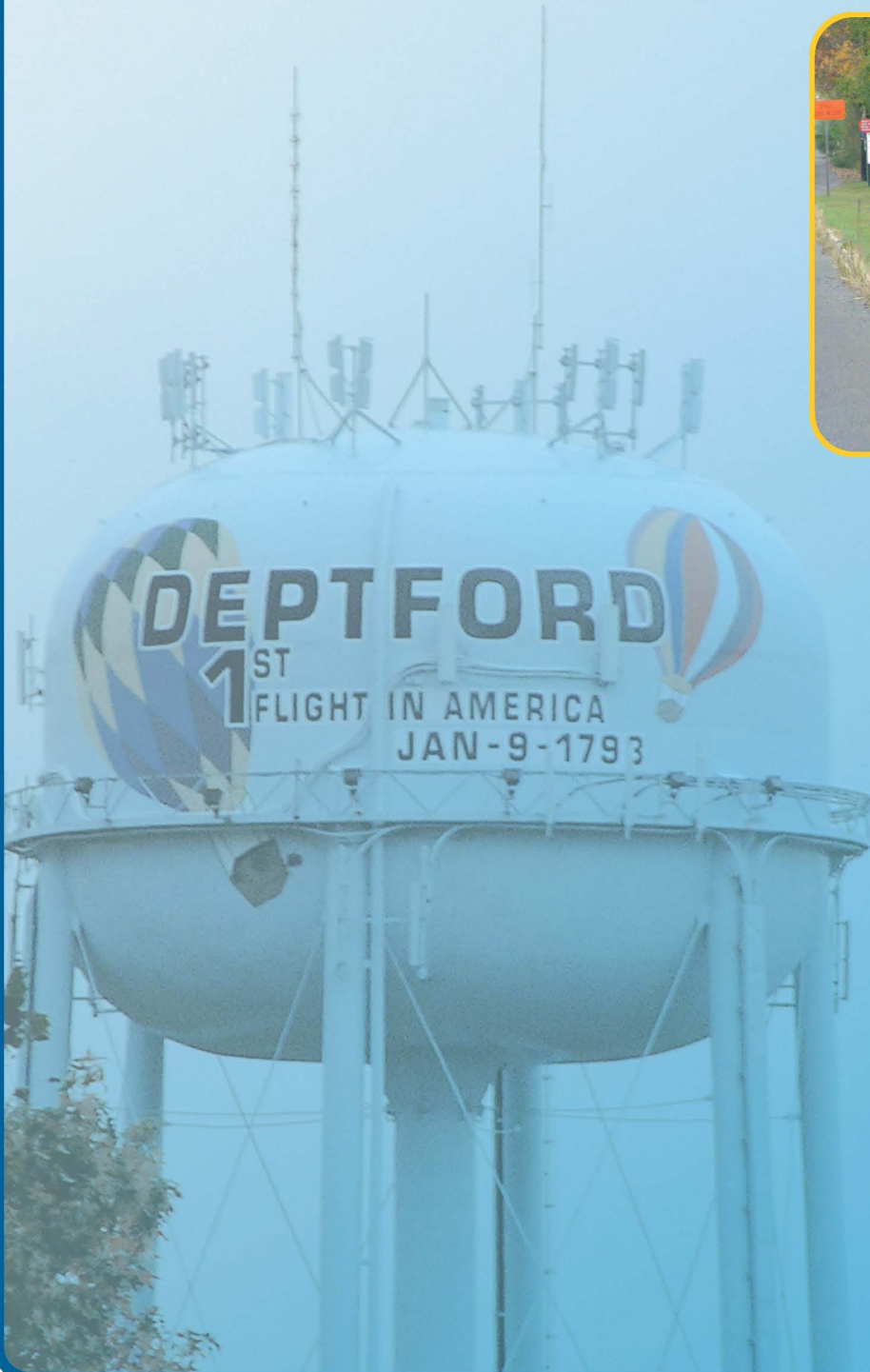




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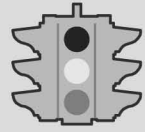
DEPTFORD TRAFFIC

Study



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Route 55

DEPTFORD TRAFFIC

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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1.0 EXECUTIVE SUMMARY

The Deptford Mall area of Deptford Township in Gloucester County has experienced significant retail growth in its environs since the 1970's. This growth has included big box retail development, satellite shopping centers, and highway strip commercial areas, combining to create a major regional retail center. This growth has brought a significant amount of traffic congestion. This study examines traffic circulation within this retail center of Deptford Township in an effort to determine the severity of the problem and arrive at ways to improve accessibility to and within the area.

There are three major components to this study: an origin/destination survey, a year 2025 traffic forecast for major travel routes and an identification of short term improvements.

An origin/destination survey was conducted in the study area at eight locations in an effort to identify the origins and destinations of motorists using the study area roadways. The survey results found that the majority of trips through the area are local in origin. Clements Bridge Road was the primary route used by survey respondents. Almonesson Road was the second most utilized road by survey respondents. The most frequent trip type was shopping, which accounted for 35% of all trips. 27% of all trips originated in Deptford Township followed by Gloucester Township and Mantua Township with 10% and 6% respectively. 37% of external trip origins stopped in Deptford on a weekday while 45% of external trip origins stopped in Deptford on a weekend. As a result there were fewer external to external trips in the results (19% on weekdays and 9% on weekends).

In an effort to determine future traffic conditions, DVRPC's travel simulation model was used to forecast future trips on selected links within the study area. Different scenarios were used to analyze the feasibility of completing the Route 55 interchange and determining the benefits to be gained from it. The model results indicated that traffic will continue to increase if current development trends continue. The proposed NJ 55 connector with Greenbriar Court/Clements Bridge Road would provide no significant relief at congested locations within the study area. The modeling efforts showed that a completed Route 55 connector would divert some traffic from NJ 42 to local roads and NJ 55. Completing the interchange will not provide adequate relief through trip reduction in the Deptford study area. There is therefore a need to identify improvements throughout the local, county and state roadway network in order to improve traffic circulation in the area. There is also a need to expand the availability of nonmotorized transportation modes. Increased development will only exacerbate congestion on the local and state road network.

In identifying quick fix measures for the area, nine intersections were analyzed to determine operational conditions within the traffic stream by using Level of Service (LOS) analysis. This analysis was done by Arora and Associates, P.C. Consulting Engineers, which was retained by the New Jersey Department of

Transportation for this task. A combination of signal timing adjustments at all of the intersections and possible reconfiguration of two of the intersections were recommended.

An accident analysis was done within the area covering the period of 2002-2004 to identify and determine safety issues within the corridor. Over this period, there were 222 crashes at 6 unique intersections. The highest number of crashes occurred at Clements Bridge (CR 544) & NJ 41 with 41 crashes. This was followed by the intersection of Delsea Drive (NJ 47) & Cooper Avenue (CR 534 with 40 crashes over the same period.

The recommendations included in this study have been coordinated with the Gloucester County Planning Department and the planning effort of the Gloucester County Northeast Region Strategic Plan (2005), which was developed to provide a uniform growth strategy for the municipalities in northeastern Gloucester County. This study provides goals, strategies and design recommendations that are consistent with the Northeast Region Strategic Plan.

2.0 PURPOSE AND NEED

The New Jersey Department of Transportation (NJDOT) authorized the Delaware Valley Regional Planning Commission (DVRPC) to conduct an origin/destination study of vehicular traffic in the retail area of Deptford Township, New Jersey, as well as model future traffic flow, with and without a direct connector from the NJ 55 interchange to Clements Bridge Road. The purpose of the study was to determine the primary flow of traffic by trip purpose in the area, as well as identify what routes are used to access the area. This study of motorist travel patterns in the area would enable the assessment of local versus regional trip patterns. This information, together with traffic analyses and forecasts, was used to devise ways to reduce roadway congestion and improve mobility within and through this regional retail center, in keeping with the principles of smart growth and sustainable development.

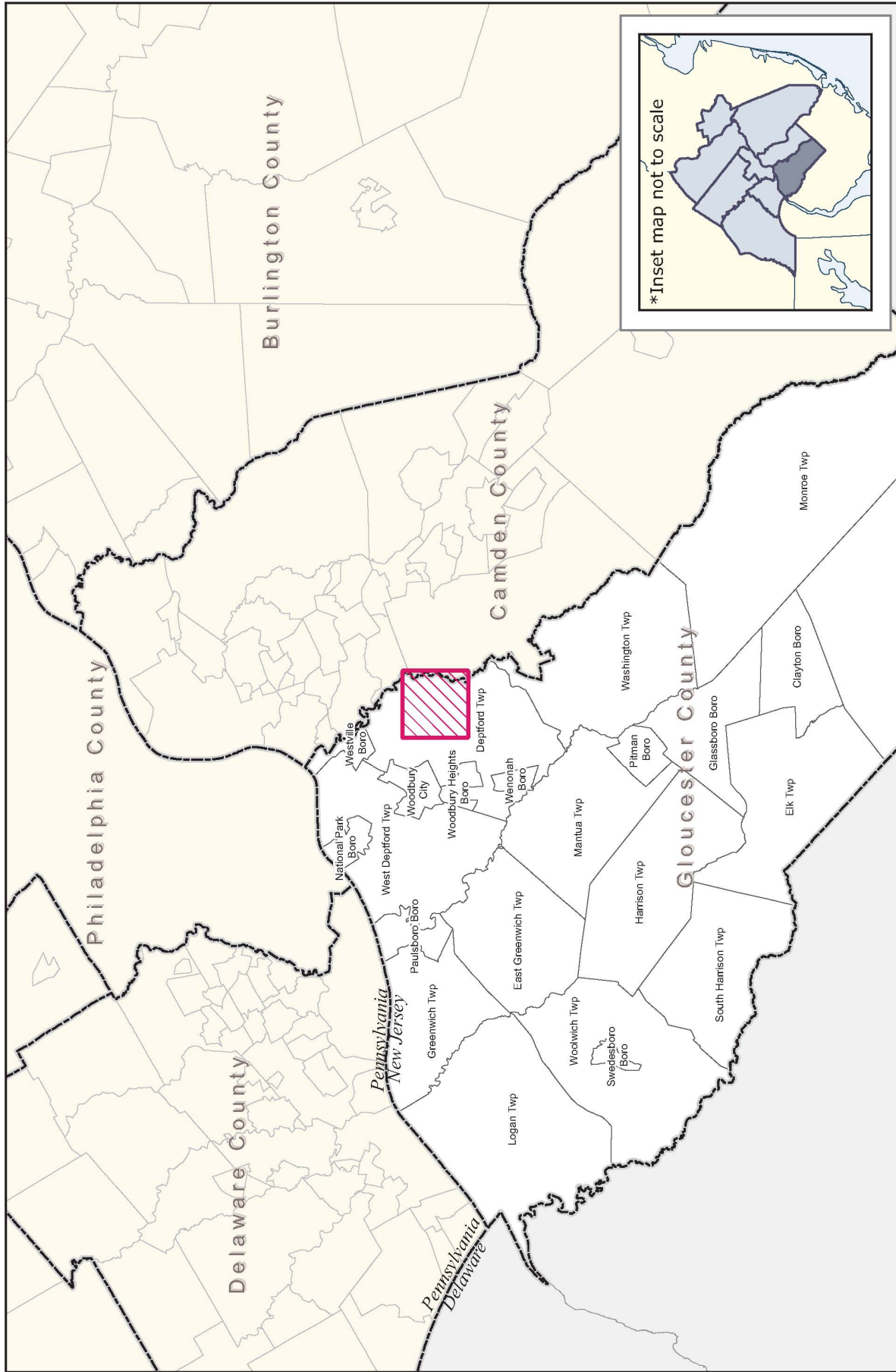
An origin-destination survey and traffic study would identify travel characteristics at and around the regional retail center in the Deptford Mall area of Gloucester County. A future year travel forecast permits analysis of the proposed Route 55 interchange extension that would connect NJ 55 directly with Clements Bridge Road via Greenbriar Court. This study is also intended to identify short term improvements to the highway infrastructure that could alleviate congestion at key locations.

3.0 STUDY AREA DESCRIPTION

Deptford Township is located in the northeastern corner of Gloucester County. It is within 5 miles of South Philadelphia and 10 miles of Camden, Cherry Hill and Woodbury (**Map 1**). The study area is approximately 4.5 square miles and is located in the northeastern section of the township. Traveling anticlockwise, the study area encompasses the area bounded by Delsea Drive, Cooper Street, Hurffville Road, and the area to the north of Clements Bridge Road to the New Jersey Turnpike. This is the retail center of the township and of the county.

The Deptford Mall area, similar to a number of regional retail shopping malls in the Delaware Valley Region, has experienced significant retail growth in its environs since it was first built in the 1970's. This growth has included big box retail development, satellite shopping centers, and highway strip commercial areas, combining to create a major regional retail center. This growth has brought a significant amount of traffic congestion. This study focuses on identifying the number of internal auto trips by shoppers as well as traffic generated by adjacent residential development in an effort to improve accessibility to and within the area. It also incorporates the results of a parallel study, *Deptford Center, Proposed Shuttle Bus Study*, (DVRPC 2005) that addresses the need for improved accessibility between adjacent shopping centers in the area.

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Route 55 - Deptford Traffic Study - Regional Setting

3.1 Existing Land Use

The core of the study area is primarily retail commercial surrounded by residential dwellings (**Map 2**). Wooded areas, single-family residential areas and more recently constructed pockets of multifamily housing development ring the retail center. The center of the retail activity is the Deptford Mall. The mall is surrounded by several shopping centers within a half-mile radius. To the south and west of the commercial center there are neighborhoods of single-family homes. To the east of the retail center, the Big Timber Creek and associated wetlands provide a natural barrier.

There are 7 distinct shopping centers in and around the Deptford retail area as well as several other retail commercial establishments along major routes. These 7 shopping centers contain approximately 231 stores with a Gross Leasable Area (GLA) of 2.6 million square feet. Of this, Deptford Mall accounts for nearly 1.2 million square feet.

The majority of shopping centers in the area have direct access to Almonesson Road, Clements Bridge Road or Deptford Center Road. NJ 41 primarily provides access to numerous strip malls and smaller retail establishments. A secondary retail/commercial cluster can be found near the intersection of Delsea Drive and Cooper Street. This is also the location of the municipal center with offices for police and other municipal functions.

Historical Development

Land use in the study area has changed significantly in the past four decades, as evidenced by aerial photographs of the area (**Figures 1-4**).

Residential developments constructed prior to 1970 in the study area centered along Cooper Street between Delsea Drive and Good Intent Road, and along Hurffville Road south of Cooper Street.

The Deptford Mall area (centered on Clements Bridge Road and Almonesson Road) was primarily agricultural until 1975, when the Deptford Mall was completed. Shopping centers were subsequently built on land surrounding the mall. Residential growth appeared less rapidly, gradually occupying large, formerly agricultural tracts. Between 1975 and 1990 two retail centers - Deptford Plaza and Locust Grove Plaza - were constructed in the vicinity of the Deptford Mall, with a GLA of nearly 275,000 square feet. An additional four centers were constructed between 1990 and 2000 - Almonesson Crossings, Court at Deptford I and II, and Deptford Crossing - with a GLA of over 900,000 square feet. Over time, commercial development has gradually filled in developable land immediately surrounding the Deptford Mall. Likewise, residential developments over time have occupied land in a second ring around the mall retail area.

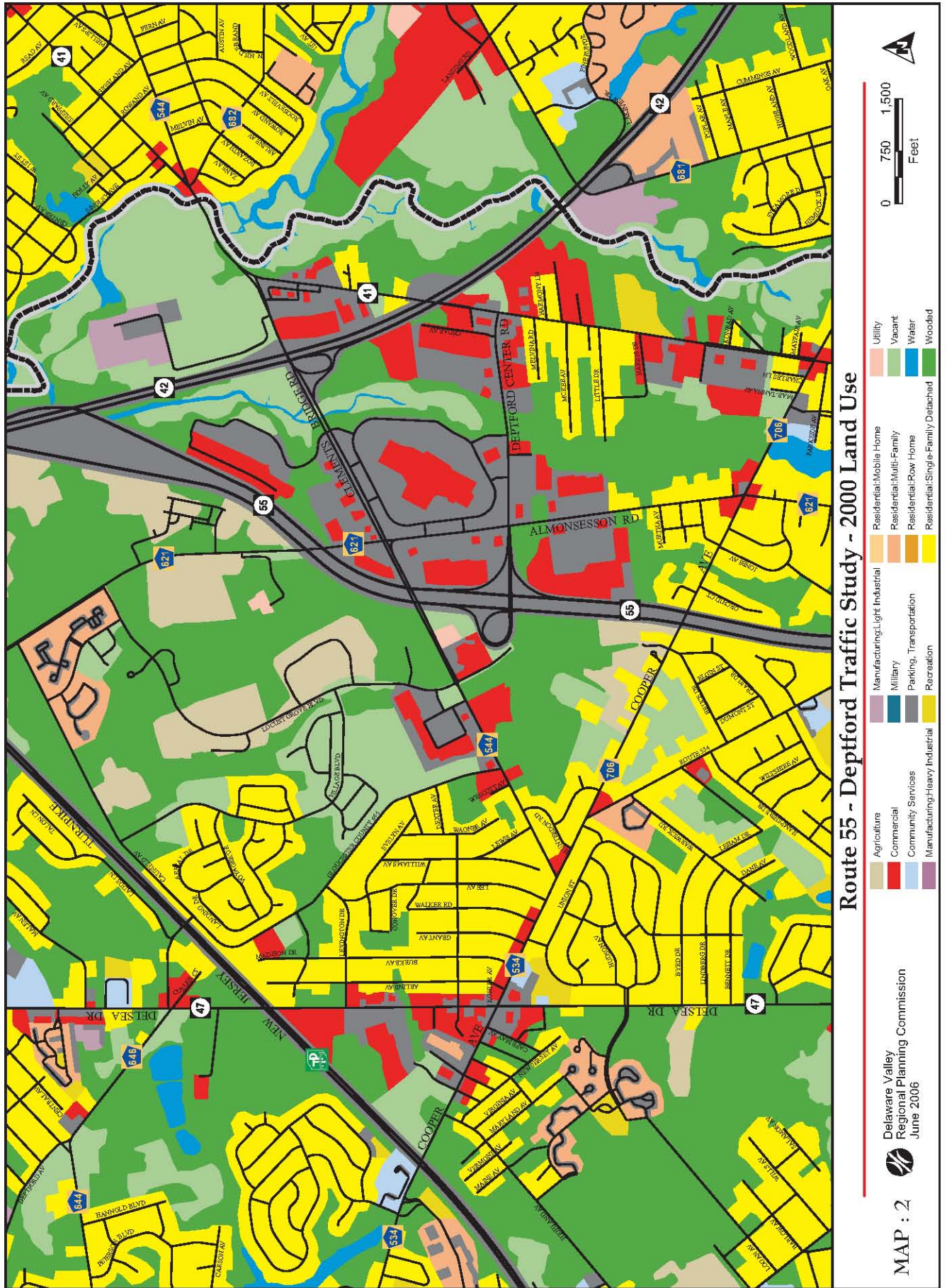
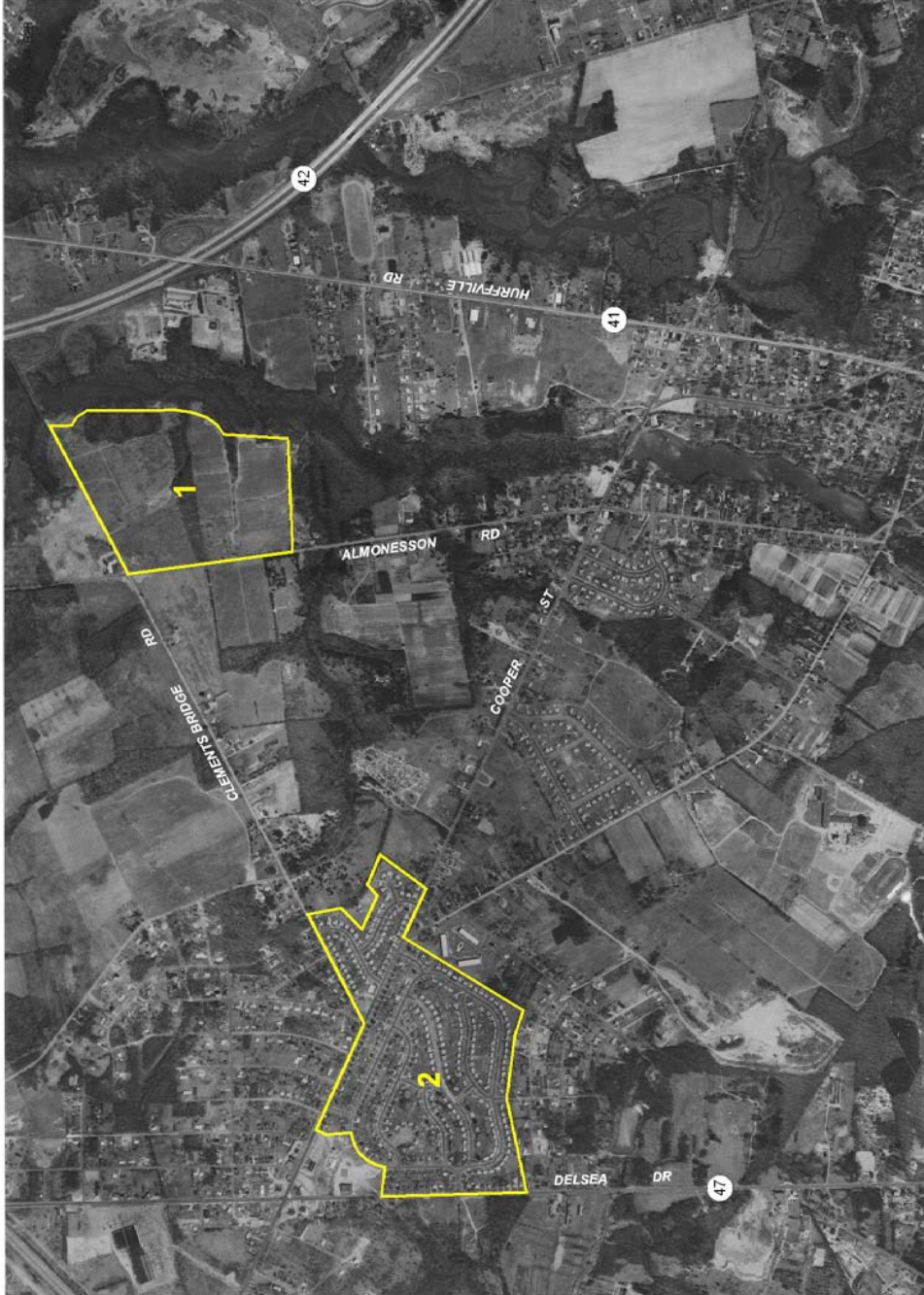
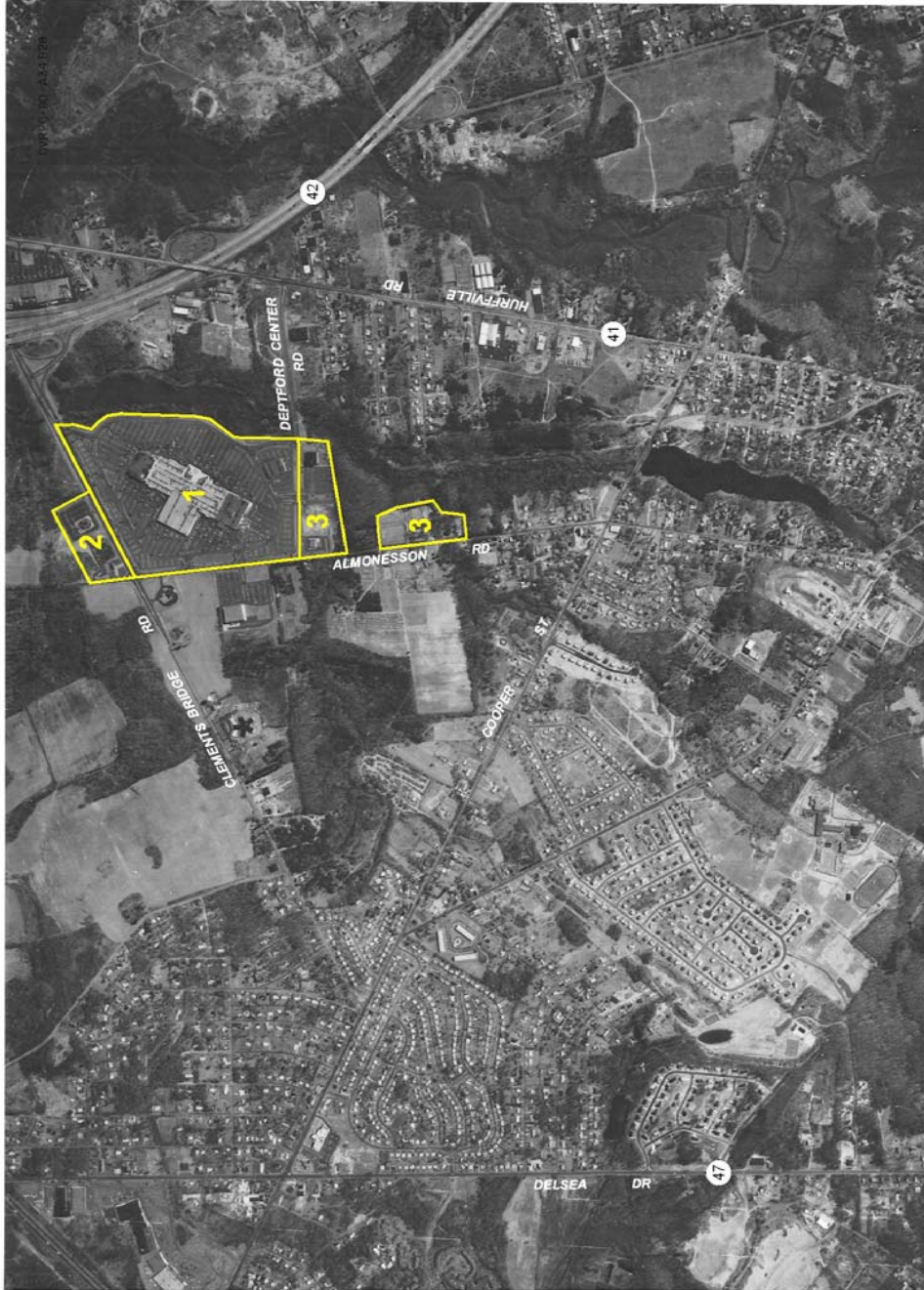


FIGURE 1: 1970 LAND USE



Note that the area that would become the Deptford Mall (1) is unbuilt agricultural land, as is much of the current retail area. A large residential development exists to the west, near the intersection of Clements Bridge Road and Cooper Street (2).

FIGURE 2: 1980 LAND USE



By the time the Deptford Mall (1) had been operational for five years, accessory commercial development appeared along Clements Bridge Road to the north (2), and along Almonesson Road, and newly constructed Deptford Center Road to the south (3).

FIGURE 3: 1990 LAND USE



The NJ 55 highway (1), that provides access to the Deptford area from points south, was completed by 1990, further stimulating development with the retail area's proximity to several major roads. Retail development continued to occur along Clements Bridge and Almonesson roads (2, 3).

FIGURE 4: 2000 LAND USE



By 2000, most areas immediately surrounding the mall had been developed, restricted only by wetlands east of the mall (1). Development was also beginning on a large tract of land north of Clements Bridge Road, between NJ 55 and Caulfield Avenue (2), which would become the Locust Grove residential development.

3.2 Proposed Development

A number of recently constructed and proposed residential and commercial developments may significantly impact traffic within the study area (**Table 1**). In particular, the Locust Grove development, located north of Clements Bridge Road between Almonesson and Caulfield, is significantly increasing the number of residential units in the study area. When completed, the development of single-family homes, townhouses and apartments is planned to have 1,273 units.

Table 1

**Major Commercial and Residential Development
(Existing and Proposed) since 2000**

Site	Type	Location	Size	Status
AIG Baker	Commercial	Clements Bridge Road, east of NJ 42	511,000 sq. ft.	Proposed
Lowe's	Commercial	Clements Bridge Road, west of NJ 55	176,000 sq. ft.	Completed
Rosewood (Deptwood Center)	Commercial	Delsea Drive and Cooper Street	324,000 sq. ft.	Proposed
Deptford Town Center	Commercial	Hurffville Road, south of Deptford Center Road	154,000 sq. ft.	Proposed
Locust Grove	Residential	North of Clements Bridge Road, west of Almonesson Road	1273 units total	Partially Completed Under Construction
Heritage	Residential	Almonesson Road, near Jarrett Drive	320 units total	Partially Completed Under Construction
Source: Deptford Township, 2005				

4.0 EXISTING CONDITIONS ASSESSMENT

4.1 Highway Network

The study area is at a nexus of highways ranging from interstate highways to county highways (**Map 3**). It is at the crossroads to the NJ Jersey shore area, South Jersey and Philadelphia. The following is a brief description of the primary arteries within or providing direct access to the study area.

The New Jersey Turnpike is a major Interstate Highway to the northwest of the study area. It has an interchange in Runnemede, to the north of the study area, permitting access to northern and southern New Jersey. The segment between US 322 and NJ 42 recorded an AADT of 51,100 for both directions in 2004.

Interstate 295 is a north-south highway located to the east of the study area. It is classified as a Rural Interstate. It extends from US 1 in Mercer County in the north to Salem County and the state of Delaware in the south. Direct access is provided to the study area via NJ 42 and NJ 55. In 2001, an AADT of 78,000 was recorded in Bellmawr Township for both directions.

NJ 41 (Hurffville Road) is an Urban Minor Arterial that enters the study area from Runnemede in Camden County through to NJ 47. It generally has one lane in each direction with a posted speed limit of 45 – 50 MPH. In 2000, an AADT of 24,000 was recorded for both directions north of the intersection with Deptford Center Road.

NJ 42, as it traverses the study area, is a six lane Urban Freeway/Expressway with a grass median and a posted speed limit of 55 MPH. An AADT was recorded in 2003 of 115,000 for a segment of this highway within the study area. This highway provides access to Camden and Philadelphia in the north and west. It also provides access to Atlantic City via the Atlantic City Expressway in the southeast.

NJ 55 is a four lane Urban Freeway/Expressway with a grass median. The posted speed limit is 65 MPH. In 2003, an AADT of 58,284 was recorded for all lanes. This highway merges with NJ 42 and provides access to Philadelphia in the northwest. In the south, it provides direct access to Cumberland County.

CR 544 (Clements Bridge Road) is an Urban Principal Highway that provides direct access to the study area. The posted speed limit is 35 MPH for most of its extent in the study area. The number of travel lanes ranges from 3 to 5 lanes. In 2004, an AADT of 16,000 was recorded for the eastbound segment while the westbound segment recorded 15,300 between NJ 41 and Deptford Center Road.

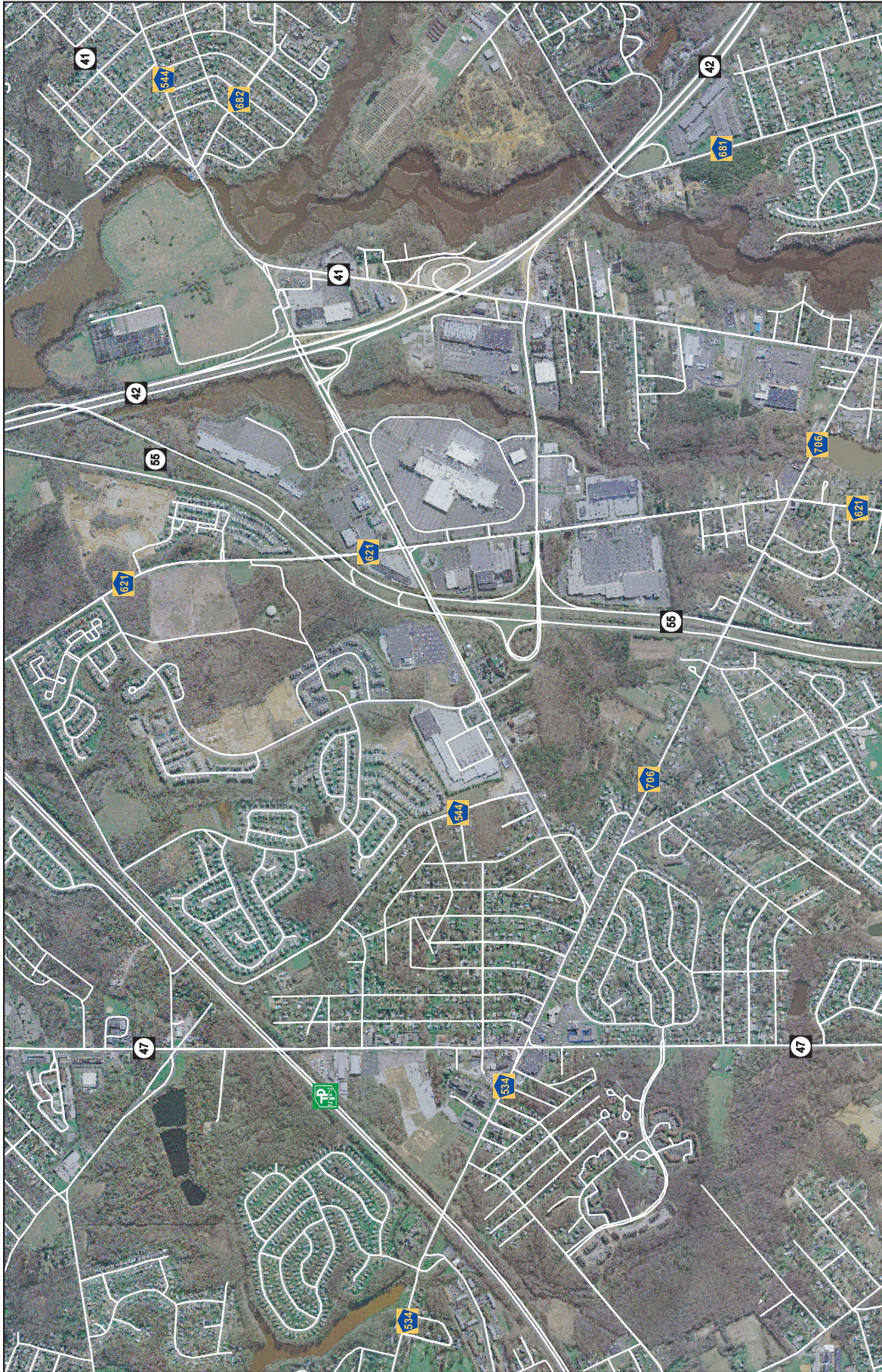
CR 534 & CR 706 (Cooper Street) is an Urban Minor Arterial with two travel lanes. It has a posted speed limit of 45 MPH. It provides direct access to the municipal center from most of the study area. In 2004, AADT of 11,600 was recorded on the segment of highway within the study area.

CR 621 (Almonesson Road) is a major north-south road which provides direct access to the center of the retail area. It has 2 lanes in each direction with a posted speed limit of 40 MPH in the northern section and 35 MPH in the southern section. In 2001, an AADT of 10,800 for both directions was recorded on the segment between Deptford Center Road and Cooper Street.

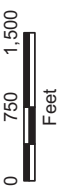
Deptford Center Road is a local connector road which links the NJ 55 ramps and NJ 41. It also provides direct access to NJ 42. It is a major access road to several shopping centers in the area.

Locust Grove Drive is located in the northwestern section of the study area. It provides access to Clements Bridge Road from several new residential developments in the area.

Jarrett Drive is the northern extension of Locust Grove Drive. It provides access to Almonesson Road.



Route 55 - Deptford Traffic Study - Highway Network



Delaware Valley
Regional Planning Commission
June 2006



MAP : 3

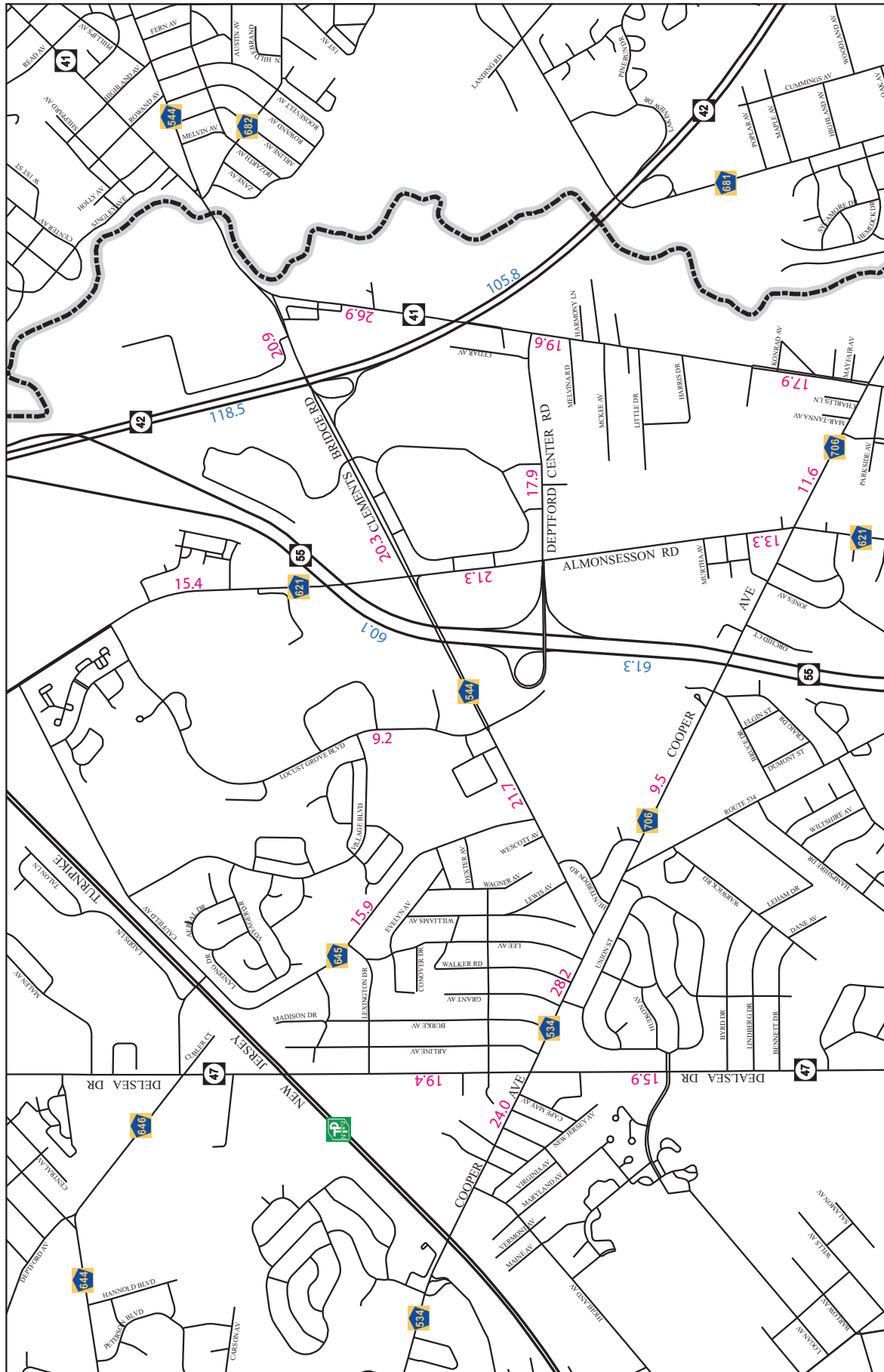
4.2 Traffic Volume Analysis

High traffic volumes, particularly during peak shopping hours, are evident through the study area. However, there are several roadways where this problem is critical. In order to measure traffic volume and flow in the area, automatic traffic recorders (ATR) were placed at key locations in May and September of 2004. Hourly vehicle counts were collected over a 48 hour time period at these locations and tabulated to determine traffic direction and volumes (**Map 4 and Appendix I**). The primary AM direction for traffic in the area is toward the major state highways, NJ 42 and NJ 55, then northbound to employment centers in New Jersey and Philadelphia, PA. In the PM, the southbound direction predominates. Approximately 7 percent of traffic in the principal direction occurs in the AM or PM peak.

Map 5 shows the peak period (AM/PM) turning movement counts taken at 5 key locations within the study area. These counts were taken on a typical weekday to reflect commuter trips as well as shopping trips. A level of service (LOS) analysis was conducted at 9 intersections in the study area (**Map 6**). Both weekday peak periods (AM and PM) LOS were calculated for these intersections.

NJ 41

This stretch of highway in the study area is critical because it serves as the gateway to the retail area from areas to the east. Its proximity to the NJ 42 ramps also makes it an important access road for north-south traffic. This is the major truck route in the area with truck traffic in 2004 accounting for approximately 18% of all traffic on a typical weekday and 12% on weekends. AADT for the segment of NJ 41 within the study area averages 18,800 for the typical weekday, while on weekends, the AADT ranges from 19,800 on Saturday to 16,306 on Sunday. Peak volumes are between 6:00am – 7:00am and 10:00am – 7:00pm weekdays, and 9:00am – 7:00pm weekends.



Route 55 - Deptford Traffic Study - Traffic Volumes



Base ADT Traffic Counts (000's)

Delaware Valley Regional Planning Commission June 2006

MAP : 4

(9.5) DVRPC 2004 Traffic Count (61.3) NJDOT 2003 Traffic Count

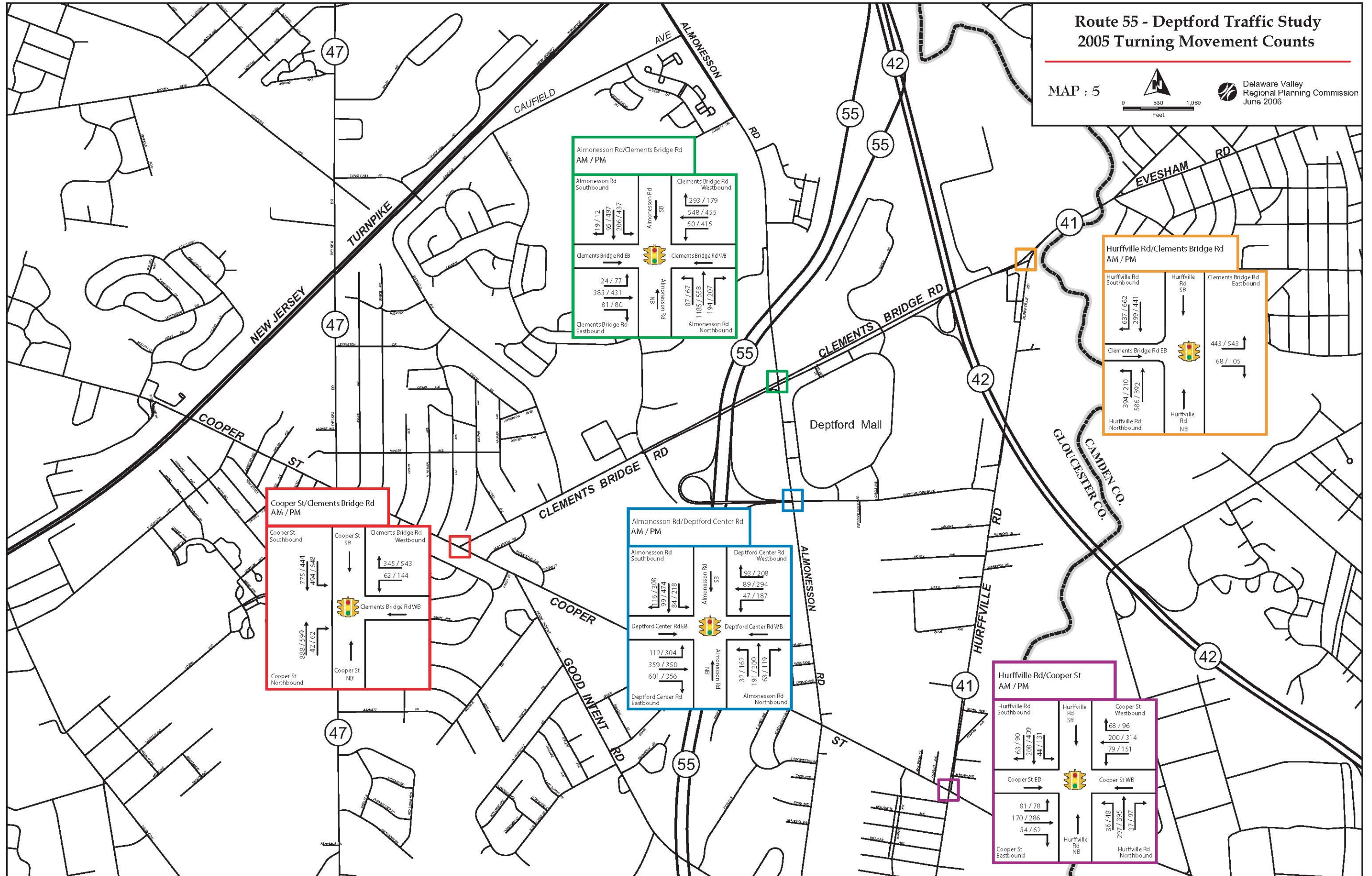
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Route 55 - Deptford Traffic Study
2005 Turning Movement Counts

MAP : 5



Delaware Valley
Regional Planning Commission
June 2006

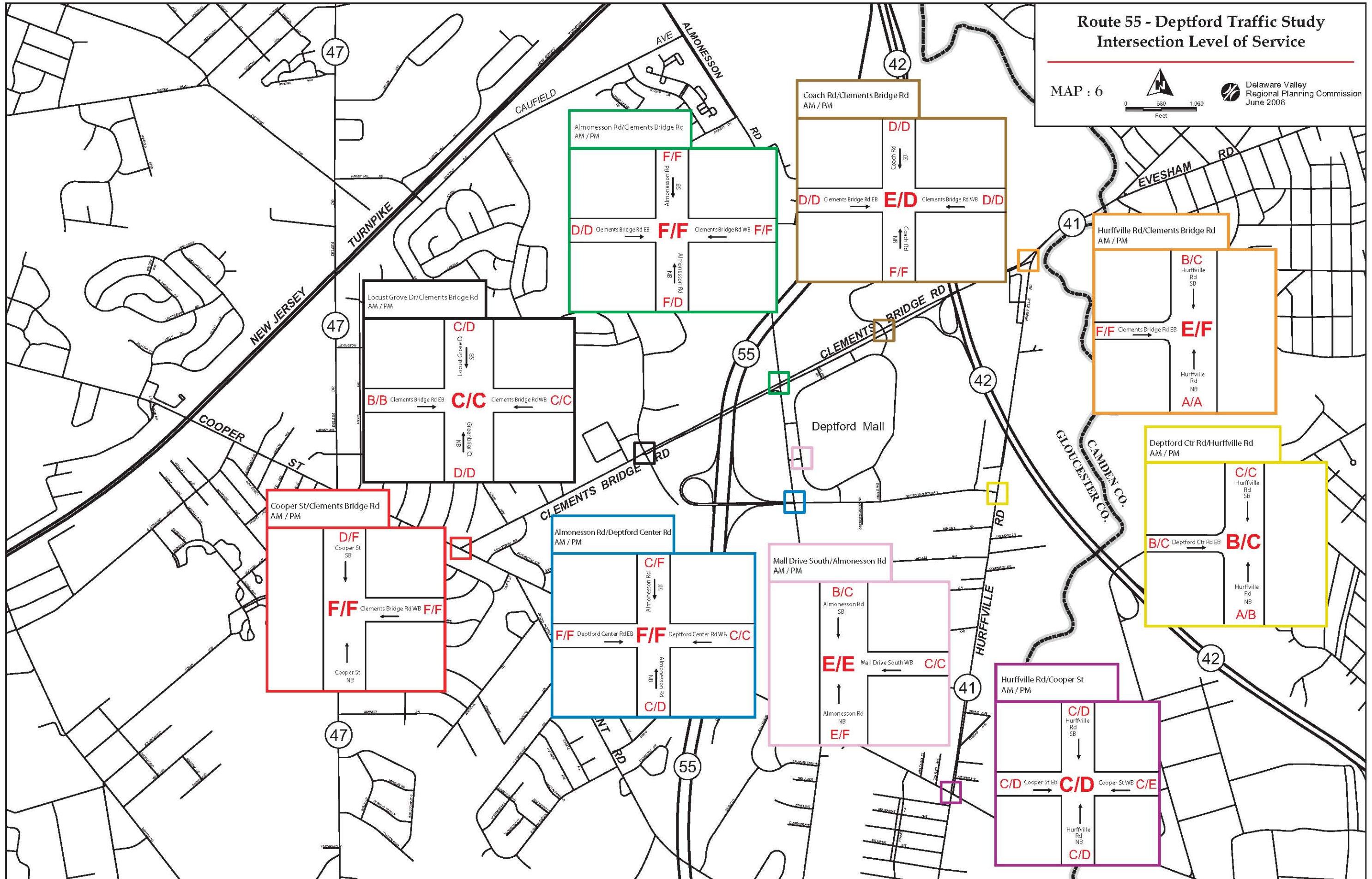


Route 55 - Deptford Traffic Study Intersection Level of Service

MAP : 6



Delaware Valley
Regional Planning Commission
June 2006



Deptford Center Road

This road provides direct access to and from NJ 55 and the shopping centers. In 2004, the AADT recorded on this road was 17,900. Because this is the heart of the retail area, traffic volume tends to mirror the shopping period, which, in this case is 11:00am – 8:00pm weekdays and 10:00am – 9:00pm weekends.

