REPORT TO

GOVERNOR RICHARD J. HUGHES

RAPID TRANSIT LINE
THROUGH THE
CAMDEN AREA

INCLUSIVE OF FREIGHT
REROUTING AND HIGHWAY IMPROVEMENTS

SUBMITTED
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STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

February 11th
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Honorable Richard J. Hughes
Governor, State of New Jersey
State House
Trenton, New Jersey

Dear Governor:

Attached is our report on the South Jersey rapid transit line. Briefly, it recommends use of the Port Authority route and provides assistance to Camden in its redevelopment plans by elimination of the east-west embankment and by construction of an industrial route to serve the riverfront area.

The embankment removal will simplify construction of the North-South Freeway and we propose using some of the attendant savings to finance a part of the railroad improvements necessary for rerouting freight trains to serve the industrial development of the riverfront. The railroad has agreed to absorb any excess cost of the freight line rerouting over $1,800,000. The original cost was estimated at $2,800,000. This decision makes the railroad a partner in the overall plan.

Discussions were held on Thursday with Mayor Tate, Mayor Pierce and railroad officials. These meetings supplemented earlier conferences with Messrs. Murphy and Langston of the Greater Camden Movement. All expressed satisfaction with the proposals submitted. We can now "get the show on the road".

Dwight R. G. Palmer
Commissioner

RAPID TRANSIT LINE THROUGH CAMDEN

After review and evaluation of several engineering and feasibility reports of the Camden area's transportation needs undertaken by consultants for the Delaware River Port Authority on the recommendation of the Authority's Transportation Committee, the Authority at its February 18, 1961 meeting formally approved the construction and operation of a modern high speed transit line, an extension of the present rail service between Philadelphia and Camden.

Opposition to this proposal developed in Camden and in communities east of Camden. Officials in Camden suggested that alternative routes through the city to a new terminus in the vicinity of Kirkwood, either adjacent to the waterfront or in the median of the planned North-South Freeway, be investigated. Camden City officials stated as their principal objective the elimination of the east-west railroad embankment through the city and also the elimination of other railroad "barriers" converging on the center of Camden.

At the request of the Governor, the New Jersey State Highway Department reviewed and investigated the several objections against the transit proposal. With regard to Camden, the Department undertook to determine: (1) how the east-west railroad embankment and retaining walls could be removed and still maintain freight service to the waterfront industrial areas; (2) how rapid transit routes not only to Kirkwood but also future extensions to Woodbury and Moorestown could be accomplished without use

of the east-west embankment; and (3) how plans could be revised to eliminate the need for a third level structure at Division Street in Camden. (Camden officials heartily disapproved this detail of the Authority's proposal.)

During the ensuing months, the co-ordinated efforts of the State, the Port Authority and the Pennsylvania Railroad resulted in a new line and grade arrangement of existing and proposed railroad and transit facilities in the vicinity of Center Tower in Camden which eliminated the need of a third level at Division Street. This design also permitted concurrent or future removal of the east-west embankment west of Center Tower. Subsequently, the Governor's approval of the Kirkwood project was conditioned upon this design. The future Woodbury transit line was shown to be located in the median of the North-South Freeway.

A group of business and political leaders organized as the Greater Camden Movement prevailed upon the Port Authority and the State to defer action upon the detailed design of the Kirkwood line over the right-of-way of the Pennsylvania-Reading Seashore Lines as well as the North-South Freeway alignment within the City of Camden until its work on a development plan for downtown Camden had been completed.

In February of 1962, preceding the Authority's selection of consultants to engineer the detailed design of the route, the G.C.M. completed a report entitled "A Concept Plan for Downtown Camden". The principal recommendations set forth in this report for downtown commercial and residential development were:

1. Removal of the east-west railroad embankment and a realignment of the freight line to serve waterfront industries, either by using alternate existing lines (as others had proposed), placing the freight route in the State's North-South Freeway, or constructing a partially depressed freight route from the vicinity of Center Tower to the waterfront area.
2. Constructing the transit line to Kirkwood in an "L" alignment following 3rd Street, Bulson Street and Ferry Avenue returning to the Port Authority route at Ferry Avenue station.
3. Constructing a new rail transit tunnel under the Delaware River between Camden and Philadelphia in the vicinity of Cooper Street at the time the rail route to Moorestown becomes a reality.
4. Abandoning the existing City Hall subway station and re-arranging the Broadway Station to a north-south orientation parallel with the proposed subway section of the Kirkwood line. This new station to provide for bus to rail transfers by constructing special subway entrances to the terminal from the North-South Freeway.
5. Construction of an industrial highway parallel with the waterfront and adjacent to the proposed location of the transit line to Kirkwood.

