



**Town of Hammonton
Bicycle and Pedestrian
Master Plan**

July 2021



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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 Town of Hammonton (Hammonton) 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 Townwide Bicycle and Pedestrian Master 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.

Why Develop a Bicycle and Pedestrian Master Plan?

Hammonton is a vibrant community committed to improving the quality of life for both residents and visitors by providing walking and bicycling as convenient, comfortable, and healthy modes of transportation and recreation. As a town with a vibrant downtown community and as the blueberry capital of the world, Hammonton draws visitors from across New Jersey and beyond.

The Bicycle and Pedestrian Master Plan is a critical tool for guiding town staff and the development community in building a balanced transportation system that is pedestrian and bicycle friendly and encourages residents to use these modes of transportation. The goal is a shift from driving single occupancy vehicles to more walking and bicycling as a normal part of daily life.

Purpose of the Plan

This Bicycle and Pedestrian Master Plan establishes a long-term vision for improving walking and bicycling in Hammonton. The Plan provides a strategy to develop a comprehensive bicycling and walking network to provide access to transit, schools, and downtown, alongside supporting facilities like bicycle parking and pedestrian amenities. These network improvements are paired with education, encouragement, enforcement, and evaluation programs. This document identifies a plan to implement these projects and

programs through prioritization and phasing to ensure implementation is manageable and fundable. This Plan represents a long-term, aspirational vision for walking and bicycling in Hammonton, and recognizes that limited funding and resources will require phased implementation of the proposed improvements over many years.

The Plan process provided opportunities for elected and appointed members of the Town’s Boards, Commissions, and the public to participate in the development process of the Plan by evaluating, commenting and suggesting ideas for walking and bicycling. Ideally, this Plan should be reviewed every few years to update maps, project lists, and priorities as facilities are completed and to keep pace with the development landscape.



A circular inset image showing a street scene. In the center is a tall, ornate clock tower with a white clock face. To the left of the clock tower is a red and white triangular yield sign. Below the yield sign is a blue and white 'No Parking' sign. In the background, there are trees, a building with a steeple, and a street with a crosswalk. The text '2. VISION & GOALS' is overlaid in white with a dark blue outline.

2. VISION & GOALS

2.1 Overview

The goals of the Plan reflect the priorities expressed by the community throughout the public outreach phase of the Plans development. Discussions with Town departments, best practices across the state, and input from community stakeholders have shaped the proposed strategies and policies intended to help the Town achieve these goals.

All of the following goals, strategies and policies support the larger townwide “Complete Streets” policy, which instructs staff to consider the needs of all modes of travel when developing any transportation facility. The goals, strategies, and policies are designed to guide the work of Town staff and elected officials, partner agencies, and private developers to improve the livability, economic vitality, and non-motorized accessibility for residents and visitors throughout Hammonton. Reducing the amount of driving and automobile ownership is an overarching vision embodied in the Plan.

2.2 Vision

Hammonton is a community where walking and bicycling is the optimal and safe choice for active transportation.

2.3 Goals

1: Increase Access and Favorability.

Design bicycle and pedestrian facilities that are accessible and comfortable for all people of all ages and abilities to use.

Performance Measures:

- Increase the share of people walking and bicycling to work to 5% by 2025 and 10% by 2040.
- Increase the share of students walking or bicycling to school to 10% by 2025 and 20% by 2040.
- Reduce the number of severe and fatal collisions.
- Complete Short Term projects recommended in this Plan by 2030 and High Priority projects by 2040.

2: Maintain and Expand the Network

Identify, develop and maintain a complete and convenient bicycle and pedestrian network.

Performance Measures:

- Complete Studies recommended in this Plan by 2040.
- Double the number of short-term and secure long-term bicycle parking locations by 2040
- Maintain adequate pavement quality, striping, and sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities.
- Start tracking and begin publishing annual bicycle and pedestrian counts by 2025.

3: Support a Culture of Walking and Bicycling

Increase awareness and support of bicycling and walking through programs and townwide initiatives.

Performance Measures:

- Increase the share of people walking and bicycling to work to 5% by 2025 and 10% by 2040.
- Increase the share of students walking or bicycling to school to 10% by 2025 and 20% by 2040.



3. HAMMONTON TODAY...

3.1 How it started...

The Town of Hammonton, located in Atlantic County, New Jersey is a town of approximately 15,000. It is located between Philadelphia and Atlantic City, and is along the former route of the Pennsylvania Railroad which is currently used by NJTRANSIT's Atlantic City Line. Hammonton has a thriving downtown area surrounded by Blueberry fields. The town is also famously known as the Blueberry Capital of the World. Based on the existing street network, the locations of schools, transit stops and stations, and the downtown area along with feedback from the Steering Committee and the public, ten (10) priority corridors were identified for this plan. These corridors are:

- Central Avenue (CR 542)
- Bellevue Avenue/12th Street (SR 54)
- Egg Harbor Road (CR 602)/Moss Mill Road
- Fairview Avenue/13th Street
- Chew Road
- 1st Road
- 2nd Road
- Main Road
- Park Avenue
- Broadway

In addition to the roadways listed above, Old Forks Road, Walnut Street, Road to Excellence, 4th Street, and Seagrove Avenue were considered for bicycle facility recommendations but were not included in other analyses and are not considered Priority Corridors.

It is important to note that County Roads are under

the jurisdiction for maintenance and improvements by Atlantic County, while municipal roads are the responsibility of Hammonton. However, for the implementation of bicycle facilities that require pavement markings an agreement would be made between Atlantic County and Hammonton in which the municipality would be responsible for the installation and maintenance of those markings.

To identify potential deficiencies that need to be addressed during the development of the Bicycle and Pedestrian Master Plan, the project team performed an assessment of the existing conditions of Hammonton's key corridors and intersections. The data collected includes sidewalk conditions and widths, bicycle compatibility, intersection geometry and signal timings, road widths, and speed limits. For the inventory an initial desktop review was performed, followed by a field visit on Monday, May 18, 2020, of all priority corridors.

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. This data was utilized during the existing conditions analysis to provide a bicycle level of traffic stress analysis, identify safety concerns, and determine appropriate improvement treatments. The inventoried roadway data can be found in Appendix X.



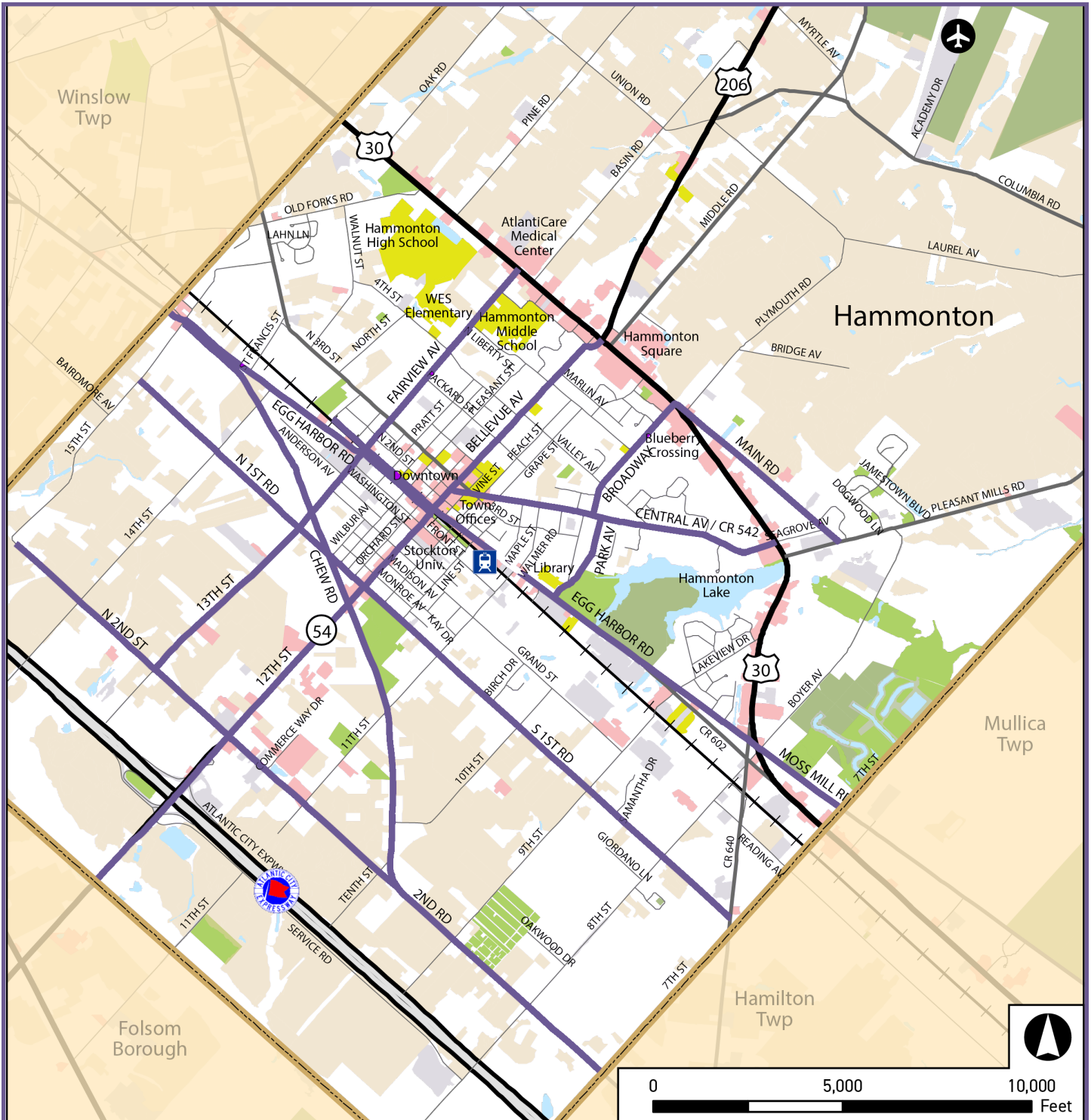


Figure 1: Priority Corridors Map

3.2 Data Collection & Analysis

Bicycling and Walking Today...

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 Hammonton, there are not any existing facilities that connect to a larger regional network. The Atlantic County Master Plan identifies two NJDOT proposed facilities, one on US 30 and the other on State Route 54. There are no proposed facilities by the County on County Roadways.

The proposed facility on State Route 54 has completed the Concept Development phase and is anticipated for construction in the next couple of years. The Limited Scope Concept Development Project through NJDOT for State Route 54 spans from US 40 to US 30. It recommends improvements to the intersections along the roadway, sidewalk improvements and the striping of the 6' bicycle compatible shoulder.



