

# ACCESS FOR ALL TRANSIT PLAN

SOUTH JERSEY  
TRANSPORTATION  
PLANNING  
ORGANIZATION

## ATLANTIC COUNTY

*DRAFT (1/30/26)*



2026

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# 1. INTRODUCTION

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The Access for All Transit Plan aims to improve mobility for older adults, people with disabilities, and people with low incomes in Atlantic County, New Jersey. To achieve this goal, the Plan recommends strategies to improve coordination between transportation providers, minimize service redundancies, increase service efficiency, and improve transportation access.

The Access for All Transit Plan serves as the coordinated public transit-human services transportation plan, or coordinated plan, for Atlantic County, meeting all federal standards as outlined by the Federal Transit Administration (FTA).<sup>1</sup> The FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) requires that projects which receive funding be included in a locally developed coordinated plan.<sup>2</sup>



Route 54/40 Community Shuttle.  
Source: Sean M. Fitzgerald, *The Daily Journal*

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<sup>1</sup> Federal Transit Administration (FTA). (2022). Coordinated Public Transit-Human Services Transportation Plans. USDOT. <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

<sup>2</sup> Ibid.

## Plan Overview

The Atlantic County Access for All Transit Plan includes the following chapters:

1. **Introduction:** Overview of the Access for All Transit Plan, SJTPO, and human services transportation funding.
2. **FTA Section 5310 Program:** Review of the Section 5310 Program and federal requirements for coordinated plans.
3. **Public Involvement:** Summary of stakeholder and public input.
4. **Previous Access for All Transit Plan:** Review of the 2021 Access for All Transit Plan.
5. **Profile of Atlantic County:** Inventory of demographic and socioeconomic data for Atlantic County.
6. **Existing Transportation Services:** Inventory of transportation providers operating in Atlantic County.
7. **Transportation Needs & Gaps:** Summary of transportation needs, mobility gaps, and gaps in service in Atlantic County.
8. **Recommended Strategies and Projects:** List of recommendations to improve transportation services in Atlantic County, with an emphasis on strategies that will benefit the target populations.
9. **Implementation Plan:** Five-year implementation plan, with responsible parties identified.



## South Jersey Transportation Planning Organization (SJTPO)



Located in Vineland, New Jersey, SJTPO is the Metropolitan Planning Organization (MPO) for Atlantic, Cape May, Cumberland, and Salem Counties. MPOs are required by federal law to oversee transportation planning for urbanized areas with 50,000 or more residents. As the regional MPO, SJTPO adopts long-range plans to guide transportation investments and ensure the four member counties remain eligible for state and federal transportation funding. SJTPO also coordinates stakeholders to ensure a consistent regional approach to transportation planning and engineering.

SJTPO provides ongoing support to transit/human services planning efforts throughout the region. SJTPO has also traditionally overseen and managed the development of the coordinated plans for each of the four counties it serves. **SJTPO developed the 2026 Atlantic County Access for All Transit Plan on behalf of Atlantic County.**

## Funding Programs for Human Services Transportation

Per federal requirements, projects awarded funding through the FTA Section 5310 program must be included in a locally developed coordinated plan. Section 5310 is described in more detail in the next chapter.

There are several other grant programs, in addition to Section 5310, which can be used to support human services transportation. While coordinated plans are not a prerequisite for all potential grant programs, many programs prefer applicants that can demonstrate their project was recommended by the local coordinated plan. **Table 1** lists federal and state grant programs which could be used to fund the strategies and projects recommended in this Access for All Transit Plan. Other potential funding sources which are not listed in **Table 1** include local sources such as county or municipal funds, passenger fares, marketing revenue, and private funding.

**Table 1: Potential Federal and State Funding Programs for Human Services Transportation**

Funding Program	Source	Administrator	Application Cycle	Description
Urbanized Area Formula Program (Section 5307)	Federal Transit Administration (FTA)	FTA	1 Year	Provides formula funding to urbanized areas and states for transit capital and operating assistance or transportation-related planning in census-designated areas with populations of 50,000 or more. Eligible projects include bus replacement, bus procurement, construction of passenger facilities, preventive maintenance, and some expenses associated with mobility management programs.
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	FTA	NJ TRANSIT	1 Year	Provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when transportation services provided are unavailable, insufficient, or inappropriate to meeting these needs. <i>More details on the Section 5310 program are provided in Chapter 2.</i>
Formula Grants for Rural Areas (Section 5311)	FTA	NJ TRANSIT	1 Year	Provides formula funding to states to support public transportation in rural areas with populations of less than 50,000. Eligible projects include planning, capital, and operating expenses, job access and reverse commute projects, non-emergency medical transportation, mobility management programs, and acquisition of public transit services.



Funding Program	Source	Administrator	Application Cycle	Description
New Jersey Job Access and Reverse Commute (JARC) program	New Jersey Transportation Trust Fund	NJ TRANSIT	1 Year	Provides competitive grant funding to counties to help connect low-income individuals to jobs and employment-related services. Eligible uses include shuttle or bus services which connect to public transit hubs or warehouse job centers.
Senior Citizen and Disabled Resident Transportation Assistance Program	New Jersey Casino Revenue Fund	NJ TRANSIT	Rolling	Provides formula funding to counties to develop and provide accessible feeder services to fixed route services where such services are available and/or accessible local transit service for senior citizens and people with disabilities, which may include demand response service, among other models. Eligible uses include operating and capital expenses.
Work First New Jersey/ Temporary Assistance for Needy Families	United States Department of Health & Human Services	New Jersey Department of Human Services	2 Years	Provides block grants to states to design and operate programs that help low-income families with children. Eligible uses include transportation services for families who are not employed or transportation benefits provided under a Job Access Reverse Commute project. Families must be enrolled in Work First New Jersey to receive benefits.
Congestion Mitigation & Air Quality (CMAQ) Improvement Program	Environmental Protection Agency / Federal Highway Administration	SJTPO	3 Years	Provides formula funding to states for projects which improve air quality and reduce traffic congestion. In New Jersey, funds are allocated to MPOs, then awarded on a competitive basis. CMAQ funds can be used by human services transportation providers to purchase alternative-fueled vehicles, or for any vehicle-related acquisition project that falls within the parameters of the program.

## 2. FTA SECTION 5310 PROGRAM

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### Program Overview

The FTA Section 5310 program provides formula funding to address the transportation needs of senior adults and people with disabilities.

Funding is awarded to states and designated recipients based on the number of senior and disabled residents within the state. In New Jersey, the designated Section 5310 recipient is NJ TRANSIT. NJ TRANSIT then awards Section 5310 funding to local governments, public transit agencies, nonprofit organizations, and other eligible subrecipients through a competitive application process. SJTPO helps NJ TRANSIT review Section 5310 applications from Atlantic County.

Section 5310 funds can be used for both capital and noncapital costs required to provide transportation services for seniors and people with disabilities. The local match requirement for capital expenses is 20 percent and for noncapital expenses is 50 percent. Eligible capital costs include procuring new or replacement vehicles or procuring wheelchair lifts, ramps, and securement devices. The acquisition of contracted transportation services is also an eligible capital cost. Eligible noncapital costs include projects which enhance paratransit services beyond the minimum requirements of the Americans with Disabilities Act (ADA), operating funds for feeder services, travel training, and support for volunteer driver programs, among others.

### Federal Coordination Requirements

To receive Section 5310 funding, projects must be “included in a locally developed, coordinated public transit-human services transportation plan.”<sup>3</sup> Coordinated plans must be “developed and approved through a process that includes participation” by seniors, people with disabilities, people with low incomes, human services agencies, and transportation providers. **Table 2** describes federal requirements for coordinated plans.<sup>4</sup> **The 2026 Atlantic County Access for All Transit Plan complies with FTA requirements, therefore all recommended activities and projects are eligible to receive Section 5310 funding.**

In 2024, the FTA released new [guidance](#) for the Section 5310 program. Coordinated plans must now demonstrate how equivalent service requirements will be met if less than 100 percent fleet accessibility is anticipated for demand response services. **The 2026 Atlantic County Access for All Transit Plan includes information to address this new requirement.**

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<sup>3</sup> Federal Transit Administration (FTA). (2022). *Coordinated Public Transit-Human Services Transportation Plans*. USDOT. <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

<sup>4</sup> Federal Transit Administration (FTA). (2024, Nov. 1). Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance (Circular 9070.1H). USDOT.



Atlantic County and SJTPO will also continue to work with NJ TRANSIT to ensure compliance. NJ TRANSIT anticipates providing additional guidance regarding the new requirement, and

the responsibilities of each county's Coordinated Planning Lead Agency. For Atlantic County, the Lead Agency is the Atlantic County Transportation Unit (ACTU).

**Table 2: Federal Requirements for Coordinated Plans**

Required Plan Elements
An inventory of current transportation providers (public, non-profit, and for-profit).
An assessment of transportation needs and gaps in service for senior adults, people with disabilities, and people with low incomes. Per the FTA, the assessment can be based on the experiences and perceptions of the planning partners or data analysis.
Recommended strategies, activities, and/or projects to address unmet transportation needs and gaps in service. Recommendations should also minimize service duplication and improve the efficiency of service delivery.
Priorities for implementation based on resources across multiple transportation programs, time requirements, and the feasibility of implementation.
A demonstration of how the requirement for equivalent service will be met if there is less than 100 percent fleet accessibility for demand response services.
Certification of participation by groups that are required to participate in the planning and outreach process, including older persons, individuals with disabilities, members of the public, private and no-profit transportation providers, and other individuals who use transportation services.
Stakeholder involvement in the development, approval and implementation of the plan.

# 3. PUBLIC INVOLVEMENT

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Public involvement is critical for both assessing unmet transportation needs and planning transportation improvements. This chapter summarizes recent engagement with Atlantic County stakeholders and community members related to human services transportation.

## Stakeholder Engagement

**Stakeholders have important insight into the transportation needs impacting their constituents or clients, as well as how those transportation needs could potentially be addressed.** Stakeholders were engaged during the development of the Access for All Transit Plan to discuss how human services transportation in Atlantic County has changed since 2021. Stakeholders also provided feedback on how transportation services could be modified to better serve senior adults, people with disabilities, and people with low incomes.

## Stakeholder Meetings

SJTPO contracted WSP to provide staff augmentation services. As part of this contract, WSP supported SJTPO in facilitating and attending several stakeholder meetings focused on transit/human services planning. These meetings provided important context for the Access for All Transit Plan.

Relevant stakeholder meetings held or attended by SJTPO and WSP during 2025 are listed in **Table 3**. Important takeaways from these

meetings are summarized in **Appendix A**.

Overall, the stakeholder meetings covered a variety of topics, including:

- Access to public transit and human services transportation.
- Funding, operating, and administrative challenges facing transportation providers.
- The status and relevance of the 2021 Access for All Transit Plan recommendations.
- Recent changes to Atlantic County public transit services.
- Safety of non-motorized travelers, including public transit riders.
- Potential for public transit to improve access to employment opportunities.

## Stakeholder Workshop

SJTPO and WSP held a stakeholder workshop on October 6<sup>th</sup>, 2025, to discuss the Access for All Transit Plan. The workshop was held in a hybrid format to allow both in-person and virtual attendance. Stakeholders from all four counties (Atlantic, Cape May, Cumberland, and Salem) were invited. The actual attendees are listed on the following page, with Atlantic County stakeholders indicated in bold.



**Table 3: 2025 Stakeholder Meetings**

Date	Host(s)	Attendee(s)
Tuesday, January 21 <sup>st</sup>	SJTPO and WSP	NJ TRANSIT
Thursday, January 30 <sup>th</sup>	SJTPO and WSP	NJ TRANSIT
<b>Thursday, January 30<sup>th</sup></b>	<b>SJTPO and WSP</b>	<b>Atlantic County Human Services Transportation Committee</b>
Friday, March 14 <sup>th</sup>	SJTPO and WSP	Nonprofit Development Center of Southern New Jersey and the Walter Rand Institute at Rutgers University-Camden
<b>Wednesday, March 19<sup>th</sup></b>	<b>Atlantic County</b>	<b>Atlantic County Local Citizens Transportation Advisory Committee</b>
Wednesday, April 2 <sup>nd</sup>	SJTPO and WSP	South Jersey Transportation Authority (SJTA)
Monday, April 7 <sup>th</sup>	South Jersey Economic Development District (SJEDD)	SJTPO and WSP
Thursday, May 15 <sup>th</sup>	SJTPO and WSP	Multiple stakeholders focused on safety

Note: Meetings focused solely on Atlantic County indicated in bold.

- **Marco Ayala, Atlantic County Transportation Unit**
- **Kara Janson, Atlantic County Division of Public Health**
- **Angela Bailey, Shore Medical Center**
- Brian Miguel, NJ TRANSIT
- Dominic D’Amico, South Jersey Transportation Authority (SJTA)
- Paul Rosenberg, SJTA
- Mavis Asiedu-Frimpong, Walter Rand Institute at Rutgers University-Camden
- Matthew Pisarski, Cumberland County Planning Department
- Susan Sauro, Cumberland Area Transit System (CATS)
- Douglas Whitaker, Cumberland County Engineering Division
- Maricia Chiarelli, Salem County Office on Aging and Disabilities, Transportation Division

- Joseph Augustyn, Salem County Planning Department

The workshop provided an overview of the coordinated planning process, recent demographic trends, and existing transportation services. SJTPO and WSP then led a discussion about potential coordination strategies and projects. Important takeaways include:

- Most rural communities in the SJTPO region, including those in Atlantic County, are underserved and experiencing mobility gaps.
- More commuting data would help stakeholders plan transit services to and from employment centers.

- Many veterans have unmet transportation needs. It was suggested the Access for All Transit Plan include data on where veterans live to identify areas which could benefit from additional transportation services. This suggestion has been implemented; Chapter 5 presents data on Atlantic County’s veteran population.
- Staff from human services agencies would benefit from improved information and training resources to help them refer clients to relevant transportation programs.
- It has been difficult for transportation providers in the region to hire drivers with commercial driver’s licenses (CDLs).
- Stakeholders want to leverage social media and artificial intelligence (AI) to develop community forums and mapping tools for existing transportation services.

### Stakeholder Survey

A stakeholder survey was conducted during September and October 2025, to gather more data on existing transportation services. The survey was distributed to the stakeholders who attended meetings earlier in 2025 (*Table 3*) and transportation providers identified in Chapter 6 (Existing Transportation Services). The survey was also distributed to social service organizations in the SJTPO region. Five stakeholders completed the survey. The results are summarized in *Appendix B*.

## Public Engagement

Federal statutes require that coordinated plans be “developed and approved through a process that includes participation” by seniors, people with disabilities, and people with low incomes. **Public participation ensures coordinated plans are responsive to community needs.** During the development of the Access for All Transit Plan, community members provided feedback on transportation needs and mobility gaps impacting Atlantic County.

### Community Mobility Survey

SJTPO conducted the Community Mobility Survey during August and September 2025. The purpose of the survey was to understand the transportation needs of residents and visitors of Atlantic, Cape May, Cumberland, and Salem Counties. The survey was primarily conducted online; however, people could also complete physical copies. Ultimately, SJTPO received 461 valid survey responses: 16 physical copies and 445 electronic copies. Of those, 182 responses were Atlantic County residents. *Appendix C* summarizes the Community Mobility Survey results, with a focus on feedback submitted by Atlantic County residents.

### Public Workshop

SJTPO and WSP held a joint public workshop for all four counties’ Access for All Transit Plans on September 30<sup>th</sup>, 2025. The public workshop was advertised through flyers and social media advertisements posted by SJTPO and the formal public notice process. Stakeholders were also given advertisements to publish to their own networks. The public workshop was conducted



in a hybrid format to allow people to attend both in person and online, with the in-person meeting held at the SJTPO office in Vineland. One person attended the workshop. The attendee did not have any comments or questions.

## Key Findings

The public involvement process informed the analysis and recommendations presented in this Access for All Transit Plan. Important takeaways from the stakeholder and public engagement process include:

- Many of Atlantic County's rural communities have mobility gaps. This means that many of the County's rural communities have more transportation needs than can be met with existing transportation services.
- There is a need for additional transit services in western Atlantic County, however, this area is hard to serve with traditional fixed routes.
- The Atlantic County Transportation Unit (ACTU) has received requests for evening and weekend service; currently, ACTU operates from 8:00 AM to 4:00 PM on weekdays only.
- There is demand from both employees and patrons for additional transportation services to casinos and retail in Atlantic City.
- ACTU is interested in procuring new technology to improve operational efficiencies.
- More Atlantic County residents need transportation assistance on weekdays compared to weekends. Of those that need transportation assistance, most need rides on a weekly basis.
- The top improvements requested by those who participated in the Community Mobility Survey were to increase service frequency, shorten travel times, add service to new locations, and add new bus routes and stops.
- Key mobility challenges in the South Jersey region include the expenses associated with owning and maintaining personal vehicles, the lack of Ubers and Lyfts, and long travel times on public transit.
- Some transportation providers are converting their fleets to smaller vans so they can hire drivers without CDLs.
- Further coordination between Atlantic, Cape May, Cumberland, and Salem Counties would likely help improve intercounty travel options.
- There is a need for improved marketing of existing transit services.
- Multiple stakeholders suggested that a regional, comprehensive transit plan be developed for the South Jersey region.
- There is a need for safer, connected, and ADA accessible pedestrian and bicycle infrastructure to help senior adults and people with disabilities access existing fixed route services.

# 4. PREVIOUS ACCESS FOR ALL TRANSIT PLAN

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The previous Access for All Transit Plan was adopted by the SJTPO Policy Board in March 2021. The 2021 Plan was developed for the full SJTPO region, including Atlantic, Cape May, Cumberland, and Salem Counties. **Table 4** summarizes the 2021 Plan recommendations specific to Atlantic County, as well as those applicable to the full SJTPO region. **Table 4** also notes the implementation status of the previous recommendations. Implementation information is accurate as of 2025 and was confirmed through stakeholder meetings and research.

## Of the recommendations specific to Atlantic County, two have not been implemented:

- Extend the SJTA Route 54/40 Shuttle to Vineland in Cumberland County.
- Implement a new bus service between Atlantic City and Woodbine in Cape May County.

Extending the Route 54/40 Shuttle to Vineland would provide a new, direct connection from western Atlantic County to the most populated city in the SJTPO region. Vineland has several important human services destinations, including multiple supermarkets, nutrition sites, and medical facilities. Currently, Route 54/40 Shuttle passengers can get to Vineland by transferring to NJ TRANSIT Route 553 in Buena Vista Township, however, transferring is not

necessarily feasible for some passengers, especially those with mobility limitations.