Early in April the Greater Camden Movement presented its "Concept" to Governor Richard J. Hughes, the New Jersey Highway Department and the Port Authority at a joint meeting held in Philadelphia.

The Authority registered its objection to the route proposed for the Kirkwood line principally on the basis that the cost would far exceed that of the formerly approved alignment. The Authority pointed out that satisfying other complaints voiced by officials of Camden and the suburban communities had increased the cost of initial construction to the point of rendering the project infeasible even with a contribution of twenty-five million dollars in surplus Authority funds and the three million dollars pledged by the State Highway Department for grade crossings.

Governor Hughes insisted that the engineering work on the Kirkwood line not be further delayed and urged that the Authority proceed with its work on the route outside of Camden, and that a study be made to determine if the route within Camden as proposed by the G.C.M. was feasible. This study seemed necessary in light of statements made by the latter to the effect that additional costs of the "L" alignment over new right-of-way would be offset by reduction in costs of constructing the Woodbury line as this line would use about two miles of the Kirkwood route as proposed by Camden.

By agreement among all parties at interest the firm of Coverdale and Colpitts was retained to determine through engineering studies a sound basis for making the following comparisons:

1. The difference in transit line construction cost between the Port Authority and G.C.M. alignments between common points.

2. The difference in maintenance and operating costs of the two routes.
3. The difference in patronage and revenues that would result from adoption of the G.C.M. alignment.
4. The added cost that would be incurred in making a connection to the future Woodbury line under the Port Authority route as compared with the G.C.M. alignment.

Coverdale & Colpitts completed its assignment setting forth its findings in a report entitled "Camden Rapid Transit - Route Alternative Study for the G.C.M." With respect to the four principal matters as above listed, the findings were that:

1. Initial construction of the Kirkwood line following the 3rd Street, Bulson Street, Ferry Avenue alignment (L shaped) as proposed by the G.C.M., would initially increase the construction costs by approximately 6 million dollars.
2. The maintenance and operating costs would be increased by $77,000 per year as a result of operating over a route about 8300 feet longer.
3. Revenues would be increased annually by $113,000 primarily as a result of constructing a new station at Bulson Street adjoining the North-South Freeway.
4. The future connection from Woodbury could be accomplished in vicinity of the proposed Bulson Street station thus permitting

Woodbury trains to utilize the Kirkwood line from the Bulson Station northerly. Such a connection would effect a saving of some $5,000,000 in the cost of the Woodbury line if and when constructed. The report went on to suggest that constructing a large parking area at the Bulson Street station with convenient access from the North-South Freeway might render the Woodbury line less necessary and hence less economic. In that event the report suggested the line could be eliminated with attendant savings of $30 to $35 million of future investment in transit facilities.

THE GREATER CAMDEN MOVEMENT ROUTE

The alignment advocated by the G.C.M. was similar to the initial "Concept" for a transportation plan outlined by the planning consultants except that the new north-south oriented transportation terminal in Camden was omitted and in place thereof the plan envisioned enlarging the existing City Hall station to accommodate all traffic now using both the City Hall and Broadway stations. Although not included in the estimates or in transit time calculations, a future station at Kaighn Avenue in south-west Camden was contemplated. Most of the proposed route to be located on new right-of-way whereas the Port Authority alignment absorbed or followed the P-RSL Railroad right-of-way with such widening and property acquisitions as necessary to accommodate the transit tracks, stations, parking areas, etc.

The G.C.M. alignment paralleled 3rd Street traversing a blighted area that is proposed for redevelopment. Along much of the route the area could only be characterized as a "slum". Several hundred low-grade homes, a few commercial buildings and a school house would have to be acquired to provide right-of-way.