Existing Shared-Use Path on Moss Mill Road

Existing and Future Bicycle and Pedestrian Facilities

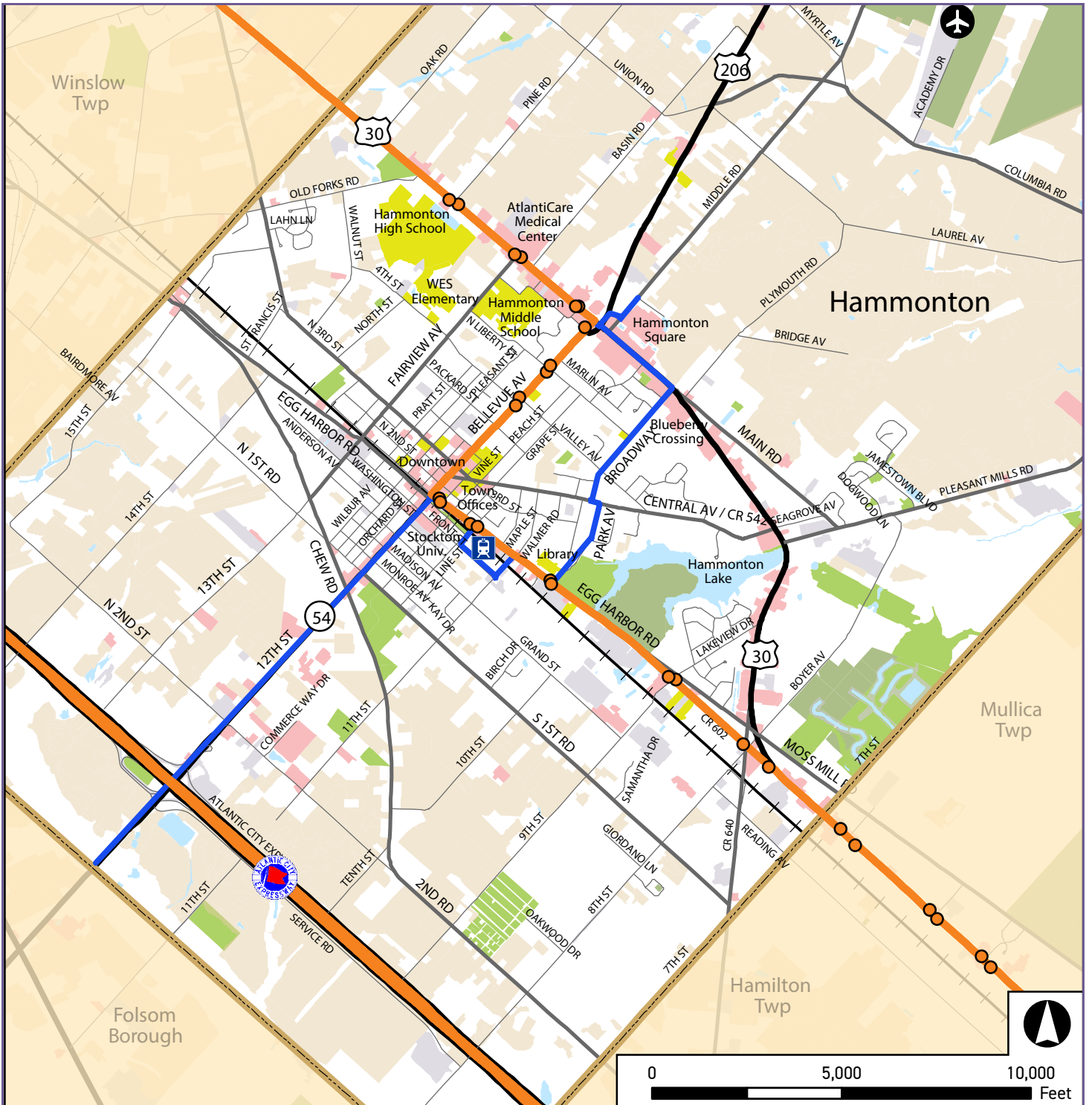
Locations of existing bicycle and pedestrian facilities were inventoried throughout Hammonton, in addition, information was provided by the Town on planned multimodal infrastructure projects. Currently, Hammonton has an inconsistent sidewalk network with several neighborhoods offering incomplete or missing sidewalk networks. The following summarizes the existing and proposed multimodal facilities.

Existing:

- South Egg Harbor Road and Moss Mill Road, Shared use path from Moss Mill Road to Hammonton Lake Park baseball field along S. Egg Harbor Road and then along Moss Mill Road to Lakeview Drive. The path is on the westbound side and is protected by concrete parking blocks typically used in parking lots.
- Hammonton Lake Park/Smith Conservation Area Trails, there are three bicycle and pedestrian paths, all of which have entrances on Egg Harbor Road.

Proposed:

- Bike Path Extension: The Town is planning to extend an existing bike path. This path will run along 11th Street starting at the entrance to the train station, it will then continue onto the old Reading Railroad right-of-way until it reaches Veterans Way, it then turns left and ends at Egg Harbor Road.



- | | | | |
|--|--------------------------|--|------------------------------|
| | NJ TRANSIT Bus Routes | | Schools & Civic Institutions |
| | NJ TRANSIT Bus Stops | | Commercial Areas |
| | Hammonton Train Station | | Industrial Areas |
| | NJ TRANSIT Commuter Rail | | Agriculture |
| | Atlantic County Shuttle | | Parks |

Figure 2: Regional Connections Map

3.3 Crashes

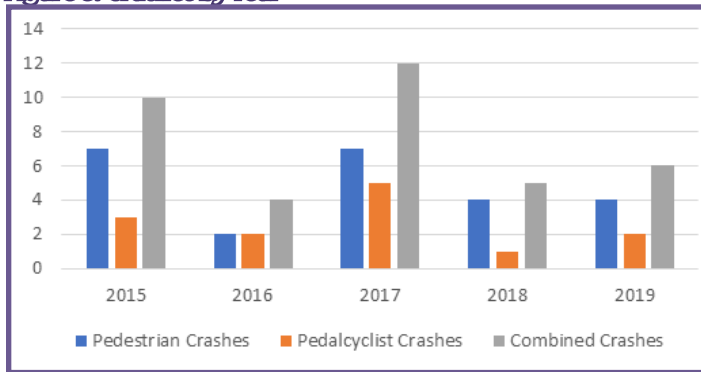
The bicycle and pedestrian crash review was prepared using crash records obtained for the most recent five-year period available (2015-2019) from NJDOT Safety Voyager crash database, provided in Appendix X. Over this period, there were 39 crashes in the Town of Hammonton that involved pedestrians or pedalcycles (bicyclists and other cyclists including riders of non-motorized vehicles of any number of wheels, powered solely by pedals). Of those 37 crashes, 24 (65%) involved pedestrians and 13 (35%) involved pedalcycles.

The crash data is summarized in the figures and tables below. Additionally, a table summary containing data from each crash, along with a crash location map is included in Appendix X. Results of the crash review will be considered during the development of potential safety improvement alternatives to mitigate overrepresented crash types at specific locations and identified safety concerns.

Crashes by Year

Figure 3 below shows the distribution of pedestrian and pedalcyclist crashes within the Town of Hammonton over the latest five years of available crash data.

Figure 3: Crashes by Year



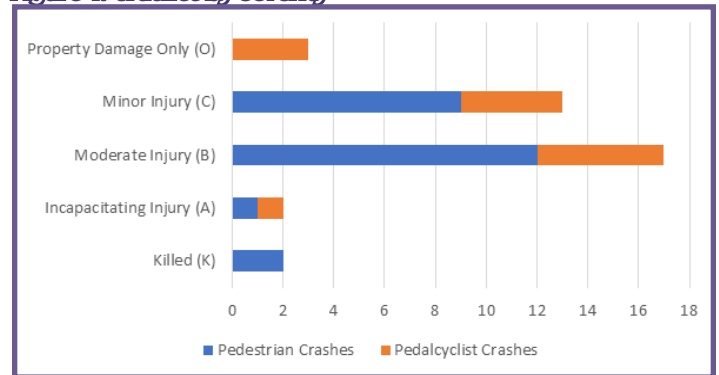
Crashes by Route

Pedestrian and pedalcyclist crashes were predominantly concentrated along major state highways and county routes in Hammonton. 48% of crashes occurred along two roadways (NJ 54 and US 30).

Crash Severity

Pedestrian and pedalcyclist crashes were analyzed based on injury severity. Figure 4 below shows a distribution of pedestrian and pedalcyclist crashes by injury severity based on the KABCO injury severity scale. Pedestrian crashes were more severe, with 62% of crashes resulting in a moderate injury or worse, while 46% of bicycle crashes involved a moderate or incapacitating injury with no deaths. Roadway conditions and locations of severe crashes (those involving deaths and incapacitating injuries) are noted, as pertinent, within this crash review summary.

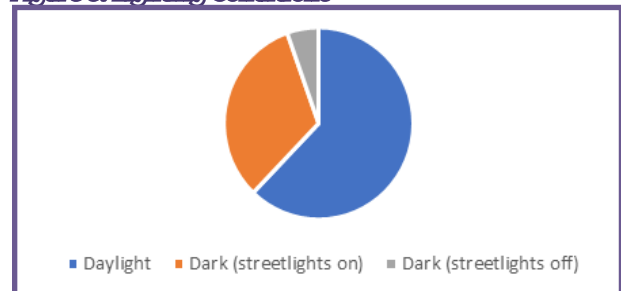
Figure 4: Crashes by Severity



Lighting Condition

The roadway lighting condition was obtained from each pedestrian and pedalcyclist crash record. A distribution of crashes by lighting condition is shown in Figure 5 below. The majority of crashes occurred during daylight hours. While streetlights were noted as on during most nighttime crashes, there were two crashes reports without streetlights on.

Figure 5: Lighting Conditions



3.4 User Experience and Perceived Comfort

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.

Bikeways are considered low stress if they involve very little traffic interaction by nature of the roadway's vehicle speeds and volumes (e.g. a shared low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bike facility and travel lane on roadways with higher traffic volumes and speeds (e.g. a separated bikeway on a major street).

Types of Bicyclists

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 provided. (<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 comfortable even on streets with separated bike lanes.

Bicycle Level of Traffic Stress (Bike LTS)

To better meet the needs of the “Interested, But Concerned” bicyclist, 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 bike facilities, and lane use context) to determine bicyclist comfort level.

The combination of these criteria creates four level 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.

