

Connection of Passaic Street and Collings Avenue

A new connection between Collings Avenue, just west of the North-South Freeway, and Passaic Street is being proposed. This would provide a direct connection from the Collings Avenue exit from the Freeway to Broadway. If this connection were extended to King Street, the use of Essex Street between King Street and Broadway as a route to the Freeway would be reduced, if not eliminated. This would also provide easier truck access to King Street from the North-South Freeway.

Stinsman Avenue Extension from Broadway to Crescent Boulevard

Stinsman Avenue is currently a "paper street" extending from Water Street to Broadway. The new Master Plan Land Use Element has proposed a Planned Unit Development Zone for the Jersey Avenue and Water Street industrial area and includes a proposal for constructing Stinsman Avenue from Water Street to Route 130. This would provide convenient access for the proposed new development from U.S. Route 130 (Crescent Boulevard) and the North-South Freeway, minimizing the impact of the development on Market Street and Broadway through the center of the City. This would also help to divert some of the other truck traffic in the City from Broadway, Market Street, and to some extent, from King Street.

Both of these proposals will require much detailed engineering study before any final decision can be made regarding possible implementation.

I. TRUCK TRAFFIC

The major sources of truck traffic in Gloucester City include Ward Trucking, Holt Warehousing, Koch Fuel Terminal, Cavexa, Corsen Foods, John Jeffrey Corp., Giordano Aluminum, Seven-Up Bottling, P.R.C. Chemical, and Amspec Chemical.

At the present time the approximate daily volumes by firm are as shown below:

<u>NAME</u>	<u>TOTAL</u>
Ward Trucking	20
AAA Warehouse	N/A
John Jeffrey	30
J-J Truck Refrigeration	6
Cavexsa	3
Amspec Chemical Corp.	4
Independent Chemical Co.	35
Seven-Up Bottling Co.	21
Sarlo	8
PRC	10
Thermoseal	5
Koch Fuels	320
Holt Hauling	300

Total from Major Local Sources (Est.)	762

Source: Survey by Planning, Research & Development Co., -
1984.

These major sources most likely account for 75-80% of the truck traffic generated daily in the City of Gloucester. Overall, truck traffic represents an estimated 6% or less of all traffic going into or out of the city on an average day, although certain intersections within the city do show somewhat higher proportions of truck traffic as shown below:

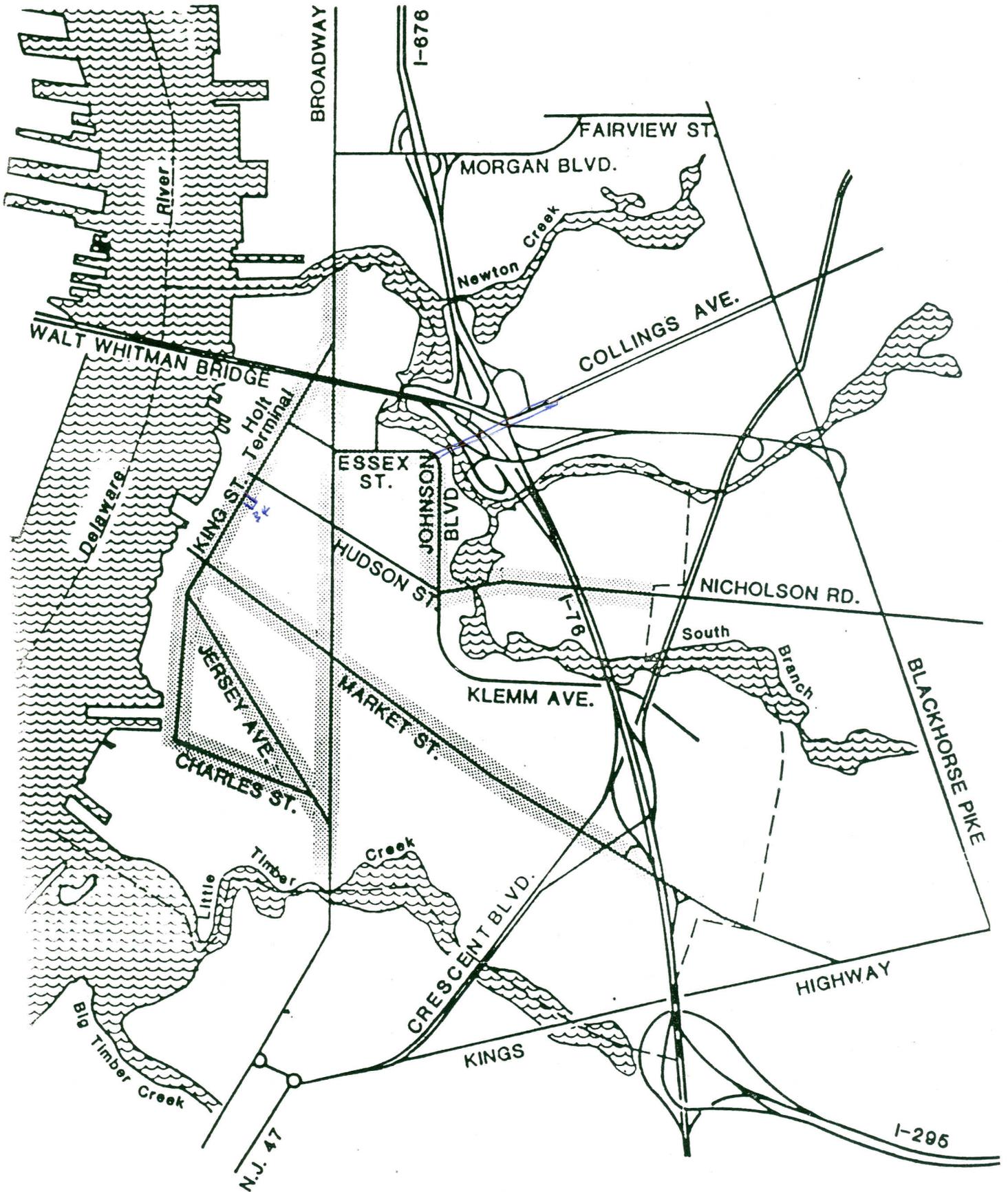
- Johnson Blvd. & Nicholson Rd. = 2% trucks
- Market St. & Rt. 130 (on Market St.) = 6% trucks
- Broadway & Market St. = 6% trucks
- Broadway & King St. = 17% trucks
- King & Essex Sts. = 21% trucks