The other outstanding recommendation was for a new bus service between Atlantic City and Woodbine in Cape May County. During outreach, Atlantic County stakeholders reported they have not received any recent requests from Atlantic County residents for a new bus service to Woodbine. Further, none of the Atlantic County residents that responded to the Community Mobility Survey or attended the public workshop requested bus service to Woodbine. This feedback suggests that the previous recommendation is no longer applicable.

**The other 2021 recommendations specific to Atlantic County are at least partially addressed by existing transportation services.** For instance, while there have been no new feeder services which started in 2021, residents in western Atlantic County can still use Atlantic County Transportation Unit (ACTU) services to connect to NJ TRANSIT. Many of the services which partially address the 2021 recommendations were already in operation prior to the adoption of the previous Access for All Transit Plan, suggesting Atlantic County residents may not be aware of all the transportation services available to them.

**Table 4: Status of Access for All Transit Plan (2021) Recommendations**

County	Recommendation	Status	Additional Information
Atlantic	Expand feeder services from Buena Borough, Buena Vista Township, Folsom, and other areas of western Atlantic County to NJ TRANSIT.	Partially Addressed	ACTU offers countywide demand response service that can be used to connect to NJ TRANSIT.
Atlantic	Implement shuttle services to take passengers from western Atlantic County to NJ TRANSIT.	Partially Addressed	SJTA Route 54/40 Community Shuttle serves the Hammonton/Richland/Buena/Buena Vista area and connects to NJ TRANSIT.
Atlantic	Extend SJTA Route 54/40 Shuttle to Vineland.	Not Implemented	SJTA Route 54/40 Community Shuttle has not been extended to Vineland.
Atlantic	Extend NJ TRANSIT Route 315 to Atlantic Cape Community College.	Partially Addressed	SJTA English Creek-Tilton Road Community Shuttle connects passengers to the Atlantic Cape Community Shuttle via NJ TRANSIT Route 502.
Atlantic and Cape May	Implement new bus service between Woodbine (Cape May County) and Atlantic City via Ocean City, Somers Point, Margate, and Ventnor.	Not Implemented	This service has not yet been implemented.
SJTPO Region	Before expanding or adding new services, identify ways to improve efficiency and cut the costs of existing services.	Ongoing	Since 2021, Atlantic County transportation providers have made plans and modified services to improve efficiency and cut costs.
SJTPO Region	Provide extended evening hours and weekend hours with existing services.	Not Implemented	None of the Atlantic County transportation providers extended their evening or weekend hours.

County	Recommendation	Status	Additional Information
SJTPO Region	Provide additional bus services to serve dialysis centers (i.e., patient transportation to/from treatment).	Partially Addressed	There have not been any new bus services implemented to serve patients traveling to/from dialysis centers since 2021; however, existing transportation providers already serve dialysis patients. ACTU reported during engagement that their capacity is stressed due to dialysis trips.
SJTPO Region	Provide additional bus services to meet the needs of the physically and mentally disabled and unhoused populations.	Not Implemented	None of the Atlantic County transportation providers have initiated new bus services to meet the needs of these populations.
SJTPO Region	Partner with private agencies, such as Uber and Lyft, to augment transportation services, particularly in rural areas.	Not Implemented	ACTU invited a representative from Uber to come speak to the agency's Board in 2020, but the representative never showed up to the meeting.
SJTPO Region	Adopt Transit-Oriented Development (TOD) Policies.	Ongoing	NJ TRANSIT adopted a TOD Policy Statement in 2024 focused on NJ TRANSIT-owned or controlled land. This policy will apply to areas around Atlantic City Rail stations.  No Atlantic County municipalities have adopted TOD policies since 2021.
SJTPO Region	Participate in the State of NJ's Transit Village Initiative.	Ongoing	Pleasantville was designated Transit Village in 1999. Atlantic City was designated in 2023.

County	Recommendation	Status	Additional Information
SJTPO Region	Adopt Complete Streets policies.	Ongoing	Atlantic County has not adopted a countywide Complete Streets policy. Twelve (12) Atlantic County municipalities have adopted Complete Streets policies, two of which (Atlantic City and the City of Pleasantville) have adopted new or revised policies since 2021.
SJTPO Region	Establish a permanent and active County Coordinating Committee to provide a central forum for coordinating services and discussing human services transportation.	Not Implemented	No permanent County Coordinating Committee has been established. During engagement, Atlantic County stakeholders expressed interest in participating in this type of Committee if it were to be established.
SJTPO Region	Establish and fill Mobility Manager position to oversee the joint County Coordinating Committee or four individual County Coordinating Committees. The Mobility Manager would also work to improve the quality and efficiency of human services transportation.	Not Implemented	No Mobility Manager position has been established or filled.

## Recommendations for 2026 Access for All Transit Plan

The 2026 Access for All Transit Plan assesses transportation needs and mobility gaps in Atlantic County using current data and recent stakeholder and community input. The analysis

and findings presented in this updated Plan were used to determine which of the 2021 Access for All Transit Plan recommendations shown in *Table 4* are still relevant. **Relevant recommendations have been carried over into this 2026 update.** The 2026 recommendations are presented in Chapter 8 (Recommended Strategies & Projects).

# 5. PROFILE OF ATLANTIC COUNTY

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Older adults, people with disabilities, and people with low incomes are more likely to rely on alternative transportation modes compared to other groups. **It is important to understand where these populations live within Atlantic County to determine which areas have the greatest transportation needs.** This chapter reviews the geographic, demographic, and socioeconomic characteristics of Atlantic County driving demand for public transit and human services transportation. The analysis focuses on how these characteristics have changed since 2021. *The analysis focuses on the year-round population and does not account for tourists or seasonal residents.*

## SJTPO Region

The SJTPO region encompasses Atlantic, Cape May, Cumberland, and Salem Counties. Spanning 1,662 square miles, the region accounts for nearly 20 percent of New Jersey's total area. The region includes a significant portion of New Jersey's Pinelands, a protected forested area, as well as large extents of wetlands and coastline. There are pockets of dense development, such as Atlantic City and Vineland (Cumberland County). **Outside of these more populated communities, the SJTPO region is primarily rural.** The rural nature of the SJTPO region and the difficulty of developing new roadways or infrastructure projects makes it difficult to provide public transit or human services transportation to those who need it.



*Pinelands National Reserve. Source: National Park Units.*

Population growth can drive demand for transportation services; when there are more people in an area, there are also more people who typically need transportation assistance. *Table 5* shows that the SJTPO regional population declined by 5,086 residents (-0.9 percent) from 2010 to 2023. Atlantic County’s population experienced neutral growth during this period, increasing by only 0.3 percent. **Atlantic County’s relatively consistent population size over time suggests there has not been a significant increase in transit demand since the 2021 Access for All Transit Plan.**

Consistent with recent demographic trends, SJTPO forecasts that its regional population will continue to decline (*Table 6*) by another 1.4 percent from 2025 to 2050. Cape May, Cumberland, and Salem Counties are all expected to experience slight population declines (-6.1, -2.8, and -0.8 percent, respectively). **Atlantic County’s population is expected to experience near neutral growth (+0.9 percent) over the next 25 years, suggesting that transit demand will continue to stay relatively consistent.** *Figure 1* shows both historical and projected population trends for the SJTPO region by county.

**Table 5: SJTPO Regional Population (2010 to 2023)**

	2010	2015	2020	2023	Change (2010 to 2023)	
					#	%
<b>Atlantic County</b>	273,162	275,376	274,534	274,074	912	0.3%
<b>Cape May County</b>	97,684	95,805	95,263	95,236	-2,448	-2.5%
<b>Cumberland County</b>	155,456	157,035	154,152	152,915	-2,541	-1.6%
<b>Salem County</b>	65,982	65,120	64,837	64,973	-1,009	-1.5%
<b>SJTPO Region</b>	<b>592,284</b>	<b>593,336</b>	<b>588,786</b>	<b>587,198</b>	<b>-5,086</b>	<b>-0.9%</b>

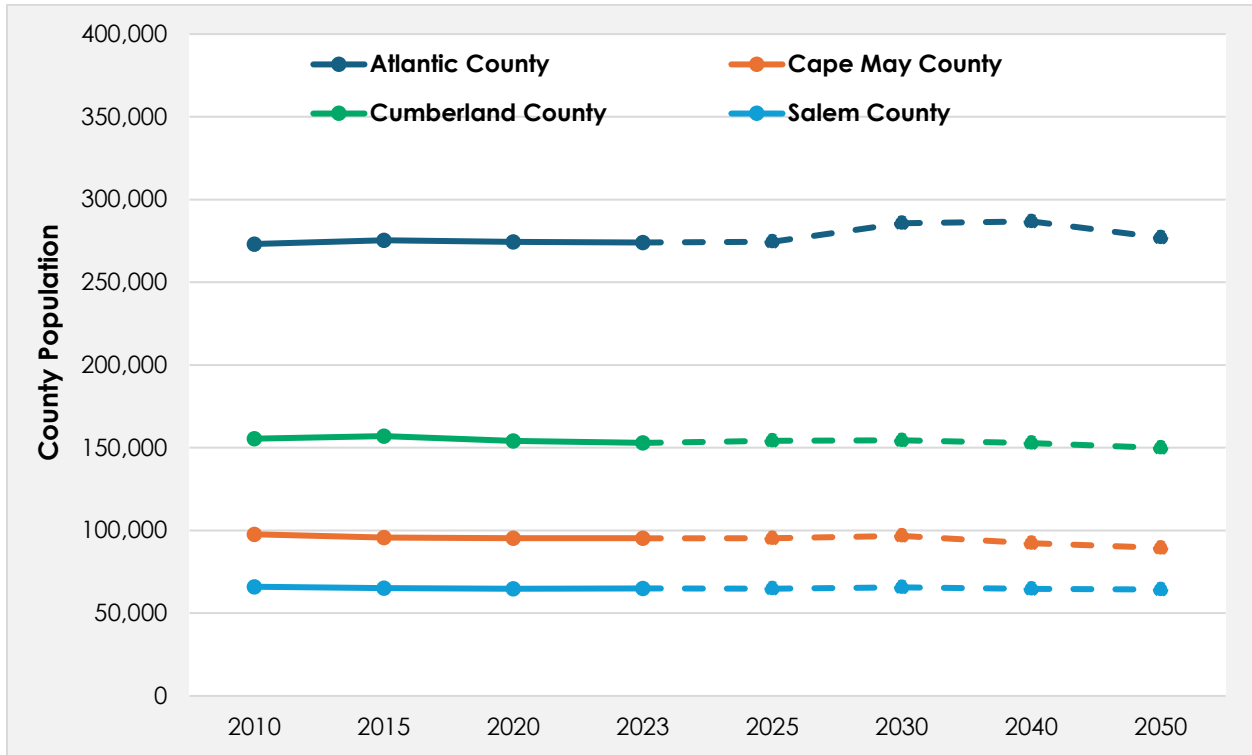
Source: US Census Bureau

**Table 6: SJTPO Counties Population Projections from 2025 to 2050**

	2025	2030	2040	2050	Change (2025 to 2050)	
					#	%
<b>Atlantic County</b>	274,500	285,700	286,800	277,000	2,500	0.9%
<b>Cape May County</b>	95,300	96,700	92,300	89,500	-5,800	-6.1%
<b>Cumberland County</b>	154,200	154,500	152,800	149,900	-4,300	-2.8%
<b>Salem County</b>	64,800	65,600	64,700	64,300	-500	-0.8%
<b>SJTPO Region</b>	<b>588,800</b>	<b>602,500</b>	<b>596,600</b>	<b>580,700</b>	<b>-8,100</b>	<b>-1.4%</b>

Source: SJTPO Population Projections (2024)

**Figure 1: SJTPO Region Historical and Projected Population Growth (2010-2050)**

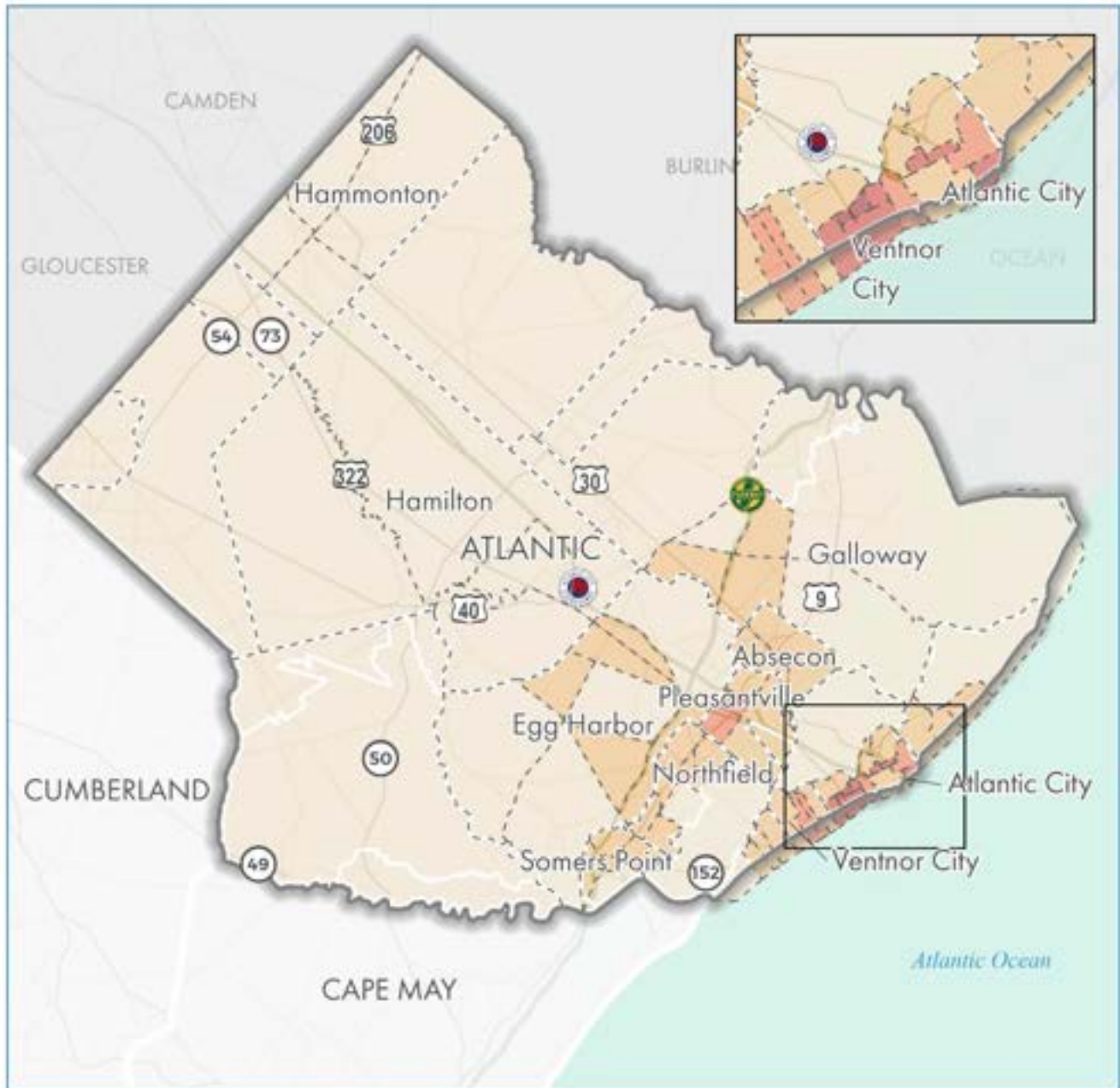


## Atlantic County Population Characteristics

Most of Atlantic County is sparsely populated, with less than 1,000 residents per square mile (*Figure 2*). While most of the county is rural, there are also several large population centers. Atlantic City is one of the largest and most densely populated areas in the SJTPO region. Absecon, Pleasantville, Egg Harbor, Northfield, and Somers Point also have higher population densities. **It is typically more cost-effective to provide transportation services in densely populated areas where there are more potential riders.**

Looking at Atlantic County’s population by age, over one-third (36 percent) of residents are younger than 30 (*Figure 3*). This suggests **there is likely need for transportation services to workplaces and schools.** On the other end of the age spectrum, 19 percent of residents are currently 65 years or older, and another 22 percent of residents are between the ages of 50 and 64 years old. The data suggests that **there may be growing demand for transportation services catered to older adults,** such as paratransit services, volunteer driver programs, and non-emergency medical transportation.

Figure 2: Population Density by Census Tract



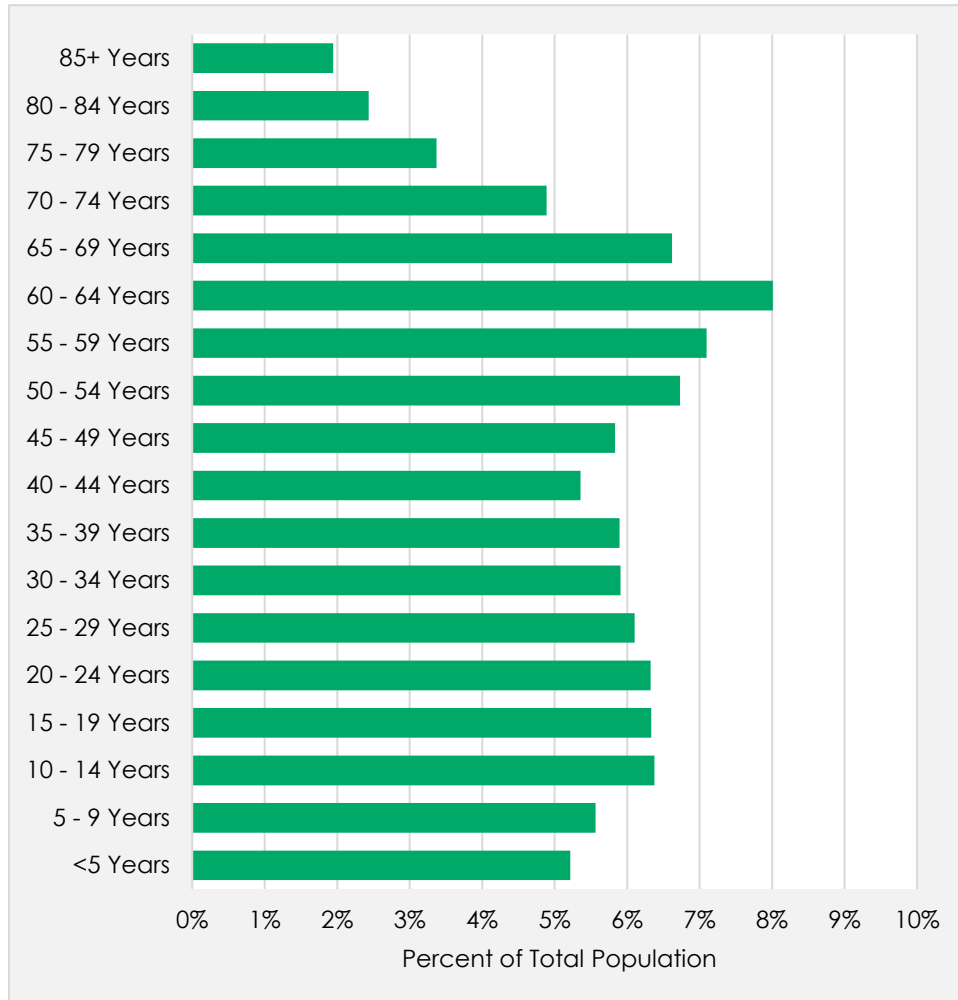
**Legend**

Population Density per Sq. Mile	Census Tract
< 1,000	Municipality
1,000- 5,000	
5,000 - 10,000	
10,000 - 20,000	
> 20,000	

Date: 11/10/2025

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**Figure 3: Atlantic County Population by Age**



## Atlantic County Demographics

Analyzing demographic trends can indicate how transit needs may have changed over time.