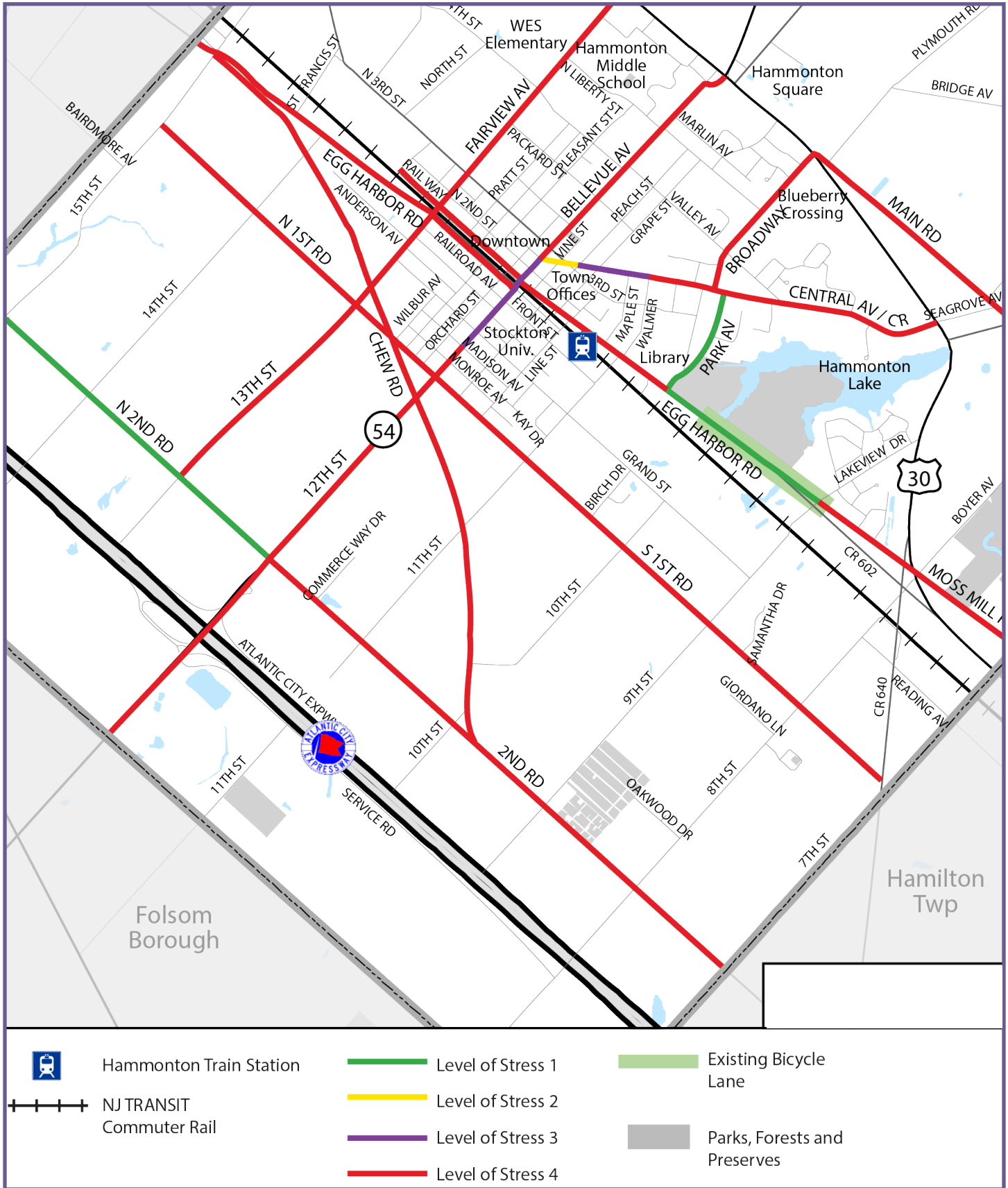
Level 4: fearless adult

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

Results

The Bicycle LTS results map approximates the user experience for the majority of Hammonton residents, however people may have differing opinions of traffic stress depending on their own experiences.

Figure 6: Bicycle Level Of Traffic Stress Map





4. PUBLIC ENGAGEMENT

4.1 Meetings

Engaging the Hammonton community was a priority throughout the Plan development process. A variety of outreach opportunities were used to seek input from Hammonton residents and community members. Ongoing outreach ensured a continuous feedback loop that informed the final implementation matrix and overall goals. Though the project team was unable to promote outreach in-person due to the COVID-19 Pandemic, efforts were promoted virtually both through the Steering Committee's efforts and through Town Social Media platforms. This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received.

Steering Committee

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

- Mayor of Hammonton
- Hammonton Town Administrator
- Hammonton Engineer
- Hammonton Public Works
- Hammonton Public Safety
- Hammonton Parks & Recreation
- Hammonton Green Team/Environmental Commission
- Hammonton BPAC / Kickstand Crew
- Hammonton School District
- Main Street Hammonton
- Atlantic County Planner
- South Jersey Transportation Planning Organization
- NJTRANSIT
- Cross County Connection TMA

Two Steering Committee Meetings were held. The first was a kick-off meeting with the purpose of presenting the scope, goals, and final deliverables of the project, as well as, identifying stakeholder, roles and responsibilities. This meeting was held on June 10, 2020. The second meeting, held on September 10, 2020, presented the Steering Committee with initial data collection efforts and findings.

Public Information Centers

Throughout the project, three public information centers (PIC) were held to present results to the public and to receive additional input and feedback. All meetings were held virtually due to COVID-19. These PICs were held on July 29, 2020 September 30, 2020 and November 30, 2020. Each of these meetings presented a different component of the project. The first PIC presented the data collection efforts, the second presented the existing conditions analysis components and the third described the recommended improvements that would be included in this report. At each of these meetings the public had the opportunity to ask questions and provide feedback. These meeting materials from all the public outreach efforts can be found in Appendix X.



4.1 Meetings (cont.)

Meetings with Local Officials

The Project Team attended one meeting of the Public Works & Transportation Committee (August 20, 2020), one meeting of the Planning Board (January 20, 2021), and one meeting that hosted a variety of municipal officials and representatives from the City Council and Planning Board (January 28, 2021). These meetings provided individuals on these committees/boards an opportunity to learn about the progress of the project, potential recommendations to be included, and provide feedback on all aspects of this project.

4.2 Digital Engagement

Project Webpage

A project webpage was developed at the start of the study. It was developed by the Town of Hammonton and was a page included in their existing municipal website. This page was used to post links and information about the project. The meeting registrations and recordings were also advertised on this webpage. The name of the webpage was determined with assistance from the steering committee (<https://www.townofhammonton.org/bike-ped-planning/>) Bike/Ped Planning was chosen because this page can not be utilized to track and advertise their future efforts.



Questions and Answers!
 Submit your questions through **the chat**
 Or send an email to info@townofhammonton.org

www.townofhammonton.org/bike-ped-planning

TOWN OF HAMMONTON
 Sam Schwartz

4.2 Digital Engagement (cont.)

Interactive Map

In addition to the public outreach survey, an interactive map was developed using WikiMap. The map was available from mid-July through August 31st 2020. There were a total of 157 interactions with the mapping tool. An interaction is defined as placing something on the map, using the “Agree” or “Disagree” button on an existing feature, or commenting on an existing feature.

Individuals that went to the mapping page could choose to place a route or make a comment. The options in the route tool were: Desired Biking Route, Desired Walking Route and Other. While the options in the comment tool were: Obstruction to Walking, Obstruction to Biking, Desired Destination, Safety Concern, Bike Parking Needed, and Other. These locations will be evaluated and taken into consideration when developing alternatives. The results from this map can be found in Appendix X.

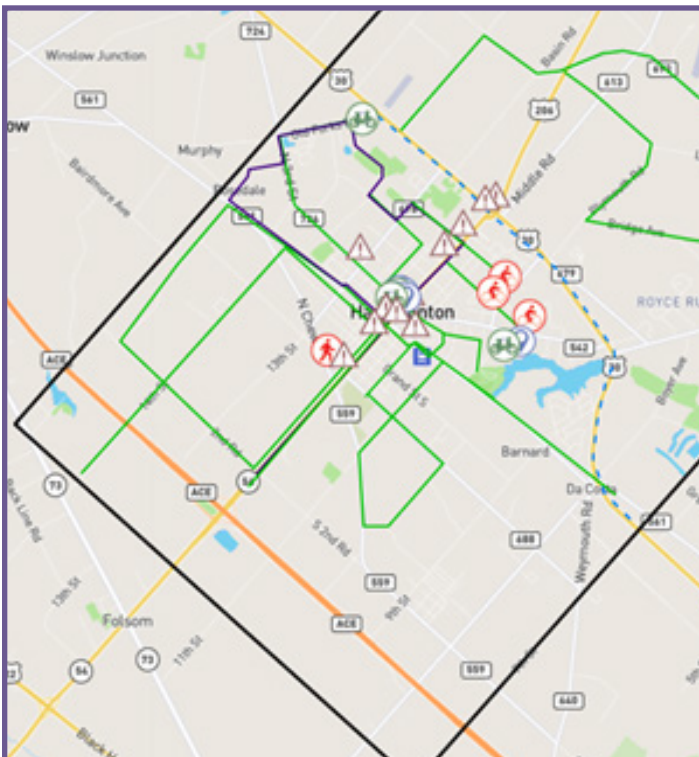
Public Outreach Survey

The Public Outreach Survey was available online through Survey Monkey. The link to access the survey was posted on the webpage for the project and advertised through social media. The survey was available from mid-July through August 31st, 2020. A total of 69 completed surveys were received.

Based on the data collected, 59% of people believe that there are enough destinations within walking and biking distance in Hammonton. While respondents also note that if they are walking it is more frequently for dog walking or fitness. When asked what respondents like the least about walking in Hammonton, 50% said that tree roots & other hazards make it hard (or impossible) to use sidewalks, while 68% of respondents stated the thing they like the least about biking is that sharing the road with cars feels unsafe.

When asked about what respondents would like to see more of, 60% said they would like to see more protection for pedestrians/bicyclists from speeding cars and off-street paths. 55% of respondents said they would like to see on-street bicycle lanes.

Respondents were asked which streets felt unsafe & stressful for pedestrians, more than 50% said that Egg Harbor/Moss Mill Road, Chew Road, 1st Road, 2nd Road, Central Avenue, Bellevue Avenue/12th Street, and Fairview Avenue/13th were unsafe & stressful to walk or bike on.





**5. HAMMONTON
TOMORROW...**

5.1 Pedestrian Facility Recommendations

Inventory of the existing sidewalk was conducted on the ten priority corridors identified. The inventory included determining if there were areas with missing sidewalk, and areas where sidewalks are not compliant with the Americans with Disabilities (ADA) Act.