Source: Truck Routing & Signing Plan for Gloucester City -
1985, Orth-Rodgers & Associates.

J. TRUCK ROUTES

An existing Gloucester City truck route ordinance (1) prohibits vehicles with a total combined gross weight (i.e. vehicle plus load) of four tons or more from all streets except those listed below (and identified in Figure 1):

 -Truck Route Per City of Gloucester City Ord. No. 9-1980



Existing Truck Routes
CITY OF GLOUCESTER CITY

- I-295, which links the Delaware Memorial Bridge to the south with Bordentown to the north and which intersects I-76 and the North-South Freeway just south of Gloucester;
- Route 42, the North-South Freeway, which connects I-76 and I-295 with the Atlantic City Expressway to the south.

K. ANTICIPATED CHANGES IN TRUCK TRAFFIC

Two factors which might affect the projected future volume and/or pattern of truck traffic within the city of Gloucester City have been considered -- the planned expansion of the Holt Terminal operation and the potential future impact of the Land Use Element of the Master Plan.

1. HOLT TERMINAL EXPANSION

The Holt Terminal is in the process of completing the construction of a container unloading facility. The nature of this type of operation is such that it is difficult to predict the number of containers that will be handled. The operation is very dependent upon the general economy and the ability of the terminal to attract shippers. However, after an initial start-up period of about a year, it is anticipated that approximately 80,000 or more containers will be accommodated at this facility annually for a number of years. Eventually, more containers might be handled, but, as noted, it is difficult to determine when or how many.

It is estimated that the average number of additional one-way truck movements per weekday at the Holt Terminal as a result of the new container operation could range from 200 to 400. This average must be used with caution as the number of trucks can vary considerably from one day to another, depending upon ship arrivals and departures.

It is anticipated that the new container operation will add to the existing Terminal operation, at least in terms of the volume of truck traffic (300 per day) associated with the non-container portion of the facility.

2. LAND USE ELEMENT OF THE MASTER PLAN

This plan has recommended that some of the industrial properties south of Stinsman Avenue (paper street) and east and west of Water Street be changed to a Planned Unit Development (PUD) zone, with office, retail, and/or residential development permitted. The properties included in this possible PUD are currently vacant OR are low volume truck traffic generators, and it is not anticipated that this recommendation will have a significant impact on the current truck volumes throughout the City. However, it would appear that the new Master Plan will ensure that, aside from the Holt Terminal, there should be no major increases in truck traffic volumes within the City, particularly in this area.

L. RECOMMENDATIONS FOR TRUCK TRAFFIC AND ACCESS ROUTES

In order to facilitate the proper movement of truck traffic into and out of the industrial areas of the City, while protecting the residential areas of the City from the noise, dirt, and vibratory impacts of these vehicles, the City should

1. Develop an extension of Stinsman Avenue to Route 130 at Thompson Avenue using a route parallel to the Timber Creek OR develop a route parallel to the PSE&G power lines connecting Stinsman Avenue with Market Street near the high school;
2. Develop an extension of Collings Avenue to King Street using Passaic Street and lands under the Walt Whitman Bridge;
3. Have the County improve King Street and dedicate it to the City between Essex Street and Jersey Avenue so that the City can prohibit truck traffic on that section of King Street;
4. Provide proper signage to clearly identify truck routes as outlined in the Orth-Rodgers Study of Truck Routes and Signage for Gloucester City.