In the southern section, the route entered an industrial area where considerable adjustment of existing freight tracks would be necessary in order to provide for transit tracks. After the route turned to the east following Bulson Street it traversed an area that has mixed land use. In the vicinity of Ferry Avenue it bisected a trailer park and then occupied a strip of cemetery requiring removal of some 400 graves prior to joining the existing P-RSL right-of-way and the proposed Port Authority alignment.

Construction of an "industrial highway" was proposed on an alignment that would be adjacent to the transit track throughout much of its route. From the center city station south to the proposed Bulson Street station - a distance of some 2 miles - only five east-west streets are planned to be carried over or under the transit route. All others were to be blocked off at the tracks.

BENEFITS TO CITY OF CAMDEN OF ALTERNATIVE TRANSIT ROUTE

The sponsors of the alternative route claimed two major benefits that would accrue to Camden on adoption of the 3rd Street alignment in comparison with the Port Authority P-RSL route. These were:

1. It would provide better service to the City.
2. It would be in accord with its master plan and provide a divider between the industrial waterfront zone and the residential area east of 3rd Street.

Other reasons stated by its proponents were that the 3rd Street route will absorb a certain amount of land that currently has an undersirable use and that the 3rd Street alignment would aid in realizing the proposed "industrial route".

G.C.M. "CONCEPT FOR DOWNTOWN CAMDEN"

The work of the Greater Camden Movement has been coordinated with the City's official master plan and incorporates land use proposals for the downtown sector. There appears to be no major difference in opinion as to the "Concept"; the Greater Camden Movement efforts have been endorsed by the City of Camden. Redevelopment of part of the waterfront industrial zone is now in process.

PORT AUTHORITY REVIEW OF
COVERDALE & COLPITTS REPORT

The Delaware River Port Authority and its consultants analyzed the Greater Camden Movement proposal and observed that it would:

1. Increase the initial capital cost of the Kirkwood line by $10,284,000 rather than the G.C.M. figure of $6,000,000.
2. Increase future expenditures for construction of a Moorestown branch by $2,130,000. (An item not considered by G.C.M.)

3. Decrease patronage by 1,654 trips per weekday and annual gross revenues by $116,100 as opposed to the G.C.M. estimated increase of 1,014 trips daily and $113,400 in annual revenue.
4. Increase annual operating costs by $91,100 vs. $77,000 estimated by G.C.M.
5. Increase annual fixed costs by $639,000 required to finance the additional capital cost.

In addition, the Port Authority pointed out that the G.C.M. route would reduce from $5,250,000 to $2,072,000 the amount of savings to be realized by elimination of railroad trackage between Camden and West Haddonfield. Since these funds were intended to be used for rearranging railroad facilities to permit the track elimination, other sources would have had to contribute $3,178,000 under the G.C.M. plan.

The Authority rejected the possibility that the G.C.M. route would eliminate need for a transit line extension to Woodbury resulting in savings of $35,000,000 in future construction. The people of Woodbury and points south want and expect the facility to be built. This opinion has been substantiated by the Senator from Gloucester County who emphasized his opposition to any plan failing to provide service to that area.

Finally, the Port Authority stated that under either its plan or that of the G.C.M. it will be possible to eliminate the east-west railroad embankment and thereby facilitate the redevelopment of the downtown Camden area -

the prime objective of the City of Camden and the Greater Camden Movement.

FREIGHT ROUTE TO WATERFRONT

As discussed earlier, the Highway Department, the Port Authority and the Pennsylvania Railroad worked out line and grade of the proposed transit routes which would permit removal of the east-west railroad embankment. To serve the waterfront industries, a plan for connections and track improvements necessary to reroute freight trains from Pavonia Yard to Center Tower thence south over the P-RSL main line to Division Street in Camden, thence over the Woodbury route to Bulson Street, thence through Camden Beer property to Bulson Yard was suggested as a reasonable alternative to the route over the east-west embankment. The G.C.M. proposal has adopted this same general freight rerouting plan and carried it a step further. The previous effort made no attempt to provide funds to accomplish the freight rerouting nor did it attempt to allocate responsibility to the several parties for effectuating various parts of the overall plan. Suggestions made by G.C.M. to finance the increased initial cost of its proposal including the cost of improvements in freight routes are set forth in subsequent paragraphs.