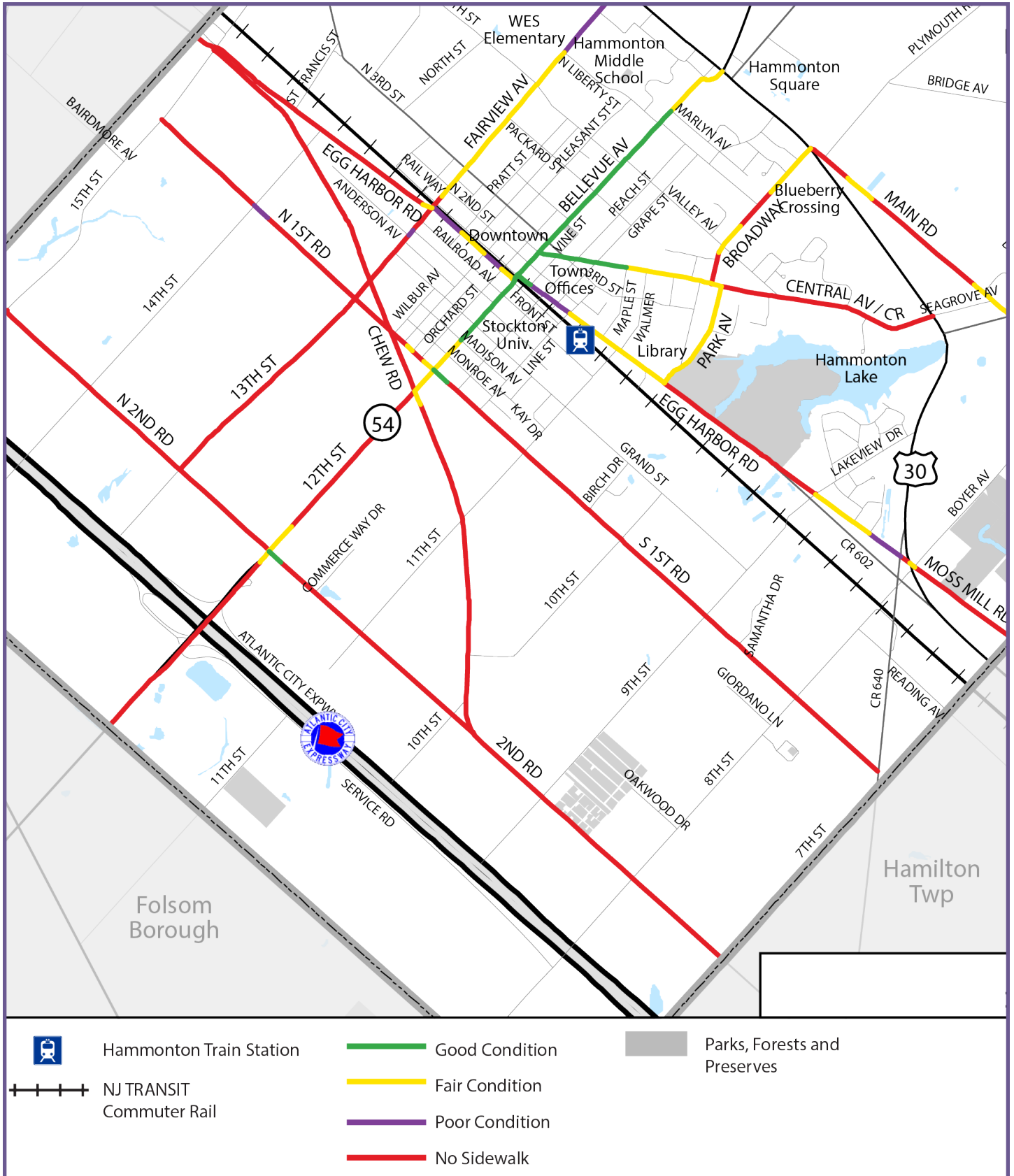
Based on the sidewalk condition inventory, Hammonton has an extensive sidewalk network. However, some sidewalks have missing connections. The inventory collected locations of missing sidewalks, sidewalk width, and sidewalk conditions.

Central Avenue (CR 542) has good sidewalk conditions throughout the corridor except for a section between Broadway (CR 680) and White Horse Pike (US 30), where the sidewalk is missing. Other corridors with missing sidewalks include: a section between the Hammonton Town Border and Chew Road (CR 559) on Bellevue Avenue, three sections on Egg Harbor Road (CR 602), a section between the Hammonton Town Border and 12th Street on Chew Road, a section between the Hammonton Town Border and Pleasant Mills Road on Main Road, two sections on Broadway, a section between Central and Valley Avenue and a section Liberty and Brynmaur Avenue, and the entire 2nd Road corridor. There is only one section between Grape Street and 13th Street on Egg Harbor Road with poor sidewalk conditions.

In addition to the priority corridors, it is also recommended, that Hammonton close existing gaps on Old Forks Road, Walnut Street, and 4th Street due to the presence of the Elementary School.



Figure 7: Sidewalk Inventory Map



5.2 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 properly designed to ensure that they are safe, comfortable and useful to most people. 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 bicycling 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 Hammonton. They include a variety of bicycle facility treatments such as “sharrows,” bicycle lanes, buffered bicycle lanes, and shared use paths. The recommendations are intended to be implemented within the existing cross-section 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 Hammonton. 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 bicyclists 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 “Share the Road” signs and Shared Lane Markings be incorporated to reinforce the shared lane concept.

The following table outlines the recommended bicycle facilities and roadway conditions necessary for the recommendation. These recommendations follow the guidelines in the New Jersey Complete Street Design Guide. Additional bicycle facilities with design guidance can be found in the New Jersey Complete Streets Design Guide. The proposed cross section alternatives for each priority corridor can be found in Appendix X. Many of the locations have several alternatives, guidance from the State of New Jersey should be utilized to determine which alternative will be best for Hammonton.

Table 1: Bicycle Facility Types

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, are used on 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 exactly where on the roadway 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 typically are 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 with no-on street parking 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. The preferred width of a buffered bicycle lane is 5'.

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 buffered bicycle lanes but might require additional considerations at driveway and side street crossings. The preferred width of two-way separated bicycle lanes is 12', the 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 Hammonton. 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 lane in the middle and as needed (with no bicyclists 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.

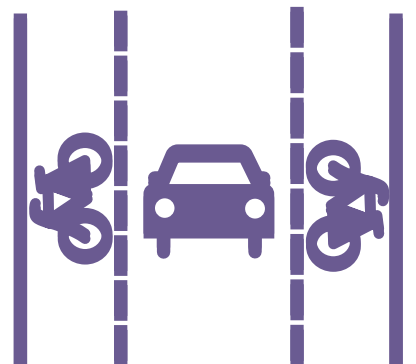
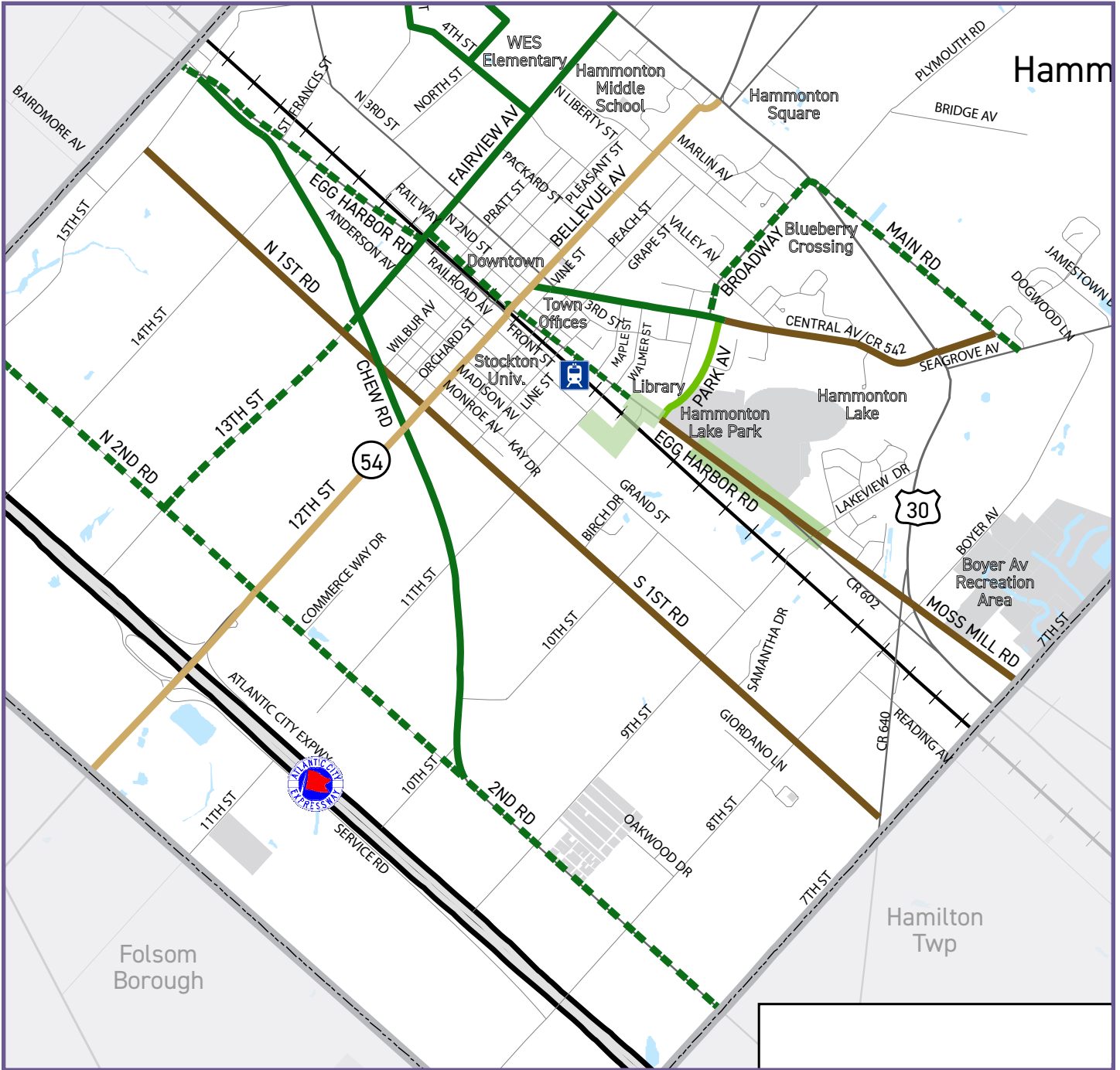











Figure 8: Bicycle Network Map



	Hammonton Train Station		Sharrows (shared bicycle/motor vehicle lane)
	NJ TRANSIT Commuter Rail		Advisory Bike Lane
	Other Facilities*		Conventional Bike Lane
	Parks, Forests and Preserves		Buffered Bike Lane
			Shared-Use Path

*Bicycle Facilities that are existing, under-construction or seeking funding.