**Table 7** summarizes how Atlantic County’s senior adult, disabled, and low-income populations<sup>5</sup> changed from 2018 to 2023 based

on data from the US Census Bureau 2023 American Community Survey (ACS) 5-Year Estimates. **Table 7** also presents data on Atlantic County’s veteran population and zero-vehicle households, two additional factors which can be used to identify areas with potentially greater transit needs. More detailed demographic data is included in **Appendix D**.

<sup>5</sup> Low-income population defined as those residents living below the federal poverty level.

- Seniors:** Atlantic County has a higher share of adults 65 years or older (19 percent) than both New Jersey (17 percent) and the United States (17 percent). Notably, Atlantic County’s senior population increased by 16 percent from 2018 to 2023. This trend can be attributed in large part to the aging of the Baby Boomer generation.
- People with Disabilities:** In Atlantic County, 14 percent of residents have a disability. This is a higher share of the population than New Jersey (11 percent) but is on par with the national average (13 percent). Atlantic County’s disabled population grew by 6 percent since 2018.
- Low-Income Population:** Although the percentage of Atlantic County residents below the federal poverty level declined from 2018 and 2023, 13 percent of residents are still below the poverty level, a higher proportion compared to New Jersey (10 percent) or the United States (12 percent).
- Veterans:** Atlantic County’s veteran population declined by 8 percent from 2018 to 2023. This trend has been observed nationwide as the veteran population ages. Atlantic County has a similar share of veterans (4 percent) compared to New Jersey as a whole (4 percent), but a smaller share compared to the national average (6 percent).
- Zero Vehicle Households:** About 12 percent of Atlantic County households do not have a vehicle. This is a slightly higher rate compared to New Jersey overall (11 percent), even though there are less transit options compared to northern areas of the state. Atlantic County also has a larger share of zero-vehicle households compared to the United States (8 percent).

**Table 7: Atlantic County Demographic Trends**

	2018		2023		Change (2018 to 2023)	
	#	%	#	%	#	%
<b>Seniors (65+)</b>	45,459	17%	52,889	19%	7,430	16%
<b>Persons with a Disability</b>	35,805	13%	38,076	14%	2,271	6%
<b>Persons Below Poverty Level</b>	37,471	14%	35,247	13%	-2,224	-6%
<b>Veteran Population</b>	12,963	6%	11,959	4%	-1,004	-8%
<b>Zero Vehicle Households</b>	13,137	13%	12,704	12%	-433	-3%

## Major Human Services Destinations

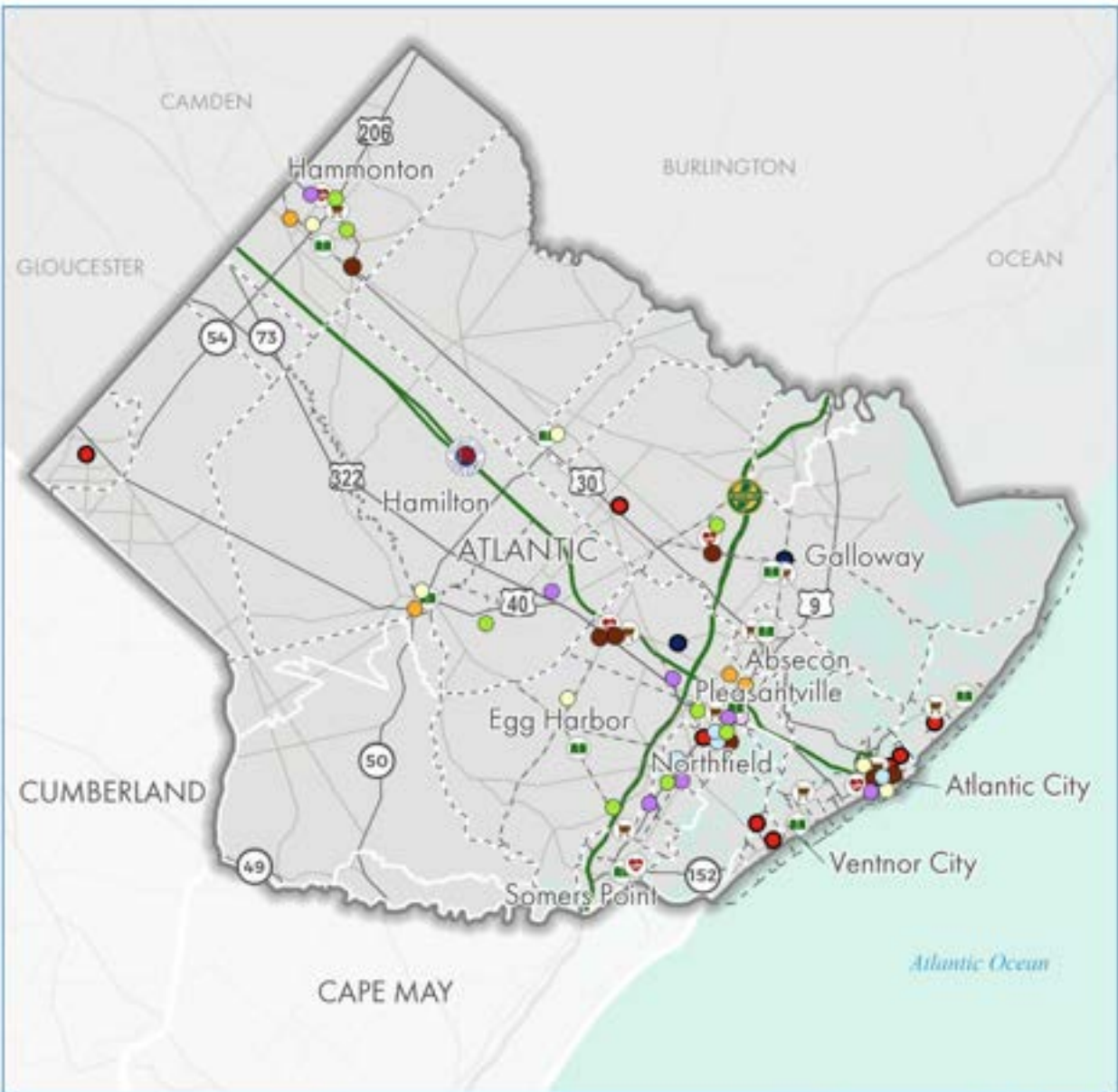
Major human services destinations are places that senior adults, people with disabilities, and people with low incomes want to go. These locations offer essential services and resources; however, they can be difficult to access without personal vehicles. **Public transit and human services transportation should help connect people to major human services destinations.**

Major human services destinations include adult day centers, assisted living facilities, county government offices, dialysis facilities, federally qualified health centers, food banks, hospitals, libraries, career centers, senior centers, supermarkets, and training centers for people with disabilities. *Figure 4* maps the human service destinations in Atlantic County. More

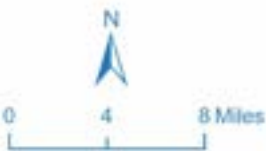
information on these facilities is listed in *Appendix E*. It should be noted that the data shown is not exhaustive of all facilities used by the target populations, but it does reflect many key destinations.

In Atlantic County, most of the human service destinations are in the eastern part of the county in the Atlantic City area or neighboring Pleasantville, Northfield, or Egg Harbor Township. The southern and western parts of Atlantic County have very few human services; notably, there are no supermarkets or hospitals in these areas. **This suggests that there are likely senior and disabled residents in the more rural areas of Atlantic County who need transportation to and from major human services destinations in the greater Atlantic City area.**

Figure 4: Major Human Services Destinations in Atlantic County



Date: 1/13/2026



**Destination Type**

- |                                     |   |
|-------------------------------------|---|
| ● Adult Day Center                  | 🏥 Hospital  |
| ● Assisted Living                   | 📖 Library   |
| ● County Government                 | 🏠 NJ One Stop Career Center                         |
| ● Dialysis                          | 🛒 Supermarket                                       |
| ● Federally Qualified Health Center | 👴 Senior Center                                     |
| ● Food Bank/Nutrition Site          | 🎓 Training Facilities for Persons with Disabilities |

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# 6. EXISTING TRANSPORTATION SERVICES

This chapter inventories existing transportation services in Atlantic County. Some services are available to the general public, but many are catered specifically towards the priority populations addressed by the Access for All Transit Plan: senior adults, people with disabilities, and people with low incomes. The inventory is organized by whether the provider is a public, nonprofit, or private organization. *Figure 5* shows all fixed route services in Atlantic County across all providers and does not show demand response services.

## Public Transportation

### NJ TRANSIT

The New Jersey Transit Corporation, better known as NJ TRANSIT, is New Jersey’s public transportation corporation that was formed in 1979 by the New Jersey Public Transportation Act. It is one of the largest transit agencies in the United States, providing nearly 270 million passenger trips per year. NJ TRANSIT’s funding sources include revenue generated by the New Jersey Turnpike Authority, FTA funds, and fare revenues, among other sources. NJ TRANSIT services are compliant with relevant Title VI, ADA, and equivalent service standards.



### NJ TRANSIT Fixed Routes

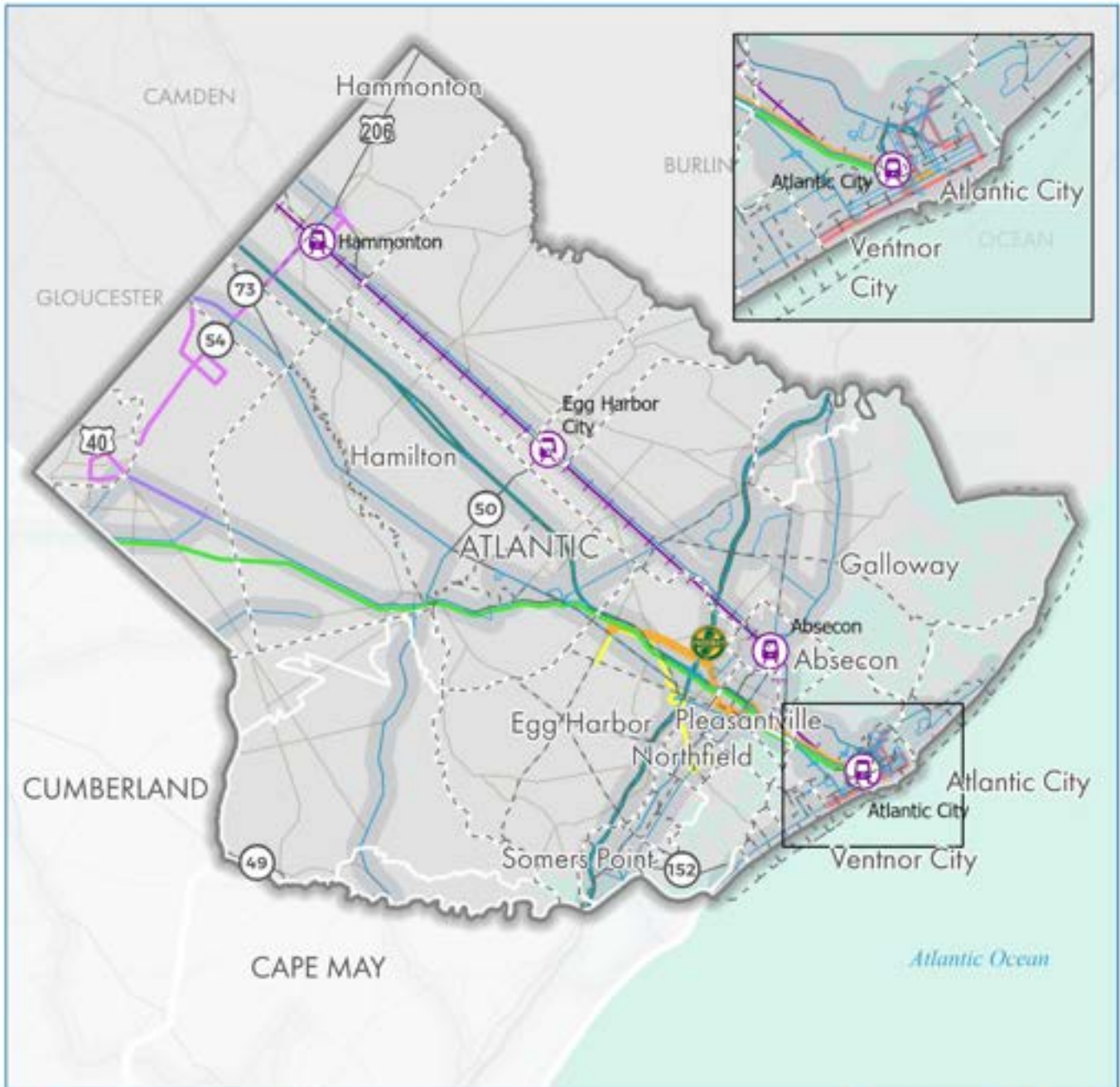
NJ TRANSIT operates 14 bus routes and the Atlantic City Rail Line through Atlantic County. *Table 8* summarizes key service information for these fixed route services. All NJ TRANSIT fixed routes are available to the general public, and most are available seven days per week, with some variation in the schedules on Saturdays and Sundays. Fixed route fares depend on the number of zones passengers travel through, but can range from \$1.80 to \$55.75 per one-way trip. Eligible passengers can apply to participate in the Fare Reduction Program, which provides discounts of upwards of 50 percent for seniors ages 62 or older, people with disabilities, and students.

### NJ TRANSIT ADA Paratransit

NJ TRANSIT’s ADA paratransit program is called Access Link. It serves people with disabilities who are unable to use NJ TRANSIT’s fixed routes due to physical or functional limitations. Access Link provides curb-to-curb transportation for users within three-quarters of a mile of any NJ TRANSIT fixed route. The service is generally available the same hours as the corresponding fixed routes. It can be used for any trip purpose, and the fares are the same as fixed route bus fares. Access Link riders can also participate in the Fare Reduction Program. Rides must be reserved at least one day in advance.



Figure 5: Fixed Route Services in Atlantic County



Date: 12/8/2025



South Jersey  
Transportation  
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**Legend**

- NJ TRANSIT Rail Stations
- NJ TRANSIT Rail
- NJ TRANSIT Bus
- Half-Mile Buffer - NJ TRANSIT Fixed Routes
- SJTA English Creek-Tilton Rd Community Shuttle
- SJTA ACCESS Shuttle
- SJTA Route 54/40 Community Shuttle
- SJTA Vineland Commuter Express
- AC Jitney - Atlantic City Services
- Census Tract
- Municipality

0 4 8 Miles

Atlantic County Access for  
All Transit Plan  
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Planning Organization

**Table 8: Weekday Service Information for NJ TRANSIT Fixed Routes in Atlantic County**

Route/Service	Weekday Start Time	Weekday End time	Start Location	End Location	Weekday Service Frequency <sup>1</sup>
315	6:26 AM	9:09 PM	Cape May	Philadelphia	300-480 min
319 <sup>2</sup>	7:30 AM	2:35 AM	New York City	Cape May	60 min
501	N/A	N/A	Brigantine Beach	Atlantic City	60 min
502	5:00 AM	11:45 PM	Hamilton Twp	Atlantic City	30-90 min
504	6:30 AM	12:23 AM	Margate	Atlantic City	40 min
505	N/A	N/A	Longport	Atlantic City	2-30 min
507	N/A	N/A	Ocean City	Atlantic City	20-60 min
508	5:26 AM	2:10 AM	Hamilton Twp	Atlantic City	60 min
509	6:00 AM	12:47 AM	Ocean City	Atlantic City	60 min
551	N/A	N/A	Philadelphia	Atlantic City	30 min
552	12:42 AM	3:14 PM	Atlantic City	Cape May	30-60 min
553	N/A	N/A	Upper Deerfield	Atlantic City	30-60 min
554	N/A	N/A	Lindenwold	Atlantic City	30-60 min
559	N/A	N/A	Lakewood	Atlantic City	60 min
Atlantic City Rail Line	4:11 AM	2:24 AM	Philadelphia	Atlantic City	90-120 min

Note 1: Weekday service frequency data reflects service frequency in Atlantic County. Some of the routes provide more frequent service to destinations in other counties.

Note 2: Route 319 is a seasonal summer service.

Note 3: Routes 501, 505, 507, 551, 553, 554, and 559 operate 24 hours per day, seven days per week.

### **Atlantic County Transportation Unit**

ACTU is a door-to-door demand response service provided by the Atlantic County Division of Intergenerational Services. It serves residents ages 60 and older, people with disabilities, veterans traveling to/from medical centers, and residents in rural areas of western Atlantic County. ACTU service has been designed to not

duplicate other transportation services provided by NJ TRANSIT or any nonprofit or private organizations. ACTU receives FTA funding administered by NJ TRANSIT; therefore, ACTU service is compliant with relevant Title VI, ADA, and equivalent service standards. In 2026, ACTU set a near-term goal to increase its capacity to serve dialysis patients.

ACTU service is available from 8:00 AM to 4:00 PM on weekdays by reservation only. ACTU also serves dialysis trips on Saturdays, as well as pre-reserved senior group trips on Saturdays and Sundays. ACTU serves all destinations within Atlantic County and up to five miles outside the county lines. It also makes limited trips to Vineland, Camden, and Philadelphia, Pennsylvania, based on demand. Passengers can make reservations for “life essential services,” such as medical appointments, up to seven days in advance. Reservations for “life enhancing services,” such as social events, can be made up to two days in advance. Same-day reservations are not available. ACTU is free for all users.

