



New Jersey's Long-Range Transportation Plan

For Public Discussion
September 2008

URBAN SUPPLEMENT REPORT **City of Atlantic City**

Prepared for
**NEW JERSEY DEPARTMENT
OF TRANSPORTATION and
NJ TRANSIT**

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The preparation of this report has been financed in part by the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. This document is disseminated under the sponsorship of the US Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof.

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INTRODUCTION

State law requires the New Jersey Department of Transportation (NJDOT), in conjunction with NJ TRANSIT, to prepare and submit to the legislature an Urban Transportation Supplement to the state's Long-Range Transportation Plan. The state requires that the Urban Supplement identify and address the transportation needs of the state's seven largest cities: Atlantic City, Camden, Elizabeth, Jersey City, Newark, Paterson, and Trenton. Because the State Development and Redevelopment Plan (State Plan) recognizes New Brunswick as an eighth urban center, an Urban Supplement has also been prepared for that city. The Urban Supplement must outline means of improving access to these major urban centers, emphasizing the transportation needs of city residents who are employed or seeking employment in suburban locations.

The State Plan recognizes the importance of cities to future development in the state, and it proposes to target infrastructure investments to urban areas to support urban development and redevelopment. In recent years, cities have begun to experience modest to substantial gains in new development, and projections and plans indicate that urban development is likely to continue.

The transportation needs of the major cities can be summarized follows:

- ◆ Diverse populations, including low-income, minority, and elderly citizens, many of whom depend on public transportation.
- ◆ A need to serve both increasing development and redevelopment.
- ◆ An aging infrastructure that must be maintained and rehabilitated.
- ◆ A mismatch between the locations of housing and jobs.

This Urban Supplement updates previous reports from 1993 and 2001. NJDOT intends for this document to be a user-friendly guide to inform its planning and capital programming processes, and those of the counties and municipalities involved, particularly to support local economic development and land use objectives.

This report provides background data on transportation and demographic conditions, and it assesses transportation system issues and needs, especially in terms of meeting existing demands and accommodating new development and redevelopment. The report also identifies current and proposed transportation investments and their status, and it proposes means of advancing key projects.

Information on Atlantic City for this report has been gathered from the U.S. Census, the New Jersey Department of Transportation, NJ TRANSIT, county and local master and transportation plans, the New Jersey Department of Labor, the New Jersey Office of Smart Growth, the South Jersey Transportation Planning Organization (SJTPPO), the Casino Reinvestment Development Authority (CRDA), and other forms of published data and materials. Additional information about Atlantic City was obtained from interviews with Atlantic City, Atlantic County, SJTPPO, and CRDA professionals working in planning, transportation, economic development, and employment areas.

I. TRANSPORTATION AND DEMOGRAPHIC CONDITIONS

A number of features set Atlantic City apart from the other seven cities for which Urban Transportation Supplements are prepared. The main difference, as a result of the development of the casino industry, is that Atlantic City is the major job site in both Atlantic County and in the southern New Jersey region. Atlantic City is also geographically smaller than the other Supplement cities; most of its population is within easy access of transit. And, unlike the other cities, Atlantic City is located far from some of the state's largest employment centers. These factors contribute to making reverse commute alternatives a key to future employment of Atlantic City residents, while ensuring that commuting alternatives into the City are created and remain available to residents in surrounding South Jersey communities who are seeking jobs. Despite the differences with other cities, Atlantic City continues to share many problems common to the other cities, including issues of poverty, crime, and poor housing.

A. EXISTING TRANSPORTATION NETWORK

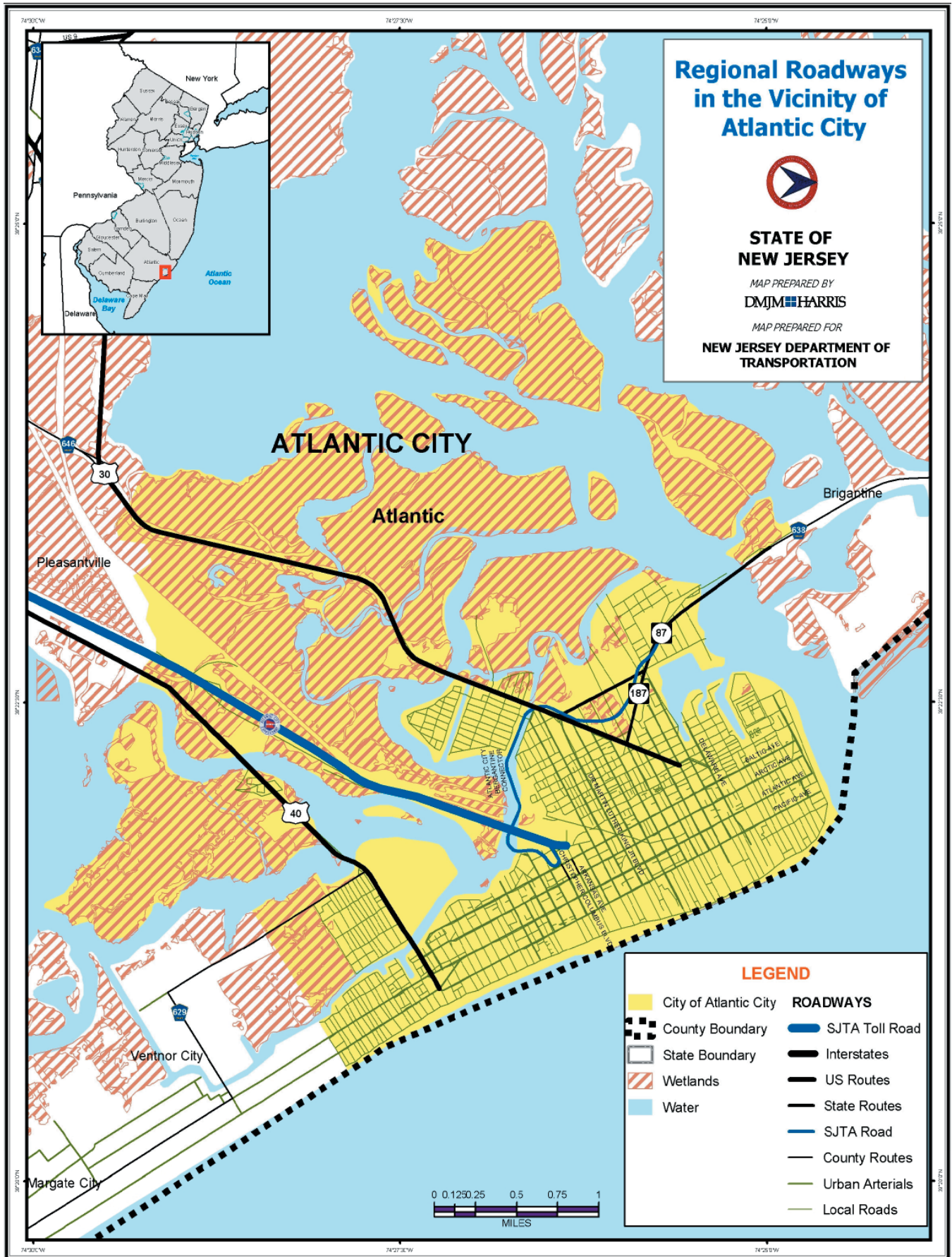
1. Roads

Regional/State Roads

Atlantic City, along with four other communities, is located on an island in the southeastern portion of New Jersey in Atlantic County. The city is bounded to the east by the Atlantic Ocean, to the north by Brigantine, to the south by Ventnor and to the west by Egg Harbor Township and Absecon. Major regional/interstate roads that convey traffic directly into and from Atlantic City include the following:

- ◆ The Atlantic City Expressway (ACE) is a major arterial toll road running in a northwest to southeast direction. The ACE begins at the end of the limited access portion of Route 42 (coming from the Walt Whitman Bridge) in Turnersville and runs for 42 miles as a four, and in parts, six-lane limited access roadway into Atlantic City. The South Jersey Transportation Authority (SJTA) has jurisdiction over the roadway and its maintenance.
- ◆ U.S. Route 30, which also runs in a general northwest to southeast direction, is a principal arterial road that begins in New Jersey at the Benjamin Franklin Bridge, traverses Camden County as the White Horse Pike, runs parallel and to the north of the ACE in Atlantic County and ends as Absecon Boulevard in Atlantic City.
- ◆ The Black Horse Pike (U.S. Route 40/322) is a major access road into the city from portions of the state that are generally to the south and west of Atlantic City. U.S. 40/322 is under state jurisdiction and in Atlantic City is known as Albany Avenue. State jurisdiction terminates at the Albany Avenue Bridge, from which point Albany Avenue is a city jurisdiction roadway.
- ◆ The Atlantic City-Brigantine Connector (ACBC), also known as Route 87, opened to the public in 2001. The 2.3 mile connector is a limited access roadway linking the Atlantic City Expressway with U.S. 30, Atlantic City's Marina District and Brigantine City. It also provides improved citywide access to the new Atlantic City Convention Center. Route 87 includes a covered tunnel section as it passes through the city's Westside.
- ◆ Brigantine Boulevard (Route 187) is a recently completed state highway approximately one-half mile long connecting the Atlantic City-Brigantine Connector (Route 87) and Absecon Avenue (Route 30).

Map 1: Roadway Network



In addition to the regional roads that run directly into Atlantic City there are two major roads that feed regional traffic into Atlantic City, primarily via interchanges and intersections with Route 40/322, Route 30 and the ACE outside of the city.

- ◆ The Garden State Parkway (GSP) is an arterial toll road. It traverses the county in a general north south direction. The GSP does not bring traffic directly into the city but has interchanges with the ACE, U.S. 30, and U.S. 40/322 to the west of the city. The GSP is under the jurisdiction of the New Jersey Turnpike Authority.
- ◆ U.S. Route 9 (Delilah Road), like the GSP, runs in a general north-south direction. To the north of U.S. 30, Delilah Road is a minor arterial. South of U.S. 30, the roadway operates as a major arterial.

County Roads

The major county roads in Atlantic County include Routes 561 (Jimmie Leeds Road), 563 (Tilton Road), 651 (Fire Road), and 585 (Shore Road). The one county road in Atlantic City is Route 629 (West End Avenue), which provides a connection between U.S. 40/322 and areas to the south of the city, including Ventnor, Margate, and Longport.

Municipal Streets

Within Atlantic City, the most important roadways are Atlantic and Pacific Avenues, which serve the entire downtown area. Other significant city roadways include Absecon Boulevard, and Albany, Arkansas and Missouri Avenues.

Parking

Parking within the city dictates traffic patterns to a great extent. Each of the casinos has its own parking for patrons. In addition, there is surface and structured parking in the downtown that serve convention events, shopping at the Walk, and general public use. The SJTA operates two paved surface parking lots. One is at the intersection of Fairmount and Mississippi Avenues. The other is at Atlantic and Mississippi Avenues. Both are open 10 a.m.-10 p.m. and provide parking at a rate of \$3 a day during the week and \$5 per day on weekends. In 2005, SJTA paved a parking lot with nearly 400 spaces at Atlantic and Mississippi Avenues in Atlantic City, serving The Walk.

The SJTA also operates a parking garage at 19 South New York Avenue between Atlantic and Pacific Avenues, one and a half blocks from the Boardwalk and close to some casinos. Parking rates vary by length of stay and range from \$2 to \$6 maximum.

Bridges

The condition of the bridges and the continuous ability to cross from the island into the mainland is of vital importance to a city on an island susceptible to flooding. Direct access into the city is made by crossing bridges from U.S. 30, U.S. 40/322, and the Atlantic City Expressway. Traveling south on the island, access and egress can also be made south of the city via the Somers Point Bridge in Longport, and the Route 662 bridge in Margate.

2. Public Transit

Atlantic City has an extensive public transit system. According to the 2000 Census, the percentage of city residents who use transit as their primary commute mode was 28%, compared to just 3% for the SJTPO region as a whole.

Rail Service

Atlantic City is served by the Atlantic City Rail Line, which NJ TRANSIT initiated in 1989. This line provides regularly scheduled rail service between Philadelphia and Atlantic City with intermediate stops at Absecon, Egg Harbor City and Hammonton in Atlantic County, and Atco, Lindenwold and Cherry Hill in Camden County. The Atlantic City Rail Station is the only rail terminal in Atlantic City.

There are 14 trains operating on the line in each direction, seven days a week between 4:35 A.M. and 12:50 AM. Transit connections to the rail line include Atlantic City Jitney shuttle buses in Atlantic City, the PATCO Hi-Speed Rail Line in Lindenwold, SEPTA rail and bus routes from 30th Street Station in Philadelphia, and various NJ TRANSIT bus routes at several station stops.

The railway line primarily serves commuting workers and visitors to Atlantic City. NJ TRANSIT estimates that a very limited number of passengers use the Atlantic City Rail Line for reverse commute work purposes. During peak hours, service headways are approximately one hour. In the off peak, train headways can be as great as 2 hours.

Table 1 shows a comparison of ridership on the Atlantic City Rail Line from 2000 to 2005. The number of passenger trips has grown 12.5% over the 5-year period.

**Table 1: Average Weekday Passenger Trips and Atlantic City Station Boardings
Atlantic City Rail Line, 2000 and 2005**

	2000	2005	Change 2000-2005	
			Number	Percent
Trips	2,800	3,150	350	12.5
Boardings	1,085	1,145	60	5.5

Source: NJ TRANSIT

In addition, the NJ TRANSIT Route 554 bus provides supplementary service along the rail route, operating between Atlantic City and the Lindenwold NJ TRANSIT /PATCO station 24 hours a day. Route 554 parallels the Atlantic City rail line, operating on 60-minute headways (30 minutes during peak commute hours) with stops at or within walking distance of each NJ TRANSIT rail station between Atlantic City and Lindenwold, except Atco.

Bus Service

NJ TRANSIT fixed-route bus service in Atlantic City includes 13 local, regional and interstate routes (see Map 2). NJ TRANSIT operates interstate bus service from Atlantic City to New York City (Route 319) and Philadelphia (Route 551).

Regional bus routes (Routes 552, 553, 554, 559) provide regularly scheduled transit from Atlantic City to the surrounding Atlantic County area and the counties of Camden, Cape May, Cumberland, Burlington, Gloucester, and Ocean.

Local routes (Routes 501 – 502, 507-509) concentrate service between Atlantic City and adjacent communities in Atlantic County and the coastal communities of Cape May County.

These routes serve a variety of destinations including the casino hotels, the rail terminal, the Atlantic City Convention Center, Courthouse and Medical Center. Most bus routes serve locations outside the Atlantic City periphery and are used by residents to reach suburban destinations. These routes access many major employment, shopping, educational, and medical service locations within the region. In addition, all of the city's casinos are accessed to varying degrees, as are the hotels/motels and the various research centers and office parks.