5.3 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 is not functioning 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.

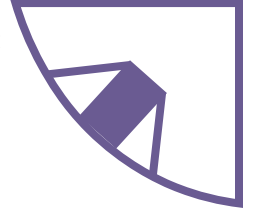
Pedestrians are encouraged to cross at signal-controlled intersections. These signalized intersections should be properly delineated for pedestrian crossings. Additionally, crosswalks must be ADA compliant and signalized intersections should include countdown pedestrian signal heads. At intersections 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 and traffic calming measures. The following are different strategies and traffic calming measures recommended throughout Hammonton.



High Visibility Crosswalks: A crosswalk is a portion of a roadway designated for pedestrian to cross streets. The striping of crosswalks is important, 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 Hammonton 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 all pedestrian crossings. These curb ramps are essential to provide easy 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 to determine safe crossing locations.



Curb Extensions: are an example of a traffic calming measure. These can also be referred to as bulb-outs or bump-outs. A curb extension extends the curb line and sidewalk into the existing roadway, thus expanding the available pedestrian realm. The benefits of curb extensions include the following:

- Increased visibility for pedestrians and drivers
- Reduction of pedestrian crossing distance
- Traffic calming
- Shields on-street parking from intersection
- Expands pedestrian realm



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 crosswalks, they can be activated by pedestrians manually by a push button or passively by a pedestrian detection system.

5.3 Intersection Recommendations (cont.)

Leading Pedestrian Interval (LPI):

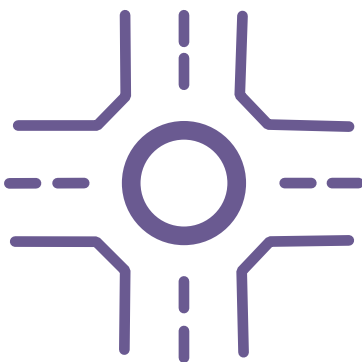
give pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. LPIs provide the following benefits:



- 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.

- Safer pedestrian crossings. There are also a reduced number of vehicle/pedestrian conflict points. With a pedestrian refuge island, pedestrians cross one direction of traffic at a time.

Roundabouts have also been shown to improve operations of roadways. This can be attributed to the fact that vehicles do not need to come to a complete stop when traveling in a roundabout, therefore vehicles typically experience less delay than in other types of intersections. Additionally, roundabouts do not have as many on-going maintenance costs when compared to signalized intersections.



Roundabout: recently the modern roundabout has been recommended as an alternative to traditional signalized intersections for several reasons. The primary reason to recommend a modern roundabout is because they have been shown to reduce the frequency

of certain crash types as well as reduce crash severity. According to the FHWA Roundabout Informational Guide, within acceptable parameters, roundabouts provide better operational performance than a signal in terms of stops, delay, vehicle queues, fuel consumption, safety, and pollution emissions. The safety benefits of modern roundabouts are attributed to several factors:

- A reduced number of vehicle conflict points. There are 32 conflict points for a conventional intersection and only eight conflict points for an equivalent roundabout.
- Reduced number of crashes. Speeds in roundabouts are generally slower giving motorists more time to assess potential conflicts and react. Reduces right angle and head-on crashes.
- Reduces crash severity. The lower speeds entering roundabouts reduce crash severity. Right angle and head-on crashes typically create the most severe injury types.

Raised/Textured crossings and intersections: increase driver awareness to the presence of pedestrians. They force vehicular traffic to slow down as they pass through the crossing or intersection. This strategy has also been shown to increase the rate at which motorists comply with the “stop for pedestrians law” per the New Jersey Complete Streets Design Guide. Raised crossing and intersections work best when applied on minor streets with access to major pedestrian destinations, such as routes to school.

Intersection recommendations are proposed for the following intersections:

- US 206 / US 30 / NJ 54
- Vine Street and Egg Harbor Road
- Cherry Street / Line Street / Egg Harbor Road
- Central Avenue / Third Street / Vine Street

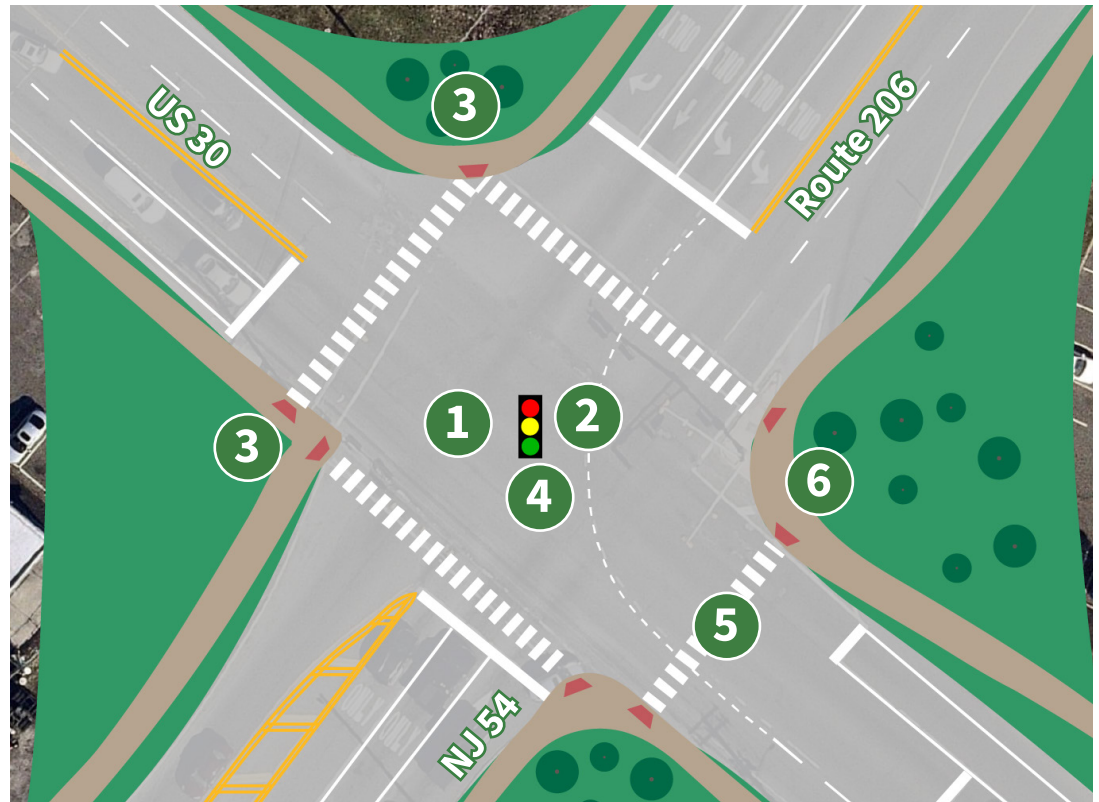
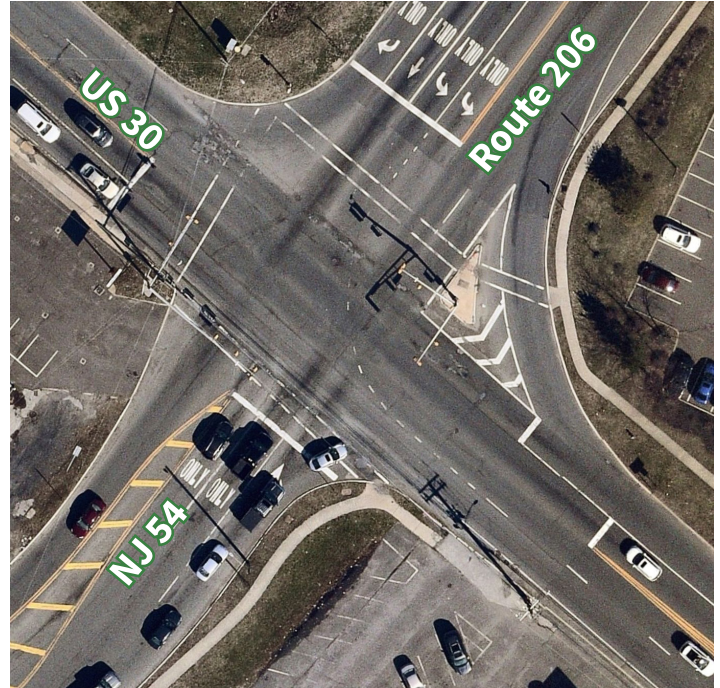
Concepts for each of these recommendations can be found on the following pages. These recommendations have been vetted by NJDOT Traffic Engineering. Additional consideration in the future should be given to the US 30 corridor through Hammonton as a whole.

Recommendations for signalized intersection timings can be found in Appendix X.