II THE RAILROAD NETWORK

BACKGROUND

Gloucester has a long history involving rail transportation for both passengers and freight. By the turn of the century Gloucester was bustling with trolley and train traffic. Trolley lines could be found along Broadway and King Street. The major trunk line of the West Jersey and Seashore Railroad was laid one block east of Broadway, effectively bisecting the city into an east-west configuration.

Over the years, rail passenger traffic declined in response to the growth of the auto and in the 1930's the trolley tracks were paved over along King Street and later along Broadway.

Passenger service on trains had become a memory by the 1960's and freight loadings by rail in the City were in serious decline by the 1970's. Most of the industrial rail spurs within the city have fallen into disuse, as have the plants they once served.

FREQUENCY OF USE

The main north-south rail lines connecting Salem County with Philadelphia and North Jersey are still quite active with up to seven (7) trains per day. The Glendora branch of that line still carries two trains per week.

SAFETY CONCERNS

Freight carried on the north-south line is mostly raw materials or chemicals, many of which are volatile and very dangerous in the event of a derailment. However, the main lines are well maintained, thus lessening the chances of an accident occurring within the City. Conversely, the

Glendora Spur Line, which parallels Johnson Blvd. was recommended for abandonment by Conrail, and appears to have had no regular maintenance and thus is in poor condition. This line presents a real threat of derailment should it be allowed to continue to deteriorate.

The main north-south line has eleven (11) grade crossings within the city and yet appears to have a decent safety record, in all probability due to the active signals and gates at each crossing. The Glendora Line has three grade crossings, one at Nicholson Road, one at the Collings Road extension near Essex Street and one at Route 130 and Klemm Avenue. Neither crossing has gates, but they do have electronic signals and, thus far, accidents have not been a problem at these locations.

NOISE

The noise and vibration from the railroad traffic is substantial even though the speed of the trains is kept very low. While the City or the railroad could do relatively little about the ground vibration, it might be possible to reduce the noise levels somewhat by the use of shrubbery plantings, noise barriers or a combination of both.

RECOMMENDATIONS

The city should begin exploring with Conrail solutions to the following issues:

1. Development of a system by which the city police and fire departments would be notified in advance of train movements through the City which would be carrying dangerous or hazardous substances;
2. Development of an evacuation plan for residents in case of a derailment or accident involving dangerous train cargos;
3. The potential for a federal or state grant to develop such a program;
4. A program to buffer adjacent residences from train noise.
5. Rehabilitate and upgrade crossings for safety;
6. Petition Conrail to add signals at all spur crossings;
7. Railroad crosses Nicholson Road and needs a signal.

III WATERBORNE TRAFFIC

Since its earliest days, Gloucester City has had its fortunes tied to the Delaware Waterfront for transportation, fishing or recreation.

During the past two decades the need for waterfront locations related to manufacturing or shipbuilding has declined markedly leaving vacant piers and properties on both sides of the Delaware.

PORT FACILITIES

Likewise, changes in cargo handling technology have left many outdated piers with few, if any, users. Gloucester City has seen all of these changes impact its waterfront and has witnessed a marked resurgence of the port function via the efforts of Holt Cargo Systems, employing some of the latest technologies in cargo and containerized freight handling.

Fortunately, this cargo operation is in the northwestern section of the City so that its need for large storage areas and generation of truck traffic will impact the City as little as possible.

The expansive nature of such a port facility dictates that it should be located away from residential areas to minimize its potential for disruption of normal urban residential living.

The City has, therefore, wisely set limits for the southern and eastward expansion of this type of use while at the same time working with the port facility to assure a planned and orderly growth in the future.

Monmouth Street has been established as the Southern Boundary for cargo handling facilities and Ellis Street from Monmouth to Warren Street has been established as the Eastern Boundary for cargo facilities.

WATERFRONT REVITALIZATION

The waterfront represents a significant natural and economic resource for the City of Gloucester for recreational boating, pedestrian promenades and potential sites for waterfront restaurants, housing and offices. The City has designated the waterfront south of Monmouth Street to the Big Timber Creek as an area for the development of the aforementioned uses.

RECOMMENDATIONS

1. The City should request funds from the state D.C.A. and D.E.P. to study the potential revitalization of the city waterfront and the mouth of the Big Timber Creek as water recreation and marina sites.



HADDON TWP.

CITY OF CAMDEN

MT. PEPHRAIM

BOROUGH

CITY OF GLOUCESTER

MASTER PLAN STUDY
ANALYSIS ZONES

LEGEND

- Waterway, with flow
- Waterway, no flow
- Public structure
- Utility - Gas
- Utility - Water
- Utility - Sewer
- Utility - Storm
- Utility - Electric
- Utility - Telephone
- Utility - Cable
- Utility - Fiber
- Utility - Other
- Utility - Unknown
- Utility - Not Shown