Clements Bridge Road (CR 544)

This is the primary east-west route in the area and is also the most highly traveled arterial with an AADT of 31,255 recorded in 2004. For eastbound weekday traffic, the AM peak hour is between 7:00am and 8:00am, which reflects home-based work trips. The westbound weekday traffic has no distinct AM peak. Traffic gradually builds throughout the day from about 6:00am. Overall, the bulk of travel (both directions) takes place from 11:00am through 10:00pm, reflecting shopping trips. Weekend travel is concentrated from 11:00am through 10:00pm.

Almonesson Road (CR 621)

This is the primary north-south arterial that serves the Deptford Mall and other large shopping centers. An AADT of 15,106 was recorded in 2004 just north of CR 544. The traffic on this road is concentrated in both directions between 7:00am and 10:00pm weekdays and 10:00am and 10:00pm weekends.

4.3 Crash Data Analysis

Highway crashes within the study area are concentrated at major intersections and interchanges (**Map 7**). The majority of crashes are Same Direction Rear End crashes. Property Damage Only crashes exceed injury crashes at all locations analyzed.

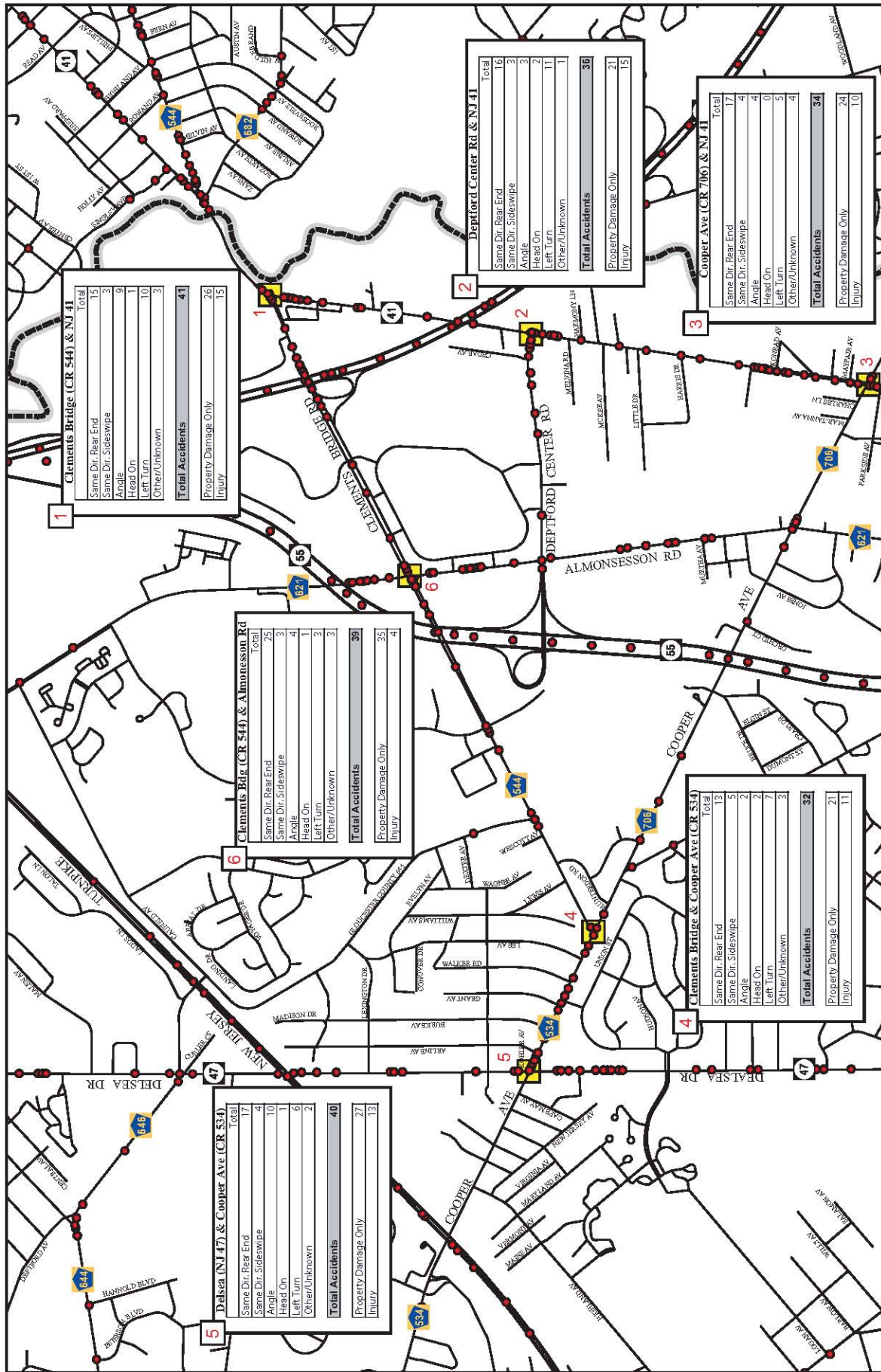
An analysis of data over the period of 2002 – 2004, reveals a concentration of crashes at the following locations:

1. Clements Bridge (CR 544) & NJ 41

41 crashes took place at the intersection of Clements Bridge Road and NJ 41. This location accounts for the highest concentration of crashes in the study region. 15 (36%) of the 41 crashes occurred as rear end collisions while 10 (24%) of the crashes involved left turn crashes and 9 (21%) as angle crashes. 26 of these crashes damaged Property Damage Only while 15 caused injury.

2. Deptford Center Road & NJ 41

The intersection of Deptford Center Road and NJ 41 experienced 36 crashes during the study period. NJ 41 has a single through lane in each direction with two turn lanes moving east and west. A majority of this intersection's crashes were rear end collisions with 16 (44%) crashes. Left turn crashes were also frequent with 11 (30%) crashes reported. 21 of these crashes were Property Damage Only while 15 involved personal injury.



Route 55 - Deptford Traffic Study - Crash Locations



2002-2004 NJDOT Crash Data Records System
 ● Crash Location

3. Cooper Avenue (CR 706) & NJ 41

34 crashes occurred at the intersection of Cooper Avenue and NJ 41. Each direction of Cooper Avenue and NJ 41 has a single continuous lane and a left turn lane. 17 of the crashes recorded were rear end crashes (50%). 24 of the 34 crashes were Property Damage Only with 10 crashes causing personal injury.

4. Clements Bridge Road (CR 544) & Cooper Ave (CR 534)

Clements Bridge and Cooper Avenue recorded a total of 32 crashes. Clements Bridge has two eastbound through lanes and a westbound channelized turning lane. Cooper Avenue southbound has a single through lane and left turn lane while the northbound direction has a single shared through/turning lane. 13 of the 32 crashes (40%) were rear end crashes while seven of the crashes (21%) occurred as left turn crashes.

5. Delsea Drive (NJ 47) & Cooper Avenue (CR 534)

A cluster of 40 crashes was recorded at the intersection of Delsea Drive and Cooper Avenue. Similar to other clusters in the study region, 17 (42%) of these 40 crashes were rear end crashes while 10 (25%) were reported as angle crashes. Delsea Drive has a single left turn lane and shared through/turning lane in addition to a channelized right turning lane in each direction. Cooper Avenue has two continuous lanes with a single left turn lane on each approach. 27 of the 40 crashes recorded were Property Damage Only while 13 caused injury.

6. Clements Bridge Road (CR 544) & Almonesson Road

The intersection of Clements Bridge and Almonesson recorded the highest concentration of rear end and property related crashes. 25 (64%) of the 39 total crashes were rear end crashes. 35 of the 39 crashes (89%) recorded were Property Damage Only. Clements Bridge Road has 2 through lanes in addition to a left turn lane and channelized right turn lane in each direction. Almonesson Road has two through lanes and a left turn lane in each direction. The high concentration of Property Damage Only crashes is likely related to the high volume of this intersection which serves nearby Deptford Mall.

4.4 Bicycle/Pedestrian Facilities and Amenities

Existing Condition

The amenities provided for pedestrian and bicycle traffic in the study area is inconsistent. Sidewalks are absent in most of the area and where available, are narrow and abut roadways without an adequate buffer between pedestrians and automobiles. Most roads in the study area cannot safely integrate bicycles with automobile traffic, and lack shoulders wide enough to create separate bicycle lanes. Varying degrees of accessibility exist with large parking lots and driveways, making nonmotorized travel between retail establishments prohibitive. The area lacks the aesthetics and streetscaping necessary to entice pedestrian traffic, with characteristics of a highway commercial area rather than a residential and retail mixed-use area. There is a lack of connectivity between adjoining residential and commercial areas.

Pedestrian Facilities and Amenities

Pedestrian facilities and amenities encourage an alternative form of transportation that can result in a reduction in motor vehicle traffic on area highways. These facilities are critical links in the transportation network, by providing pedestrian access to the retail areas.

In the retail area, pedestrian amenities such as sidewalks and crosswalks are for the most part absent. This has resulted in an environment that is not conducive for pedestrian activity. This therefore creates a barrier between nearby residential areas and the retail area for the nonmotorized population. Except for very limited bus service, the automobile is the only viable form of transportation in the area.

General Pedestrian Improvements

To make the Deptford retail area more pedestrian friendly, several improvements are considered appropriate for the area. These should include the following:

- Where possible, there should be pedestrian linkages between major retail areas with safe, direct access points.
- Sidewalks should be protected from the street at entry points, and should clearly lead to building entrances.
- The number of points at which pedestrians encounter traffic should be minimized.
- Crosswalks should be clearly marked, and provide a pedestrian actuated signal phase.
- Driveways should be consolidated where possible and exits controlled by proper signage or signals.
- Landscaped islands should be created on busy arterials where practical, to serve as 'refuge' for pedestrians when crossing streets.
- Safety can be improved at pedestrian crossings with traffic calming devices (e.g. different paving texture, speed humps, tighter corners, curb extension, raised crosswalks).

- Create wide sidewalks, buffers, and shoulders to provide adequate space for pedestrians to pass one another while ensuring a sense of distance from the dangers of vehicle traffic. This will also constrain the roadway to slow traffic speeds. Buffers of 4 to 6 feet in width are recommended between the sidewalk and road shoulder.
- There should be pedestrian scale lighting and landscaping. Adequate street lighting not only creates a sense of security among shoppers, but also adds to the aesthetics of the area. Fixtures should be designed to illuminate both roadways and sidewalks, and should provide a consistent level of lighting. Mercury vapor, incandescent, or less expensive high pressure sodium lighting is preferable at pedestrian level.
- Plant trees along buffers and integrate street furniture (such as benches) into the more traveled retail areas in order to draw pedestrians and introduce a sense of one community among the various distinct developments. Integrate raised medians and gateways that will lend to the community feel. Landscaping and fencing should not hinder pedestrian movement but should encourage it.
- Curb cuts and ramps should be used to allow access for the disabled.

Specific Locations for Pedestrian Improvements in the Deptford Retail Area

In an effort to make the area more pedestrian friendly, several locations were identified for improvement.

1. The area in the vicinity of Deptford Mall Road connecting Sears Auto Center with the shopping center that includes the former Franks Nursery, should include a pedestrian crosswalk across Deptford Center Road along with an extension of the existing walkway to provide pedestrians with a safe and direct access to both areas.
2. At the intersection of Mall West Drive and Clements Bridge Road, a pedestrian actuated crosswalk signal would permit shoppers to access the shops along Clements Bridge Road and the mall. Sidewalks should be constructed along Clements Bridge Road from the area extending from the driveway to Chili's Restaurant to the intersection of Almonesson Road. This would permit shoppers using stores along this section of highway to access these stores by foot in a safe and direct manner.
3. Deptford Center Road at the intersection connecting Best Buy with Almonesson Crossings shopping center should have a pedestrian crosswalk. This would facilitate safe pedestrian access to both retail centers.
4. Intersection connecting The Court at Deptford I and The Court at Deptford II should have a more visible crosswalk with pedestrian actuated signals to facilitate shoppers to access both shopping centers by foot safely.
5. There should be a pedestrian crosswalk at Mall South Drive and Almonesson Road. This road connects Deptford Mall with Dick's Sporting Goods.
6. Motorists oftentimes speed along the perimeter roadway at the Deptford Mall. Speeding can be contained by installing traffic calming structures such as speed tables at sections of this roadway.

Bicycle Facilities and Amenities

The presence of bicycle facilities and amenities (lanes, trails, signs, pavement markings, racks, lockers etc.) has a direct link in the number of people who uses bicycles as a transportation mode. The design of the facility is closely linked to the citizen's perception of what bicycling experience can be expected.

Bicycle facilities and amenities are absent in the Deptford retail area. As a result, bicycling in this area can be difficult and oftentimes a safety concern.

Bicycle Improvements

Several factors can improve the accessibility of roads for bicyclists and increase overall bicycle safety and compatibility conditions:

- Streets with wider shoulders should be repainted to create bicycle lanes (at least four feet in width in each direction). Where appropriate, right-of-way for a bicycle lane can also be carved from the buffer between the sidewalk and the curb.
- In some cases general purpose travel lanes can be narrowed to 10 or 11 feet to accommodate the added bicycle lanes. The narrowed lanes will reduce vehicle speeds, which can increase safety and raise awareness for bicycle rider's presence. On certain segments, a reduction in lane width and buffer width could provide the required space for a bicycle lane.
- Secure and convenient bicycle parking facilities can be built to better accommodate those who use bicycles for commuting or shopping purposes. Bicycle racks are free standing structures which provide a secure location for bicycles. A single bike rack can generally provide storage for several bicycles. The inverted "U" style rack is more secure and is preferred over the old fashioned style "dish rack". Areas with bike racks should be well lighted and in full view from the surrounding area.

Area-wide Bicycle and Pedestrian Improvements

1. Enact zoning that allows mixed-use neighborhood centers which are within biking distance of residential areas. Commercial and office development should be permitted to exist closer to residential areas. They should be designed to accommodate bicycling and walking to and within the site.
2. Lessen the dependency on motor vehicles by creating linkages between neighborhoods and public services.
3. Provide safe conditions for bicycling and walking through education to motorists, bicyclists and pedestrians.
4. Adopt and implement the appropriate recommendations for action in the NJ Bicycle and Pedestrian Master Plan.

These improvements are consistent with the transportation strategies of the *Gloucester County Northeast Regional Strategic Plan* which include the objective to “Provide for improved pedestrian and bicycle circulation in and around the core areas. Make downtown more walkable between shops and from adjoining neighborhoods. Complete any missing links in the pedestrian circulation system.”

4.5 Transit Service

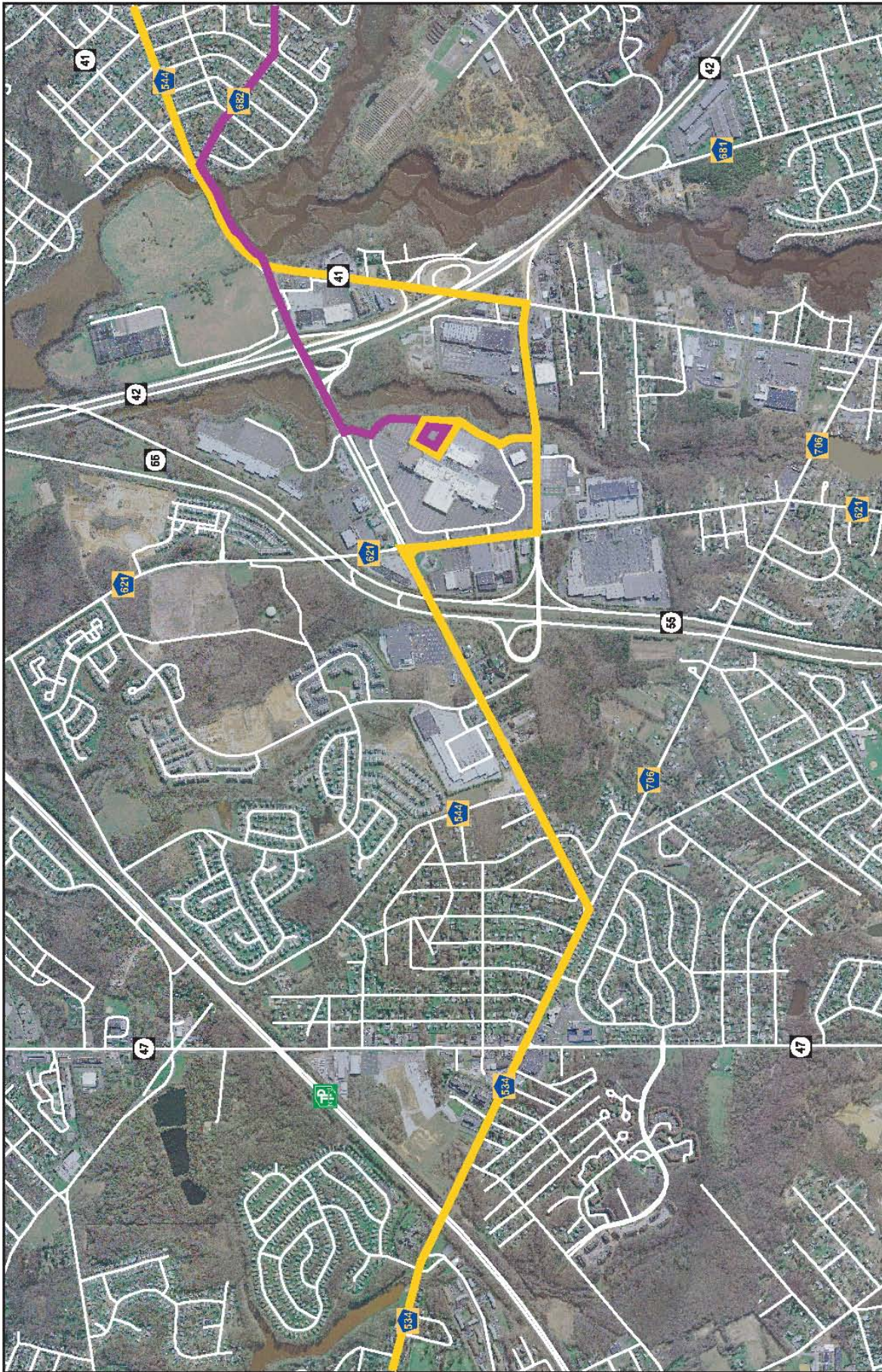
As **Map 8** illustrates, the study area does not have an extensive transit network. This is partly due to the suburban character of the area. Densities that would make transit viable are dispersed throughout the area in pockets. New Jersey Transit #400 bus out of Sicklerville and the #455 bus out of Cherry Hill provide regularly scheduled bus service in the area. Both buses serve the Deptford Mall with approximately one hour headways.

NJ Transit operates the #400 bus from Sicklerville via Deptford Mall to Philadelphia. There are 26 buses operating from Sicklerville to Philadelphia on weekdays. Major destinations served within the study area include Deptford Mall and points along Clements Bridge Road. The travel time from Sicklerville to Philadelphia ranges from approximately 1 hour and 3 minutes to 2 hours and 17 minutes. For the return leg, the travel time ranges from 1 hour and 52 minutes to 2 hours and 29 minutes. Highway congestion is a determinant in travel time along this route. The hours of operation from Sicklerville are from 4:06 am to 11:24 pm. On the return leg, the first bus leaves Philadelphia at 4:47 am while the last bus leaves at 1:02 am.

The #455 bus serves the communities between Cherry Hill and Paulsboro including the Deptford Mall. There are 18 weekday departures from Cherry Hill. In the reverse direction, 11 buses depart from Paulsboro while an additional 7 buses depart from National Park to Cherry Hill. The average travel time from Cherry Hill to Paulsboro varies from 1 hour and 13 minutes to approximately 1 hour and 31 minutes. On the return leg, the travel time ranges from 1 hour and 15 minutes to 1 hour and 28 minutes. The hours of operation from Cherry Hill are from 6:30 am to 10:05 pm. On the return leg, the first bus leaves National Park at 5:47 am (8:40 am at Paulsboro), while the last bus leaves Paulsboro at 7:55 pm (9:50 pm at National Park).

Recommended Improvements

As noted above, transit service to the area is inadequate due partly to infrequent service. A potential solution that would complement existing transit would be to implement a localized circulator transit service (See *Deptford Center Proposed Shuttle Bus Study – DVRPC 2005*). This proposed circulator would serve three primary functions. Firstly, to provide an alternative to shoppers using their automobiles to make multiple stops at area shopping centers during the same trip. This circulator would provide seamless connectivity between stores which would result in reduced congestion in the area by removing an appreciable



Route 55 - Deptford Traffic Study - Transit Network

Delaware Valley
Regional Planning Commission
June 2006



MAP : 8

NJ Transit Route 400
NJ Transit Route 455



amount of vehicles from the traffic stream. Secondly, to provide a means of transportation for current and potential workers in area retail establishments who are transit dependent. Finally, to provide a reliable means of transportation for senior citizens and area residents who are transit dependent, to shop at the retail establishments at Deptford. This recommendation is in sync with one of the transportation strategies of the *Gloucester County Northeast Region Strategic Plan* which states that, "Enhance public transit to mitigate traffic, improve access and increase transportation options" should be pursued.

The proposed shuttle service could be divided into two routes: The first route would serve the western portion of the study area and the second route would serve the eastern end. NJ Transit buses #400 and #455 now stop at the Deptford Center Mall, which is called the Mall Transfer Center. This would serve as the hub for shuttle service.

Given the potential service area, it is possible to run 15 minute headways on two routes with one vehicle for each route. Shorter headways would require more vehicles and more drivers or a shorter route. The former would drastically increase the cost while the latter would limit ridership. 15 minute headways strike a closer balance between the high frequency service demanded by the otherwise motoring public and the cost constraints of a locally funded system. A more detailed description and analysis can be found in the DVRPC report - *Deptford Center Proposed Shuttle Bus Study*.

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5.0 ORIGIN/DESTINATION SURVEY

An origin/destination survey was conducted at and around the regional retail center in the Deptford Mall area of Deptford Township during a typical weekday and weekend. The purpose being to determine the origin and destination of traffic through the area by trip type, purpose and time of day.

5.1 Background

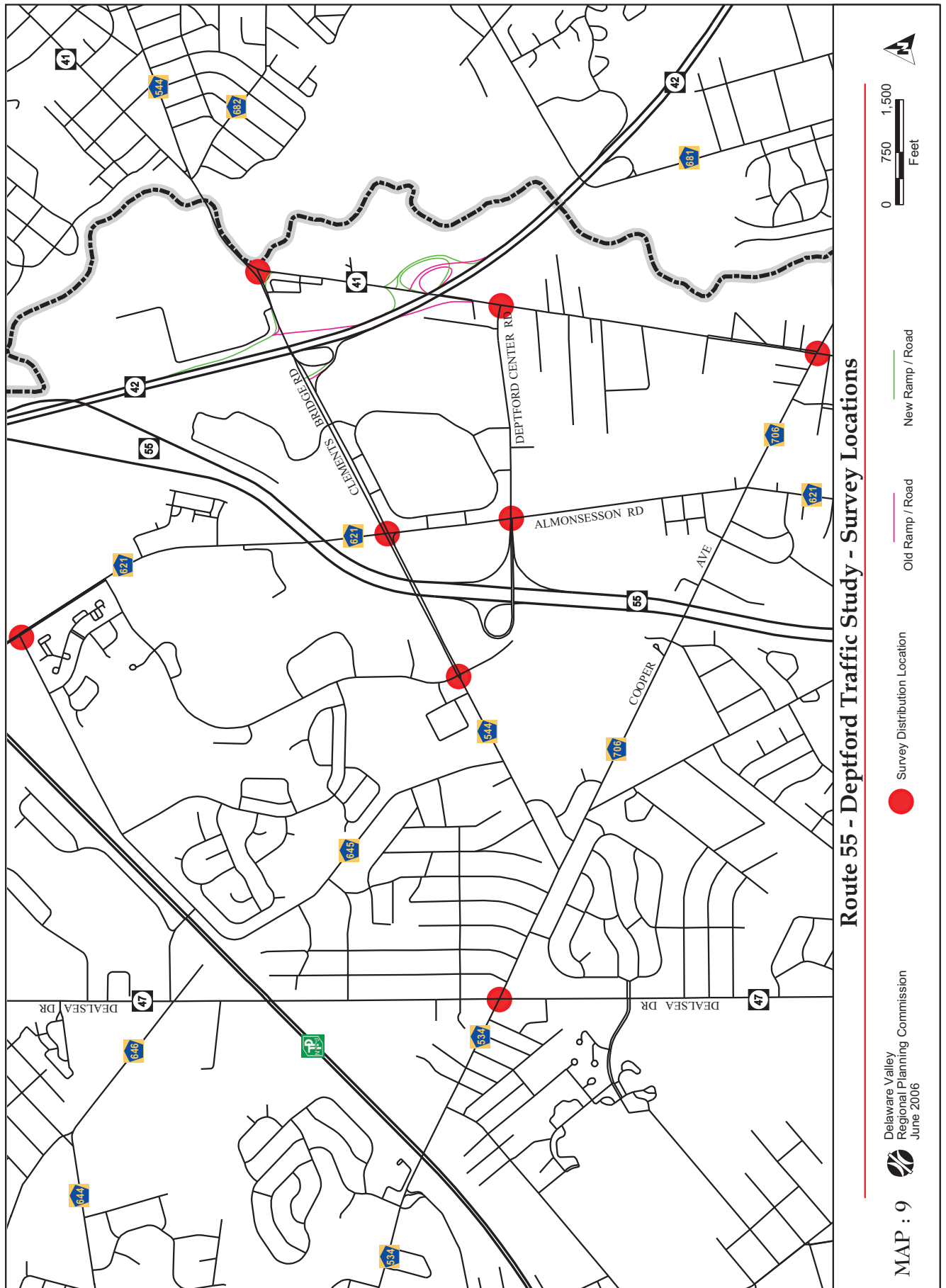
A survey form was developed for motorists that requested the respondent state his trip origin and destination and what highways would be used for that trip. Questions also attempted to determine the duration of each trip as well as trip purpose. The surveys developed were mail back surveys, which enabled the motorist to complete the form and mail it to the DVRPC by prepaid postage. 9,610 surveys were distributed on Tuesday, May 10th, 2005 and 7,422 on Saturday, May 14, 2005 at eight (8) locations in the Deptford retail area (**Map 9**). All approach legs at each intersection were surveyed. Surveys were distributed from 7:00 am through 7:00 pm on May 10th and between 10:00 am and 7:00 pm on May 14th.

A total of 2,158 surveys were completed and returned by motorists. In addition, 2,000 surveys were given to 24 area merchants for distribution to their customers. 359 of these surveys were completed and returned. An inventory of these surveys can be found in **Appendix II**. A database was developed into which all survey responses were entered. These were then analyzed and travel trends were noted.

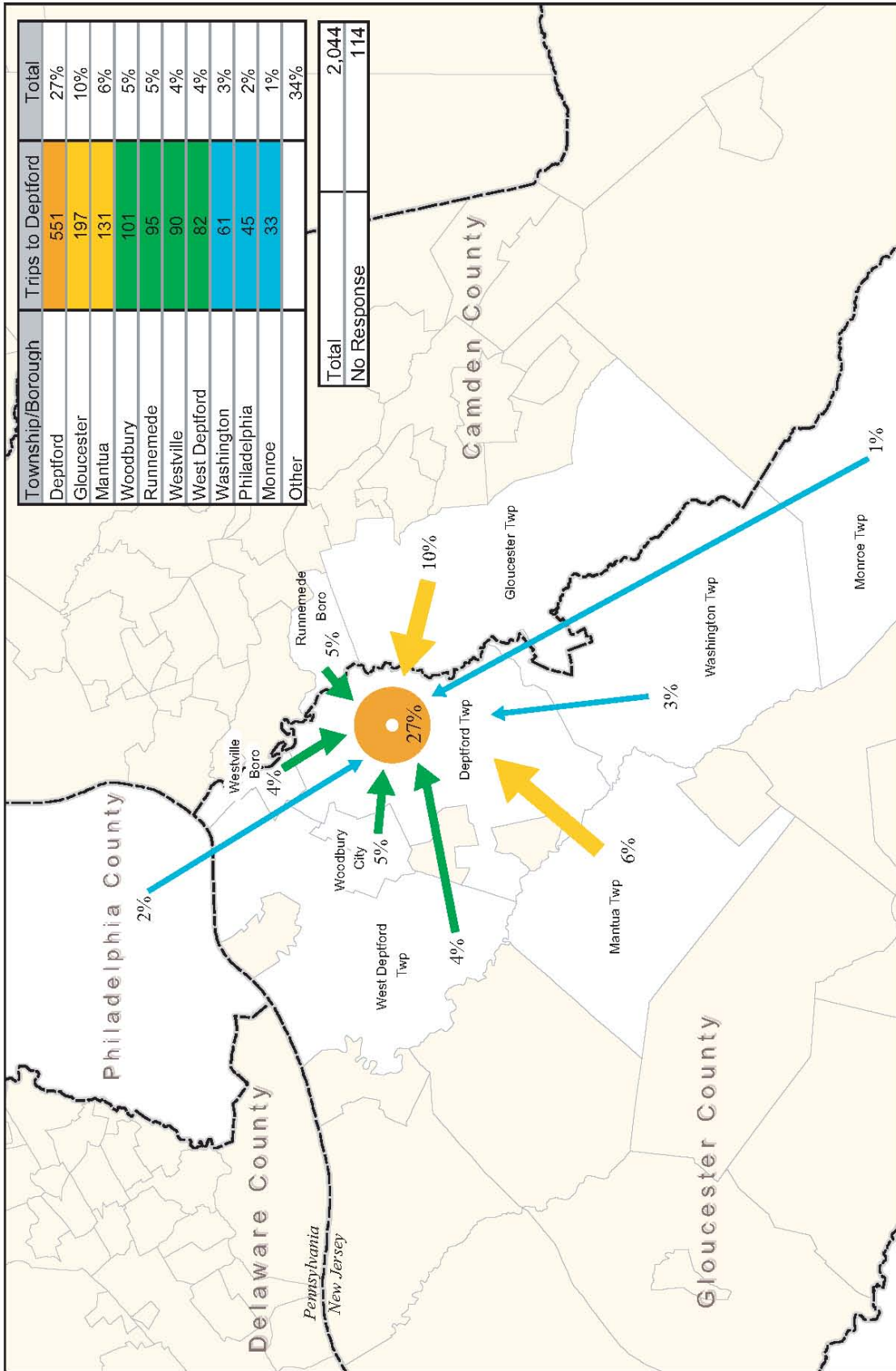
Summary Analysis of Survey Responses

In an effort to determine travel patterns of motorists in the Deptford area, a survey with 16 questions were distributed to motorists from eight different locations. The following is a summary of the responses:

1. 27% of respondents surveyed originated in Deptford Township (**Map 10**). The next highest concentration (10%) came from the adjacent Township of Gloucester, followed by Mantua, Woodbury, Runnemede, Westville and West Deptford. This pattern indicates that a large percentage of trips are local in origin.
2. On average, respondents made about 1.5 trips (stops) within the study area. 40% of respondents surveyed included a stop at Deptford Mall. The Deptford mall is therefore a major trip generator in the area. Almonesson Crossings (Deptford Center Road near Hurffville Road) or The Court at Deptford I (Almonesson Road south of Deptford Center Road) were destinations for 16% of respondents. Other major shopping centers in the



Route 55 - Deptford Traffic Study - Survey Locations



Route 55 - Deptford Traffic Study - Trips To Deptford By Origin



Delaware Valley
Regional Planning Commission
June 2006

MAP : 10

area accounted for trips by between 8% and 15% of respondents.

3. Through routes that provide direct access to the study area were heavily used, in general. NJ 55 was used by 10% of respondents to reach the study area. This route provides access to the study area from Vineland and neighboring communities in the south, as well as Philadelphia and New Jersey communities to the north of the study area. NJ 42 was used by 11% of survey respondents. This route provides direct access from NJ shore communities in the south as well as communities to the north of the study area. Many respondents also used county roads such as Clements Bridge Road (22%), Almonesson Road (19%) and Cooper Street (15%) to reach the study area. Overall, NJ 42 or NJ 55 was used by 21% of respondents, while the remaining 79% used other routes to reach a survey location.
4. Trips to and through the study area were generally local. On a weekday, 53% of respondents began their trips outside of Deptford Township and either ended their trips within the township or made stops in Deptford before continuing onto their next destination. In addition, 28% of weekday respondent trips originated in Deptford Township. 19% of weekday survey respondents began their trips outside of Deptford Township and continued onto their next destination outside the township without stopping.

66% of weekend respondents began their trips outside of Deptford Township and either ended their trips within the township or made stops in Deptford before continuing onto their next destinations. 25% of weekend respondents began their trips in Deptford Township. 9% of weekend respondents began their trips outside of Deptford Township and continued onto their next destinations outside the township without stopping.
5. 35% of all survey responses listed shopping as the purpose of their trips. Those who listed shopping traveled an average of 15 minutes to the area. Responses that listed going out to eat represented 13% of all responses. These trips originated an average of 15 minutes from the survey area. Trips to work were indicated in 14% of responses, trips home in 12% of responses and trips for business in 3% of responses.

Other Survey Findings:

- Based on the survey responses, 69% of all respondents on the typical weekday, Tuesday, started their trips to the 8 survey locations from home regardless of the time of day.
- For both days of the survey, Clements Bridge Road (22%), followed by Almonesson Road (19%) and Cooper Street (15%) were listed as the three most common routes used to arrive at all survey locations.
- On the Tuesday of the survey, the largest number of respondents (39% of all survey respondents) indicated a travel time from 10 to 19 minutes to get from the start location to the survey locations. The next largest group (29%) took less than 10 minutes. On the Saturday of the survey, the largest group of respondents indicated that their travel time was from 10 to 19 minutes. This pattern was consistent throughout the day.
- On the Tuesday of the survey, the top destinations listed were work and home. Work trips were the predominant trips in the AM while trips destined for home were dominant in the PM. On the Saturday of the survey, trips destined for home were by far the predominant trip type.
- 59% of respondents indicated that they traveled through the area 4 days a week or more.
- 30% of responses indicated that Clements Bridge Road was used to get to the next destination.
- On the Tuesday of the survey, during the hours ending 8:00 am, 9:00 am and 10:00 am, the majority of trips from the survey location to the next destination were of 19 minutes or less in duration. On the Saturday of the survey, 45% of the trips from the survey location to the next destination were from 10 to 19 minutes in duration.
- In analyzing returns from both survey days, 32% of the survey respondents indicated that the approximate distance to their next destination was from 2 to 5 miles.
- On Tuesday, 81% of respondents' trips either originated in Deptford or included a stop in the township (**Figure 5**). On Saturday, 91% of respondents' trips either originated in or included a stop in Deptford (**Figure 6**).
- 42% of motorists on both survey days indicated that they were aware of public transit in the area, while 58% replied that they were not aware of such

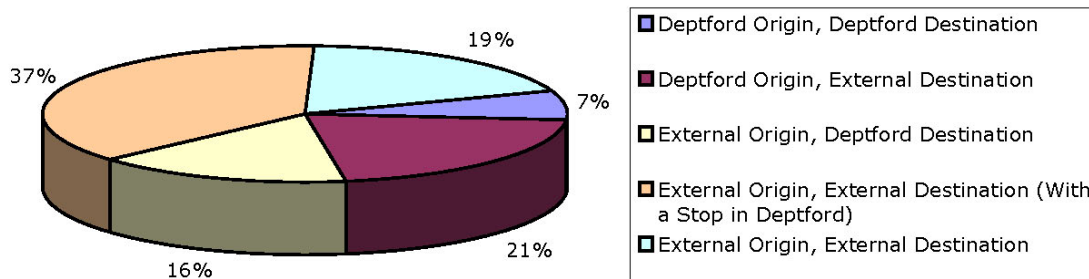
services. Only 7% of those who indicated that they were aware of public transit in the area had actually used it.

- 16% of respondents said that they would use a shuttle bus to the area if available.
- 31% of respondents indicated that their annual household income was in the range of \$35,000 to \$75,000 per year.
- 57% of all respondents indicated that they were employed full time versus 12% who were employed part-time.

Figure 5

Deptford Township Origination Trip Types - Weekday

Deptford Township Origin-Destination Trip Types by Day of Week: Weekday

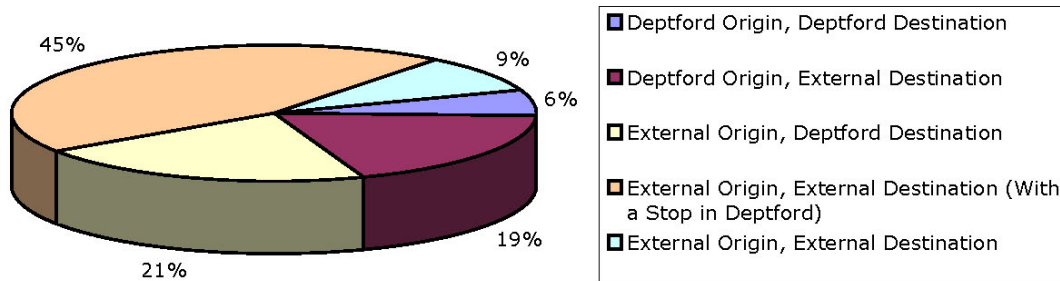


Source: DVRPC, 2006

Figure 6

Deptford Township Origination Trip Types - Weekend

Deptford Township Origin-Destination Trip Types by Day of Week: Weekend



Source: DVRPC, 2006

5.2 Survey Methodology

A. Pre-Survey Process

Survey Design

This was a mail back survey, which enabled motorists to complete the survey form and mail it to DVRPC by prepaid postage. The survey form contained a total of 16 questions aimed at collecting the driver's trip making characteristics (**Figure 7**). The layout was 8.5" by 11" scored and folded down the middle to a folded size 8.5" by 5.5". It was printed on Torchglow Cover 50 lb. stock. Surveys distributed Tuesday, May 10th were printed on meadow green paper while surveys distributed on Saturday, May 14th were printed on starlight blue paper.

The questionnaire surveyed motorists in four general areas: (a) trip origins and destinations; (b) route, frequency and trip length; (c) public transit and ridesharing; and (d) socioeconomic characteristics.

Trip Origins and Destinations

Questions 2, 5 and 6 were intended to obtain information on the origins and destination of motorists passing through the survey area. Question 2 asked respondents to state the point of origin of their trip. Question 5 seeks to identify the number of stops that would be made during the trip. Nine options were given based on trip purpose. Question 6 seeks to identify the final destination for the trip.

Route, Frequency and Trip Length

Questions 3, 4 and 7 to 10 were intended to provide information on what roads were used during the trip, how often the trip was made, and the length of the trip. Question 3 asked which routes were used to reach the survey location. Respondents were given 8 choices of major area roadways to choose from. Question 4 asked how many minutes it took to get to the survey location. Question 7 asked how often the driver traveled through the area. Question 8 asked what routes would be used to get to the next destination (9 choices were given). Question 9 asked how many minutes it would take to get from the survey location to the next destination while Question 10 asked for the distance in miles to the next destination.

Public Transit and Ridesharing

Questions 1, 12 and 13 attempted to determine the degree to which ridesharing exists and whether public transit is being used or would be used. Question 1 was intended to identify the number of persons in each vehicle. Question 12 asked whether the respondent was aware of public transit in the area and, if so, whether they have used it. Question 13 is intended to identify the demand for a shuttle bus in the area.

FIGURE 7: SURVEY DESIGN

Get Moving!

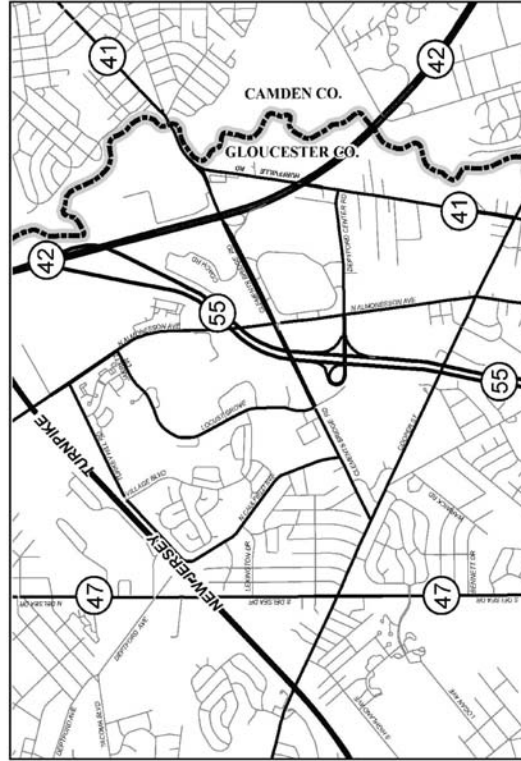
New Jersey Department of Transportation

Delaware Valley Regional Planning Commission

Dear Motorist,

Your opinion can make a difference!

The Delaware Valley Regional Planning Commission (DVRPC), in partnership with the New Jersey Department of Transportation (NJDOT), is asking for your help as we plan for better highways in your area. As a means of getting traffic moving, we are conducting a public survey of residents, commuters and shoppers in the Deptford, NJ area to gather information regarding the routes you use and your destination points. The information you provide will be used to provide better highway facilities and to relieve congestion. You can help in this effort by completing the enclosed survey and returning it to us as soon as possible. **We have provided the postage, so you can just drop it in any US mailbox.** In return for the information you are providing to us, we will place your name in a raffle for one of a number of gift certificates and prizes that have been donated by area retailers. **Please take a few minutes to complete our survey, and thank you for your input!**



Delaware Valley Regional Planning Commission
 The Bourse Building 8th Floor
 111 South Independence Mall East
 Philadelphia, PA 19106-9961

Deptford Motorist Survey

NO POSTAGE
 NECESSARY
 IF MAILED
 IN THE
 UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NO 29894 PHILA PA

Postage will be paid by addressee



Deptford Retail Center Circulation Survey

Serial # _____ Time: _____ AM / PM

1. Including the driver, how many persons were in this vehicle? (check one)

- 0
- 1
- 2
- 3
- 4
- 5 or more

2a. This trip was STARTED at:

- Home
- Work
- Shopping or Restaurant
- School
- Other

2b. Which is located at: (nearest intersection)

City / Town _____ State _____ Zip Code _____

3. Which of the following routes were used to reach the survey location: (Choose all that apply)

- NJ 55
- NJ 42
- Clements Bridge Rd.
- Hurfville Rd. (NJ 41)
- Almonesson Rd. (CR 621)
- Cooper St. (CR 706)
- Locust Grove Dr.
- Delsea Dr. (NJ 47)

4. It took about _____ minutes to get from your START location to this survey location today.

5. What stops will be made during this trip? (Choose all that apply)

- Shopping
- Work
- Medical/Personal
- School
- Company Business
- Home
- Recreation/Social
- Going out to eat
- Other _____

6. What is your final destination, for this trip?

- Shopping
- Work
- Medical/Personal
- School
- Company Business
- Home
- Recreation/Social
- Going out to eat
- Other _____

7. How often do you travel through this area?

- 4 days a week or more
- 1 to 3 days a week
- Less than 4 times a month
- First time ever in this area

8. Which of the following routes will be used to get to your next destination? (check all that apply)

- Deptford Center Rd.
- Clements Bridge Rd.
- Delsea Dr. (NJ 47)
- Almonesson Rd. (CR 621)
- NJ 55
- Cooper St. (CR 706)
- Locust Grove Dr.
- Hurfville Rd. (NJ 41)
- NJ 42

9. It will take about _____ minutes to travel from the survey location (where you received this card) to the next destination.