5.3 Intersection Recommendations (cont.)

US 206, US 30, and NJ 54

- 1 Installation of Pedestrian Signal Heads and Push Buttons
- 2 ADA Compliant Curb Ramps
- 3 Sidewalk Installation
- 4 Curb Extensions
- 5 Installation of crosswalk on the eastern side of US 30
- 6 Removal of existing slip lane



5.3 Intersection Recommendations (cont.)

Vine Street and Egg Harbor Road

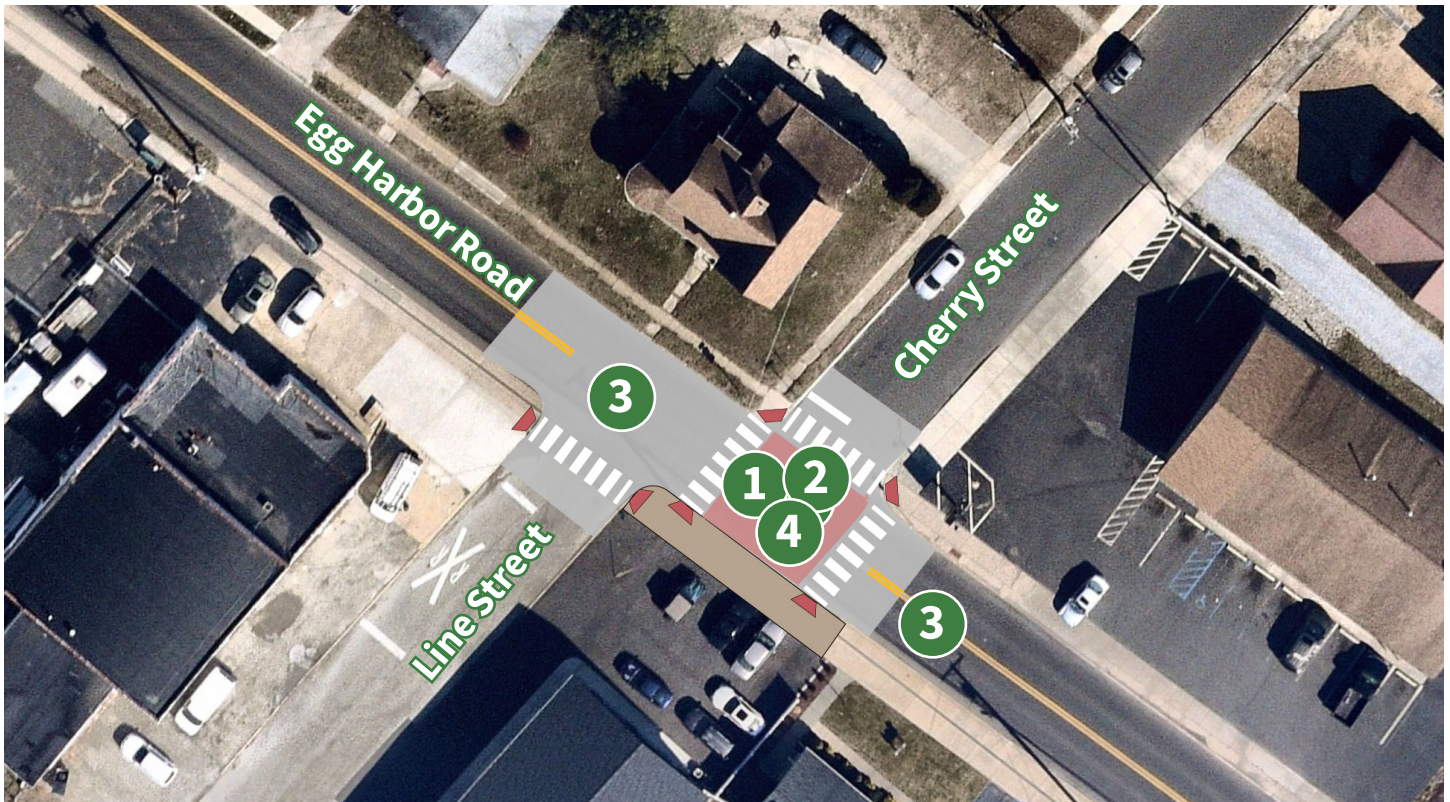
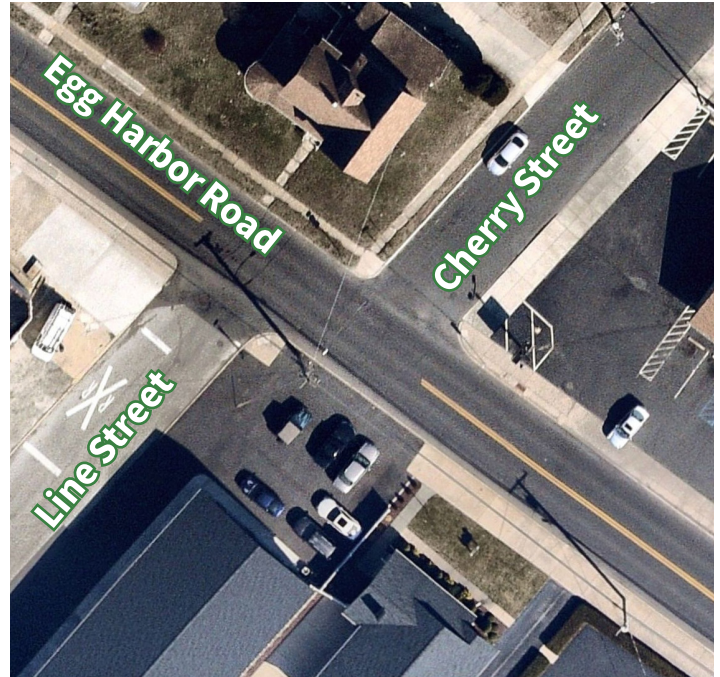
- 1 Installation of High Visibility Crosswalk
- 2 ADA Compliant Curb Ramps
- 3 Installation of Rectangular Rapid Flashing Beacons (RRFB)
- 4 Installation of textured intersection
- 5 Bus Turnouts



5.3 Intersection Recommendations (cont.)

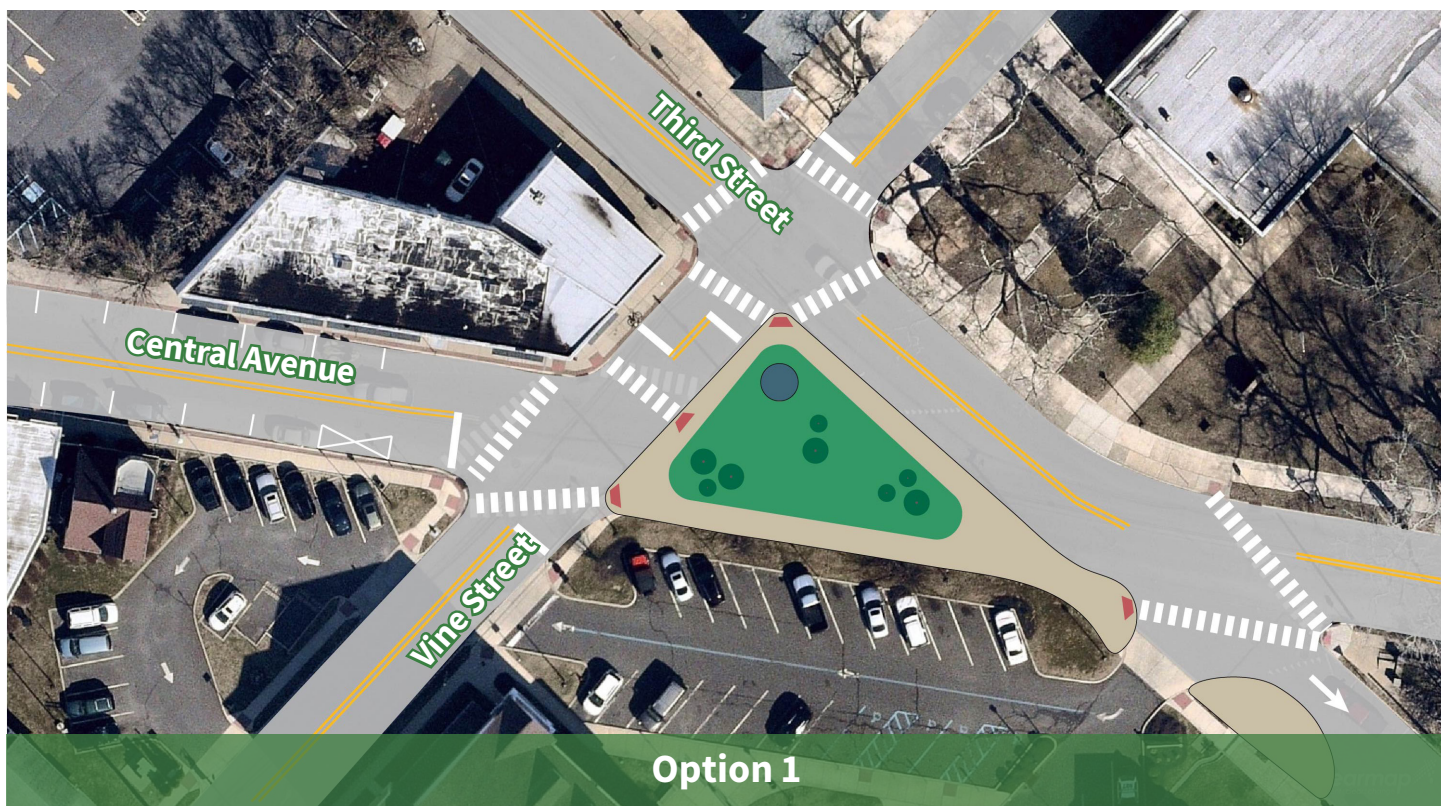
Cherry Street, Line Street and Egg Harbor Road

- 1 Installation of High Visibility Crosswalk
- 2 ADA Compliant Curb Ramps
- 3 Installation of Rectangular Rapid Flashing Beacons (RRFB)
- 4 Installation of textured intersection



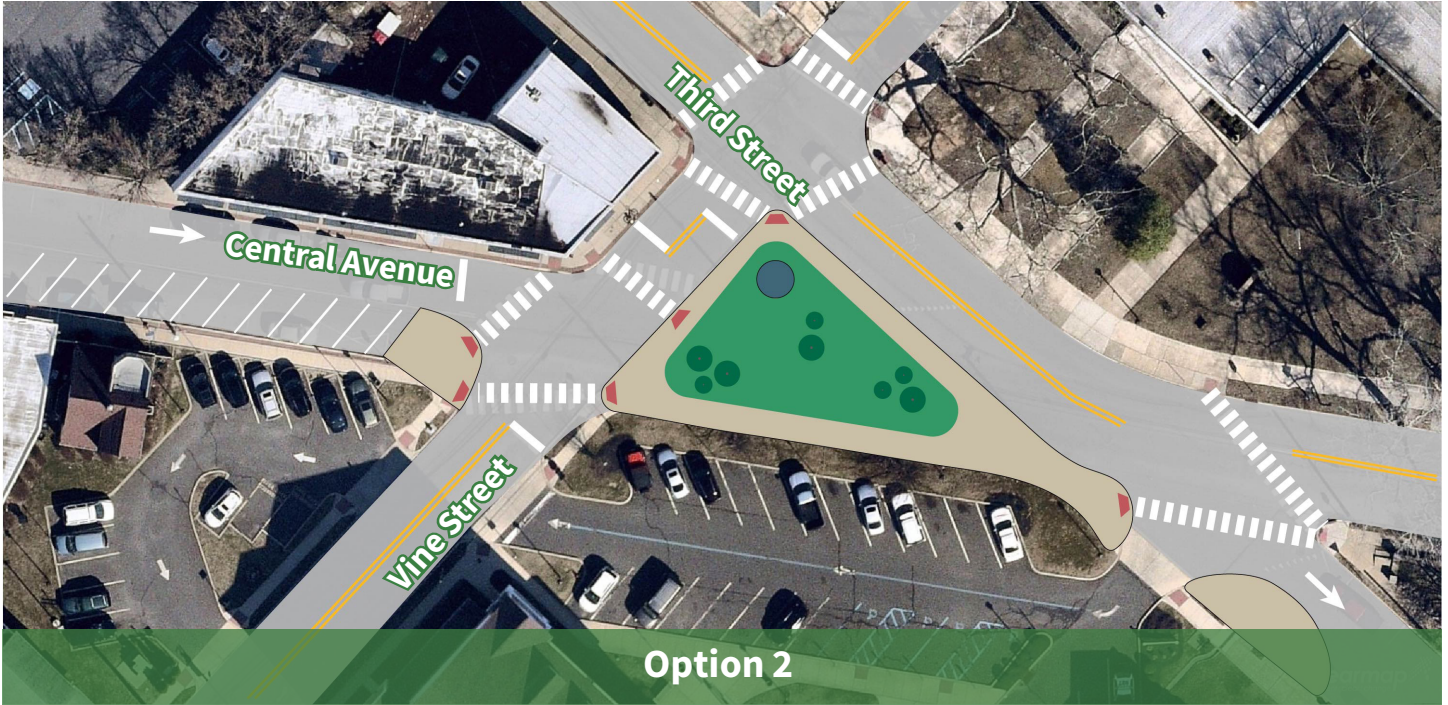
5.3 Intersection Recommendations (cont.)