Bus routes #502 and #508 currently serve a substantial number of reverse commuters and are among the routes that are experiencing increased patronage. The #502 serves major employment generators including the Shore Mall and Hamilton Mall, Atlantic/Cape May Community College, Cardiff Power Center, Consumer Square, and the English Creek Shopping Center. The #508 serves key destinations including AtlantiCare Medical Center in Galloway, Richard Stockton College, Consumer Square, Hamilton Mall, and the Atlantic County Social Security Office.

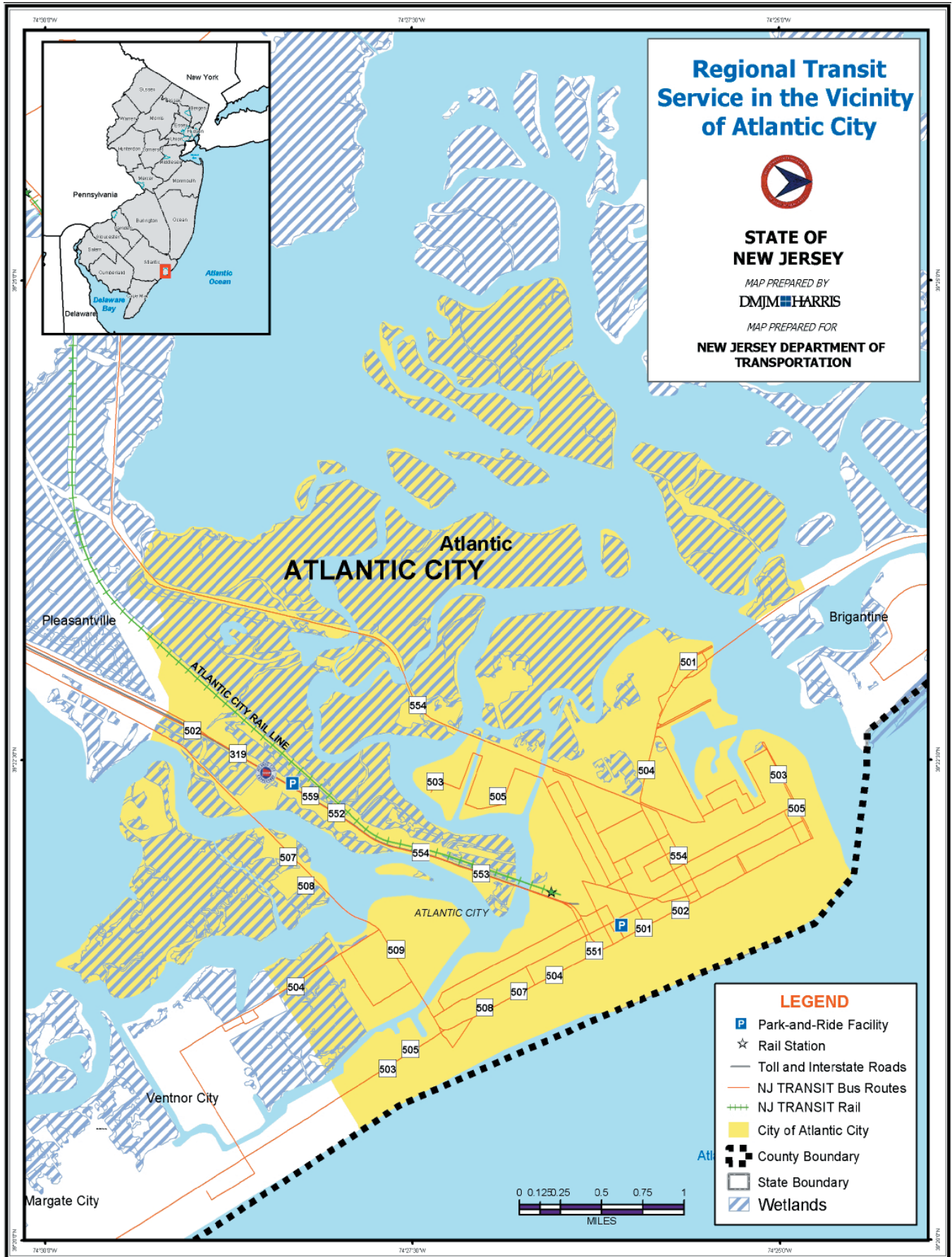
Total median weekday ridership on all bus routes in March 2005 was 27,464, a 2% increase from 2000. The bus routes with the largest percentage increases were the 508, 509, and 552.

Jitney Service

The Atlantic City Jitney Association comprises 190 individually-owned and operated 13-seat minibuses called jitneys, which operate on four fixed routes throughout the city, along with a shuttle route between the Atlantic City Rail Station and the casinos. Jitneys are the main transportation alternative to NJ TRANSIT buses within Atlantic City. Residents generally have only a short walk to the nearest jitney stop. Jitneys carry city residents and tourists, and they have been a major component of the city's transportation system since 1947.

In July 1998, the Jitney Association and NJ TRANSIT reached an agreement to have the Atlantic City jitneys provide free shuttle transportation for passengers to and from the Atlantic City Rail Station and all casino properties in Atlantic City. Prior to the 1998 agreement, NJ TRANSIT operated a free shuttle bus from the rail station to the casinos. Under the new agreement, NJ TRANSIT purchased a new fleet of jitneys, which the agency leases to the jitney drivers for \$1 per year. At the end of six years, the drivers will have an opportunity to purchase the vehicles at a substantial discount. This capital investment provided the incentive for the jitney operators to take over the casino shuttle routes from NJ TRANSIT.

Map 2: Public Transit Network



Each of the jitney routes is designated by a color for easy route identification. Three of four operate 24 hours per day, 365 days per year. The routes are:

- ◆ #1 Pink – New Hampshire Avenue to Jackson Avenue, via Pacific Avenue.
- ◆ #2 Blue – Marina Area – Trump Marina and Harrah's via Delaware Avenue to Pacific Avenue.
- ◆ #3 Green – Marina Area – Trump Marina and Harrah's via Dr. Martin Luther King Blvd to Inlet on Pacific Avenue.
- ◆ #4 Orange – From Jackson Avenue to Indiana Avenue, to Atlantic Avenue to Michigan to the Bus Terminal, new Convention Center and Train Station. Orange runs from 7:00 AM to 7:00 PM.

Jitney stops are located on the corner of every route and originate one block from the Boardwalk on Pacific Avenue. Cash fares are \$1.50 each way with an advance fare ticket available for \$1.25 and a senior citizen fare of \$.50. Estimated travel time between locations is approximately 8 to 15 minutes, depending on the final destination.

Other Services

City residents have several additional transit options. These services are run by other public agencies and private companies and include:

- ◆ NJ TRANSIT's Access Link program provides paratransit service comparable to local bus service to persons with disabilities. The origin and destination of each trip must be within $\frac{3}{4}$ mile of a local bus route.
- ◆ "The Breeze", run by the Transportation Services Division of SJTA, carries employees and shoppers from the Fairmount Avenue parking lot to Atlantic Avenue, stopping at the Sands and Tropicana casino-hotels, then traveling up Michigan Avenue, serving The Walk, to the Atlantic City Convention Center. Hours of operation for the Breeze vary seasonally or for special events. The service currently operates on a continuous loop from 10 a.m. to 10 p.m.
- ◆ SJTA also operates a weekday peak hour shuttle service between the Pleasantville Bus Terminal (with connections to seven bus routes serving the city) and employment sites in the area of Delilah Road and the Atlantic City International Airport.
- ◆ Atlantic County Transportation operates a countywide demand responsive service through its Office of Intergenerational Services. Eligible passengers include any person over age 59, persons with disabilities (regardless of age), veterans (for medical services), and all rural residents. Service is available Monday through Friday from 5:30 a.m. to 8:30 p.m. Service is provided within county limits, although on certain days service is provided to parts of Cape May, Cumberland, Gloucester, and Camden Counties and the City of Philadelphia. Advance reservations are required; passengers may reserve a trip up to seven days in advance. No fare is charged, but a passenger donation of 50 cents per trip is encouraged.
- ◆ County of Atlantic Rural Transportation System (CARTS) - Rural county residents, defined as those living west of the Garden State Parkway, are eligible to use the CARTS. All rural residents are eligible, and there are no limits on trip purpose. Atlantic County transported over 175,000 total passengers in 2001. Its combined services provided over 40,000 vehicle hours of service and traveled over 500,000 service miles.

Atlantic City Services

- ◆ Atlantic City provides free fixed-route and demand responsive community transportation for city residents through the Atlantic City Department of Health and Human Services. The service, operating as Atlantic City Senior Transportation, is geared towards serving senior citizens, but is open to other segments of the community such as disabled persons and community groups (church organizations, youth groups, school trips, after school programs, etc.). Service is available five days a week from 8:30 a.m. to 5:00 p.m., with extended service hours available in the evening and on weekends. Senior transportation services include medical appointments, banking trips, shopping trips, and dialysis trips. Reservations for service are on a first come, first served basis with a 14-day advance notice requirement. The fleet consists of two large buses (37- and 44-passenger), two lift- equipped cutaway buses and several sedans and passenger vans. The service is funded solely by the City of Atlantic City.

Private Carrier Buses

The bus routes into Atlantic City are the busiest interurban bus routes in the world. They carry several million patrons a year into the casinos. The largest private bus carrier is Academy Bus Lines. Greyhound is the second largest carrier going into the city, followed by Coach USA and a number of smaller independent operators.

3. Bicycle and Pedestrian Facilities

Pedestrian Accommodations

For years after the first casinos were built, there was little pedestrian traffic in the streets of Atlantic City. The Boardwalk was the extent of outdoor travel for visitors. Now, after years of revitalization, visitors can be more readily found walking on Atlantic City streets. Atlantic Avenue is a major pedestrian corridor for north-south travel in the downtown. To the extent that bicycle and pedestrian facilities have been recently addressed in the city, the focus has been on pedestrians. Through Transportation Enhancement funds and CRDA projects, the streets of Atlantic City have been undergoing a transformation to increase appeal for walkers. Portions of Atlantic Avenue have been “beautified” as part of a transportation enhancement project. East-west pedestrian corridors were developed from the Convention Center to the Boardwalk along Columbus Boulevard, and more recently along Michigan Avenue with the opening of the Shops at The Walk.

Bicycle Accommodations

The NJDOT Bicycle Master Plan shows the Boardwalk as the identified bicycle trail in the city. The boardwalk in Ventnor and Atlantic City is an existing facility dedicated to pedestrian and bicycle use. Walkers and cyclists share the boards with licensed rolling-chair operators who push non-motorized chairs to provide transport for boardwalk visitors. The boardwalk, because it traverses a good portion of the island and does not carry motorized vehicles, has the potential to be an excellent bicycle commuting route serving a large number of the casino related trips that originate on the island.

NJ TRANSIT allows bicycles on transit vehicles, including trains and buses. Bicycles are permitted on all buses with bike racks or having an under-floor luggage compartment. This service is on a first come, first served basis. Bicycles can be accommodated on all NJ TRANSIT buses from Atlantic City to areas south; both standard frame and collapsible bicycles are allowed on the Atlantic City Rail Line without restriction.

4. Aviation

Atlantic City is currently served by two airports, the Atlantic City International Airport (ACY), which is located in Egg Harbor, Hamilton and Galloway Townships, and Bader Field, which is located in Atlantic City and accessed by Route 40/322.

The ACY is located in the vicinity of Wrangleboro and Tilton Roads and is bordered on the south by the Atlantic City Expressway, on the north by US 30 and on the west by County Route 575. The airport consists of 5,143 acres owned by the Federal Aviation Administration (FAA) and 84 acres owned by the SJTA. On the 84 acres owned by SJTA is a civil passenger terminal and civil aviation support facilities. The Airport provides commercial airline services to cities throughout the U.S. Also available are charter and general aviation services. The Airport is fully equipped to handle all weather commercial aviation operations. The airport is served by two commercial airlines, Spirit Airlines and Delta Connection carrier, Comair. Neither serves any international destinations non-stop, but both offer extensive coverage nationally and internationally with as little as one stop. The airport only provides a nominal amount of air freight service. Transportation from ACY to Atlantic City is primarily via taxi service and limousines.

5. Goods Movement

Atlantic City's casinos, five of which are among the state's top 20 employers, rely entirely on trucks to bring everything but the gamblers to their loading docks. Trucks deliver food, slot machines, chips, office stationery, cleaning supplies, even the sheets that are neatly turned down for hotel guests and the chocolate treats left as a courtesy. Trucks deliver pizza supplies to boardwalk concessions and top grade provisions to four-star restaurants. Fleets of trucks help maintain the state's beaches and resorts.

Truck movements into the City are generally made from one of three bridges: the Atlantic City Expressway Bridge; the Albany Avenue Bridge; or the bridge from Route 30 into Absecon Boulevard. While the number of route choices into the city is limited, the proximity of the Atlantic City Expressway and other state roadways provide direct routing for truck traffic from the north, south and west.

In general, trucks are directed to routes that limit exposure to city neighborhoods. All trucks bound for the new Atlantic City Convention Center are required to access the city via the Atlantic City Expressway from which they take the Atlantic City Brigantine Connector and then take the first exit to reach the loading docks.

The Atlantic City Expressway has been designated as a National Network Interstate Route enabled to carry double trailer trucks between Baltic Avenue in Atlantic City to Route 42 in Gloucester County.

6. Summary of Visitor Trips

Table 2 lists total trips made by visitors to Atlantic City each year since gaming came to the city. A few trends can be seen in reviewing the data. Automobiles are by far the prominent mode of travel to the city, and the number of automobile trips to the city has grown each year. On the other hand, charter bus trips, which were most popular in the late 1980s, have fallen in number each year since 1998. Likewise, trips made by air have been decreasing since 1998, and rail trips have grown incrementally.

Table 2: Annual Number of Visitor Trips To Atlantic City By Mode (in Thousands)

Year	Auto	Charter Bus	Franchise Bus	Air	Rail	Totals
2004	25,815	6,600	495	261	152	33,323
2003	24,553	6,764	504	261	142	32,223
2002	24,676	7,586	514	268	143	33,188
2001	23,501	7,985	519	276	139	32,420
2000	23,177	9,015	536	323	133	33,184
1999	23,247	9,342	539	396	128	33,652
1998	23,293	9,903	530	447	127	34,300
1997	23,368	9,640	512	426	124	34,070
1996	23,023	10,011	515	395	98	34,042
1995	23,162	9,079	517	386	128	33,272
1994	21,803	8,352	518	433	215	31,342
1993	20,303	8,728	513	462	219	30,225
1992	19,734	9,768	512	496	195	30,705
1991	19,281	10,286	494	483	244	30,788
1990	19,310	11,201	528	573	230	31,842
1989	18,257	12,447	685	523	90	32,002
1988	17,769	14,184	745	440	-	33,138
1987	17,218	13,495	754	378	-	31,845
1986	16,360	12,453	748	371	-	29,932
1985	15,702	12,589	758	277	-	29,326
1984	15,448	12,041	720	257	-	28,466
1983	14,347	11,036	643	335	-	26,361
1982	13,086	9,051	595	223	-	22,955
1981	11,475	6,770	658	181	-	19,084
1980	9,891	3,298	613	20	-	13,822
1979	7,909	1,000	536	20	-	9,465
1978	6,445	200	353	10	-	7,008

Source: South Jersey Transportation Authority and Growth Trends, Atlantic County, NJ

B. SYSTEM PERFORMANCE

This section provides information on transportation system performance based upon management system data that NJDOT maintains.