10. The next destination is approximately _____ miles from this survey location:

- 0-2
- 2-5
- 5-10
- 10 or more

11. Where will you park in Deptford? (check all that apply)

- Deptford Mall
- Sam's Club
- Old Navy
- BJ's
- Marshalls
- Pathmark
- Kmart
- Not Applicable
- Other _____

12. Are you aware of public transit service in this area? Yes No

If yes, have you used it? Yes, bus route # _____ No

13. If available, would you use a shuttle bus to travel (see map) to this area? Yes No or within this area? Yes No

Optional Questions

14. Are you: Male Female

15. What is your household income per year?

- Under \$10,000
- \$10,000 - \$35,000
- \$35,000 - \$75,000
- \$75,000 - \$100,000
- \$100,000 or more
- prefer not to answer

16. Are you: (check all that apply)

- Employed Full-time
- Employed Part-time
- Retired
- Currently Unemployed
- Homemaker
- Student

17. Suggestions/Comments: _____

Mailing this survey in will give you the chance to win great prizes including gift certificates to local restaurants and stores.

The drawing will be held on June 1, 2005. If you wish to participate in the drawing, we will need your name, address, and telephone number. If not, just omit this information but please fill out the survey and drop it in any U.S. mailbox, postage free!

Name _____
Address _____
Phone _____

Thank You for your help!

Note: This survey is used as a group-planning tool. Individual information is kept confidential.

Socioeconomic Characteristics

Questions 14, 15 and 16 were designed to identify the socioeconomic characteristics of respondents. Question 14 was aimed at determining the sex of respondents. Question 15 was intended to identify the household income of respondents. Several categories with wide ranges were given as options aimed at reducing reluctance to disclose this sensitive information. Question 16 was intended to get information on respondents' employment statuses. Those employed full-time are usually more consistent in their travel habits than those retired, unemployed or homemakers.

Survey Locations

Surveys were distributed at the approach legs of the following locations on Tuesday and Saturday:

1. Cooper Street and Hurffville Road (NJ 41)
2. Hurffville Road and Deptford Center Road
3. Hurffville Road and Clements Bridge Road
4. Clements Bridge Road and Almonesson Road
5. Almonesson Road and Deptford Center Road
6. Clements Bridge Road and Locust Grove Boulevard
7. Delsea Drive and Cooper Street
8. Almonesson Road and Caulfield Avenue

Staff Training

A field survey manual outlining the survey process and procedures was developed and distributed to team leaders and surveyors. Surveyors were trained in how to distribute the survey forms in an efficient and safe manner. Temporary workers were hired to supplement DVRPC employees in executing the survey and were trained the day prior to the survey. On the day of the survey, the staff was again instructed on survey distribution etiquette and safety procedures. Temporary workers were directly supervised by a DVRPC employee. Each crew member was required to wear a watch, a safety vest and hard working shoes at all times. Survey team members were given a package which included a map of the intersection identifying distribution points and survey forms grouped in hourly increments.

B. Conduct of Survey

In selecting a typical workday to conduct the survey, Tuesdays, Wednesdays and Thursdays were the only days considered. Mondays, Fridays and days preceding or following a holiday were excluded as those days have atypical commuter travel patterns. Saturday was chosen as the typical shopping day. The survey was conducted on Tuesday, May 10th and Saturday, May 14th. The duration for the distribution of surveys was planned for 7:00 am through 7:00 pm on Tuesday and 10:00 am to 7:00 pm on Saturday. The number of surveys targeted for distribution were collated and grouped in hourly increments. 10,000 surveys were scheduled for distribution on Tuesday and 7,500 were scheduled for distribution

on Saturday. Distribution of surveys at all locations was carried out by direction during the same day and time periods.

The survey coordinator was responsible for scheduling the number of appropriate survey staff, coordinating with the police and ensuring that the site was properly prepared and safety procedures were followed. Strategies concerning coordination, equipment set up, and any other preliminary questions regarding survey operation were resolved before initiating the distribution phase. Prior to distribution, traffic cones were placed at the approach legs of the intersections in accordance with state guidelines and distance standards.

Since only a sample of the drivers was interviewed, the platooning method was used in selecting vehicles to be surveyed. A random sample of passenger cars, panel trucks, vans, buses, and trucks were selected for distribution at uniform time intervals. Survey staff distributed surveys during the red phase of each leg. A predetermined number of surveys were scheduled for distribution each hour and grouped in individual batches. Surveys were distributed equally over the course of each hour.

Surveyors noted the following information on each form prior to distribution:

- A numeric code for direction of traffic (serial number). The first digit of the serial number represents the intersection while the second digit represents the direction. (1-North, 2-South, 3-East, 4-West). The intersection number was pre-printed on each form.
- The time of survey distribution in the top right hand field.

This procedure was followed throughout each distribution period until the target number of survey forms was distributed. Throughout the operation, safety and avoidance of traffic congestion were the two most important concerns to surveyors at all times.

All members of the survey party throughout the entire process were required to exhibit a polite and professional attitude. Funeral processions and emergency vehicles were not stopped and were allowed to pass at all times.

Local Involvement

State, county, and various municipal agencies and officials were contacted prior to the survey.

C. Data Entry

Completed surveys were entered into an electronic database to facilitate analysis of the survey responses. An electronic data entry form resembling the paper forms was created for efficient data entry and to minimize errors. Most responses

could be entered through the use of yes/no or multiple choice selections, eliminating the possibility of extraneous entries for these items. Where manual text entry was required (when entering addresses), common street and municipality names were automatically suggested for respective fields, reducing spelling errors and increasing accuracy for illegible or incomplete responses.

5.3 Survey Results

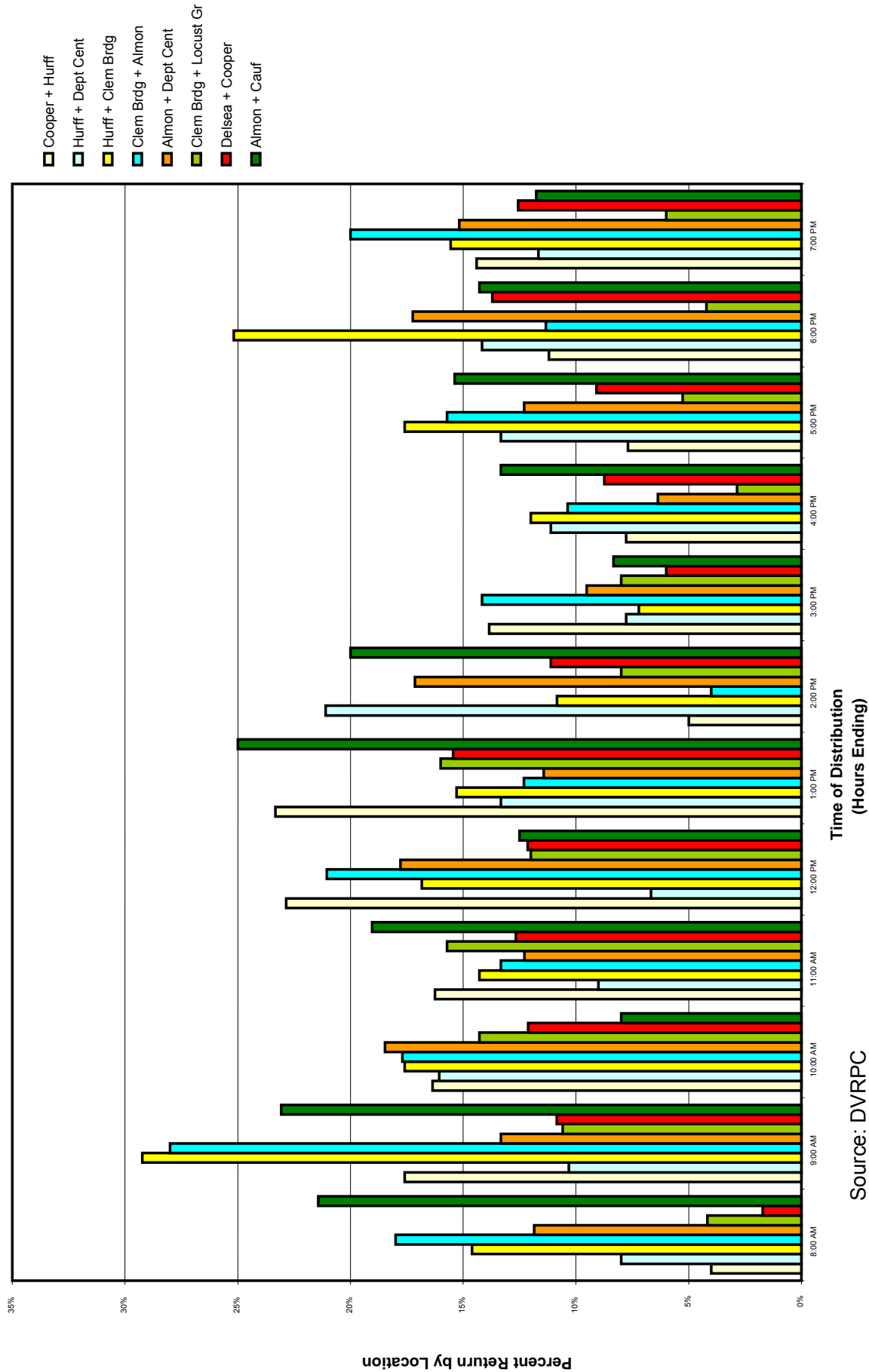
A total of 2,158 surveys were completed and returned by motorists, representing 13% of all surveys distributed. All survey responses were entered into a database. These were then analyzed and travel trends noted.

The tabulations in **Appendix II** show the number of randomly sampled (motorist only) returns for each response and the number of returns with no response. Next to the number of returns is the percent these returns represent of the total valid responses and the error associated with that percent. The error-figure (+/-) indicates the interval (at 95% confidence) on either side of the stated percentage that should be allowed, given the size of the sample and the number of responses. Separate tables are created that reflect the responses from surveys given to area merchants for distribution to their customers. These survey results are added to the statistically valid surveys and presented in these tables.

Figure 8 shows the number of surveys that were returned on the Tuesday of the survey based on the location and time of distribution. In general, the peak return rates coincide with the AM, midday and PM peak periods for a typical workday. These are when congestion is highest and motorists are more willing to complete the survey because they perceive there could be a direct benefit to them. The location with the highest return rate was at Hurffville Road and Clements Bridge Road with a return rate slightly less than 30% in the hour ending 9:00 am. This intersection ranked in the top three return rates in almost every hour during the survey. Delays caused by long periods of construction seem to be a major determining factor. However, areas with no construction activity such as the intersection of Clements Bridge Road and Almonesson Road also had high return rates, as did Almonesson Road and Caulfield Avenue.

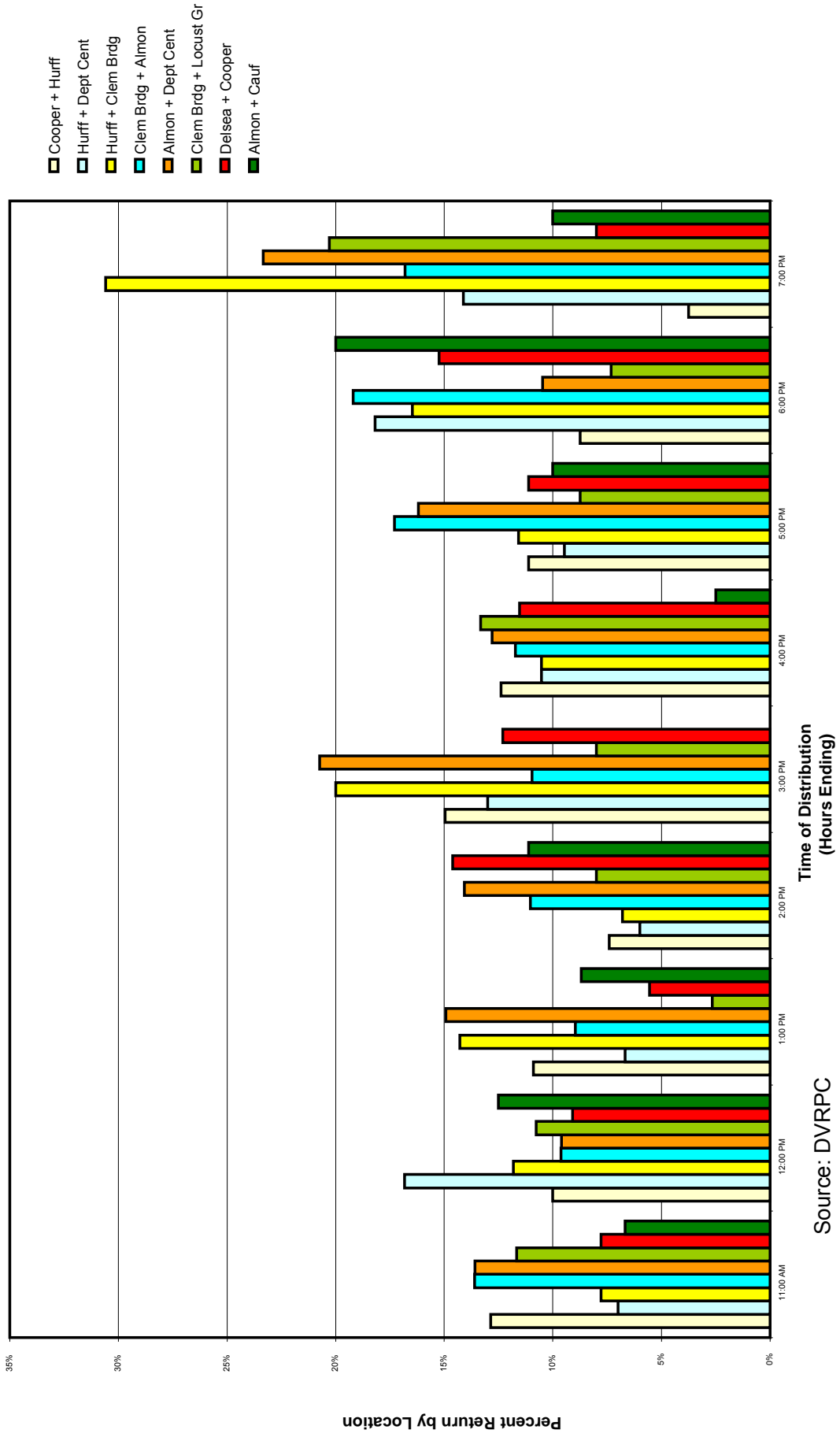
Figure 9 illustrates the return rate for all locations on the Saturday of the survey. Return rates were highest in the afternoon hours, specifically between 2:00 pm and 7:00 pm. The hour ending at 7:00 pm had the highest return rates over the survey period with the return rate for Hurffville Road and Clements Bridge Road exceeding 30%. The intersections of Almonesson and Deptford Center roads and Almonesson and Clements Bridge roads also recorded higher return rates than most other intersections surveyed.

Figure 8: Survey Returns by Location and Time of Distribution - Tuesday



Source: DVRPC

Figure 9: Survey Returns by Location and Time of Distribution - Saturday



Source: DVRPC

Question-by-Question Summary

Question 1: “Including the driver, how many people were in this vehicle?”

Of respondents surveyed on both days, 1,211 (57%), indicated having only one occupant (the driver). 32% had two occupants while 11% had three or more occupants.

Question 2a: “This trip was started at [which location]?”

69% of all respondents to this question on Tuesday started their trips at home. This was generally the primary start point regardless of the time of day and location surveyed. The second most frequent start location was work, which accounted for 23% of all responses on Tuesday. The percent of home-based trips were greatest in the 8:00 am – 10:00 am time period while work-based trips had their largest percent in the 5:00 pm – 7:00 pm time period. On Saturday, trips started at home accounted for 83% of all trips. Shopping/Restaurant trips accounted for 7% while work trips accounted for 6% of all trips. The percent of trip by start location and trip type was consistent throughout the survey period.

Question 2b: “Which is located at (nearest intersection).”

This survey question asked for the address of the intersection nearest to the start location. It was most practical to sort these responses by municipality (determined by municipal names and ZIP codes). Deptford Township was the primary start point for trips passing through seven of the eight survey locations. This was followed by Gloucester Township and Mantua Township, each of which were among the top five start municipalities at six of the eight survey locations. Respondents with start locations in Gloucester Township and Runnemede ranked in the top five at survey locations in the eastern end of the study area, particularly along NJ 41. Woodbury and Westville followed after Deptford Township as the origin of trips by motorists passing through survey locations in the western end of the study area. Overall, of a total of 2,044 respondents, Deptford Township was the origination point for approximately 27% of all trips surveyed or responses where a municipality was given. The next highest municipality was Gloucester Township, which accounted for approximately 10% of the trips that passed through the survey area.

Question 3: “Which of the following routes were used to reach the survey location?”

For both days of the survey, Clements Bridge Road (22%), followed by Almonesson Road (19%) and Cooper Street (15%) were listed as the three most common routes used to arrive at all survey locations. By analyzing each survey location individually, Clements Bridge Road ranked in the top three routes most

used by respondents at three of eight survey locations. Hurffville Road was second with two of eight survey locations.

Question 4: “It took about [how many] minutes to get from your start location to this survey location today?”

On the Tuesday of the survey, the largest number of respondents (13% of all survey respondents) indicated a travel time from 10 to 19 minutes to get from the start location to survey location. The next largest (11%) took less than 10 minutes. Both occurred between the hours of 7:00 am and 10:00 am. The third largest response was from motorists traveling between the hours of 4:00 pm and 7:00 pm. These accounted for 10% of the overall responses. In examining different time groupings, the longest trip time for the 10:00 am to 1:00 pm time segment was 10-19 minutes. The longest trip time for the 1:00 to 4:00 pm and 4:00 to 7:00 pm time segments were also 10-19 minutes. The median travel time from the respondents’ start locations to a survey location ranged from 10 minutes at Cooper & NJ 41, Clements Bridge Road & Locust Grove Boulevard, and Almonesson Road & Caulfield Avenue, to 15 minutes at the following intersections: NJ 41 & Deptford Center Road, Clements Bridge Road & Almonesson Road, and Almonesson Road & Deptford Center Road.

On the Saturday of the survey, the largest number of respondents indicated that their travel time was between 10 – 19 minutes. This was consistent throughout the 10:00 am – 7:00 pm survey period with little fluctuation by time of day. The next largest number of respondents was those traveling more than 40 minutes to a survey location. As in the weekday analysis, the median travel time to a survey location was 10 minutes.

Question 5: “What stops will be made during this trip?”

Shopping trips were the most frequent trip type reported by respondents at all survey locations. Overall, these accounted for 35% of all trips. This was the number one trip type by respondents at all 8 survey locations. The second most frequent trip type was work trips. These accounted for 14% of all trips. Work trips were listed in the top three at all 8 survey locations while “Going out to eat” (13% of all trips) was listed in the top three at 6 survey locations.

Question 6: “What is your final destination for this trip?”

On the Tuesday of the survey, the top destinations listed were work and home. Work trips were the predominant trips in the AM while trips destined for home were dominant in the PM. Work trips ranked first or second at all locations during the hours ending at 8:00 am through 10:00 am. Trips destined for home peaked in the hours ending 6:00 pm and 7:00 pm. These trips ranked first or second in volume at all locations during the survey period. On the Saturday of the survey, trips destined for home were by far the predominant trip type. Shopping trips peaked between the hours ending 2:00 pm to 4:00 pm. Recreational/social trips

and “going out to eat” trips were highest during the hours ending 5:00 pm through 7:00 pm.

Question 7: “How often do you travel through this area?”

69% of respondents indicated that they traveled through the area 4 days a week or more. The next highest group of respondents traveled less than 4 times a month. These were 33% of all respondents. This percentage distribution was generally consistent at all locations surveyed.

Question 8: “Which of the following routes will be used to get to your next destination? (Check all that apply)”

The largest percentage of responses (20%) indicated usage of Clements Bridge Road to arrive at their next destination. The next most heavily used road was Almonesson Road (15%), followed by Cooper Street, Delsea Drive and NJ 42 (12% each).

Question 9: “It will take about [how many] minutes to travel from the survey location to the next destination?”

On the Tuesday of the survey, during the hours ending 8:00 am, 9:00 am and 10:00 am, the majority of trips from the survey location to the next destination were 19 minutes or less in duration. For the hours ending 4:00 pm to 7:00 pm, these trips were primarily of 10 to 19 minutes in duration. Only 5% of all trips during the survey period were 40 or more minutes in duration from the survey location. The median travel time to respondents’ next destination was 10 minutes with the exception of the Hurffville Road/Clements Bridge Road intersection where the median travel time was 15 minutes. On the Saturday of the survey, 45% of the trips from the survey location to the next destination were of 10 to 19 minutes in duration. 29% of trips were under 10 minutes in duration. The median trip was between 10 and 15 minutes in duration.

By combining travel times from respondents’ start locations to the survey site with travel times to the next destination, total travel times for an entire trip can be estimated. On the Tuesday of the survey, for the hours ending 8:00 am, 9:00 am and 10:00 am, the largest number of respondents had total trip times of 20 to 29 minutes each. These were 8% of all trips. In the PM peak period (hours ending 5:00 to 7:00 pm), the largest number of trips for this time period had total trip times of 20 to 29 minutes each. These were 7% of all trips. On the Saturday of the survey, the largest number of trips during the 10:00 am to 1:00 pm time period were from 20 to 29 minutes each. These accounted for 8% of all trips that day. For the 1:00 pm to 4:00 pm time period, the largest number of trips were from 10 to 19 minutes, 20 to 29, and 30 to 39 minutes. Each of these categories accounted for 8% of all trips. For the 4:00 pm to 7:00 pm time period, the largest number of trips were from 10 to 19 and 20 to 29 minutes in length, with both of

these time categories accounting for 9% of all trips that day. The median travel time from all survey locations throughout the survey period ranged from 20 to 30 minutes each.

Question 10: “The next destination is approximately how many miles from this survey location?”

In analyzing returns from both survey days, 32% of the survey respondents indicated that the approximate distance to their next destination was from 2 to 5 miles. 25% indicated that the approximate distance was from 5 to 10 miles, while 25% indicated that the next destination was 1-2 miles from the survey location. 18% of respondents indicated that their next destination was 10 or more miles from the survey location.

Question 11: “Where will you park in Deptford?”

The top listed location where respondents parked in Deptford was the Deptford Mall. This was reported by 23% of respondents. 20% listed “Other”, while 9% each parked by Sam’s Club (The Court at Deptford), BJ’s (Almonesson Crossings), and Pathmark (The Plaza at Deptford).

Question 12A: “Are you aware of public transit service in this area?”

This question provided a space for respondents to pencil in their chosen bus routes. 42% of respondents on both survey days indicated that they were aware of public transit in the area, while 58% replied that they were not aware of such services. This could be because the survey targeted motorists. The transit dependent population was therefore largely excluded from the surveys returned.

Question 12B: “If yes, have you used it?”

Of those reporting an awareness of public transit, 7% indicated that they had used it, while the remaining 93% replied that they had not.

Question 13A: “If available, would you use a shuttle bus to travel to this area?”

16% of respondents said that they would use a shuttle bus *to* the area if available, while the remaining 84% said they would not.

Question 13B: “...or within this area?”

When asked if they would use a shuttle bus to travel *within* the area, 25% of respondents said yes while 75% said they would not use the service even if available. It is interesting to note that the check boxes regarding a shuttle within

the area were left blank by many (23%) of the respondents. The percentage of “yes” or “no” is based on actual responses.

Question 14: “Are you: Male or Female?”

Males constituted about 40% of those surveyed, while females made up the remaining 60%.

Question 15: “What is your household income per year?”

31% of respondents indicated that their annual household income is in the range of \$35,000 to \$75,000 per year. This was followed by 18% of respondents who indicated that their annual household income is \$75,000 to \$100,000. 17% reported an annual household income of \$100,000 or more. Only 2% of respondents reported incomes of less than \$10,000.

Question 16: “Are you [which employment status?] (check all that apply)”

57% of all respondents indicated that they are employed full time. 16% of respondents are retired and 12% are employed part-time. 9% of the respondents indicated that they are homemakers.

Survey Respondents' Comments

On the survey's final question, respondents were offered a space to enter comments or suggestions. This space was open ended, therefore respondents could write about whatever they wished for a length of their choosing. Motorists' responses were entered into a database verbatim in order to avoid bias.

While the other survey responses were analyzed in a precise method of tabulation, the free form entries in the comments area were subject to a more qualitative review. Upon review, it was decided to categorize these responses into seven recurring subjects. Those comments that did not fit into one of the seven headings were placed in an "other" category. Many motorists remarked on multiple subjects in their comments. In such cases, each subject was tabulated – therefore causing the tabulation of more comments than respondents. The resulting percentages reflect the number of motorists with a particular comment.

Among the pool of returned surveys, 38.7% wrote responses in the comments section. Accordingly, we can conclude that over one-third of the sample yielded comments. These comments should be taken for what they are - a reflection of the sentiments expressed by survey respondents and should not be used in any scientific analysis.

Listed below are the seven common response categories, as well as the "other" category. In each headline is a percentage representing the amount of comments falling into that particular category.

- (1) – IMPROVE EXIT RAMPS – 20%**
- (2) – REDUCE CONGESTION – 18.8%**
- (3) – ADJUST SIGNALS – 15%**
- (4) – CONSTRUCTION COMPLAINTS – 13.6%**
- (5) – DEVELOPMENT AND RETAIL ISSUES – 13.3%**
- (6) – WIDEN ROADS – 7.3%**
- (7) – SHUTTLE AND TRANSIT CONCERNS – 7%**
- (8) – OTHER / NOT APPLICABLE – 15.4%**

The majority of opinions voiced by respondents were in regard to the changed exits of NJ 41 south into Deptford. An overwhelming number of respondents expressed concern for the newly implemented exits. They believe these new

exits direct more traffic toward the mall, thus increasing congestion. Deptford residents cited a need for routes which would allow them to circumvent the retail area. Many respondents felt the best solution would be to reopen the previous exits or to have two separate exits into the area. Many motorists also brought attention to the NJ 55 exit, indicating the dangers of traffic backups, the lack of a right hand turning lane, and common violations of traffic laws by other drivers. Most of these respondents felt that a third lane would help traffic flow while a camera installed on the traffic signal would deter others from breaking traffic laws.

Other comments focused on the amount of congestion in the Deptford retail area. Several motorists revealed their irritation with the prevalence of large trucks on the roads, the increased traffic on residential streets, and the inability to exit their driveways onto busy roads. Fifteen percent of respondents cited poor traffic signals as the cause of much of the traffic. Suggested solutions include an increase in left turn arrows, longer intervals of time between phase changes, and synchronized signals along NJ 41 by the Deptford Mall.

Frustrations with the current amount of construction raised many concerns in the comments section of the survey. Of those who responded, many motorists expressed doubt that the roadwork would do much to improve traffic congestion. Others asked that workers do construction at night to reduce backups during peak travel times. Many respondents complained of vehicle damage due to the poor road conditions.

About 13% of motorists traveling through the retail area expressed distaste for Deptford's increasing levels of commercial and residential development. Those employed within the retail area described decreasing business due to traffic problems. The issue of an impending Wal-Mart in Deptford had 19 out of 38 comments on this issue favoring the store and another 19 opposing its construction. Many motorists felt that the roads were not built to withstand the increased population in the area. About 7% percent expressed a need for wider roads with more lanes. An area of particular focus was the bridge over Big Timber Creek, which creates a bottleneck situation for vehicles and does not accommodate pedestrians.

Two questions toward the end of the survey focused on attitudes toward public transit and a possible retail area shuttle bus. Many motorists touched on these subjects in the comment section. Several respondents expressed a desire for more public transit services in Gloucester County, while others cited difficulties in finding information on such services. Of those commuting to or from the area, services like a high speed line or light rail system seem appealing. Motorists were more skeptical of a shuttle bus for shopping purposes. Common concerns included methods of payment, dependability and time schedules, and accessibility to elderly residents or to those with disabilities (such as people in wheelchairs).

Of those comments in the “other” section, many had no specific application to this study. However, a few responses did touch on the need for a parking garage in the mall area. Several motorists expressed a need for increased law enforcement due to the high level of speeding on the roads. Not to be ignored, a few comments gave positive feedback. They commended the hard working construction workers and cited a better flow of traffic on Clements Bridge Road since the removal of the old NJ 41 southbound exit.

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6.0 TRAVEL FORECASTING

Regional travel simulation models are used to forecast future travel patterns. These travel forecasts utilize population and employment data, land use and transportation network characteristics to simulate trip making patterns throughout the region.

6.1 Population and Employment Forecasts

Population and employment forecasts are used as inputs in travel forecasting to determine future traffic volumes. Forecasts are tabulated for traffic analysis zones (TAZ) defined by the U.S. Census Bureau within the DVRPC region from county level forecasts prepared for the DVRPC *Year 2025 County & Municipal Population & Employment Forecasts*. Within the study area these TAZs are further subdivided for more precise analysis. (**Map 11**)

Population

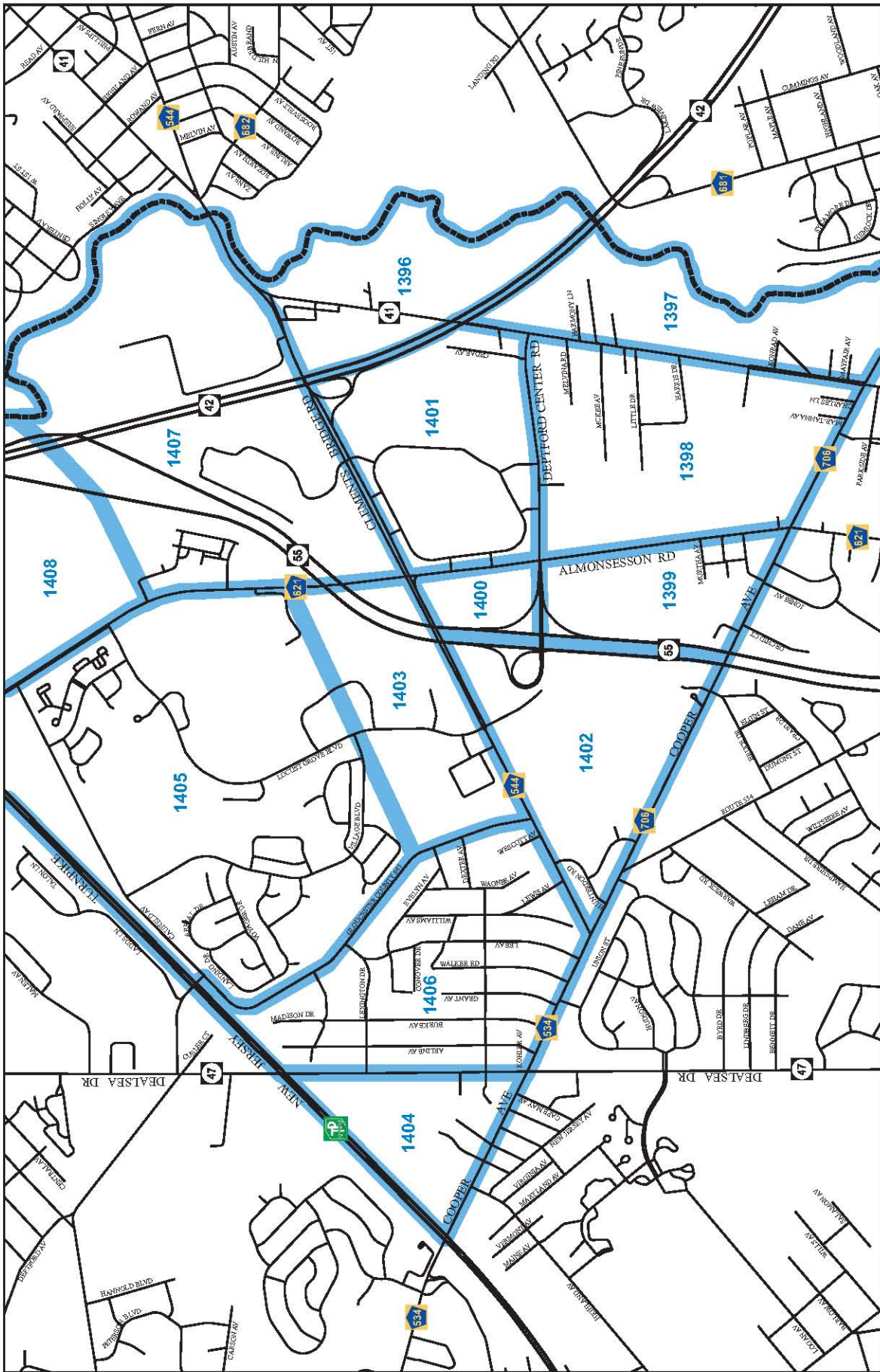
Base year population data for zones in the study area are derived from Census 2000 block data and from 2000 Census Transportation Planning Package (CTPP) data. 2000 CTPP data were aggregated to correspond to the 1990 TAZ structure used for travel forecasting in this study.

Future population forecasts are derived from DVRPC forecasts tabulated for each TAZ in the region. Each study zone's future population is calculated as a percentage of the larger TAZ of which it is a part. Each study zone's population is a percentage of the TAZ population in 2000, with additional population added for residential development proposed or built since that time. The base year population is 5,658 (**Table 2**) while the forecast year is 9,958, an increase of 76%.

Employment

Base year employment forecasts for study zones are derived from 2000 CTPP data for each TAZ.

Future employment forecasts for each study zone are based on the square footage of employment locations within them (determined from aerial photos). The square footage of employment locations in each study zone is calculated as a percentage of the total square footage of employment locations in the TAZ of which each study zone is a part. The employment in each study zone is calculated by applying the proportion of employment of the TAZ of which it is a part, plus additional projected employment from proposed future commercial development. The base year employment is 10,855 (**Table 2**), while the forecast year employment is 23,458, an increase of 116%.



Route 55 - Deptford Traffic Study - Traffic Analysis Zones

2000 Traffic Analysis Zone
 1402 Zone w/ Identification Number

Delaware Valley
 Regional Planning Commission
 June 2006

MAP : 11

Table 2

Population and Employment Forecasts for the Deptford Study Area by TAZ

Study Zone	Population				Employment			
	Census 2000	2025 Forecast	Change 2000-2025 Count	%	Census 2000	2025 Forecast	Change 2000-2025 Count	%
1396	10	11	1	12%	357	399	42	12%
1397	40	45	5	12%	308	1,159	851	276%
1398	314	351	37	12%	1,005	1,122	117	12%
1399	66	74	8	12%	628	704	76	12%
1400	0	0	0	-	288	324	36	13%
1401	2	2	0	12%	3,000	3,547	547	18%
1402	460	491	31	7%	153	2,672	2,519	1646%
1403	3	3	0	14%	1,005	2,592	1,587	158%
1409	2,540	2,842	302	12%	1,203	4,614	3,411	284%
1404	200	214	14	7%	1,195	2,419	1,224	102%
1405	1,108	3,665	2,557	231%	901	1,009	108	12%
1406	915	1,045	130	14%	0	0	0	-
1407	0	0	0	-	812	2,897	2,085	257%
1408	0	1,214	1,214	-	0	0	0	-
Total	5,658	9,958	4,300	76%	10,855	23,458	12,603	116%

Source: US Census, DVRPC 2006

6.2 Travel Simulation Process

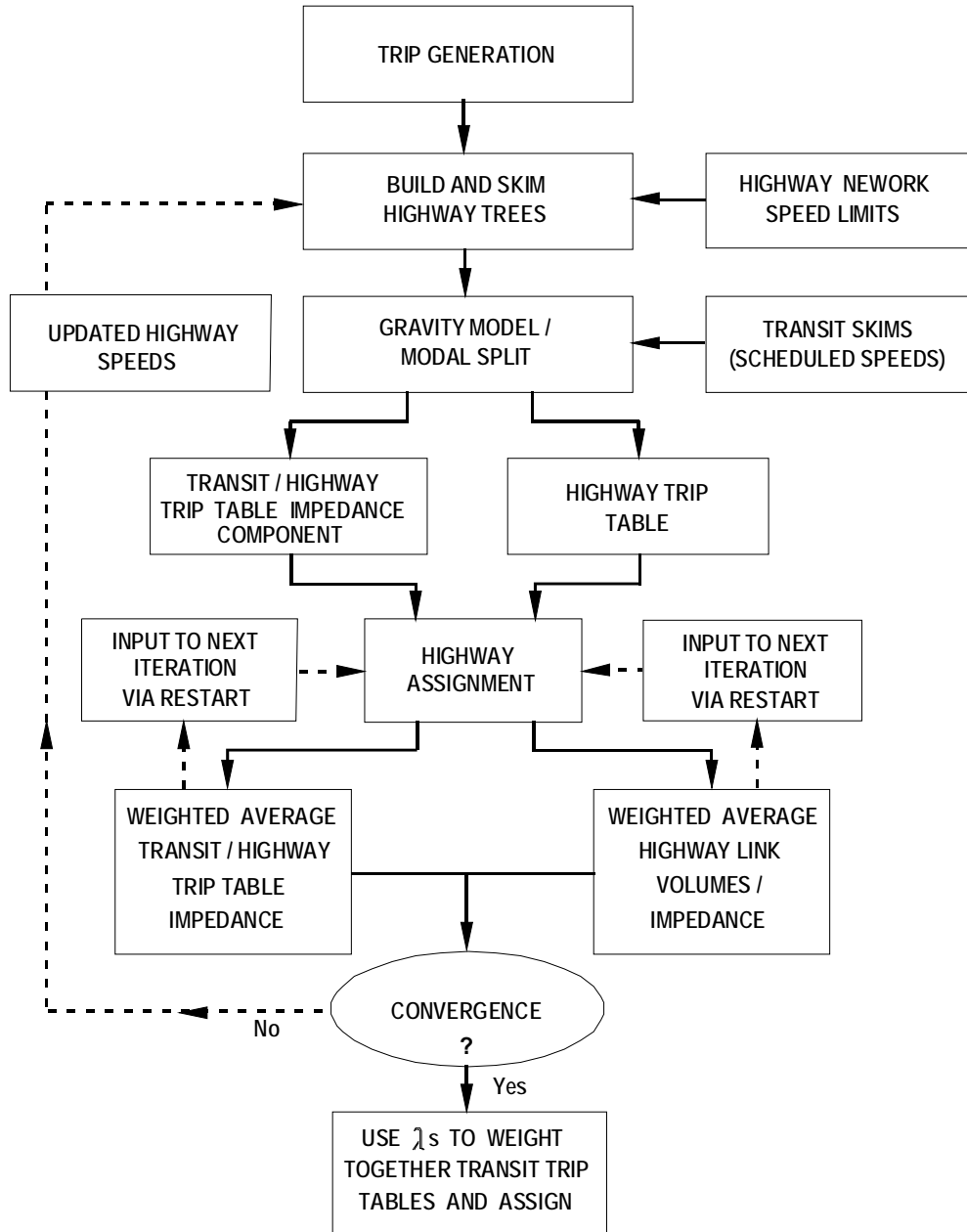
The enhanced DVRPC travel simulation process utilizes the Evans Algorithm to iterate the model. The Evans Algorithm executes the trip distribution and modal split models based on updated highway speeds after each iteration of highway assignment and assigns a weight (λ) to each iteration. This weight is then used to prepare a convex combination of the link volumes and trip tables for the current iteration and a running weighted average of the previous iterations. This algorithm converges rapidly to the equilibrium solution on highway travel speeds and congestion levels. About seven iterations are required for the process to converge to the approximate equilibrium state for travel patterns. After equilibrium is achieved, the weighted average transit trip tables are assigned to the transit networks to produce link and route passenger volumes.

DVRPC's enhanced travel simulation model is disaggregated into separate peak period, midday, and evening time periods. This disaggregating begins in trip generation where factors are used to separate daily trips into peak, and midday travel. Evening travel is then defined as the residual, after peak and midday travel are removed from daily travel. The enhanced process then utilizes completely separate model chains for peak, midday, and evening travel simulation runs. The peak period (combined AM and PM) is defined as 7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM, midday is defined as 9:00 AM to 3:00 PM and evening (6:00 PM-7:00 AM). The separation of the models into three time periods was accomplished with few changes to the basic models. Inputs

sensitive to time of day such as highway capacities and transit service levels were disaggregated to be reflective of time period specific conditions. The enhanced iterative DVRPC model is charted in **Figure 10**. The first step in the process involves generating the number of trips which are produced by and destined for each traffic zone and cordon station throughout the nine county region.

Figure 10

Evans Implementation Using DVRPC's Regional Simulation Model



Source: DVRPC Technical Memorandum #2, March 2002

1. Trip Generation

Both internal trips (those made within the DVRPC region) and external trips (those which cross the boundary of the region) must be considered in the simulation of regional travel. Internal trip generation is based on zonal forecasts of population and employment, whereas external trips are estimated from cordon line traffic counts. The latter also include trips that pass through the Delaware Valley region. Estimates of internal trip productions and attractions by zone are established on the basis of trip rates applied to the zonal estimates of demographic and employment data. This part of the DVRPC model is not iterated on highway travel speed. Rather, estimates of daily trip making by traffic zone are calculated and then disaggregated into peak, midday, and evening time periods.

2. Evans Iterations

The iterative portion of the Evans Algorithm involves updating the highway network restrained link travel speeds, rebuilding the minimum time paths through the network, and skimming the interzonal travel time for the minimum paths. Then the trip distribution, modal split, and highway assignment models in sequence for each pass through the model chain (**Figure 10**). After convergence is reached, the transit trip tables for each iteration are weighted together and the weighted average table assigned to the transit network. The highway trip tables are loaded onto the network during each Evans iteration. A composite highway trip table is not required to perform the highway assignment, rather the highway link volumes from the assignment are weighted together directly. Seven iterations of the Evans process, for each time period, are performed to ensure that convergence on travel times is reached.

3. Trip Distribution

Trip distribution is the process whereby the zonal trip ends established in the trip generation analysis are linked together to form origin-destination patterns in the trip table format. Peak, midday, and evening trip ends are distributed separately. For each Evans iteration, a series of seven gravity type distribution models were applied at the zonal level for each time period. These models follow the trip purpose and vehicle type stratifications established in trip generation. Documentation of the trip distribution models is included in the commission report entitled, "1997 Travel Simulation Model for the Delaware Valley Region."

4. Modal Split

The modal split model is also run separately for the peak, midday and evening time periods. The modal split model calculates the fraction of each person trip interchange in the trip table that should be allocated to transit, and then assigns the residual to highway. The choice between highway and transit usage is made on the basis of comparative cost, travel time, and frequency of service, with other aspects of modal choice being used to modify this basic relationship. In general, the better the transit service, the higher the fraction assigned to transit, although trip purpose and auto ownership also affect the allocation. The model subdivides

highway trips into auto drivers and passengers. Auto driver trips are added to the truck, taxi, and external vehicle trips in preparation for assignment to the highway network. DVRPC report entitled "1990 Travel Simulation Model for the Delaware Valley Region" provides a detailed description of the model parameters.

5. Highway Assignment

The final step in the iterative simulation process is the assignment of vehicle trips to the highway network. For peak, midday and evening travel, this assignment model produces the future traffic volumes for individual highway links that are required for planning analyses. The highway network and trip table underlying the assignment is regional in nature. This allows the diversion of highway vehicular travel into and through the study area to various points of entry and exit in response to the characteristics of the transportation system.

For each Evans iteration, highway trips are assigned to the network by determining the best (minimum time) route through the highway network for each zonal interchange and then allocating the interzonal highway travel to the highway facilities along that route. This assignment model is "capacity restrained" in which congestion levels are considered when determining the best route. The Evans equilibrium assignment method is used to implement the capacity restraint. When the assignment and associated trip table reach equilibrium, no path faster than the one actually assigned can be found through the network, given the capacity restrained travel times on each link.

6. Transit Assignment

After equilibrium is achieved, the weighted average transit trip tables (using the Lambdas calculated from the overall Evans process as weights) are assigned to the transit network to produce link and route passenger volumes. The transit person trips produced by the modal split model are "linked" in which they do not include any transfers which occur either between transit trips or between auto approaches and transit lines. The transit assignment procedure accomplishes two major tasks. First, the transit trips are "unlinked" to include transfers, and second, the unlinked transit trips are associated with specific transit facilities to produce link, line, and station volumes. These tasks are accomplished simultaneously within TRANPLAN, which assigns the transit trip matrix to minimum impedance paths built through the transit network. There is no capacity restraining procedure in the transit assignment model.

Traffic Assignment Validation

Before the simulation model can be used to predict future trip making patterns, its ability to replicate existing conditions is analyzed. Highway assignment output simulating current conditions is compared to current traffic counts in the study area. From this analysis, a validated model is established and subsequently executed with socioeconomic and land use forecasts for each alternative studied.

