffic regulations as they apply to each type of roadway user: motorists, bicyclists, and pedestrians. The City of Absecon can improve travel habits and behavior through enforcement. This process should include reviewing current ordinances and traffic regulations to identify elements that may unnecessarily affect certain roadway users, such as bicyclists. As bicycle facilities are installed, it is recommended that local ordinances and regulations be developed or revised to clarify items such as: application of vehicle laws to bicyclists, permitted movements on and across bicycle facilities (e.g., permitted motor vehicle movements across bicycle lanes), bicycling on sidewalks, and bicycle parking requirements.

In addition, a review of enforcement regulations and practices may assist in identifying opportunities to partner with community, county, or state organizations to inform users about safe bicycle travel behavior, such as the required use of helmets by bicyclists under the age of 17 (N.J.S.A 39:4-10.1), the N.J.S.A 39: 4-36 which requires motorists to stop for pedestrians in the crosswalk, or the N.J.S.A 39:4-14.2 which requires bicyclists to ride in single file. For more information on bicycle regulations in New Jersey, visit <http://www.state.nj.us/transportation/commuter/bike/regulations.shtml>

Outreach and promotion through community channels and events is a critical piece in reminding motorists, bicyclists, and pedestrians of applicable laws and recommended travel practices. The Street Smart campaign is one method that could be utilized.

### CAPITAL IMPROVEMENT PROJECTS

The City of Absecon should review their Capital Improvement Projects to determine where bicycle and pedestrian improvements can be integrated. The majority of bicycle facility recommendations outlined within this plan can be implemented as part of regular roadway resurfacing and/or restriping projects. When implemented as part of a larger maintenance or construction project the added cost for roadway markings and signage is minor within the scope of the larger project.

### FUNDING THE IMPROVEMENTS

Several federal and state programs are commonly used to fund bicycle and pedestrian improvement projects. Table 3 below provides a list of programs, the program administrator, who is eligible to apply, and the estimated amount of funding available for an individual allotment. Note: The estimated amounts are based on previous amounts awarded to municipalities and counties. The City of Absecon can use this Implementation Plan to pursue funding through these programs.

South Jersey Transportation Planning Organization (SJTPO) works with its federal partners, NJDOT, its region and other state and local agencies to make travel safer and more reliable for all who use Southern New Jersey's transportation system. To support these efforts, SJTPO solicits candidate projects for implementation several different programs. Details of each can be found in the South Jersey Bicycle & Pedestrian Funding Guide developed by Cross County Connection.

## 6. IMPLEMENTATION & EVALUATION

Many improvements (e.g., installing “Share the Road” or Wayfinding signage or striping a bike lane) can be implemented quickly and at a relatively low cost. There are a number of opportunities for grants to fund bicycle and pedestrian improvements. Additionally, the City should coordinate with Atlantic County on county road projects that run through Absecon.

The recommended concepts for both bicycle and pedestrian projects could be eligible for the following potential funding sources:

**NJDOT Municipal Aid** – Each year NJDOT invites municipalities to apply for funds to go towards road improvement projects. This includes, resurfacing, rehabilitation or reconstruction and signalization. NJDOT has set a goal to award up to 10% of the Municipal Aid program funds to projects such as pedestrian safety improvements, bikeways and streetscapes.

**NJDOT County Aid** – these funds are used for the improvement of public roads and bridges that are under county jurisdiction. Public transportation and other transportation projects are also included.

**NJDOT Safe Routes to School** – provides federal-aid highway funds for infrastructure projects that enable and encourage children in grades K-8, including those with disabilities, to safely walk and bicycle to school. Bonus points on the grant are given to applicants with School Travel Plans, a Complete Street Policy and Transit Village Designation.

**NJDOT Safe Streets to Transit** – provides funds to construct safe and accessible pedestrian linkages to transit facilities, to promote increased usage of transit by all segments of the population.