1. Roadway Congestion

NJDOT's Congestion Management System (CMS) is a primary source of information on roadway congestion. The CMS measures congestion based upon a volume-to-capacity (v/c) ratio. Roadways operating below a 0.75 v/c ratio operate well and have the capacity to accommodate growth. On the other hand, roadways approaching a 1.0 v/c ratio have little ability to accept additional growth, and a v/c over 1.0 indicate that the roadway is operating at failing conditions and does not have the capacity for added traffic. Map 3 shows the 2005 v/c ratios for Atlantic City and the immediately surrounding area. The map shows two congested roads, U.S. 30 and the Atlantic City Expressway, two of the three main roads leading to and from the city.

In addition, four key roadway segments outside the city are congested because they are the main arteries that feed traffic into Atlantic City. These locations are U.S. 30, Absecon Boulevard, in Absecon in the vicinity of Shore Road and New Road (U.S. 9); U.S. 30 from Egg Harbor City to Tilton Road in Galloway Township; U.S. 322, the Black Horse Pike, at the intersection with Route 50 in Hamilton; and, U.S. Route 322/40 in Egg Harbor Township to Tilton Road. Another congested location exists along the Garden State Parkway from northern Cape May to the interchange with U.S. 40/322.

Map 3: Roadway Congestion Levels



2. Pavement Conditions

For the Atlantic City area, NJDOT collects pavement condition information from SJTPO and maintains a Pavement Management System (PMS) database with information on the current condition of pavement. The 2004 PMS database was used for this report. The PMS database includes all interstate, state and U.S. highways in Atlantic City.

The rating system for the roadways is based primarily on two criteria: ride quality and surface distress. The Ride Quality Index (RQI) describes the comfort level by measuring roughness, and the Surface Distress Index (SDI) compiles and measures the severity of surface distresses such as cracking, patching, shoulder condition, shoulder drop, faulting, and joints. A final pavement rating is calculated from RQI and SDI to determine pavement quality. These ratings, in conjunction with roadway types, are used to determine priorities for resurfacing projects throughout the state. Table 3 shows the pavement condition of state roads in Atlantic City, rated by the SDI for 2004. The data show that nearly all state maintained roads in Atlantic City have pavement conditions of fair or better.

Table 3: Atlantic City Pavement Condition Summary by SDI

Facility	Total Pavement Miles (Both Directions)	Very Good SDI > 4	Good 4 > SDI > 3	Fair 3 > SDI > 2	Poor 2 > SDI > 1	Very Poor
30	7.4	1.8	0.0	0.6	0.2	0.0
40	4.8	2.0	0.1	0.1	0.2	0.0
87	2.8	2.4	2.4	2.0	0.0	0.0
187	0.8	0.7	0.1	0.0	0.0	0.0
Totals	15.8	6.9	5.8	2.8	0.3	0.0
%	100%	43.7%	36.7%	17.7%	1.9%	0.0%

Source: NJDOT Pavement Management System

In terms of roughness or ride quality, the International Roughness Index (IRI) reflects only the amount of existing surface irregularities that cause a vehicle to lose contact with the surface (measured as the amount of suspension over distance). As a more focused measure, IRI deficiencies are more striking, but treatment may be less costly in terms of overlays, rather than rehabilitation or reconstruction, which may be the treatment for SDI deficiencies. Table 4 shows the pavement condition of state roads in Atlantic City, rated by the IRI also for 2004. The data show that 38% of state roads have deficient pavement.

Table 4: Atlantic City Pavement Summary by IRI

Facility	Total Pavement Miles (Both Directions)	Good	Fair	Deficient
30	7.4	1.5	3.7	2.2
40	4.8	1.2	1.7	1.9
87	2.8	0	1.2	1.6
187	0.8	0.2	0.3	0.3
Totals	15.8	2.9	6.9	6.0
%	100%	18.4%	43.7%	38.0%

Source: NJDOT Pavement Management System

Note: Percentages do not add to 100% due to rounding.

3. Bridge Conditions

NJDOT employs a Bridge Management System (BMS) to maintain an inventory of all bridges with a span over 20 feet, listing the physical characteristics, condition and ownership of each bridge. The bridges are rated for their structural condition as well as functional characteristics. Information on structural condition is also combined with bridge size and roadway type to help determine priorities for bridge improvement projects.

Of the 26 bridges in Atlantic City, only three bridges (11.5%) are structurally deficient or functionally obsolete in 2005 (see Table 5). This figure is lower than the statewide average of 35%.

Table 5: Bridges with Substandard Conditions

Location	Total Bridges in BMS	Structurally Deficient	Functionally Obsolete	Substandard Bridge Total	% of Total Bridges
Atlantic City	26	0	3	3	11.5%
Atlantic County	203	29	17	46	22.7%
State	6,415	779	1,459	2,238	35.0%

Source: NJDOT Bridge Management System

4. Safety Conditions

NJDOT's Bureau of Safety Program produces an annual report of motor vehicle crash rates (per one million vehicle miles traveled) for roads under NJDOT jurisdiction. Table 6 shows the state road segments in Atlantic City with the highest crash rates in 2004. The top four locations are all in the area of US 30, Route 87, and Route 187.

Table 6: State Road Segments with Highest Crash Rates, Atlantic City 2004

Road	Location	Length (miles)	Crashes	Rate
Route 187	M.P. 0.37 to 0.45 between Maryland and Huron Avenues	.08	11	72.25
Route 87 (ACBC)	M.P. 0.0 – 0.04 at Route 30	.04	3	23.66
Route 30	M.P. 56.46 TO 56.47 near casino parking lot	.01	3	19.03
Route 30	M.P. 57.50 to M.P. 57.87 between MLK Boulevard and S. Carolina Avenue	.37	21	10.19
Route 40	M.P. 63.57 – 64.04 between Crossan and Sunset Avenues	.47	58	8.96

Source: NJDOT, Bureau of Safety Programs.

C. DEMOGRAPHIC PROFILE

This section provides a summary of demographic characteristics of Atlantic City. It examines trends over the past 20 years and compares trends of the city, county, and state.

1. Population

Table 7 presents population data for the city, county and state. After a steady decline in population from 1950 to 1990, the city stopped losing population. In 1990, Atlantic City's

population was 37,986, its lowest level in sixty years. However, city population grew from 1990 to 2000 by 6.7%. This growth rate is somewhat lower than Atlantic County's growth rate of 12.6 percent and New Jersey's 8.9 percent rate of growth in the same time period.

Table 7: Total Population 1980 - 2000

	1980	1990	2000	2005 Estimated	Change 1990-2000	
					Number	Percent
Atlantic City	40,199	37,986	40,517	40,580	2,531	6.7%
Atlantic County	194,119	224,327	252,552	268,693	28,225	12.6%
New Jersey	7,365,011	7,730,188	8,414,350	8,622,000	684,162	8.9%

Source: U.S. Department of Commerce, Bureau of Census, Population 1980, 1990, 2000.

2. Age Distribution

Atlantic City's age profile (see Table 8) shows the age composition of city residents in the period from 1980 to 2000. Between 1980 and 2000, the city's median age decreased from 38.7 to 34.5 years. This trend is contrary to the county and state, both of which had median age increases. Over the past 20 years the percentage of residents over the age of 65 years has decreased from 23.5% to 14.1% of the overall population. Residents of working age continue to be the largest segment of the population, which may reflect a response to the rapid expansion of the casino industry and its demand for a local workforce.

Table 8: Age Profile of the Population 1980-2000

	1980	1990	2000
<5 Years			
Atlantic City	5.4%	9.1%	7.5%
Atlantic County	6.1%	7.2%	6.5%
New Jersey	6.3%	6.9%	6.7%
5-19 Years			
Atlantic City	21.8%	16.1%	20.5%
Atlantic County	23.6%	18.7%	21.2%
New Jersey	24.2%	19.1%	20.4%
20-64 Years			
Atlantic City	49.3%	55.7%	57.6%
Atlantic County	54.4%	59.6%	53.0%
New Jersey	57.8%	60.6%	59.7%
65+ Years			
Atlantic City	23.5%	19.1%	14.1%
Atlantic County	15.9%	14.5%	13.6%
New Jersey	11.7%	13.4%	13.2%
Median Age			
Atlantic City	38.5	35.3	34.7
Atlantic County	33.3	33.4	37.0
New Jersey	32.0	34.4	36.7

Source: U.S. Bureau of the Census, Population Division, 1980, 1990, 2000.

3. Racial and Ethnic Composition

Tables 9 and 10 provide information about the racial and ethnic composition of the city's population. The percentage of non-white population in the city increased from 65% in 1990 to 73% in 2000, a much higher percentage than that of the county or state. During the same period, the percentage of "other" races increased from 13% to 29%. Also, the percentage of Hispanic population in the city increased from 15% to 25%.

Table 9: Racial Composition of Population 1990-2000

	1990	2000
White		
Atlantic City	35.4%	26.7%
Atlantic County	76.7%	68.4%
New Jersey	79.3%	72.6%
Black		
Atlantic City	51.3%	44.2%
Atlantic County	17.4%	17.6%
New Jersey	13.4%	13.6%
Other		
Atlantic City	13.3%	29.1%
Atlantic County	15.9%	14.0%
New Jersey	7.3%	13.8%

Source: U.S. Bureau of the Census, Population Division, 1990, 2000.

* "Other Races" include Pacific Islander, American Indian, & Alaska Native. It also includes persons who reported that they are "2 or more" races. Since the Census Bureau used this category for the first time for the 2000 Census, some of the shift in the racial composition between 1990 and 2000 may be attributable to persons selecting this category. Hispanic origin is not a race and therefore, persons of Hispanic origin may be included in any of the race categories.

Table 10: Percentage of Hispanic Population 1990-2000

	1990	2000
Atlantic City	15%	25%
Atlantic County	6%	12%
New Jersey	10%	13%

Source: U.S. Bureau of the Census, Population Division, 1990, 2000.

4. Income & Poverty

In the 1990s, median household income in Atlantic City increased by 33%, which was approximately the same rate of increase in the county and state. Even with this increase, the median household income in the city remains substantially lower than that of the county and the state (see Table 11). Also, despite the increase in available jobs through the gaming industry, the poverty rate in the city decreased only slightly, and it remains much higher than that of the county and state.

Table 11: Income and Poverty 1979-1999

	1979	1989	1999	Change 1989-1999	
				Number	Percent
Median Household Income					
Atlantic City	\$9,807	\$20,309	\$26,969	\$6,660	32.8
Atlantic County	\$26,395	\$33,716	\$43,933	\$10,217	30.3
New Jersey	\$33,178	\$40,927	\$55,146	\$14,219	34.7
% Individuals Below Poverty Line					
Atlantic City	24.9%	24.2%	23.6%		
Atlantic County	12.6%	9.4%	10.5%		
New Jersey	9.5%	7.6%	8.7%		

Source: U.S. Department of Commerce, Bureau of Census, Population and Housing 1980, 1990, 2000.

5. Automobile Ownership

The rate of household vehicle ownership increased slightly in Atlantic City between 1990 and 2000, but it remains far below the rate for the county and state (see Table 12). In the city, 50.3% of households have no vehicles available, as compared to a statewide average of 12.7%.

Table 12: Percentage of Households with a Vehicle 1980-2000

	1980	1990	2000
Atlantic City	47.9	47.1	49.7
Atlantic County	80.8	83.3	84.4
New Jersey	85.2	87.1	87.3

Source: U.S. Department of Commerce, Bureau of Census, Population and Housing 1980, 1990, 2000.

6. Employed Residents

This section examines changes in the resident work force. In the 1990s, the county and state experienced small increases in the number of employed residents, but the number of employed residents in Atlantic City decreased to less than one-half the working-age population (see Table 13). Even though the number of persons aged 16 and older increased, the labor force participation rate decreased, and the unemployment rate increased (see below).

Table 13: Employed Residents 1980 – 2000

	1980	1990	2000	Percent Employed	Change 1990-2000	
					Number	Percent
Atlantic City	15,257	16,812	15,408	49.5%	-1,404	-8.4%
Atlantic County	88,257	113,910	116,051	59.5%	2,591	2.3%
New Jersey	3,288,302	3,868,698	3,950,029	64.2%	81,331	2.1%

Source: U.S. Department of Commerce, Bureau of Census, Population and Housing 1980, 1990, and 2000.

7. Unemployment

The civilian resident unemployment rate in Atlantic City, as reported by the U.S. Census, increased from 9.6% to 12.9% between 1990 and 2000, and it remains well above that for the county and state (see Table 14).

Table 14: Resident Unemployment Rates 1980-2000

	1980 Percent	1990 Percent	2000 Percent
Atlantic City	11.2	9.6	12.9
Atlantic County	9.8	5.5	7.5
New Jersey	7.2	5.7	5.8

Source: U.S. Department of Commerce, Bureau of Census, Population and Housing 1980, 1990 and 2000.

8. Employed Residents by Industry

Table 15 shows the number of employed city residents who work in different industrial sectors. The majority of the labor force works in the “Arts, entertainment, recreation, accommodation and food services” sector (53%); the “education health and social services” is the second highest sector of employment (11%) and retail is the third highest sector for resident employment (7%). The percentage of residents employed in manufacturing is the lowest of any city in the state.

Table 15: Industrial Sector of Employment Atlantic City Residents, 2000

Industry	Employed Residents	Percentage
Agriculture, forestry, fishing and hunting, and mining	29	0.2%
Construction	544	3.8%
Manufacturing	578	3.8%
Wholesale trade	225	1.5%
Retail trade	1,051	6.8%
Transportation and warehousing, and utilities	388	2.5%
Information	128	0.8%
Finance, insurance, real estate, and rental and leasing	527	3.4%
Professional, scientific, management, administrative, waste management services	702	4.6%
Educational, health, and social services	1,749	11.4%
Arts, entertainment, recreation, accommodation, food services	8,104	52.6%
Other services (except public administration)	697	4.5%
Public administration	686	4.5%

Source: U.S. Department of Commerce, Bureau of Census, Population and Housing 2000.

9. Employed Residents by Occupation

Table 16 shows the percentages of workers by occupation along with the total number of jobs for each occupation in 2000. The leading occupational type is service jobs, which account for 48.5% of the jobs held by city residents. The percentage of city workers in generally higher paying “Management, Professional, and Related Occupations” (14%) is considerably less than in the county (26%) or state (38%).