### **City of Brigantine**

The City of Brigantine offers a senior shuttle bus for medical appointments and shopping within city limits. It is free for senior adults ages 62 and over. The shuttle is available from 9:00 AM and 12:00 PM on weekdays only. Rides must be scheduled at least 24 hours in advance.

### **Margate City**

The City of Margate provides the Margate Senior Shuttle for people ages 60 and older and persons with disabilities. The Senior Shuttle provides free, door-to-door transportation for medical trips, shopping, and other errands. The service is available in the Cities of Margate, Ventnor, and Longport on weekdays between 9:15 AM and 1:00 PM. Rides must be reserved one to two days in advance. The Senior Shuttle is operated by City employees.

### **City of Pleasantville**

The City of Pleasantville offers a door-to-door, free transportation service for adults ages 60 and over and persons with disabilities. The City has lift-equipped vehicles. Trips must be within Pleasantville, and reservations must be made at least one day in advance. Trips to nutrition sites are served on weekdays from 7:00 AM to 3:30 PM. Passengers can request trips to Walmart or grocery stores on Wednesdays only.

### **South Jersey Transportation Authority (SJTA)**

SJTA is a public agency established in 1991 to serve Atlantic, Camden, Cape May, Cumberland, Gloucester and Salem Counties.



SJTA manages the region’s highway network and aviation facilities. SJTA also operates public shuttle services throughout South Jersey, including in Atlantic County. SJTA receives funding from NJ TRANSIT, NJ Department of Transportation (NJDOT), counties, and Cross County Connection Transportation Management Association (CCCTMA). SJTA services are compliant with relevant Title VI, ADA, and equivalent service standards.

**Table 9** lists SJTA shuttle services in Atlantic County. Notably, SJTA launched two pilot services in fall 2025: the Vineland Commuter Express and the Atlantic County Community Express Shuttle (ACCESS). SJTA previously operated the Egg Harbor Shuttle, which connected the Egg Harbor Rail Station, Stockton University, and the Atlantic City International Airport; however, this service was discontinued since 2021.

**Table 9: SJTA Transportation Services in Atlantic County**

Route	Weekday Start Time	Weekday End time	Weekend Service	Start Location	End Location	Service Frequency	One-Way Fare
Atlantic County Community Express (ACCESS)	8:00 AM	4:54 PM	--	AtlantiCare Health Park	Atlantic City Rail Station	90-120 min	Free
Route 54/40	6:24 AM	6:52 PM	--	Hammonton	Richland	60-150 min	Free
English Creek-Tilton Road	6:47 AM	8:28 PM	--	Egg Harbor	Northfield	40-60 min	Free
Vineland Commuter Express	5:35 AM	4:50 PM	Yes	Vineland Transit Center	Atlantic City Bus Terminal	2 daily roundtrips	\$6

**Atlantic County Community Express Shuttle (ACCESS)**

ACCESS is a partnership between NJ TRANSIT, Atlantic County, and SJTA. This pilot service started in October 2025. ACCESS connects the AtlantiCare Health Park in Egg Harbor Township to downtown Atlantic City via Pleasantville. Key destinations that are served include the Social Security Office, One Stop Career Center, Pleasantville Bus Station, AtlantiCare HealthPlex, Atlantic City Bus Terminal, and Atlantic City Rail Station. ACCESS is funded by a grant from NJ TRANSIT through the Transportation Accessibility and Mobility Pilot (TAMP) Program. The service is expected to run for 18 months, unless extend with additional funding.

**Route 54/40 Community Shuttle**

The Route 54/40 Community Shuttle provides service between Hammonton and Richland (Buena Vista Township), with stops in Collings Lakes, Folsom, Newtonville, and Landisville and Minotola in Buena Borough. It is an important feeder service for residents in western Atlantic County.

**English Creek-Tilton Road Community Shuttle**

The English Creek-Tilton Road Community Shuttle provides service in Egg Harbor Township and Northfield, with connections to NJ TRANSIT Routes 502, 507, and 509. Key stops served include the Community Food Bank of New Jersey in Northfield, Reliance Medical, Walmart, and the Family Service Association, among others.

### Vineland Commuter Express

The Vineland Commuter Express is a one-year pilot service that began in October 2025. It is designed to connect residents to employment opportunities at the Atlantic City casinos, reduce congestion, and improve regional mobility. It only stops at the Vineland Transit Center and

the Atlantic City Bus Terminal. The Vineland Commuter Express makes two complete roundtrips per day and will be available every day throughout the one-year pilot period. The one-way fare is \$6, while seniors (62 and older), people with disabilities, and those with financial needs can ride for a reduced \$3 fare. It is not yet known whether the pilot will be extended.

**Figure 6: Vineland Commuter Express Advertisement**



Source: Cross County Connection Transportation Management Agency

## Social Service Transportation

Social service transportation is provided by organizations that specialize in serving the demographic groups prioritized by the Access for All Transit Plan: seniors, people with disabilities, and people with low incomes. The following Atlantic County social service organizations offer transportation services:

- **Active Day (Pleasantville):** Active Day provides day services for seniors and adults with developmental and intellectual disabilities. They provide clients with door-to-door transportation services for visits to the center, organizational activities, and medical appointments.
- **The Arc of Atlantic County:** The Arc serves people with intellectual and developmental disabilities. The Arc provides complimentary transportation services for clients participating in its programs on an as-needed basis.
- **Easter Seals of New Jersey:** Easter Seals provides human services to people with disabilities, older adults, and their families. Their transportation service is focused on getting people involved in their communities and activities, such as recreational activities and those related to jobs and employment.

- **Elwyn:** Elwyn offers education, treatment, and support services for children and adults with disabilities and behavioral health challenges. Elwyn operates 50 group homes and supervised apartments in the Vineland area. Elwyn teaches residents how to use available public transportation services. Elwyn also provides its own limited transportation services.
- **Parents and Friends Association Community Services (PAFACOM):** PAFACOM offers day programs and residential services for people with development disabilities. PAFACOM helps clients get to and from its programs.



Person helping passenger unload from van.  
Source: Adobe

- **Puerto Rican Action Committee of Southern New Jersey:** The Puerto Rican Action Committee of Southern New Jersey (PRAC) was founded in 1971 to “to uplift and enhance social, economic, cultural, and educational opportunities for Hispanic citizens.” The organization provides clients with transportation to medical and social service appointments.
- **Rural Development Corporation (RDC):** The Rural Development Corporation, the parent nonprofit for the Cumberland Family Shelter and Southern Regional Food Distribution Center, focuses on addressing homelessness and food insecurity. RDC buys public transit passes for its clients.
- **South Jersey AIDS Alliance:** The South Jersey Aids Alliance provides support and assistance to people living with HIV/AIDS and their families and caregivers. The Alliance provides clients with transportation for medical, dental, and social service appointments.

## Assisted Living and Home Health Care Providers

Many assisted living facilities and home health care providers provide residents and clients with transportation to medical appointments, shopping centers, and other activities. The following facilities in Atlantic County provide transportation services:

- New Standard Senior Living (Egg Harbor Township)
- New Standard Senior Living (Hammonton)
- Spring Home (Galloway)
- Spring Village (Hammonton)
- The Addison of Somers Place (Egg Harbor Township)
- Villa Raffaella Assisted Living (Pleasantville)
- Woodview Estates (Mays Landing)

## Non-Emergency Medical Transportation (NEMT)

### ModivCare



ModivCare is the State of New Jersey’s NEMT

provider. Any recipient of Medicaid is eligible to use ModivCare services free of charge. Passengers can reserve rides through the ModivCare app, ModivCare website, by text, or over the phone. The amount of notice needed to schedule a ride depends on an individual’s advance notice requirements from their specific health plan provider. ModivCare offers door-to-door service with higher levels of service available for individuals whose health plans specify it.

## Northeast Metro Ambulance

Northeast Metro Ambulance provides NEMT services for



residents in Atlantic and Ocean Counties.

Northeast Metro Ambulance has wheelchair accessible vans, and staff are trained to help people with ambulatory disabilities board and deboard vehicles. The company accepts payments from a number of insurance providers, including Medicaid and Medicare of New Jersey.

## Schools and Educational Facilities

Most Atlantic County schools and educational facilities provide transportation to help students get to and from school, field trips, and extracurricular activities. Many school districts contract private companies to provide transportation services; however, some provide services directly. School districts are required to work with parents and caregivers to develop specialized transportation solutions for students with disabilities during the preparation of students' Individualized Education Programs (IEPs). Schools and educational facilities that provide transportation include:

- Atlantic County Institute of Technology
- Public school districts (26)
- Public charter schools (6)
- Stockton University

## Private Services

There are private companies in Atlantic County that provide transportation services based on customer demand. Examples include private bus lines, cab services, limousine rentals, or chartered rides. Private transportation providers are eligible to apply for Section 5310 funds if they provide shared-ride service. If private transportation providers offer exclusive service that can be limited to one individual or group, based on the decision of either the driver or the passengers, then it is not shared-ride service. This condition means that most private transportation providers are not eligible to apply for Section 5310 funds. Private services still, however, serve as an alternative transportation option for seniors, people with disabilities, and people with low incomes.

Typically, private transportation services are more expensive than public or human services transportation. The high cost of private transportation often prohibits seniors, people with disabilities, and people with low incomes from being able to take advantage of these options. Private transportation providers in Atlantic County include, but are not limited to:

- Ace Limousine
- Action VAN & TAXI
- Alpha and Omega Limousine Bus Services

- Anthony's AC Downbeach Car and Taxi Service
- Atlantic City Car Service
- Atlantic City Limo Service
- Atlantic City Luxury Black Car Service
- Atlantic City Shaba Limousine Services
- Atlantic City VIP Limousine
- Avalon Jimmy Cabb
- Avalon Limousine
- Elite Limousine
- Exclusive Car and Limo of Atlantic City
- Geiger's Limousine & Transportation
- Greyhound/Flixbus
- Gonell's Car Services LLC
- Jay Limousine LLC
- Atlantic City Jitney Association
- Louie's Shuttle Bus
- Mike's Affordable Shuttle
- WG Luxury Black Service Atlantic City

The following sections provide more information on two of the largest private transportation services in Atlantic County: the Atlantic City Jitney Association and Greyhound/Flixbus.

### **Atlantic City Jitney Association**

The Atlantic City Jitney Association (AC Jitney) has been providing shuttle services in Atlantic City since 1915. **Table 10** provides more information on the two AC Jitney shuttles serving Atlantic City, both of which run all day, seven days a week, year-round. **Figure 7** shows an AC Jitney shuttle. Passengers can flag down a Jitney at any of the stops along its routes. However, passengers with wheelchairs or other physical disabilities should call 24 hours in advance for lift-equipped vehicles. AC Jitney provides complimentary deviations to the Atlantic City Rail Station for passengers on Route #6 by request. In December 2020, AC Jitney discontinued its service to the Atlantic City International Airport.

AC Jitney also offers private shuttle rentals to destinations in Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, and Salem Counties and Philadelphia, Pennsylvania. Private rentals must be reserved at least two weeks in advance. Rates are determined at the time of the reservation.

### **Greyhound/Flixbus**

Greyhound, which is now owned and operated by Flixbus, offers long-distance bus trips between Atlantic City and Philadelphia. Passengers can transfer in Philadelphia to other Greyhound/Flixbus routes, or to other private bus carriers, and travel to cities around the United States. There are seven one-way trips from Atlantic City to Philadelphia per day, with departure times spanning from 1:00 PM to 10:00 PM. One-way trips take approximately two hours. Fares range from \$17 to \$52.

**Table 10: AC Jitney Routes**

Route	Description	Service Frequency	Fare
Main Route	Runs along Pacific Avenue from Jackson Avenue to New Hampshire Avenue. Also serves the Marina Area and Golden Nugget, Harrah's, and Borgata Casinos.	10-15 minutes	<ul style="list-style-type: none"> <li>• \$3/ride (Public)</li> <li>• \$7.50 for 10 rides (Seniors &amp; People with Disabilities)</li> <li>• \$22.50 for 10 rides (Public)</li> </ul>
Route #6	Stops at Golden Nugget, Harrah's, and Borgata Casinos. Stops at Atlantic City Rail Station upon request. Shuttle service to/from the Atlantic City Rail Station is complimentary.	10-15 minutes	<ul style="list-style-type: none"> <li>• \$3/ride (Public)</li> <li>• \$7.50 for 10 rides (Seniors &amp; People with Disabilities)</li> <li>• \$22.50 for 10 rides (Public)</li> </ul>

**Figure 7: Atlantic City Jitney Shuttle**



Source: AC Jitney Association

# 7. TRANSPORTATION NEEDS & GAPS

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Per the FTA, coordinated plans must assess transportation needs and gaps in service for senior adults, people with disabilities, and people with low incomes. This chapter uses the data presented in Chapters 5 (Profile of Atlantic County) and 6 (Existing Transportation Services) to identify areas of Atlantic County with high transportation needs and mobility gaps. This chapter also uses the data presented in Chapter 6 to identify gaps in service and potential service duplications. All census tract data is from the 2020 U.S. Census.

## Transit Needs Index

The Transit Needs Index (TNI), shown in *Figure 8*, identifies areas of Atlantic County with the greatest comparative need for transit services based on the number and density of the focus subpopulations: older adults, people with disabilities, people with low incomes, veterans, and zero vehicle households. **By identifying areas with greater need, the TNI can be used to determine where transportation investments would be most impactful.** The TNI is based on data presented in Chapter 5 and *Appendix D*. The methodology used to calculate the TNI is explained in *Appendix F*. *The TNI only considers the year-round population.*

**Census Tracts 3, 4, 11, and 15, all of which are in Atlantic City, have the highest TNI scores, and therefore the greatest assumed need for transportation services.** Outside of Atlantic City,

none of the other census tracts scored higher than 23, indicating the other census tracts have only low or moderate need across all five priority populations. Overall, the TNI underscores the need for consistent and reliable transportation services in Atlantic City.

Although the TNI is a useful tool for assessing transit needs, it is important to consider other factors when determining where to target investments. For instance, although Census Tracts 11 and 15 have higher TNI scores, Census Tract 3 (in the North Chelsea area of Atlantic City) has a much higher population density. Consequently, it would likely be more cost-effective to focus investments on new fixed route services in Census Tract 3, where there are more potential riders.

## Mobility Gaps

A mobility gap refers to the difference between the number of trips made by people who have access to cars versus those who don't. The difference in trips, or the mobility gap, could potentially be served by transit services if they were available. **It is assumed that areas with high mobility gaps would benefit from additional investments in transit, as there is likely latent ridership demand.** *Figure 9* shows mobility gaps in Atlantic County by census tract. The methodology used is explained in *Appendix F*. *The mobility gaps analysis only considers the year-round population*

Figure 8: Atlantic County Transit Needs Index



Date: 11/10/2025



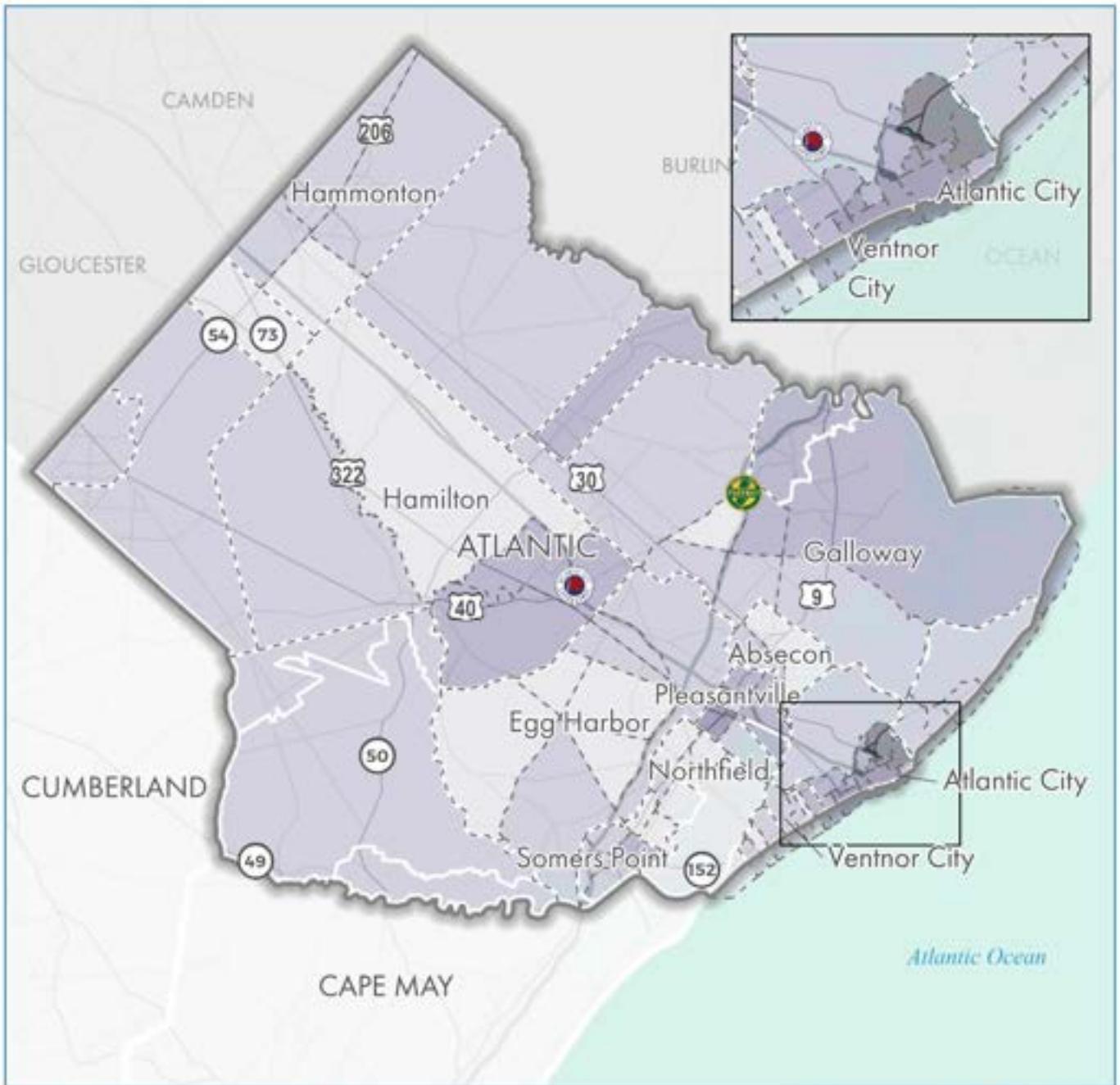
**Legend**

<p>Transportation Needs Index</p> <p>Lower</p> <p>Higher</p>	<p>Census Tract</p> <p>Municipality</p>
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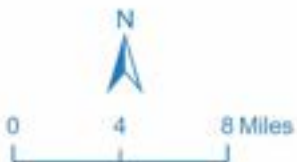
Atlantic County Access for All Transit Plan  
South Jersey Transportation Planning Organization



Figure 9: Atlantic County Mobility Gaps



Date: 12/10/2025



**Legend**

Mobility Gaps - Unserved Trips

Low

High

Census Tract

Municipality

Atlantic County Access for All Transit Plan  
 South Jersey Transportation Planning Organization

Areas with high mobility gaps generally have more zero vehicle households. Some areas also have high mobility gaps because they are rural and lack public transportation infrastructure, resulting in a large difference between the number of trips made by people with access to cars versus those without. **As shown in Figure 9 Atlantic City and Pleasantville have the highest mobility gaps.** Several other areas, including areas of Ventnor City, Somers Point, McKee City, Egg Harbor City, and Port Republic, have moderate mobility gaps.