6.3 Future Travel Conditions

In forecasting future traffic volumes, the year 2025 was established as the horizon year to evaluate future conditions on existing roadways and to analyze changes to traffic caused by connecting Greenbriar Court with Deptford Center Road and constructing additional ramps at this interchange to allow movements to and from NJ 55 via Clements Bridge Road.

Traffic in the Deptford retail area is generally projected to increase by the year 2025, as a result of increased population and retail activity in the area. With the continued development of the area expected, significant increases are projected on roads that currently experience high peak hour volumes: Clements Bridge Road, Almonesson Road and Cooper Street.

1. No-Build Scenario

The no-build, “do-nothing” scenario establishes a baseline for future traffic volume on existing roadways, assuming continued development of available land consistent with current trends and subsequent increases in population and employment.

Traffic volume on Almonesson Road between Jarrett Drive and Clements Bridge Road is projected to more than double (108% increase) in the no-build scenario, an increase of 16,600 vehicles per day (vpd) in both directions of travel over the current traffic volume (**Map 12**). On Clements Bridge Road between NJ 42 and Hurffville Road, volume is projected to increase by 61%, an increase of 12,700 vpd in both directions. These increases reflect new residential and commercial construction in this area, with resulting increases in trip making activity.

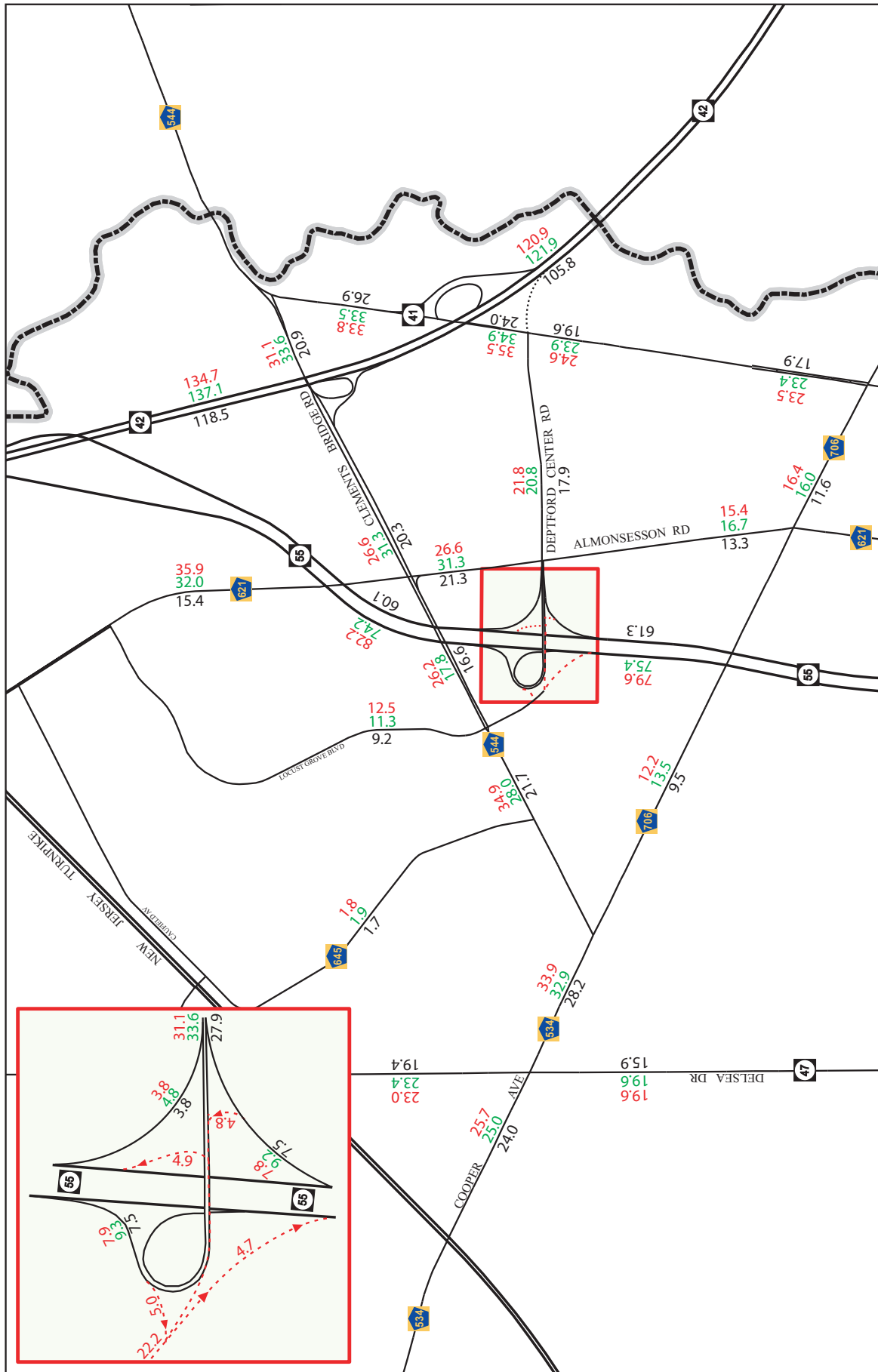
Within the study area, traffic volume on NJ 42 north of the Clements Bridge Road interchange is projected to increase by 16% in the no-build scenario, an additional 18,600 vpd in both directions. Volume south of the Clements Bridge Road interchange is projected to increase by 15%, an additional 16,100 vpd in both directions.

Volume on NJ 55 is projected to increase by 23%, an additional 14,100 vpd in both directions. Volume on the existing ramps to and from NJ 55 is projected to increase by a combined total of 22%, an additional 6,000 vpd (**Map 13**).

2. NJ 55 Ramp Build Alternative

The build scenario models the effect of connecting Greenbriar Court with Deptford Center Road and constructing ramps to allow movements between NJ 55 and the Greenbriar Court extension, in addition to existing movements to and from Deptford Center Road. In this scenario, volume on the existing ramps is projected to increase 2% from current volume, an additional 500 vpd (**Map 14**).

The Greenbriar Court extension is projected to carry approximately 22,200 vpd in both direction of travel, diverting traffic from NJ 42, the existing NJ 55 ramps, Clements Bridge Road between NJ 42 and Almonesson Road, Almonesson Road between Clements Bridge Road and Cooper Street, and from Cooper Street between Almonesson Road and Clements Bridge Road. As a result, volumes on these road segments are lower than in the no-build scenario (**Map 15**).



Route 55 - Deptford Traffic Study - Current, 2025 No-Build and 2025 NJ 55 Ramp Build Alternative



(Map not to scale)

Proposed Ramp

16.4 2025 Build Scenario AADT
 16.0 2025 No Build Scenario AADT
 11.6 Current AADT

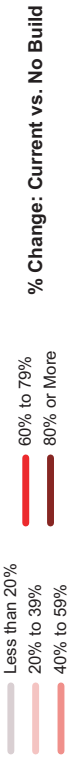
AADT
 In Thousands

Delaware Valley
 Regional Planning Commission
 June 2006

MAP : 12

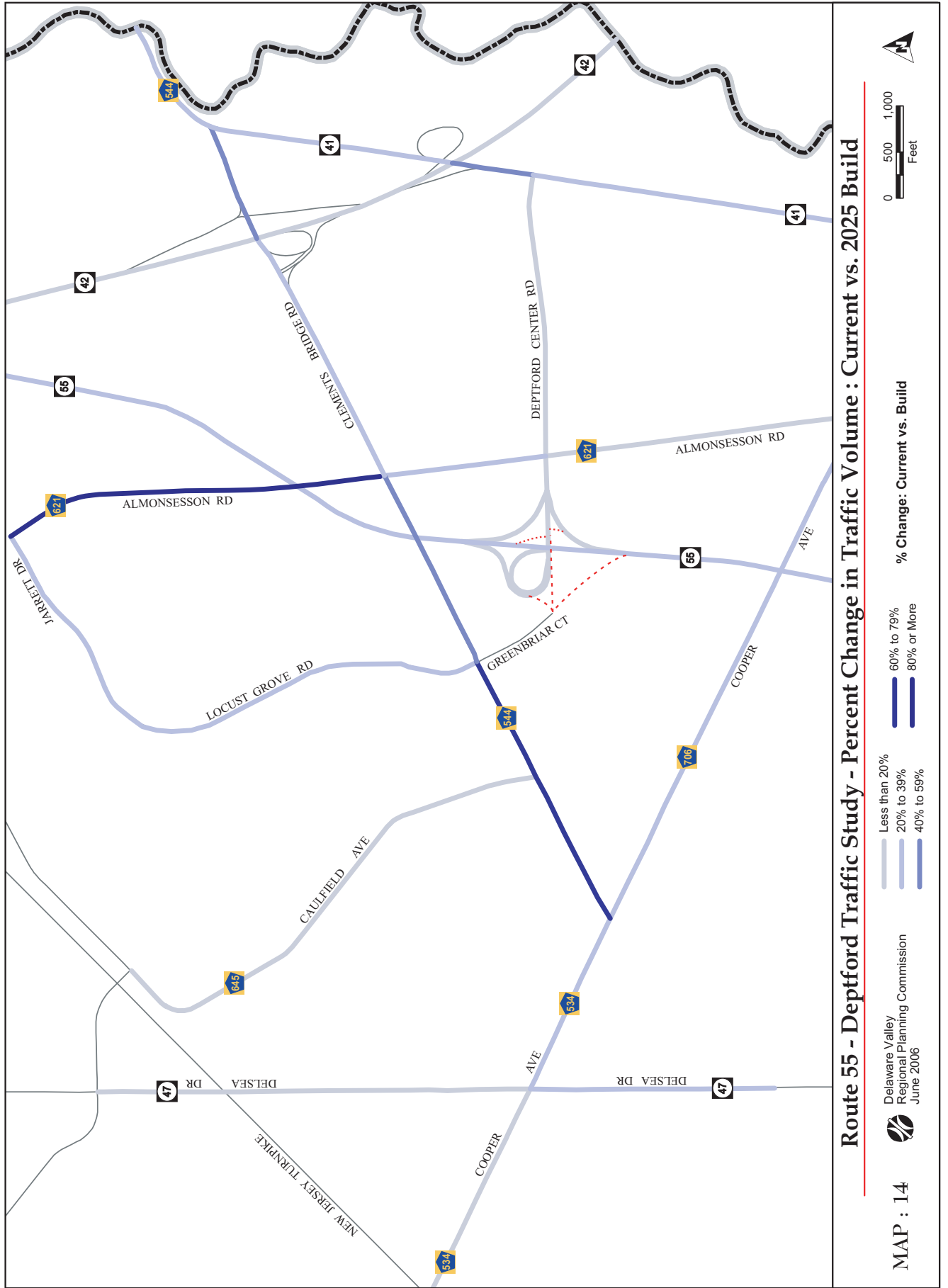


Route 55 - Deptford Traffic Study - Percent Change in Traffic Volume : Current vs. 2025 No-Build



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Regional Planning Commission
June 2006

MAP : 13



Traffic volume on NJ 42 north of the Clements Bridge Road interchange within the study area is projected to decrease by 2% in the build alternative compared with the no-build scenario, with 2,400 fewer vehicles per day in both directions. Volume on NJ 42 south of the Clements Bridge Road interchange is projected to decrease by 1% in the build alternative compared with the no-build scenario, with 1,000 fewer vehicles per day in both directions (**Table 3**).

Volume on the existing NJ 55 ramps decreases by 16%, with 5,500 fewer vehicles per day in the build alternative compared with the no-build scenario. Volume on Clements Bridge Road between NJ 42 and Almonesson Road is projected to decrease by 15% in the build alternative compared with the no-build scenario, with 4,700 fewer vehicles per day in both directions. Volume on Almonesson Road south of Deptford Center Road is projected to decrease by 8% in the build alternative compared with the no-build scenario, with 1,300 fewer vehicles per day in both directions.

Higher traffic volume is projected on NJ 55, Clements Bridge Road between Cooper Street and Almonesson Road, Almonesson Road between Clements Bridge Road and Jarrett Drive, and on Locust Grove Boulevard/Jarrett Drive.

On NJ 55 north of the Deptford Center Rd interchange volume is projected to increase by 11% in the build alternative compared with the no-build scenario, an additional 8,000 vpd in both directions, while volume on NJ 55 south of the Deptford Center Road interchange is projected to increase by 6%, an additional 4,200 vpd in both directions.

Volume on Clements Bridge Road between Locust Grove Boulevard/Greenbriar Court and Almonesson Road is projected to increase by 47% in the build alternative compared with the no-build scenario, an additional 8,400 vpd in both directions. Volume on Clements Bridge Road between Cooper Street and Locust Grove Boulevard /Greenbriar Court is projected to increase by 25% in the build alternative compared with the no-build scenario, an additional 6,900 vpd in both directions. Volume on Almonesson Road between Jarrett Drive and Clements Bridge Road is projected to increase 12%, an additional 3,900 vpd in the build alternative compared with the no-build scenario. Volume on Locust Grove Boulevard is projected to increase 11% in the build alternative versus the no-build scenario, an additional 1,200 vpd in both directions.

Table 3. Deptford Study Area Current, 2025 No-Build and NJ 55 Ramp Alternatives

Road Segment	Current Traffic Count (000s)		No-Build			NJ 55 Ramp Build			
	2025 AADT (000s)	vs. Current # Diff	2025 AADT (000s)	vs. Current		2025 AADT (000s)	vs. Current		
				# Diff	% Diff		# Diff	% Diff	
NJ 42 between Lower Landing Road (CR 681) and NJ 41	105.8	16.1	121.9	15%	120.9	15.1	14%	-1.0	-1%
NJ 42 between NJ 55 and Clements Bridge Road	118.5	18.6	137.1	16%	134.7	16.2	14%	-2.4	-2%
NJ 55 North of Cooper Street	61.3	14.1	75.4	23%	79.6	18.3	30%	4.2	6%
NJ 55 at Almonesson Road	60.1	14.1	74.2	23%	82.2	22.1	37%	8.0	11%
Ramp from NJ 55 Northbound to Deptford Center Road Eastbound	7.5	1.7	9.2	23%	7.8	0.3	4%	-1.4	-15%
Ramp from NJ 55 Southbound to Deptford Center Road Eastbound	7.5	1.8	9.3	24%	7.9	0.4	5%	-1.4	-15%
Ramp to NJ 55 Northbound from Deptford Center Road Westbound	3.8	1.0	4.8	26%	3.8	0.0	0%	-1.0	-21%
Ramp to NJ 55 Southbound from Deptford Center Road Westbound	9.0	1.5	10.5	16%	8.8	-0.2	-2%	-1.7	-16%
Ramp from NJ 55 Northbound to Greenbriar Court Westbound					4.8				
Ramp from NJ 55 Southbound to Greenbriar Court Westbound					5.0				
Ramp to NJ 55 Northbound from Greenbriar Court Eastbound					4.9				
Ramp to NJ 55 Southbound from Greenbriar Court Eastbound					4.7				
Deptford Center Road between NJ 55 and Almonesson Road	27.9	5.7	33.6	20%	31.1	3.2	11%	-2.5	-7%
Greenbriar Court Extension between NJ 55 and Clements Bridge Road					22.2				
Deptford Center Road between Almonesson Road and NJ 41	17.9	2.9	20.8	16%	21.8	3.9	22%	1.0	5%
Clements Bridge Road between NJ 42 and Almonesson Road	20.3	11.0	31.3	54%	26.6	6.3	31%	-4.7	-15%
Clements Bridge Road between Greenbriar Court and Almonesson Road	16.6	1.2	17.8	7%	26.2	9.6	58%	8.4	47%
Clements Bridge Road West of Locust Grove Boulevard	21.7	6.3	28.0	29%	34.9	13.2	61%	6.9	25%
Clements Bridge Road between Hurffville Road and NJ 42	20.9	12.7	33.6	61%	31.1	10.2	49%	-2.5	-7%
Cooper Street between Burlington Avenue and Kraemer Court	9.5	4.0	13.5	42%	12.2	2.7	28%	-1.3	-10%
Cooper Street between Delsea Drive and Cape May Avenue	24.0	1.0	25.0	4%	25.7	1.7	7%	0.7	3%
Cooper Street between Walker Avenue and Lee Avenue	28.2	4.7	32.9	17%	33.9	5.7	20%	1.0	3%
Cooper Street East of Almonesson Road	11.6	4.4	16.0	38%	16.4	4.8	41%	0.4	2%
Almonesson Road between Clements Bridge Road and Mall South	21.3	10.0	31.3	47%	26.6	5.3	25%	-4.7	-15%
Almonesson Road South of Deptford Center Road	13.3	3.4	16.7	26%	15.4	2.1	16%	-1.3	-8%
Almonesson Road South of Jarrett Drive	15.4	16.6	32.0	108%	35.9	20.5	133%	3.9	12%
Hurffville Road between Big Timber Creek and Clements Bridge Road	26.9	6.6	33.5	25%	33.8	6.9	26%	0.3	1%
Hurffville Road between Cooper Street and Mayfair Avenue	17.9	5.5	23.4	31%	23.5	5.6	31%	0.1	0%
Hurffville Road between Deptford Center Road and Melvina Road	19.6	4.3	23.9	22%	24.6	5.0	26%	0.7	3%
Hurffville Road between NJ 42 and Deptford Center Road	24.0	10.9	34.9	45%	35.5	11.5	48%	0.6	2%
Locust Grove Boulevard between "Plaza at Deptford" and Clements Bridge Road	9.2	2.1	11.3	23%	12.5	3.3	36%	1.2	11%
Caulfield Avenue North of Madison Drive	1.7	1.9	3.6	12%	1.8	0.1	6%	-0.1	-5%
Delsea Drive between Bennett Drive and Lindberg Drive	15.9	3.7	19.6	23%	19.6	3.7	23%	0.0	0%
Delsea Drive between Cooper Street and Kohler Avenue	19.4	4.0	23.4	21%	23.0	3.6	19%	-0.4	-2%

Source: DVRPC 2006

In summary, the NJ 55 ramp build alternative shifts some traffic from the existing NJ 55 ramps and surrounding routes that connect with them. This alternative also diverts some traffic from NJ 42 and its environs. However, road segments in the immediate vicinity of the ramps, especially those with access to large residential and commercial areas, experience large increase in volume as a result.

The study area is projected to experience increased traffic volumes consistent with the projected additional residential and commercial development. This forecast assumes the low density, suburban style development currently found throughout the study area will continue. The forecasts based on this assumption have the potential to be affected by higher density, more compact growth patterns (i.e. "smart growth"), consistent with the goals of the *Gloucester County Northeast Region Strategic Plan*. Implementing the goals of this plan can lead to the development of mixed-use, compact subdivisions which encourage pedestrian and bicycle travel, and thus reduce automobile traffic volume.

7.0 EARLY ACTION STRATEGIES

Nine intersections within the vicinity of the Deptford Mall were analyzed by NJDOT's consultant Arora and Associates, P.C. and "quick fix" mitigation measures identified. These intersections account for the majority of trips entering and leaving the study area each day. Below are the intersections that were analyzed and remediation measures identified for each intersection. Arora's report can be found in **Appendix III**.

1. Route 41 and Clements Bridge Road
Signal timing adjustment to provide more green time to Clements Bridge Road.
2. Route 41 and Deptford Center Road/Route 42 On Ramp
Signal timing and phasing adjustments
3. Route 41 and Cooper Street
Signal timing adjustments
4. Clements Bridge Road and Mall East Drive/Coach Road
Signal timing and phasing adjustments
5. Clements Bridge Road and Almonesson Road
Signal timing adjustments that include a "time-of-day, day-of-week" timing plan.
6. Clements Bridge Road and Locust Grove Boulevard/Greenbriar Court
Signal timing adjustments
7. Clements Bridge Road and Cooper Street
Signal timing adjustments that include a 120 second cycle. Also a "time-of-day, day-of-week" timing plan. An alternative is to provide an additional exclusive left turn lane along south bound Cooper Street.
8. Almonesson Road and Mall Road South
Signal timing adjustments that include a 120 second cycle. Also a "time-of-day, day-of-week" timing plan.
9. Almonesson Road and Deptford Center Road/Route 55 Ramp
Signal timing adjustments that include a 120 second cycle. Also a "time-of-day, day-of-week" timing plan.

An additional option is to revise the intersection configuration that include an additional lane to the Route 55 off Ramp approach.

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8.0 IMPLEMENTATION

In terms of a hierarchy of agencies, the New Jersey Department of Transportation (NJDOT) is primary, both in terms of maintaining state highways as well as providing much of the design, right-of-way and construction funding for major improvements. Municipalities make land use decisions in the corridor, which ultimately affect traffic levels. In addition, many of the cross streets are designed, built and maintained by local and county government, and these also impact how well the state highways function. Lastly, developers actually build the housing, commercial and industrial projects that generate the trips which must be accommodated by a publicly owned transportation infrastructure.

New Jersey Department of Transportation

NJDOT has jurisdiction over the state highways in the corridor. These include NJ 41, NJ 42 and NJ 55. Improvements to these highways are typically financed by state and/or federal funds. Occasionally, developer contributions are also a source of funding, if the project has special impact by a development. The State ultimately makes the decision on what improvements are done to their facilities but often coordinates with the county or local municipalities, when the improvements include facilities under their jurisdiction.

Gloucester County

The county has jurisdiction over a network of roads throughout the study area. In New Jersey, county roads are given 500, 600 or 700 route designations. The primary function of the county network is to serve medium range trips or to serve as feeders to the state system. Improvements to county roads are financed by county dollars, or where eligible, they can receive federal or state funding. The county has the ultimate decision concerning improvements on county roads, but typically coordinates with the municipality where the improvement is located.

Metropolitan Planning Organization (MPO)

DVRPC, serving as the MPO for this region, is required to coordinate a comprehensive and continuing transportation planning process. This process results in the development of a Transportation Improvement Program (TIP) which identifies all priority projects for which federal funds will be sought. The TIP represents a consensus among state and regional officials as to what regional improvements are to be made. In addition to the TIP, the MPO is required by federal legislation to develop a long range plan (LRP) to help direct region wide transportation decision making over a period of at least 20 years. Long range plans do not specify the design of actual projects. Rather, they identify future needs to address transportation deficiencies.

Deptford Township

Local governments not only have jurisdiction over their local road system, they also control local land use decisions. The decisions made at the local level can affect the traffic on roads at all levels. Therefore, township officials must

understand the traffic impacts that could be generated from a particular development and understand the synergy that exists between land use decisions and transportation improvements. Township officials need to be involved in the transportation planning process for all levels of transportation improvements to make sure that the concerns of their residents are addressed and to assist in the problem identification and improvement recommendations. Municipal officials need to make use of the circulation element of their Master Plan. The Master Plan is an important tool for municipalities to use in addressing their circulation needs.

Developers

As properties are developed or redeveloped, the transportation needs of the properties can change, sometimes drastically. Providing proper transportation access to a new development is often critical to the success of that development. Therefore, developers must work with the transportation providers to assure that the necessary changes are beneficial to both the development and the existing transportation infrastructure. Developers frequently design and construct improvements for traffic attributable to their developments or to provide enhanced access to their site.

Appendix I: Traffic Counts, May 2005

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	STARTING TIME	NJ 41 HURFFVILLE RD			2-SOUTHBOUND			3-EASTBOUND			COOPER ST			4-WESTBOUND	N-S TOTAL	E-W TOTAL	TOTAL			
			L	S	R	L	S	R	L	S	R	L	S	R					L	S	R
		10:00 10:15	10	85	8	103	19	77	21	117	18	30	10	58	12	46	24	82	220	140	360
		10:15 10:30	9	92	7	108	40	94	21	155	35	63	7	105	12	49	22	83	263	188	451
		10:30 10:45	6	115	16	137	48	93	37	178	26	40	10	76	28	75	28	131	315	207	522
		11:15 11:30	13	124	13	150	50	104	45	199	38	42	18	98	18	72	45	135	349	233	582
		11:30 11:45	19	118	13	150	50	94	30	174	30	68	9	107	21	68	32	121	324	228	552
		11:45 12:00	15	115	14	144	50	121	42	213	21	58	21	100	17	71	35	123	357	223	580
		12:00 12:15	17	112	17	146	55	122	38	215	34	53	9	96	13	76	32	121	361	217	578
		12:15 12:30	6	93	15	114	53	113	23	189	47	42	1	90	12	59	37	108	303	198	501
		12:30 12:45	11	104	26	141	67	125	40	232	59	61	19	139	34	82	43	159	373	298	671
		12:45 1:00	17	108	26	151	79	131	57	267	91	52	13	156	27	75	34	136	418	292	710
		1:00 1:15	14	114	22	150	67	111	49	227	39	65	23	127	24	77	27	128	377	255	632
		1:15 1:30	17	125	13	155	83	114	37	234	29	80	18	127	22	59	38	119	389	246	635
		1:30 1:45	10	125	14	149	71	114	41	226	27	70	8	105	20	64	40	124	375	229	604
		1:45 2:00	13	120	18	151	43	106	38	187	30	65	12	107	22	69	43	134	338	241	579
		2:00 2:15	15	127	15	157	47	104	39	190	28	67	10	105	24	75	46	145	347	250	597
		2:15 2:30	10	123	16	149	46	116	29	191	27	69	12	108	23	86	48	157	340	265	605
		2:30 2:45	13	116	19	148	50	120	22	192	28	67	10	105	22	62	33	117	340	222	562
		2:45 3:00	9	115	21	145	65	102	46	213	39	66	11	116	14	69	35	118	358	234	592
		3:00 3:15	11	117	20	148	62	104	35	201	31	50	10	91	17	75	30	122	349	213	562
		3:15 3:30	9	120	18	147	54	106	42	202	29	84	11	124	20	81	27	128	349	252	601
		3:30 3:45	14	112	23	149	58	103	23	184	21	86	13	120	19	81	37	137	333	257	590
		3:45 4:00	12	111	17	140	88	128	33	249	26	55	12	93	18	71	33	122	389	215	604
		4:00 4:15	12	112	13	137	78	119	39	236	26	80	10	116	21	59	31	111	334	227	561
		4:15 4:30	21	105	18	144	78	119	39	236	28	66	27	108	28	66	27	121	380	229	609
		4:30 4:45	14	102	17	133	66	92	31	189	29	75	11	115	24	84	23	131	322	246	568
		4:45 5:00	12	103	18	133	65	136	36	237	31	83	11	125	29	73	34	136	370	261	631
		5:00 5:15	14	91	10	115	60	93	34	187	18	47	4	69	19	77	34	130	302	199	501
		5:15 5:30	13	95	11	119	40	121	60	221	29	65	11	105	17	73	31	121	340	226	566
		5:30 5:45	11	92	8	111	54	95	38	187	23	73	11	107	15	70	26	111	298	218	516
		5:45 6:00	14	94	10	118	49	96	19	164	14	46	21	81	16	68	24	108	282	189	471
		6:00 6:15	12	89	7	108	57	86	35	178	16	57	8	81	13	71	27	111	286	192	478
		6:15 6:30	9	93	8	110	56	115	32	203	21	61	5	87	10	67	22	99	313	186	499
		6:30 6:45	11	87	11	109	52	99	31	182	23	64	8	95	12	65	19	96	291	191	482
		6:45 7:00	8	83	6	97	55	107	34	196	20	60	7	87	11	61	17	89	293	176	469
		TOTALS	421	3637	508	4566	1939	3673	1200	6812	1031	2106	392	3529	654	2376	1084	4114	11378	7643	19021

DAY: SATURDAY

WEATHER: FAIR

FILE NUMBER: 1

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	STARTING TIME	1-NORTHBOUND			NJ 41 HURFFVILLE RD			2-SOUTHBOUND			3-EASTBOUND			DEPTFORD CENTER RD			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL
			L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL	L	S			
		10:00 10:15	79	63	0	142	0	53	100	153	42	0	62	104	0	0	0	0	0	0	295	104	399
		10:15 10:30	48	73	0	121	0	79	104	183	41	0	55	96	0	0	0	0	0	0	304	96	400
		10:30 10:45	69	78	0	147	0	75	114	189	46	0	66	112	0	0	0	0	0	0	336	112	448
		10:45 11:00	90	91	0	181	0	92	118	210	45	0	73	118	0	0	0	0	0	0	391	118	509
		11:00 11:15	89	82	0	171	0	66	115	181	56	0	90	146	0	0	0	0	0	0	352	146	498
		11:15 11:30	102	104	0	206	0	72	118	190	63	0	82	145	0	0	0	0	0	0	376	145	541
		11:30 11:45	102	87	0	189	0	80	107	187	55	0	81	136	0	0	0	0	0	0	377	136	512
		11:45 12:00	86	75	0	161	0	91	125	216	50	0	89	139	0	0	0	0	0	0	408	139	516
		12:00 12:15	92	93	0	185	0	92	131	223	66	0	82	148	0	0	0	0	0	0	392	148	556
		12:15 12:30	79	72	0	151	0	88	153	241	72	0	107	179	0	0	0	0	0	0	392	179	571
		12:30 12:45	98	90	0	188	0	108	144	252	47	0	94	141	0	0	0	0	0	0	440	141	581
		12:45 1:00	101	81	0	182	0	81	158	239	66	0	95	161	0	0	0	0	0	0	421	161	582
		1:00 1:15	103	74	0	177	0	85	151	236	67	0	91	158	0	0	0	0	0	0	413	158	571
		1:15 1:30	100	79	0	179	0	88	153	241	70	0	89	159	0	0	0	0	0	0	420	159	579
		1:30 1:45	95	73	0	168	0	92	147	239	71	0	85	146	0	0	0	0	0	0	407	146	563
		1:45 2:00	111	78	0	189	0	79	160	239	65	0	92	157	0	0	0	0	0	0	428	157	585
		2:00 2:15	99	105	0	204	0	84	129	213	76	0	79	155	0	0	0	0	0	0	417	155	572
		2:15 2:30	87	105	0	192	0	93	132	225	55	0	96	151	0	0	0	0	0	0	417	151	568
		2:30 2:45	113	77	0	190	0	90	153	243	63	0	95	158	0	0	0	0	0	0	433	158	591
		2:45 3:00	116	78	0	194	0	101	159	260	70	0	107	177	0	0	0	0	0	0	454	177	631
		3:00 3:15	101	69	0	170	0	83	132	215	85	0	103	188	0	0	0	0	0	0	385	188	573
		3:15 3:30	95	76	0	171	0	98	169	267	74	0	102	176	0	0	0	0	0	0	438	176	614
		3:30 3:45	93	76	0	169	0	82	130	212	78	0	125	203	0	0	0	0	0	0	381	203	584
		3:45 4:00	86	78	0	164	0	87	151	238	64	0	106	170	0	0	0	0	0	0	402	170	572
		4:00 4:15	82	76	0	158	0	87	136	223	57	0	107	164	0	0	0	0	0	0	381	164	545
		4:15 4:30	89	84	0	173	0	93	141	234	60	0	96	156	0	0	0	0	0	0	407	156	563
		4:30 4:45	76	53	0	129	0	91	119	210	51	0	87	144	0	0	0	0	0	0	339	144	483
		4:45 5:00	63	78	0	141	0	87	129	216	51	0	94	145	0	0	0	0	0	0	357	145	502
		5:00 5:15	61	80	0	141	0	108	118	226	63	0	95	158	0	0	0	0	0	0	367	158	525
		5:15 5:30	77	68	0	145	0	83	147	230	61	0	109	170	0	0	0	0	0	0	375	170	545
		5:30 5:45	78	89	0	167	0	91	101	192	63	0	110	173	0	0	0	0	0	0	359	173	532
		5:45 6:00	76	69	0	145	0	85	133	218	57	0	93	150	0	0	0	0	0	0	363	150	513
		6:00 6:15	76	73	0	149	0	90	119	209	62	0	98	160	0	0	0	0	0	0	358	160	518
		6:15 6:30	89	81	0	170	0	79	113	192	76	0	89	165	0	0	0	0	0	0	362	165	527
		6:30 6:45	79	62	0	141	0	90	127	217	69	0	87	156	0	0	0	0	0	0	358	156	514
		6:45 7:00	75	67	0	142	0	82	124	206	71	0	94	165	0	0	0	0	0	0	348	165	513
		TOTALS	3155	2837	0	5992	0	3105	4760	7865	2234	0	3305	5539	0	0	0	0	0	0	13857	5539	19396

DATE: 38486
DAY: SATURDAY
WEATHER: FAIR

FILE NUMBER: 2

PM INTERVAL COUNTS

STARTING TIME	1-NORTHBOUND				2-SOUTHBOUND				3-EASTBOUND				4-WESTBOUND				N-S TOTAL	E-W TOTAL	TOTAL
	L		R		L		R		L		R		L		R				
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R			
10:00 10:15	66	77	0	143	0	87	121	208	94	0	27	121	0	0	0	0	0	472	
10:15 10:30	69	85	0	154	0	91	132	223	91	0	30	121	0	0	0	0	0	498	
10:30 10:45	73	101	0	174	0	96	126	222	90	0	32	122	0	0	0	0	0	518	
10:45 11:00	64	80	0	144	0	92	146	238	107	0	25	132	0	0	0	0	0	514	
11:00 11:15	85	90	0	175	0	76	145	221	101	0	17	118	0	0	0	0	0	514	
11:15 11:30	79	87	0	166	0	79	166	245	97	0	23	120	0	0	0	0	0	531	
11:30 11:45	74	97	0	171	0	95	137	232	114	0	17	131	0	0	0	0	0	534	
11:45 12:00	71	91	0	162	0	92	144	236	123	0	22	145	0	0	0	0	0	543	
12:00 12:15	78	87	0	165	0	86	138	224	134	0	26	160	0	0	0	0	0	549	
12:15 12:30	53	77	0	130	0	98	170	268	127	0	32	159	0	0	0	0	0	557	
12:30 12:45	68	101	0	169	0	98	154	252	130	0	20	150	0	0	0	0	0	571	
12:45 1:00	73	62	0	135	0	86	115	201	121	0	24	145	0	0	0	0	0	481	
1:00 1:15	71	69	0	140	0	88	121	209	137	0	25	162	0	0	0	0	0	511	
1:15 1:30	77	77	0	154	0	81	117	198	131	0	31	162	0	0	0	0	0	514	
1:30 1:45	79	62	0	141	0	77	129	206	133	0	27	160	0	0	0	0	0	507	
1:45 2:00	91	82	0	173	0	75	131	206	141	0	26	167	0	0	0	0	0	546	
2:00 2:15	96	89	0	185	0	78	135	213	135	0	23	158	0	0	0	0	0	556	
2:15 2:30	84	104	0	188	0	72	133	205	144	0	22	166	0	0	0	0	0	559	
2:30 2:45	76	86	0	162	0	83	127	210	122	0	26	148	0	0	0	0	0	520	
2:45 3:00	79	104	0	183	0	90	142	232	111	0	30	141	0	0	0	0	0	514	
3:00 3:15	74	91	0	165	0	92	160	252	113	0	27	140	0	0	0	0	0	557	
3:15 3:30	56	91	0	147	0	101	137	238	147	0	19	166	0	0	0	0	0	551	
3:30 3:45	80	95	0	175	0	79	131	210	140	0	28	168	0	0	0	0	0	553	
3:45 4:00	83	108	0	191	0	84	149	233	144	0	28	172	0	0	0	0	0	596	
4:00 4:15	81	95	0	176	0	88	147	235	157	0	31	188	0	0	0	0	0	599	
4:15 4:30	74	84	0	158	0	94	144	238	165	0	29	194	0	0	0	0	0	590	
4:30 4:45	70	79	0	149	0	81	121	202	142	0	24	166	0	0	0	0	0	517	
4:45 5:00	71	74	0	145	0	83	119	202	127	0	20	147	0	0	0	0	0	494	
5:00 5:15	83	99	0	182	0	80	129	209	125	0	30	155	0	0	0	0	0	546	
5:15 5:30	65	96	0	161	0	104	123	227	123	0	28	151	0	0	0	0	0	539	
5:30 5:45	66	74	0	140	0	90	153	243	135	0	25	160	0	0	0	0	0	543	
5:45 6:00	80	102	0	182	0	81	136	217	115	0	16	131	0	0	0	0	0	530	
6:00 6:15	72	72	0	144	0	87	145	232	101	0	23	124	0	0	0	0	0	500	
6:15 6:30	82	92	0	174	0	79	130	209	145	0	27	172	0	0	0	0	0	555	
6:30 6:45	81	85	0	166	0	81	133	214	121	0	19	140	0	0	0	0	0	520	
6:45 7:00	74	83	0	157	0	83	137	220	130	0	21	151	0	0	0	0	0	528	
TOTALS	2698	3128	0	5826	0	3107	4923	8030	4513	0	900	5413	0	0	0	0	0	19269	

TOTALS 2698 3128 0 5826 0 3107 4923 8030 4513 0 900 5413 0 0 0 0 0 0 19269

COUNTY: GLOUCESTER
MUNICIPALITY: DEPTFORD

INTERSECTION: North-South Street
STREETS: NJ 41 HURFFVILLE RD

East-West Street
CR 544 CLEMENTS BRIDGE RD

DATE: 38486
DAY: SATURDAY
WEATHER: FAIR
FILE NUMBER: 3

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	North-South Street COACH RD/MALL EAST DR East-West Street CR 544 CLEMENTS BRIDGE RD	COACH RD/MALL EAST DR						CR 544 CLEMENTS BRIDGE RD						E-W TOTAL	N-S TOTAL	TOTAL				
				1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND									
				L	S	R	L	S	R	L	S	R	L	S	R				L	S	R	
		STARTING TIME		L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL			
		10:00 10:15		11	14	38	63	17	11	11	49	37	161	1	199	84	152	21	257	112	456	568
		10:15 10:30		12	17	36	65	15	10	15	40	42	184	2	228	73	167	19	259	105	487	592
		10:30 10:45	&	10	15	48	70	23	9	38	70	41	153	0	194	100	158	19	277	143	471	614
		10:45 11:00		7	10	84	103	23	10	35	68	51	170	0	221	85	194	19	298	169	519	688
		11:00 11:15		2	15	69	86	29	10	41	80	42	175	1	218	92	200	25	317	166	555	701
		11:15 11:30		14	10	81	105	41	11	43	95	43	220	1	264	124	216	21	361	200	625	825
		11:30 11:45		7	8	81	96	69	14	57	140	115	293	1	409	90	230	12	332	236	741	977
		11:45 12:00		6	12	108	126	42	14	42	98	64	242	0	306	206	26	322	224	628	852	
		12:00 12:15		12	26	122	160	36	12	29	77	67	203	1	271	103	254	11	368	237	639	876
		12:15 12:30		16	23	125	164	40	8	27	75	73	223	4	300	136	314	10	460	239	760	999
		12:30 12:45		9	14	132	155	37	9	37	83	51	241	0	292	152	223	16	315	238	607	845
		12:45 1:00		15	21	115	151	36	14	41	91	65	252	4	321	152	288	20	460	242	781	1023
		1:00 1:15		18	23	200	241	38	10	51	99	67	237	1	305	164	267	52	483	340	788	1128
		1:15 1:30		22	22	125	169	40	9	55	104	64	220	3	287	111	262	49	422	273	709	982
		1:30 1:45		16	21	141	178	37	7	57	101	61	211	0	272	91	300	43	434	279	706	985
		1:45 2:00		23	27	143	193	42	16	44	102	55	197	2	254	123	267	38	428	295	682	977
		2:00 2:15		2	21	81	104	37	12	40	89	52	284	1	337	185	336	27	548	193	885	1078
		2:15 2:30		12	18	174	204	39	13	34	86	62	209	0	271	131	230	32	393	290	664	954
		2:30 2:45		17	22	166	205	45	12	37	94	48	206	0	254	137	251	21	409	299	663	962
		2:45 3:00		15	25	171	211	31	16	52	99	57	229	2	288	133	283	19	435	310	723	1033
		3:00 3:15		21	21	177	219	54	20	64	138	63	270	2	335	145	315	31	491	357	826	1183
		3:15 3:30		18	23	152	193	40	15	49	104	52	205	2	259	148	311	25	484	297	743	1040
		3:30 3:45		22	26	174	222	45	20	44	109	61	259	1	321	158	338	20	516	331	837	1168
		3:45 4:00		17	22	196	235	41	17	43	101	54	247	2	303	148	274	20	442	336	745	1081
		4:00 4:15		11	20	306	337	41	12	42	95	56	259	1	316	155	274	24	453	432	769	1201
		4:15 4:30		27	11	191	229	34	15	51	100	52	253	2	307	146	327	18	491	329	798	1127
		4:30 4:45		24	15	125	164	39	12	43	94	67	246	0	313	99	241	39	379	258	692	950
		4:45 5:00		16	8	135	159	28	17	27	72	51	215	0	266	97	183	18	298	231	564	795
		5:00 5:15		30	17	158	205	42	25	47	114	61	280	0	341	88	327	16	431	319	772	1091
		5:15 5:30		5	14	191	210	37	12	31	80	49	186	0	235	111	269	18	398	290	633	923
		5:30 5:45		9	23	89	121	39	21	41	101	51	206	3	260	131	318	18	467	222	727	949
		5:45 6:00		17	9	179	205	37	15	51	103	66	211	2	279	149	204	16	369	308	648	956
		6:00 6:15		14	14	151	179	31	12	39	82	72	216	0	288	110	195	7	312	261	600	861
		6:15 6:30		8	14	129	151	30	6	35	71	73	233	3	309	119	332	20	471	222	780	1002
		6:30 6:45		15	12	199	226	30	14	26	70	51	199	1	251	123	274	23	420	296	671	967
		6:45 7:00		7	25	200	232	46	6	38	90	44	193	4	241	120	334	21	475	322	716	1038
		TOTALS		477	638	4992	6137	1331	466	1467	3264	2080	7988	47	10115	4327	9314	834	14475	9401	24590	33991

DATE: 38486
 DAY: SATURDAY
 WEATHER: FAIR
 FILE NUMBER: 4

PM INTERVAL COUNTS

STARTING TIME	CIRCLE AVE (ENT. 7)						DEPTFORD CENTER RD						E-W TOTAL	TOTAL			
	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND					N-S TOTAL		
	L	S	R	L	S	R	L	S	R	L	S	R					
10:00 10:15	0	0	0	0	0	0	4	133	0	137	0	127	85	212	349	365	
10:15 10:30	0	0	0	11	0	10	12	153	0	165	0	128	66	194	359	380	
10:30 10:45	0	0	0	17	0	27	4	144	0	148	0	155	69	224	372	399	
10:45 11:00	0	0	0	17	0	6	9	154	0	163	0	156	71	227	390	413	
11:00 11:15	0	0	0	36	0	16	3	151	0	154	0	152	77	229	383	435	
11:15 11:30	0	0	0	34	0	18	2	165	0	167	0	162	82	244	411	463	
11:30 11:45	0	0	0	15	0	21	17	176	0	193	0	187	79	266	36	459	
11:45 12:00	0	0	0	30	0	23	4	172	0	176	0	181	79	260	436	489	
12:00 12:15	0	0	0	25	0	24	2	173	0	175	0	186	97	283	49	507	
12:15 12:30	0	0	0	24	0	27	12	191	0	203	0	171	89	251	51	454	
12:30 12:45	0	0	0	22	0	43	11	171	0	182	0	171	92	263	43	445	
12:45 1:00	0	0	0	27	0	19	9	172	0	181	0	175	97	272	46	499	
1:00 1:15	0	0	0	25	0	16	4	166	0	175	0	188	101	289	41	464	
1:15 1:30	0	0	0	26	0	17	8	179	0	187	0	167	93	260	43	447	
1:30 1:45	0	0	0	15	0	17	7	168	0	175	0	182	93	275	32	450	
1:45 2:00	0	0	0	17	0	26	6	205	0	211	0	198	117	315	43	526	
2:00 2:15	0	0	0	41	0	18	5	199	0	204	0	184	87	271	59	478	
2:15 2:30	0	0	0	48	0	17	6	197	0	203	0	193	87	280	60	483	
2:30 2:45	0	0	0	22	0	14	4	207	0	211	0	204	113	317	36	528	
2:45 3:00	0	0	0	38	0	26	2	203	0	205	0	187	92	279	64	484	
3:00 3:15	0	0	0	35	0	24	5	199	0	204	0	184	87	271	59	475	
3:15 3:30	0	0	0	39	0	21	6	197	0	203	0	193	87	280	60	483	
3:30 3:45	0	0	0	34	0	27	7	162	0	169	0	198	109	307	61	476	
3:45 4:00	0	0	0	42	0	29	3	153	0	156	0	186	67	253	71	409	
4:00 4:15	0	0	0	27	0	37	19	225	0	244	0	208	96	304	64	548	
4:15 4:30	0	0	0	31	0	27	16	195	0	211	0	218	78	296	58	507	
4:30 4:45	0	0	0	28	0	17	9	217	0	226	0	210	63	273	45	499	
4:45 5:00	0	0	0	36	0	14	8	191	0	199	0	159	79	238	50	437	
5:00 5:15	0	0	0	40	0	20	5	197	0	202	0	161	77	238	60	440	
5:15 5:30	0	0	0	41	0	18	7	186	0	193	0	154	72	226	59	478	
5:30 5:45	0	0	0	48	0	24	10	154	0	164	0	153	61	214	72	378	
5:45 6:00	0	0	0	35	0	20	5	174	0	179	0	168	74	242	55	421	
6:00 6:15	0	0	0	39	0	20	14	178	0	192	0	179	66	245	59	437	
6:15 6:30	0	0	0	35	0	18	13	190	0	203	0	149	85	234	53	437	
6:30 6:45	0	0	0	25	0	23	10	149	0	159	0	200	67	267	48	426	
6:45 7:00	0	0	0	31	0	10	10	168	0	178	0	189	70	259	41	478	
TOTALS	0	0	0	1067	0	700	272	6410	0	6682	0	6316	2991	9307	1767	15989	17756

