

Table 4 - Composite Strategy Evaluation and Ranking

ID	Route	Type	Location		Evaluation Criteria							Total
A 1	Atlantic City Expressway	Freeway - Corridor	Exit 2 (SR 40/322) to Atlantic Avenue									
Strategy Grouping	Strategy sub-Categories	Effectiveness	Lead Time	Technological Feasibility	Physical Feasibility	Cost and Financial Viability	Institutional Interface	Public Acceptance	Other Factors	Total		
											4.0	1.0
A	Growth Management	1) Smart Growth	1	1	4	4	3	1	3	20		
B	TDM (Economic Based)	1) Pricing and Incentive	2	3	4	5	3	2	1	26		
C	TDM (Employer/TMA Based)	1) Person-Trip Reduction	2	5	5	5	3	2	4	32		
C	TDM (Employer/TMA Based)	2) Vehicle-Trip Reduction	2	5	5	5	4	2	3	32		
D	TDM (Preferential Based)	1) Priority Treatments	2	3	5	4	4	2	2	28		
E	Intelligent Transportation Systems (ITS)	1) Preserve Capacity	2	5	5	4	4	3	3	32		
E	Intelligent Transportation Systems (ITS)	2) Enhance Capacity/Operations	2	4	4	4	3	3	3	29		
F	Bus Service/Operation Enhancements	1) Improvements to Existing Services	1	5	5	5	4	2	3	28		
G	Rail Service/Operation Enhancements	1) Improvements to Existing Services	1	4	5	4	3	2	3	25		
H	New Transit Services	1) Increase Service Capacity	1	3	5	4	3	2	3	24		
I	Intermodal Integration	1) Improvements to Connectivity	1	3	5	3	3	3	3	24		
J	New Roadway Capacity	1) Minor - Localized Improvements	3	3	5	2	3	3	3	31		
J	New Roadway Capacity	2) Major - Corridor-wide Improvements	5	1	5	2	1	2	3	34		
K	Promote Non-Motorized Modes	1) Encourage Non-Motorized Trips	1	5	5	5	5	4	5	33		
Legend:												
Effectiveness: How effective is the strategy in dealing with the problems?			1=Negative or not effective; 3=Reasonable expectation; 5=Very effective									
Lead Time: How long will it take for implementation and results to be felt ?			1=Long term process (longer than 5 years); 3=Mid-term (2-5 years); 5=Short-term (lesser than 2 years)									
Technological Feasibility: Are existing technologies available?			1=Not presently available; 3=Have been implemented outside NJ; 5=Have been implemented on NJ projects									
Physical Feasibility: Are there physical or geometric constraints?			1=Considerable constraints; 3=Manageable constraints; 5=Little or no constraint									
Cost / Financial Viability: Is cost too high? Potential funding source/mechanism?			1=Costly or little funding prospect; 3=Reasonable cost / good funding prospect; 5=Low cost/existing funding									
Institutional Interface: Are there major institutional issues? Supportive Implementation?			1=Overcome major institutional issues; 3=Require typical cooperation; 5=single supportive agency									
Public Acceptance: Is there strong public opposition?			1=Very strong opposition; 3=With moderate opposition; 5=Very strong public acceptance									
Ranking Of Strategies By Total Score												
J	New Roadway Capacity	2) Major - Corridor-wide Improvements	5	1	5	2	1	2	3	34		
K	Promote Non-Motorized Modes	1) Encourage Non-Motorized Trips	1	5	5	5	5	4	5	33		
C	TDM (Employer/TMA Based)	1) Person-Trip Reduction	2	5	5	5	3	2	4	32		
C	TDM (Employer/TMA Based)	2) Vehicle-Trip Reduction	2	5	5	5	4	2	3	32		
E	Intelligent Transportation Systems (ITS)	1) Preserve Capacity	2	5	5	4	4	3	3	32		
J	New Roadway Capacity	1) Minor - Localized Improvements	3	3	5	2	3	3	3	31		
E	Intelligent Transportation Systems (ITS)	2) Enhance Capacity/Operations	2	4	4	4	3	3	3	29		
D	TDM (Preferential Based)	1) Priority Treatments	2	3	5	4	4	2	2	28		
F	Bus Service/Operation Enhancements	1) Improvements to Existing Services	1	5	5	5	4	2	3	28		
B	TDM (Economic Based)	1) Pricing and Incentive	2	3	4	5	3	2	1	26		
G	Rail Service/Operation Enhancements	1) Improvements to Existing Services	1	4	5	4	3	2	3	25		
H	New Transit Services	1) Increase Service Capacity	1	3	5	4	3	2	3	24		
I	Intermodal Integration	1) Improvements to Connectivity	1	3	5	3	3	3	3	24		
A	Growth Management	1) Smart Growth	1	1	4	4	3	1	3	20		