Table 16: Occupation of Employment, Atlantic City Residents 2000

Occupation	Number	Percent
Management, professional, and related occupations	2,114	13.7%
Service occupations	7,477	48.5%
Sales and office occupations	3,430	22.3%
Farming, fishing, and forestry occupations	30	0.2%
Construction, extraction, and maintenance occupations	758	4.9%
Production, transportation, and material moving occupations	1,599	10.4%

Source: U.S. Department of Commerce, Bureau of Census, 2000.

10. Journey to Work – Resident Labor Force

In 2000, the percentage of the city's resident labor force that worked in the city was 75%, which was a decrease from 86% in 1990. Another 13% of city residents work in nearby townships in Atlantic County, and 7% work in other towns in the county (see Table 17).

Table 17: Location of Employment, Atlantic City Residents 2000

County	Number	%
Atlantic	13,832	94.6%
Atlantic City	10,972	75.0%
Egg Harbor Twp	506	3.5%
Pleasantville	444	3.0%
Hamilton Twp	339	2.3%
Galloway Twp	271	1.9%
Ventnor City	223	1.5%
Brigantine City	120	.8%
Other	957	6.5%
Camden	164	1.2%
Other NJ Counties	427	2.9%
Other Counties	216	1.4%

Source: US Census, 2000. Journey to Work

In 2000, over 65% of resident workers used modes other than single-occupancy vehicles as their primary commute mode, compared to 27% in the county and state. The share of commuters using public transit as their preferred mode was 28%, compared to 8% in the County and 10% in the state. The average commute time for all workers who do not work at home is 19.4 minutes.

11. Employment

The transition of Atlantic City to a service economy dependent on tourism accelerated in the 1990s so that today nearly all jobs in Atlantic City are in service industries. Casinos and related service industries will continue to dominate the local economy as new casino-hotels and entertainment centers are built.

Total covered employment in Atlantic City (including private sector, federal government, and local government jobs) in 2003 was 58,709, a 10% decrease from 1998. The leading private sector industry in the city is accommodation and food services, which includes the casino-hotels. Manufacturing, construction, and utilities account for less than 3% of private sector jobs in the city (see Table 18).

Table 18: Covered Employment by Sector, Atlantic City 2003

Industry Sector	Number
Utilities	0
Construction	953
Manufacturing	465
Wholesale trade	117
Retail trade	1,348
Transportation and warehousing	334
Information	186
Finance and insurance	234
Real estate and rental and leasing	356
Professional and technical services	948
Management of companies and enterprises	0
Administrative and waste services	1,181
Educational services	71
Health care and social assistance	2,578
Arts, entertainment, and recreation	300
Accommodation and food services	43,801
Other services, except public administration	1,186
Unclassified entities	.
PRIVATE SECTOR TOTAL	54,203
FEDERAL GOVERNMENT	924
LOCAL GOVERNMENT	3,582

Source: NJ Department of Labor. NJ Employment and Wages: 2003 Annual Report, Municipalities by Industry. "Covered employment" refers to jobs covered by unemployment insurance. Data represent annual average for 2003. Private sector total does not match sum of individual industries because NJDOL suppresses data for industries with few units (businesses) or where one employer is a significant percentage of employment or wages of the industry.

12. Journey to Work – Employees in the City

The 2000 U.S. Census showed that only 21% of the jobs in the city are filled by city residents. The inner suburbs account for 42% of city employment, and other Atlantic County towns provide 15% (see Table 19).

Table 19: Location of Residence

Place of Residence	# of Employees	Percentage
Within Atlantic County	40,818	78.8%
Atlantic City	10,972	21.1%
Galloway Twp	5,143	9.9%
Egg Harbor Twp	4,336	8.4%
Pleasantville	3,644	7.0%
Ventnor	3,226	6.2%
Brigantine	3,143	6.1%
Hamilton Twp	2,500	4.8%
Other	7,854	15.2%
Other NJ County	10,109	19.5%
Outside NJ	844	1.6%

Source: US Census, 2000. Journey to Work data.

D. FUTURE CONDITIONS

1. Population and Employment Projections

After decades of declining population, Atlantic City reversed this trend and saw modest growth between 1990 and 2000. SJTPO projections for the next 20 years show that the city's population will grow at a slow pace. SJTPO issues population and employment projections for its region, including Atlantic County. These projections indicate that the city's population will increase by 2.2% between 2000 and 2025 (see Table 20), while county population will increase by 30.8% in the same period.

Table 20: Population Projections, Atlantic City, Atlantic County, 2000 – 2025

	2000	2005	2010	2015	2020	2025	Percent Change 2000-2025
Atlantic City	40,517	40,767	41,017	41,153	41,289	41,425	2.2%
Atlantic County	252,552	266,316	280,080	295,766	311,451	330,367	30.8%

Source: SJTPO

SJTPO also produces employment projections (see Table 21). According to these data, Atlantic City's employment will increase from 61,699 in 2000 to 106,070 in 2025, or a 72 percent increase, while the county will have an increase of over 50%.

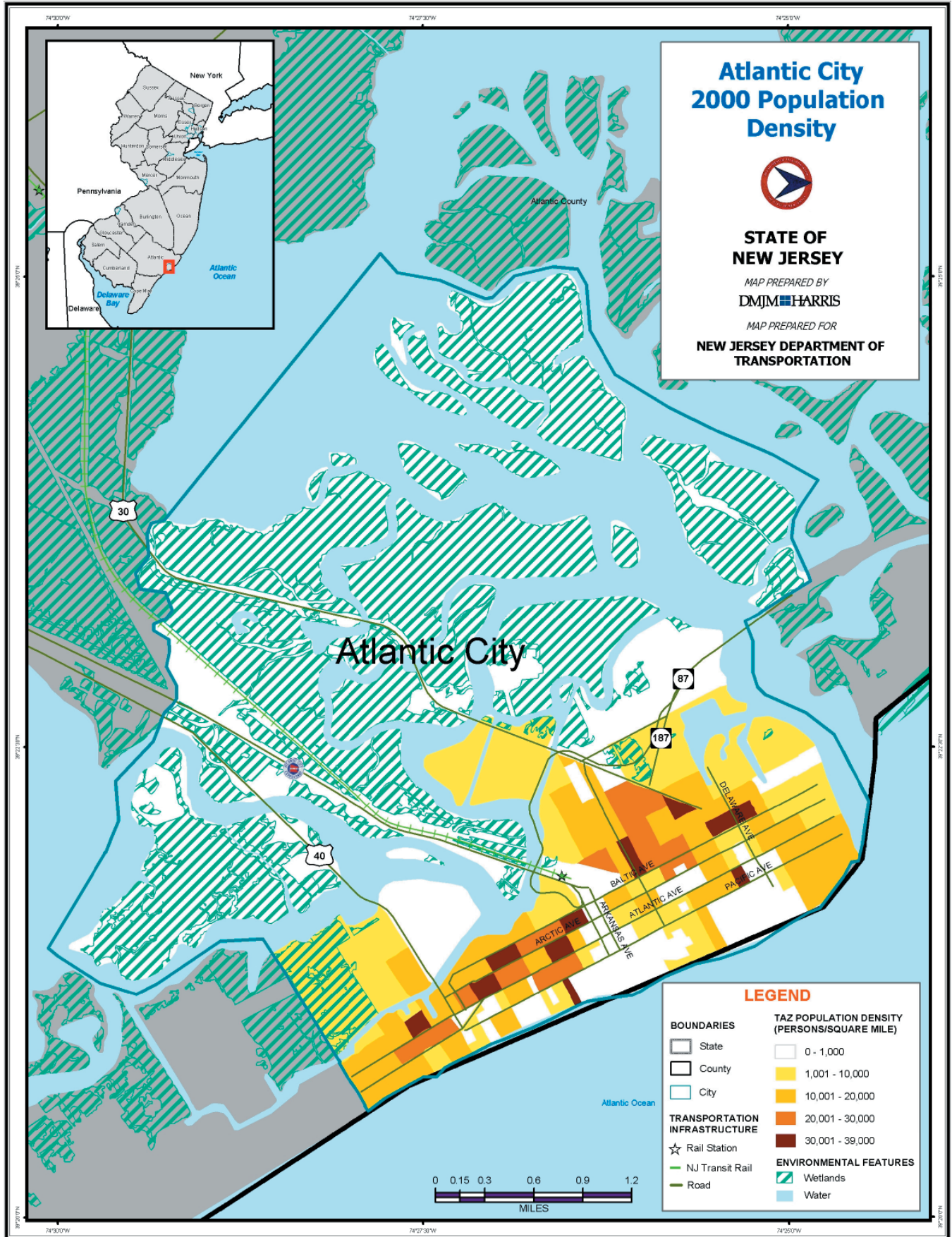
Table 21: Employment Projections, Atlantic City, Atlantic County, 2000 - 2025

	2000	2005	2010	2015	2020	2025	Percent Change 2000-2025
Atlantic City	61,697	67,900	74,102	81,751	89,399	106,070	71.9%
Atlantic County	125,739	135,918	146,096	158,447	170,798	189,516	50.7%

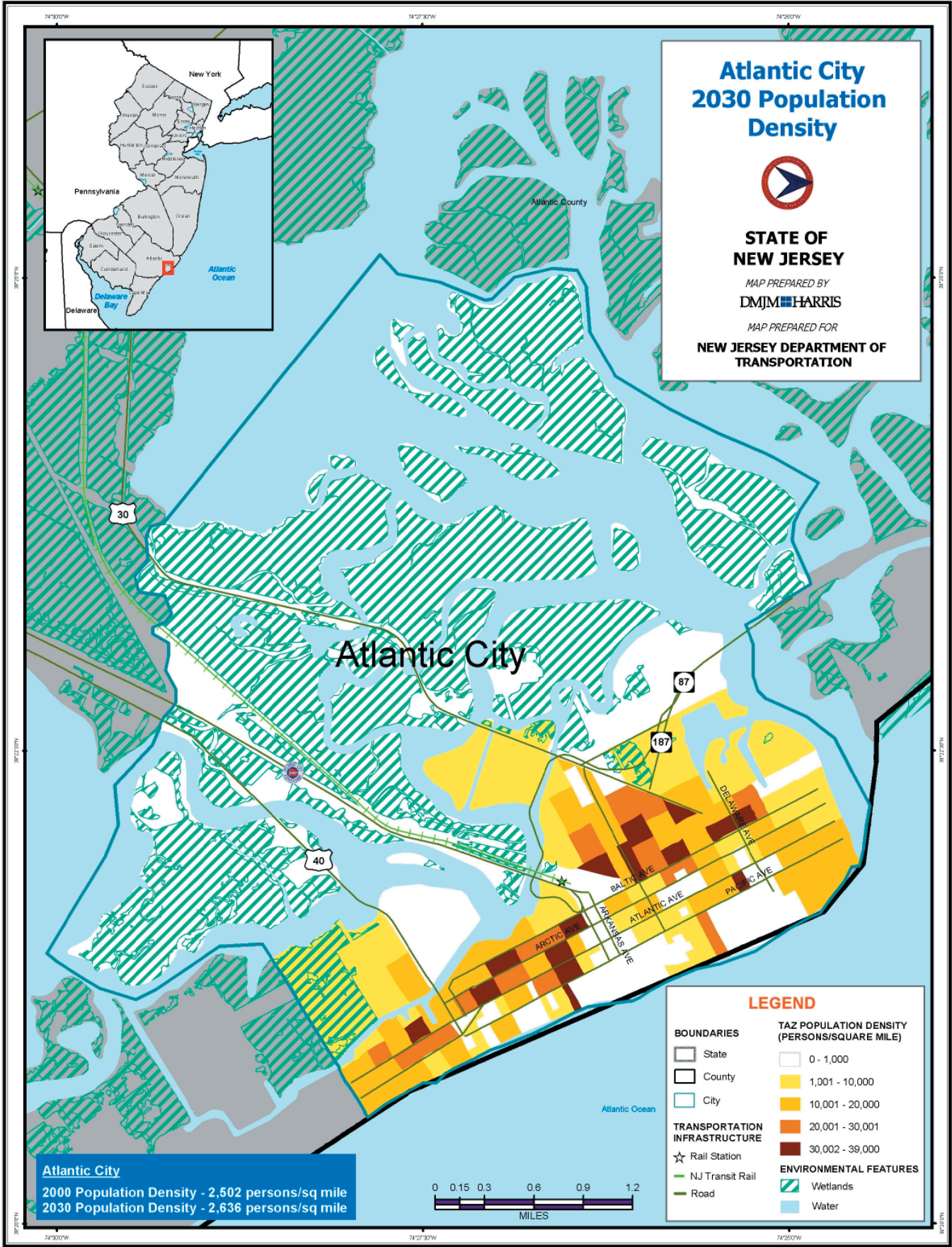
Source: SJTPO

Maps 4 and 5 show the current and projected population density for the city, and Maps 6 and 7 show the current and projected employment density. The projections are for the year 2030, calculated by extrapolating the projected growth for 2025 to 2030. SJTPO currently is revising its projections, which will include projections for 2030. These data are scheduled for release in July 2006.