EFFECT OF ALTERNATIVE PROPOSAL
ON SUBURBAN PASSENGER SERVICE

The Pennsylvania Railroad now operates one round trip per day each between Broadway Station in Camden and Trenton, Moorestown and Pemberton. The P-RSL operates from one to five round trips per day on four routes between

Camden and points to the east including Atlantic City, Ocean City, Wildwood, and Cape May, Clementon and Millville. Some commuter trains operating between Philadelphia and Atlantic City have connections in Haddonfield for Camden patrons. Both commutation and basic fares are substantially cheaper between Camden and Atlantic City (and other shore cities) as compared with the fares between Philadelphia and New Jersey points. Most New Jersey commuters with Philadelphia destinations utilize trains to Camden and then transfer at Broadway Station to the Bridge line trains. The Bridge line trains (also referred to as the High Speed Line) enter the Broadway Station in subway one level below the Street. The suburban trains enter the station on an elevated profile supported by earth embankment and retaining walls (the east-west embankment or the so-called "Chinese Wall") one level above the street. Transfer from trains to transit line being made by stairs and escalators.

The Port Authority's latest plan for the Kirkwood line extends the Bridge line subway for about 1000 feet to underpass streets then ascends to the level of the P-RSL trackage and follows the existing profile of the railroad until the route leaves Camden. This plan allows continuance of Broadway Station as both an origin and destination transit line station and as a facility for transfer between four suburban rail routes (Trenton, Moorestown, Clementon and Millville) and the transit line. It has always been contemplated that passenger service between Kirkwood and Camden on the remaining P-RSL route from shore stations would be replaced by the transit line. Passengers from these points would then transfer at Kirkwood

for Camden destinations or for entry into Philadelphia via rapid transit, while P-RSL trains in the shore service would leave the transit alignment at Haddonfield and continue over the Delair branch to Philadelphia or some service terminal in New Jersey or Philadelphia.

The route advocated by G.C.M. would turn westerly in vicinity of the present City Hall Station in Camden and by-pass Broadway Station by several blocks. At Kirkwood the same transfers would be available to P-RSL shore line patrons as under the Authority plan; however, assuming that the G.C.M. proposal were to be put in effect while service was operating on the other suburban rail routes, several hundred passengers would be required to walk three or four blocks to make the transfer from the existing Broadway Station to the City Hall Station in order to continue their commuting to Philadelphia. Removal of the east-west railroad embankment in Camden could not be accomplished even with funds available to provide an alternate freight route until regulatory agencies approve changes in the passenger services now using the embankment.

FINANCING

The cost of the first stage development of the South Jersey Rapid Transit System - the Kirkwood line - has continually been increasing since the announcement by the Authority that it intended to proceed with construction upon approval by the Governors of New Jersey and Pennsylvania. In attempts to satisfy the communities through which this line passes station plans were altered, profiles adjusted, viaducts substituted for embankments and more

underpasses for street traffic provided. These changes when made would add approximately five million dollars to the estimated cost.

The review by the Highway Department prompted further changes, including a recommendation that the transit line and the adjacent P-RSL track be depressed through Haddonfield provided this is found to be feasible after further engineering investigation.

Concurrent with the releasing of the report on the alternative route prepared by Coverdale and Colpitts, the Greater Camden Movement issued its own report intended to be a statement of policy to guide the several interests. This report, entitled "Transportation Proposals", apparently recognizes that the total cost of the project is such as to strain the resources of the Port Authority for it contains the following statement:

> "Since no one agency nor level of government can or should be expected to bear the burden of total financing of these proposals, inasmuch as the public and private benefits will be shared by the entire Greater Philadelphia-Camden area, we believe it incumbent upon the following sources to share in the financing package."

The sharing of cost proposal that follows the preceding quotation suggests that: (a) the Port Authority increase its participation "slightly", (b) the railroads be relieved of providing passenger service and that because of

the savings that would then result to the carriers that they "should be willing to pay the cost of revising and modernizing their freight facilities in order to help make a workable alternative economically feasible", (c) the State dedicate four years of subsidy allocable to the Pennsylvania-Reading Seashore Lines to the transit project (approximately $1 million) and (d) the Kirkwood line apply for federal grant "if and when" a measure similar to that introduced in the last session of Congress becomes enacted and funds are appropriated.