Table 5 - Composite Strategy Evaluation and Ranking

ID	Route	Type	Location		Evaluation Criteria								Total	
A 12	US 40/322	State Highway - Intersection	Cardiff Circle - CR 563/CR 608											
Strategy Grouping	Strategy sub-Categories	Effectiveness	Lead Time	Technological Feasibility	Physical Feasibility	Cost and Financial Viability	Institutional Interface	Public Acceptance	Other Factors	Total				
											4.0	1.0	1.0	1.0
A	Growth Management	1) Smart Growth	1	1	4	4	3	1	3	20				
B	TDM (Economic Based)	1) Pricing and Incentive	2	3	4	5	3	2	1	26				
C	TDM (Employer/TMA Based)	1) Person-Trip Reduction	2	5	5	5	3	2	4	32				
C	TDM (Employer/TMA Based)	2) Vehicle-Trip Reduction	1	5	5	5	4	2	3	28				
D	TDM (Preferential Based)	1) Priority Treatments	2	3	5	4	4	2	2	28				
E	Intelligent Transportation Systems (ITS)	1) Preserve Capacity	1	5	5	4	4	3	3	28				
E	Intelligent Transportation Systems (ITS)	2) Enhance Capacity/Operations	2	4	4	4	3	3	3	29				
F	Bus Service/Operation Enhancements	1) Improvements to Existing Services	1	5	5	5	4	2	3	28				
G	Rail Service/Operation Enhancements	1) Improvements to Existing Services	1	4	5	4	3	2	3	25				
H	New Transit Services	1) Increase Service Capacity	1	3	5	4	3	2	3	24				
I	Intermodal Integration	1) Improvements to Connectivity	1	3	5	3	3	3	3	24				
J	New Roadway Capacity	1) Minor - Localized Improvements	5	3	5	2	3	3	3	39				
J	New Roadway Capacity	2) Major - Corridor-wide Improvements	3	1	5	2	1	2	3	26				
K	Promote Non-Motorized Modes	1) Encourage Non-Motorized Trips	1	5	5	5	5	4	5	33				
Legend:														
Effectiveness: How effective is the strategy in dealing with the problems?			1=Negative or not effective; 3=Reasonable expectation; 5=Very effective											
Lead Time: How long will it take for implementation and results to be felt ?			1=Long term process (longer than 5 years); 3=Mid-term (2-5 years); 5=Short-term (lesser than 2 years)											
Technological Feasibility: Are existing technologies available?			1=Not presently available; 3=Have been implemented outside NJ; 5=Have been implemented on NJ projects											
Physical Feasibility: Are there physical or geometric constraints?			1=Considerable constraints; 3=Manageable constraints; 5=Little or no constraint											
Cost / Financial Viability: Is cost too high? Potential funding source/mechanism?			1=Costly or little funding prospect; 3=Reasonable cost / good funding prospect; 5=Low cost/existing funding											
Institutional Interface: Are there major institutional issues? Supportive Implementation?			1=Overcome major institutional issues; 3=Require typical cooperation; 5=single supportive agency											
Public Acceptance: Is there strong public opposition?			1=Very strong opposition; 3=With moderate opposition; 5=Very strong public acceptance											
Ranking Of Strategies By Total Score														
J	New Roadway Capacity	1) Minor - Localized Improvements	5	3	5	2	3	3	3	39				
K	Promote Non-Motorized Modes	1) Encourage Non-Motorized Trips	1	5	5	5	5	4	5	33				
C	TDM (Employer/TMA Based)	1) Person-Trip Reduction	2	5	5	5	3	2	4	32				
E	Intelligent Transportation Systems (ITS)	2) Enhance Capacity/Operations	2	4	4	4	3	3	3	29				
C	TDM (Employer/TMA Based)	2) Vehicle-Trip Reduction	1	5	5	5	4	2	3	28				
D	TDM (Preferential Based)	1) Priority Treatments	2	3	5	4	4	2	2	28				
E	Intelligent Transportation Systems (ITS)	1) Preserve Capacity	1	5	5	4	4	3	3	28				
F	Bus Service/Operation Enhancements	1) Improvements to Existing Services	1	5	5	5	4	2	3	28				
B	TDM (Economic Based)	1) Pricing and Incentive	2	3	4	5	3	2	1	26				
J	New Roadway Capacity	2) Major - Corridor-wide Improvements	3	1	5	2	1	2	3	26				
G	Rail Service/Operation Enhancements	1) Improvements to Existing Services	1	4	5	4	3	2	3	25				
H	New Transit Services	1) Increase Service Capacity	1	3	5	4	3	2	3	24				
I	Intermodal Integration	1) Improvements to Connectivity	1	3	5	3	3	3	3	24				
A	Growth Management	1) Smart Growth	1	1	4	4	3	1	3	20				