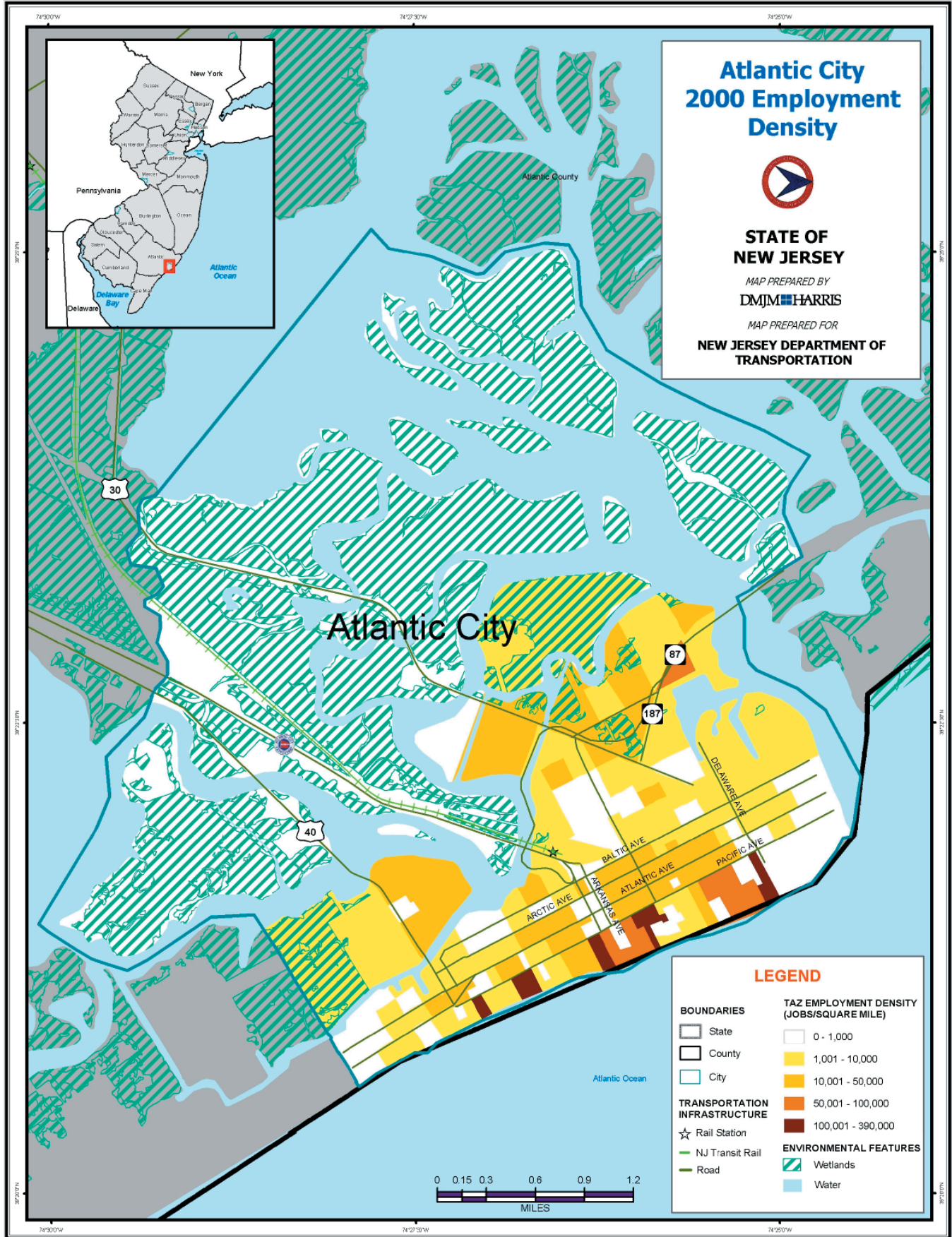
Map 4: 2000 Population Density



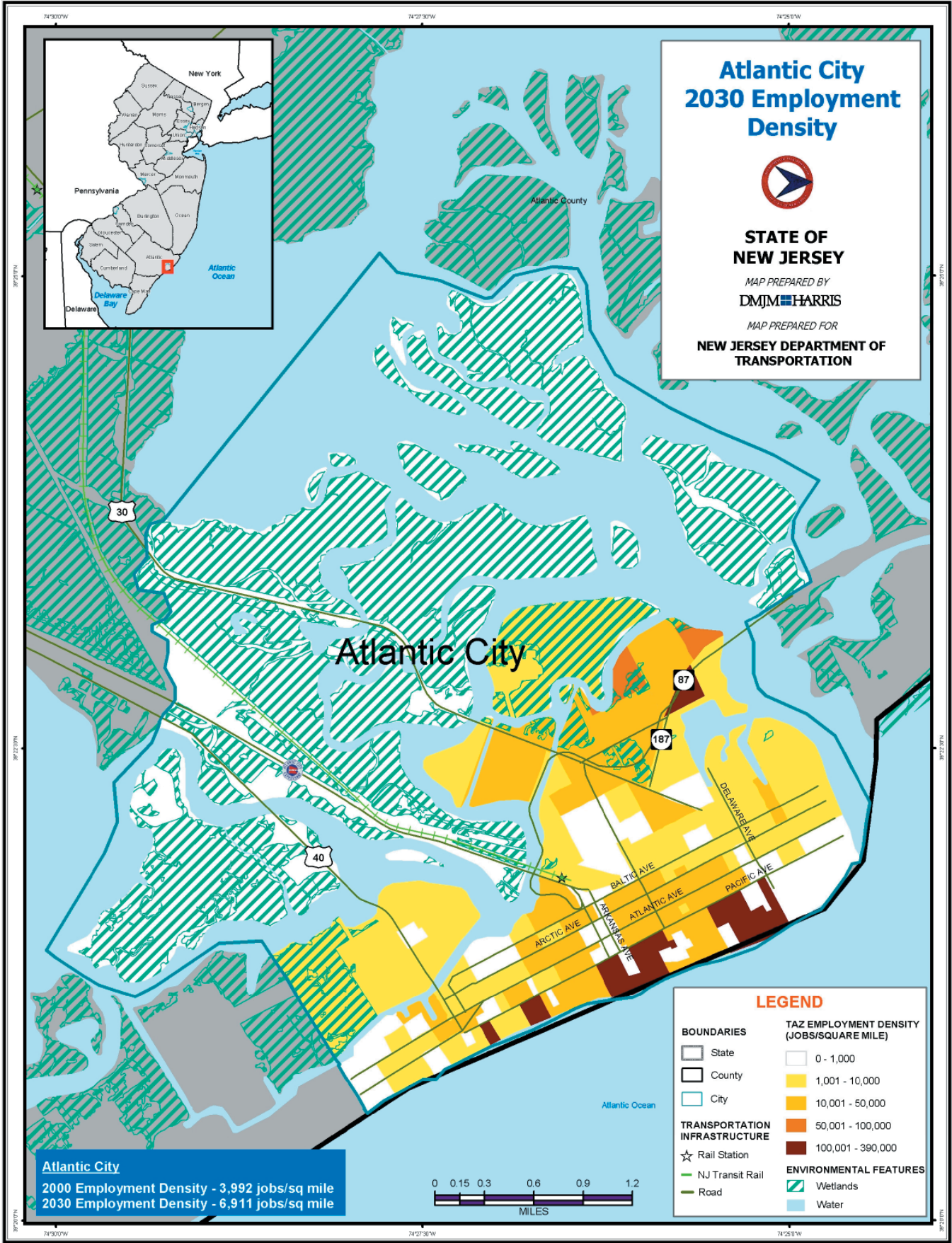
Map 5: 2030 Population Density



Map 6: 2000 Employment Density



Map 7: 2030 Employment Density



2. Transportation Conditions

Regional transportation models enable analysis of current and future travel conditions based upon various assumptions about land use and transportation system capacity. The model output can be used to prepare “travel time contour” maps, which show how far a motorist could travel between a specific point (e.g., the center of a city) and other points on the surrounding roadway system within given time frames. These maps reflect the impact of roadway congestion upon travel time.

The work on the New Jersey Long-Range Transportation Plan included analyzing and preparing travel time contour maps for existing conditions (2005) and the 2030 Plan. These maps cover the surrounding roadway network that lies within the SJTPO region. The calculations are based upon evening peak hour traffic volumes, and they are based upon traffic heading both to and from the central point.

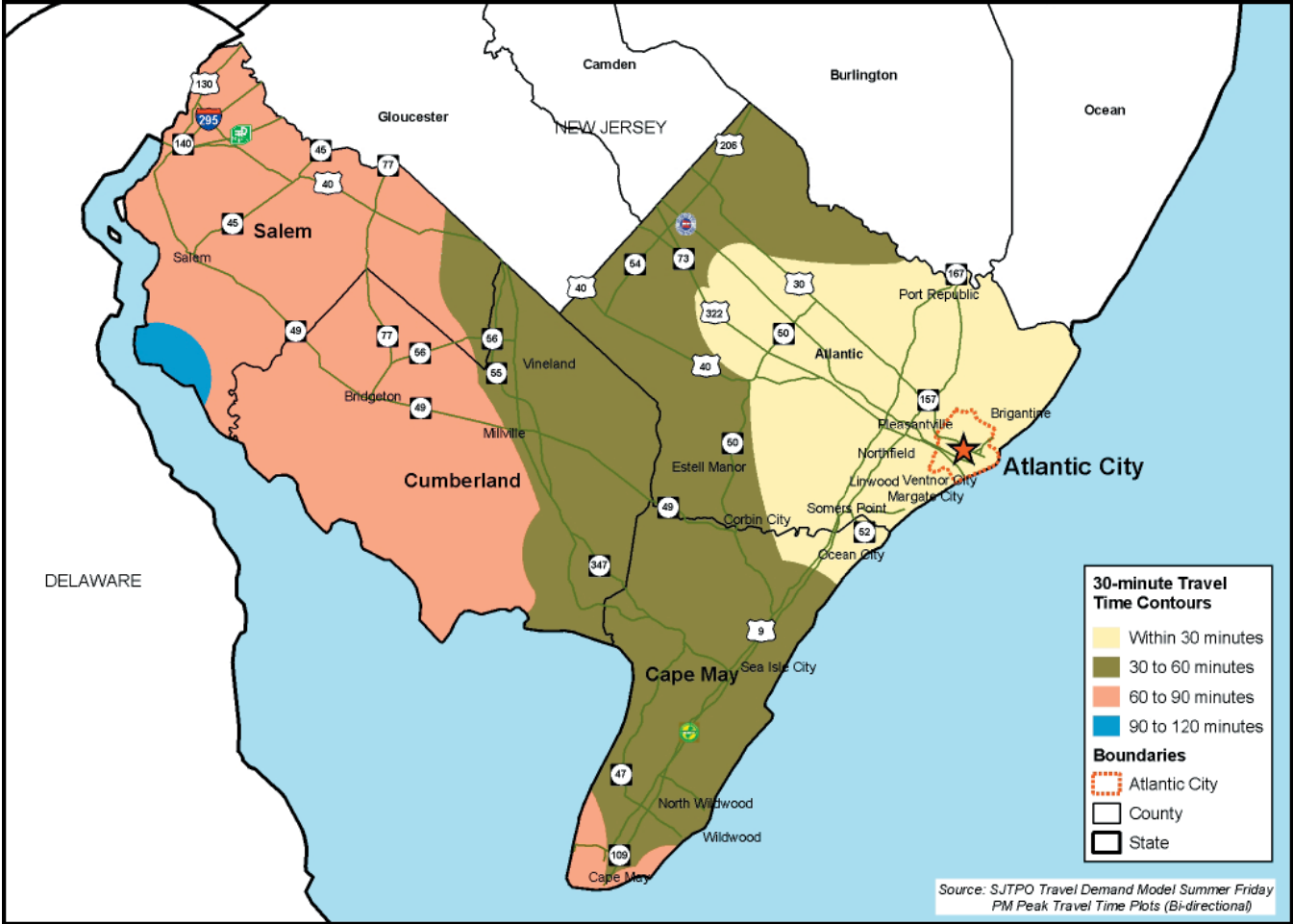
The 2005 existing condition map shows the current travel time limits (see Map 8).

The 2030 Plan map illustrates travel time with the package of transportation system investments contained in the 2030 Plan (see Map 9). The statewide long-range transportation plan, Transportation Choices 2030, contains specific information on these investments, and the plan is available on the internet at www.njchoices.com, the website for the statewide long-range transportation plan. The 2030 Plan recognizes the importance of completing key transit projects, and it envisions a significant infusion of additional funds for transit-related projects and bringing transportation infrastructure to a state of good repair. The 2030 Plan also assumes reducing some auto trips by more aggressive travel demand management measures and adopting smart growth measures for new development and redevelopment.

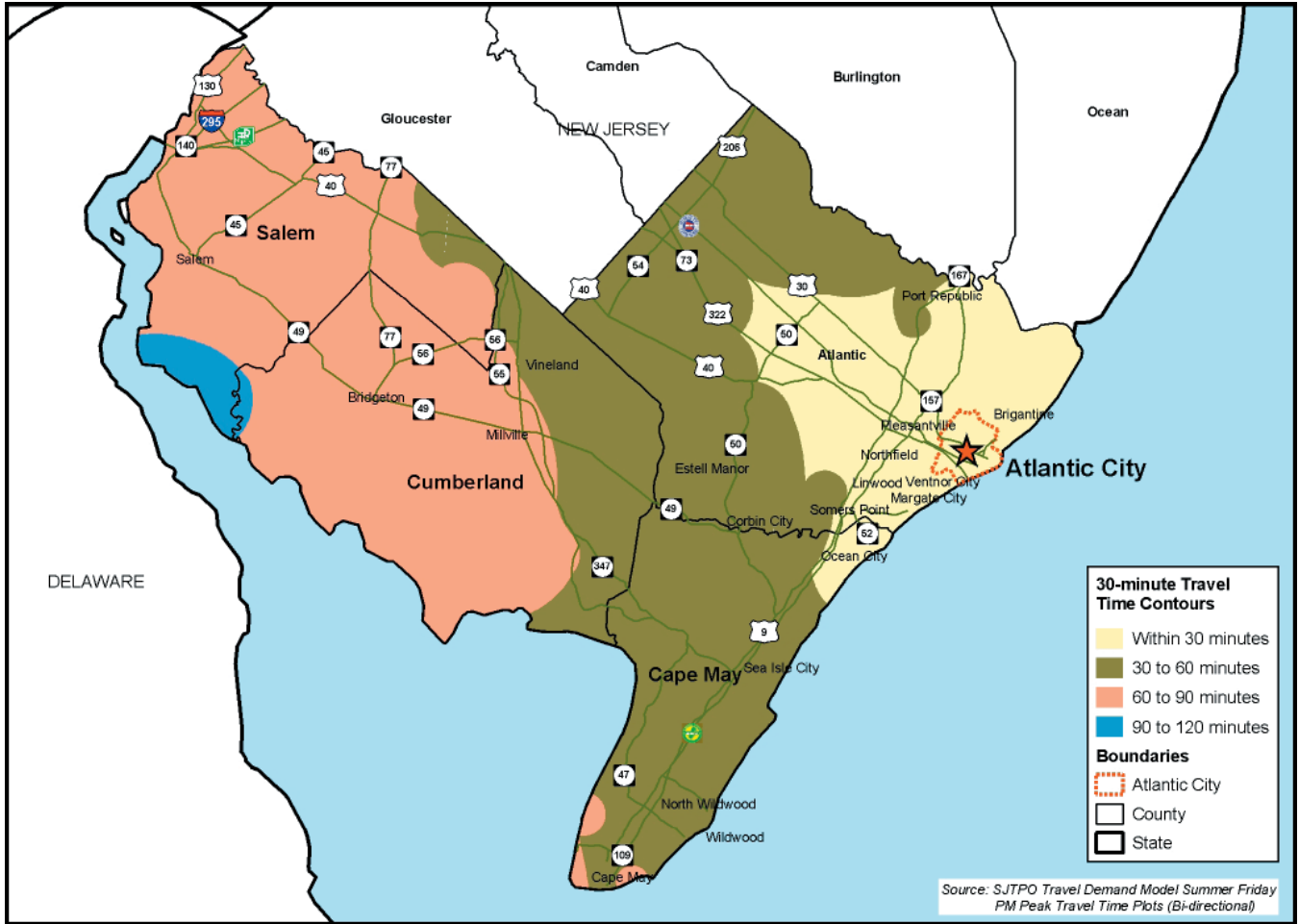
As a contrast, Map 10 shows anticipated travel time limits in 2030 without the level of investments that are contained in the 2030 Plan.

It is important to understand that these maps do not reflect public transit travel times. Public transit provides significant levels of access and mobility for the state's largest cities, and increases in transit service would be expected to increase these levels of access and mobility.