Central Avenue, Third Street and Vine Street



5.3 Intersection Recommendations (cont.)

Central Avenue, Third Street and Vine Street



5.4 Townwide Recommendations

In addition to specific infrastructure projects and related programmatic efforts, some amenities are needed townwide 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 Recommendations

An important step in advertising and promoting the facility improvements being made to these priority corridors are 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, this could be at intersections of other major locations. Wayfinding signage helps to make less experienced bicyclists more comfortable in the environment and encourage these bicyclists to use the safest routes available.

Wayfinding systems can be implemented and designed formally by a municipality or business improvement district. However, in many cases walking and biking advocates have organized informal wayfinding systems.

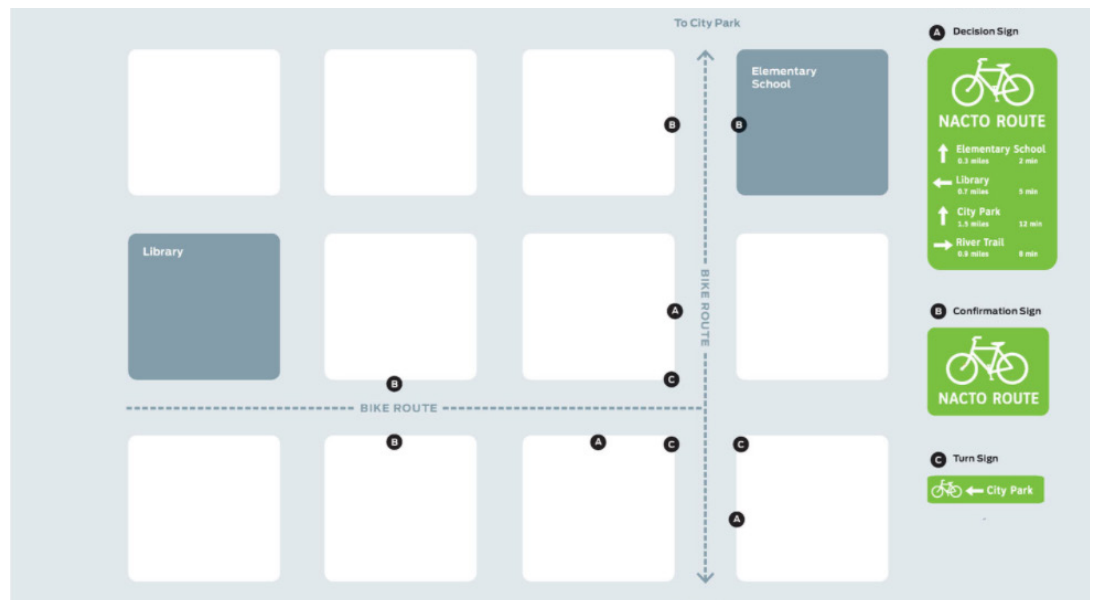
Benefits:

- Familiarize bicyclists with the bicycle network
- Identify preferred routes to key destinations
- Increase awareness of the bicycle network to drivers
- Increase 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



5.4 Townwide Recommendations (cont.)

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 its bicycle parking as opportunities arise and new development occurs.

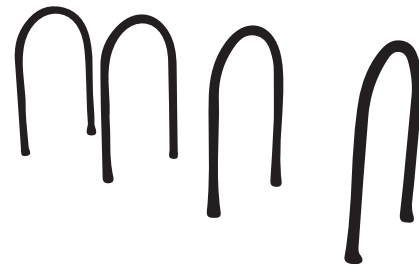
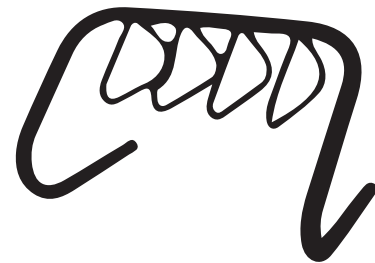
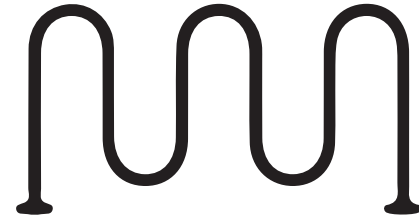
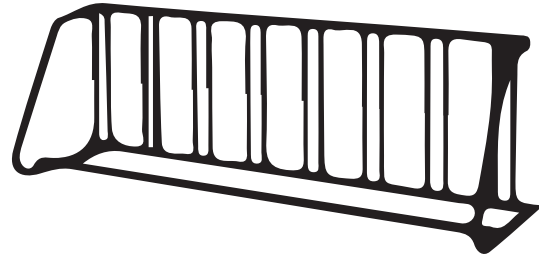
Short Term Bicycle Parking

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 on the right 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 basis 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.



Source: NJDOT School Bike Parking Guide

5.4 Townwide Recommendations (cont.)

Pedestrian-Scale Lighting

Pedestrian scale lighting is a type of lighting with frequent lampposts at low height that illuminate the walking area. This typically includes poles 12 to 15 feet high spaced 25 to 30 feet apart, directly above walking areas. Pedestrian scale lighting not only increases visibility of pedestrians for drivers at night, it contributes to a more comfortable and inviting streetscape for people walking at night.

Pedestrian scale lighting should be appropriately designed to illuminate only the areas needed and be no brighter than necessary. Street trees should be appropriately maintained so they do not obstruct illumination from the lighting along sidewalks and pathways.

This Plan recommends the Town evaluate locations where pedestrian scale lighting may improve pedestrian comfort and encourage walking, including Downtown, the areas near schools, and trails.

Amenities

Sidewalk and trail furnishings like benches, shade structures, restrooms, water fountains, and trash receptacles contribute to a cleaner, more comfortable, and more pedestrian-oriented public realm. These elements not only encourage the activation of Hammonton's sidewalk and trail networks, they contribute to a more accessible pedestrian network for all residents. The Plan recommends the Town identify and pursue opportunities to provide amenities in the downtown, near transit stops and along trails in the community.



Intersection of US 206 / NJ 54 / US 30

5.5 Policy & Actions

Planning

Policy 1: Integrate bicycle and pedestrian network and facility needs into all city planning documents and capital improvement projects.

- **Action 1.1:** Review the existing Complete Streets policy and update based on the Complete & Green Streets for All: Model Complete Streets Policy & Guide. Include and utilize the Complete Streets Checklists to assure consideration of pedestrian and bicycle facility needs in Town transportation projects and roadway improvements.
- **Action 1.2:** Follow a multi-disciplinary project scoping process that incorporates the needs of all modes and stakeholders, both internal and external. The design process should include the Town divisions, departments, and staff responsible for emergency response, parking, law enforcement, maintenance, and other affected areas.
- **Action 1.3:** Evaluate all streets during pavement resurfacing to determine if bicycle facilities can be provided (e.g. bike lanes, wider shoulders) when the striping is reapplied.
- **Action 1.4:** Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities. Specifically, the following should be considered:
 - Consistency with the Master Plan, and the Bicycle and Pedestrian Master Plan policies and recommendations
 - Impact on the existing bikeway and pedestrian network.
 - Degree to which bicycle and walking travel patterns are altered or restricted by the projects
 - Safety of future bicycle and pedestrian operations
- **Action 1.5:** Require new development or reconstruction if applicable to address the pedestrian and bicycle circulation element based on the above considerations.
- **Action 1.6:** Conduct regular pedestrian and bicycle counts before and after project implementation.

- **Action 1.7:** Continue to implement the guidelines set forth in this report for all new development projects to support integration of transportation into land use planning decisions.

Policy 2: Coordinate with other agencies and stakeholders to incorporate Hammonton Bicycle and Pedestrian Master Plan elements.

- **Action 2.1:** Work with adjacent governmental entities, public service companies, coordinating agencies, and transit agencies to ensure the Plan recommendations are incorporated into their planning and areas of responsibility, and vice versa.
- **Action 2.2:** Work with transit providers (NJTRANSIT) to improve bicycle and pedestrian access (first/last mile connections) to transit stations and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops.

Design

Policy 3: Design a Low Stress Bikeway Network suitable for the “Interested but Concerned” to include people of all ages and ability levels riding bicycles.

- **Action 3.1:** Design a network of continuous Low Stress Bikeways as identified in this plan. Projects that improve comfort at intersections and along corridor with high stress should be prioritized.
- **Action 3.2:** Utilize the design guidelines in this plan, guidance from the New Jersey Complete Streets Design Guide, the North American City Transportation Officials (NACTO), and most recent State and Federal design standards and guidelines to develop plans for on-street bicycle facilities along additional corridors and at intersections.
- **Action 3.3:** Follow a multi-disciplinary design process that incorporates and balances the needs of all modes and stakeholders, both internal and external; the design process should include the Town divisions, departments and staff responsible for emergency response, parking, law

5.5 Policy & Actions (cont.)

enforcement, maintenance, and other affect areas as well as other responsible external stakeholder agencies.

Policy 4: Design a connected, convenient and comfortable pedestrian network to serve people of all ages and abilities.