COUNTY: GLOUCESTER
MUNICIPALITY: DEPTFORD
INTERSECTION: North-South Street
STREETS: CIRCLE AVE (ENT. 7)
East-West Street
DEPTFORD CENTER RD

DATE: 38486
DAY: SATURDAY
WEATHER: FAIR
FILE NUMBER: 5

PM INTERVAL COUNTS

STARTING TIME	CR 621 ALMONESSON RD				MALL SOUTH DR/SHOPPING CENTER ENT				TOTAL										
	1-NORTHBOUND		2-SOUTHBOUND		3-EASTBOUND		4-WESTBOUND												
	L	S	R	TOTAL	L	S	R	TOTAL											
10:00 10:15	19	53	54	126	36	142	4	182	3	0	4	7	22	13	24	59	308	66	374
10:15 10:30	11	78	53	142	44	120	1	165	7	14	24	14	21	20	38	75	307	89	396
10:30 10:45	25	110	57	192	58	129	5	192	10	1	10	21	20	12	27	59	384	80	464
10:45 11:00	31	112	56	199	48	135	6	189	4	3	8	15	35	12	43	90	388	105	493
11:00 11:15	35	129	70	234	58	167	8	233	18	6	7	31	63	22	54	139	467	170	637
11:15 11:30	35	129	131	245	47	178	4	229	12	13	14	39	78	12	98	188	474	227	701
11:30 11:45	56	115	81	252	62	205	1	268	14	5	16	35	98	14	80	192	520	227	747
11:45 12:00	63	139	84	286	58	151	4	213	4	5	15	24	54	17	89	160	499	184	683
12:00 12:15	43	121	108	272	73	174	6	253	17	2	15	34	99	49	160	308	525	342	867
12:15 12:30	54	124	84	262	52	159	1	212	21	4	22	47	78	37	80	195	474	242	716
12:30 12:45	78	108	121	307	70	181	7	258	19	6	18	43	102	83	73	258	565	301	866
12:45 1:00	60	108	112	280	60	158	8	226	9	3	9	21	88	55	101	244	506	265	771
1:00 1:15	34	85	72	191	61	161	12	234	17	1	18	36	87	43	87	217	425	253	678
1:15 1:30	29	111	133	273	50	175	6	231	16	3	17	36	159	40	97	296	504	332	836
1:30 1:45	88	78	172	338	71	170	5	246	14	9	16	39	152	44	202	398	584	437	1021
1:45 2:00	113	113	213	439	56	157	2	215	13	10	13	36	178	37	226	441	654	477	1131
2:00 2:15	67	118	129	314	81	194	4	279	17	6	23	46	125	42	257	424	593	470	1063
2:15 2:30	155	98	193	446	69	198	6	273	24	7	13	44	268	52	243	563	719	607	1326
2:30 2:45	190	96	230	516	74	223	4	301	13	5	6	24	250	46	246	542	817	566	1383
2:45 3:00	131	122	215	468	45	163	3	211	17	12	15	44	199	51	227	477	679	521	1200
3:00 3:15	122	81	197	400	49	161	5	215	16	9	11	36	202	44	217	463	615	499	1114
3:15 3:30	101	112	202	415	40	159	4	203	14	5	14	33	173	65	199	437	618	470	1088
3:30 3:45	113	91	214	418	34	155	5	194	15	2	10	27	130	73	155	358	612	385	997
3:45 4:00	99	123	201	423	50	152	8	210	5	3	10	18	130	83	216	429	633	447	1080
4:00 4:15	96	87	57	240	76	180	1	257	19	3	9	31	105	32	122	259	497	290	787
4:15 4:30	87	80	67	234	60	192	6	258	10	4	15	29	116	40	113	269	492	298	790
4:30 4:45	88	81	67	236	54	145	3	202	17	9	16	42	184	34	158	376	438	418	856
4:45 5:00	71	128	62	261	43	148	3	194	13	4	6	23	100	61	228	389	455	412	867
5:00 5:15	68	105	58	231	63	171	8	242	13	5	15	33	241	54	304	599	473	632	1105
5:15 5:30	28	117	79	224	48	162	3	213	20	3	17	40	341	53	220	614	437	654	1091
5:30 5:45	11	137	140	288	55	151	6	212	10	8	9	27	121	64	156	341	500	368	868
5:45 6:00	12	134	73	219	47	136	3	186	11	1	10	22	74	65	193	332	405	354	759
6:00 6:15	17	110	46	173	49	124	2	175	19	17	10	46	301	48	190	539	348	585	933
6:15 6:30	11	112	88	211	42	120	5	167	8	4	5	17	322	45	217	584	378	601	979
6:30 6:45	14	108	76	198	39	124	3	166	9	2	4	15	374	41	224	639	364	654	1018
6:45 7:00	25	115	88	228	44	127	6	177	6	4	8	18	303	47	218	568	405	586	991
TOTALS	2269	3818	4083	10181	1966	5747	168	7881	474	184	435	1093	5396	1543	5582	12521	18062	13614	31676

COUNTY: GLOUCESTER
MUNICIPALITY: DEPTFORD

INTERSECTION: North-South Street &
STREETS: CR 621 ALMONESSON RD
East-West Street
MALL SOUTH DR/SHOPPING CENTER ENT

DATE: 38486
DAY: SATURDAY
WEATHER: FAIR
FILE NUMBER: 6

PM INTERVAL COUNTS

STARTING TIME	COOPER ST						CR 544 CLEMENTS BRIDGE RD						E-W TOTAL	N-S TOTAL	TOTAL				
	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND									
	L	S	R	L	S	R	L	S	R	L	S	R							
10:00 10:15	0	140	14	154	187	109	0	0	0	0	0	0	34	0	111	145	450	145	595
10:15 10:30	0	147	12	159	194	112	0	306	0	0	0	0	36	0	119	155	465	155	620
10:30 10:45	0	144	12	156	195	119	0	314	0	0	0	0	39	0	117	156	470	156	626
10:45 11:00	0	155	15	170	186	121	0	307	0	0	0	0	49	0	126	175	477	175	652
11:00 11:15	0	162	17	179	197	131	0	328	0	0	0	0	55	0	134	189	507	189	696
11:15 11:30	0	157	19	176	201	126	0	327	0	0	0	0	60	0	121	181	503	181	684
11:30 11:45	0	149	20	169	215	121	0	336	0	0	0	0	49	0	144	193	505	193	698
11:45 12:00	0	147	22	169	222	117	0	339	0	0	0	0	55	0	168	223	508	223	731
12:00 12:15	0	144	17	161	227	140	0	367	0	0	0	0	67	0	181	248	528	248	776
12:15 12:30	0	158	14	172	231	144	0	375	0	0	0	0	71	0	197	268	547	268	815
12:30 12:45	0	154	12	166	238	121	0	359	0	0	0	0	67	0	191	258	525	258	783
12:45 1:00	0	157	13	170	222	139	0	361	0	0	0	0	68	0	188	256	531	256	787
1:00 1:15	0	166	11	177	215	145	0	360	0	0	0	0	72	0	195	267	537	267	804
1:15 1:30	0	160	10	170	225	155	0	380	0	0	0	0	77	0	191	268	550	268	818
1:30 1:45	0	162	12	174	231	142	0	373	0	0	0	0	75	0	202	277	547	277	824
1:45 2:00	0	167	14	181	226	149	0	375	0	0	0	0	68	0	196	264	556	264	820
2:00 2:15	0	165	10	175	214	140	0	354	0	0	0	0	70	0	200	270	529	270	799
2:15 2:30	0	154	11	165	201	151	0	352	0	0	0	0	62	0	167	229	517	229	746
2:30 2:45	0	160	13	173	211	156	0	367	0	0	0	0	60	0	171	231	540	231	771
2:45 3:00	0	173	12	185	205	146	0	351	0	0	0	0	63	0	169	232	536	232	768
3:00 3:15	0	172	10	182	207	133	0	340	0	0	0	0	60	0	151	211	522	211	733
3:15 3:30	0	168	10	178	212	140	0	352	0	0	0	0	54	0	167	221	530	221	751
3:30 3:45	0	161	18	179	228	141	0	369	0	0	0	0	57	0	188	245	548	245	793
3:45 4:00	0	159	17	176	226	149	0	375	0	0	0	0	56	0	167	223	551	223	774
4:00 4:15	0	154	14	168	202	139	0	341	0	0	0	0	50	0	155	205	509	205	714
4:15 4:30	0	155	19	174	182	133	0	315	0	0	0	0	49	0	159	208	489	208	697
4:30 4:45	0	151	16	167	177	135	0	312	0	0	0	0	48	0	151	199	479	199	678
4:45 5:00	0	157	13	170	162	121	0	283	0	0	0	0	50	0	154	204	453	204	657
5:00 5:15	0	151	17	168	169	111	0	280	0	0	0	0	41	0	176	217	448	217	665
5:15 5:30	0	149	15	164	158	99	0	257	0	0	0	0	40	0	180	220	421	220	641
5:30 5:45	0	142	19	161	152	103	0	255	0	0	0	0	36	0	171	207	416	207	623
5:45 6:00	0	147	20	167	170	108	0	278	0	0	0	0	31	0	162	193	445	193	638
6:00 6:15	0	156	16	172	160	111	0	271	0	0	0	0	37	0	158	195	443	195	638
6:15 6:30	0	151	15	166	162	112	0	274	0	0	0	0	40	0	157	197	440	197	637
6:30 6:45	0	148	12	160	161	104	0	265	0	0	0	0	42	0	161	203	425	203	628
6:45 7:00	0	144	11	155	157	101	0	258	0	0	0	0	44	0	153	197	413	197	610
TOTALS	0	5586	522	6108	7128	4624	0	11752	0	0	0	0	1932	0	5898	7830	17860	7830	25690

DATE: 38486
 DAY: SATURDAY
 WEATHER: FAIR
 FILE NUMBER: 7

PM INTERVAL COUNTS

COUNTY: GLOUCESTER
MUNICIPALITY: DEPTFORD

INTERSECTION: North-South Street
&
LOCUST GROVE DR/GREENBRIAR CT
East-West Street
CR 544 CLEMENTS BRIDGE RD

DATE: 38486
DAY: SATURDAY
WEATHER: FAIR
FILE NUMBER: 8

STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL
	L	S	R	L	S	R	L	S	R	L	S	R			
	TOTAL			TOTAL			TOTAL			TOTAL					
10:00 10:15	0	0	0	0	0	0	25	111	0	136	0	60	190	326	423
10:15 10:30	0	0	0	75	0	22	103	103	0	130	0	126	50	306	404
10:30 10:45	0	0	0	73	0	64	137	132	0	172	0	116	56	344	481
10:45 11:00	0	0	0	162	0	11	173	255	1	350	0	146	51	547	720
11:00 11:15	0	0	1	72	0	21	93	72	162	0	234	0	123	419	513
11:15 11:30	0	0	0	106	0	12	118	101	190	0	291	1	162	511	629
11:30 11:45	0	0	0	111	0	14	125	183	2	276	5	136	67	484	609
11:45 12:00	0	0	0	88	0	19	107	86	185	2	273	0	176	515	622
12:00 12:15	0	0	0	125	0	21	146	96	191	1	288	2	140	496	642
12:15 12:30	0	0	0	125	0	15	140	81	162	0	243	0	222	527	667
12:30 12:45	0	0	0	117	0	17	134	77	141	0	218	0	217	501	635
1:00 1:15	0	0	0	108	0	11	119	75	152	0	227	0	202	490	609
1:15 1:30	0	0	0	71	0	6	77	85	135	0	220	0	199	481	558
1:30 1:45	0	0	0	119	0	19	138	109	236	0	345	0	166	566	704
1:45 2:00	0	0	0	66	0	11	77	62	179	0	241	0	141	429	506
2:00 2:15	0	0	0	123	0	13	136	99	166	0	265	0	209	524	660
2:15 2:30	0	0	0	118	0	11	129	107	172	0	279	2	144	486	615
2:30 2:45	0	0	1	116	0	10	126	101	182	1	284	2	266	616	743
2:45 3:00	0	0	0	79	0	15	94	86	185	0	271	0	256	594	688
3:00 3:15	0	0	0	95	0	8	103	84	159	0	243	0	244	549	652
3:15 3:30	0	0	0	101	2	15	118	94	135	0	229	0	240	534	652
3:30 3:45	0	0	0	111	0	11	122	76	231	0	307	0	266	643	765
3:45 4:00	0	0	1	97	0	9	106	66	178	0	244	1	215	526	633
4:00 4:15	0	0	0	109	0	16	125	49	210	0	259	0	215	532	657
4:15 4:30	0	0	2	87	0	12	99	63	191	0	254	0	207	516	615
4:30 4:45	0	0	3	68	0	9	77	61	178	0	239	3	260	558	637
4:45 5:00	0	0	0	52	0	7	59	54	133	0	187	0	184	439	501
5:00 5:15	0	0	0	53	0	8	61	48	148	1	197	0	175	416	477
5:15 5:30	0	0	1	62	0	7	69	51	121	0	172	0	191	416	486
5:30 5:45	0	0	1	71	0	4	75	46	98	0	144	0	138	346	422
5:45 6:00	0	0	1	69	0	15	84	46	142	0	188	1	166	423	508
6:00 6:15	0	0	1	100	0	19	119	102	168	0	270	1	186	517	637
6:15 6:30	0	0	0	68	0	17	85	40	109	0	149	0	148	345	430
6:30 6:45	0	0	0	71	0	12	83	49	119	0	168	0	194	416	499
6:45 7:00	0	0	0	64	0	10	74	61	114	0	175	0	196	431	505
TOTALS	0	1	11	3271	2	533	3806	2534	5784	8	8326	18	6697	17180	20998

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
				L	S	R	L	S	R	L	S	R	L	S	R				L	S	R	
			10:00 10:15	94	79	36	209	75	92	16	183	14	100	57	171	42	67	26	135	392	306	698
			10:15 10:30	87	81	48	216	84	100	4	188	15	85	66	166	54	63	22	139	404	305	709
			10:30 10:45	86	71	44	201	62	76	14	152	21	122	72	215	48	63	26	137	353	352	705
			10:45 11:00	111	98	64	273	67	96	12	175	17	111	113	241	54	81	26	161	448	402	850
			11:00 11:15	101	105	60	266	80	74	5	159	20	123	66	209	49	88	41	178	425	387	812
			11:15 11:30	99	80	57	236	82	112	14	208	18	133	88	239	42	94	49	185	444	424	868
			11:30 11:45	77	72	79	228	117	122	12	251	12	153	82	249	59	94	30	183	479	432	911
			11:45 12:00	84	89	91	264	98	111	9	218	15	143	83	241	63	95	33	191	482	432	914
			12:00 12:15	99	92	93	284	75	97	11	183	21	137	85	243	69	105	35	209	467	452	919
			12:15 12:30	97	105	60	262	79	91	10	180	22	141	91	254	45	83	19	147	442	401	843
			12:30 12:45	123	120	83	326	71	95	9	175	27	155	93	275	68	103	33	204	501	479	980
			12:45 1:00	99	89	82	270	77	100	9	186	31	144	99	274	60	119	40	219	456	493	949
			1:00 1:15	102	95	84	281	106	99	14	219	17	156	96	269	60	118	50	228	500	497	997
			1:15 1:30	98	96	83	277	112	102	15	229	22	134	95	251	62	116	46	224	506	475	981
			1:30 1:45	87	73	64	224	93	121	17	231	18	125	98	241	61	115	32	208	455	449	904
			1:45 2:00	92	81	62	235	92	106	4	202	14	126	104	244	64	112	39	215	437	459	896
			2:00 2:15	101	91	59	251	106	129	15	250	17	156	99	272	67	109	41	217	501	489	990
			2:15 2:30	89	86	63	238	113	119	11	243	16	166	97	279	62	113	44	219	481	498	979
			2:30 2:45	92	104	54	250	130	151	9	290	13	116	101	230	71	121	42	234	540	464	1004
			2:45 3:00	98	108	50	256	83	96	15	194	24	120	83	227	59	119	45	223	450	450	900
			3:00 3:15	90	112	51	253	110	110	11	231	19	184	84	287	55	123	52	230	484	517	1001
			3:15 3:30	86	105	64	255	140	110	9	259	24	171	90	285	60	108	45	213	514	498	1012
			3:30 3:45	95	109	59	263	78	114	4	196	23	149	85	257	58	111	48	217	459	474	933
			3:45 4:00	91	119	58	268	92	127	7	226	27	144	84	255	61	113	53	227	494	482	976
			4:00 4:15	85	98	42	225	125	145	10	280	30	151	103	284	65	122	50	237	505	521	1026
			4:15 4:30	82	101	48	231	87	106	14	207	27	127	66	220	75	117	51	243	438	463	901
			4:30 4:45	95	89	64	248	79	122	10	211	24	118	79	221	73	106	37	216	459	437	896
			4:45 5:00	84	80	56	220	114	91	14	219	22	141	94	257	65	94	32	191	439	448	887
			5:00 5:15	75	82	53	210	104	103	11	218	24	137	86	247	56	83	29	168	428	415	843
			5:15 5:30	68	74	49	191	112	122	10	244	24	140	74	238	53	79	31	163	435	401	836
			5:30 5:45	65	73	50	188	116	121	12	249	19	131	58	208	55	81	24	160	437	368	805
			5:45 6:00	60	70	51	181	122	118	16	256	20	148	66	234	51	79	26	156	437	390	827
			6:00 6:15	67	76	48	191	130	119	18	267	22	155	77	254	55	81	31	167	458	421	879
			6:15 6:30	74	89	45	208	104	93	13	210	21	179	102	302	54	85	33	172	418	474	892
			6:30 6:45	78	92	52	222	99	96	18	213	18	138	102	258	57	88	39	184	435	442	877
			6:45 7:00	82	95	48	225	107	105	10	222	20	144	91	255	61	83	36	180	447	435	882
			TOTALS	3193	3279	2154	8626	3521	3891	412	7824	738	5005	3109	8852	2113	3531	1336	6980	16450	15832	32282

DATE: 38486
DAY: SATURDAY
WEATHER: FAIR

FILE NUMBER: 9

PM INTERVAL COUNTS

STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
	L	S	R	L	S	R	L	S	R	L	S	R							
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL							
10:00 10:15	28	92	38	148	70	101	41	212	115	114	49	278	30	43	47	120	360	398	758
10:15 10:30	35	88	43	176	53	68	36	157	85	88	45	218	35	44	42	121	333	339	672
10:30 10:45	35	78	46	159	44	77	29	150	92	76	60	228	57	51	83	191	309	419	728
10:45 11:00	38	98	57	194	58	54	54	197	93	93	47	233	50	50	54	154	391	387	778
11:00 11:15	29	125	40	194	71	143	50	264	107	95	59	261	49	70	61	180	458	441	899
11:15 11:30	43	121	48	212	40	60	37	137	52	63	47	162	60	73	67	200	349	362	711
11:30 11:45	43	122	54	219	45	72	44	161	67	65	51	183	72	78	85	235	380	418	798
11:45 12:00	40	123	57	220	50	110	49	209	109	74	60	243	74	80	73	227	429	470	899
12:00 12:15	66	123	61	250	110	216	109	435	121	92	60	273	68	62	75	205	685	478	1163
12:15 12:30	61	108	73	242	70	136	52	258	82	104	156	342	62	72	70	204	500	546	1046
12:30 12:45	55	151	52	258	46	80	48	174	66	70	43	179	84	80	64	228	432	407	839
12:45 1:00	50	91	26	167	66	105	56	227	127	99	56	282	69	86	84	239	394	521	915
1:00 1:15	55	98	35	188	65	118	57	240	122	91	70	283	66	81	77	224	428	507	935
1:15 1:30	58	108	43	209	54	110	57	221	90	73	59	222	65	62	64	191	430	413	843
1:30 1:45	46	98	35	179	55	121	61	237	101	81	65	247	68	62	63	193	416	440	856
1:45 2:00	45	124	36	205	59	135	66	260	117	92	61	270	77	73	72	222	465	492	957
2:00 2:15	50	132	46	228	61	140	69	270	124	95	63	282	58	85	68	211	498	493	991
2:15 2:30	53	126	67	246	45	110	66	221	90	73	63	226	78	77	72	227	467	453	920
2:30 2:45	70	115	53	238	60	127	91	278	90	71	62	223	62	82	77	221	516	444	960
2:45 3:00	58	139	50	247	70	123	87	280	107	84	57	248	66	102	73	241	527	489	1016
3:00 3:15	52	109	56	217	73	137	96	306	111	84	72	267	82	120	67	269	523	536	1059
3:15 3:30	56	121	43	220	50	98	52	200	93	68	40	201	56	116	82	254	420	455	875
3:30 3:45	41	118	56	215	119	233	145	497	121	115	75	311	73	95	71	239	712	550	1262
3:45 4:00	57	143	47	247	47	65	76	188	84	98	47	229	85	94	60	239	435	468	903
4:00 4:15	71	150	51	272	52	95	67	214	105	80	55	240	80	89	62	231	486	471	957
4:15 4:30	60	136	33	229	60	114	71	245	84	79	58	221	82	102	80	264	474	485	959
4:30 4:45	50	107	55	212	62	113	65	240	88	86	40	214	64	121	88	273	452	487	939
4:45 5:00	63	123	58	244	66	127	71	264	101	92	59	252	64	100	66	230	508	482	990
5:00 5:15	50	119	58	227	72	133	74	279	119	100	71	290	57	89	65	211	506	501	1007
5:15 5:30	57	108	50	215	59	100	81	240	83	78	47	208	75	85	60	220	455	428	883
5:30 5:45	59	103	50	212	59	89	73	221	91	83	67	241	101	83	66	250	433	491	924
5:45 6:00	52	103	51	206	53	77	58	188	0	70	64	134	69	72	79	220	394	354	748
6:00 6:15	53	125	51	229	69	146	79	294	94	107	69	270	83	78	65	226	523	496	1019
6:15 6:30	44	101	56	201	69	70	52	191	43	83	47	173	51	87	58	196	392	369	761
6:30 6:45	56	109	45	210	85	76	58	219	42	93	45	180	84	79	71	234	429	414	843
6:45 7:00	38	75	40	153	79	104	54	237	83	100	33	216	48	70	53	171	390	387	777
TOTALS	1817	4111	1760	7688	2266	4014	2331	8611	3299	3109	2122	8530	2404	2893	2464	7761	16299	16291	32590

COUNTY: GLOUCESTER
MUNICIPALITY: DEPTFORD
INTERSECTION: North-South Street
STREETS: CR 621 ALMONESSON RD
East-West Street
DEPTFORD CENTER RD/RAMPS TO 55
DATE: 38486
DAY: SATURDAY
WEATHER: FAIR
FILE NUMBER: 10

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY: INTERSECTION: STREETS:	GLOUCESTER DEPTFORD North-South Street ROAD East-West Street RAMP TO 55/RAMP FROM 55	STARTING TIME	ROAD			2-SOUTHBOUND			3-EASTBOUND			RAMP TO 55/RAMP FROM 55			N-S TOTAL	E-W TOTAL	TOTAL	
			1-NORTHBOUND			TOTAL			L S R			L S R						TOTAL
			L	S	R	L	S	R	L	S	R	L	S	R				
		10:00 10:15	0	0	0	0	0	0	104	107	211	0	98	53	151	0	362	362
		10:15 10:30	0	0	0	0	0	0	108	103	211	0	102	58	160	0	371	371
		10:30 10:45	0	0	0	0	0	0	105	113	218	0	111	64	175	0	393	393
		10:45 11:00	0	0	0	0	0	0	110	106	216	0	109	61	170	0	386	386
		11:00 11:15	0	0	0	0	0	0	100	112	212	0	96	58	154	0	366	366
		11:15 11:30	0	0	0	0	0	0	122	102	224	0	96	71	167	0	391	391
		11:30 11:45	0	0	0	0	0	0	97	119	216	0	127	64	191	0	407	407
		11:45 12:00	0	0	0	0	0	0	124	114	238	0	96	61	157	0	395	395
		12:00 12:15	0	0	0	0	0	0	121	116	237	0	120	57	177	0	414	414
		12:15 12:30	0	0	0	0	0	0	120	129	249	0	120	59	179	0	428	428
		12:30 12:45	0	0	0	0	0	0	128	121	249	0	115	80	195	0	444	444
		12:45 1:00	0	0	0	0	0	0	78	111	189	0	101	46	147	0	336	336
		1:00 1:15	0	0	0	0	0	0	106	111	217	0	97	55	152	0	369	369
		1:15 1:30	0	0	0	0	0	0	112	114	226	0	118	68	186	0	412	412
		1:30 1:45	0	0	0	0	0	0	115	119	234	0	126	71	197	0	431	431
		1:45 2:00	0	0	0	0	0	0	128	130	258	0	150	86	236	0	494	494
		2:00 2:15	0	0	0	0	0	0	121	120	241	0	133	78	211	0	452	452
		2:15 2:30	0	0	0	0	0	0	103	120	223	0	126	60	186	0	409	409
		2:30 2:45	0	0	0	0	0	0	128	125	253	0	172	79	251	0	504	504
		2:45 3:00	0	0	0	0	0	0	110	104	214	0	156	81	237	0	451	451
		3:00 3:15	0	0	0	0	0	0	123	107	230	0	180	71	251	0	481	481
		3:15 3:30	0	0	0	0	0	0	109	104	213	0	184	75	259	0	472	472
		3:30 3:45	0	0	0	0	0	0	127	115	242	0	140	76	216	0	458	458
		3:45 4:00	0	0	0	0	0	0	142	107	249	0	137	87	224	0	473	473
		4:00 4:15	0	0	0	0	0	0	134	89	223	0	167	74	241	0	464	464
		4:15 4:30	0	0	0	0	0	0	129	107	236	0	145	92	237	0	473	473
		4:30 4:45	0	0	0	0	0	0	110	97	207	0	163	95	258	0	465	465
		4:45 5:00	0	0	0	0	0	0	126	118	244	0	133	62	195	0	439	439
		5:00 5:15	0	0	0	0	0	0	118	92	210	0	159	69	228	0	438	438
		5:15 5:30	0	0	0	0	0	0	133	125	258	0	128	80	208	0	466	466
		5:30 5:45	0	0	0	0	0	0	95	74	169	0	138	75	213	0	382	382
		5:45 6:00	0	0	0	0	0	0	124	122	246	0	113	58	171	0	417	417
		6:00 6:15	0	0	0	0	0	0	116	103	219	0	117	87	204	0	423	423
		6:15 6:30	0	0	0	0	0	0	118	106	224	0	119	52	171	0	395	395
		6:30 6:45	0	0	0	0	0	0	103	106	209	0	123	62	185	0	394	394
		6:45 7:00	0	0	0	0	0	0	106	141	247	0	113	69	182	0	429	429
		TOTALS	0	0	0	0	0	0	4153	4009	8162	0	4628	2494	7122	0	15284	15284

DATE: 38486

DAY: SATURDAY

WEATHER: FAIR

FILE NUMBER: 10A

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY: DEPTFORD	GLOUCESTER DEPTFORD	INTERSECTION: North-South Street & CR 621 ALMONESSON RD	STREET: East-West Street DEPTFORD CENTER RD/RAMPS TO 55	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
					L	S	R	L	S	R	L	S	R	L	S	R				L	S	R	
				1:00 1:15	27	78	39	144	40	68	52	160	41	53	66	160	62	57	60	179	304	339	643
				1:15 1:30	40	81	34	155	44	71	57	172	52	61	71	184	44	56	64	164	327	348	675
				1:30 1:45	30	79	37	146	47	85	55	187	57	67	69	193	38	56	59	153	333	346	679
				1:45 2:00	38	66	28	132	50	99	52	201	63	71	73	207	40	63	54	157	333	364	697
				2:00 2:15	41	74	36	151	37	82	58	177	50	78	72	200	36	72	66	174	328	374	702
				2:15 2:30	49	73	27	149	36	75	40	151	38	71	56	165	37	81	65	183	300	348	648
				2:30 2:45	51	70	22	143	45	63	52	160	45	75	65	185	35	91	64	190	303	375	678
				2:45 3:00	52	73	33	158	54	84	52	190	50	64	73	187	47	66	52	165	348	352	700
				3:00 3:15	36	62	30	128	48	99	61	208	62	86	95	243	29	93	63	185	336	428	764
				3:15 3:30	38	63	19	120	48	106	60	214	70	79	86	235	44	60	40	144	334	379	713
				3:30 3:45	44	72	21	137	34	57	51	142	45	65	83	193	43	63	66	172	279	365	644
				3:45 4:00	53	78	28	159	34	77	58	169	64	70	64	198	34	68	58	160	328	358	686
				4:00 4:15	43	70	38	151	43	87	57	187	71	87	66	224	34	82	46	162	338	386	724
				4:15 4:30	35	73	32	140	53	101	73	227	82	95	99	276	41	55	57	153	367	429	796
				4:30 4:45	38	60	26	124	63	152	104	319	94	131	129	354	30	69	56	155	443	509	952
				4:45 5:00	45	86	32	163	38	72	53	163	45	66	62	173	38	84	47	169	326	342	668
				5:00 5:15	45	73	27	145	47	121	77	245	72	83	88	243	59	70	46	175	390	418	808
				5:15 5:30	40	90	33	163	38	78	55	171	60	69	64	193	50	84	52	186	334	379	713
				5:30 5:45	35	66	36	137	63	113	88	264	79	83	82	244	37	64	50	151	401	395	796
				5:45 6:00	42	71	23	136	70	162	88	320	93	115	122	330	41	76	60	177	456	507	963
				6:00 6:15	36	103	38	177	36	67	34	137	38	45	50	133	58	60	49	167	314	300	614
				6:15 6:30	35	89	31	155	60	119	77	256	76	102	124	302	48	82	49	179	411	481	892
				6:30 6:45	36	68	45	149	64	120	47	231	76	71	71	218	42	69	66	177	380	395	775
				6:45 7:00	34	69	41	144	43	74	46	163	70	67	71	208	58	59	65	182	307	390	697
				TOTALS	963	1787	756	3506	1135	2252	1447	4814	1493	1854	1901	5248	1025	1680	1354	4059	8320	9307	17627

DATE: 3/8/82
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 10PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
			L	S	R	L	S	R	L	S	R	L	S	R							
INTERSECTION: STREETS:	North-South Street & NJ 41 HURFFVILLE RD East-West Street COOPER ST	7:00 7:15	5	55	12	72	19	26	11	56	17	32	16	65	12	41	11	64	128	129	257
		7:15 7:30	4	59	10	78	9	37	11	57	14	38	12	64	11	45	15	71	135	135	270
		7:30 7:45	9	62	7	73	11	46	8	65	10	42	3	55	14	49	17	80	138	138	273
		7:45 8:00	7	54	7	68	15	59	15	89	23	58	4	85	14	55	19	88	157	173	330
		8:00 8:15	9	67	9	85	8	59	13	80	28	58	8	94	17	47	18	82	165	176	341
		8:15 8:30	9	72	11	92	10	55	15	80	18	50	11	79	21	43	15	79	172	158	330
		8:30 8:45	11	77	8	96	10	45	11	66	16	31	8	55	19	51	16	86	162	141	303
		8:45 9:00	7	81	9	97	16	49	24	89	19	31	7	57	22	59	19	100	186	157	343
		9:00 9:15	8	71	10	89	15	41	16	72	23	33	7	63	25	46	17	88	161	161	312
		9:15 9:30	10	74	10	94	15	43	24	82	15	23	5	43	21	49	18	88	176	171	307
		9:30 9:45	9	69	9	87	16	51	17	84	14	22	5	41	29	57	18	104	171	145	316
		9:45 10:00	11	86	19	116	12	54	18	84	24	27	6	57	10	41	17	68	200	200	325
		10:00 10:15	2	90	16	108	23	44	22	89	19	42	7	68	18	46	16	80	197	148	345
		10:15 10:30	6	70	8	84	20	89	25	134	15	44	4	63	22	29	16	67	218	130	348
		10:30 10:45	8	110	9	127	14	42	13	69	22	46	8	76	14	37	12	63	196	139	335
		10:45 11:00	10	72	14	96	24	71	19	114	22	39	6	67	7	45	18	70	210	137	347
11:00 11:15	6	88	6	100	17	48	15	80	18	41	9	68	11	49	20	80	180	148	328		
11:15 11:30	8	86	10	104	18	80	15	113	13	35	8	56	12	47	23	82	217	138	355		
11:30 11:45	8	82	14	104	32	83	22	137	29	34	6	69	13	51	30	94	241	163	404		
11:45 12:00	7	85	18	110	19	57	10	86	19	33	6	58	11	53	27	91	196	149	345		
12:00 12:15	9	92	20	121	25	71	28	124	24	50	7	81	14	52	25	91	245	172	417		
12:15 12:30	12	106	17	135	27	86	23	136	27	34	22	34	22	45	21	90	271	173	444		
12:30 12:45	12	107	14	133	31	77	25	133	25	38	17	80	26	48	22	96	266	176	442		
12:45 1:00	9	104	11	124	34	81	27	142	22	42	15	79	29	52	20	101	266	180	446		
TOTALS		177	1919	278	2393	440	1394	427	2261	476	923	207	1606	416	1137	450	2003	4654	3609	8263	

DATE: 38482

DAY: TUESDAY

WEATHER: FAIR

FILE NUMBER: 1AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			COOPER ST			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL	
				L	S	R	L	S	R	L	S	R	L	S	R	L	S	R				
			1:00 1:15	10	118	12	140	36	76	31	143	22	48	11	81	16	47	17	80	283	161	444
			1:15 1:30	4	93	11	108	25	86	23	134	13	38	10	61	13	48	23	84	242	145	387
			1:30 1:45	13	97	16	126	36	88	25	149	17	58	6	81	17	53	22	92	275	173	448
			1:45 2:00	9	112	18	139	28	82	28	138	15	55	9	79	19	41	22	82	277	161	438
			2:00 2:15	8	75	19	102	42	97	33	172	14	47	11	72	10	44	22	76	274	148	422
			2:15 2:30	7	68	12	87	51	125	37	213	11	33	7	51	7	46	16	69	300	120	420
			2:30 2:45	13	79	15	107	41	92	26	159	21	61	13	95	18	54	24	96	266	191	457
			2:45 3:00	6	92	18	116	29	66	21	116	17	49	9	75	20	59	20	99	232	174	406
			3:00 3:15	12	94	20	126	45	102	16	163	31	58	17	106	31	61	23	115	289	221	510
			3:15 3:30	7	77	23	107	24	96	21	141	16	62	12	90	25	66	21	112	248	202	450
			3:30 3:45	10	84	14	108	40	101	34	175	21	64	18	103	27	67	16	110	283	213	496
			3:45 4:00	11	96	19	126	25	92	20	137	12	58	18	88	35	81	25	141	263	229	492
			4:00 4:15	12	77	25	114	29	103	25	157	17	68	7	92	17	76	43	136	271	228	499
			4:15 4:30	11	92	32	135	33	94	12	139	20	55	22	97	32	89	18	139	274	236	510
			4:30 4:45	15	94	12	121	31	95	17	143	21	71	10	102	33	85	21	139	264	241	505
			4:45 5:00	9	97	24	130	41	126	19	186	16	78	15	109	46	82	18	146	316	255	571
			5:00 5:15	8	94	34	136	29	105	25	159	18	89	15	122	39	76	29	144	295	266	561
			5:15 5:30	18	100	19	137	35	96	24	155	18	73	21	112	35	81	20	136	292	248	540
			5:30 5:45	10	98	23	131	35	115	16	166	16	74	18	108	46	77	23	146	297	254	551
			5:45 6:00	12	103	21	136	32	93	25	150	26	50	8	84	31	80	24	135	286	219	505
			6:00 6:15	16	87	18	121	36	108	27	171	23	67	20	110	30	75	23	128	292	238	530
			6:15 6:30	13	94	15	122	31	95	33	159	36	72	14	122	37	78	31	146	281	268	549
			6:30 6:45	18	97	22	137	34	95	36	165	25	75	15	115	31	76	30	137	302	252	554
			6:45 7:00	14	98	16	128	29	84	27	140	22	69	10	101	29	74	28	131	268	232	500
			TOTALS	266	2216	458	2940	817	2312	601	3730	468	1472	316	2256	644	1616	559	2819	6670	5075	11745

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 1PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL	
				L	S	R	L	S	R	L	S	R	L	S	R				
			7:00 7:15	30	79	0	109	0	44	25	69	21	0	12	33	0	0	211	
			7:15 7:30	31	76	0	107	0	49	27	76	25	0	15	40	0	0	223	
			7:30 7:45	26	112	0	138	0	46	38	84	38	0	20	53	0	0	222	
			7:45 8:00	33	109	0	142	0	49	42	91	32	0	20	52	0	0	233	
			8:00 8:15	30	69	0	99	0	47	23	70	19	0	35	54	0	0	169	
			8:15 8:30	43	89	0	132	0	44	36	80	12	0	22	34	0	0	212	
			8:30 8:45	25	88	0	113	0	51	44	95	13	0	30	43	0	0	208	
			8:45 9:00	42	84	0	126	0	65	47	112	30	0	47	77	0	0	238	
			9:00 9:15	48	70	0	118	0	41	43	84	19	0	39	58	0	0	202	
			9:15 9:30	47	69	0	116	0	41	37	78	24	0	27	51	0	0	194	
			9:30 9:45	25	36	0	61	0	42	36	78	21	0	22	43	0	0	139	
			9:45 10:00	48	50	0	98	0	47	52	99	23	0	24	47	0	0	197	
			10:00 10:15	50	75	0	125	0	45	73	118	30	0	41	71	0	0	243	
			10:15 10:30	52	29	0	81	0	51	88	139	41	0	47	88	0	0	220	
			10:30 10:45	22	39	0	61	0	51	41	92	19	0	27	46	0	0	153	
			10:45 11:00	39	45	0	84	0	61	55	116	33	0	55	88	0	0	200	
			11:00 11:15	31	75	0	106	0	70	61	131	23	0	58	81	0	0	237	
			11:15 11:30	43	64	0	107	0	64	73	137	33	0	76	109	0	0	244	
			11:30 11:45	58	63	0	121	0	73	114	187	35	0	49	84	0	0	308	
			11:45 12:00	55	65	0	120	0	75	115	190	37	0	57	94	0	0	310	
			12:00 12:15	61	61	0	122	0	69	121	190	31	0	52	83	0	0	312	
			12:15 12:30	64	69	0	133	0	68	120	188	38	0	61	99	0	0	321	
			12:30 12:45	68	70	0	138	0	71	117	188	40	0	66	106	0	0	326	
			12:45 1:00	72	73	0	145	0	76	124	200	44	0	72	116	0	0	345	
				TOTALS	1043	1659	0	2702	0	1340	1552	2892	681	0	969	1650	0	0	5594
																		7244	

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 2AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL			
				L	S	R	L	S	R	L	S	R	L	S	R						
				TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL						
			1:00 1:15	63	71	0	0	134	0	78	94	172	47	0	69	116	0	0	306	116	422
			1:15 1:30	59	63	0	122	0	87	100	187	51	0	75	126	0	0	0	309	126	435
			1:30 1:45	48	62	0	110	0	69	66	135	50	0	64	114	0	0	0	245	114	359
			1:45 2:00	69	65	0	134	0	112	102	214	53	0	87	140	0	0	0	348	140	488
			2:00 2:15	60	47	0	107	0	89	94	183	45	0	75	120	0	0	0	290	120	410
			2:15 2:30	60	66	0	126	0	79	99	178	52	0	76	128	0	0	0	304	128	432
			2:30 2:45	73	69	0	142	0	81	85	166	47	0	69	116	0	0	0	308	116	424
			2:45 3:00	68	73	0	141	0	68	88	156	57	0	72	129	0	0	0	297	129	426
			3:00 3:15	64	65	0	129	0	85	92	177	45	0	84	129	0	0	0	306	129	435
			3:15 3:30	72	59	0	131	0	91	106	197	43	0	80	123	0	0	0	328	123	451
			3:30 3:45	74	50	0	124	0	95	66	161	46	0	74	120	0	0	0	285	120	405
			3:45 4:00	75	53	0	128	0	87	82	169	52	0	60	112	0	0	0	297	112	409
			4:00 4:15	69	51	0	120	0	86	67	153	60	0	98	158	0	0	0	273	158	431
			4:15 4:30	74	56	0	130	0	87	115	202	52	0	74	126	0	0	0	332	126	458
			4:30 4:45	83	50	0	133	0	92	99	191	46	0	72	118	0	0	0	324	118	442
			4:45 5:00	60	62	0	122	0	106	119	225	53	0	84	137	0	0	0	347	137	484
			5:00 5:15	68	62	0	130	0	99	120	219	51	0	84	135	0	0	0	349	135	484
			5:15 5:30	56	67	0	123	0	107	130	237	43	0	85	128	0	0	0	360	128	488
			5:30 5:45	59	50	0	109	0	107	112	219	54	0	93	147	0	0	0	328	147	475
			5:45 6:00	59	37	0	96	0	103	120	223	57	0	67	124	0	0	0	319	124	443
			6:00 6:15	47	49	0	96	0	92	112	204	55	0	87	142	0	0	0	300	142	442
			6:15 6:30	68	44	0	112	0	90	101	191	52	0	67	119	0	0	0	303	119	422
			6:30 6:45	78	54	0	132	0	97	101	198	54	0	86	140	0	0	0	330	140	470
			6:45 7:00	69	56	0	125	0	94	105	199	50	0	85	135	0	0	0	324	135	459
			TOTALS	1575	1381	0	2956	0	2181	2375	4556	1215	0	1867	3082	0	0	0	7512	3082	10594

TOTALS 1575 1381 0 2956 0 2181 2375 4556 1215 0 1867 3082 0 0 0 7512 3082 10594

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 2PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY: INTERSECTION: STREETS:	GLOUCESTER DEPTFORD North-South Street NJ 41 HURFFVILLE RD East-West Street CR 544 CLEMENTS BRIDGE RD	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			CR 544 CLEMENTS BRIDGE RD 4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL			
			L	S	R	L	S	R	L	S	R	L	S	R				L	S	R
			TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL				TOTAL	TOTAL	TOTAL
		7:00 7:15	117	138	0	255	0	39	123	162	75	0	21	96	0	0	0	417	96	513
		7:15 7:30	98	170	0	268	0	46	117	163	98	0	16	114	0	0	0	431	114	545
		7:30 7:45	96	169	0	265	0	76	164	240	135	0	12	147	0	0	0	505	147	652
		7:45 8:00	109	181	0	271	0	65	178	243	124	0	10	134	0	0	0	514	134	648
		8:00 8:15	109	198	0	307	0	82	177	259	142	0	21	163	0	0	0	566	163	729
		8:15 8:30	87	118	0	205	0	51	156	207	91	0	14	105	0	0	0	412	105	517
		8:30 8:45	89	149	0	238	0	83	146	229	108	0	14	122	0	0	0	467	122	589
		8:45 9:00	109	121	0	230	0	83	158	241	102	0	19	121	0	0	0	471	121	592
		9:00 9:15	106	75	0	181	0	70	140	210	89	0	13	102	0	0	0	391	102	493
		9:15 9:30	69	62	0	131	0	82	99	181	74	0	15	89	0	0	0	312	89	401
		9:30 9:45	102	73	0	175	0	65	145	210	66	0	18	84	0	0	0	385	84	469
		9:45 10:00	88	74	0	162	0	100	135	235	75	0	15	90	0	0	0	397	90	487
		10:00 10:15	63	72	0	135	0	60	85	145	64	0	13	77	0	0	0	280	77	357
		10:15 10:30	100	73	0	173	0	83	170	253	80	0	20	100	0	0	0	426	100	526
		10:30 10:45	84	53	0	137	0	64	99	163	61	0	21	82	0	0	0	300	82	382
		10:45 11:00	72	81	0	153	0	88	189	277	73	0	11	84	0	0	0	430	84	514
		11:00 11:15	100	82	0	182	0	86	138	224	88	0	23	111	0	0	0	406	111	517
		11:15 11:30	81	82	0	163	0	81	124	205	118	0	17	135	0	0	0	368	135	503
		11:30 11:45	85	99	0	184	0	107	175	282	99	0	23	122	0	0	0	466	122	588
		11:45 12:00	99	93	0	192	0	98	175	273	111	0	37	148	0	0	0	465	148	613
		12:00 12:15	60	61	0	121	0	104	162	266	112	0	28	140	0	0	0	387	140	527
		12:15 12:30	95	78	0	173	0	108	188	296	130	0	28	158	0	0	0	469	158	627
		12:30 12:45	59	82	0	141	0	115	188	303	134	0	41	175	0	0	0	444	175	619
		12:45 1:00	78	81	0	159	0	104	122	226	128	0	27	155	0	0	0	385	155	540
			TOTALS	2136	2465	0	4601	0	1940	3553	5493	2377	0	477	2854	0	0	10094	2854	12948