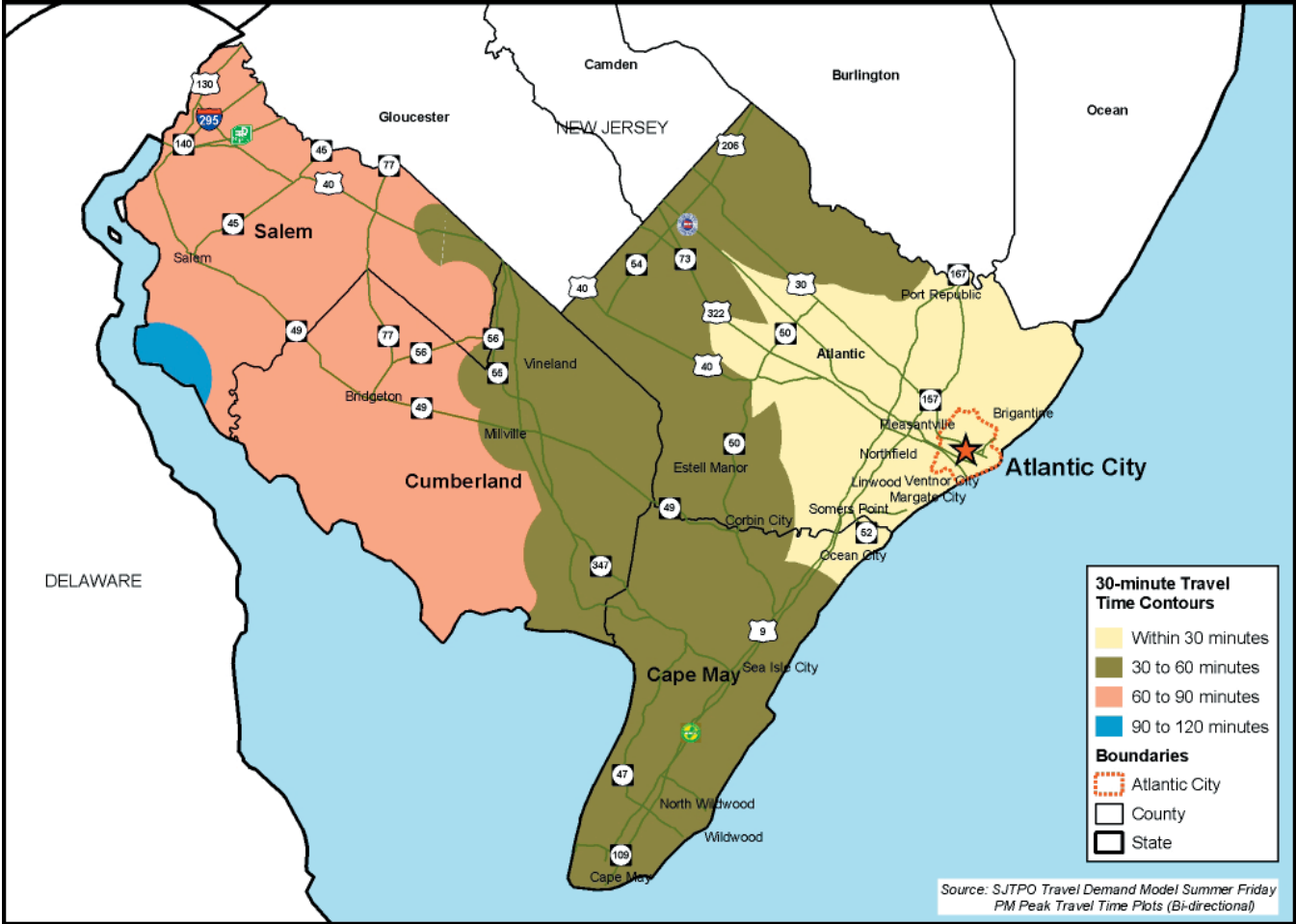
Map 8: Travel Time Contours, Atlantic City, 2005



Map 9: Travel Time Contours, Atlantic City, 2030 – Plan



Map 10: Travel Time Contours, Atlantic City, 2030 – without Plan



E. CURRENT AND FUTURE DEVELOPMENT

This section summarizes current and future development potential in Atlantic City and the surrounding area, focusing on employment. It appears that the greatest opportunities for employment in the city are and will be the casinos, the Atlantic City Medical Center, and The Walk retail shops. These locations are experiencing an increase in jobs that require both skilled and less-skilled labor.

1. Current Development

Casinos

In 1976, the New Jersey State Legislature legalized casinos in Atlantic City in an attempt to revitalize the city and generate state revenues for property tax and utility bill relief for the elderly. Single-handedly, the casino industry reversed the downward spiral of Atlantic City's economy so that by 1983, Atlantic City was the most frequently visited United States resort.

The city's largest source of employment is the twelve casino/hotels, which offer skilled and less-skilled jobs and already employ a significant proportion of the city's labor force. Since the inception of casino gaming in 1978, the industry has expanded from one hotel and casino to twelve, which employ approximately 48,000 persons. Over the last decade, many of the casino/hotels have constructed additions to meet the demands of a growing industry. Since 1985, the casino industry has contributed over 1.5 billion dollars with more than \$370 million dollars in funding used to revitalize Atlantic City and other urban areas throughout the State. The following is a list of the eleven casino/hotels:

- ◆ The Atlantic City Hilton, located on the southern end of Atlantic City's Boardwalk casino strip, includes a 60,000-square-foot casino, 1,800 slot machines, the five-star Peregrines restaurant, a salon, a spa and other restaurants.
- ◆ Bally's Atlantic City is located at Park Place and the Boardwalk on an 8.5-acre beachfront property that includes the historic 19th-century Dennis Hotel and a complex of new facilities. Bally's added its Wild West Casino in 1997 and offers another 80,000 square feet of casino space, shops, a spa, convention facilities and nine restaurants.
- ◆ Atlantic City opened its first new casino in ten years in 2003. The Borgata, located at Renaissance Pointe, features 2,002 guest rooms and suites, 125,000 square feet of gaming, 11 destination restaurants, 11 retail boutiques, a 50,000 square foot spa, 70,000 square feet of event space and parking for 7,100 cars. It is estimated that this project has created approximately 4,000 direct and indirect jobs.
- ◆ Caesars, located at Arkansas Avenue at Boardwalk, has 120,231 square-feet of casino space. It is located only one block from "The Pier at Caesars," the former Ocean One Mall which is being redeveloped and scheduled to open in spring of 2006.
- ◆ Harrah's at Brigantine Bay is situated on 22 acres on the bay side of town. The resort has a roof-deck fitness center, 1,626 guest rooms, seven restaurants, shops, and a Broadway-style theater. Some of the other features include a miniature golf course (in-season), a high-limit slot area, and a underwater-themed breakfast and dinner buffet.
- ◆ Resorts, situated at North Carolina Avenue and the Boardwalk, was the first casino to open when legalized gambling came to Atlantic City in 1978. This facility occupies the site of one of Atlantic City's grand old seaside hotels. Rendezvous Tower, a new 27-story luxury tower, features 408 rooms and 51 suites, bringing Resorts' total number of guest rooms to 938.
- ◆ Showboat is at the Boardwalk and Delaware Avenue and is the northernmost Boardwalk property. This facility has 1,309 rooms, along with a health spa, international salon and eight restaurants. In June 2003, Showboat – The Mardi Gras Casino completed a 19-story

tower to house 545 additional hotel rooms, which complement Showboat's recently-completed \$5.3 million high-roller lounge and \$17 million restaurant complex. The hotel-casino is nearing completion of a \$65-million expansion that features a 2,200-seat House of Blues music club (opened in 2005). The expansion also included a poker room, 50 hotel suites, a restaurant, beach bar and retail space.

- ◆ Tropicana Casino and Resort, located at Iowa Avenue and Boardwalk, is New Jersey's largest hotel, providing 2,125 rooms and suites, plus a health club, luxury slot-playing in the Crystal Room and a new, Broadway-style theater. Three gourmet restaurants are complemented by five more casual dining options. Tropicana Casino & Resort's \$225 million expansion project included a 502-room hotel tower and an elaborately decorated 200,000 square-foot, Old Havana-themed retail, dining and entertainment complex called The Quarter. The complex, located between Brighton and Iowa Avenues opened in November 2004.
- ◆ Trump Marina, formerly Trump's Castle, is located at Huron Avenue and Brigantine Blvd. in the Marina District.
- ◆ Trump Plaza is adjacent to the historic Boardwalk Convention Hall, now Boardwalk Hall. The Trump Plaza has some rooms with whirlpools, a swimming pool, and several dining options.
- ◆ Trump Taj Mahal is located at 1000 Boardwalk, and has a full array of headliner and lounge entertainment. The All Star Café and the Hard Rock Cafe part of the casino's dining options.

Retail

Legislation passed in June of 2004 provided a mechanism for Atlantic City to broaden its base of tourism, allowing for the creation of six Entertainment-Retail Districts, i.e., areas in which public economic support can be provided to private developers who meet requirements for providing public space and benefit to the economy. The Quarter at Tropicana Casino and Resort was the first such project and has done much to spur retail and restaurant interest in the city in recent years.

According to the Convention and Visitors Authority, while in 2000 only about 20 percent of tourists stay overnight, in 2004 that number had grown to 33 percent, with 85% of the tourists coming for the main purpose of gambling. Previously identified issues of the lack of hotel rooms to expand the market beyond casino goers, and a scarcity of quality shopping and retail are being addressed through an extensive expansion program by many of the casinos and by non-casino ventures.

Retail projects have played a major role in Atlantic City development in the past five years. A few major projects have occurred in "Entertainment-Retail Districts" that CRDA has established. State legislation created an urban revitalization program that CRDA administers. This incentive program provides for grants to develop entertainment-retail districts. Each district must comprise a minimum of 150,000 square feet of public space, retail stores, entertainment venues and restaurants, and may include, in addition, casino hotels and public parking facilities approved by the CRDA, to benefit the overall development of Atlantic City and strengthen the State's economy. The city currently has three entertainment-retail districts.

- ◆ Tropicana Casino and Resort has opened "The Quarter," featuring 194,000 square feet of retail and entertainment and dining experiences in a three-story shopping village.
- ◆ At the foot of the expressway, the CRDA and the Cordish Company of Baltimore built "Atlantic City Outlets: The Walk," a 320,000-square-foot, upscale retail outlet, entertainment and dining district. Among its many brand name stores are stores such as

Polo, Coach, Tommy Hilfiger, Nautica, Mikasa, Bath & Body Works, Guess, Liz Claiborne, Candies, Carter's and OshKosh B'Gosh.

- ◆ Caesars Entertainment is transforming the former Shops on Ocean One (pier shopping mall) into "The Pier at Caesars," which will include a fourth floor and an additional 180,000 square feet of space. It will be connected to the adjacent Caesars casino by a skybridge over the Boardwalk. About 200,000 square feet will be upscale retail and 100,000 square feet will be restaurants. The remaining 200,000 square feet will be public space. The Pier, which opened in 2006, will feature 100 retailers such as Louis Vuitton, Burberry, Gucci, Hugo Boss, Armani A/X, Bebe, and nine restaurants such as Buddakan, Continental Restaurant and Martini Bar and Phillips Seafood of Baltimore.

In addition to these large projects, the city has had other recent retail development, including the following:

- ◆ Tropicana completed a Boardwalk facade renovation called The Marketplace at the Boardwalk. The 21,000-square-foot area offers a variety of restaurants and kiosks, including Atlantic City's first beer garden.
- ◆ Several small retail outlets are located on the Boardwalk, Pacific and Atlantic Avenues. Shops between Indiana Avenue and Martin Luther King Boulevard on the Boardwalk have a new appearance due to a \$2 million project completed in May 2003. The block is now known as Siganos Plaza at 1700 Boardwalk. The all-new stores include the flagship two-story Opa Bar and Grille, at the corner of Indiana Avenue. Other stores include Wacky Bear Factory, Tiki Liki, Aqua Massage, Sports Collection, Toon in, Kandyland, Lady of Leisure, Magnetism, and food outlets including China One, Original Philly Steaks, Double Rainbow Ice Cream and Coffee Café and Lo Presti Pizza.
- ◆ Rainforest Café, featuring an indoor rain forest, waterfalls and giant aquariums and a menu influenced by the cuisines of Mexico, Asia and the Caribbean, opened at Trump Plaza in April 2004.
- ◆ In early 2004, Johnny Rockets, a popular chain of diners, opened a new facility at Bally's Atlantic City, in the site formerly occupied by Sbarro's.

Health Care

AtlantiCare Regional Medical Center, formerly the Atlantic City Medical Center, has 4,000 employees and is the Atlantic City area's largest non-casino employer.

Government

Atlantic City and Atlantic County both have their office buildings in the city and are large employers.

Law Firms

The city has several major law firms which employ several hundred people.

Entertainment

In 1998, the Atlantic City Surf introduced minor league baseball with the opening of the 5,900 seat Sandcastle Stadium (now Bernie Robbins Stadium) in Atlantic City.

Tourism

With more than 30 million visitors and 300,000 conventioners annually, Atlantic City is a major tourist destination. In addition to the attraction of the casinos, the city has other venues that attract visitors to the city.

- ◆ Atlantic City beaches continue to be a destination for sunbathers from New Jersey and Philadelphia.

- ◆ The Atlantic City Convention Center opened in May of 1997. It has scheduled more than 300 conventions and trade shows through the year 2010 with an estimated economic impact of approximately \$1.6 billion. The facility has 500,000 square feet of exhibit space and provides 109,100 square feet of meeting room space and 2,000 parking spaces.
- ◆ The Quality Inn closed in late August 2004 and reopened in Spring 2005 as the Courtyard by Marriott. This renovation resulted in the city's first premium-branded, non-gaming hotel, featuring 203 rooms, on-site parking, two meeting rooms and a boardroom.
- ◆ Fairfield Resorts, Inc. transformed Tannen Towers into Fairfield Atlantic City at Skyline Tower (located at North Carolina and Pacific Avenues), a 32-story, 296-unit condominium complex designed for timeshare occupancy. The Skyline Tower opened in 2005.
- ◆ A major renovation of the historic Boardwalk Convention Hall – renamed “Boardwalk Hall” -- has transformed it into a 12,000-seat special events arena. Boardwalk Hall is used for special events, concerts, family, and sporting events.

Residential/Mixed Use

Over the past several years, the central business district added a new supermarket, and shopping plaza, and a Special Improvement District is working on beautification projects. Several residential neighborhoods from Venice Park to Lower Chelsea, from Ducktown to Kentucky Avenue and from Bungalow Park to the Northeast Inlet have been rejuvenated, and recent high-rise condominium construction has brought new residents to the city who want to live closer to their jobs at the casinos.

2. Future Development

In June of 2004, the State legislation authorized a \$62 million Atlantic City Expansion Fund to be used for casino hotel expansion projects increasing the number of hotel rooms in Atlantic City.

The CRDA is undertaking a program of revitalization of the Atlantic City Boardwalk to include property acquisitions, facade improvements and new retail and dining venues. With an anticipated project fund of \$100 million, the CRDA's goal is to reestablish this iconic feature of Atlantic City.