THE MASTER PLAN AND RAILROAD BARRIERS

The Greater Camden Movement has put considerable effort into its development plan for downtown Camden.

Similarly, the City of Camden organized in the past three years a Planning and Redevelopment Department with a well-qualified staff and has concentrated on developing a "Master Plan" for the entire City. Both groups have worked to bring about changes in the transit proposals to conform to their plans - or their concept of what Camden's needs may be twenty years hence.

There has been a tendency to blame the existence of the Railroads for the "blighted" condition of many of the neighborhoods adjacent to the railroad's routes. Inspection confirms, however, that the condition of the neighborhoods adjacent to the elevated route under discussion is far superior to most of the area along 3rd Street where there is no railroad. In this connection it should be pointed out that other cities have first class

single family dwellings and fashionable apartments adjacent to railroad lines and there appears no reason why similar conditions could not prevail in Camden - particularly with freight trains removed as proposed by the Authority.

As to the barrier between the industrial and residential area, the proposed industrial route could provide a suitable barrier without assistance from transit tracks and provide better circulation between residential and industrial land uses than with the limited number of access points envisioned with the 3rd Street transit line location.

The east-west embankment running through the downtown area - the area for which redevelopment plans were prepared by the Greater Camden Movement - seems to have first priority for removal. As was pointed out earlier: (1) this embankment is not only used by freight but by six suburban passenger routes as well, (2) the Authority's plans for the Kirkwood line permit simultaneous or subsequent removal of the freight route although funds to accomplish the physical work and to reimburse the railroad for increased cost of operations were not developed, (3) approval by regulatory agencies is required before passenger service to Broadway Station could be terminated and (4) the Greater Camden Movement proposal advocates removal of the embankment and suggests that the railroads increase efforts to discontinue all passenger service and use the resultant savings to finance the freight route connections and improvements necessary to the accomplishment of the plan.

The State in viewing this must look beyond the borders of Camden to see what the effect of ending rail passenger service would have on other communities. Certainly the several hundred commuters from Atlantic City, Ocean City and other shore communities must be considered - as well as those from Millville, Moorestown, etc. The Pennsylvania-Reading Seashore Lines did make a concerted but unsuccessful effort to end all passenger service and the Highway Department prepared an extensive case in opposition to the petition. Also, after two years of negotiations the Highway Department was able to negotiate a contract with the P-RSL requiring all service to operate until July 1 of 1964.

Subsidy payments are committed until that date provided appropriations are forthcoming for that purpose. If the present trend in patronage continues, further discontinuance of passenger trains oprated by the P-RSL and the PRR in the area will result but termination of all service is not likely in the next few years. This situation should emphasize that although all parties might agree that the removal of the east-west embankment is a desirable objective, whatever actions are taken must consider the effect on other communities.

COORDINATION WITH FREEWAY PLANS

The Highway Department has under study the North-South Freeway route in Camden from the Walt Whitman Bridge to the Benjamin Franklin Bridge. The route in Camden, following 7th Avenue to the center city area, has been

more or less fixed in alignment for some time and certain property has been purchased fronting on 7th Avenue for its right-of-way. In the southern section of Camden this route lies a block to the east and parallel with the P-RSL line to Woodbury. In the south-central part of the City the Freeway crosses over the railroad as the rail route swings to the east to join the P-RSL shore line.

The Freeway designs were proceeding on the basis that the east-west Railroad embankment would remain and that the Freeway would underpass the tracks. It was recognized, however, that should the parties find it possible to remove this embankment simultaneously with Freeway construction the extent of Freeway work to underpass the railroad routes would be substantially reduced. It was also recognized that some of the saving might logically be used to finance the freight rerouting plan through Bulson Street as previously described thereby permitting removal of the embankment. To determine the extent of saving which might be realized, the Highway Commissioner authorized the Freeway consultants to make additional studies for this purpose and also to investigate changing the route of the Freeway through Camden to follow the existing railroad embankment from the point where it overpasses the railroad in south-central Camden northerly to the approaches to the Benjamin Franklin Bridge.

Although some of the engineering work remains to be done, it is sufficiently complete to indicate that substantial savings in Freeway construction costs can be effected by removal of the east-west railroad embankment and that by

properly drawn utility order agreements some of these savings can be used to make the connections and improvements necessary to reroute the rail freight traffic. Under this plan actual removal of the railroad embankment can be done by the Freeway contractors and suitable material used in its construction.