**NJDOT Transportation Enhancements/ Transportation Alternatives Program** – provides federal funds for community based “non-traditional” transportation projects designed to strengthen the cultural, aesthetic and environmental aspects of the nation’s intermodal system. Bonus points on the grant are given to municipalities that have an adopted Complete Street Policy and Transit Village Designation.

**Sustainable Jersey** – provides capacity building awards to municipalities to support local green teams and their programs to make progress toward Sustainable Jersey Certification.

**New Jersey Healthy Communities Network** – this is a partnership of grantees, funders, and advocate organizations who seek collective impact on a community’s well-being by supporting healthy eating and active living. The Community Grant Program provides the opportunity to develop healthy environments for people to live, work, learn and play by funding policies, projects and programs that support walking and biking.

**New Jersey Transportation Bank** – provides low interest loans to local government units for transportation infrastructure projects. It is a partnership between NJDOT and the New Jersey Infrastructure Bank (I-Bank).

**NJDEP Recreational Trails Grant** – The Federal Highway Administration’s Recreational Trails Program provides financial assistance to states for developing and maintaining trails and trail facilities. New Jersey Department of Environmental Protection administers the program in New Jersey.



# 6. IMPLEMENTATION & EVALUATION

**TABLE 3: FUNDING SOURCES MATRIX**

<i>Program Name</i>	<b>Program Administrator</b>	<b>Estimated Award (\$)</b>	<b>Eligibility</b>	<b>Additional Notes</b>
<b><i>Municipal Aid</i></b>	NJDOT	\$100,000 - \$500,000	Municipalities are eligible to apply for improvement of any public road or bridge governed by the municipality.	
<b><i>County Aid</i></b>	NJDOT	\$5 Million - \$10 Million	Counties are eligible to apply for improvement of public roads and bridges under county jurisdiction.	Each county must develop an Annual Transportation Program. The City of Absecon should coordinate with Atlantic County to list projects on county roads.
<b><i>Safe Routes to School</i></b>	NJDOT	Under \$500,000	Any county, municipality, school, school district, or board of education are eligible to apply.	Funds are intended to be used for projects that facilitate walking and/or bicycling to school.
<b><i>Safe Streets to Transit</i></b>	NJDOT	Under \$500,000	Counties and municipalities are eligible to apply.	
<b><i>Bikeway Grants</i></b>	NJDOT	\$100,000 - \$300,000	Counties and municipalities are eligible to apply	Funds support the State's goal of constructing 1,000 new miles of dedicated bicycle paths.
<b><i>Transportation Enhancements / Transportation Alternatives Program</i></b>	NJDOT	\$100,000 - \$500,000	Counties and municipalities are eligible to apply.	
<b><i>Sustainable Jersey Grants Program</i></b>	Sustainable Jersey	\$1,000 - \$35,000	Municipalities are eligible to apply.	
<b><i>NJHCN Community Grant Program</i></b>	New Jersey Healthy Communities Network	N/A	Municipalities, non-profit organizations, parks and recreation departments, school boards, are eligible to apply.	
<b><i>New Jersey Transportation Bank</i></b>	NJDOT and New Jersey Infrastructure Bank	N/A	Municipalities, counties, regional transportation authorities, or any other political subdivision of the state are eligible to apply.	
<b><i>Recreational Trails Grant</i></b>	New Jersey Department of Environmental Protection	Under \$50,000	Government agencies and non-profit organizations are eligible to apply.	

*\*The estimated award amounts are based on award amounts given in previous years.*

# 6. IMPLEMENTATION & EVALUATION

## IMPLEMENTATION MATRIX

It is recommended that Absecon determine a practical means for implementing the recommendations made in this plan. An Implementation Matrix for the proposed improvements is included as Table 6 to assist Absecon. The Implementation Matrix is intended to assist the City in prioritizing the recommendations for a phased implementation, as well as identifying costs and the appropriate agency to coordinate carrying them out. It can also be affected by other projects that may be occurring in the same space, for example, a road resurfacing project, or new developments.