Casinos

- ◆ Borgata is completing a \$520-million expansion. The expansion's first phase, which began construction near the end of 2004, is adding 500,000 square feet of casino space, new restaurants, nightclubs and retail attractions. The addition opened in 2006, creating about 1,500 new jobs. The second phase, which will add an 800-room hotel tower, will be completed by early 2008.
- ◆ Harrah's plans to build a 172,000-square-foot retail and entertainment complex, including a spa, an ultra-lounge nightclub, an indoor pool and entertainment complex, a new Diamond Lounge, new retail stores, a 650-seat buffet and a 500-seat coffee shop. It will convert the existing buffet into additional gaming space, adding 400 slot machines and 20 table games. The expansion will include a 964-room hotel tower, featuring 13 super-suites and 183 suites. When complete, the new tower will boost Harrah's Atlantic City's hotel capacity by nearly 60 percent. The entertainment and retail center opened in 2007, while the new hotel tower is slated for completion in mid-2008.
- ◆ The Hilton is considering a major expansion, including building a 1000-room hotel tower, doubling its gambling area, and adding a 3,500-seat facility for shows, conventions, etc.
- ◆ MGM Mirage Inc. is considering a multi-use development in Atlantic City similar to one that it is currently building in Las Vegas. This project would be located on a 55-acre site in the Marina District.

- ◆ Trump Entertainment Resorts began construction in 2006 on a new hotel tower at the Taj Mahal hotel-casino. New restaurants, nightclubs and retail attractions also are planned for all three Trump gaming properties in Atlantic City.
- ◆ Pinnacle Entertainment is planning a new resort on the site of the old Sands. In addition to a casino and hotel, it will include convention and meeting space, high-end retail, and a large entertainment venue. Completion is scheduled for 2011.
- ◆ Morgan Stanley and Revel Entertainment are planning a new resort north of the Showboat. Preliminary site work has begun, and the opening is planned for 2011.

Business

The Atlantic County One Stop Career Center recently opened at 2 South Main Street in Pleasantville to allow various partner agencies to co-locate and provide services to their customers. These services include employment & training, social services, general assistance, vocational rehabilitation, and the center features a business resource center.

Retail

The planned expansion of "The Walk" would occupy the two blocks bordered by Missouri, Mississippi, Baltic and Atlantic Avenues at the foot of the Atlantic City Expressway. The developers will add another 300,000 square feet of space to the project.

Residential

Officials of the CRDA are considering selling a parcel of land in the northeast inlet area of Atlantic City to developers with plans to build a 34-floor residential development at the corner of Atlantic and Maine Avenues. The 97-million project, called Mirabella at the Inlet, would contain 341 residential units, a spa and pool and six levels of parking. Construction is expected to begin in 2007.

Tropicana and the CRDA officials are discussing plans for a boutique-style hotel resort on the Boardwalk between California and Belmont Avenues. Preliminary plans call for 450-hotel rooms, 150 suites, 29 town homes, a parking garage and 20,000 square feet of retail space. Designed to resemble hotels of Atlantic City's early years, the resort would connect and integrate itself with the hotel-casino.

Health Care

Officials of AtlantiCare Regional Medical Center have announced plans for a major expansion. The project, which is expected to be completed in 2008, will feature a seven-story, 198,000-square-foot tower that will include a new emergency department, two medical/surgical floors that will each have 30 private patient suites, an intensive care unit, a new radiology department and a rooftop helipad. In addition, the project calls for renovating 26,000 square feet of existing hospital space and constructing a pedestrian walkway from the Caesar's Transportation Center over Michigan Avenue to the hospital.

Atlantic Cape Community College will spend \$2 million to create a Health Professions Institute at its Worthington Campus in Atlantic City. The project is being financed in part by a grant from the U.S. Department of Commerce and is expected to take 18 months to complete. College officials hope to train between 200 and 500 people in the next five years for positions in the region's health care industry. Courses will be offered in surgical, dialysis and sterilization-technician training programs; medical office procedures; billing and coding; and allied health.

Residential – Mixed Use

A developer has announced plans for the Landings at Caspian Point, a \$175 million, 390-

unit residential project in Atlantic City's inlet redevelopment area. The project, which also will include a restaurant and 10,000 square feet of retail space, is planned for a 7.5 acre site on New Hampshire Avenue.

F. SYSTEM ASSESSMENT/KEY ISSUES

The 2001 Urban Supplement recommended transportation improvements in several categories. This section presents the recommended improvements (in bold), followed by a list of implemented projects and a description of on-going issues and needs.

1. Roads

- ◆ **Initiate studies and implement recommended improvements to relieve congestion on major roadways in Atlantic City.**
 - A third travel lane was added to the Garden State Parkway in each direction from Somers Point north; the Expressway added a third lane from the Pleasantville tolls to Atlantic City and across the bridge.
 - In July, 2001, NJDOT completed the Atlantic City Brigantine Connector to improve traffic flow on city streets and move traffic from the Atlantic City Expressway efficiently to and from Route 30 and also Route 187.
 - In October 2003, the ramp from Route 30 to Route 187, Huron Boulevard, was completed to connect the Atlantic City Brigantine Connector directly to Route 30.
 - Intersections of Route 30 with MLK Boulevard and North Carolina were modified, and traffic signals at South Carolina Avenue and Route 30 were removed to provide flow along Route 30.
 - SJTA created a new 1000 space long term parking lot for visitors and employee parking.
 - The Pacific Avenue westbound project in Atlantic City that was funded with local aid has been discontinued, and in its place turning movements on the road have been restricted and signal timings modified.
- ◆ **Continue to address and implement safety improvements at high-accident locations**
 - NJDOT, in conjunction with the city and FHWA conducted a Pedestrian Roadshow for the intersection of Atlantic Avenue and Kentucky Avenue to complete a workshop on improvements to Atlantic Avenue for pedestrian Safety.
 - The Atlantic Avenue Beautification Project was a 1997 Transportation Enhancement Project funded with \$454,520 federal dollars and a \$454,520 match.

State Roads

Roadway Congestion

As previous sections have shown, the main regional highways serving Atlantic City, as well as several roadways within the city, face capacity constraints. U.S. Routes 30 and 40/322 currently experience severe congestion. Outside the city, the Garden State Parkway from northern Cape May to the Atlantic City interchange experiences severe congestion, as does the Atlantic City Expressway.

Emergency Preparedness

Given that Atlantic City is on an island, workable plans must be in place to evacuate residents and guests in case of a flood or other emergency. SJTPO completed a study of emergency preparedness in June 2004. Overall, the assessment indicated that a significant improvement in the region's ability to move people to safe areas will occur if Route 55 freeway is completed.

This project would benefit Atlantic City by reducing traffic along the Atlantic City Expressway and US 30.

Pavement and Bridge Conditions

Section I.B.2 and I.B.3 provide information on the conditions of state roads and bridges. These data show that the city has a relatively low proportion of structurally deficient roads and functionally obsolete bridges.

Safety

Section I.B.4 provides information on state roads with high crash rates. Route 187 between Maryland & Huron Avenues, which has the highest crash rate, is in an area of transition between U.S. 30, a higher speed limited access road, and Absecon Boulevard, a lower speed city street. The high crash rate on U.S. 30 between MLK Boulevard and South Carolina Avenue is also possibly related to the transition from a limited access roadway to a slower speed city street.

Local Roads

Roadway Congestion

The local roadway network experiences three congestion periods in contrast to the more traditional AM and PM peaks because the casinos operate 24 hours a day. Congestion is especially severe during weekends, particularly in the summer. Lack of signal coordination contributes to unnecessary delay and congestion on city streets. The city has modernized some of its traffic signals; however, at the present time there is not full integration and coordination of the signals throughout the city, and the system does not include signal detection.

One major problem area is along Atlantic Avenue, which is dysfunctional. The road serves to take traffic south and west out of the city, but traffic flow is seriously hindered by left turns, trucks unloading, and illegal parking.

Another problem is inadequate connections between the Transportation Center and Convention Center and downtown.

Safety

Twelve fatal accidents occurred on local Atlantic City roads in the period from 2001 to 2004. Three fatal accidents were along Atlantic Avenue, and two were along Pacific Avenue. At least 8 of the 12 accidents involved pedestrian fatalities.

Parking

The city has several issues related to parking. Some of the key issues include the following:

- ◆ The opening of the Walk Shops at the base of the Atlantic City Expressway
- ◆ Availability of on-street parking. Many on-street spaces have been removed from Atlantic City streets to accommodate larger boulevards to access the casinos.
- ◆ High numbers of tourists unfamiliar with Atlantic City streets circle through high capacity intersections looking for parking.

2. Public Transit

Commuter Rail Potential

The city may have the potential to accommodate more visitors with rail passenger service. A regional rail study completed for SJTPO in 2002 addressed the feasibility of passenger rail service. NJ TRANSIT has approved a three-year demonstration project to provide weekend

express service between New York City and Atlantic City. The at-grade intersection on the Atlantic City Brigantine Connector, however, limits the possible length of Atlantic City Rail Line trains and platforms.

Need for Multi-Modal Access/Connections

Some concerns exist about the ease with which travelers can make connections or transfer between different services. NJ TRANSIT has been working with DVRPC to study the feasibility of a new station that would connect the Atlantic City Rail Line with the River LINE in Pennsauken.

There is no direct bus service to and from the Atlantic City International Airport. At the present time service is available only by taxi or limousine at a cost in excess of thirty five dollars.

Bus Service

- ◆ Improve cross-county bus service.
 - Radial service into and from Atlantic City is quite extensive along the major corridors, but service that runs north to south is limited.
- ◆ Provide bus service that runs 24 hours a day, 7 days a week to hotel-casinos.
 - Route service has increased, but two-hour headways exist on some lines during low ridership periods.
- ◆ Coordinate jitney service schedules with the start times of casino work shifts at the Taj Mahal and Showboat.
 - Jitney service operates 24 hours a day to the casinos.
- ◆ Ensure that bus service schedules complement work shifts in Atlantic City.
 - In September 2005 SJTA's Transportation Services Division began TransIT Link, a shuttle to work sites between the Pleasantville bus terminal and Atlantic City International Airport.
- ◆ Monitor bus routes to ensure that bus service meets the needs of employers in Atlantic City as employment and employers grow.
 - NJ TRANSIT is providing \$500,000 to SJTPO for system expansion of the JARC Program to which SJTPO is providing a match of \$500,000. The JARC Program is intended to support transportation services to connect welfare recipients and other transit dependents to jobs and related employment activities.
- ◆ Alleviate current overcrowded conditions on some bus routes.
 - NJ TRANSIT is providing planning funds to assess capacity improvements for the Atlantic City Rail Line.
- ◆ Support implementing a transit village in Pleasantville.
 - In 1999 Pleasantville became one of the first State-designated Transit Villages. In 2003, NJDOT provided the town with funding for improvements including parking, sidewalks, street lights, and paving.

There are demands to add service to relieve overcrowding, to better accommodate early morning and late evening shifts, and to provide more extensive weekend service. Added to these pressures is the desire to operate in locations along suburban corridors that are either not currently served or underserved by buses. Initiating new transit services in suburban areas where residential and employment densities are low is likely to be less successful than building on existing bus routes, as evidenced by the results of recent experimental services.

One other issue that affects the efficiency of existing bus operations is illegal parking in front of bus stops. Such parking causes delays for peak-hour bus service especially along Atlantic Avenue in the city.

Job Access/Reverse Commute

While currently the Cross County Connection provides transportation management services for the SJTPO region. The Atlantic City area may benefit from more focused coordination of rideshare and other travel access strategies.

3. Bicycle and Pedestrian

As noted in the demographic section of this report, over 50 percent of the households in the city do not own an automobile. While the transit and jitney service in the city is extensive, transit users still need to walk to their transit stop and bicycles are a common mode of transportation for younger Atlantic City residents. As a result, the inclusion of pedestrian and bicycle accommodations throughout the city should be viewed as more than an aesthetic treatment in city projects.

Pedestrian Safety near Casinos

Pedestrian accidents are a problem in Atlantic City. As noted in the roadway section, the city had eight pedestrian fatalities between 2002-2004. In 2002, pedestrian fatalities occurred at Harrah's Boulevard in front of the casino, at the intersection of Indiana and Pacific Avenue, at the intersection of Atlantic and Pennsylvania Avenues, and on Michigan Avenue. In 2003, pedestrian fatalities occurred at the intersection of Atlantic and Ohio Avenues, Atlantic and Arkansas, and on Winchester Avenue, west of St. David Place. In 2004, a wheelchair fatality occurred in the 1000 Block of Pacific Avenue.

Previous analysis by NJDOT has identified pedestrian safety problems along Atlantic Avenue at its intersections with Michigan, Kentucky, Mississippi, and New York Avenues, and along Pacific Avenue at its intersections with Boston and Pennsylvania Avenues.

Pedestrian Access between the Convention Center and the Boardwalk

Various improvement projects in the downtown have increased pedestrian traffic on city streets, especially in the area of the Shops at the Walk. This success may conflict with a proposed tram that would be elevated over the very areas that pedestrians are beginning to walk through. Tram access from the Convention Center directly to a casino or the boardwalk would likely have a negative impact on the Walk because it would reduce the number of people who access the new stores while walking from the Convention Center toward the beach.

Atlantic Avenue Safety Issues

Given the number of pedestrian accidents along Atlantic Avenue and the increase in tourist pedestrians crossing the wide road to access the Shops at The Walk, a Pedestrian Safety Roadshow was held on October 22, 2003 to bring pedestrian experts, city officials and interested members of the public together to participate in an active workshop to develop concepts for improving pedestrian intersection crossings at Atlantic and Kentucky Avenues and surrounding locations. Treatments for the intersection as well as surrounding intersection locations were sketched, next steps were determined and then a report was prepared detailing actions that needed to be taken to incorporate the recommended solutions at the intersection.

In evaluating the intersection, the participants identified the following concerns:

- ◆ Cluttered sidewalks

- ◆ Faded paint on the crosswalks
- ◆ Bicycles on sidewalks
- ◆ Automobiles (speed of travel, failure to yield to pedestrians)
- ◆ Pedestrians crossing in undesignated areas
- ◆ Pedestrian crossing signals (insufficient timing to safely cross, broken or do not activate)
- ◆ Residents and visitors have different walking environments and reasons to walk
- ◆ There is a lack of signage for pedestrians
- ◆ Grate improvements around trees are needed
- ◆ There is a need for added pedestrian amenities (i.e. benches).
- ◆ Snow removal on sidewalks may be an issue
- ◆ Grades on sidewalk ramps are good overall, but some cross-grades are greater than 2%
- ◆ Drainage on sidewalks is a problem
- ◆ Vehicles parking on sidewalks are a danger to pedestrians; prohibiting these vehicle violations needs to be enforced
- ◆ Many pedestrians cross at mid-block
- ◆ Right turn on red is a problem; a possible solution is electronic no right on red signs
- ◆ Crosswalks should be more visible, the current two line striping could be improved with high visibility treatments
- ◆ Lighting is a major concern. Lighting is poor on Atlantic and Kentucky Avenues, but very good near casinos
- ◆ Curb ramps are missing at some intersections
- ◆ The path leading from the parking lot of the shopping center on the northeast corner of Atlantic and Kentucky Avenues gives pedestrians a false sense that they can cross mid-block; either a mid-block crosswalk should be constructed or mid-block crossings should be discouraged by removing the path

Pedestrian Access across Absecon Boulevard

When the connection between Absecon Boulevard (U.S. 30) and the Atlantic City Brigantine Connector was being designed, SJTA agreed to construct a pedestrian overpass across Absecon Boulevard near South Carolina where a food store was then operating but has since closed. No overpass has been constructed to date although funding for the overpass is included in the state's future year program. Thus, an issue remains for residents who live on the west side of Absecon and want to cross to the east side. These crossings often do not occur at intersections because Absecon is on a diagonal to the cross streets, and residents find the walking distance significantly greater than making direct mid-block crossings.