Table 6 - Composite Strategy Evaluation and Ranking

ID	Route	Type	Location		Evaluation Criteria								Total	
A 35	CR 585 (Shore Road)	County Route - Intersection	At MP 7.1 with CR 608 (Washington Avenue)											
Strategy Grouping	Strategy sub-Categories	Effectiveness	Lead Time	Technological Feasibility	Physical Feasibility	Cost and Financial Viability	Institutional Interface	Public Acceptance	Other Factors	Total				
											4.0	1.0	1.0	1.0
A	Growth Management	1) Smart Growth	1	1	4	4	3	1	3	20				
B	TDM (Economic Based)	1) Pricing and Incentive	1	3	4	5	3	2	1	22				
C	TDM (Employer/TMA Based)	1) Person-Trip Reduction	1	5	5	5	3	2	4	28				
C	TDM (Employer/TMA Based)	2) Vehicle-Trip Reduction	1	5	5	5	4	2	3	28				
D	TDM (Preferential Based)	1) Priority Treatments	1	3	5	4	4	2	2	24				
E	Intelligent Transportation Systems (ITS)	1) Preserve Capacity	1	5	5	4	4	3	3	28				
E	Intelligent Transportation Systems (ITS)	2) Enhance Capacity/Operations	1	4	4	4	3	3	3	25				
F	Bus Service/Operation Enhancements	1) Improvements to Existing Services	1	5	5	5	4	2	3	28				
G	Rail Service/Operation Enhancements	1) Improvements to Existing Services	1	4	5	4	3	2	3	25				
H	New Transit Services	1) Increase Service Capacity	1	3	5	4	3	2	3	24				
I	Intermodal Integration	1) Improvements to Connectivity	1	3	5	3	3	3	3	24				
J	New Roadway Capacity	1) Minor - Localized Improvements	5	3	5	2	3	3	3	39				
J	New Roadway Capacity	2) Major - Corridor-wide Improvements	3	1	5	2	1	2	3	26				
K	Promote Non-Motorized Modes	1) Encourage Non-Motorized Trips	1	5	5	5	5	4	5	33				
Legend:														
Effectiveness: How effective is the strategy in dealing with the problems?			1=Negative or not effective; 3=Reasonable expectation; 5=Very effective											
Lead Time: How long will it take for implementation and results to be felt ?			1=Long term process (longer than 5 years); 3=Mid-term (2-5 years); 5=Short-term (lesser than 2 years)											
Technological Feasibility: Are existing technologies available?			1=Not presently available; 3=Have been implemented outside NJ; 5=Have been implemented on NJ projects											
Physical Feasibility: Are there physical or geometric constraints?			1=Considerable constraints; 3=Manageable constraints; 5=Little or no constraint											
Cost / Financial Viability: Is cost too high? Potential funding source/mechanism?			1=Costly or little funding prospect; 3=Reasonable cost / good funding prospect; 5=Low cost/existing funding											
Institutional Interface: Are there major institutional issues? Supportive Implementation?			1=Overcome major institutional issues; 3=Require typical cooperation; 5=single supportive agency											
Public Acceptance: Is there strong public opposition?			1=Very strong opposition; 3=With moderate opposition; 5=Very strong public acceptance											
Ranking Of Strategies By Total Score														
J	New Roadway Capacity	1) Minor - Localized Improvements	5	3	5	2	3	3	3	39				
K	Promote Non-Motorized Modes	1) Encourage Non-Motorized Trips	1	5	5	5	5	4	5	33				
C	TDM (Employer/TMA Based)	1) Person-Trip Reduction	1	5	5	5	3	2	4	28				
C	TDM (Employer/TMA Based)	2) Vehicle-Trip Reduction	1	5	5	5	4	2	3	28				
E	Intelligent Transportation Systems (ITS)	1) Preserve Capacity	1	5	5	4	4	3	3	28				
F	Bus Service/Operation Enhancements	1) Improvements to Existing Services	1	5	5	5	4	2	3	28				
J	New Roadway Capacity	2) Major - Corridor-wide Improvements	3	1	5	2	1	2	3	26				
E	Intelligent Transportation Systems (ITS)	2) Enhance Capacity/Operations	1	4	4	4	3	3	3	25				
G	Rail Service/Operation Enhancements	1) Improvements to Existing Services	1	4	5	4	3	2	3	25				
D	TDM (Preferential Based)	1) Priority Treatments	1	3	5	4	4	2	2	24				
H	New Transit Services	1) Increase Service Capacity	1	3	5	4	3	2	3	24				
I	Intermodal Integration	1) Improvements to Connectivity	1	3	5	3	3	3	3	24				
B	TDM (Economic Based)	1) Pricing and Incentive	1	3	4	5	3	2	1	22				
A	Growth Management	1) Smart Growth	1	1	4	4	3	1	3	20				