The additional studies have also indicated the feasibility of a Freeway alignment adjacent to the railroad rather than along 7th Street as formerly planned.

ADVANTAGES TO THE CITY OF CAMDEN OF
THE REVISED NORTH-SOUTH FREEWAY ALIGNMENT

The revised route of the Freeway will, as described earlier, facilitate elimination of the east-west railroad embankment. An alignment abutting that embankment from Center Tower south to Atlantic Avenue, provides a separation between industrial and residential zones in conformity with the comprehensive plan prepared by the City of Camden.

Other benefits to Camden include:

1. Removal of bridge traffic from the area bounded approximately by 7th, Cooper, 11th and Linden Streets, thereby restoring it to the proposed residential redevelopment area in North Camden.

2. Eighth Street to be kept open with a new bridge across the Freeway providing access to North Camden.
3. The area bounded by Carman, 7th and Warren Streets and Wright Avenue is made available for continued use of existing parks and extension eastward of the Central Business District.
4. Mickle Street is extended east directly into Armory Circle, consistent with City plans to develop it as a main boulevard facility to the riverfront, while 10th Street is similarly extended to serve as a principal arterial street into North Camden.
5. Greatly improved alignment and two new grade separation structures are provided for Admiral Wilson Boulevard at the Railroad and at Federal Street, eliminating hazardous conditions at the existing structures.
6. Full interchange movements are provided for the downtown area by the ramp system between Broadway and Mickle Street.
7. Heights of embankments and depths of depressed sections are minimal and will permit attractive, landscaped treatment of the relatively flat side slopes.

A revised Freeway alignment with access and egress roadways properly located (in collaboration with city officials) will contribute to the reconstruction of Camden as envisioned in the preparation of its Master Plan. However, there remain other matters important to Camden and the following paragraphs contain recommendations for their disposition.

THE WEST SIDE INDUSTRIAL ROUTE

The traffic counts made from earlier surveys show that considerably more people travel to destinations in Camden from the suburban communities than travel across the Delaware to destinations in Philadelphia on an average work day. Only a part of these people will be accommodated by the transit line between Philadelphia and Kirkwood. Others will be able to use rail transit if and when the transit routes to Moorestown and Woodbury are added. It is believed, however, that the majority of the trips into Camden will continue to be made by private auto and buses because of the broad area available for growth east of Camden and the quality of employment in Camden. Improved vehicular routes are needed in Camden particularly for access to the waterfront industrial area from Ferry Avenue northerly to the vicinity of Benjamin Franklin Bridge. The growth and development of this industrial area is vital to the future economy of the City of Camden. Better access and improved circulation is needed if the industries now located on the waterfront are to be encouraged to modernize and expand their facilities.

Camden and Greater Camden Movement officials have stressed the necessity for an industrial highway on the west side of Camden to meet these needs. Such a highway is shown on the Master Plan following Ferry Avenue from Haddon Avenue, then northerly on Third Street. Also the Federal Aid Secondary System includes such a highway in Camden generally following this route. Secondary System road improvements are financed by the Federal Bureau of Public Roads and the county in which located on an equal cost basis. The State Highway Department recognizes the need Camden has for this highway and will bring about its construction as an integral and not separable part of the rail and highway transportation improvements recommended herein.

DISPOSITION OF PASSENGER TRAINS

As was discussed in detail herein any plan for removing the east-west embankment must provide for the passenger trains (14 westbound and 12 eastbound) now using this embankment to Broadway Station, Camden. At the time the transit line to Kirkwood is completed and put into operation the service now provided by seven westbound and five eastbound trains will be available on the transit line and it is considered essential that the passenger trains should continue to operate to Broadway Station until the transit service is available. Other trains should continue operation to Broadway Station until the embankment is removed. At that time other connections for transit travel to Camden and Philadelphia must be provided for the remaining passenger trains.