Need for Safe Bicycle Routes

Bicycles currently find very limited accommodation on Atlantic City streets. The city has no designated bicycle lanes or amenities in the downtown and many local streets do not provide good on-street accommodations for bicyclists because of their width and the volume and speed of motorists on the road.

Municipal ordinances allow bicyclists to use the Boardwalk only between 6:00 A.M. and 10:00 A.M. This restriction limits the usefulness of the Boardwalk as a commuting option because

those workers who might begin or end a shift within this time frame will find the return journey on city streets difficult. These trips cannot be accommodated safely in Atlantic City on Pacific or Atlantic Avenues because of the narrow street configurations and/or high volumes of traffic.

II. TRANSPORTATION PROJECTS

This section provides information on currently planned and proposed transportation improvement projects for the Atlantic City area. Programming/funding sources include the NJDOT/NJ TRANSIT Transportation Capital Program, the NJDOT Local Aid program, the CRDA, the SJTA, Atlantic County, and the city.

A. ROADS

1. Regional/State Roads

NJDOT's current Transportation Capital Program does not include funding for projects within the city limits at the present time.

Looking at the broader region, SJTPO has considered the possibility of improving traffic flow along the Route 55 and Route 47 corridors in Cumberland and Cape May Counties. It has conducted a study to show that a conceptual freeway extension of Route 55 between Millville and the Garden State Parkway in Dennis Township in Cape May County would benefit Atlantic City during an emergency evacuation, by diverting traffic from the Garden State Parkway and Atlantic City Expressway.

2. Local Roads

The NJDOT Local Aid program allocated the city \$140,000 in municipal aid in FY 2006 to resurface Captain O'Donnell Parkway.

SJTA has programmed funding to convert Mississippi Avenue to two-way operation between Atlantic Avenue & Arctic Avenue. Two-way operation can facilitate access to the ACBC and to parking lots in the area.

The proposed expansion of "The Walk" development has led the CRDA to begin planning a major redesign of Atlantic City's main entryway.

The city is proposing to implement a computerized traffic signal system to better coordinate signals on city streets and allow for the modification of signal timing and phasing for special conditions such as major events and emergency evacuations.

The city is planning to continue with its program of milling and overlay for city streets as part of its roadway maintenance program.

3. Parking

Various recent initiatives relate to improving parking conditions, including the following:

- ◆ SJTA will construct E-Z Pass Plus systems at the New York Avenue, Atlantic Avenue and Fairmount Avenue parking lots.
- ◆ Tropicana Casino and Resort will be completing a 2,400-space parking garage.
- ◆ A 3,200-space parking garage is nearing completion. The project takes up most of the block bounded by Michigan, Pacific, Arkansas and Atlantic Avenues and includes 7,000-

square feet of retail space. Partially funded by the CRDA, the garage will serve the needs of the Atlantic City Medical Center, the Caesars and Bally's hotel-casinos and "The Walk" retail and dining development.

4. Circulation

CRDA is investigating the creation of an elevated tram that would run from the Atlantic City Convention Center to the proposed garage at Mississippi Avenue, then diagonally across the corridor to Atlantic Avenue, where people could get off at The Walk. It would make another stop at Caesars' new garage and then go directly down Arkansas Avenue continuing over the Boardwalk, beach and ocean, to the end of the pier.

B. PUBLIC TRANSIT

1. Rail

A rail study completed for SJTPO in 2005 addressed the feasibility of passenger rail service on tracks currently used for freight or currently un-used. Emphasis was placed on the feasibility of service along the Atlantic City - May's Landing corridor via an existing freight line. The study recommended that further study be made of the corridor to assess the feasibility of the service in comparison with other less costly alternatives such as bus rapid transit.

NJ TRANSIT is working with the Atlantic City casinos to develop a Gambler's Express out of New York City that would cater to high-roller gamblers. There are a number of coordination issues that need to be resolved before such an operation could be implemented.

2. Bus

The Atlantic City Bus Terminal recently was relocated from its facility on the northeast corner of Michigan and Atlantic Avenue to the southwest corner of Ohio and Atlantic Avenues. There is a good possibility that the station will again be relocated within the same block to accommodate Phase II of the Shops at The Walk.

3. Job Access/Reverse Commute

Several programs now exist to fund transportation programs that were not available in 1993. Under the auspices of the Job Access and Reverse Commute (JARC) Program, the Atlantic County/Cape May Work Force Investment Board has been approved to run a new service to link people and jobs in suburban areas. The Cape Atlantic Connector Project will create two separate modified fixed routes. The routes will traverse corridors that offer the greatest access to employment hubs, day care services, shopping centers and existing transit routes. The routes will have expanded hours of operation in the morning and evening commute times.

4. Intermodal Projects/Aviation

The NJDOT 2006 Transportation Capital Program provides for funding for the Atlantic City Medical Center Heliport, a project funded under the provisions of Section 13 of P.L. 1995, c.108 as an Intermodal Aviation Program. Atlanticare Regional Medical Center is planning an addition that will include a rooftop emergency heliport. The heliport project will include constructing a new rooftop emergency medical heliport and structures related to the heliport.

C. BICYCLE AND PEDESTRIAN

CRDA is undertaking a major Boardwalk renovation program. While the improvements are primarily geared toward buildings, the improved structures will make traveling on the

boardwalk more pleasant for pedestrians and bicyclists. The Boardwalk has potential to serve as a bicycle commuter facility if the city removes the restrictions on bicycle operations and delineates bicycle lanes.

The Atlantic County Bicycle Master Plan calls for installing shoulder bike lanes on U.S. 40/322 from Pomona Road in Hamilton Township to the Monument in Atlantic City and on U.S. 30 to Illinois Avenue.

SJTA has programmed funding for a pedestrian walkway over U.S. 30 in the vicinity of the South Carolina Avenue intersection.

III. RECOMMENDATIONS

Based upon the analysis and findings of this report, this section presents recommendations for transportation improvements.

A. ROADS

1. State Roads

Congestion

- ◆ SJTPO should work to implement projects that have gone to Study and Development but that have not advanced in the past five years.

Safety

- ◆ NJDOT should study identified high-accident locations and consider alternatives for improving safety at these locations.

Emergency Preparedness

- ◆ SJTPO should continue to champion coordination within the SJTPO region to maximize the number of persons who could make a safe evacuation from the barrier islands in case of an emergency.

2. Local Roads

Downtown Circulation

- ◆ The city should request and obtain funding to install a computerized signal system to integrate signal coordination along major Atlantic City roads.
- ◆ Local planning agencies should comprehensively consider the implications of circulation improvements on pedestrian traffic on downtown streets before a proposed tram project is implemented between the convention center and the boardwalk above street level.

Congestion

- ◆ NJDOT should include key local roads in state congestion management assessments. Minimum suggested inclusions are Atlantic Avenue and Pacific Avenues from U.S. 40 to Absecon Boulevard, along with Absecon Boulevard from the point of state jurisdiction to Pacific Avenue.

Address Parking Needs

- ◆ The city should work with other public and private stakeholders to provide additional structured parking at the base of the Atlantic City Expressway to provide adequate spaces in the downtown.

B. PUBLIC TRANSIT

1. Commuter Rail Service

- ◆ Local planning agencies should coordinate to select a sponsoring agency to champion additional analysis of the need for regional rail services along the Atlantic City – May's Landing corridor. The analysis should continue studying a possible rail extension between the Atlantic City Rail Terminal and Cardiff Plaza, along with other alternatives to rail service. Also, future rail extension studies should include additional modes, alignments, and service plan alternatives.

2. Bus Service

- ◆ NJ TRANSIT should continue to coordinate with major employers to ensure that bus schedules complement work shifts. NJ TRANSIT also should continue to monitor bus routes to ensure that bus service meets the needs of employers and employees.
- ◆ NJ TRANSIT should evaluate the feasibility of expanding bus service to Routes 30 and 322/40 and Tilton and Delilah Roads, and in Buena, Buena Vista, industrial areas of Egg Harbor City, and other locations in western Atlantic County. These routes would serve major employment destinations, malls, and other commercial activity centers, community resources such as hospitals, and rail stations in Hammonton and Egg Harbor. They would connect with other NJ TRANSIT bus routes to extend the utility of the new services. Based upon its assessment, NJ TRANSIT should consider available resources and whether to allocate additional resources to increased bus service.
- ◆ NJ TRANSIT should continue efforts to provide information about transit services in Atlantic City, Atlantic County, and southern New Jersey, including information not only on schedules, routes and fares, but also on how to use the bus service.
- ◆ Local planning stakeholders should assess the feasibility of creating an SJTPO-based transportation management association (TMA) to address transportation access needs. The services of the TMA could include the following:
 - Provide a centralized point of contact for public transportation services in the SJTPO region.
 - Promote opportunities for inter-county (and in some cases interstate) coordination.
 - Serve as an information clearinghouse for all regional and county-based services, regardless of operator.
 - Facilitate coordination between the various services. For example, coordinate with the local Work First New Jersey office to provide transportation for individuals who find employment through the Work First New Jersey office. Determine the best transportation option for that person, choosing between fixed-route bus service, feeder service, para-transit, or ridesharing.
 - Implement a ridesharing program.

3. Other Transit

- ◆ Once Bader Field is closed, Atlantic City should work with any proposed redevelopers to investigate Water Taxis to provide an additional mode of transportation into the downtown.

C. BICYCLE AND PEDESTRIAN

- ◆ Atlantic County should install shoulder bike lanes on U.S. 40/322 from Pomona Road in Hamilton Township to the Monument in Atlantic City, as recommended in the county master plan.
- ◆ Atlantic City should require pedestrian and bicycle accommodations as part of all new development and redevelopment projects.
- ◆ The city should work with CRDA to incorporate designated bicycle lanes on the boardwalk as part of the current rehabilitation project or seek additional funding to create designated bicycle lanes if the CRDA project is too far advanced.
- ◆ Atlantic City should revise its ordinances to remove, or greatly reduce restrictions on bicycle traffic on the boardwalk during certain hours.
- ◆ SJTA should consider reprogramming the funds for a pedestrian walkway over Route 30 into at-grade improvements for pedestrian crossing along the corridor. The supermarket that operated at the proposed walkway location is no longer open. The use of the resources for a comprehensive pedestrian treatment along U.S. 30 would be more useful to pedestrian access and safety.
- ◆ Atlantic City should implement potential treatments for the Atlantic and Kentucky Avenue intersection and neighboring areas. The suggestions from the Pedestrian Safety Roadshow analysis included the following:
 - Apply for planning assistance money to commission a study to analyze Atlantic Avenue as a corridor improvement area and make detailed recommendations.
 - “Bull nose” Martin Luther King Boulevard to channel vehicular movements.
 - Prohibit right turns on red lights (possibly only during certain times) to increase pedestrian safety.
 - Move the stop sign back so that it is located before the crosswalk at the shopping. (center exit on Atlantic Avenue).
 - Add stop bar at the shopping center exit on Atlantic Avenue and place it before the crosswalk.
 - Make the exit/entrance to the shopping center exit only or, if the shopping center’s current entrance remains an entrance, extend the tip of the entrance from Atlantic Avenue to prevent motorists from turning left into the shopping center (entrance would be from New York Avenue only).
 - Create bulb-outs (extensions of the curb to improve pedestrian visibility) on all corners of the Kentucky/Atlantic Avenue intersection to reduce pedestrian crossing distances and increase pedestrian visibility.
 - Enforce parking restrictions on the corners of intersections.
 - Move the stop bars back on Atlantic Avenue to help stop vehicle encroachment in the crosswalks.
 - Implement a broadcasted (TV or radio) pedestrian awareness program in Atlantic City for motorists.

- Add push button actuators to crossing signals where they are appropriate.
- Make the pedestrian signal heads consistent throughout the corridor and throughout the city.
- Fix broken and unlit crossing signals.
- Consider changing signal timing to provide either a lead pedestrian phase or an exclusive pedestrian phase.
- Add countdown timers to the crossing signals to allow pedestrian to know how much time remains to cross safely.
- Move planters on the corner of Kentucky and Atlantic Avenues away from the intersection to maintain visibility at intersections for pedestrians and motorists.
- Install high visibility crosswalks corridor-wide.
- Move the signal box on the southeast corner of Kentucky and Atlantic Avenues away from the intersection.
- Use a truncated dome treatment at all curb ramps.
- Add bicycle parking at the shopping center and other popular destinations to encourage cyclists to park in a designated area rather than leaving bicycles on the sidewalks.
- Extend the fence near the walkway leading under the shopping center sign on the northeast corner of the intersection to discourage mid-block crossings; or formalize and provide treatments for a mid-block crossing.
- Locate public telephones, newspaper dispensers, utility boxes, and street furniture away from the corners of intersection so that a clear zone exists that maximizes sight lines and reduces impediments for people with disabilities.
- Align curb ramps and sidewalks corridor-wide.
- Synchronize the pedestrian crossing signals.
- Make the manhole covers on sidewalks and in crosswalks level with the pavement and provide them with a slip-resistant surface for wet conditions.
- Add directional signage for cyclists to indicate the location of bicycle parking.
- Add pedestrian crossing signage at the entrance/exit to the shopping center on Atlantic Avenue.
- Consider replacing the street signs with more visible signs with features such as larger lettering or LED lighting.
- Add senior citizen crossing signs near senior centers and routes heavily traveled by senior pedestrians.
- Solicit local and county government to assemble an Atlantic City Intersection Improvement Steering Committee.
- Review current funding stream(s) for making improvements to Atlantic City's transportation infrastructure.
- Approach Atlantic City business associations for donations to make short-term pedestrian safety improvements.
- Apply for funding to commission a planning study to analyze the intersection of Kentucky and Atlantic Avenues for potential bicycle and pedestrian improvements. Apply to the NJDOT Bicycle/Pedestrian Planning Assistance Program for funding.

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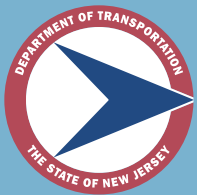
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