Table 7 - Composite Strategy Evaluation and Ranking

ID	Route	Type	Location		Evaluation Criteria								Total	
A36	SR 152 (Longport Somers Point	County Route - Corridor	CR 635 (Bay Avenue) to CR 629 (Ventnor Avenue)											
Strategy Grouping	Strategy sub-Categories	Effectiveness	Lead Time	Technological Feasibility	Physical Feasibility	Cost and Financial Viability	Institutional Interface	Public Acceptance	Other Factors	Total				
											4.0	1.0	1.0	1.0
A	Growth Management	1) Smart Growth	3	1	4	4	3	1	3	28				
B	TDM (Economic Based)	1) Pricing and Incentive	1	3	4	5	3	2	1	22				
C	TDM (Employer/TMA Based)	1) Person-Trip Reduction	1	5	5	5	3	2	4	28				
C	TDM (Employer/TMA Based)	2) Vehicle-Trip Reduction	1	5	5	5	4	2	3	28				
D	TDM (Preferential Based)	1) Priority Treatments	1	3	5	4	4	2	2	24				
E	Intelligent Transportation Systems (ITS)	1) Preserve Capacity	1	5	5	4	4	3	3	28				
E	Intelligent Transportation Systems (ITS)	2) Enhance Capacity/Operations	3	4	4	4	3	3	3	33				
F	Bus Service/Operation Enhancements	1) Improvements to Existing Services	1	5	5	5	4	2	3	28				
G	Rail Service/Operation Enhancements	1) Improvements to Existing Services	1	4	5	4	3	2	3	25				
H	New Transit Services	1) Increase Service Capacity	1	3	5	4	3	2	3	24				
I	Intermodal Integration	1) Improvements to Connectivity	1	3	5	3	3	3	3	24				
J	New Roadway Capacity	1) Minor - Localized Improvements	3	3	5	2	3	3	3	31				
J	New Roadway Capacity	2) Major - Corridor-wide Improvements	5	1	5	2	1	2	3	34				
K	Promote Non-Motorized Modes	1) Encourage Non-Motorized Trips	1	5	5	5	5	4	5	33				
Legend:														
Effectiveness: How effective is the strategy in dealing with the problems?			1=Negative or not effective; 3=Reasonable expectation; 5=Very effective											
Lead Time: How long will it take for implementation and results to be felt ?			1=Long term process (longer than 5 years); 3=Mid-term (2-5 years); 5=Short-term (lesser than 2 years)											
Technological Feasibility: Are existing technologies available?			1=Not presently available; 3=Have been implemented outside NJ; 5=Have been implemented on NJ projects											
Physical Feasibility: Are there physical or geometric constraints?			1=Considerable constraints; 3=Manageable constraints; 5=Little or no constraint											
Cost / Financial Viability: Is cost too high? Potential funding source/mechanism?			1=Costly or little funding prospect; 3=Reasonable cost / good funding prospect; 5=Low cost/existing funding											
Institutional Interface: Are there major institutional issues? Supportive Implementation?			1=Overcome major institutional issues; 3=Require typical cooperation; 5=single supportive agency											
Public Acceptance: Is there strong public opposition?			1=Very strong opposition; 3=With moderate opposition; 5=Very strong public acceptance											
Ranking Of Strategies By Total Score														
J	New Roadway Capacity	2) Major - Corridor-wide Improvements	5	1	5	2	1	2	3	34				
E	Intelligent Transportation Systems (ITS)	2) Enhance Capacity/Operations	3	4	4	4	3	3	3	33				
K	Promote Non-Motorized Modes	1) Encourage Non-Motorized Trips	1	5	5	5	5	4	5	33				
J	New Roadway Capacity	1) Minor - Localized Improvements	3	3	5	2	3	3	3	31				
A	Growth Management	1) Smart Growth	3	1	4	4	3	1	3	28				
C	TDM (Employer/TMA Based)	1) Person-Trip Reduction	1	5	5	5	3	2	4	28				
C	TDM (Employer/TMA Based)	2) Vehicle-Trip Reduction	1	5	5	5	4	2	3	28				
E	Intelligent Transportation Systems (ITS)	1) Preserve Capacity	1	5	5	4	4	3	3	28				
F	Bus Service/Operation Enhancements	1) Improvements to Existing Services	1	5	5	5	4	2	3	28				
G	Rail Service/Operation Enhancements	1) Improvements to Existing Services	1	4	5	4	3	2	3	25				
D	TDM (Preferential Based)	1) Priority Treatments	1	3	5	4	4	2	2	24				
H	New Transit Services	1) Increase Service Capacity	1	3	5	4	3	2	3	24				
I	Intermodal Integration	1) Improvements to Connectivity	1	3	5	3	3	3	3	24				
B	TDM (Economic Based)	1) Pricing and Incentive	1	3	4	5	3	2	1	22				