FREEWAY AND TRANSIT LINE
CONSTRUCTION COORDINATION

First of all, it must be recognized that the North-South Freeway is an Interstate route - the preliminary design of which is underway. Plans involving any delay in its completion cannot be considered. Therefore, if advantage is to be taken of highway funds to make connections and improvements to rail facilities in lieu of expenditures for bridge construction, the adopted plan must be capable of being accomplished on a schedule compatible with the Freeway schedule. In other words, in connection with the Freeway work the so-called "Chinese Wall" can be removed, but if not done "at once" then another opportunity to do so might be a long time developing. Concurrently, the transit line must be under construction so that it will be ready to handle passengers from Kirkwood through to Philadelphia by the time the Freeway construction requires severing the embankment at Center Tower in order to avoid the cost of underpassing the railroad. This can be accomplished if the transit line follows the route over the P-RSL tracks originally approved. It seems impossible of accomplishment if the route is to be constructed on new right-of-way in subway to 3rd Street and then on grade through improved properties including schools, residences, commercial and industrial enterprises, a trailer park and cemetery over a route having a distance of approximately four miles.

Also with regard to the Greater Camden Movement proposal, even with agreement on its merits, delay in translating the plan into action will

inevitably occur since there must also be agreement on the financial factors involved. The Port Authority may wish to re-examine its position to determine if the additional funds required could be diverted from other projects or taken from its reserves. It may also wish to ascertain from its financial advisers if the suggested increase in the bond issue would be feasible. The railroads obviously will have to analyze their freight service requirements and the cost of making the changes that are necessary.

With the changes suggested in this report, the transit line can be in operation by 1965, the railroad freight rerouting and the demolishment of the east-west embankment can be undertaken concurrently, no serious delay need interfere with the progress of the North-South Freeway and the dreams and aspirations of Camden's political and business leaders for a renaissance of the city's central district can be realized with the addition of an industrial route aligned in the area of 3rd Street.

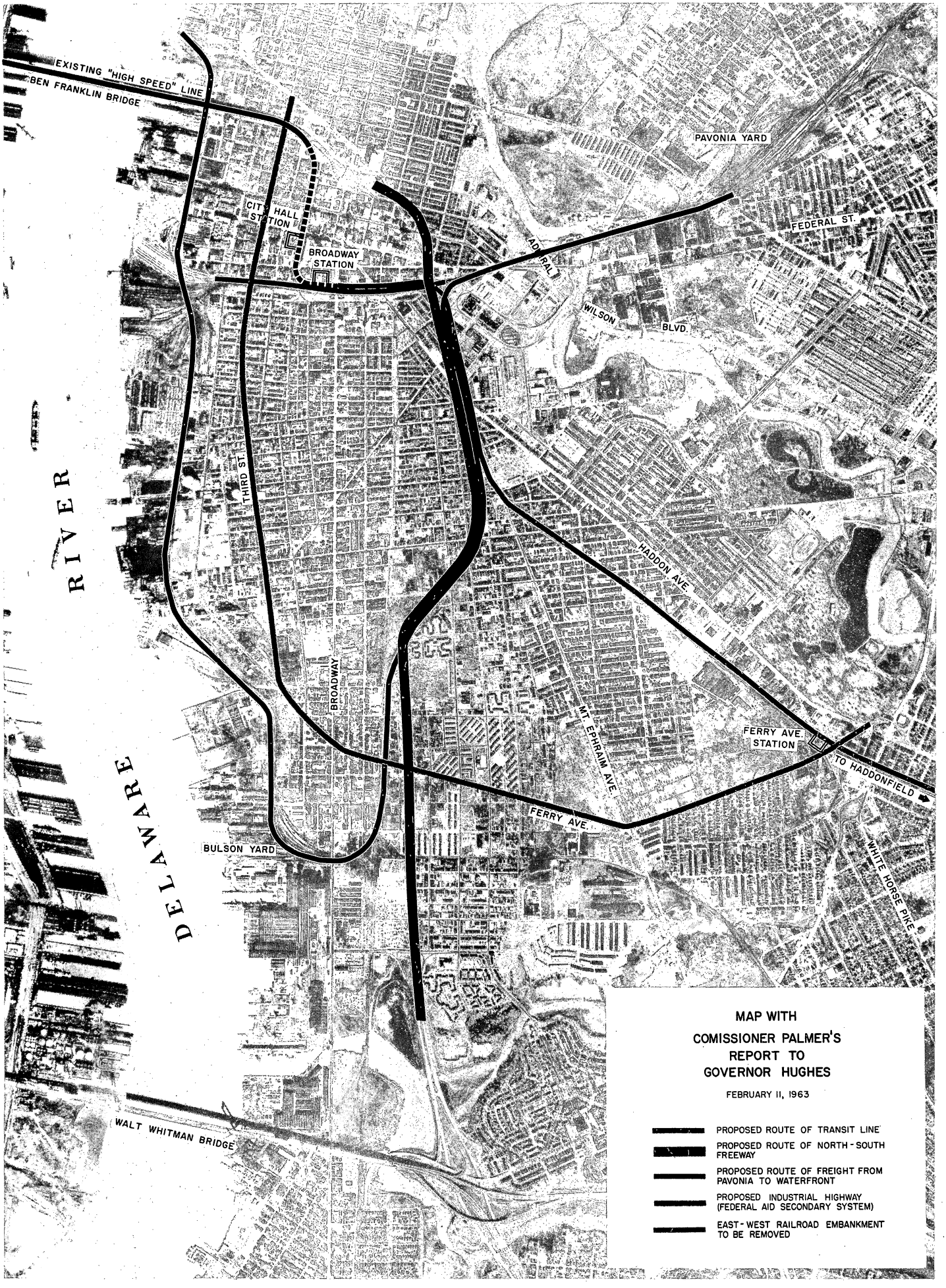
CONCLUSIONS:

1. The Port Authority to proceed immediately with the construction of the transit line on the route previously approved with such modifications as are necessary to accommodate the revised Freeway alignment. Further, allocate approximately $3,000,000 to the N. J. Highway Department for extension to Admiral Wilson Boulevard and essential improvements.

2. The N. J. State Highway Department to seek formal approval from the Federal Bureau of Public Roads for a revision in the North-South Freeway route to place it adjacent to the railroad north of Atlantic Avenue, providing ingress and egress ramps at locations to adequately serve the Camden City area.
3. The east-west embankment to be removed by rerouting of the rail freight traffic to the waterfront area, with the State Highway Department initiating agreements resulting in use of highway construction savings and utility displacement funds from the embankment elimination to finance with the Pennsylvania Railroad connections and improvements needed for the freight line rerouting.
4. The State Highway Department to immediately work with Camden County insuring early construction of the westside industrial route.
5. The Division of Railroad Transportation, State Highway Department, and the railroads to coordinate efforts for the proper accommodation of rail suburban passenger trains now using the east-west embankment for access to Broadway Station.
6. The Port Authority to provide funds to the Pennsylvania Railroad for the essential changes at Pavonia yard - this in an amount approximating $5,250,000.

7. Though the Pennsylvania Railroad had refused any financial participation in the overall plan, as a result of conferences with the carrier's officials, the Railroad has agreed to assume all costs in excess of $1,800,000 as against their initial insistence that the entire $2,800,000 must be borne by others. This in effect includes the Railroad as an effective partner by sharing in the expense of the overall plan.

8. The City of Camden has agreed to contribute the essential right-of-way for the freight lines' movement in the Bulson Street area (Brewery property).


EXISTING "HIGH SPEED" LINE
BEN FRANKLIN BRIDGE
PAVONIA YARD
CITY HALL STATION
BROADWAY STATION
FEDERAL ST.
ADMIRAL
WILSON BLVD.
THIRD ST.
RIVER
DELAWARE
HADDON AVE.
BROADWAY
MT. EPHRAIM AVE.
FERRY AVE. STATION
TO HADDONFIELD
FERRY AVE.
BULSON YARD
WHITE HORSE PIKE
WALT WHITMAN BRIDGE
MAP WITH
COMISSIONER PALMER'S
REPORT TO
GOVERNOR HUGHES
FEBRUARY 11, 1963
PROPOSED ROUTE OF TRANSIT LINE
PROPOSED ROUTE OF NORTH-SOUTH FREEWAY
PROPOSED ROUTE OF FREIGHT FROM PAVONIA TO WATERFRONT
PROPOSED INDUSTRIAL HIGHWAY (FEDERAL AID SECONDARY SYSTEM)
EAST-WEST RAILROAD EMBANKMENT TO BE REMOVED