## Gaps in Service

Gaps in service refer to deficiencies in the public transportation system. *Table 11* describes different types of gaps in service. Several gaps were identified through the public involvement process and the review of existing transportation services:

- Any transportation providers that cannot demonstrate 100 percent fleet accessibility need to demonstrate compliance with equivalent service requirements before they apply for federal funds, including Section 5310 funds.
- While Atlantic County has more fixed route services than the other counties in the SJTPO region, many of the fixed routes are concentrated near Atlantic City. This means that residents in other, more rural areas of Atlantic County do not have the same level of transit access. **More bus routes and bus stops were tied for the top improvements requested by Atlantic County residents who participated in the public survey.**
- There are limited weekend service options outside of Atlantic City, as ACTU and the Route 54/40 and English Creek-Tilton Road Community Shuttles do not operate on the weekends.

**Table 11: Types of Gaps in Service**

Type	Description
Affordability	When people cannot afford the transportation services available to them.
Eligibility	When program or agency policies result in certain population groups being ineligible for transportation services.
Information	When people do not know about existing transportation services or how to use the services available to them.
Geographic	Areas without public and/or specialized transportation services.
Service	Areas where transportation services are too infrequent or do not travel where people need to go, making them unusable to many people.
Temporal	Days or times when transportation services are not available.

- While ACTU is available countywide, it is only available from 8:00 AM to 4:00 PM on weekdays. These limited hours make it difficult for riders to use ACTU to get to and from work, school, or other longer commitments. The limited hours also mean there are no demand response services available during the morning, evenings, or weekends for Atlantic County residents who live outside of NJ TRANSIT's Access Link service area.
- Based on feedback received through the stakeholder engagement and the Community Mobility Survey, Atlantic County residents struggle to make first/last mile connections to transit services. This problem is more pertinent in western Atlantic County, where residents typically need to travel farther to access transit services.
- Atlantic County residents reported in the Community Mobility Survey that there are not enough transportation options that can be used to get to and from medical appointments or work on time. Shared ride services, such as Access Link or ACTU, can only guarantee that passengers are dropped off within a certain time window.
- There is a need for more transportation options to out-of-county destinations in Camden, Cape May, and Cumberland Counties. There is also need for transportation to destinations in Philadelphia, Pennsylvania. While ACTU serves limited out-of-county trips, it does not have capacity to meet demand. People could technically use NJ TRANSIT to get to

nearby New Jersey counties and Philadelphia, but they would potentially need to transfer, and that may not be feasible for those with limited mobility.

- Atlantic County residents may not be aware of the services available to them, such as Access Link, ACTU, or ModivCare.
- Transportation providers have struggled to hire qualified operators with CDLs.
- Atlantic County transportation providers have limited resources and funding to improve or expand services.
- It is difficult for some people to get to fixed route stops due to the lack of safe or accessible pedestrian and bicycle infrastructure.

## Duplicative Services

No major service duplications were identified during the study process. While NJ TRANSIT and ACTU both provide ADA-accessible demand response services, Access Link is only available to people with disabilities and trips are limited to locations within three-quarters of a mile of NJ TRANSIT fixed routes. ACTU is available countywide to people with disabilities, seniors, veterans, and rural residents. ACTU's different eligibility requirements and service area mean it is serving different needs than Access Link.

## Conclusions

There are several areas of Atlantic County identified as having comparatively high transit needs or mobility gaps. In particular, **Atlantic City was found to have both high transit needs and high mobility gaps** based on the analysis of demographic and socioeconomic data. Several communities, including Pleasantville, Ventnor City, Somers Point, McKee City, Egg Harbor City, and Port Republic, were found to have moderate to high mobility gaps. Some of the mobility gaps can be attributed in part to the lack of transit options in more rural parts of Atlantic County.

**While there are existing transportation services in Atlantic City, it is possible that these services do not meet residents' needs.** Service improvements, such as increased frequency and shorter travel times, were highly requested by Atlantic County residents who completed the Community Mobility Survey. Additionally, survey

respondents requested more bus routes, more bus stops, and service to more destinations. Overall, this feedback suggests that existing transportation services could probably be modified to better serve residents. Atlantic County transportation providers should analyze potential service improvements that would benefit seniors, people with disabilities, and people with low incomes. Providers should also continue to increase marketing efforts to notify residents about existing service options that they may not be aware of.

**Residents in western Atlantic County and other rural communities do not have the same level of transit access compared to residents near Atlantic City.** While ACTU is an important option for senior, disabled, and rural residents countywide, its hours are limited, and it does not operate on weekends. Expanding service options in western Atlantic County should continue to be a priority throughout the five-year planning period.



## 8. RECOMMENDED STRATEGIES & PROJECTS

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The following sections recommend strategies and projects to improve transportation access in Atlantic County. **The recommendations are based on both the technical analysis presented in this Access for All Transit Plan and public input.** Ultimately, the recommendations are intended to help Atlantic County residents. The recommendations are not mandatory; however, they should still be considered, when possible, to help address unmet transportation needs, mitigate gaps in service, and improve the efficiency of service delivery.

It is important to note that specific project details still need to be determined.

**Transportation providers will need to further develop potential projects before they apply for Section 5310 funding,** or other any other potential funding sources. Other funding sources were listed previously in *Table 1*.

The FTA now requires Section 5310 recipients to demonstrate how the requirement for equivalent service will be met if there is less than 100 percent fleet accessibility for demand response services. ADA-accessible transit vehicles are equipped with features such as wheelchair lifts or ramps, priority seating, and secure spaces for mobility devices, allowing passengers with disabilities to board, ride, and exit safely and independently. NJ TRANSIT has updated its subrecipient assistance and oversight procedures to ensure this new

requirement is met. *Appendix G* provides more information on how NJ TRANSIT will assess equivalent service requirements. **Providers that have less than 100 percent fleet accessibility will need to work with NJ TRANSIT to determine corrective actions before they apply for Section 5310 funding to implement any of the recommended projects.**



*Access Link vehicles. Source: NJ TRANSIT*

## Maintain Existing Transportation Services

There are already several transportation services in Atlantic County catered to senior, disabled, and low-income populations. These include ACTU, NJ TRANSIT’s Access Link, NEMT services via ModivCare, and services offered by human

services agencies, among others. During public involvement, stakeholders and residents indicated there is a relatively high need for existing transportation services. **It is important to maintain these existing services going forward to prevent new gaps in service from developing.** *Table 12* details projects to maintain existing transportation services.

**Table 12: Projects to Maintain Existing Transportation Services**

Project	Details
<p><b>Purchase or lease replacement vehicles</b></p>	<p>Purchase or lease replacement vehicles when current vehicles reach <a href="#">Useful Life Benchmarks</a> (ULBs) as outlined by the FTA. <b>All vehicles purchased or leased should be ADA-accessible, or transportation providers need to be able to demonstrate to NJ TRANSIT that they meet equivalent service requirements.</b> <i>When possible, agencies should prioritize smaller vehicle models that do not require operators to have CDLs. Agencies should only purchase or lease smaller vehicles if they can maintain the same level of service accessibility.</i></p>
<p><b>Fund vehicle preventive maintenance</b></p>	<p>Complete recommended preventive maintenance activities per FTA policies and manufacturer recommendations.</p>
<p><b>Purchase replacement software and technology</b></p>	<p>Purchase replacement software and technology, such as dispatch and scheduling software, radios and communication equipment, fare collection systems, and security technology, as needed to provide reliable, safe, and efficient service.</p>
<p><b>Procure contracted services</b></p>	<p>Acquire transportation services through a contract, lease, or other arrangement to <i>fulfill existing program requirements</i>. Contracted services must be ADA-accessible or meet federal equivalent service requirements. Section 5310 funds can be used to acquire contracted services but cannot be used to support direct operating costs.</p>

Project	Details
<p><b>Write grants to support Atlantic County transportation services</b></p>	<p>Write and prepare grant applications to support the operating and capital requirements of existing transportation services and programs in Atlantic County.</p>
<p><b>Identify new funding options for operating and capital needs</b></p>	<p>Transportation providers, human services agencies, and other stakeholders can collaborate to research new funding opportunities for transit operating and capital requirements. This will be especially important as the funding landscape continues to evolve throughout the five-year planning period.</p>



*People boarding bus. Source: Adobe*

## Implement Capital and Technology Improvements

Many areas of Atlantic County do not have accessible pedestrian or bicycle infrastructure, making it difficult for people to safely access transit services. Further, not all transit vehicles or facilities are ADA-accessible, meaning some people cannot access transit services at all.

Implementing the recommended capital improvements, listed in *Table 13*, will help eliminate barriers currently limiting transit ridership. *Table 13* also recommends technological improvements to improve the accessibility and quality of Atlantic County transportation services, enabling more people to ride. **Enhanced technology will also improve service efficiency over time, generating long-term cost savings for transportation providers.**

**Table 13: Capital and Technology Improvement Projects**

Project	Details
<b>Upgrade existing vehicles to be ADA-accessible</b>	Purchase and install wheelchair lifts, ramps, and security devices on existing vehicles.
<b>Enhance technology</b>	Purchase improved technology such as intelligent transportation systems (ITS), automatic vehicle location systems, digital fare collection systems, automatic reservation processing systems, digital scheduling software, and microtransit software, among others. In particular, ACTU should procure new technology to improve scheduling, dispatch, maintenance, and security processes.
<b>Purchase and install passenger amenities at bus stops</b>	Purchase and install bus shelters and benches for use at bus stops with high ridership activity. Bus stops should be ADA-accessible and linked to the sidewalk network so amenities can benefit seniors and people with disabilities.
<b>Explore opportunities to implement microtransit and micromobility systems</b>	Study the feasibility of converting existing dial-a-ride services, such as ACTU, to microtransit. Encourage micromobility pilots. Coordinate microtransit and micromobility projects with existing services.
<b>Improve access to bus stops</b>	Plan and construct ADA-accessible paths to bus stops. Improvements may include building curb cuts and sidewalks or installing ADA-accessible pedestrian signals or improved signage. Priority areas for improvement include intersections near the Atlantic City Bus Terminal ( <i>Figure 10</i> ) and Pleasantville Bus Station.
<b>Improve pedestrian and bicycle connections to bus stops</b>	Plan and construct additional ADA-accessible sidewalks and crosswalks, bicycle lanes, and bicycle storage facilities to help people access bus stops.



Figure 10: Atlantic City Bus Terminal Boarding Area



Source: Miles Taylor

## Enhance Outreach & Communications

As previously mentioned, there are several human services transportation options already available in Atlantic County. Additionally, there are existing resources that people could use to learn about available transportation services, including [Cross County Connection Transportation Management Association](#)

(CCCTMA), the [Atlantic County Division of Intergenerational Services](#), and [New Jersey 211. CCCTMA](#) also offers a travel training program focused on underserved communities. While these resources are available, awareness remains limited. **The Access for All Transit Plan recommends improving outreach about existing services to eliminate information gaps preventing people from taking advantage of available services.** *Table 14* describes projects to support this strategy.

**Table 14: Outreach & Communications Projects**

Project	Details
<b>Improve digital information resources</b>	Improve existing digital information resources to ensure they are clear and updated. Update existing regional information resources offered by CCCTMA, SJTPO, and NJ 211. Providers should collaborate to develop an “All Atlantic County Transit Services” digital guide. Consider opportunities to use artificial intelligence (AI) to build new online trip planning or information tools.
<b>Develop new physical outreach materials</b>	Develop new, updated physical outreach materials that incorporate document accessibility standards.
<b>Increase coordination with human services agencies</b>	Coordinate with human services agencies in Atlantic County, including health agencies, to promote transportation services. During stakeholder engagement, representatives from human services agencies said improved coordination would help them to be able to refer their clients to existing transportation services.
<b>Increase online marketing</b>	Increase online marketing of existing transportation services by increasing presence on social media platforms and other nontraditional forms of media. For instance, ACTU, which does not currently have any social media accounts, could apply for funding to help increase its social media presence. Online marketing will continue to become more important as senior adults become increasingly tech-savvy.
<b>Increase travel training programs</b>	Expand and improve marketing of existing travel training programs. Increase capacity of transportation providers to provide their own travel training programs.



## Expand and Improve Transportation Services

There are several service gaps in Atlantic County that cannot be addressed with existing services.

**Atlantic County transportation providers should expand and improve services over time to**

**minimize service gaps.** *Table 15* recommends service improvements that will benefit Atlantic County’s senior adult, disabled, and low-income populations. The recommendations are contingent on the availability of funding; Atlantic County transportation providers will need to pursue and secure additional funding before implementing the recommended service improvements.

**Table 15: Service Expansion and Improvement Projects**

Project	Details
<p><b>Shorten required reservation windows</b></p>	<p>Progressively shorten required reservation windows for demand response services operating in Atlantic County. Transportation providers should work towards being able to provide same-day service. <i>It is important to note that this change should only be implemented if transportation providers have the capacity to shorten reservation windows and still provide the same level and quality of service. This improvement should not be implemented if it would reduce total ridership.</i></p>
<p><b>Partner with regional stakeholders on transit-related studies</b></p>	<p>Partner with regional stakeholders such as NJ TRANSIT, CCCTMA, and SJTPO to conduct transit-related studies.</p>
<p><b>Conduct studies on potential service expansions</b></p>	<p>Conduct studies on how to expand existing services to address unmet transit needs. Studies should focus on solutions that would be cost effective, grow ridership, and not duplicate existing services.</p>
<p><b>Extend weekday service hours on ACTU</b></p>	<p>Extend weekday service hours on ACTU to enable more people to use the service for work, school, or other longer commitments.</p>
<p><b>Expand service eligibility</b></p>	<p>Expand ACTU’s service eligibility to include more demographic and socioeconomic groups to eliminate eligibility gaps. This will likely require ACTU to secure additional funding.</p>

Project	Details
<p><b>Purchase or lease expansion vehicles</b></p>	<p>Purchase or lease expansion vehicles to operate new services. <i>When possible, agencies should prioritize smaller vehicle models that do not require operators to have CDLs. Agencies should only purchase or lease smaller vehicles if they can maintain the same level of service accessibility.</i></p>
<p><b>Increase service to out-of-county destinations</b></p>	<p>Increase service to out-of-county destinations in Camden, Cumberland, and Gloucester Counties, and Philadelphia (Pennsylvania). Providers should only pursue funding for additional out-of-county service if their policies and/or by-laws allow them to provide out-of-county service. Providers should also check whether out-of-county service is an eligible expense based on the mix of funding sources that would be used to fund the service</p>
<p><b>Increase weekend service options</b></p>	<p>Increase weekend service options by adding weekend hours on ACTU.</p>
<p><b>Add fixed route service options</b></p>	<p>Add new fixed route services in areas with mobility gaps and transit needs, such as communities in western Atlantic County. Analyze options for potential operators, routes, and hours. New fixed routes should connect to NJ TRANSIT.</p>
<p><b>Procure contracted services</b></p>	<p>Acquire transportation services through a contract, lease, or other arrangement to <i>implement new or expanded transportation programs</i>. Contracted services must be ADA-accessible or meet federal equivalent service requirements. Section 5310 funds can be used to acquire contracted services but cannot be used to support direct operating costs.</p>

## Improve Agency Coordination

### Coordination improves the cost effectiveness and efficiency of human services transportation.

Coordination helps providers share responsibilities, management, resources (i.e., agency vehicles), and funding. Coordination can also enable larger transportation agencies to enter into agreements with other agencies (i.e., county department, local municipality, or private agency) to provide transportation services.

The Access for All Transit Plan aims to improve coordination between Atlantic County transportation providers. Stakeholders indicated during outreach that they want to improve coordination; however, there are several barriers that make coordination difficult. Some coordination challenges include regulatory constraints, different organizational focuses, and organizations' limited capacity to develop coordination agreements. Despite these challenges, the Access for All Transit Plan recommends regional partners explore opportunities to improve coordination by completing the projects listed in *Table 16*.

**Table 16: Projects to Improve Agency Coordination**

Project	Details
<b>Meet with regional partners</b>	Meet with regional partners to improve intercounty connections.
<b>Establish Four-County Coordinating Committee*</b>	Establish a permanent and active Four-County Coordinating Committee to provide a central forum for agencies and organizations in the SJTPO region to meet and consider coordination opportunities. It is suggested that the Four-County Coordinating Committee meet biannually.
<b>Explore potential for establishing regional Mobility Manager position*</b>	Explore the potential of establishing a Mobility Manager position for the SJTPO region. The Mobility Manager could oversee the Four-County Coordinating Committee, facilitate meetings, and implement mobility management initiatives, among other tasks.
<b>Explore cost savings opportunities</b>	Explore potential savings that could result from procuring a group insurance policy for vehicles or purchasing fuel through a joint bid.
<b>Explore potential for sharing vehicles</b>	Explore the potential to share vehicles among human services agencies, including the grouping and sharing of trips by agency or agency type.
<b>Analyze options for centralized maintenance</b>	Analyze options for developing systems for centralized maintenance of human services transportation vehicles.

\*Projects were recommended in 2021 Access for All Transit Plan.

## Adopt Policies to Facilitate Transit Use

Outside of Atlantic City, Atlantic County is mostly suburban and rural. It is difficult to serve suburban and rural development with fixed routes because people and destinations are more spread out, resulting in fewer riders per mile, higher costs, and less efficient service. **It is recommended that Atlantic County municipalities continue to adopt policies to**

**encourage denser development to facilitate transit ridership.** This strategy is carried over from the 2021 Access for All Transit Plan.

Example policies are listed in *Table 17*. It is important to note that the policies shown in *Table 17* would benefit the general public in addition to seniors, people with disabilities, and people with low incomes.