DATE: 3/8/82
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 3AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
			L	S	R	L	S	R	L	S	R	L	S	R							
MUNICIPALITY: INTERSECTION: STREETS:	North-South Street & COACH RD/MALL EAST DR East-West Street CR 544 CLEMENTS BRIDGE RD	7:00 7:15	2	3	37	42	1	1	2	2	0	0	204	8	81	5	94	46	298	344	
		7:15 7:30	0	1	72	73	2	0	1	1	217	1	223	5	95	4	104	76	327	403	
		7:30 7:45	3	2	81	86	3	1	0	4	2	264	1	267	13	118	6	137	90	404	494
		7:45 8:00	3	1	89	93	3	0	2	5	6	244	0	250	19	114	5	138	98	388	486
		8:00 8:15	0	0	97	97	1	1	5	7	5	208	1	214	8	112	6	126	104	340	444
		8:15 8:30	1	1	52	54	0	0	2	2	4	217	0	221	15	132	4	151	56	372	428
		8:30 8:45	3	1	28	32	2	1	5	8	12	195	1	208	24	132	8	164	40	372	412
		8:45 9:00	2	4	29	35	5	1	2	8	15	191	0	206	32	136	16	184	43	390	433
		9:00 9:15	3	4	26	33	11	2	5	18	13	168	2	183	20	98	13	131	51	314	365
		9:15 9:30	1	3	17	21	9	1	8	18	20	142	1	163	34	92	14	140	39	303	342
		9:30 9:45	0	7	15	22	8	3	12	23	23	139	1	163	33	113	21	167	45	330	375
		9:45 10:00	0	3	12	15	12	4	9	25	21	121	0	142	43	84	18	145	40	287	327
		10:00 10:15	4	5	24	33	14	8	16	38	22	112	0	134	51	135	18	204	71	338	409
		10:15 10:30	1	3	20	24	17	8	14	39	20	114	1	135	30	100	20	150	63	285	348
		10:30 10:45	0	4	23	27	15	9	18	42	21	110	1	132	55	106	22	183	69	315	384
		10:45 11:00	2	12	29	43	15	9	19	43	26	116	0	142	38	113	18	169	86	311	397
11:00 11:15	4	9	33	46	20	3	21	44	28	133	0	161	44	137	22	203	90	364	454		
11:15 11:30	4	10	35	49	31	8	18	57	30	144	2	176	47	154	29	230	106	406	512		
11:30 11:45	5	8	38	51	19	1	22	42	41	163	1	205	50	163	37	250	93	455	548		
11:45 12:00	7	12	35	54	38	11	35	84	38	165	2	205	40	134	31	205	138	410	548		
12:00 12:15	2	12	39	53	20	5	23	48	38	177	2	217	61	157	28	246	101	463	564		
12:15 12:30	10	12	52	74	30	5	33	68	33	198	0	231	46	152	36	234	142	465	607		
12:30 12:45	6	13	48	67	25	8	27	60	31	181	0	212	65	120	40	225	127	437	564		
12:45 1:00	7	13	59	79	28	7	22	57	27	174	1	202	58	117	28	203	136	405	541		
TOTALS			68	143	990	1203	329	97	321	747	484	4094	18	4596	839	2895	449	4183	8779	10729	

DATE: 3/8/82

DAY: TUESDAY

WEATHER: FAIR

FILE NUMBER: 4AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL			
				L	S	R	L	S	R	L	S	R	L	S	R						
				TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL						
			1:00 1:15	68	81	0	0	65	118	183	101	0	27	128	0	0	0	332	128	460	
			1:15 1:30	77	84	0	0	71	114	185	98	0	31	129	0	0	0	346	129	475	
			1:30 1:45	76	76	0	0	69	116	185	96	0	33	129	0	0	0	337	129	466	
			1:45 2:00	76	88	0	0	77	125	202	109	0	23	132	0	0	0	366	132	498	
			2:00 2:15	95	86	0	0	60	102	162	109	0	17	126	0	0	0	343	126	469	
			2:15 2:30	67	72	0	0	63	124	187	127	0	36	163	0	0	0	326	163	489	
			2:30 2:45	85	94	0	0	62	118	180	123	0	17	140	0	0	0	359	140	499	
			2:45 3:00	68	81	0	0	84	121	205	127	0	21	148	0	0	0	354	148	502	
			3:00 3:15	83	104	0	0	74	125	199	127	0	29	156	0	0	0	386	156	542	
			3:15 3:30	77	98	0	0	82	131	213	130	0	31	161	0	0	0	388	161	549	
			3:30 3:45	79	101	0	0	90	121	211	135	0	27	162	0	0	0	391	162	553	
			3:45 4:00	71	100	0	0	93	127	220	139	0	25	164	0	0	0	391	164	555	
			4:00 4:15	65	104	0	0	94	124	218	142	0	19	161	0	0	0	387	161	548	
			4:15 4:30	50	99	0	0	109	136	245	122	0	25	147	0	0	0	394	147	541	
			4:30 4:45	64	93	0	0	107	148	255	126	0	25	151	0	0	0	412	151	563	
			4:45 5:00	57	86	0	0	113	151	264	134	0	22	156	0	0	0	407	156	563	
			5:00 5:15	51	90	0	0	117	150	267	148	0	18	166	0	0	0	408	166	574	
			5:15 5:30	61	104	0	0	97	168	265	157	0	32	189	0	0	0	430	189	619	
			5:30 5:45	54	100	0	0	115	173	288	144	0	25	169	0	0	0	442	169	611	
			5:45 6:00	44	98	0	0	112	171	283	127	0	23	150	0	0	0	425	150	575	
			6:00 6:15	45	85	0	0	115	162	277	115	0	25	140	0	0	0	407	140	547	
			6:15 6:30	56	75	0	0	91	140	231	94	0	18	112	0	0	0	362	112	474	
			6:30 6:45	63	73	0	0	114	162	276	109	0	22	131	0	0	0	412	131	543	
			6:45 7:00	61	77	0	0	109	155	264	99	0	24	123	0	0	0	402	123	525	
			TOTALS	1593	2149	0	0	3742	0	2183	3282	5465	2938	0	595	3533	0	0	9207	3533	12740

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR

FILE NUMBER: 3PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
				L	S	R	L	S	R	L	S	R	L	S	R				L	S	R	
			1:00 1:15	5	13	66	84	26	9	23	58	25	165	0	190	70	153	36	259	142	449	591
			1:15 1:30	5	6	58	69	26	14	47	87	32	166	0	198	68	133	31	232	156	430	586
		&	1:30 1:45	1	13	52	66	42	13	25	80	44	196	0	240	58	126	34	218	146	458	604
			1:45 2:00	11	10	49	70	25	8	31	64	33	210	2	245	58	137	19	214	134	459	593
			2:00 2:15	7	12	54	73	38	4	34	76	39	180	1	220	44	156	20	220	149	440	589
			2:15 2:30	3	15	69	87	34	13	27	74	26	178	1	205	33	165	24	222	161	427	588
		CR 544 CLEMENTS BRIDGE RD	2:30 2:45	4	10	76	90	24	10	17	51	27	234	1	262	67	133	22	222	141	484	625
			2:45 3:00	5	12	79	96	33	7	19	59	31	197	0	228	45	160	21	226	155	454	609
			3:00 3:15	5	6	79	90	27	10	30	67	29	200	0	229	47	132	19	198	157	427	584
			3:15 3:30	4	7	73	84	18	7	26	51	34	226	1	261	67	160	27	254	135	515	650
			3:30 3:45	5	15	57	77	17	13	26	56	39	234	0	273	47	153	24	224	133	497	630
			3:45 4:00	4	10	60	74	35	11	25	71	39	213	0	252	66	148	27	241	145	493	638
			4:00 4:15	5	9	67	81	29	8	13	50	39	218	0	257	57	141	28	226	131	483	614
			4:15 4:30	7	7	74	88	27	7	15	49	44	220	0	264	54	136	24	214	137	478	615
			4:30 4:45	5	7	87	99	31	7	18	56	41	222	1	264	69	186	24	279	155	543	698
			4:45 5:00	7	6	47	60	20	5	20	45	39	219	3	261	44	127	16	187	105	448	553
			5:00 5:15	3	6	57	66	33	6	34	73	45	256	0	301	58	165	14	237	139	538	677
			5:15 5:30	2	13	60	75	26	7	23	56	49	255	1	305	59	168	41	268	131	573	704
			5:30 5:45	7	10	57	74	34	18	28	80	32	221	1	254	61	168	27	256	154	510	664
			5:45 6:00	4	11	65	80	26	10	22	58	33	217	1	251	68	171	23	262	138	513	651
			6:00 6:15	7	12	66	85	22	11	26	59	29	244	0	273	52	173	27	252	144	525	669
			6:15 6:30	3	6	45	54	19	11	22	52	49	197	0	246	51	152	32	235	106	481	587
			6:30 6:45	3	11	66	80	26	9	38	73	40	190	3	233	65	180	26	271	153	504	657
			6:45 7:00	4	10	80	94	27	9	26	62	35	189	0	224	57	144	19	220	156	444	600
			TOTALS	78	237	1543	1896	665	227	615	1507	873	5047	16	5936	1365	3667	605	5637	3403	11573	14976

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 4PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	STARTING TIME	1-NORTHBOUND			CIRCLE AVE (ENT. 7)			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL			
			L	S	R	L	S	R	L	S	R	L	S	R	L	S	R						
			TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL						
		7:00 7:15	0	0	0	3	0	0	3	0	2	6	23	59	0	82	0	51	7	58	140	146	
		7:15 7:30	0	0	0	2	0	0	1	0	0	4	54	70	0	124	0	40	31	71	195	199	
		7:30 7:45	0	0	0	1	0	0	1	0	0	1	45	74	0	119	0	50	17	67	186	187	
		7:45 8:00	0	0	0	3	0	0	3	0	0	3	59	75	0	134	0	42	25	67	201	204	
		8:00 8:15	0	0	0	9	0	2	11	48	98	146	48	98	0	146	0	53	17	70	216	227	
		8:15 8:30	0	0	0	6	0	2	8	35	75	110	46	12	58	168	46	42	14	56	168	176	
		8:30 8:45	0	0	0	4	0	3	7	13	73	86	13	73	0	86	0	42	14	56	142	149	
		8:45 9:00	0	0	0	3	0	1	4	17	89	106	17	89	0	106	0	70	33	103	209	213	
		9:00 9:15	0	0	0	4	0	0	4	5	96	101	5	96	0	101	0	61	20	81	182	186	
		9:15 9:30	0	0	0	5	0	2	7	5	78	83	5	78	0	83	0	55	37	92	175	182	
		9:30 9:45	0	0	0	7	0	1	8	3	98	101	3	98	0	101	0	65	24	89	190	198	
		9:45 10:00	0	0	0	8	0	1	9	4	91	95	4	91	0	95	0	106	36	142	237	246	
		10:00 10:15	0	0	0	10	0	3	13	5	99	104	5	99	0	104	0	114	47	161	265	278	
		10:15 10:30	0	0	0	12	0	5	17	5	101	106	5	101	0	106	0	111	58	169	275	292	
		10:30 10:45	0	0	0	9	0	9	18	6	108	114	6	108	0	114	0	123	55	178	292	310	
		10:45 11:00	0	0	0	20	0	3	23	6	96	102	6	96	0	102	0	100	38	138	240	263	
		11:00 11:15	0	0	0	17	0	4	21	3	113	116	3	113	0	116	0	111	47	158	274	295	
		11:15 11:30	0	0	0	19	0	4	23	4	115	119	4	115	0	119	0	117	34	151	270	293	
		11:30 11:45	0	0	0	10	0	3	13	7	115	122	7	115	0	122	0	120	30	150	272	285	
		11:45 12:00	0	0	0	15	0	12	27	5	110	115	5	110	0	115	0	131	41	172	287	314	
		12:00 12:15	0	0	0	20	0	9	29	8	133	141	8	133	0	141	0	141	46	187	328	357	
		12:15 12:30	0	0	0	18	0	11	29	6	140	146	6	140	0	146	0	127	50	177	323	352	
		12:30 12:45	0	0	0	17	0	9	26	5	137	142	5	137	0	142	0	117	47	164	306	332	
		12:45 1:00	0	0	0	19	0	11	30	7	121	128	7	121	0	128	0	107	50	157	285	315	
		TOTALS	0	0	0	241	0	100	341	378	2364	2742	0	2100	816	2916	341	5658	5999				

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 5AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	CIRCLE AVE (ENT. 7)						DEPTFORD CENTER RD						E-W							
				1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			TOTAL	TOTAL						
				L	S	R	L	S	R	L	S	R	L	S	R	L	S	R	TOTAL	TOTAL			
			1:00 1:15	0	0	0	0	19	0	14	0	33	4	112	0	116	0	90	48	138	33	254	287
			1:15 1:30	0	0	0	0	20	0	8	28	5	148	0	153	0	99	39	138	28	291	319	
			1:30 1:45	0	0	0	0	19	0	8	27	2	125	0	127	0	96	35	131	27	258	285	
			1:45 2:00	0	0	0	0	23	0	6	29	6	144	0	150	0	121	50	171	29	321	350	
			2:00 2:15	0	0	0	0	16	0	15	31	3	142	0	145	0	109	44	153	31	298	329	
			2:15 2:30	0	0	0	0	25	0	12	37	10	159	0	169	0	124	36	160	37	329	366	
			2:30 2:45	0	0	0	0	20	0	14	34	5	153	0	158	0	119	41	160	34	318	352	
			2:45 3:00	0	0	0	0	14	0	7	21	4	127	0	131	0	127	54	181	21	312	333	
			3:00 3:15	0	0	0	0	22	0	6	28	6	115	0	121	0	127	52	179	28	300	328	
			3:15 3:30	0	0	0	0	21	0	10	31	2	116	0	118	0	114	48	162	31	280	311	
			3:30 3:45	0	0	0	0	25	0	8	33	3	146	0	149	0	140	55	195	33	344	377	
			3:45 4:00	0	0	0	0	6	0	17	23	4	149	0	149	0	89	44	133	23	282	305	
			4:00 4:15	0	0	0	0	14	0	15	29	3	140	0	143	0	117	51	168	29	311	340	
			4:15 4:30	0	0	0	0	19	0	16	35	2	132	0	134	0	127	46	173	35	307	342	
			4:30 4:45	0	0	0	0	12	0	20	32	2	128	0	130	0	135	53	188	32	318	350	
			4:45 5:00	0	0	0	0	15	0	10	25	3	143	0	146	0	137	55	192	25	338	363	
			5:00 5:15	0	0	0	0	18	0	12	30	3	157	0	160	0	133	51	184	30	344	374	
			5:15 5:30	0	0	0	0	26	0	21	47	2	152	0	154	0	146	52	198	47	352	399	
			5:30 5:45	0	0	0	0	21	0	12	33	7	144	0	151	0	155	56	211	33	362	395	
			5:45 6:00	0	0	0	0	30	0	15	45	4	142	0	146	0	161	63	224	45	370	415	
			6:00 6:15	0	0	0	0	24	0	15	39	8	152	0	160	0	122	49	171	39	331	370	
			6:15 6:30	0	0	0	0	22	0	17	39	9	141	0	150	0	111	49	160	39	310	349	
			6:30 6:45	0	0	0	0	20	0	12	32	11	157	0	168	0	119	51	170	32	338	370	
			6:45 7:00	0	0	0	0	24	0	12	36	8	165	0	173	0	123	59	182	36	355	391	
			TOTALS	0	0	0	0	475	0	302	777	116	3385	0	3501	0	2941	1181	4122	777	7623	8400	

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR

FILE NUMBER: 5PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N.S.		E-W						
				L	S	R	L	S	R	L	S	R	L	S	R	L	S	R	L	S				
			7:00 7:15	2	275	0	277	5	58	0	63	0	0	0	0	0	0	5	10	340	10	350		
			7:15 7:30	0	348	0	348	4	54	0	58	0	0	0	0	0	0	4	0	5	406	5	411	
			7:30 7:45	0	337	2	339	5	60	1	66	0	0	0	0	0	0	5	1	6	12	405	12	417
			7:45 8:00	0	287	0	287	7	65	2	74	0	0	1	0	1	7	0	1	8	361	9	370	
			8:00 8:15	0	319	1	320	6	56	1	63	0	0	0	0	0	5	0	9	14	383	14	397	
			8:15 8:30	0	155	0	155	4	41	0	45	0	0	0	0	0	6	0	2	8	200	8	208	
			8:30 8:45	2	152	12	166	8	68	1	77	0	0	0	0	0	3	0	3	6	243	6	249	
			8:45 9:00	7	188	13	208	10	66	1	77	0	0	0	0	0	2	0	4	285	4	289		
			9:00 9:15	2	156	19	177	14	93	0	107	1	1	0	2	2	0	9	11	284	13	297		
			9:15 9:30	1	192	29	222	14	77	1	92	3	0	1	4	8	2	12	22	314	26	340		
			9:30 9:45	5	187	20	212	12	90	1	103	3	2	1	6	10	1	15	26	315	32	347		
			9:45 10:00	5	142	20	167	22	85	4	111	3	0	0	3	6	4	18	28	278	31	309		
			10:00 10:15	16	112	29	157	29	98	1	128	4	0	4	8	16	5	16	37	285	45	330		
			10:15 10:30	6	98	32	136	12	93	1	112	4	0	0	4	14	4	12	30	262	34	296		
			10:30 10:45	7	110	37	154	19	89	0	106	3	0	2	5	15	1	19	35	242	40	282		
			10:45 11:00	11	101	26	138	16	83	0	108	3	0	2	5	10	1	16	27	262	32	294		
			11:00 11:15	1	168	22	192	19	99	0	118	4	0	1	5	14	3	20	37	310	42	352		
			11:15 11:30	2	161	33	202	21	101	1	123	7	2	5	14	34	6	23	63	325	77	402		
			11:30 11:45	8	227	21	251	27	137	1	165	8	3	4	15	22	4	16	42	416	57	473		
			11:45 12:00	3	294	36	339	38	155	3	196	12	4	6	22	26	4	37	67	535	89	624		
			12:00 12:15	9	226	23	261	26	151	2	179	5	4	10	19	24	2	63	89	440	108	548		
			12:15 12:30	12	283	36	330	34	141	2	177	5	2	13	20	25	1	21	47	507	67	574		
			12:30 12:45	11	313	67	390	43	199	2	244	10	5	11	26	33	11	50	94	634	120	754		
			12:45 1:00	10	494	505	5578	413	2252	26	2691	79	24	62	165	311	52	392	755	8269	920	9189		
			TOTALS	132	4940	505	5578	413	2252	26	2691	79	24	62	165	311	52	392	755	8269	920	9189		

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 6AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
				L	S	R	L	S	R	L	S	R	L	S	R				L	S	R	
			1:00-1:15	15	287	57	26	137	2	165	4	1	3	8	35	2	47	84	524	92	616	
			1:15-1:30	17	254	55	326	40	144	4	2	8	14	14	41	1	49	91	514	105	619	
		&	1:30-1:45	22	237	51	310	32	168	4	5	7	13	13	37	1	41	79	514	92	606	
			1:45-2:00	19	192	44	255	26	151	2	4	4	20	28	35	3	38	76	434	104	538	
			2:00-2:15	18	180	36	234	29	137	4	6	1	10	17	39	7	31	77	404	94	498	
			2:15-2:30	11	189	36	236	21	115	3	12	0	9	21	37	3	24	64	375	85	460	
			2:30-2:45	8	146	26	180	20	150	2	6	2	12	20	34	4	15	53	352	73	425	
			2:45-3:00	7	165	15	187	23	136	3	7	2	9	18	27	6	33	66	349	84	433	
			3:00-3:15	26	305	39	370	24	142	4	6	1	6	13	49	8	49	106	540	119	659	
			3:15-3:30	7	227	61	295	19	159	4	8	2	7	17	45	6	45	96	477	113	590	
			3:30-3:45	39	235	55	329	32	144	8	5	2	13	20	31	2	27	60	513	80	593	
			3:45-4:00	29	246	57	332	39	188	5	6	2	11	19	30	4	31	65	564	84	648	
			4:00-4:15	5	256	43	304	38	186	1	12	4	12	28	39	9	23	71	529	99	628	
			4:15-4:30	20	202	65	287	42	170	2	12	0	14	26	28	3	54	85	501	111	612	
			4:30-4:45	20	320	48	388	33	154	6	11	0	12	23	24	13	44	81	581	104	685	
			4:45-5:00	12	361	44	417	37	192	4	13	5	5	23	43	6	37	86	650	109	759	
			5:00-5:15	24	228	85	337	38	207	5	9	5	10	24	52	9	28	89	587	113	700	
			5:15-5:30	2	226	51	279	53	201	4	6	1	11	18	37	0	28	65	537	83	620	
			5:30-5:45	9	247	31	287	47	197	6	4	1	12	17	34	0	62	96	537	113	650	
			5:45-6:00	13	259	75	347	50	183	2	4	0	24	28	87	1	71	159	582	187	769	
			6:00-6:15	18	297	30	345	37	187	1	9	3	17	29	49	2	40	91	570	120	690	
			6:15-6:30	19	285	60	364	35	178	2	7	2	14	23	63	13	113	189	579	212	791	
			6:30-6:45	10	348	63	421	32	170	1	6	1	12	19	84	4	87	175	624	194	818	
			6:45-7:00	11	344	53	408	31	168	3	6	1	10	17	64	6	82	152	610	169	779	
TOTALS				376	6036	1180	7597	804	3964	82	4850	172	43	268	483	1044	113	1099	2256	12447	2739	15186

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 6PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY: INTERSECTION: STREETS:	GLOUCESTER DEPTFORD North-South Street COOPER ST East-West Street CR 544 CLEMENTS BRIDGE RD	STARTING TIME	COOPER ST			2-SOUTHBOUND			3-EASTBOUND			CR 544 CLEMENTS BRIDGE RD			N-S TOTAL	E-W TOTAL	TOTAL	
			1-NORTHBOUND			S			S			4-WESTBOUND						
			L	S	R	L	S	R	L	S	R	L	S	R				L
		7:00 7:15	0	270	13	283	73	171	0	244	0	0	0	14	0	37	51	578
		7:15 7:30	0	230	11	241	72	109	0	181	0	0	0	16	0	38	54	476
		7:30 7:45	0	126	8	134	70	115	0	185	0	0	0	17	0	29	46	365
		7:45 8:00	0	146	7	153	81	104	0	185	0	0	0	28	0	33	61	399
		8:00 8:15	0	270	10	280	129	169	0	298	0	0	0	9	0	90	99	677
		8:15 8:30	0	241	8	249	142	186	0	328	0	0	0	19	0	88	107	684
		8:30 8:45	0	222	8	230	104	192	0	296	0	0	0	25	0	94	119	645
		8:45 9:00	0	155	16	171	119	228	0	347	0	0	0	9	0	73	82	600
		9:00 9:15	0	93	10	103	107	92	0	199	0	0	0	12	0	58	70	372
		9:15 9:30	0	148	39	187	148	84	0	232	0	0	0	9	0	39	48	467
		9:30 9:45	0	53	4	57	96	94	0	190	0	0	0	12	0	55	67	314
		9:45 10:00	0	105	8	113	136	91	0	227	0	0	0	14	0	59	73	413
		10:00 10:15	0	43	6	49	86	47	0	133	0	0	0	17	0	29	46	228
		10:15 10:30	0	117	11	128	152	159	0	311	0	0	0	25	0	74	99	538
		10:30 10:45	0	186	12	198	211	318	0	529	0	0	0	49	0	113	162	889
		10:45 11:00	0	194	8	202	167	275	0	442	0	0	0	41	0	118	159	803
		11:00 11:15	0	237	18	255	301	242	0	543	0	0	0	28	0	229	257	1055
		11:15 11:30	0	178	10	188	176	204	0	380	0	0	0	40	0	159	199	767
		11:30 11:45	0	176	17	193	235	160	0	395	0	0	0	77	0	166	243	831
		11:45 12:00	0	170	15	185	200	150	0	350	0	0	0	26	0	165	191	726
		12:00 12:15	0	180	23	203	383	190	0	573	0	0	0	83	0	181	264	1040
		12:15 12:30	0	194	12	206	309	198	0	507	0	0	0	73	0	190	263	976
		12:30 12:45	0	197	10	207	257	221	0	478	0	0	0	77	0	164	241	926
		12:45 1:00	0	195	8	203	228	242	0	470	0	0	0	8	0	132	140	813
		TOTALS	0	4126	292	4418	3982	4041	0	8023	0	0	0	728	0	2413	3141	15582

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 7AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	PM INTERVAL COUNTS										COOPER ST			CR 544 CLEMENTS BRIDGE RD			E-W TOTAL	N-S TOTAL	TOTAL
				1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			TOTAL	TOTAL	TOTAL				
				L	S	R	L	S	R	L	S	R	L	S	R				L			
			1:00 1:15	0	106	10	116	112	151	0	263	0	0	0	76	0	141	217	379	217	596	
			1:15 1:30	0	125	10	135	137	121	0	258	0	0	0	61	0	123	184	393	184	577	
			1:30 1:45	0	137	14	151	155	113	0	268	0	0	0	52	0	114	166	419	166	585	
			1:45 2:00	0	140	16	156	159	115	0	274	0	0	0	31	0	143	174	430	174	604	
			2:00 2:15	0	134	15	149	162	117	0	279	0	0	0	39	0	134	173	428	173	601	
			2:15 2:30	0	131	12	143	166	128	0	294	0	0	0	36	0	162	198	437	198	635	
			2:30 2:45	0	144	11	155	161	139	0	300	0	0	0	37	0	159	196	455	196	651	
			2:45 3:00	0	149	10	159	165	144	0	309	0	0	0	42	0	157	199	468	199	667	
			3:00 3:15	0	157	14	171	170	158	0	328	0	0	0	47	0	190	237	499	237	736	
			3:15 3:30	0	162	12	174	178	151	0	329	0	0	0	42	0	196	238	503	238	741	
			3:30 3:45	0	171	11	182	176	154	0	330	0	0	0	51	0	202	253	512	253	765	
			3:45 4:00	0	188	9	197	198	141	0	339	0	0	0	46	0	191	237	536	237	773	
			4:00 4:15	0	202	15	217	211	138	0	349	0	0	0	54	0	209	263	566	263	829	
			4:15 4:30	0	216	17	233	217	133	0	350	0	0	0	55	0	188	243	583	243	826	
			4:30 4:45	0	227	21	248	223	149	0	372	0	0	0	56	0	187	243	620	243	863	
			4:45 5:00	0	231	24	255	207	133	0	340	0	0	0	50	0	181	231	595	231	826	
			5:00 5:15	0	207	19	226	174	126	0	300	0	0	0	47	0	151	198	526	198	724	
			5:15 5:30	0	151	16	167	167	118	0	285	0	0	0	31	0	135	166	452	166	618	
			5:30 5:45	0	129	15	144	152	100	0	252	0	0	0	30	0	126	156	396	156	552	
			5:45 6:00	0	112	12	124	155	100	0	255	0	0	0	36	0	131	167	379	167	546	
			6:00 6:15	0	117	14	131	149	112	0	261	0	0	0	31	0	124	155	392	155	547	
			6:15 6:30	0	115	13	128	144	117	0	261	0	0	0	38	0	121	159	389	159	548	
			6:30 6:45	0	112	11	123	146	121	0	267	0	0	0	32	0	126	158	390	158	548	
			6:45 7:00	0	120	10	130	148	114	0	262	0	0	0	34	0	130	164	392	164	556	
			TOTALS	0	3683	331	4014	4032	3093	0	7125	0	0	0	1054	0	3721	4775	11139	4775	15914	

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 7PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY: INTERSECTION: STREETS:	GLOUCESTER DEPTFORD North-South Street LOCUST GROVE DR/GREENBRIAR CT & East-West Street CR 544 CLEMENTS BRIDGE RD	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL		
			L	S	R	L	S	R	L	S	R	L	S	R					
		7:00 7:15	0	2	0	0	1	12	44	14	60	2	76	0	61	11	72	148	194
		7:15 7:30	0	1	0	0	27	9	36	20	94	0	114	0	61	26	87	201	238
		7:30 7:45	0	0	0	0	33	0	45	37	86	0	123	0	69	35	104	227	272
		7:45 8:00	0	0	0	0	48	0	69	42	88	0	130	0	87	62	149	279	348
		8:00 8:15	0	1	0	0	32	0	38	15	67	1	83	0	81	36	117	200	239
		8:15 8:30	0	0	0	0	44	0	54	34	85	0	119	0	90	38	128	247	301
		8:30 8:45	0	0	1	1	39	0	49	35	115	0	150	0	79	50	129	279	329
		8:45 9:00	0	0	0	0	50	1	64	40	80	0	120	0	95	38	133	253	317
		9:00 9:15	0	0	1	1	49	0	61	41	93	0	134	0	75	41	116	250	312
		9:15 9:30	1	0	0	1	50	0	54	43	84	0	127	1	90	39	130	257	312
		9:30 9:45	0	4	1	5	16	0	21	28	43	0	71	0	63	28	91	162	188
		9:45 10:00	0	0	0	0	53	0	60	39	83	0	122	0	102	49	151	260	333
		10:00 10:15	0	0	0	0	52	0	58	45	93	0	138	1	131	56	188	326	384
		10:15 10:30	0	0	0	0	38	1	47	35	75	0	110	1	149	64	214	324	371
		10:30 10:45	0	0	0	0	44	0	51	39	84	0	123	0	158	66	224	347	398
		10:45 11:00	0	0	0	0	47	0	54	45	95	0	140	0	174	64	238	378	432
		11:00 11:15	0	0	0	0	52	0	61	40	91	0	131	0	158	77	235	361	427
		11:15 11:30	0	0	0	0	49	0	59	48	98	0	146	0	155	82	237	359	422
		11:30 11:45	0	0	0	0	63	0	71	48	97	0	145	0	191	79	270	415	486
	38482	11:45 12:00	0	0	0	0	58	0	59	44	102	0	146	0	141	77	218	364	423
	TUESDAY	12:00 12:15	0	0	0	0	56	0	71	57	120	0	177	0	137	80	217	394	465
	FAIR	12:15 12:30	0	0	0	0	70	0	82	67	109	0	176	0	148	82	230	406	488
		12:30 12:45	0	0	0	0	66	1	76	55	121	1	177	0	228	84	312	489	565
		12:45 1:00	0	1	0	0	86	0	93	40	105	0	145	0	162	82	244	389	483
			TOTALS	0	9	3	13	1153	4	220	1377	4	3123	3	2885	1346	4234	7357	8747

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

COUNTY: MUNICIPALITY: DEPTFORD	GLOUCESTER North-South Street LOCUST GROVE DR/GREENBRIAR CT & East-West Street CR 544 CLEMENTS BRIDGE RD	PM INTERVAL COUNTS												E-W TOTAL	N-S TOTAL	TOTAL				
		1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND									
		L	S	R	L	S	R	L	S	R	L	S	R							
	STARTING TIME	L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL			
	1:00 1:15	0	0	1	1	81	0	6	87	49	101	0	150	0	157	77	234	88	384	472
	1:15 1:30	0	0	0	0	77	0	8	85	44	107	0	151	0	161	75	236	85	387	472
	1:30 1:45	0	0	0	0	70	0	8	78	50	97	0	147	0	154	69	223	78	370	448
	1:45 2:00	0	0	1	1	66	0	9	75	52	89	1	142	0	149	67	216	76	358	434
	2:00 2:15	0	0	0	0	68	0	16	84	48	110	0	158	0	176	73	249	84	407	491
	2:15 2:30	0	0	0	0	55	0	6	61	52	104	0	156	3	177	66	246	61	402	463
	2:30 2:45	0	0	0	0	58	0	7	65	43	90	0	133	0	192	90	282	65	415	480
	2:45 3:00	0	0	0	0	67	0	12	79	55	107	0	162	0	148	57	205	79	367	446
	3:00 3:15	0	0	1	1	59	0	5	64	37	111	0	148	0	136	75	211	65	359	424
	3:15 3:30	1	0	0	1	82	1	16	99	32	82	0	114	0	152	57	209	100	323	423
	3:30 3:45	0	0	0	0	62	0	10	72	68	126	0	194	0	128	60	188	72	382	454
	3:45 4:00	0	0	0	0	85	0	9	94	49	131	0	180	1	124	54	179	94	359	453
	4:00 4:15	0	0	0	0	58	0	14	72	52	117	0	169	0	146	53	199	72	368	440
	4:15 4:30	0	0	0	0	78	0	8	86	60	135	0	195	0	150	51	201	86	396	482
	4:30 4:45	0	0	1	1	73	0	11	84	60	132	0	192	3	148	53	204	85	396	481
	4:45 5:00	0	0	1	1	61	0	11	72	47	128	0	175	0	139	61	200	73	375	448
	5:00 5:15	0	0	2	2	60	0	15	75	52	127	0	179	0	168	56	224	77	403	480
	5:15 5:30	0	0	1	1	66	0	10	76	42	138	0	180	2	148	56	206	77	386	463
	5:30 5:45	0	0	0	0	63	0	8	71	46	114	0	160	0	153	59	212	71	372	443
	5:45 6:00	0	0	0	0	62	0	19	81	55	119	0	174	0	150	58	208	81	382	463
	6:00 6:15	0	0	0	0	81	0	9	90	63	138	0	201	1	163	52	216	90	417	507
	6:15 6:30	0	0	1	1	49	0	7	56	41	117	0	158	0	125	58	183	57	341	398
	6:30 6:45	0	0	1	1	58	0	10	68	45	129	0	174	1	147	55	203	69	377	446
	6:45 7:00	0	0	0	0	77	0	14	91	50	95	0	145	0	137	58	195	91	340	431
	TOTALS	1	0	10	11	1616	1	248	1865	1192	2744	1	3937	11	3628	1490	5129	1876	9066	10942

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 8PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			CR 544 CLEMENTS BRIDGE RD 4-WESTBOUND			E-W TOTAL	N-S TOTAL	TOTAL						
				L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL				L	S	R	TOTAL		
			7:00 7:15	9	219	38	266	37	14	0	51	4	80	0	84	3	32	34	69	153	317	470		
			7:15 7:30	11	265	27	303	46	15	0	61	2	90	3	95	4	78	64	146	241	364	605		
			7:30 7:45	27	247	17	286	59	31	0	90	2	105	9	116	0	88	71	149	265	376	641		
			7:45 8:00	28	285	17	330	71	31	4	106	10	97	12	119	3	91	20	114	233	436	669		
			8:00 8:15	9	182	20	211	54	20	2	76	10	92	19	121	12	111	43	166	287	287	574		
			8:15 8:30	39	296	23	358	61	21	3	85	3	92	5	100	2	105	74	181	281	443	724		
			8:30 8:45	27	314	57	398	40	21	6	67	4	103	34	141	12	141	81	234	375	465	840		
			8:45 9:00	12	393	94	499	51	33	8	92	7	96	23	126	24	191	95	310	436	591	1027		
			9:00 9:15	95	155	28	278	57	38	2	97	6	87	19	112	16	80	22	118	230	375	605		
			9:15 9:30	37	99	46	182	52	33	7	92	5	98	7	110	31	94	14	139	249	274	523		
			9:30 9:45	50	90	10	150	43	45	7	95	5	96	28	129	19	90	20	129	258	245	503		
			9:45 10:00	52	46	15	113	35	44	12	91	6	74	43	123	23	132	14	169	204	204	496		
			10:00 10:15	61	67	29	157	41	53	5	99	8	85	48	141	25	90	14	129	256	256	526		
			10:15 10:30	50	86	29	165	50	40	12	102	7	79	62	148	40	87	22	149	297	267	564		
			10:30 10:45	40	75	19	134	52	51	4	87	8	92	50	150	13	79	14	106	221	221	477		
			10:45 11:00	55	83	35	173	41	40	5	86	11	79	46	136	27	113	15	155	259	259	550		
			11:00 11:15	51	71	33	155	47	44	8	89	11	84	50	145	26	99	33	158	303	254	557		
			11:15 11:30	42	69	32	143	50	47	11	108	14	88	57	159	21	109	16	146	305	251	556		
			11:30 11:45	46	101	51	198	51	49	15	115	13	90	61	164	29	89	9	127	291	313	604		
			11:45 12:00	402	115	53	570	73	38	12	123	10	95	55	160	30	163	35	228	388	693	1081		
			12:00 12:15	120	94	40	254	54	57	14	125	25	120	72	217	55	74	32	161	378	379	757		
			12:15 12:30	103	123	34	260	71	42	10	123	25	97	71	193	44	112	33	189	382	383	765		
			12:30 12:45	124	128	50	302	69	45	7	121	21	119	68	208	52	175	28	255	463	423	886		
			12:45 1:00	97	125	34	256	65	47	11	123	13	101	55	169	47	151	16	214	383	379	762		
				TOTALS			1578	3728	826	6141	1250	899	165	2314	230	2239	897	3366	558	2564	819	3941	8455	15762

DATE: 3/8/82
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 9AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY:	MUNICIPALITY:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
			L	S	R	L	S	R	L	S	R	L	S	R							
GLOUCESTER & CR 621 ALMONESSON RD East-West Street CR 544 CLEMENTS BRIDGE RD	DEPTFORD	1:00 1:15	10	105	30	58	52	6	116	22	109	73	204	94	55	46	195	261	399	660	
		1:15 1:30	10	102	33	54	50	8	112	12	119	65	196	90	51	45	186	257	382	639	
		1:30 1:45	17	96	56	169	50	56	9	115	23	87	48	158	80	54	49	183	284	341	625
		1:45 2:00	11	92	56	159	72	45	6	123	14	103	62	179	89	66	44	199	282	378	660
		2:00 2:15	9	90	51	150	77	51	7	135	17	100	57	174	86	68	42	196	285	370	655
		2:15 2:30	7	91	54	152	74	54	8	136	15	105	48	168	88	70	43	201	288	369	657
		2:30 2:45	9	87	52	148	75	60	7	142	15	101	41	157	85	65	44	194	290	351	641
		2:45 3:00	11	83	51	145	75	64	6	145	12	101	43	156	80	59	47	186	290	342	632
		3:00 3:15	21	94	45	160	66	48	4	118	18	103	37	158	72	47	33	152	278	310	588
		3:15 3:30	15	122	55	192	75	53	3	131	14	99	27	140	67	57	43	167	323	307	630
		3:30 3:45	23	120	72	215	73	49	13	135	18	111	24	153	75	87	44	206	350	359	709
		3:45 4:00	20	91	51	162	97	88	10	195	10	90	45	145	107	81	31	219	357	364	721
		4:00 4:15	17	93	58	168	94	81	7	182	12	91	48	151	83	74	59	216	350	367	717
		4:15 4:30	11	117	52	180	96	88	5	189	15	93	46	154	102	108	39	249	369	403	772
		4:30 4:45	12	120	54	186	92	95	9	196	20	104	26	150	97	111	42	250	382	400	782
4:45 5:00	14	131	55	200	116	114	8	238	20	98	24	142	99	106	45	250	438	392	830		
5:00 5:15	17	138	58	213	106	108	2	216	21	103	16	140	102	110	43	255	429	395	824		
5:15 5:30	20	144	53	217	124	109	2	235	17	126	23	166	105	119	47	271	452	437	889		
5:30 5:45	16	140	50	206	127	142	5	274	23	95	15	133	107	115	45	267	480	400	880		
5:45 6:00	14	136	46	196	80	138	3	221	16	107	26	149	101	111	44	256	417	405	822		
6:00 6:15	12	128	41	181	96	104	2	202	18	89	43	150	88	103	37	228	383	378	761		
6:15 6:30	11	122	38	171	67	62	2	131	19	123	30	172	80	92	33	205	302	377	679		
6:30 6:45	14	117	35	166	62	101	7	170	11	90	58	159	75	91	35	201	336	360	696		
6:45 7:00	10	121	33	164	66	86	5	157	14	90	48	152	79	87	35	201	321	353	674		

TOTALS 331 2680 1179 4190 1972 1898 144 4014 396 2437 973 3806 2131 1987 1015 5133 8204 8939 17143

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 9PM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY: INTERSECTION: STREETS:	GLOUCESTER DEPTFORD North-South Street ROAD East-West Street RAMP TO 55/RAMP FROM 55	STARTING TIME	ROAD			2-SOUTHBOUND			3-EASTBOUND			RAMP TO 55/RAMP FROM 55			N-S TOTAL	E-W TOTAL	TOTAL
			1-NORTHBOUND			SOUTHBOUND			EASTBOUND			RAMP FROM 55					
			L	S	R	L	S	R	L	S	R	L	S	R			
		7:00 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380
		7:15 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400
		7:30 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380
		7:45 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400
		8:00 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	414
		8:15 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	352
		8:30 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	277
		8:45 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291
		9:00 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285
		9:15 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203
		9:30 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212
		9:45 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235
		10:00 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	236
		10:15 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238
		10:30 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255
		10:45 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
		11:00 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254
		11:15 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285
		11:30 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
		11:45 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	290
		12:00 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332
		12:15 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298
		12:30 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	338
		12:45 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	362
		TOTALS	0	0	0	0	0	0	1405	698	2103	0	1522	3638	5160	0	7263

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 10A AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

AM INTERVAL COUNTS

COUNTY: MUNICIPALITY: INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			DEPTFORD CENTER RD/RAMPS TO 55 4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
		L	S	R	L	S	R	L	S	R	L	S	R							
GLOUCESTER DEPTFORD North-South Street CR 621 ALMONESSON RD East-West Street DEPTFORD CENTER RD/RAMPS TO 55	7:00 7:15	8	37	12	57	7	17	10	34	27	111	155	293	7	17	10	34	418		
	7:15 7:30	8	41	15	64	8	20	15	43	26	109	171	306	9	14	12	35	448		
	7:30 7:45	10	44	11	65	7	23	11	41	24	106	168	298	5	18	11	34	438		
	7:45 8:00	9	49	16	74	8	20	18	46	24	116	168	308	5	21	15	41	469		
	8:00 8:15	11	51	14	76	9	21	26	56	28	125	197	350	11	19	21	51	533		
	8:15 8:30	6	44	17	67	26	32	39	97	29	93	152	274	12	22	19	53	491		
	8:30 8:45	8	49	15	72	16	21	25	62	23	57	99	179	10	25	26	61	374		
	8:45 9:00	7	47	17	71	33	25	26	84	32	84	153	269	14	23	27	64	488		
	9:00 9:15	10	59	17	86	31	29	15	75	24	57	83	164	11	29	24	64	389		
	9:15 9:30	11	53	16	80	38	36	21	95	32	57	49	138	13	21	29	63	376		
	9:30 9:45	18	27	17	62	31	43	27	101	41	66	55	162	17	20	41	78	240		
	9:45 10:00	23	34	20	77	33	59	29	121	49	75	67	191	16	23	32	71	198		
	10:00 10:15	27	38	24	89	27	43	23	93	28	40	58	126	22	24	39	85	393		
	10:15 10:30	14	34	27	75	49	51	24	124	36	67	59	162	28	32	44	104	465		
	10:30 10:45	28	26	31	85	41	72	26	139	37	61	60	158	19	42	45	106	488		
	10:45 11:00	30	58	30	118	34	45	22	101	35	70	65	170	35	34	47	116	286		
11:00 11:15	13	66	43	122	39	55	47	141	45	69	56	170	24	51	43	118	263			
11:15 11:30	34	59	23	116	34	56	27	117	18	53	45	116	27	40	53	120	233			
11:30 11:45	30	63	26	119	60	72	37	169	36	72	72	180	29	39	58	126	469			
11:45 12:00	20	50	26	96	60	91	43	194	50	79	78	207	30	61	39	130	306			
12:00 12:15	28	80	34	142	45	86	33	164	40	52	59	151	54	57	56	167	624			
12:15 12:30	32	68	27	127	62	85	36	183	61	87	91	239	45	33	36	114	310			
12:30 12:45	18	76	44	138	39	45	33	117	36	72	54	162	39	65	69	173	255			
12:45 1:00	32	73	36	141	57	92	65	214	67	70	93	230	48	61	60	169	399			
TOTALS		406	1226	558	2219	794	1139	678	2611	848	1848	2307	5003	530	791	856	2177	4830	7180	12010

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 10AM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
OFFICE OF TRAVEL MONITORING

PM INTERVAL COUNTS

COUNTY: MUNICIPALITY:	GLOUCESTER DEPTFORD	INTERSECTION: STREETS:	STARTING TIME	1-NORTHBOUND			2-SOUTHBOUND			3-EASTBOUND			DEPTFORD CENTER RD/RAMPS TO 55 4-WESTBOUND			N-S TOTAL	E-W TOTAL	TOTAL				
				L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL				L	S	R	TOTAL
			1:00 1:15	27	78	39	144	40	68	52	160	41	53	66	160	62	57	60	179	304	339	643
			1:15 1:30	40	81	34	155	44	71	57	172	52	61	71	184	44	56	64	164	327	348	675
		&	1:30 1:45	30	79	37	146	47	85	55	187	57	67	69	193	38	56	59	153	333	346	679
			1:45 2:00	38	66	28	132	50	99	52	201	63	71	73	207	40	63	54	157	333	364	697
			2:00 2:15	41	74	36	151	37	82	58	177	50	78	72	200	36	72	66	174	328	374	702
			2:15 2:30	49	73	27	149	36	75	40	151	38	71	56	165	37	81	65	183	300	348	648
		DEPTFORD CENTER RD/RAMPS TO 55	2:30 2:45	51	70	22	143	45	63	52	160	45	75	65	185	35	91	64	190	303	375	678
			2:45 3:00	52	73	33	158	54	84	52	190	50	64	73	187	47	66	52	165	348	352	700
			3:00 3:15	36	62	30	128	48	99	61	208	62	86	95	243	29	93	63	185	336	428	764
			3:15 3:30	38	63	19	120	48	106	60	214	70	79	86	235	44	60	40	144	334	379	713
			3:30 3:45	44	72	21	137	34	57	51	142	45	65	83	193	43	63	66	172	279	365	644
			3:45 4:00	53	78	28	159	34	77	58	169	64	70	64	198	34	68	58	160	328	358	686
			4:00 4:15	43	70	38	151	43	87	57	187	71	87	66	224	34	82	46	162	338	386	724
			4:15 4:30	35	73	32	140	53	101	73	227	82	95	99	276	41	55	57	153	367	429	796
			4:30 4:45	38	60	26	124	63	152	104	319	94	131	129	354	30	69	56	155	443	509	952
			4:45 5:00	45	86	32	163	38	72	53	163	45	66	62	173	38	84	47	169	326	342	668
			5:00 5:15	45	73	27	145	47	121	77	245	72	83	88	243	59	70	46	175	390	418	808
			5:15 5:30	40	90	33	163	38	78	55	171	60	69	64	193	50	84	52	186	334	379	713
			5:30 5:45	35	66	36	137	63	113	88	264	79	83	82	244	37	64	50	151	401	395	796
		38482	5:45 6:00	42	71	23	136	70	162	88	320	93	115	122	330	41	76	60	177	456	507	963
		TUESDAY	6:00 6:15	36	103	38	177	36	67	34	137	38	45	50	133	58	60	49	167	314	300	614
		FAIR	6:15 6:30	35	89	31	155	60	119	77	256	76	102	124	302	48	82	49	179	411	481	892
			6:30 6:45	36	68	45	149	64	120	47	231	76	71	71	218	42	69	66	177	380	395	775
			6:45 7:00	34	69	41	144	43	74	46	163	70	67	71	208	58	59	65	182	307	390	697
			TOTALS	963	1787	756	3506	1135	2252	1447	4814	1493	1854	1901	5248	1025	1680	1354	4059	8320	9307	17627