- **Action 4.1:** Include sidewalks on all new or retrofitted roadways.
- **Action 4.2:** Identify and construct sidewalks in areas where they are incomplete.
- **Action 4.3:** Enforce sidewalk maintenance to ensure that adjacent property owners maintain the sidewalk properly.
- **Action 4.4:** Plan and develop well-connected streets, sidewalks, and pathways that provide the most direct paths of travel for pedestrians. Remove barriers to walking where feasible.
- **Action 4.5:** Install leading pedestrian interval phases in traffic signal timing both in the downtown and outside of the downtown, as warranted, to encourage walking and facilitate crossing busy regional or high-volume transitional streets.
- **Action 4.6:** Review signal locations on an annual basis to identify and adjust for increased pedestrian clearance time where needed.
- **Action 4.7:** Routinely evaluate locations for enhancing crosswalks.

Policy 5: Design accessible, comfortable and continuous off-street paths that contribute to the framework of Hammonton's active transportation network.

- **Action 5.1:** Utilize the design guidelines in this Plan and most recent State and Federal design standards and guidelines to develop plans for ADA-compliant off-street trails.
- **Action 5.2:** Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of trails.
- **Action 5.3:** Identify opportunities for trailhead enhancements to include gateway treatments, public art, wayfinding, and placemaking.

Policy 6: Develop an easy to read, unified and comprehensive wayfinding system for bicyclists, pedestrians and trail users.

- **Action 6.1:** Pursue grant funding to develop a consistent citywide wayfinding program and replace all prior wayfinding signs.

Operations And Maintenance

Policy 7: Maintain designated facilities to be comfortable and free of hazards to bicycling and walking

- **Actions 7.1:** Trim overhanging and encroaching vegetation to maintain a clear path of travel along pedestrian and bicycle facilities.
- **Action 7.2:** Incorporate maintenance needs into design of separated bikeways to ensure proper maintenance after construction.

Policy 8: Maintain bicycle parking

- **Action 8.1:** Develop a procedure for inspection and prompt replacement of damaged bicycle racks.
- **Action 8.2:** Remove abandoned bicycle from bicycle racks and donate to local non-profit community bicycle shops for use in youth education programs.

Evaluation

Policy 9: Measure bicycling and walking activity through an annual count program.

- **Action 9.1:** Establish an annual count program at key locations around the city.
- **Action 9.2:** Make the data publicly available on an on-going or at least annual bases.

Policy 10: Report annually on the implementation of this plan.

- **Action 10.1:** Prepare and present a report on the progress in:
 - Achieving the three Goals of the Plan in terms of their specific performance measures.
 - Implementing the Policies and Action of this Plan.



6. IMPLEMENTATION

6. Implementation

The recommendations outlined in the Bicycle and Pedestrian Master Plan provide an opportunity to enhance biking and walking throughout Hammonton. 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 Hammonton.

Coordination

Coordination between Hammonton, 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 (e.g., Complete Streets Task Force) 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 Complete Streets “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, such as the existing Environmental Protection Committee, Open Space Committee, or a Neighborhood Green Team in the Town of Hammonton.

The working group should create partnerships within the Town of Hammonton community to advance the Bicycle and Pedestrian Master 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.

Additionally, it is recommended that Hammonton adopt this plan into their existing Master Plan.

Educational Programming

To encourage safe use of existing and proposed facilities and more walking and bicycling trips, it is recommended that the Town of Hammonton 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 Town of Hammonton. Cross County Connection advocates for safe walking and biking to school for students K-8 with educational programs such as Walk to School events, Bicycle Learn-To-Ride’s, 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 of Complete Streets to students in the Town of Hammonton schools. To set up programming, the Town of Hammonton 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 (cont.)

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. Street Smart is organized by the North Jersey Transportation Planning Authority (NJTPA), 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.
- For more information visit the Cross County Connection or NJTPA website.

Promotional Activities

A wide variety of programs are available to encourage Hammonton 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 Hammonton 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.

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: Hammonton businesses, public agencies, 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 (cont.)

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 Town of Hammonton 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.

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 Improvements Projects

The Town of Hammonton 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 2 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 Town of Hammonton can use this Implementation Plan to pursue funding through these programs.

South Jersey Transportation Planning Organization (SJTPO) works with its federal partners, NJDOT, its subregions 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.

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 Town should coordinate with Atlantic County on county road projects that run through Hammonton.

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.

6. Implementation (cont.)

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.

Implementation Matrix

It is recommended that Hammonton determine a practical means for implementing the recommendations made in this plan. An Implementation Matrix for the proposed improvements is included as Table 3 to assist Hammonton. The Implementation Matrix is intended to assist the Town in prioritizing the recommendations for a phased implementation, as well as identifying costs and the appropriate agency to coordinate carrying them out. Prioritization is determined by the proximity of the locations to the Central Business District, Schools and other points of interest. 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.

6. Implementation (cont.)

Table 23 Funding Opportunities

<i>Program Name</i>	<i>Program Administrator</i>	<i>Estimated Award (\$)</i>	<i>Eligibility</i>	<i>Additional Notes</i>
<i>Municipal Aid</i>	NJDOT	\$100,000 - \$500,000	Municipalities are eligible to apply for improvement of any public road or bridge governed by the municipality.	
<i>County Aid</i>	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.
<i>Safe Routes to School</i>	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.
<i>Safe Streets to Transit</i>	NJDOT	Under \$500,000	Counties and municipalities are eligible to apply.	
<i>Bikeway Grants</i>	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.
<i>Transportation Enhancements / Transportation Alternatives Program</i>	NJDOT	\$100,000 - \$500,000	Counties and municipalities are eligible to apply.	
<i>Sustainable Jersey Grants Program</i>	Sustainable Jersey	\$1,000 - \$35,000	Municipalities are eligible to apply.	
<i>NJHCN Community Grant Program</i>	New Jersey Healthy Communities Network	N/A	Municipalities, non-profit organizations, parks and recreation departments, school boards, are eligible to apply.	
<i>New Jersey Transportation Bank</i>	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.	
<i>Recreational Trails Grant</i>	New Jersey Department of Environmental Protection	Under \$50,000	Government agencies and non-profit organizations are eligible to apply.	

6. Implementation (cont.)

Table 3: Implementation Matrix

Type	Improvement	Location	Timeframe	Cost	Priority	Responsible Agency
Engineering	Sidewalk Installation	12th Street (SR 54)	Short	Low	Low	NJDOT
		13th Street (CR 678)	Short	Low	Medium	County
		1st Road (CR 688)	Short	Low	Low	County
		2nd Road (CR 559)	Short	Low	Low	County
		Broadway (CR 680)	Short	Low	Medium	County
		Central Avenue (CR 542)	Short	Low	Medium	County
		Chew Road	Short	Low	Low	Hammonton
		Egg Harbor Road (CR 602)	Short	Low	High	County
		Main Road (CR 679)	Short	Low	Medium	County
		Route 206/US 30/NJ 54	Short	Low	High	NJDOT
	"Sharrows"	13th Street/Fairview Avenue (CR 678)	Short	Low	High	County/Hammonton
		2nd Road (CR 559)	Short	Low	Low	County/Hammonton
		Broadway (CR 680)	Short	Low	Medium	County/Hammonton
		Egg Harbor Road (CR 602)	Short	Low	High	County/Hammonton
	Advisory Bike Lanes	Main Road (CR 679)	Short	Low	High	County/Hammonton
		Park Avenue	Medium	Low	High	Hammonton
	Bike Lanes	4th Street	Long	Low	Low	Hammonton
		Central Avenue/CR 542 (from Bellevue Avenue to Walmer Street)	Long	High	Medium	County/Hammonton
		Chew Road	Short	Low	Low	Hammonton
		Old Forks Road	Long	Low	Low	Hammonton
		Road to Excellence	Long	Low	Low	Hammonton
	Buffered Bike Lanes	Walnut Street	Long	Low	Low	Hammonton
		12th Street/Bellevue Avenue (SR 54)	Short	Low	Low	NJDOT
	Shared-Use Path	1st Road (CR 688)	Long	High	High	County/Hammonton
		Central Avenue/CR 542 (from Walmer Street to US 30)	Long	High	Medium	County/Hammonton
		Moss Mill Road	Long	High	High	Hammonton
	Bicycle Parking	Seagrove Avenue	Long	High	Low	Hammonton
	Wayfinding/Bike Route Signage	Key Trip Generators Townwide	Short	Low	High	Hammonton
	ADA Compliant Curb Ramps	Along all Priority Corridors	Medium	Low	Medium	Hammonton
		Cherry Street/Line Street/ Egg Harbor Road	Short	Low	High	Hammonton
		Route 206/US 30/NJ 54	Short	Low	High	NJDOT
	Textured Intersection	Vine Street and Egg Harbor Road	Short	Low	High	Hammonton
		Cherry Street/Line Street/ Egg Harbor Road	Medium	Medium	Low	Hammonton
	Curb Extensions	Vine Street and Egg Harbor Road	Medium	Medium	Low	Hammonton
	Eliminate Slip Lane	Route 206/US 30/NJ 54	Medium	Medium	Medium	NJDOT
	High Visibility Crosswalk	Route 206/US 30/NJ 54	Long	High	Low	NJDOT
		Cherry Street/Line Street/ Egg Harbor Road	Short	Low	High	Hammonton
		Vine Street and Egg Harbor Road	Short	Low	High	Hammonton
	Leading Pedestrian Interval	Route 206/US 30/NJ 54	Short	Low	High	NJDOT
	Pedestrian Plaza & Road Closures	Route 206/US 30/NJ 54	Short	Low	High	NJDOT
Pedestrian Scale Lighting	Central Avenue / Third Street / Vine Street	Long	High	Medium	Hammonton	
Pedestrian Signal Heads and Push Buttons	Project Areawide	Medium	Medium	High	Hammonton	
Rectangular Rapid Flashing Beacons (RRFB)	Route 206/US 30/NJ 54	Medium	Medium	High	NJDOT	
	Cherry Street/Line Street/ Egg Harbor Road	Medium	Low	Medium	Hammonton	
Roundabout	Vine Street and Egg Harbor Road	Medium	Low	Medium	Hammonton	
	Central Avenue / Third Street / Vine Street	Long	High	Medium	Hammonton	
Bus Turnouts	Egg Harbor Road (CR 602)	Long	High	Medium	Hammonton/NJTRANSIT	
Streetscaping/Amenities	Project Areawide	Medium	Low	Low	Hammonton	
Policy	Update Complete Streets Policy	Town wide	Short	Low	Low	Hammonton
Educational	Safe Routes to School	Town wide	Short	Low	Low	Hammonton/CCC
Encouragement	Awareness Campaign	Town wide	Short	Low	Low	Hammonton
	Creation of Complete Streets Working Group	Town wide	Short	Low	Low	Hammonton



**Sam
Schwartz**