**Table 17: Policies to Facilitate Transit Use**

Project	Details
<b>Adopt zoning policies conducive to transit use*</b>	Adopt zoning policies which increase density in town centers, encourage mixed-use development, and prioritize pedestrian-friendly designs, especially near bus stops and facilities.
<b>Adopt Complete Streets policies*</b>	Adopt Complete Streets policies to require new roadway projects to consider all modes. Complete Streets policies should include specific design guidelines for bus shelters, safety features, sidewalks, and crosswalks, among other amenities, to ensure streetscapes are accessible to seniors and people with disabilities. Complete Streets policies can be designed to apply to more than just new construction projects.

\*Projects were recommended in 2021 Access for All Transit Plan.

# 9. IMPLEMENTATION PLAN

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The Access for All Transit Plan recommendations will be implemented over a five-year period (2026 to 2031). *Table 18* outlines the implementation plan. As shown, recommended projects have been categorized into three implementation timeframes: Near-term (1-2 years), Mid-term (3-4 years), and Long-term (5+ years). The timeframes were determined based on stakeholder input and the following considerations related to feasibility:

- Whether projects will maintain services, expand services, or create entirely new services.
- Institutional complexity (e.g., number and type of entities involved).
- Lead time required to plan and properly execute the project.
- Whether new funding would be required, and the relative amount of funds required.

*Table 18* identifies partners that will likely be involved in advancing the recommended projects. Likely partners include:

- **Transportation providers**, including the public, nonprofit, and private agencies previously identified in Chapter 6 (Existing Transportation Services). This category includes ACTU and NJ TRANSIT.
- **Atlantic County** departments and offices, besides those which already

provide transportation services (i.e., all departments besides the Division of Intergenerational Services).

- **Municipalities** in Atlantic County.
- **SJTPO**, the MPO for Atlantic, Cape May, Cumberland, and Salem Counties.
- **CCCTMA**, the Transportation Management Association for Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, and Salem Counties.
- **South Jersey Economic Development District (SJEDD)**, the Economic Development District for Atlantic, Cape May, Cumberland, and Salem Counties.
- **Human services agencies**, besides those which directly operate transportation services.

The transportation environment is constantly changing; therefore, it is possible that the project partners identified in the implementation plan may change. Specific project details, such as the project lead, partners, funding sources, and cost, will need to be determined closer to implementation.

**Table 18: Implementation Plan**

Strategy	Project	Likely Partners						Timeframe	
		Transportation Providers	Atlantic County	Municipalities	SJTPO	CCCTMA	SJEDD		Human Service Agencies
Maintain Existing Transportation Services	Purchase or lease replacement vehicles, prioritizing smaller vehicle models	x							Near-term
	Fund vehicle preventive maintenance	x							Near-term
	Purchase replacement software and technology	x							Near-term
	Procure contracted services for existing programs	x						x	Near-term
	Write grants to support the operating and capital needs of Atlantic County transportation services	x	x	x	x			x	Near-term
	Identify new transit funding options	x	x	x	x	x		x	Near-term
Implement Capital & Technology Improvements	Upgrade existing vehicles to be ADA accessible	x							Near-term
	Enhance technology	x							Near-term
	Purchase and install passenger amenities at bus stops	x	x	x					Near-term
	Explore opportunities to implement microtransit and micromobility systems	x	x	x	x	x			Mid-term
	Improve access to bus stops	x	x	x					Mid-term
	Improve pedestrian and bicycle connections to bus stops		x	x	x	x			Long-term



Strategy	Project	Likely Partners							Timeframe
		Transportation Providers	Atlantic County	Municipalities	SJTPO	CCCTMA	SJEDD	Human Service Agencies	
Improve Outreach & Communications	Improve digital information resources	x	x	x	x	x	x		Near-term
	Develop new physical outreach materials	x							Near-term
	Increase coordination with human services agencies	x						x	Near-term
	Increase online marketing	x	x	x					Mid-term
	Increase travel training programs	x	x	x		x			Long-term
Expand & Improve Transportation Services	Shorten required reservation windows	x							Near-term
	Partner with regional stakeholders on transit-related studies	x	x	x	x	x	x	x	Near-term
	Conduct studies on potential service expansions	x	x	x	x	x	x		Near-term
	Extend weekday service hours on ACTU	x							Mid-term
	Expand ACTU's service eligibility	x							Mid-term
	Purchase or lease expansion vehicles	x							Mid-term
	Increase service to out-of-county destinations	x							Mid-term
	Increase weekend service options	x							Long-term
	Add fixed route service options	x							Long-term
Procure contracted services for new programs	x	x	x				x	Long-term	

Strategy	Project	Likely Partners							Timeframe
		Transportation Providers	Atlantic County	Municipalities	SJTPO	CCCTMA	SJEDD	Human Service Agencies	
Improve Agency Coordination	Meet with regional partners	x	x	x	x	x	x	x	Near-term
	Establish Four-County Coordinating Committee	x	x		x				Near-term
	Explore potential for establishing regional Mobility Manager position		x		x	x			Mid-term
	Explore cost savings opportunities	x						x	Mid-term
	Explore the potential for sharing vehicles	x	x	x				x	Mid-term
	Analyze options for centralized maintenance	x	x	x				x	Long-term
Adopt Policies to Facilitate Transit Use	Adopt zoning policies conducive to transit use		x	x					Long-term
	Adopt Complete Streets policies		x	x					Long-term





# APPENDIX A: SUMMARY OF STAKEHOLDER MEETINGS

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During 2025, SJTPO contracted WSP to facilitate or attend several stakeholder meetings focused on transit/human services planning. **Table A-1** lists the stakeholder meetings referenced during

the development of this Access for All Transit Plan. High-level takeaways from the meetings are summarized on the following pages.

**Table A-1: Stakeholder Meetings Held During Fiscal Year 25-26**

Date	Host(s)	Attendee(s)
Tuesday, January 21 <sup>st</sup>	SJTPO and WSP	New Jersey Transit Corporation (NJ TRANSIT)
Thursday, January 30 <sup>th</sup>	SJTPO and WSP	NJ TRANSIT
Thursday, January 30 <sup>th</sup>	SJTPO and WSP	Atlantic County Human Services Transportation Committee
Friday, March 14 <sup>th</sup>	SJTPO and WSP	Nonprofit Development Center of Southern New Jersey and the Walter Rand Institute at Rutgers University-Camden
Wednesday, March 19 <sup>th</sup>	Atlantic County	Atlantic County Local Citizens Transportation Advisory Committee
Wednesday, April 2 <sup>nd</sup>	SJTPO and WSP	South Jersey Transportation Authority (SJTA)
Monday, April 7 <sup>th</sup>	South Jersey Economic Development District (SJEDD)	SJTPO and WSP
Thursday, May 15 <sup>th</sup>	SJTPO and WSP	Multiple safety stakeholders

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## NJ TRANSIT

SJTPO and WSP met with NJ TRANSIT twice in January 2025. The meetings were attended by staff from NJ TRANSIT's Capital Planning, Research and Community Services, Bus Service Planning, Transit Friendly Planning, and Demand Forecasting Teams. **During the first meeting, attendees discussed transit needs and challenges in the SJTPO region.** Specific discussion points were as follows:

- NJ TRANSIT has received requests for express service on the Atlantic City Rail Line, express bus service between Atlantic City and Vineland, and express bus service between Vineland and Philadelphia.
- Some passengers have made general requests for more transit service in the SJTPO region; however, these requests have been infrequent.
- NJ TRANSIT procures and installs bus shelters, then transfers ownership to the municipalities. Often, bus shelters fall into disrepair because municipalities do not know they are responsible for maintenance. This loss of knowledge is likely due to staff turnover at the municipal level.
- NJ TRANSIT recommended that SJTPO continue to partner with NJ TRANSIT on projects, plans, and initiatives, as well as on marketing and outreach.
- SJTPO could develop a grant program, similar to the Transportation and Community Development Initiative

(TCDI) managed by the Delaware Valley Regional Planning Commission (DVRPC), to support transit planning and improvements.

**During the second meeting, NJ TRANSIT discussed the previous Access for All Transit Plan recommendations.** Takeaways from the second meeting with NJ TRANSIT were incorporated into Chapter 4 (Previous Access for All Transit Plan).

## Atlantic County Human Services Transportation Committee

SJTPO and WSP met with the Atlantic County Human Services Transportation Committee in January 2025. The meeting was attended by staff from the Atlantic County Transportation Unit (ACTU), the Atlantic County Division of Intergenerational Services, the Cross County Connection Transportation Management Association (CCCTMA), and NJ TRANSIT's Local Programs and Community Mobility Department attended. **During the meeting, attendees talked about transit access in Atlantic County. Attendees also talked about potential transit improvements and the previous Access for All Transit Plan recommendations.** Highlights included:

- Many ACTU riders are dialysis patients.
- ACTU has received requests for evening and weekend hours; currently, ACTU operates from 8:00 AM to 4:00 PM.



- In Atlantic County, there is particularly high demand for transportation to and from second and third shifts. This demand is mostly driven by employees in the entertainment and tourism sectors.
- There is demand for additional transportation services to and from Atlantic City, particularly from customers who want to visit the casinos and retail operations.
- ACTU is the only countywide, publicly available human services transportation program; other services are limited either by geography, or they only serve their own clients/customers.
- CCCTMA suggested that SJTPO partner with DVRPC to develop a “South Jersey Transit Plan” for the seven-county South Jersey region (the four SJTPO counties plus Burlington, Camden, and Gloucester Counties) focused on public transit, employment transportation, and human services transportation.
- There is need for additional transit services in western Atlantic County, however, this area is hard to serve with traditional fixed routes.
- Further coordination between the four SJTPO counties would likely help improve intercounty travel opportunities.
- There is a need for improved marketing for ACTU services.

- The previous Access for All Transit Plan recommended implementing new fixed routes between northern Cape May County and Atlantic City. The Atlantic County stakeholders do not believe that there is significant demand in 2025 for transportation from Atlantic County south to Cape May County.

## Non-Profit Development Center of Southern New Jersey (NPDCSNJ) and Walter Rand Institute (WRI)

The WRI at Rutgers-University Camden recently conducted research on transportation access in South Jersey. Given WRI’s expertise, NPDCSNJ later partnered with WRI to conduct focus groups to discuss transportation challenges impacting non-profit clients. SJTPO and WSP met with representatives from both WRI and NPDCSNJ to discuss what they had learned through their recent research regarding transportation needs and mobility gaps in the four SJTPO counties.

### WRI identified three key challenges impacting mobility in South Jersey:

- It is very expensive to own and maintain a personal vehicle.
- There are typically very few Uber or Lyft drivers available.
- It takes a long time to travel via existing public transit services.

WRI is continuing to work with the South Jersey counties to develop affordable transportation solutions that could improve mobility outcomes.

During the non-profit focus groups, WRI and NPDCSNJ worked with the attendees to develop solutions to transportation challenges impacting non-profit clients, participants, and staff. The final recommendations were as follows:

- Develop economic incentives for employers, non-profits, and rideshare drivers to address transportation needs impacting the region.
- Procure additional vehicles to use for public transit and human services transportation.
- Establish a new source of public transit funding specifically to South Jersey.
- Develop a comprehensive, regional transit plan for South Jersey.

## Atlantic County Local Citizens Transportation Advisory Committee (LCTAC)

The Atlantic County LCTAC is composed of ACTU riders and individuals with family members who are ACTU riders. The LCTAC provides feedback to ACTU staff on how to better serve the unique needs of senior and disabled riders. SJTPO and WSP attended the Atlantic County LCTAC's March 2025 meeting. Several topics came up during the meeting that were relevant to the Access for All Transit Plan:

- NJ TRANSIT's Access Link service is not available in Egg Harbor Township, one of the top trip generators in Atlantic County.
- ACTU has struggled to hire enough drivers. Most other transportation providers in the county have also struggled to hire drivers.
- There are no services in Atlantic County that can serve same-day trip requests from people with wheelchairs or other personal mobility equipment.
- ACTU is considering implementing an automated notification program. The notification program would alert passengers a half-hour before their trip. Passengers would have the ability to elect whether they would like to be notified via call or text.
- ACTU does not serve most nursing homes and assisted living facilities, as many of these services offer transportation services for their residents, however, the LCTAC believes that some nursing home and assisted living facility residents would benefit from being able to use ACTU services, as the facility-sponsored services are limited and irregular.
- Currently, ACTU allows medical trips to be reserved up to seven days in advance, but other trips can be reserved up to two days in advance. The LCTAC has requested ACTU change this policy so that all trips can be reserved up to two days in advance.



## South Jersey Transportation Authority (SJTA)

SJTA operates several community shuttles in the SJTPO region. More information on SJTA services was presented in Chapter 6 of the Access for All Transit Plan. SJTPO and WSP met with representatives from SJTA in April 2025 to discuss how SJTA services had changed since the previous Access for All Transit Plan was completed in 2021. SJTA also mentioned planned service improvements. Important takeaways from the meeting are listed below:

- SJTA stopped operating the Egg Harbor Community Shuttle since 2021. The Egg Harbor Community Shuttle had previously functioned as a feeder service to the Egg Harbor City Station.
- SJTA recently added stops, including the New Standard Senior Living in Hammonton, to the Route 54/40 Community Shuttle schedule to generate more ridership. SJTA also adjusted the route alignment slightly to improve safety.
- There used to be a Steering Committee that met quarterly to discuss both community shuttles operating in Atlantic County (Route 54/40 and English Creek). The Steering Committee was discontinued due to a loss of funding.
- SJTA has struggled to hire enough drivers.

## South Jersey Economic Development District (SJEDD)

SJTPO and WSP attended SJEDD's quarterly Board of Directors meeting in April 2025. SJEDD is the Economic Development District for Atlantic, Cape May, Cumberland, and Salem Counties. SJEDD continuously evaluates how to promote economic growth.

During the meeting, SJTPO updated the Board about the upcoming effort to update the four counties' Access for All Transit Plans. Generally, the Board was excited about the planning effort. **The Board recommended that the Access for All Transit Plans consider how to connect seniors, people with disabilities, and people with low incomes to work opportunities.**

## Safety Stakeholder Meeting

SJTPO and WSP convened stakeholders from all four counties to discuss safety concerns impacting non-motorized travelers. Non-motorized travelers include pedestrians, wheelchair users, cyclists, and people who use any other manually powered mobility devices. **For the purposes of the meeting, transit riders were also considered non-motorized travelers.** Non-motorized travelers face distinct safety risks compared to motorists. As non-motorized travelers are not protected by vehicles, they are more likely to be seriously injured or killed if they are involved in a crash. **Many non-motorized travelers are also people who are more vulnerable to injury, such as senior adults and people with disabilities.**

*Table A-2* summarizes the safety issues reported during the safety stakeholder meeting. *Table A-2* also shows initial recommendations for how to address the various safety issues. Many of the improvement recommendations have been incorporated into the Access for All Transit Plan as either recommended strategies or projects.

During the meeting, attendees mentioned that many roadways in the SJTPO region would

benefit from enhanced pedestrian, bicycle, and transit infrastructure; however, there is often limited right-of-way available to implement said improvements. Additionally, some infrastructure improvements would require existing utilities to be moved, making the projects' cost prohibitive. **It is important that regional stakeholders first determine the feasibility of potential improvement projects before pursuing funding.**

**Table A-2: Safety Concerns Impacting Non-Motorized Travelers in the SJTPO Region and Initial Improvement Recommendations**

Location	Issue	Recommended Improvements
Regionwide	Distracted drivers	<ul style="list-style-type: none"> <li>- Increase enforcement</li> <li>- Improve educational materials</li> <li>- Install more signage</li> </ul>
Regionwide	Speeding vehicles	<ul style="list-style-type: none"> <li>- Increase enforcement</li> <li>- Improve educational materials</li> <li>- Install traffic calming measures</li> </ul>
Regionwide	Irregular/unpredictable travel by non-motorized travelers	<ul style="list-style-type: none"> <li>- Improve educational materials</li> <li>- Install more pedestrian and bicycle infrastructure</li> </ul>
Regionwide	Pedestrians making mid-block crossings, jaywalking or crossing dangerously at intersections	<ul style="list-style-type: none"> <li>- Install more crosswalks</li> <li>- Address sidewalk gaps</li> <li>- Study where pedestrian infrastructure improvements would provide the most benefits</li> <li>- Ensure there is sufficient crossing time allowed at existing pedestrian signal indications</li> </ul>
Regionwide	Lack of protected bicycle infrastructure	<ul style="list-style-type: none"> <li>- Install separated bike lanes and off-road trails</li> <li>- Study where separated bike lanes would provide the greatest safety benefits</li> <li>- Increase motorized/non-motorized vehicle buffers, where possible</li> </ul>
Regionwide	Sidewalks in disrepair	<ul style="list-style-type: none"> <li>- Review the condition of existing sidewalks and identify gaps</li> <li>- Improve sidewalks</li> </ul>



Location	Issue	Recommended Improvements
Regionwide	Bus stops with no nearby pedestrian infrastructure	<ul style="list-style-type: none"> <li>- Install more pedestrian and bicycle infrastructure near and leading to bus stops</li> <li>- Coordinate with transit operators to relocate dangerous stops to safer locations</li> </ul>
State Highways (Regionwide)	High traffic volumes, speeding vehicles, lack of pedestrian infrastructure, lack of bicycle infrastructure	<ul style="list-style-type: none"> <li>- Coordinate with New Jersey Department of Transportation about improvements that could be implemented during planned roadway projects</li> </ul>
US 40 (Atlantic County)	Speeding vehicles, incomplete sidewalk network	<ul style="list-style-type: none"> <li>- Increase enforcement</li> <li>- Improve educational materials</li> <li>- Coordinate with NJDOT about improvements that could be implemented during planned roadway projects</li> <li>- Perform road safety audit to identify possible safety improvements</li> </ul>

# APPENDIX B: STAKEHOLDER SURVEY RESULTS

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The Atlantic County Access for All Transit Plan includes an inventory of public, non-profit, social service, and private transportation providers. **During the plan development, a stakeholder survey was conducted to gather more information about existing transportation providers.** The stakeholder survey was also designed to gather data on other, non-direct methods that Atlantic County organizations use to help people with transportation.

The stakeholder survey was distributed by email to stakeholders that participated in previous meetings and the transportation providers identified in Chapter 6 (Existing Transportation Services). The stakeholder survey was also distributed to social service organizations which serve senior adults, people with disabilities, and people with low incomes. The survey was open from September 12<sup>th</sup> to October 24<sup>th</sup>, 2025. Each organization received two to three reminders to participate during that period. Ultimately, 5 stakeholders participated, 3 of which directly serve Atlantic County.