DATE: 38482
DAY: TUESDAY
WEATHER: FAIR
FILE NUMBER: 10PM

Appendix II: Survey Responses

**SURVEY RESPONSES BY LOCATION
TUESDAY MAY 10, 2005**

Hour Ending	Cooper + Hurffville					Hurffville + Deptford Center					Hurffville + Clements Bridge					Clements Bridge + Almonesson					Almonesson + Deptford Center					Clements Bridge + Locust Grove					Delsea + Cooper					Almonesson + Caulfield					Combined Total
	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	
8:00 AM	2	-	1	2	5	1	4	5	-	10	2	-	8	9	19	6	7	10	4	27	4	3	7	2	16	-	4	-	-	4	-	2	1	-	3	8	5	2	-	15	99
9:00 AM	5	3	9	5	22	6	2	5	-	13	25	-	1	12	38	9	13	8	12	42	2	7	4	5	18	-	3	1	5	9	2	3	11	3	19	8	6	1	-	15	176
10:00 AM	4	5	2	7	18	9	5	4	-	18	16	-	1	5	22	5	5	4	9	23	4	7	10	3	24	-	3	4	3	10	-	-	14	6	20	2	1	1	-	4	139
11:00 AM	6	-	1	6	13	3	4	2	-	9	11	-	-	4	15	7	2	5	-	14	3	5	2	4	14	-	1	4	6	11	3	4	8	4	19	4	4	-	-	8	103
12:00 PM	6	3	2	5	16	3	1	2	-	6	8	-	6	2	16	2	6	8	4	20	3	3	7	3	16	-	1	1	4	6	2	2	7	6	17	1	4	-	-	5	102
1:00 PM	4	2	5	3	14	8	4	-	-	12	5	-	4	4	13	1	1	2	4	8	3	1	2	2	8	-	4	1	3	8	3	1	8	7	19	4	1	-	-	5	87
2:00 PM	-	1	1	1	3	8	10	1	-	19	2	-	5	2	9	-	-	1	2	3	1	6	4	2	12	-	2	2	-	4	1	2	7	5	15	-	4	-	-	4	70
3:00 PM	3	3	1	2	9	1	3	3	-	7	2	-	3	2	7	4	-	8	5	17	3	2	3	3	10	-	1	2	1	4	1	3	2	3	9	4	1	-	-	5	69
4:00 PM	3	2	2	-	7	3	5	4	-	12	-	-	8	7	15	2	2	2	8	14	1	2	4	1	7	-	2	-	-	2	2	3	7	2	14	4	4	-	-	8	80
5:00 PM	3	-	2	3	8	7	7	2	-	16	6	-	8	8	22	5	2	6	9	22	1	5	7	2	15	-	1	-	4	5	4	4	4	3	15	8	2	-	-	10	113
6:00 PM	3	2	3	6	14	4	8	5	-	17	16	-	8	10	34	1	5	4	7	17	5	7	7	6	25	-	1	-	3	4	5	6	7	6	24	5	4	1	-	10	145
7:00 PM	8	4	5	1	18	2	9	3	-	14	4	-	8	9	21	3	9	8	10	30	3	9	6	4	22	-	-	-	6	6	6	8	3	5	22	2	4	2	-	8	141
TOTAL	47	25	34	41	147	55	62	36	-	153	97	-	60	74	231	45	52	66	74	237	33	54	63	37	187	-	23	15	35	73	29	38	79	50	196	50	40	7	-	97	1,324

SATURDAY MAY 14, 2005

Hour Ending	Cooper + Hurffville					Hurffville + Deptford Center					Hurffville + Clements Bridge					Clements Bridge + Almonesson					Almonesson + Deptford Center					Clements Bridge + Locust Grove					Delsea + Cooper					Almonesson + Caulfield					Combined Total
	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	NB	SB	EB	WB	Total	
11:00 AM	6	2	1	-	9	2	3	2	-	7	3	-	2	2	7	4	2	5	6	17	-	2	4	8	14	-	2	2	3	7	-	2	2	3	7	2	-	-	-	2	70
12:00 PM	3	5	-	1	9	3	9	6	-	18	4	-	4	5	13	4	1	4	4	13	-	6	4	2	12	-	-	-	7	7	-	4	2	4	10	4	1	-	-	5	87
1:00 PM	3	4	3	1	11	1	3	3	-	7	8	-	3	5	16	5	-	4	4	13	3	10	3	4	20	-	1	1	-	2	2	1	3	1	7	2	1	1	-	4	80
2:00 PM	2	5	1	-	8	1	2	3	-	6	1	-	6	-	7	-	4	5	7	16	1	7	3	8	19	-	2	2	2	6	4	3	5	7	19	4	-	1	-	5	86
3:00 PM	5	5	2	4	16	3	3	7	-	13	5	-	8	6	19	1	4	4	7	16	4	9	10	5	28	-	1	1	4	6	1	5	9	1	16	-	-	-	-	-	114
4:00 PM	5	5	2	1	13	1	6	3	-	10	2	-	7	1	10	1	5	2	9	17	1	7	5	3	16	-	-	3	7	10	2	1	7	5	15	-	1	-	-	1	92
5:00 PM	2	5	-	3	10	2	3	4	-	9	7	-	2	2	11	1	4	9	9	23	4	4	4	5	17	-	3	1	3	7	-	-	5	8	13	2	2	-	-	4	94
6:00 PM	1	3	3	-	7	1	12	3	-	16	4	-	6	4	14	6	1	7	10	24	4	2	4	1	11	-	3	1	2	6	2	2	5	7	16	4	4	-	-	8	102
7:00 PM	1	1	1	-	3	-	7	5	-	12	10	-	11	5	26	9	2	5	5	21	6	4	5	6	21	-	6	2	6	14	-	-	3	5	8	4	-	-	-	4	109
TOTAL	28	35	13	10	86	14	48	36	-	98	44	-	49	30	123	31	23	45	61	160	23	51	42	42	158	-	18	13	34	65	11	18	41	41	111	22	9	2	-	33	834

Source: DVRPC, 2006

Q1: “Including the driver, how many persons were in this vehicle? (check one)”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE*

Travelers	No.	%	Error
1	1,211	57%	2%
2	683	32%	1%
3	139	7%	1%
4	65	3%	1%
5+	25	1%	1%
Total	2,123	100%	
N.R.		35	

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES**

Travelers	No.	%	Error
1	1,390	56%	2%
2	792	32%	1%
3	172	7%	1%
4	81	3%	1%
5+	30	1%	1%
Total	2,465	100%	
N.R.		52	

Source: DVRPC, 2006

*** This includes only responses from surveys that were distributed at one of the designated survey distribution intersections.**

**** This is a combination of the randomly distributed surveys at designated intersections as well as surveys that were filled out at 24 retail outlets. The distinction is necessary to ensure that the survey results are not biased, i.e. disproportionately represented based on location.**

*****Some column percentages may add up to more than 100% due to rounding.**

Q2: "This trip was STARTED at [which location?]"

TUESDAY – RANDOM SAMPLE

Hours Ending	Start Location	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
8:00A, 9:00A, 10:00A	Home	39	27%	4%	35	22%	3%	70	30%	3%	81	34%	3%	47	25%	3%	20	27%	5%	35	18%	3%	31	32%	5%	358	27%	2%
	Work	4	3%	1%	3	2%	1%	9	4%	1%	6	3%	1%	7	4%	1%	2	3%	2%	7	4%	1%	2	2%	2%	40	3%	1%
	School	1	1%	1%	1	1%	1%	-	-	0%	1	0%	1%	1	1%	1%	-	-	0%	-	-	0%	1	1%	1%	5	0%	1%
	Shopping / Restaurant	-	-	0%	-	-	0%	-	-	0%	-	-	0%	1	1%	1%	-	-	0%	-	-	0%	-	-	0%	1	0%	1%
	Other	1	1%	1%	2	1%	1%	-	-	0%	4	2%	1%	-	-	0%	1	1%	1%	-	-	0%	-	-	0%	8	1%	1%
11:00A, 12:00, 1:00P	Home	26	18%	3%	20	12%	2%	34	15%	2%	33	14%	2%	32	17%	3%	21	29%	5%	40	20%	3%	13	13%	3%	219	17%	1%
	Work	12	8%	2%	5	3%	1%	8	3%	1%	5	2%	1%	3	2%	1%	1	1%	1%	11	6%	2%	4	4%	2%	49	4%	1%
	School	-	-	0%	-	-	0%	1	0%	1%	1	0%	1%	2	1%	1%	-	-	0%	-	-	0%	1	1%	1%	5	0%	1%
	Shopping / Restaurant	1	1%	1%	1	1%	1%	1	0%	1%	-	-	0%	-	-	0%	1	1%	1%	1	1%	1%	-	-	0%	5	0%	1%
	Other	2	1%	1%	1	1%	1%	-	-	0%	3	1%	1%	1	1%	1%	2	3%	2%	3	2%	1%	-	-	0%	12	1%	1%
2:00P, 3:00P, 4:00P	Home	12	8%	2%	26	16%	3%	20	9%	2%	24	10%	2%	22	12%	2%	5	7%	3%	18	9%	2%	10	10%	3%	137	10%	1%
	Work	7	5%	2%	5	3%	1%	8	3%	1%	6	3%	1%	8	4%	2%	3	4%	2%	16	8%	2%	5	5%	2%	58	4%	1%
	School	-	-	0%	1	1%	1%	1	0%	1%	-	-	0%	-	-	0%	1	1%	1%	2	1%	1%	1	1%	1%	6	0%	1%
	Shopping / Restaurant	-	-	0%	4	2%	1%	1	0%	1%	3	1%	1%	1	1%	1%	1	1%	1%	1	1%	1%	1	1%	1%	12	1%	1%
	Other	-	-	0%	2	1%	1%	1	0%	1%	1	0%	1%	1	1%	1%	-	-	0%	1	1%	1%	-	-	0%	6	0%	1%
5:00P, 6:00P, 7:00P	Home	23	16%	3%	25	16%	3%	34	15%	2%	38	16%	2%	33	18%	3%	6	8%	3%	28	14%	2%	17	18%	4%	204	15%	1%
	Work	13	9%	2%	15	9%	2%	38	16%	2%	26	11%	2%	24	13%	2%	7	10%	3%	27	14%	2%	10	10%	3%	160	12%	1%
	School	2	1%	1%	1	1%	1%	1	0%	1%	-	-	0%	-	-	0%	1	1%	1%	2	1%	1%	-	-	0%	7	1%	1%
	Shopping / Restaurant	-	-	0%	1	1%	1%	1	0%	1%	2	1%	1%	-	-	0%	-	-	0%	1	1%	1%	1	1%	1%	6	0%	1%
	Other	2	1%	1%	13	8%	2%	3	1%	1%	2	1%	1%	5	3%	1%	1	1%	1%	3	2%	1%	-	-	0%	29	2%	1%
	Total	145	100%		161	100%		231	100%		236	100%		188	100%		73	100%		196	100%		97	100%		1,327	100%	
	No Response		2			1			-			1			2					-				-			6	

TUESDAY – TOTAL RESPONSES

Start Location	Not-Valid Total		
	No.	%	Error
Home	1882	75%	2%
Work	391	16%	1%
School	28	1%	1%
Shopping / Restaurant	87	4%	1%
Other	108	4%	1%
Total	2496	100%	
No Response		21	

Source: DVRPC, 2006

Q2: "This trip was STARTED at [which location?]"

SATURDAY – RANDOM SAMPLE

Hours Ending	Start Location	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
11:00A, 12:00, 1:00P	Home	29	33%	5%	25	26%	4%	27	22%	4%	40	25%	3%	41	26%	3%	13	20%	4%	20	18%	3%	10	30%	7%	205	25%	2%
	Work	1	1%	1%	-	-	0%	4	3%	2%	-	-	0%	1	1%	1%	3	5%	2%	-	-	0%	-	-	0%	9	1%	1%
	School	-	-	0%	-	-	0%	-	-	0%	-	-	0%	1	1%	1%	-	-	0%	-	-	0%	-	-	0%	1	0%	1%
	Shopping / Restaurant	-	-	0%	3	3%	2%	3	2%	2%	2	1%	1%	2	1%	1%	-	-	0%	2	2%	1%	1	3%	3%	13	2%	1%
	Other	2	2%	2%	4	4%	2%	2	2%	1%	1	1%	1%	1	1%	1%	-	-	0%	2	2%	1%	-	-	0%	12	1%	1%
2:00P, 3:00P, 4:00P	Home	28	32%	5%	25	26%	4%	33	27%	4%	42	26%	3%	48	31%	4%	19	29%	5%	42	38%	5%	5	15%	5%	242	29%	2%
	Work	3	3%	2%	1	1%	1%	-	-	0%	3	2%	1%	3	2%	1%	1	2%	2%	2	2%	1%	1	3%	3%	14	2%	1%
	School	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%
	Shopping / Restaurant	3	3%	2%	2	2%	2%	1	1%	1%	3	2%	1%	3	2%	1%	2	3%	2%	4	4%	2%	-	-	0%	18	2%	1%
	Other	2	2%	2%	1	1%	1%	2	2%	1%	1	1%	1%	8	5%	2%	-	-	0%	2	2%	1%	-	-	0%	16	2%	1%
5:00P, 6:00P, 7:00P	Home	17	19%	4%	32	33%	5%	32	26%	4%	55	34%	4%	43	28%	3%	20	31%	5%	27	25%	4%	14	42%	9%	240	29%	2%
	Work	1	1%	1%	-	-	0%	6	5%	2%	7	4%	2%	3	2%	1%	3	5%	2%	5	5%	2%	1	3%	3%	26	3%	1%
	School	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%	-	-	0%
	Shopping / Restaurant	1	1%	1%	2	2%	2%	10	8%	2%	2	1%	1%	1	1%	1%	2	3%	2%	3	3%	2%	1	3%	3%	22	3%	1%
	Other	1	1%	1%	2	2%	2%	2	2%	1%	4	3%	1%	1	1%	1%	2	3%	2%	1	1%	1%	-	-	0%	13	2%	1%
	Total	88	100%		97	100%		122	100%		160	100%		156	100%		65	100%		110	100%		33	100%		831	100%	
	No Response		1			1			1			-			2			-			1			-				6

Source: DVRPC, 2006

Q2: “Which is located at (nearest intersection).”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield		
Municipality	Total		Municipality	Total		Municipality	Total		Municipality	Total		Municipality	Total		Municipality	Total		Municipality	Total		Municipality	Total	
Deptford	60	28%	Deptford	53	22%	Runnemede	52	16%	Deptford	116	30%	Deptford	77	23%	Deptford	50	38%	Deptford	110	38%	Deptford	34	27%
Gloucester Twp	52	24%	Gloucester Twp	23	10%	Deptford	52	16%	Gloucester Twp	30	8%	Mantua	25	8%	Woodbury	11	8%	Woodbury	31	11%	Westville	28	23%
Mantua	24	11%	Runnemede	18	8%	Gloucester Twp	49	15%	Woodbury	26	7%	Gloucester Twp	20	6%	Runnemede	8	6%	West Deptford	27	9%	Gloucester Twp	9	7%
Laurel Springs	7	3%	Mantua	17	7%	Mantua	23	7%	Westville	24	6%	Washington Twp	17	5%	Westville	7	5%	Mantua	14	5%	Woodbury	8	6%
Washington Twp	7	3%	-	-	-	Washington Twp	13	4%	West Deptford	22	6%	Philadelphia	17	5%	-	-	Westville	13	4%	West Deptford	6	5%	
Other	65	30%	Other	129	54%	Other	142	43%	Other	163	43%	Other	174	53%	Other	54	42%	Other	98	33%	Other	39	31%
Total	215	100%	Total	240	100%	Total	331	100%	Total	381	100%	Total	330	100%	Total	130	100%	Total	293	100%	Total	124	100%
No Response	18		No Response	11		No Response	23		No Response	16		No Response	18		No Response	8		No Response	14		No Response	6	

* Multiple municipalities were tied for fifth at the Hurffville + Deptford Center and Clements Bridge + Locust Grove locations.

Q3: “Which of the following routes were used to reach the survey location? (choose all that apply)”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

Routes	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Combined		
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
Almonesson Rd. (CR 621)	88	24%	2%	51	13%	2%	46	8%	1%	166	24%	2%	142	24%	2%	36	14%	2%	44	9%	1%	92	42%	4%	665	19%	1%
Clements Bridge Rd.	30	8%	2%	64	16%	2%	214	39%	2%	197	29%	2%	70	12%	2%	94	36%	3%	70	14%	2%	32	15%	2%	771	22%	1%
Cooper St. (CR 706)	55	15%	2%	32	8%	1%	27	5%	1%	93	14%	2%	58	10%	1%	53	20%	2%	195	39%	2%	17	8%	2%	530	15%	1%
Delsea Dr. (NJ 47)	55	15%	2%	44	11%	2%	46	8%	1%	36	5%	1%	41	7%	1%	25	10%	2%	121	24%	2%	33	15%	2%	401	11%	1%
Hurffville Rd. (NJ 41)	94	25%	2%	88	22%	2%	86	16%	2%	37	5%	1%	37	6%	1%	9	3%	1%	16	3%	1%	6	3%	1%	373	10%	1%
Locust Grove Dr.	2	1%	1%	5	1%	1%	3	1%	1%	30	4%	1%	13	2%	1%	14	5%	2%	4	1%	1%	11	5%	2%	82	2%	1%
NJ 42	31	8%	2%	67	17%	2%	81	15%	2%	75	11%	1%	79	13%	2%	20	8%	2%	28	6%	1%	14	6%	2%	395	11%	1%
NJ 55	14	4%	1%	55	14%	2%	42	8%	1%	44	6%	1%	147	25%	2%	9	3%	1%	28	6%	1%	13	6%	2%	352	10%	1%
	369	100%		406	100%		545	100%		678	100%		587	100%		260	100%		506	100%		218	100%		3,569	100%	

Source: DVRPC, 2006

Q4: "It took about [how many?] minutes to get from your START location to this survey location today."

TUESDAY – RANDOM SAMPLE

Hours Ending	Time Traveled	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
8:00A, 9:00A, 10:00A	Less than 10 minutes	14	10%	2%	11	7%	2%	18	8%	2%	41	17%	2%	15	8%	2%	10	14%	4%	16	8%	2%	12	13%	3%	137	11%	1%
	10-19 minutes	21	15%	3%	16	11%	2%	36	16%	2%	38	16%	2%	22	12%	2%	7	10%	3%	16	8%	2%	14	15%	3%	170	13%	1%
	20-29 minutes	6	4%	2%	7	5%	2%	18	8%	2%	10	4%	1%	13	7%	2%	1	1%	1%	7	4%	1%	4	4%	2%	66	5%	1%
	30-39 minutes	4	3%	2%	4	3%	1%	3	1%	1%	2	1%	1%	5	3%	1%	3	4%	2%	-	-	-	2	2%	2%	23	2%	1%
	40 minutes or more	-	-	-	2	1%	1%	3	1%	1%	1	0%	1%	2	1%	1%	2	3%	2%	2	1%	1%	1	1%	1%	13	1%	1%
11:00A, 12:00, 1:00P	Less than 10 minutes	13	9%	2%	3	2%	1%	11	5%	2%	11	5%	1%	6	3%	1%	11	15%	4%	23	12%	2%	8	8%	3%	86	7%	1%
	10-19 minutes	20	14%	3%	12	8%	2%	16	7%	2%	15	6%	2%	21	11%	2%	11	15%	4%	18	9%	2%	5	5%	2%	118	9%	1%
	20-29 minutes	3	2%	1%	8	5%	2%	10	4%	1%	8	3%	1%	6	3%	1%	1	1%	1%	6	3%	1%	3	3%	2%	45	3%	1%
	30-39 minutes	1	1%	1%	2	1%	1%	2	1%	1%	2	1%	1%	1	1%	1%	2	3%	2%	6	3%	1%	2	2%	2%	18	1%	1%
	40 minutes or more	1	1%	1%	2	1%	1%	3	1%	1%	5	2%	1%	4	2%	1%	-	-	-	2	1%	1%	-	-	-	17	1%	1%
2:00P, 3:00P, 4:00P	Less than 10 minutes	8	6%	2%	8	5%	2%	4	2%	1%	6	3%	1%	3	2%	1%	5	7%	3%	12	6%	2%	6	6%	2%	52	4%	1%
	10-19 minutes	4	3%	2%	15	10%	2%	14	6%	2%	17	7%	2%	14	7%	2%	3	4%	2%	13	7%	2%	5	5%	2%	85	7%	1%
	20-29 minutes	6	4%	2%	8	5%	2%	5	2%	1%	8	3%	1%	7	4%	1%	2	3%	2%	8	4%	2%	3	3%	2%	47	4%	1%
	30-39 minutes	-	-	-	4	3%	1%	5	2%	1%	3	1%	1%	4	2%	1%	-	-	-	2	1%	1%	2	2%	2%	20	2%	1%
	40 minutes or more	1	1%	1%	2	1%	1%	3	1%	1%	-	-	-	3	2%	1%	-	-	-	2	1%	1%	-	-	-	11	1%	1%
5:00P, 6:00P, 7:00P	Less than 10 minutes	14	10%	2%	7	5%	2%	10	4%	1%	22	9%	2%	7	4%	1%	4	5%	2%	21	11%	2%	14	15%	3%	99	8%	1%
	10-19 minutes	16	11%	3%	15	10%	2%	27	12%	2%	17	7%	2%	24	13%	2%	3	4%	2%	17	9%	2%	10	11%	3%	129	10%	1%
	20-29 minutes	4	3%	2%	11	7%	2%	21	9%	2%	15	6%	2%	16	9%	2%	3	4%	2%	10	5%	2%	2	2%	2%	82	6%	1%
	30-39 minutes	2	1%	1%	6	4%	2%	5	2%	1%	8	3%	1%	8	4%	2%	2	3%	2%	5	3%	1%	1	1%	1%	37	3%	1%
	40 minutes or more	2	1%	1%	7	5%	2%	11	5%	2%	7	3%	1%	7	4%	1%	3	4%	2%	8	4%	2%	1	1%	1%	46	4%	1%
	Total	140	100%		150	100%		225	100%		236	100%		188	100%		73	100%		194	100%		95	100%		1,301	100%	
	No Response		7			3			6			1			2			-			2			2			23	
	Median		10			15			12.7			15			15			10			12			10				
	Average		12.6			18.6			11			18.6			18.56			13.8			14.9			12.3				

TUESDAY – TOTAL RESPONSES

Time Traveled	Total		
	No.	%	Error
Less than 10 minutes	689	28%	1%
10-19 minutes	976	40%	1%
20-29 minutes	447	18%	1%
30-39 minutes	176	7%	1%
40 minutes or more	166	7%	1%
Total	2,454	100%	

Source: DVRPC, 2006

Q4: "It took about [how many?] minutes to get from your START location to this survey location today."

SATURDAY – RANDOM SAMPLE

Hours Ending	Time Traveled	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
11:00A, 12:00, 1:00P	Less than 10 minutes	9	11%	3%	8	9%	3%	11	9%	2%	15	10%	2%	5	3%	2%	4	6%	3%	12	11%	3%	6	18%	6%	70	9%	1%
	10-19 minutes	11	13%	3%	12	13%	3%	13	11%	3%	13	8%	2%	19	12%	2%	7	11%	3%	5	5%	2%	3	9%	4%	83	10%	1%
	20-29 minutes	5	6%	2%	9	10%	3%	8	7%	2%	10	6%	2%	12	8%	2%	4	6%	3%	4	4%	2%	1	3%	3%	53	6%	1%
	30-39 minutes	2	2%	2%	1	1%	1%	1	1%	1%	-	-	-	8	5%	2%	-	-	-	-	-	-	1	3%	3%	13	2%	1%
	40 minutes or more	-	-	-	1	1%	1%	3	2%	2%	4	3%	1%	2	1%	1%	-	-	-	3	3%	2%	-	-	-	13	2%	1%
2:00P, 3:00P, 4:00P	Less than 10 minutes	10	12%	3%	1	1%	1%	8	7%	2%	16	10%	2%	5	3%	2%	9	14%	4%	18	17%	3%	2	6%	4%	69	8%	1%
	10-19 minutes	19	23%	4%	16	17%	4%	16	13%	3%	20	13%	3%	27	17%	3%	7	11%	3%	18	17%	3%	2	6%	4%	125	15%	1%
	20-29 minutes	6	7%	3%	7	7%	2%	8	7%	2%	7	4%	2%	14	9%	2%	4	6%	3%	5	5%	2%	2	6%	4%	53	6%	1%
	30-39 minutes	1	1%	1%	3	3%	2%	3	2%	2%	4	3%	1%	4	3%	1%	-	-	-	5	5%	2%	-	-	-	20	2%	1%
	40 minutes or more	1	1%	1%	1	1%	1%	-	-	-	2	1%	1%	12	8%	2%	2	3%	2%	4	4%	2%	-	-	-	22	3%	1%
5:00P, 6:00P, 7:00P	Less than 10 minutes	8	10%	3%	4	4%	2%	15	12%	3%	13	8%	2%	7	4%	2%	10	16%	4%	13	12%	3%	6	18%	6%	76	9%	1%
	10-19 minutes	6	7%	3%	19	20%	4%	20	17%	3%	28	18%	3%	20	13%	3%	13	21%	5%	12	11%	3%	5	15%	5%	123	15%	1%
	20-29 minutes	3	4%	2%	5	5%	2%	6	5%	2%	13	8%	2%	14	9%	2%	2	3%	2%	4	4%	2%	3	9%	4%	50	6%	1%
	30-39 minutes	1	1%	1%	4	4%	2%	5	4%	2%	5	3%	2%	5	3%	2%	1	2%	2%	3	3%	2%	2	6%	4%	26	3%	1%
	40 minutes or more	2	2%	2%	3	3%	2%	4	3%	2%	6	4%	2%	2	1%	1%	-	-	-	3	3%	2%	-	-	-	20	2%	1%
	Total	84	100%		94	100%		121	100%		156	100%		156	100%		63	100%		109	100%		33	100%		816	100%	
	No Response		2			4			2			4			2			2			2			-			18	
	Median		10			15			15			15			15			10			10			10				
	Average		14.3			18.0			15.5			16.4			19.7			12.8			17.9			13.0				

Source: DVRPC, 2006

Q5: “What stops will be made during this trip? (choose all that apply)”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

Stops	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
Shopping	113	35%	3%	141	39%	3%	161	31%	2%	212	36%	2%	216	43%	3%	79	39%	4%	129	29%	2%	55	27%	3%	1,106	35%	1%
Work	46	14%	2%	40	11%	2%	80	16%	2%	87	15%	2%	54	11%	2%	26	13%	2%	57	13%	2%	33	16%	3%	423	14%	1%
Medical / Personal	20	6%	1%	14	4%	1%	27	5%	1%	28	5%	1%	19	4%	1%	10	5%	2%	32	7%	1%	10	5%	2%	160	5%	1%
School	6	2%	1%	5	1%	1%	7	1%	1%	13	2%	1%	9	2%	1%	4	2%	1%	8	2%	1%	5	2%	1%	57	2%	1%
Company Business	6	2%	1%	7	2%	1%	22	4%	1%	20	3%	1%	11	2%	1%	5	2%	1%	18	4%	1%	6	3%	1%	95	3%	1%
Home	39	12%	2%	37	10%	2%	69	13%	2%	55	9%	1%	54	11%	2%	26	13%	2%	64	14%	2%	26	13%	2%	370	12%	1%
Recreation / Social	27	8%	2%	29	8%	2%	31	6%	1%	44	7%	1%	31	6%	1%	9	4%	2%	38	9%	1%	19	9%	2%	228	7%	1%
Going Out to Eat	30	9%	2%	59	16%	2%	70	14%	2%	79	13%	2%	71	14%	2%	27	13%	2%	44	10%	2%	26	13%	2%	406	13%	1%
Other	33	10%	2%	31	9%	2%	45	9%	1%	51	9%	1%	35	7%	1%	18	9%	2%	54	12%	2%	21	10%	2%	288	9%	1%
Total Responses	320	100%		363	100%		512	100%		589	100%		500	100%		204	100%		444	100%		201	100%		3,133	100%	

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

Stops	Total		
	No.	%	Error
Shopping	1,162	35%	1%
Work	435	13%	1%
Medical / Personal	169	5%	1%
School	63	2%	1%
Company Business	97	3%	1%
Home	383	12%	1%
Recreation / Social	244	7%	1%
Going Out to Eat	437	13%	1%
Other	304	9%	1%
Total Responses	3,294		

Source: DVRPC, 2006

Q6: "What is your final destination for this trip?"

TUESDAY – RANDOM SAMPLE

Hours Ending	Destination	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
8:00A, 9:00A, 10:00A	Shopping	4	3%	1%	3	2%	1%	4	2%	1%	5	2%	1%	6	3%	1%	1	1%	1%	5	3%	1%	1	1%	1%	29	2%	1%
	Work	23	16%	3%	22	15%	3%	55	24%	3%	60	25%	3%	36	19%	3%	13	18%	4%	19	10%	2%	28	29%	4%	256	20%	1%
	Medical/Personal	2	1%	1%	3	2%	1%	2	1%	1%	4	2%	1%	1	1%	1%	2	3%	2%	3	2%	1%	1	1%	1%	18	1%	1%
	School	2	1%	1%	1	1%	1%	3	1%	1%	1	0%	1%	-	-	-	-	-	-	2	1%	1%	1	1%	1%	10	1%	1%
	Company Business	1	1%	1%	3	2%	1%	3	1%	1%	2	1%	1%	2	1%	1%	2	3%	2%	2	1%	1%	-	-	-	15	1%	1%
	Home	9	6%	2%	4	3%	1%	10	4%	1%	11	5%	1%	10	5%	2%	3	4%	2%	7	4%	1%	1	1%	1%	55	4%	1%
	Recreation/Social	1	1%	1%	2	1%	1%	-	-	-	3	1%	1%	1	1%	1%	-	-	-	-	-	-	-	-	-	7	1%	1%
	Going out to eat	-	-	-	1	1%	1%	-	-	-	-	-	-	1	1%	1%	1	1%	1%	-	-	-	-	-	-	3	0%	1%
	Other	3	2%	1%	2	1%	1%	2	1%	1%	6	3%	1%	1	1%	1%	1	1%	1%	3	2%	1%	-	-	-	18	1%	1%
11:00A, 12:00, 1:00P	Shopping	13	9%	2%	7	5%	2%	9	4%	1%	9	4%	1%	15	8%	2%	8	11%	3%	10	5%	2%	5	5%	2%	76	6%	1%
	Work	7	5%	2%	7	5%	2%	9	4%	1%	6	3%	1%	2	1%	1%	2	3%	2%	13	7%	2%	2	2%	2%	48	4%	1%
	Medical/Personal	4	3%	1%	-	-	-	2	1%	1%	2	1%	1%	-	-	-	1	1%	1%	3	2%	1%	1	1%	1%	13	1%	1%
	School	1	1%	1%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1%	1%	-	-	-	2	0%	1%
	Company Business	-	-	-	-	-	-	6	3%	1%	4	2%	1%	2	1%	1%	-	-	-	-	-	-	-	-	-	12	1%	1%
	Home	9	6%	2%	6	4%	2%	13	6%	2%	20	8%	2%	16	8%	2%	11	15%	4%	18	9%	2%	3	3%	2%	96	7%	1%
	Recreation/Social	-	-	-	-	-	-	-	-	-	1	0%	1%	-	-	-	-	-	-	4	2%	1%	1	1%	1%	6	0%	1%
	Going out to eat	5	3%	2%	3	2%	1%	1	0%	1%	-	-	-	-	-	-	1	1%	1%	1	1%	1%	5	5%	2%	16	1%	1%
	Other	2	1%	1%	3	2%	1%	3	1%	1%	-	-	-	3	2%	1%	2	3%	2%	5	3%	1%	1	1%	1%	19	1%	1%
2:00P, 3:00P, 4:00P	Shopping	3	2%	1%	6	4%	2%	5	2%	1%	7	3%	1%	8	4%	2%	4	5%	2%	4	2%	1%	4	4%	2%	41	3%	1%
	Work	2	1%	1%	4	3%	1%	3	1%	1%	2	1%	1%	2	1%	1%	2	3%	2%	9	5%	2%	2	2%	2%	26	2%	1%
	Medical/Personal	-	-	-	3	2%	1%	-	-	-	1	0%	1%	1	1%	1%	-	-	-	-	-	-	-	-	-	5	0%	1%
	School	-	-	-	1	1%	1%	-	-	-	-	-	-	-	-	-	-	-	-	1	1%	1%	-	-	-	2	0%	1%
	Company Business	-	-	-	1	1%	1%	-	-	-	1	0%	1%	2	1%	1%	-	-	-	2	1%	1%	-	-	-	6	0%	1%
	Home	11	8%	2%	20	13%	3%	21	9%	2%	17	7%	2%	16	8%	2%	4	5%	2%	16	8%	2%	8	8%	3%	113	9%	1%
	Recreation/Social	2	1%	1%	-	-	-	-	-	-	3	1%	1%	-	-	-	-	-	-	-	-	-	-	-	-	2	0%	1%
	Going out to eat	1	1%	1%	2	1%	1%	2	1%	1%	2	1%	1%	3	2%	1%	-	-	-	1	1%	1%	2	2%	2%	13	1%	1%
	Other	-	-	-	1	1%	1%	-	-	-	1	0%	1%	-	-	-	-	-	-	5	3%	1%	1	1%	1%	8	1%	1%
5:00P, 6:00P, 7:00P	Shopping	6	4%	2%	11	7%	2%	2	1%	1%	11	5%	1%	13	7%	2%	2	3%	2%	4	2%	1%	3	3%	2%	52	4%	1%
	Work	2	1%	1%	1	1%	1%	14	6%	2%	3	1%	1%	3	2%	1%	2	3%	2%	5	3%	1%	1	1%	1%	31	2%	1%
	Medical/Personal	2	1%	1%	-	-	-	5	2%	1%	4	2%	1%	2	1%	1%	2	3%	2%	1	1%	1%	-	-	-	16	1%	1%
	School	1	1%	1%	-	-	-	-	-	-	-	-	-	2	1%	1%	-	-	-	-	-	-	-	-	-	3	0%	1%
	Company Business	1	1%	1%	1	1%	1%	1	0%	1%	1	0%	1%	-	-	-	-	-	-	-	-	-	-	-	-	4	0%	1%
	Home	21	15%	3%	28	19%	3%	44	19%	3%	43	18%	2%	28	15%	2%	8	11%	3%	37	19%	3%	14	15%	3%	223	17%	1%
	Recreation/Social	1	1%	1%	1	1%	1%	3	1%	1%	-	-	-	-	-	-	-	-	-	5	3%	1%	5	5%	2%	15	1%	1%
	Going out to eat	1	1%	1%	3	2%	1%	5	2%	1%	3	1%	1%	7	4%	1%	-	-	-	1	1%	1%	3	3%	2%	23	2%	1%
	Other	4	3%	1%	1	1%	1%	3	1%	1%	4	2%	1%	6	3%	1%	1	1%	1%	6	3%	1%	2	2%	2%	27	2%	1%
	Total	144	100%		151	100%		230	100%		237	100%		189	100%		73	100%		193	100%		95	100%		1,312	100%	
	No Response		3			2			1					1				0			3				2			12

Source: DVRPC, 2006

Q6: "What is your final destination for this trip?"

TUESDAY – TOTAL RESPONSES

Destination	Total		
	No.	%	Error
Shopping	447	19%	1%
Work	509	20%	1%
Medical/Personal	66	3%	1%
School	23	1%	1%
Company Business	59	2%	1%
Home	973	39%	1%
Recreation/Social	124	5%	1%
Going out to eat	142	6%	1%
Other	114	5%	1%
Total	2,487	100%	
No Response		30	

SATURDAY – RANDOM SAMPLE

Hours Ending	Destination	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
11:00A, 12:00, 1:00P	Shopping	8	10%	3%	13	13%	3%	7	6%	2%	11	7%	2%	16	10%	2%	6	9%	3%	4	4%	2%	1	3%	3%	66	8%	1%
	Work	2	2%	2%	1	1%	1%	-	-	-	2	1%	1%	2	1%	1%	2	3%	2%	-	-	-	2	6%	4%	11	1%	1%
	Medical/Personal	1	1%	1%	-	-	-	2	2%	1%	1	1%	1%	1	1%	1%	-	-	-	-	-	-	-	-	-	5	1%	1%
	School	-	-	-	-	-	-	-	-	-	1	1%	1%	-	-	-	-	-	-	-	-	-	-	-	-	1	0%	1%
	Company Business	1	1%	1%	-	-	-	2	2%	1%	-	-	-	-	-	-	1	2%	2%	1	1%	1%	-	-	-	5	1%	1%
	Home	12	14%	3%	10	10%	3%	23	19%	3%	17	11%	2%	22	14%	3%	5	8%	3%	13	12%	3%	7	21%	6%	109	13%	1%
	Recreation/Social	1	1%	1%	5	5%	2%	1	1%	1%	5	3%	2%	3	2%	1%	-	-	-	4	4%	2%	1	3%	3%	20	2%	1%
	Going out to eat	2	2%	2%	-	-	-	1	1%	1%	3	2%	1%	1	1%	1%	2	3%	2%	1	1%	1%	-	-	-	10	1%	1%
Other	1	1%	1%	2	2%	2%	-	-	-	1	1%	1%	1	1%	1%	-	-	-	1	1%	1%	-	-	-	6	1%	1%	
2:00P, 3:00P, 4:00P	Shopping	13	15%	4%	14	14%	4%	16	13%	3%	14	9%	2%	19	12%	2%	5	8%	3%	10	9%	3%	1	3%	3%	92	11%	1%
	Work	2	2%	2%	1	1%	1%	3	2%	2%	3	2%	1%	2	1%	1%	1	2%	2%	4	4%	2%	1	3%	3%	17	2%	1%
	Medical/Personal	1	1%	1%	-	-	-	-	-	-	1	1%	1%	1	1%	1%	-	-	-	2	2%	1%	-	-	-	5	1%	1%
	School	1	1%	1%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0%	1%
	Company Business	-	-	-	-	-	-	-	-	-	1	1%	1%	1	1%	1%	-	-	-	-	-	-	-	-	-	2	0%	1%
	Home	15	18%	4%	9	9%	3%	10	8%	2%	20	13%	3%	31	20%	3%	12	19%	4%	24	22%	4%	4	12%	5%	125	15%	1%
	Recreation/Social	2	2%	2%	2	2%	2%	4	3%	2%	4	3%	1%	2	1%	1%	2	3%	2%	6	5%	2%	-	-	-	22	3%	1%
	Going out to eat	1	1%	1%	2	2%	2%	1	1%	1%	5	3%	2%	5	3%	2%	1	2%	2%	2	2%	1%	-	-	-	17	2%	1%
Other	1	1%	1%	1	1%	1%	2	2%	1%	1	1%	1%	2	1%	1%	1	2%	2%	2	2%	1%	-	-	-	10	1%	1%	
5:00P, 6:00P, 7:00P	Shopping	4	5%	2%	9	9%	3%	10	8%	2%	16	10%	2%	12	8%	2%	7	11%	3%	6	5%	2%	3	9%	4%	67	8%	1%
	Work	-	-	-	2	2%	2%	2	2%	1%	4	3%	1%	1	1%	1%	1	2%	2%	1	1%	1%	1	3%	3%	12	1%	1%
	Medical/Personal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2%	2%	-	-	-	1	3%	3%	2	0%	1%
	School	-	-	-	1	1%	1%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0%	1%
	Company Business	-	-	-	1	1%	1%	-	-	-	1	1%	1%	-	-	-	-	-	-	-	-	-	2	6%	4%	4	0%	1%
	Home	12	14%	3%	15	15%	2%	21	17%	3%	34	22%	3%	23	15%	3%	13	20%	4%	17	15%	3%	6	18%	6%	141	16%	1%
	Recreation/Social	2	2%	2%	3	3%	2%	9	7%	2%	4	3%	1%	5	3%	2%	-	-	-	5	5%	2%	3	9%	4%	31	4%	1%
	Going out to eat	1	1%	1%	5	5%	2%	5	4%	2%	7	4%	2%	7	4%	2%	2	3%	2%	5	5%	2%	-	-	-	32	4%	1%
Other	1	1%	1%	1	1%	1%	3	2%	2%	2	1%	1%	1	1%	1%	2	3%	2%	3	3%	2%	-	-	-	13	2%	1%	
Total	84	100%		97	100%		122	100%		158	100%		158	100%		64	100%		111	100%		33	100%		827	100%		
No Response			2			1			1						0			1						2			9	

Source: DVRPC, 2006

Q7: "How often do you travel through this area?"