**TABLE 4: IMPLEMENTATION MATRIX**

Type	Improvement	Location	Timeframe	Cost	Priority	Responsible Agency
<b>Engineering</b>	Sidewalk Installation	Illinois Avenue and S. Shore Road (CR 585)	Short	Low	High	NJDOT
		S. New Road and Holy Spirit High School	Short	Low	High	Absecon/Holy Spirit High School
		Lisbon Avenue	Short	Low	Medium	Absecon
		Mill Road (CR 650)	Short	Low	High	County
	"Sharrows"	Mill Road (CR 650)	Short	Low	High	County
		New Jersey Avenue (from Mill Road to US 30)	Short	Low	High	Absecon
		Pitney Road (CR 634)	Short	Low	High	County
	Bicycle Lane	Lisbon Avenue (from E. Faunce Landing Road to Cordova Drive)	Short	Low	Low	Absecon
		Morton Avenue/10th Avenue (from Highland Boulevard to Upland Boulevard)	Short	Low	High	Absecon
		N. Shore Road/NJ 157 (Station Avenue to US 30)	Short	Low	Medium	NJDOT
		N. Shore Road/NJ 57 (from Absecon City Line to Faunce Landing Road)	Short	Low	Medium	NJDOT
		Ohio Avenue (CR 630)	Short	Low	Medium	County
		S. Shore Road (CR 585)	Short	Low	Medium	County
	Buffered Bicycle Lanes	Station Avenue	Short	Low	High	Absecon
		Lisbon Avenue (from Cordova Drive to N. Shore Road)	Short	Medium	Low	Absecon
	Shared-Use Path	Morton Avenue/10th Avenue (from US 30 to Highland Boulevard)	Short	Medium	Medium	Absecon
		Faunce Landing Road (from N. Shore Road to 4th Street)	Long	High	High	Absecon
		Faunce Landing Road (from Pitney Road to N. Shore Road)	Long	High	Low	Absecon
		N. Shore Road/NJ 157 (Faunce Landing Road to Station Avenue)	Long	High	High	NJDOT
		New Jersey Avenue (US 30 to Mill Road)	Long	High	Low	Absecon
	Bicycle Parking	Key Trip Generators Citywide *see bike parking map for locations*	Short	Low	Medium	Absecon
	Wayfinding/Bike Route Signage	Along all Priority Corridors	Short	Low	Low	Absecon/County/NJDOT
	Rectangular Rapid Flashing Beacons	Bolton Avenue and S. Shore Road (CR 585)	Short	Medium	Medium	County
		Illinois Avenue and S. Shore Road (CR 585)	Short	Medium	Medium	County
		Lee Avenue and S. Shore Road (CR 585)	Short	Medium	Medium	County
		S. New Road and Holy Spirit High School	Short	Medium	High	Absecon/Holy Spirit High School
	High Visibility Crosswalks	Bolton Avenue and S. Shore Road (CR 585)	Short	Low	Medium	County
		Illinois Avenue and S. Shore Road (CR 585)	Short	Low	Medium	County
		Lee Avenue and S. Shore Road (CR 585)	Short	Low	Medium	County
	Bus Turnout	S. New Road and Holy Spirit High School	Short	Low	High	Absecon/Holy Spirit High School
Closure of entrance to US 30	Illinois Avenue and S. Shore Road (CR 585)	Long	Medium	Low	County/NJTRANSIT	
Closure of Slip Lane	Station Avenue and US 30	Long	High	Low	Absecon/NJDOT/NJTRANSIT	
<b>Policy</b>	Adopt Complete Streets Policy	City wide	Short	Low	High	Absecon
<b>Educational</b>	Safe Routes to School	City wide	Short	Low	Medium	Absecon/CCC
<b>Encouragement</b>	Awareness Campaign	City wide	Short	Low	Medium	Absecon/CCC
	Create Complete Streets Working Group	City wide	Short	Low	High	Absecon



**Sam  
Schwartz**