Information on the respondents' transportation services and planned services improvements has been incorporated into Chapters 6 (Existing Transportation Services) and 8 (Recommended Strategies & Projects). All other survey results are summarized in this appendix.

## Survey Results

### RESPONDENTS

Listed below are the organizations which completed the stakeholder survey. Organizations which serve Atlantic County are indicated in bold:

- **Atlantic County Economic Alliance**
- **Atlantic County Workforce Development Board**
- Cumberland County Employment and Training
- **Rural Development Corporation / Cumberland Family Shelter**
- Salem County

These organizations can be classified into the following categories:

- County departments/divisions (3)
- Economic development agencies (1)
- Non-profit human services organization (1)

### PROGRAM OVERVIEWS

*Table B-1* provides more details on the stakeholder survey respondents.

**Table B-1: Overview of Stakeholder Survey Respondents**

Organization	Counties Served	Population Segments Served	Types of Transportation Assistance Offered
Atlantic County Economic Alliance	Atlantic	<ul style="list-style-type: none"> <li>- Older Adults</li> <li>- Youth</li> <li>- Veterans</li> <li>- Unemployed</li> <li>- Low income</li> <li>- People with disabilities</li> </ul>	N/A
Atlantic County Workforce Development Board	Atlantic	<ul style="list-style-type: none"> <li>- Older Adults</li> <li>- Youth</li> <li>- Veterans</li> <li>- Unemployed</li> <li>- Low income</li> <li>- People with disabilities</li> </ul>	<ul style="list-style-type: none"> <li>- Buy passes for public transit services</li> </ul>
Cumberland County Division of Employment and Training	Cumberland	<ul style="list-style-type: none"> <li>- Older Adults</li> <li>- Veterans</li> <li>- Unemployed</li> <li>- Low income</li> </ul>	<ul style="list-style-type: none"> <li>- Provide trips with organization/agency staff and vehicles</li> <li>- Buy passes for public transit services</li> </ul>
Rural Development Corporation / Cumberland Family Shelter	Atlantic Cape May Cumberland Gloucester Salem	<ul style="list-style-type: none"> <li>- Older Adults</li> <li>- Youth</li> <li>- Veterans</li> <li>- Unemployed</li> <li>- Low income</li> <li>- People with disabilities</li> </ul>	<ul style="list-style-type: none"> <li>- Provide trips with organization/agency staff and vehicles</li> <li>- Buy passes for public transit services</li> </ul>
Salem County	Salem	<ul style="list-style-type: none"> <li>- Older Adults</li> <li>- Youth</li> <li>- Veterans</li> <li>- Unemployed</li> <li>- Low income</li> <li>- People with disabilities</li> </ul>	<ul style="list-style-type: none"> <li>- Provide trips with organization/agency staff and vehicles</li> <li>- Contract with operator to provide trips</li> </ul>



## UNMET TRANSPORTATION NEEDS

Stakeholders were asked to identify unmet transportation needs in the SJTPO region. One stakeholder noted there are not enough public transit services in the region to meet demand, forcing non-profit organizations to provide their own transportation services. **Several of the stakeholders mentioned there is a lack of transportation to rural areas.** Stakeholders also mentioned that there are few transit options to employment centers in the western portion of the region (i.e., western Cumberland County or Salem County) or in western Atlantic County, two areas which have been hotspots for new manufacturing jobs.

Stakeholders were also asked whether there are trips that their clients request, but that the stakeholder organizations are unable to serve. **Both Salem County and the Rural Development Corporation noted they struggle to serve customers trying to get to workplaces, including people who work at businesses along Delsea Drive and local industrial parks.** The Cumberland County Division of Employment and Training has received requests for Saturday trips and trips outside of the Division's current hours.

## IMPROVEMENT IDEAS







When asked how to improve mobility for seniors, people with disabilities, and people with

low incomes, one stakeholder suggested to focus on maintaining, and eventually expanding, on-demand services catered to the unique needs of these priority groups. Another stakeholder suggested adding new fixed route services in areas currently unserved or underserved by NJ TRANSIT. Other suggestions were more focused on management and coordination: conduct a comprehensive study of existing transportation services to identify gaps and improve coordination among non-profit organizations to maximize available resources.

## MOBILITY MANAGEMENT

Mobility management refers to an innovative approach that focuses on meeting the transportation needs of seniors, people with disabilities, and people with low incomes through a range of options and services. **Table B-2** lists mobility management initiatives that the responding organizations are interested in implementing over the next five years. Larger blue bars indicate a greater interest in the strategy, while smaller blue bars indicate less interest. As shown, the two most popular strategies are focused on improving coordination: coordinate transportation services for seniors, people with disabilities, and people with low incomes and establish some sort of brokerage to coordinate providers, funding, and passengers.

**Table B-2: Stakeholder Interest in Potential Mobility Management Strategies**

Strategy	Relative Interest
Coordinate transportation services for seniors, people with disabilities, and people with low incomes	
Develop and support a local coordination policy body and/or council	
Establish transportation brokerage to coordinate providers, funding, agencies, and passengers	
Provide travel training programs or trip planning support	
Implement new, customer-oriented platforms for trip planning	
Develop and operate one-stop transportation call centers	



# APPENDIX C: COMMUNITY MOBILITY SURVEY RESULTS

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SJTPO conducted the Community Mobility Survey from August 21st to September 30th, 2025. The purpose of the survey was to understand the transportation needs of residents and visitors of Atlantic, Cape May, Cumberland, and Salem Counties. The survey results informed the Access for All Transit Plan.

The survey was available online and shared via SJTPO's social media, as well as by partners such as SJTA, CCCTMA, various county offices, and non-profit transportation service providers. SJTA and the four county demand response providers (Atlantic County Transportation Unit (ACTU), Cape May Fare Free Transportation, Cumberland Area Transit System, and Salem County's SCOOT service) also distributed postcards with the survey information to their passengers. Physical copies of the survey were available in SJTPO's office. As an incentive to complete the survey, respondents who live within the SJTPO region were offered the option of entering to win a \$25 gift card. Four winners were selected for gift cards.

In total, SJTPO collected 461 valid survey responses: 16 physical copies and 445 electronic

copies. The initial 712 electronic results were carefully vetted by removing responses with multiple submissions from the same IP address and responses with suspicious looking email addresses or domain names.

## Results

### GEOGRAPHIC REPRESENTATION

The survey reached residents of all four SJTPO counties: Atlantic, Cape May, Cumberland, and Salem. Atlantic County had the highest participation rate, representing 41% of the total responses (*Figure C-1*). Within Atlantic County, residents from 21 municipalities completed the survey. Atlantic City had the highest response rate of any municipality (61 responses) (*Figure C-2*).

Across the region, the zip codes with the most responses were 08401, 08360, and 08302, which cover the municipalities of Atlantic City, Vineland, and Bridgeton, respectively. Within Atlantic County, the zip codes with the highest response rates were 08401 (Atlantic City), 08330 (Mays Landing), and 08232 (Atlantic City).

Figure C-1: Number of Survey Responses by County

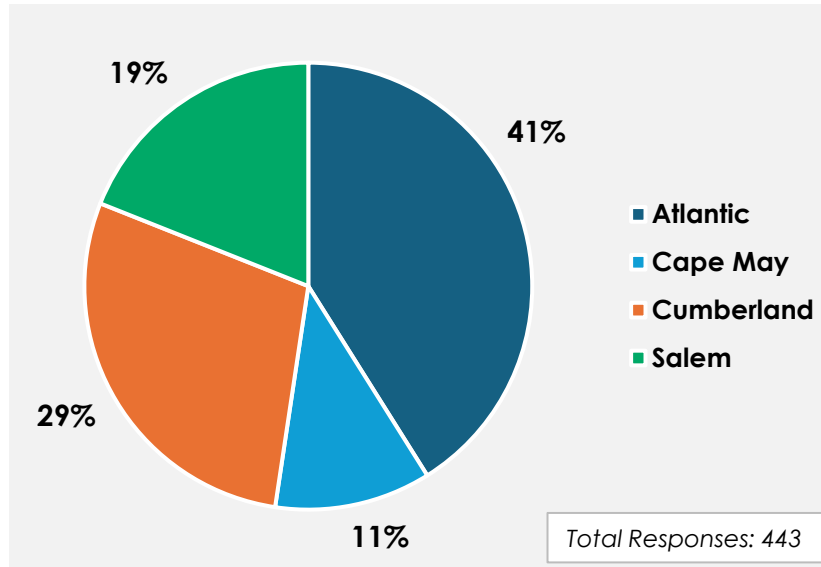
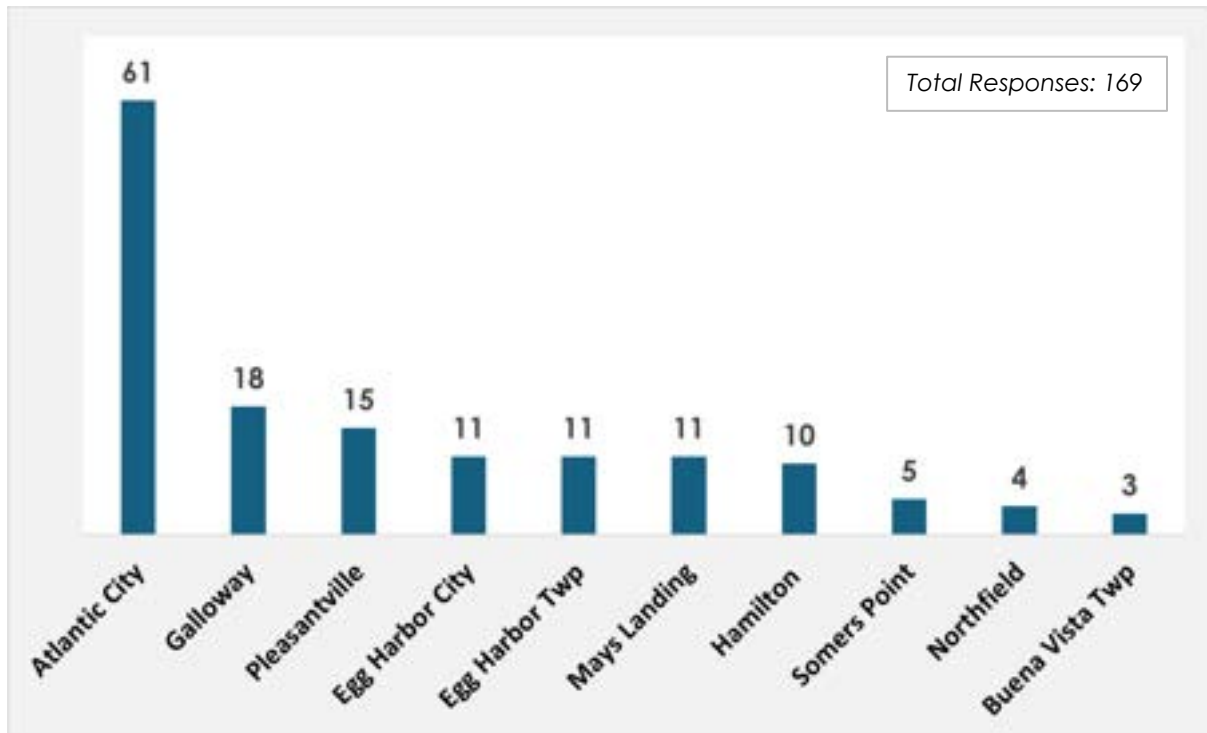


Figure C-2: Responses by Municipality (Atlantic County)



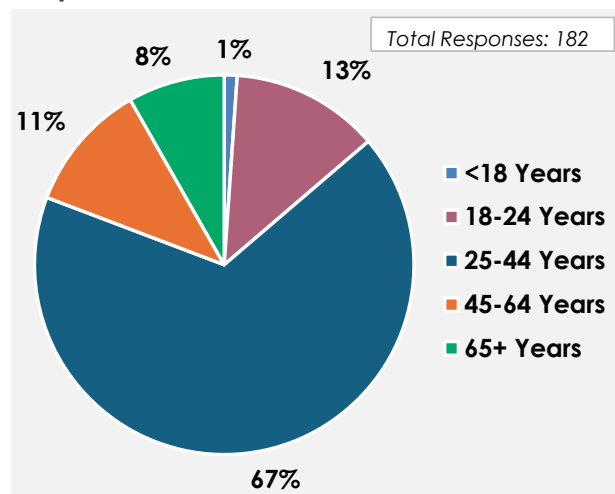
## DEMOGRAPHICS

Multiple questions asked about the social, economic, and age characteristics of the respondents. The following sections summarize data for both the full SJTPO region (Atlantic, Cape May, Cumberland, and Salem Counties), as well as for just Atlantic County.

### Age

Across the SJTPO region, most survey respondents were between 25 and 44 years old, accounting for 63 percent of responses. Overall, 90 percent of the respondents were of working age (18 to 64 years old), suggesting that residents of all ages are interested in improved transportation services. Additionally, there may be need for more transportation services to and from workplaces. In Atlantic County, more of the respondents (78 percent) were of typical working age, as show in *Figure C-3*.

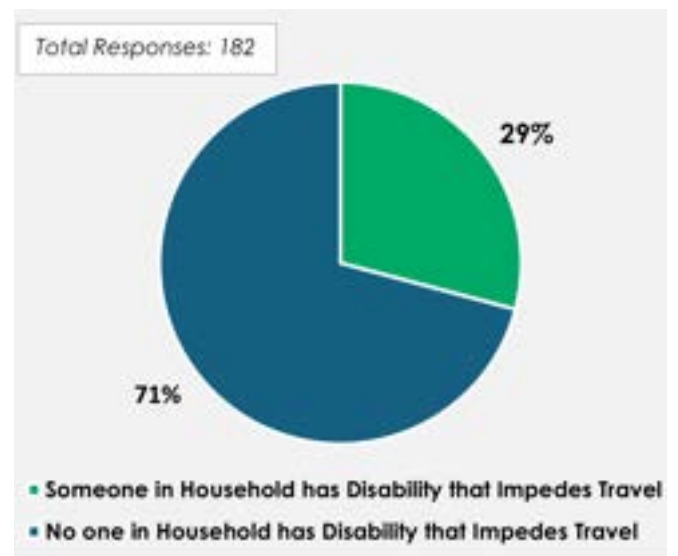
**Figure C-3: Age of Atlantic County Respondents**



### Disability Status

A little less than a third (29 percent) of SJTPO respondents identified as personally having or having a household member with a disability or health concern that makes travel difficult. This rate was the same in Atlantic County, where 29 percent of respondents either have or have a household member with a disability that makes travel difficult (*Figure C-4*).

**Figure C-4: Household Disability Prevalence (Atlantic County)**

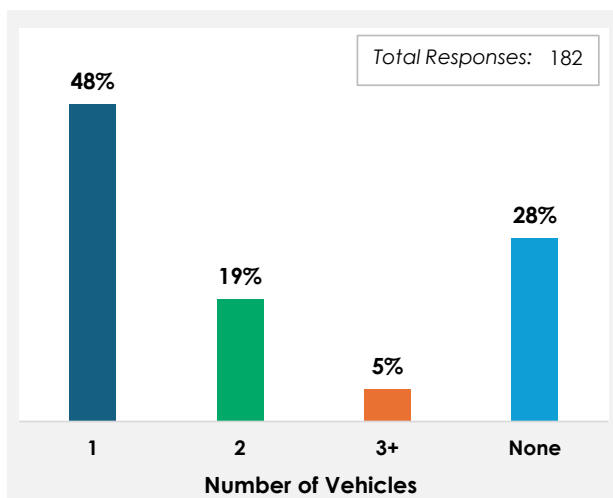


### Household Vehicles

Regionwide, 23 percent of respondents live in zero-vehicle households. This rate was higher in Atlantic County, where 28 percent of respondents live in zero-vehicle households (*Figure C-5*). This proportion is far higher than the countywide rate of 12 percent, however, indicating that the survey reached those with greater mobility needs.

Almost half of the Atlantic County respondents (48 percent) said they had one operational vehicle. One-vehicle households become highly vulnerable if their vehicle becomes unavailable. In such cases, they may become more dependent on transit options to meet their travel needs.

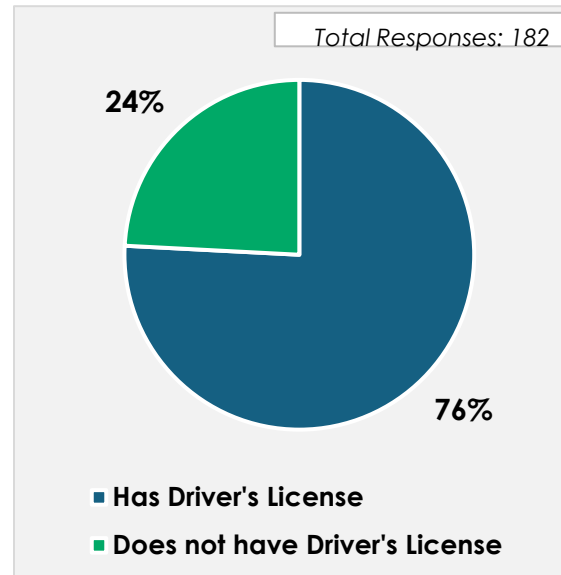
**Figure C-5: Operational Vehicles per Household**



### Licensed Drivers

Most respondents across the SJTPO region are licensed drivers, comprising 79 percent of survey participants. In Atlantic County, this share was slightly lower, comprising 76 percent of survey participants (*Figure C-6*). Atlantic County has more transit options compared to other counties in the SJTPO region, so it is unsurprising that more people are able to get where they need to go without needing a driver’s license.

**Figure C-6: Driver's License Status Information**



### Assessment of Transportation Access and Needs

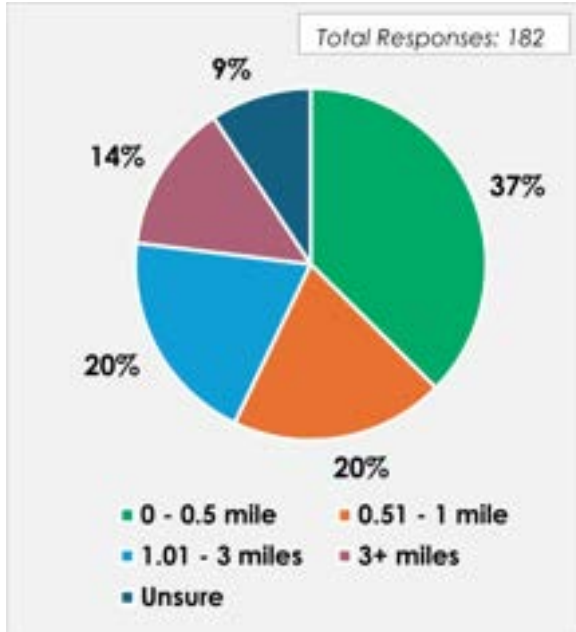
The survey asked a series of questions to understand participants’ current transportation service options. The resulting data can be used to assess transportation access and barriers in Atlantic County.