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

	Cooper + Hurffville												Hurffville + Deptford Center												Hurffville + Clements Bridge																
	NB			SB			EB			WB			Total			NB			SB			EB			Total			NB			EB			WB			Total				
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%
4 days or more	43	57%	7%	34	58%	7%	28	60%	8%	33	65%	8%	138	59%	4%	37	54%	7%	46	42%	5%	40	56%	7%	123	49%	4%	95	67%	5%	69	64%	6%	62	60%	6%	226	64%	4%		
1 to 3 days	7	9%	3%	2	3%	2%	4	9%	4%	4	8%	3%	17	7%	2%	8	12%	3%	25	23%	4%	16	22%	4%	49	20%	2%	10	7%	2%	12	11%	3%	8	8%	2%	30	9%	2%		
Less than 4 times a month	25	33%	5%	23	39%	6%	15	32%	6%	14	27%	6%	77	33%	3%	23	34%	5%	39	35%	5%	16	22%	4%	78	31%	3%	35	25%	3%	27	25%	4%	32	31%	4%	94	27%	2%		
First time ever in this area	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	1	1%	1%	-	-	-	1	1%	1%	2	1%	1%					
Total	75	100%		59	100%		47	100%		51	100%		232	100%		68	100%		110	100%		72	100%		250	100%		141	100%		108	100%		103	100%		352	100%			
No Response	-			1			-			-			1			1			-			-			1			-			1			1			2				

	Clements Bridge + Almonesson												Almonesson + Deptford Center												Clements Bridge + Locust Grove																						
	NB			SB			EB			WB			Total			NB			SB			EB			WB			Total			SB			EB			WB			Total							
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%
4 days or more	46	61%	7%	52	69%	7%	68	62%	6%	74	55%	5%	240	61%	3%	29	52%	7%	55	51%	5%	48	46%	5%	40	51%	6%	173	50%	3%	30	75%	10%	17	61%	11%	37	54%	9%	84	61%	7%					
1 to 3 days	7	9%	3%	4	5%	2%	10	9%	3%	20	15%	3%	41	10%	2%	8	14%	4%	17	16%	3%	19	18%	3%	13	16%	4%	57	16%	2%	5	13%	4%	2	7%	4%	14	20%	3%	21	15%	4%					
Less than 4 times a month	23	30%	5%	19	25%	5%	32	29%	4%	40	30%	4%	114	29%	2%	18	32%	6%	35	33%	4%	38	36%	5%	26	33%	5%	117	34%	3%	5	13%	4%	9	32%	8%	18	26%	4%	32	23%	5%					
First time ever in this area	-	-	-	-	-	-	-	-	-	1	1%	1%	1	0%	1%	1	2%	2%	-	-	-	-	-	-	1	0%	1%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Total	76	100%		75	100%		110	100%		135	100%		396	100%		56	100%		107	100%		105	100%		79	100%		347	100%		40	100%		28	100%		69	100%		137	100%						
No Response	-			-			-			1			1			1			-			-			-			1			-			-			-			-			0				

	Delsea + Cooper												Almonesson + Caulfield												Combined								
	NB			SB			EB			WB			Total			NB			SB			EB			Total			No.	%	Error			
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error			
4 days or more	28	70%	10%	37	66%	8%	68	58%	5%	51	56%	6%	184	60%	4%	46	64%	7%	33	67%	9%	6	67%	20%	85	66%	6%	1,252	59%	2%			
1 to 3 days	4	10%	4%	6	11%	4%	14	12%	3%	16	18%	4%	40	13%	2%	4	5%	2%	5	10%	4%	-	-	-	9	7%	2%	264	12%	1%			
Less than 4 times a month	7	18%	5%	12	21%	5%	35	30%	4%	24	26%	4%	78	26%	3%	22	30%	5%	3	33%	14%	36	27%	4%	626	29%	1%						
First time ever in this area	1	3%	2%	1	2%	2%	1	1%	1%	-	-	-	3	1%	1%	-	-	-	-	-	-	-	-	-	7	0%	1%						
Total	40	100%		56	100%		118	100%		91	100%		305	100%		72	100%		49	100%		9	100%		130	100%		2,148	100%				
No Response	-			1			1			1			-			3			-			-			-			-			9		

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

How Often	Total		
	No.	%	Error
4 days of more	1,490	60%	2%
1 to 3 days	289	12%	1%
Less than 4 times a month	706	28%	1%
First time ever in this area	11	0%	1%
Total	2,496	100%	
No Response	21		

Source: DVRPC, 2006

Q8: “Which of the following routes will be used to get to your next destination? (Check all that apply)”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

	Cooper + Hurffville												Hurffville + Deptford Center												Hurffville + Clements Bridge																
	NB			SB			EB			WB			Total			NB			SB			EB			Total			NB			EB			WB			Total				
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%
Deptford Center	13	9%	2%	9	7%	2%	7	8%	3%	4	5%	2%	33	7%	1%	23	13%	2%	25	13%	2%	19	12%	2%	67	13%	2%	30	11%	2%	30	13%	2%	26	11%	2%	86	12%	1%		
Clements Bridge	21	14%	3%	14	11%	3%	10	11%	3%	9	10%	3%	54	12%	2%	31	18%	3%	32	16%	3%	29	19%	3%	92	17%	2%	82	30%	3%	84	36%	3%	53	23%	3%	219	30%	2%		
Delsea	26	17%	3%	13	11%	3%	11	13%	3%	14	16%	4%	64	14%	2%	15	9%	2%	21	11%	2%	17	11%	2%	53	10%	1%	27	10%	2%	20	9%	2%	23	10%	2%	70	9%	1%		
Almonesson	19	13%	3%	25	20%	3%	21	24%	4%	21	24%	4%	86	19%	2%	18	11%	2%	27	14%	2%	13	8%	2%	58	11%	2%	20	7%	2%	23	10%	2%	23	10%	2%	66	9%	1%		
NJ 55	16	11%	2%	4	3%	2%	1	1%	1%	4	5%	2%	25	6%	1%	19	11%	2%	25	13%	2%	17	11%	2%	61	12%	2%	22	8%	2%	15	6%	2%	22	10%	2%	59	8%	1%		
Cooper	9	6%	2%	13	11%	3%	21	24%	4%	18	21%	4%	61	14%	2%	16	9%	2%	7	4%	1%	14	9%	2%	37	7%	1%	16	6%	2%	11	5%	1%	10	4%	1%	37	5%	1%		
Locust Grove	-	-	-	1	1%	1%	-	-	-	2	2%	2%	3	1%	1%	5	3%	1%	3	2%	1%	2	1%	1%	10	2%	1%	3	1%	1%	2	1%	1%	2	1%	1%	7	1%	1%		
Hurffville	31	21%	3%	23	19%	3%	11	13%	3%	7	8%	3%	72	16%	2%	24	14%	3%	30	15%	2%	24	15%	3%	78	15%	2%	28	10%	2%	21	9%	2%	48	21%	3%	97	13%	1%		
NJ 42	14	9%	2%	20	16%	3%	5	6%	2%	8	9%	3%	47	11%	2%	20	12%	2%	29	15%	2%	21	13%	3%	70	13%	2%	47	17%	2%	29	12%	2%	22	10%	2%	98	13%	1%		
Total Responses	149			122			87			87			445			171			199			156			526			275			235			229			739				

	Clements Bridge + Almonesson										Almonesson + Deptford Center										SB				EB				WB				Total																	
	NB			SB			EB			WB			Total			NB			SB			EB			WB			Total			SB			EB			WB			Total										
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%
Deptford Center	18	12%	3%	8	7%	2%	18	21%	4%	26	30%	5%	70	16%	2%	11	6%	2%	22	11%	2%	25	16%	3%	20	4%	1%	78	11%	1%	13	6%	2%	4	2%	1%	7	1%	1%	24	8%	2%								
Clements Bridge	42	28%	4%	28	23%	4%	67	77%	7%	60	69%	7%	197	44%	3%	22	13%	2%	28	14%	2%	34	22%	3%	26	5%	1%	108	15%	2%	23	10%	2%	18	8%	2%	35	5%	1%	76	27%	3%								
Delsea	19	13%	3%	11	9%	2%	25	29%	5%	22	25%	4%	77	17%	2%	12	7%	2%	22	11%	2%	21	13%	3%	11	2%	1%	65	9%	1%	9	4%	1%	5	2%	1%	18	2%	1%	32	11%	2%								
Almonesson	36	24%	3%	41	34%	4%	35	40%	5%	38	44%	6%	150	34%	2%	21	12%	2%	42	21%	3%	32	21%	3%	30	6%	1%	124	17%	2%	10	4%	1%	8	3%	1%	16	2%	1%	34	12%	2%								
NJ 55	12	8%	2%	10	8%	2%	13	15%	3%	36	41%	5%	71	16%	2%	20	12%	2%	27	14%	2%	46	29%	4%	33	6%	1%	125	17%	2%	4	2%	1%	4	2%	1%	3	0%	1%	11	4%	1%								
Cooper	25	17%	3%	12	10%	3%	36	41%	5%	40	46%	6%	113	25%	2%	11	6%	2%	22	11%	2%	8	5%	2%	14	3%	1%	55	8%	1%	6	3%	1%	9	4%	1%	51	7%	1%	66	23%	3%								
Locust Grove	5	3%	2%	6	5%	2%	10	11%	3%	7	8%	3%	28	6%	1%	1	1%	1%	2	1%	1%	4	3%	1%	7	1%	1%	14	2%	1%	3	1%	1%	4	2%	1%	1	0%	1%	8	3%	1%								
Hurffville	9	6%	2%	8	7%	2%	17	20%	4%	10	11%	3%	44	10%	2%	12	7%	2%	17	9%	2%	10	6%	2%	14	3%	1%	53	7%	1%	7	3%	1%	7	3%	1%	2	0%	1%	16	6%	1%								
NJ 42	22	15%	3%	24	20%	3%	44	51%	6%	28	32%	5%	118	27%	2%	16	9%	2%	22	11%	2%	29	19%	3%	29	6%	1%	95	13%	1%	8	3%	1%	5	2%	1%	4	1%	1%	17	6%	2%								
Total Responses	188			148			265			267			868			126			204			209			184			717			83			64			137			284										

	Delsea + Cooper										Almonesson + Caulfield										Combined											
	NB			SB			EB			WB			Total			NB			SB			EB			Total			Combined				
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%
Deptford Center	3	4%	2%	5	4%	2%	25	9%	2%	12	6%	2%	45	7%	1%	9	7%	2%	7	6%	2%	1	4%	3%	17	7%	2%	420	9%	1%		
Clements Bridge	10	12%	3%	12	11%	3%	49	18%	2%	32	17%	3%	103	15%	2%	20	16%	3%	18	17%	3%	2	8%	5%	40	15%	2%	889	20%	1%		
Delsea	24	28%	5%	34	30%	4%	41	15%	2%	36	19%	3%	135	20%	2%	23	18%	3%	20	18%	3%	5	21%	7%	48	18%	2%	544	12%	1%		
Almonesson	5	6%	2%	13	12%	3%	41	15%	2%	22	12%	2%	81	12%	1%	37	29%	4%	27	25%	4%	8	33%	9%	71	27%	3%	670	15%	1%		
NJ 55	10	12%	3%	10	9%	2%	16	6%	2%	7	4%	1%	43	6%	1%	9	7%	2%	8	7%	2%	1	4%	3%	17	7%	2%	412	9%	1%		
Cooper	17	20%	4%	20	18%	3%	65	23%	3%	63	33%	3%	165	25%	2%	12	9%	2%	9	8%	2%	2	8%	5%	23	9%	2%	557	12%	1%		
Locust Grove	1	1%	1%	1	1%	1%	2	1%	1%	2	1%	1%	6	1%	1%	4	3%	2%	3	3%	2%	2	8%	5%	9	3%	1%	85	2%	1%		
Hurffville	5	6%	2%	6	5%	2%	20	7%	2%	7	4%	1%	38	6%	1%	3	2%	1%	5	5%	2%	-	-	-	8	3%	1%	406	9%	1%		
NJ 42	10	12%	3%	12	11%	3%	19	7%	2%	10	5%	2%	51	8%	1%	12	9%	2%	12	11%	3%	3	13%	6%	27	10%	2%	523	12%	1%		
Total Responses	85			113			278			191			667			129			109			24			260			4,506	100%			

Source: DVRPC, 2006

Q8: “Which of the following routes will be used to get to your next destination? (check all that apply)”

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

Route	Total		
	No.	%	Error
Deptford Center	501	10%	1%
Clements Bridge	1,041	20%	1%
Delsea	631	12%	1%
Almonesson	784	15%	1%
NJ 55	463	9%	1%
Cooper	658	13%	1%
Locust Grove	100	2%	1%
Hurffville	479	9%	1%
NJ 42	605	11%	1%
Total Responses	5,262		

Q9: “It will take about [how many?] minutes to travel from the survey location (where you received this card) to the next destination.”

TUESDAY – RANDOM SAMPLE

Hours Ending	Start Location	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
8:00A, 9:00A, 10:00A	Under 10 minutes	16	12%	3%	12	9%	2%	16	7%	2%	33	14%	2%	17	9%	2%	4	6%	3%	9	5%	2%	7	8%	3%	114	9%	1%
	10 to 19 minutes	14	10%	2%	11	8%	2%	24	11%	2%	25	11%	2%	16	9%	2%	9	13%	4%	19	10%	2%	11	13%	3%	129	10%	1%
	20 to 29 minutes	7	5%	2%	12	9%	2%	22	10%	2%	14	6%	2%	10	5%	2%	2	3%	2%	5	3%	1%	11	13%	3%	83	7%	1%
	30 to 39 minutes	3	2%	1%	2	1%	1%	4	2%	1%	16	7%	2%	10	5%	2%	3	4%	2%	5	3%	1%	1	1%	1%	44	4%	1%
	40 or more minutes	1	1%	1%	2	1%	1%	11	5%	2%	2	1%	1%	2	1%	1%	2	3%	2%	2	1%	1%	2	2%	2%	24	2%	1%
11:00A, 12:00, 1:00P	Under 10 minutes	16	12%	3%	6	4%	2%	14	6%	2%	12	5%	2%	15	8%	2%	10	15%	4%	20	11%	2%	9	10%	3%	102	8%	1%
	10 to 19 minutes	19	14%	3%	11	8%	2%	13	6%	2%	21	9%	2%	16	9%	2%	9	13%	4%	21	11%	2%	2	2%	2%	112	9%	1%
	20 to 29 minutes	5	4%	2%	5	4%	2%	5	2%	1%	6	3%	1%	2	1%	1%	2	3%	2%	5	3%	1%	3	3%	2%	33	3%	1%
	30 to 39 minutes	2	1%	1%	2	1%	1%	6	3%	1%	-	-	-	3	2%	1%	1	1%	2%	4	2%	1%	1	1%	1%	19	2%	1%
	40 or more minutes	-	-	-	-	-	-	3	1%	1%	1	0%	1%	2	1%	1%	2	3%	2%	2	1%	1%	-	-	-	10	1%	1%
2:00P, 3:00P, 4:00P	Under 10 minutes	8	6%	2%	12	9%	2%	12	5%	2%	11	5%	2%	6	3%	1%	4	6%	3%	14	8%	2%	6	7%	2%	73	6%	1%
	10 to 19 minutes	7	5%	2%	15	11%	2%	11	5%	2%	15	7%	2%	14	8%	2%	2	3%	2%	14	8%	2%	8	9%	3%	86	7%	1%
	20 to 29 minutes	1	1%	1%	4	3%	2%	4	2%	1%	3	1%	1%	8	4%	2%	3	4%	2%	-	-	-	2	2%	2%	25	2%	1%
	30 to 39 minutes	-	-	-	2	1%	1%	2	1%	1%	1	0%	1%	1	1%	1%	-	-	-	6	3%	1%	-	-	-	12	1%	1%
	40 or more minutes	1	1%	1%	1	1%	1%	1	0%	1%	-	-	-	1	1%	1%	-	-	-	1	1%	1%	-	-	-	5	-	1%
5:00P, 6:00P, 7:00P	Under 10 minutes	10	7%	2%	15	11%	2%	16	7%	2%	14	6%	2%	21	11%	2%	2	3%	2%	23	12%	2%	11	13%	3%	112	9%	1%
	10 to 19 minutes	18	13%	3%	13	9%	2%	36	16%	2%	31	14%	2%	26	14%	2%	11	16%	4%	21	11%	2%	9	10%	3%	165	13%	1%
	20 to 29 minutes	9	6%	2%	8	6%	2%	12	5%	2%	11	5%	2%	7	4%	2%	2	3%	2%	9	5%	2%	2	2%	2%	60	5%	1%
	30 to 39 minutes	1	1%	1%	5	4%	2%	2	1%	1%	7	3%	1%	4	2%	1%	-	-	-	3	2%	1%	1	1%	1%	23	2%	1%
	40 or more minutes	1	1%	1%	2	1%	1%	5	2%	1%	5	2%	1%	2	1%	1%	-	-	-	2	1%	1%	1	1%	1%	18	1%	1%
	Total	139	100%		140	100%		219	100%		228	100%		183	100%		68	100%		185	100%		87	100%		1,249	100%	
	No Response		8			13			12			9			7			5			11			10			75	
	Median		10			10			15			10			10			10			10			10				
	Average		12.9			14.6			17.1			14.5			13.8			14.7			14.0			13.3				

Source: DVRPC, 2006

Q9: "It will take about [how many?] minutes to travel from the survey location (where you received this card) to the next destination."

TUESDAY – TOTAL RESPONSES

Start Location	Total		
	No.	%	Error
Under 10 minutes	712	30%	1%
10 to 19 minutes	967	41%	2%
20 to 29 minutes	390	17%	1%
30 to 39 minutes	166	7%	1%
40 or more minutes	114	5%	1%
Total	2,349	100%	
NR		168	

SATURDAY – RANDOM SAMPLE

Hours Ending	Start Location	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
11:00A, 12:00, 1:00P	Under 10 minutes	6	8%	3%	11	12%	3%	3	3%	2%	10	7%	2%	9	6%	2%	4	6%	3%	8	7%	2%	6	20%	6%	57	7%	1%
	10 to 19 minutes	16	20%	4%	17	18%	4%	19	17%	3%	11	8%	2%	19	13%	3%	8	13%	4%	10	9%	3%	2	7%	4%	102	13%	1%
	20 to 29 minutes	5	6%	2%	3	3%	2%	7	6%	2%	12	8%	2%	11	7%	2%	3	5%	2%	1	1%	1%	1	3%	3%	43	6%	1%
	30 to 39 minutes	-	-	-	1	1%	1%	2	2%	1%	2	1%	1%	4	3%	1%	-	-	-	4	4%	2%	1	3%	3%	14	2%	1%
	40 or more minutes	2	3%	2%	-	-	-	-	-	-	1	1%	1%	1	1%	1%	-	-	-	-	-	-	-	-	-	4	1%	1%
2:00P, 3:00P, 4:00P	Under 10 minutes	10	13%	3%	7	7%	2%	9	8%	2%	12	8%	2%	16	11%	2%	7	11%	4%	19	18%	3%	1	3%	3%	81	10%	1%
	10 to 19 minutes	17	21%	4%	15	16%	3%	15	13%	3%	25	17%	3%	26	17%	3%	8	13%	4%	18	17%	3%	3	10%	5%	127	16%	2%
	20 to 29 minutes	4	5%	2%	2	2%	2%	5	4%	2%	5	3%	2%	9	6%	2%	5	8%	3%	5	5%	2%	1	3%	3%	36	5%	1%
	30 to 39 minutes	-	-	-	1	1%	1%	3	3%	2%	2	1%	1%	6	4%	2%	1	2%	2%	3	3%	2%	-	-	-	16	2%	1%
	40 or more minutes	1	1%	1%	2	2%	2%	-	-	-	1	1%	1%	2	1%	1%	-	-	-	3	3%	2%	-	-	-	9	1%	1%
5:00P, 6:00P, 7:00P	Under 10 minutes	3	4%	2%	9	10%	3%	16	14%	3%	19	13%	3%	12	8%	2%	8	13%	4%	17	16%	3%	3	10%	5%	87	11%	1%
	10 to 19 minutes	13	16%	4%	14	15%	3%	16	14%	3%	24	17%	3%	18	12%	2%	15	24%	5%	12	11%	3%	8	27%	7%	120	15%	1%
	20 to 29 minutes	2	3%	2%	5	5%	2%	7	6%	2%	10	7%	2%	9	6%	2%	1	2%	2%	3	3%	2%	3	10%	5%	40	5%	1%
	30 to 39 minutes	-	-	-	3	3%	2%	6	5%	2%	7	5%	2%	5	3%	2%	-	-	-	2	2%	1%	1	3%	3%	24	3%	1%
	40 or more minutes	1	1%	1%	4	4%	2%	4	4%	2%	4	3%	1%	3	2%	1%	2	3%	2%	2	2%	1%	-	-	-	20	3%	1%
	Total	80	100%		94	100%		112	100%		145	100%		150	100%		62	100%		107	100%		30	100%		780	100%	
	No Response		6			4			11			15			8			3			4			3			54	
	Median		10			10			10			10			15			10			10			13				
	Average		12.9			14.8			15.4			14.3			15.4			12.7			12.9			13.8				

Source: DVRPC, 2006

Q9A TRAVEL TIME FROM START LOCATION TO NEXT DESTINATION

TUESDAY – RANDOM SAMPLE

Hours Ending	Time Traveled	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
8:00A, 9:00A, 10:00A	Less than 10 minutes	6	4%	2%	2	1%	1%	4	2%	1%	9	4%	1%	4	2%	1%	3	4%	2%	5	3%	1%	1	1%	1%	34	3%	1%
	10-19 minutes	6	4%	2%	7	5%	2%	10	5%	2%	23	10%	2%	12	7%	2%	2	3%	2%	7	4%	2%	4	5%	2%	71	6%	1%
	20-29 minutes	15	11%	3%	9	7%	2%	17	8%	2%	25	11%	2%	12	7%	2%	6	9%	3%	5	3%	1%	14	16%	4%	103	8%	1%
	30-39 minutes	7	5%	2%	8	6%	2%	19	9%	2%	18	8%	2%	12	7%	2%	3	4%	2%	14	8%	2%	8	9%	3%	89	7%	1%
	40-49 minutes	5	4%	2%	4	3%	2%	12	6%	2%	8	4%	1%	3	2%	1%	5	7%	3%	3	2%	1%	2	2%	2%	42	3%	1%
	50 minutes or more	-	-	-	5	4%	2%	5	2%	1%	5	2%	1%	6	3%	1%	-	-	-	1	1%	1%	1	1%	1%	23	2%	1%
	60-69 minutes	1	1%	1%	2	1%	1%	4	2%	1%	1	0%	1%	6	3%	1%	1	1%	2%	2	1%	1%	-	-	-	17	1%	1%
	70 or more minutes	1	1%	1%	1	1%	1%	5	2%	1%	1	0%	1%	-	-	-	-	-	-	2	1%	1%	1	1%	1%	11	1%	1%
11:00A, 12:00, 1:00P	Less than 10 minutes	5	4%	2%	-	-	-	4	2%	1%	3	1%	1%	2	1%	1%	3	4%	2%	6	3%	1%	3	3%	2%	26	2%	1%
	10-19 minutes	12	9%	2%	3	2%	1%	10	5%	2%	8	4%	1%	7	4%	2%	5	7%	3%	18	10%	2%	5	6%	2%	68	6%	1%
	20-29 minutes	13	10%	2%	5	4%	2%	5	2%	1%	8	4%	1%	15	8%	2%	5	7%	3%	11	6%	2%	2	2%	2%	64	5%	1%
	30-39 minutes	3	2%	1%	10	7%	2%	5	2%	1%	10	4%	1%	5	3%	1%	7	10%	3%	6	3%	1%	2	2%	2%	48	4%	1%
	40-49 minutes	3	2%	1%	2	1%	1%	7	3%	1%	3	1%	1%	1	1%	1%	1	1%	2%	4	2%	1%	1	1%	1%	22	2%	1%
	50 minutes or more	2	1%	1%	2	1%	1%	5	2%	1%	5	2%	1%	2	1%	1%	1	1%	2%	2	1%	1%	1	1%	1%	20	2%	1%
	60-69 minutes	-	-	-	2	1%	1%	1	0%	1%	1	0%	1%	2	1%	1%	1	1%	2%	4	2%	1%	1	1%	1%	12	1%	1%
	70 or more minutes	-	-	-	-	-	-	2	1%	1%	1	0%	1%	4	2%	1%	1	1%	2%	1	1%	1%	-	-	-	9	1%	1%
2:00P, 3:00P, 4:00P	Less than 10 minutes	1	1%	1%	1	1%	1%	-	-	-	3	1%	1%	2	1%	1%	2	3%	2%	5	3%	1%	2	2%	2%	16	1%	1%
	10-19 minutes	5	4%	2%	8	6%	2%	7	3%	1%	5	2%	1%	2	1%	1%	3	4%	2%	8	4%	2%	3	3%	2%	41	3%	1%
	20-29 minutes	5	4%	2%	7	5%	2%	8	4%	1%	9	4%	1%	8	4%	2%	-	-	-	9	5%	2%	5	6%	2%	51	4%	1%
	30-39 minutes	2	1%	1%	9	7%	2%	7	3%	1%	8	4%	1%	4	2%	1%	2	3%	2%	7	4%	2%	4	5%	2%	43	3%	1%
	40-49 minutes	3	2%	1%	5	4%	2%	3	1%	1%	4	2%	1%	7	4%	2%	1	1%	2%	2	1%	1%	2	2%	2%	27	2%	1%
	50 minutes or more	-	-	-	1	1%	1%	1	0%	1%	1	0%	1%	1	1%	1%	1	1%	2%	1	1%	1%	-	-	-	6	0%	1%
	60-69 minutes	1	1%	1%	-	-	-	1	0%	1%	-	-	-	4	2%	1%	-	-	-	-	-	-	-	-	-	6	0%	1%
	70 or more minutes	-	-	-	2	1%	1%	3	1%	1%	-	-	-	1	1%	1%	-	-	-	2	1%	1%	-	-	-	8	1%	1%
5:00P, 6:00P, 7:00P	Less than 10 minutes	1	1%	1%	1	1%	1%	2	1%	1%	8	4%	1%	-	-	-	-	-	-	7	4%	2%	2	2%	2%	21	2%	1%
	10-19 minutes	9	7%	2%	9	7%	2%	8	4%	1%	11	5%	2%	12	7%	2%	2	3%	2%	13	7%	2%	10	12%	3%	74	6%	1%
	20-29 minutes	16	12%	3%	9	7%	2%	15	7%	2%	13	6%	2%	14	8%	2%	4	6%	3%	11	6%	2%	6	7%	3%	88	7%	1%
	30-39 minutes	5	4%	2%	6	4%	2%	16	7%	2%	10	4%	1%	14	8%	2%	3	4%	2%	10	5%	2%	2	2%	2%	66	5%	1%
	40-49 minutes	3	2%	1%	6	4%	2%	13	6%	2%	10	4%	1%	8	4%	2%	4	6%	3%	6	3%	1%	2	2%	2%	52	4%	1%
	50-59 minutes	1	1%	1%	1	1%	1%	3	1%	1%	6	3%	1%	5	3%	1%	1	1%	2%	3	2%	1%	-	-	-	20	2%	1%
	60-69 minutes	2	1%	1%	5	4%	2%	8	4%	1%	4	2%	1%	3	2%	1%	1	1%	2%	3	2%	1%	1	1%	1%	27	2%	1%
	70 or more minutes	1	1%	1%	6	4%	2%	4	2%	1%	6	3%	1%	4	2%	1%	-	-	-	5	3%	1%	1	1%	1%	27	2%	1%
Total	134	100%		138	100%		214	100%		227	100%		182	100%		68	100%		183	100%		86	100%		1,232	100%		
No Response		13			15			17			10			8			5			13			11			92		
Median		21			30			30			25			27			28			23			20					
Average		29.3			31.9			33.8			28.7			31.6			27.5			27.9			23.9					

Source: DVRPC, 2006

Q9A TRAVEL TIME FROM START LOCATION TO NEXT DESTINATION

SATURDAY RANDOM SAMPLE

Hours Ending	Start Location	Cooper + Hurffville			Hurffville + Deptford Center			Hurffville + Clements Bridge			Clements Bridge + Almonesson			Almonesson + Deptford Center			Clements Bridge + Locust Grove			Delsea + Cooper			Almonesson + Caulfield			Total		
		No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error
11:00A, 12:00, 1:00P	Less than 10 minutes	4	5%	2%	1	1%	1%	1	1%	1%	4	3%	1%	-	-	-	-	-	-	2	2%	1%	1	3%	3%	13	2%	1%
	10-19 minutes	3	4%	2%	8	9%	3%	7	6%	2%	6	4%	2%	4	3%	1%	5	8%	3%	7	7%	2%	5	17%	6%	45	6%	1%
	20-29 minutes	9	12%	3%	9	10%	3%	8	7%	2%	7	5%	2%	16	11%	2%	2	3%	2%	6	6%	2%	2	7%	4%	59	8%	1%
	30-39 minutes	6	8%	3%	8	9%	3%	6	5%	2%	7	5%	2%	10	7%	2%	6	10%	3%	3	3%	2%	-	-	-	46	6%	1%
	40-49 minutes	3	4%	2%	4	4%	2%	5	5%	2%	5	3%	2%	6	4%	2%	1	2%	2%	-	-	-	-	-	-	24	3%	1%
	50 minutes or more	-	-	-	-	-	-	2	2%	1%	3	2%	1%	4	3%	1%	-	-	-	2	2%	1%	1	3%	3%	12	2%	1%
	60-69 minutes	2	3%	2%	-	-	-	2	2%	1%	2	1%	1%	2	1%	1%	-	-	-	1	1%	1%	1	3%	3%	10	1%	1%
	70 or more minutes	-	-	-	1	1%	1%	-	-	-	2	1%	1%	2	1%	1%	-	-	-	2	2%	1%	-	-	-	7	1%	1%
2:00P, 3:00P, 4:00P	Less than 10 minutes	-	-	-	-	-	-	1	1%	1%	4	3%	1%	3	2%	1%	3	5%	3%	4	4%	2%	-	-	-	15	2%	1%
	10-19 minutes	11	14%	4%	4	4%	2%	6	5%	2%	11	8%	2%	11	7%	2%	5	8%	3%	13	12%	3%	1	3%	3%	62	8%	1%
	20-29 minutes	7	9%	3%	10	11%	3%	9	8%	2%	16	11%	2%	7	5%	2%	4	7%	3%	9	9%	3%	3	10%	5%	65	8%	1%
	30-39 minutes	11	14%	4%	6	7%	2%	7	6%	2%	4	3%	1%	15	10%	2%	4	7%	3%	11	10%	3%	-	-	-	58	8%	1%
	40-49 minutes	2	3%	2%	4	4%	2%	4	4%	2%	8	6%	2%	6	4%	2%	-	-	-	2	2%	1%	1	3%	3%	27	4%	1%
	50 minutes or more	-	-	-	1	1%	1%	2	2%	1%	-	-	-	3	2%	1%	3	5%	3%	2	2%	1%	-	-	-	11	1%	1%
	60-69 minutes	1	1%	1%	-	-	-	2	2%	1%	2	1%	1%	6	4%	2%	-	-	-	4	4%	2%	-	-	-	15	2%	1%
	70 or more minutes	-	-	-	2	2%	2%	-	-	-	-	-	-	8	5%	2%	2	3%	2%	3	3%	2%	-	-	-	15	2%	1%
5:00P, 6:00P, 7:00P	Less than 10 minutes	1	1%	1%	1	1%	1%	3	3%	2%	1	1%	1%	1	1%	1%	1	2%	2%	3	3%	2%	1	3%	3%	12	2%	1%
	10-19 minutes	7	9%	3%	7	8%	3%	9	8%	2%	13	9%	2%	8	5%	2%	8	13%	4%	14	13%	3%	3	10%	5%	69	9%	1%
	20-29 minutes	4	5%	2%	9	10%	3%	10	9%	3%	15	10%	2%	13	9%	2%	8	13%	4%	4	4%	2%	4	13%	5%	67	9%	1%
	30-39 minutes	2	3%	2%	7	8%	3%	11	10%	3%	17	12%	3%	8	5%	2%	5	8%	3%	4	4%	2%	3	10%	5%	57	7%	1%
	40-49 minutes	2	3%	2%	2	2%	2%	5	5%	2%	3	2%	1%	10	7%	2%	3	5%	3%	3	3%	2%	3	10%	5%	31	4%	1%
	50-59 minutes	1	1%	1%	2	2%	2%	2	2%	1%	3	2%	1%	2	1%	1%	-	-	-	1	1%	1%	-	-	-	11	1%	1%
	60-69 minutes	-	-	-	2	2%	2%	5	5%	2%	4	3%	1%	2	1%	1%	-	-	-	3	3%	2%	1	3%	3%	17	2%	1%
	70 or more minutes	2	3%	2%	3	3%	2%	3	3%	2%	6	4%	2%	2	1%	1%	-	-	-	2	2%	1%	-	-	-	18	2%	1%
	Total	78	100%		91	100%		110	100%		143	100%		149	100%		60	100%		105	100%		30	100%		766	100%	
	No Response		8			7			13			17			9			5			6			3			68	
	Median		23.5			25			25			24.5			30			20			20			21				
	Average		26			31.5			29.3			29			34			24.6			30			25.6				

Source: DVRPC, 2006

Q10: “The next destination is approximately [how many?] miles from this survey location?”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

	Cooper + Hurffville												Hurffville + Deptford Center												Hurffville + Clements Bridge																
	NB			SB			EB			WB			Total			NB			SB			EB			Total			NB			EB			WB			Total				
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%
1-2	13	18%	4%	7	13%	5%	18	39%	7%	13	27%	6%	51	23%	3%	51	23%	3%	30	28%	4%	15	21%	4%	60	21%	3%	39	28%	4%	30	28%	4%	21	21%	4%	90	26%	2%		
2-5	29	40%	6%	24	44%	5%	15	33%	6%	18	37%	7%	86	39%	3%	22	33%	6%	32	29%	4%	21	30%	5%	75	29%	3%	42	31%	4%	35	33%	4%	33	33%	5%	110	32%	3%		
5-10	19	26%	5%	17	31%	8%	10	22%	5%	14	29%	6%	60	27%	3%	17	26%	5%	24	22%	4%	25	35%	5%	66	30%	3%	22	16%	3%	25	23%	4%	27	27%	4%	74	22%	2%		
10 or more	12	16%	4%	7	13%	5%	3	7%	3%	4	8%	3%	26	12%	2%	12	18%	4%	23	21%	4%	10	14%	4%	45	21%	3%	34	25%	4%	17	16%	3%	18	18%	3%	69	20%	2%		
Total	73	100%		55	100%		46	100%		49	100%		223	100%		66	100%		109	100%		72	100%		246	100%		137	100%		107	100%		99	100%		343	100%			
No Response	2			5			1			2			10			3			1			1			5			4			2			5			11				

	Clements Bridge + Almonesson												Almonesson + Deptford Center												Clements Bridge + Locust Grove																			
	NB			SB			EB			WB			Total			NB			SB			EB			WB			Total			SB			EB			WB			Total				
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%
1-2	27	36%	5%	10	14%	4%	21	20%	4%	37	28%	4%	95	25%	2%	13	25%	5%	33	31%	4%	22	21%	4%	19	24%	4%	87	25%	2%	14	36%	7%	10	36%	8%	16	24%	5%	40	30%	4%		
2-5	19	26%	5%	24	33%	5%	31	29%	4%	38	29%	4%	112	29%	2%	18	35%	6%	28	27%	4%	24	23%	4%	18	23%	4%	88	26%	2%	8	21%	6%	5	18%	6%	27	40%	6%	40	30%	4%		
5-10	17	23%	4%	20	27%	5%	29	27%	4%	28	21%	3%	94	24%	2%	10	19%	5%	26	25%	4%	31	30%	4%	25	32%	5%	92	27%	2%	12	31%	7%	9	32%	8%	18	27%	5%	39	29%	4%		
10 or more	11	15%	4%	19	26%	5%	26	24%	4%	29	22%	3%	85	22%	2%	11	21%	5%	18	17%	3%	27	26%	4%	17	22%	4%	73	21%	2%	5	13%	5%	4	14%	6%	6	9%	3%	15	11%	3%		
Total	74	100%		73	100%		107	100%		132	100%		386	100%		52	100%		105	100%		104	100%		79	100%		340	100%		39	100%		28	100%		67	100%		134	100%			
No Response	2			2			4			3			11			4			3			1			1			9			2			0			2			4				

	Delsea + Cooper												Almonesson + Caulfield												Combined							
	NB			SB			EB			WB			Total			NB			SB			EB			Total			No.	%	Error		
	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%	Error	No.	%
1-2	7	19%	6%	18	34%	6%	26	22%	4%	21	24%	4%	72	24%	3%	15	21%	4%	9	18%	5%	-	-	-	24	19%	3%	519	25%	1%		
2-5	12	33%	7%	16	30%	6%	54	46%	5%	34	38%	5%	116	39%	3%	20	29%	4%	20	41%	7%	2	25%	13%	42	33%	4%	669	32%	1%		
5-10	11	31%	7%	9	17%	5%	19	16%	3%	17	19%	4%	56	19%	2%	25	36%	5%	11	22%	5%	4	50%	18%	40	30%	4%	521	25%	1%		
10 or more	6	17%	5%	10	19%	5%	19	16%	3%	17	19%	4%	52	18%	2%	10	14%	5%	9	18%	5%	2	25%	13%	21	17%	3%	385	18%	1%		
Total	36	100%		53	100%		118	100%		90	100%		296	100%		70	100%		49	100%		8	100%		127	100%		2,094	100%			
No Response	4			3			2			2			11			2			0			1			3			64				

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

Miles	Total		
	No.	%	Error
1-2	599	25%	1%
2-5	774	32%	1%
5-10	614	25%	1%
10 or more	442	18%	1%
Total	2,429	100%	
No Response	88		

Source: DVRPC, 2006

Q11: “Where will you park in Deptford? (check all that apply)”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

Parking Lot	No.	%	Error
Deptford Mall	870	23%	1%
Sams Club	339	9%	1%
Old Navy	237	6%	1%
BJ's	344	9%	1%
Marshalls	174	5%	1%
Pathmark	316	9%	1%
Other	740	20%	1%
Not Applicable	408	11%	1%
Kmart	277	7%	1%
Total Responses	3,703		

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

Parking Lot	No.	%	Error
Deptford Mall	995	23%	1%
Sams Club	397	9%	1%
Old Navy	281	7%	1%
BJ's	392	9%	1%
Marshalls	201	5%	1%
Pathmark	377	9%	1%
Other	868	20%	1%
Not Applicable	450	10%	1%
Kmart	339	8%	1%
Total Responses	4,300		

Q12A: “Are you aware of public transit in this area?”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

	No.	%	Error
Yes	884	42%	1%
No	1,232	58%	2%
Total	2,116	100%	
No Response		42	

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

	No.	%	Error
Yes	1,059	43%	1%
No	1,399	57%	2%
Total	2,458	100%	
No Response		59	

Source: DVRPC, 2006

Q12B: “If yes, have you used it?”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

	No.	%	Error
Yes	52	7%	1%
No	718	93%	3%
Total	770	100%	
No Response		114	

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

	No.	%	Error
Yes	69	7%	1%
No	858	93%	3%
Total	927	100%	
No Response		132	

Q13A: “If available, would you use a shuttle bus to travel (see map) to this area?”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

	No.	%	Error
Yes	327	16%	1%
No	1,682	84%	2%
Total	2,009	100%	
No Response		149	

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

	No.	%	Error
Yes	384	16%	1%
No	1,944	84%	2%
Total	2,328	100%	
No Response		189	

Source: DVRPC, 2006

Q13B: "...or within this area?"

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

	No.	%	Error
Yes	378	25%	1%
No	1,146	75%	2%
Total	1,524	100%	
No Response		634	

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

	No.	%	Error
Yes	437	25%	1%
No	1,313	75%	2%
Total	1,750	100%	
No Response		767	

Q14: "Are you [which sex?]"

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

Sex	No.	%	Error
Male	828	40%	1%
Female	1,258	60%	2%
Total	2,086	100%	
No Response		72	

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

Sex	No.	%	Error
Male	942	39%	2%
Female	1,473	61%	2%
Total	2,415	100%	
No Response		102	

Source: DVRPC, 2006

Q15: “What is your household income per year?”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

Income	No.	%	Error
Under \$10,000	44	2%	1%
\$10,000 - \$35,000	295	15%	1%
\$35,000 - \$75,000	605	31%	1%
\$75,000 - \$100,000	352	18%	1%
\$100,000 or more	324	17%	1%
Prefer not to answer	338	17%	1%
Total	1,958	100%	
No Response	200		

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

Income	No.	%	Error
Under \$10,000	56	2%	1%
\$10,000 - \$35,000	356	16%	1%
\$35,000 - \$75,000	706	31%	1%
\$75,000 - \$100,000	389	17%	1%
\$100,000 or more	367	16%	1%
Prefer not to answer	400	18%	1%
Total	2,274	100%	
No Response	243		

Q16: “Are you [which employment status?] (check all that apply)”

TUESDAY AND SATURDAY COMBINED – RANDOM SAMPLE

Employment	No.	%	Error
Employed Full-Time	1,285	57%	2%
Employed Part-Time	271	12%	1%
Retired	368	16%	1%
Currently Unemployed	36	2%	1%
Homemaker	206	9%	1%
Student	93	4%	1%
Total Responses	2,259	100%	

TUESDAY AND SATURDAY COMBINED – TOTAL RESPONSES

Employment	No.	%	Error
Employed Full-Time	1,503	57%	2%
Employed Part-Time	312	12%	1%
Retired	421	16%	1%
Currently Unemployed	42	2%	1%
Homemaker	235	9%	1%
Student	105	4%	1%
Total Responses	2,618		

Source: DVRPC, 2006

Appendix III: Intersection Improvements

July 19, 2006

Route 55/ Deptford Center Traffic Study

Arora and Associates, P.C. in conjunction with the Delaware Valley Regional Planning Commission (DVRPC), have been retained by the New Jersey Department of Transportation (NJDOT) to undertake a study of the Route 55/Deptford Mall area to identify “quick-fix” mitigation measures which could be applied at a number of intersections which encompass the Deptford Mall.

Specifically, the study area involved the road network which surrounds or directly intersects the Deptford Mall. The major roads addressed by this study were as follows:

- Route 41
- Clements Bridge Road (County Road 544)
- Cooper Street (County Road 706)
- Almonesson Road (CR 621)
- Deptford Center Road
- Route 55 Off/On Ramps

Route 41 and the Route 55 Off/On Ramps are under the jurisdiction of the NJDOT. Clements Bridge Road, Almonesson Road, and Cooper Street are under the jurisdiction of Gloucester County. Deptford Center Road is under the jurisdiction of Deptford Township.

These six roadways intersect at various points along them to create the nine intersections which were the focus of the overall study. These nine intersections are as follows:

- 1) Route 41 and Clements Bridge Road
- 2) Route 41 and Deptford Center Road/Route 42 On Ramp
- 3) Route 41 and Cooper Street
- 4) Clements Bridge Road and Mall East Drive/Coach Road
- 5) Clements Bridge Road and Almonesson Road
- 6) Clements Bridge Road and Locust Grove Boulevard/Greenbriar Court
- 7) Clements Bridge Road and Cooper Street
- 8) Almonesson Road and Mall Road South
- 9) Almonesson Road and Deptford Center Road/Route 55 Ramp

In May, 2005, the DVRPC conducted weekday AM and PM peak period, and Saturday peak period manual turning movement traffic counts at each of these nine locations.

In March, 2006, the NJDOT conducted additional manual turning movement traffic counts at Route 41 and Clements Bridge Road, and Route 41 and Deptford Center Road/Route 42 On Ramp. These counts were undertaken since the traffic patterns in this area had been altered subsequent to the DVRPC counts of May, 2005.

The data from these counts was used to generate Level of Service analyses based on Highway Capacity Manual methodologies and software.

The results of those analyses are summarized in the attached Table 1, Level of Service Analyses. This technical analysis effort was supplemented by field visits to the study area and the individual intersections.

**TABLE 1
LEVEL OF SERVICE ANALYSES**

Route 41 and Clements Bridge Road Traffic Counts in March 2006 by NJDOT			
Time Period	Delay	LOS	Cycle
AM Peak	24.2	C	120
PM Peak	74.6	E	120
Saturday Peak	89.5	F	120

Route 41 and Deptford Center Road Traffic Counts in March 2006 by NJDOT			
Time Period	Delay	LOS	Cycle
AM Peak	68.7	E	90
PM Peak	32.3	C	90
Saturday Peak	41.2	D	90

Route 41 and Cooper Street Traffic Counts in May 2005 by DVRPC			
Time Period	Delay	LOS	Cycle
AM Peak	27.6	C	90
PM Peak	47.4	D	90
Saturday Peak	109.7	F	90

Clements Bridge Road and Mall East Drive/ Coach Road Traffic Counts in May 2005 by DVRPC			
Time Period	Delay	LOS	Cycle
AM Peak	77.3	E	120
PM Peak	51.4	D	120
Saturday Peak	357.4	F	120

Clements Bridge Road and Almonesson Road Traffic Counts in May 2005 by DVRPC			
Time Period	Delay	LOS	Cycle
AM Peak	276.4	F	103
PM Peak	234.7	F	103
Saturday Peak	117.9	F	103

Clements Bridge Rd. and Locust Grove Rd./ Greenbriar Ct. Traffic Counts in May 2005 by DVRPC			
Time Period	Delay	LOS	Cycle
AM Peak	21.5	C	98
PM Peak	26.4	C	98
Saturday Peak	54.8	D	98

Clements Bridge Road and Cooper Street Traffic Counts in May 2005 by DVRPC			
Time Period	Delay	LOS	Cycle
AM Peak	153.0	F	90
PM Peak	175.0	F	90
Saturday Peak	110.4	F	90

Almonesson Road and Mall South Drive Traffic Counts in May 2005 by DVRPC			
Time Period	Delay	LOS	Cycle
AM Peak	47.1	D	90
PM Peak	58.8	E	90
Saturday Peak	58.1	E	90

Almonesson Rd. and Deptford Center Rd./ Rt. 55 Ramp Traffic Counts in May 2005 by DVRPC			
Time Period	Delay	LOS	Cycle
AM Peak	402.0	F	110
PM Peak	101.3	F	110
Saturday Peak	137.5	F	110

Note:

The results shown in this table were obtained by employing HCS2000 software.

As a result of this work, remediation measures were developed to address the intersection related traffic operational problems identified through the level of service analyses and field work. The primary focus was to develop “quick fix” measures which could be easily implementable for not a large cost.

While this approach is applicable at a number of the intersections, there are some which will need more in-depth and costly measures to address the traffic operating conditions associated with them.

The following provides a summary of the necessary remediation measures on an intersection-by-intersection basis.

1. Route 41 and Clements Bridge Road
 - a) Signal timing adjustment
 - Provide additional green time to Clements Bridge Road

2. Route 41 and Deptford Center Road/Route 42 On Ramp
 - a) Signal timing and phasing adjustments
 - Provide a Route 41 SB right turn overlap with Deptford Center Road phase.
 - Provide a Deptford Center Road right turn overlap with Route 41NB lead green interval
 - Provide “dual lead green” interval for the Route 41 NB and SB left turn movements.
 - Provide 120 second background cycle.

3. Route 41 and Cooper Street
 - a) Signal timing adjustments
 - Provide a 120 second background cycle
 - Provide additional green time to the left turn intervals on all four approaches.

One general comment to make regarding the three Route 41 study intersections is to provide a 120 second background cycle for the signals and undertake a progression analysis to establish the appropriate offsets. Another signal timing alternative is to provide a “time-of-day, day-of-week” operation for the Route 41 signals within the study area.

4. Clements Bridge Road and Mall East Drive/Coach Road
 - a) Signal timing and phasing adjustments
 - Provide Mall East Drive NB overlap with Clements Bridge Road left turn phase

The only effective way to do this is to provide a second exclusive right turn only lane along Mall East Drive. A single NB right turn only lane can be explored that would run as an overlap with the Clements Bridge Road left turn phase. However, a single lane may not be sufficient in light of the high Saturday volume (867) for this right turn movement.

5. Clements Bridge Road and Almonesson Road

a) Signal timing adjustments

- Provide additional green time to all phases
- Implement “time-of-day, day-of-week” timing plans

The best way to provide additional capacity at this location is to install exclusive right turn lanes along the westbound approach of Clements Bridge Road and the northbound approach of Almonesson Road. Also, the implementation of dual left turn lanes should be considered.

6. Clements Bridge Road and Locust Grove Road/Greenbriar Court

a) Signal timing adjustments

- Provide additional green time to the Clements Bridge Road through movement and to the Locust Grove Road SB approach.

7. Clements Bridge Road and Cooper Street

a) Signal timing adjustments

- Provide 120 second cycle; this will have the effect of adding green time to each of the phases.
- Provide a “time-of-day, day-of-week” timing plan so green times can be distributed reflective of the variation in traffic flows through this intersection.

Alternatives

- Provide an additional exclusive left turn lane, along Cooper Street SB. Two receiving lanes are in place along Clements Bridge Road EB.

8. Almonesson Road and Mall Road South

a) Signal timing adjustments

- Provide 120 second cycle; this will have the effect of adding green time to each of the phases
- Provide a “time-of-day, day-of-week” timing plan so green times can be distributed reflective of the variation in traffic flows through this intersection.

9. Almonesson Road and Deptford Center Road/Route 55 Ramp

a) Signal timing adjustments

- Provide 120 second cycle; this will have the effect of adding green time to each of the phases.
- Provide a “time-of-day, day-of-week” timing plan so green times can be distributed reflective of the variation in traffic flows through this intersection.

b) Revise intersection configuration

- Add an additional lane to the Route 55 Off Ramp approach. This lane will allow exclusive lanes for all three movements from this approach. Additional capacity will be created which should permit a redistribution of green time to other intersection approaches.

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Geographic Area Covered:

The study area includes the northeastern section of Deptford Township in Gloucester County NJ.

Key Words:

Level of service, traffic volume, retail, origin/destination study, travel forecasting, shuttle bus, pedestrian facilities, employment centers, transit service, crashes, journey-to-work

ABSTRACT: *This is a traffic study of the retail area of Deptford Township in Gloucester County. It includes an origin-destination survey to determine travel characteristics at and around the regional retail center in the Deptford Mall area. It also includes future year analysis of the proposed Route 55 interchange extension that would connect NJ 55 directly with Clements Bridge Road via Greenbriar Court. Short term improvements to the highway infrastructure that could alleviate congestion at key locations were also identified.*

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