#### Proximity to NJ TRANSIT

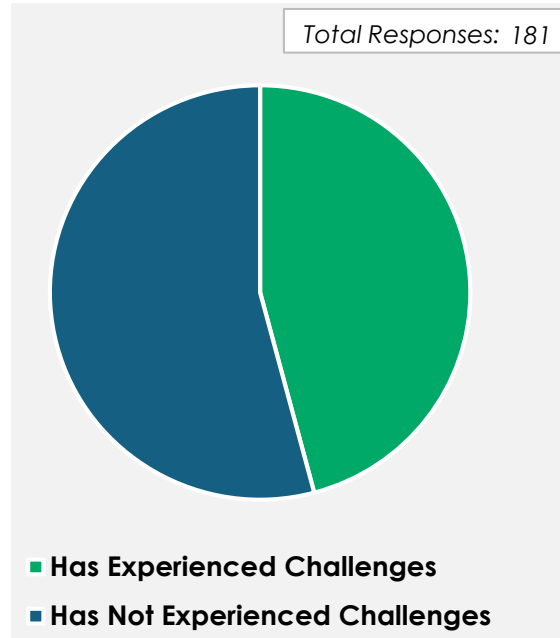
In Atlantic County, 37 percent of survey respondents said they live within half a mile of an NJ TRANSIT bus or rail route. On the other hand, 54 percent of respondents said they live half a mile or more from NJ TRANSIT services, which is too far for many people to walk. Nine percent said they did not know how far they lived from transit, implying that they are not frequent transit riders (*Figure C-7*).



**Figure C-7: Proximity to NJ TRANSIT Bus or Rail Services (Atlantic County)**



**Figure C-8: Employment Challenges due to Transportation (Atlantic County)**



### Transportation-Related Employment Challenges

Just under half of the Atlantic County respondents (46 percent) said that either they or someone in their household has had problems finding employment in the last five years due to a lack of transportation options (*Figure C-8*). This data point further suggests that Atlantic County residents need more transportation options for work trips.

### Currently Used Transportation Modes

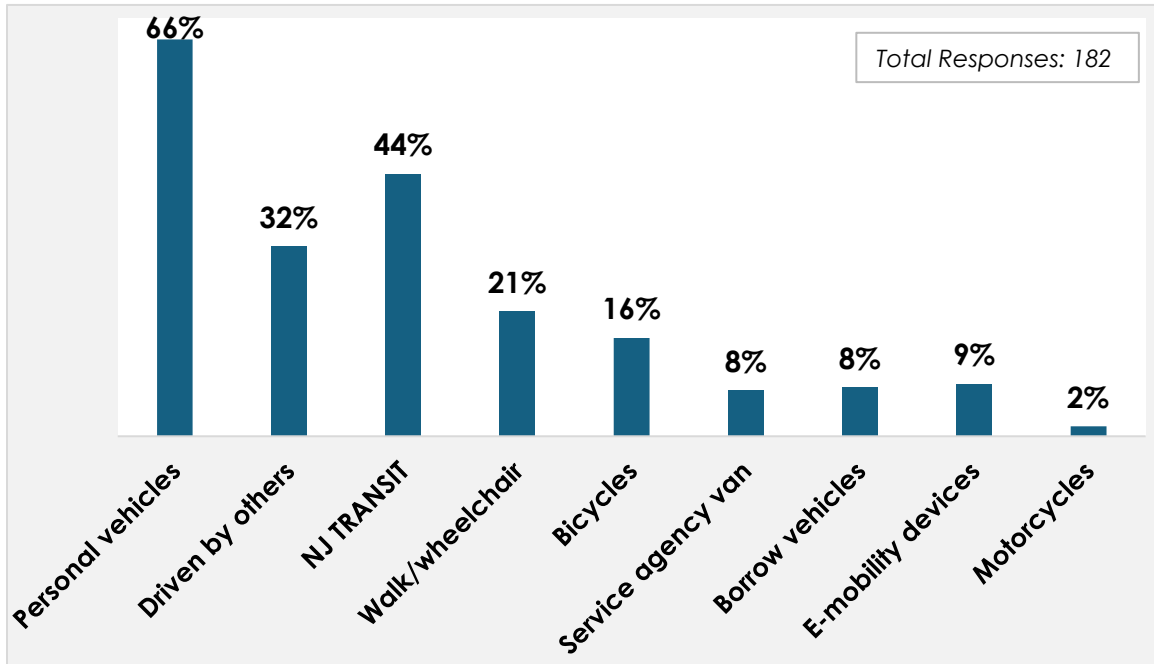
In Atlantic County, personal vehicles were the most prevalent mode of transportation (66 percent), as shown in *Figure C-9*. The next most utilized transportation modes are NJ TRANSIT

(44 percent), rides with others (32 percent), walking or wheelchairs (21 percent), and bicycles (16 percent). 8 percent said they currently use human services transportation options such as ACTU, ModivCare, or other bus services provided by human services agencies

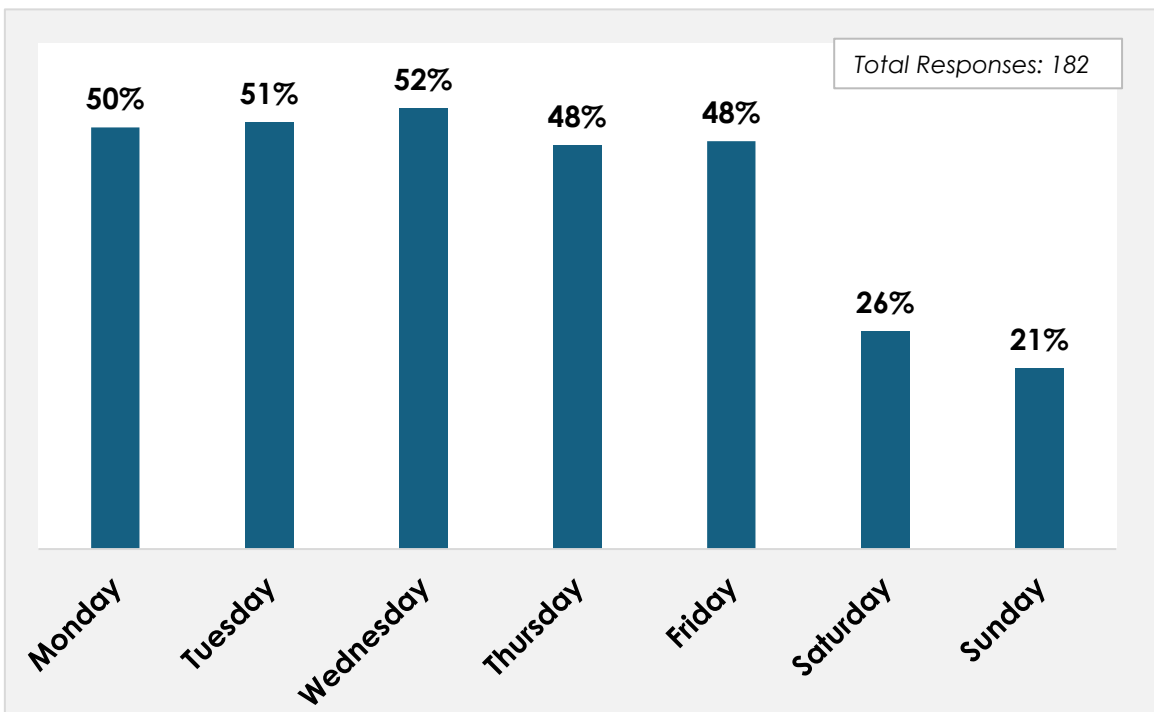
### Transportation Needs by Day of Week

More Atlantic County residents need transportation services on weekdays than weekends; approximately 48 to 52 percent of respondents need transportation on each weekday, while only 21 to 26 need transportation on weekends (*Figure C-10*). The respondents may have less need for weekend transportation services because they mostly need transportation to work.

**Figure C-9: Transportation Modes Used by the Atlantic County Survey Respondents**



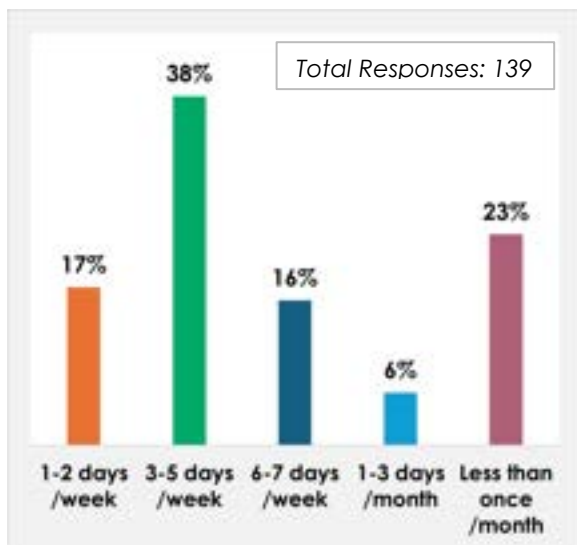
**Figure C-10: Transportation Needs by Day of Week (Atlantic County)**



### Frequency of Transportation Needs

Of the Atlantic County respondents that indicated they need transportation assistance, most need assistance on a weekly basis: 36 percent need assistance 3 to 5 days a week, 17 percent need assistance 1 to 2 days a week, and 16 percent need assistance 6 to 7 days a week (*Figure C-11*). On the other end of the spectrum, about a quarter of respondents need transportation services infrequently, as 23 percent said they need transportation assistance less than once a month.

**Figure C-11: Frequency of Transportation Needs**

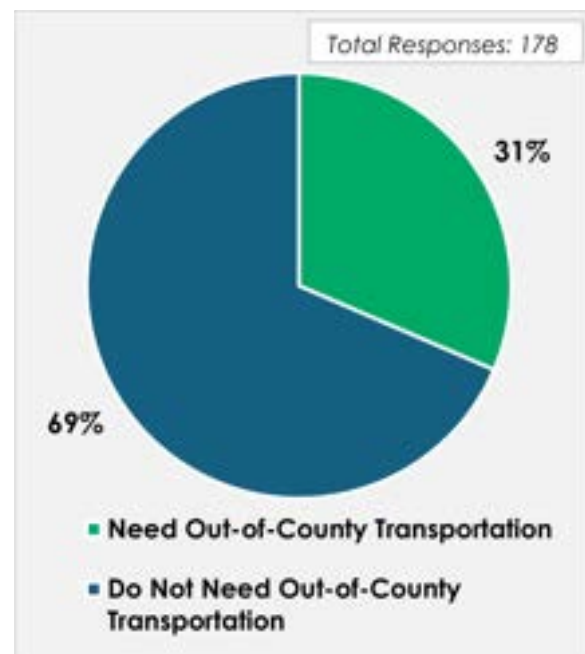


### Needs for Inter-County Transportation

Almost one third of the respondents (31 percent) said they need transportation to destinations outside of Atlantic County (*Figure C-12*). The top counties that people need assistance accessing are Philadelphia (23 percent), Camden (16 percent), Cape May (15

percent), Cumberland (12 percent), and Burlington (10 percent) (*Figure C-13*). While many reported they need to travel to Philadelphia, very few of the respondents need transportation to New York (2 percent) or New Castle County, Delaware (1 percent).

**Figure C-12: Need for Transportation Outside of Atlantic County**



### Where People Need Help Getting to

The most common destinations that respondents need assistance accessing are medical appointments and grocery stores (48 and 38 percent, respectively) (*Figure C-14*). The next most prevalent destinations that respondents need assistance accessing are shopping (29 percent), and school (18 percent). 13 percent indicated that they need help getting to other destinations, including daycare, job training, and homes of family members.

Figure C-13: Top Counties that People Need Help Getting to

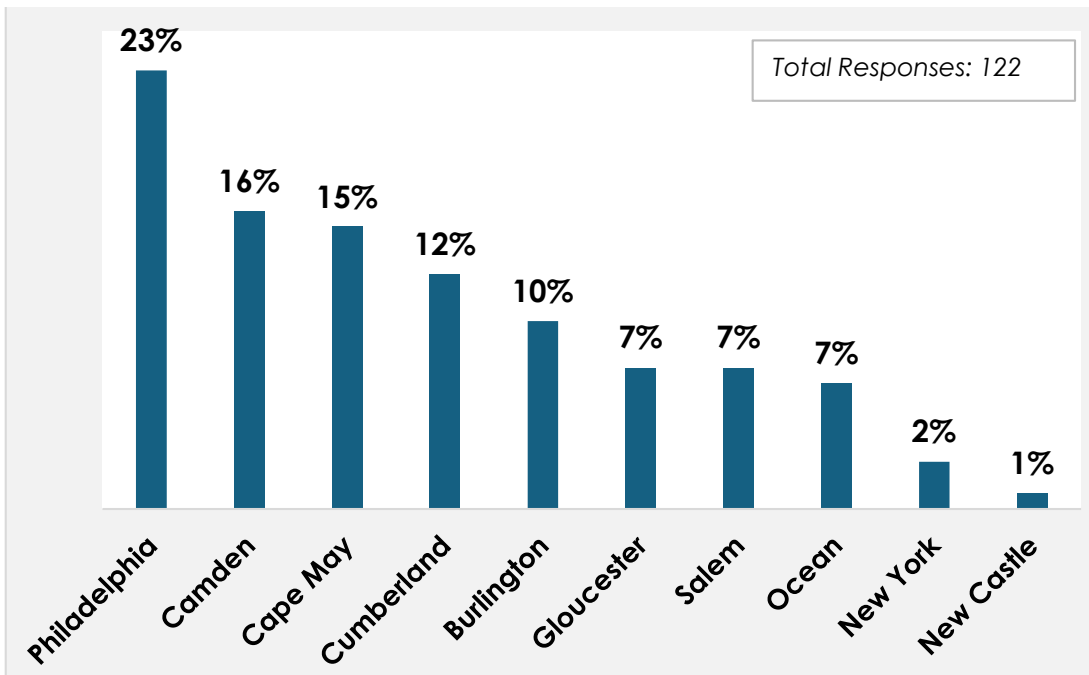
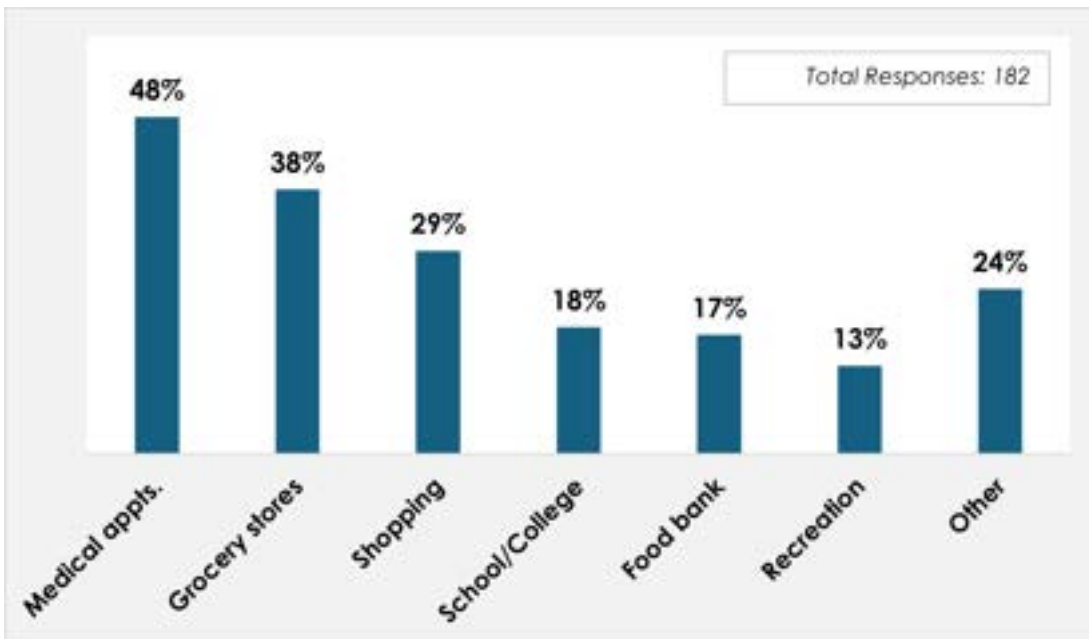


Figure C-14: Top Places People Need Help Getting To



## Open-Ended Feedback

The final section of the survey allowed respondents to provide open-ended feedback about unmet transportation needs, infrastructure barriers, and service improvement suggestions. Respondents' feedback directly influenced the recommendations presented in the Access for All Transit Plan.

### Unmet Needs

In total, 159 people provided comments about unmet transportation needs. Of those responses, 61 were from Atlantic County residents, as shown in *Table C-1*. The most common unmet transportation needs reported by Atlantic County residents were assistance to specific destinations, such as work or medical facilities (16 responses), more affordable

transportation services (8 responses), and new/improved transit routes that provide services closer to where people want to go (7 responses).

### Suggested Transit Service Improvements

There were 211 total suggestions on how to improve transit services in the SJTPO region. Over one-third of the responses (35 percent) were provided by Atlantic County residents. The improvements most requested by Atlantic County residents were general operational improvements (ex., improved on-time performance, faster travel times, faster frequency) (12 responses), bus system enhancements such as updating routes and adding stops (12 responses), and adding bus service to more specific geographic locations (*Table C-2*).

**Table C-1: Atlantic County Residents' Unmet Transportation Needs**

Unmet Need	Responses	
	#	%
Transportation assistance to specific destinations	16	29%
More affordable transportation services	8	13%
New or improved transit routes terms of physical proximity and connectivity with other routes/modes	7	11%
More accessible transportation services for people with physical or intellectual disabilities as well as for adults with children	6	10%
Need for personal vehicle	5	8%
Public transportation services that are faster and/or more reliable	5	8%
Safer and more comfortable transportation services	3	5%
Other	11	18%

**Table C-2 Recommendations for Transit Service Improvements (Atlantic County)**

Improvement Recommendation	Responses	
	#	%
Improve service by increasing frequency, capacity, and/or travel times	12	16%
Add or extend bus routes and bus stops	12	16%
Provide access to more geographic locations	9	12%
Provide more accessible service for all users including people with physical disabilities and non-English speakers	8	11%
Create a safer and more comfortable experience for all transit users	7	9%
Offer free or low-cost transportation options	6	8%
Improve pedestrian and bicycle infrastructure	6	8%
Provide access to specific destinations	5	7%
Other	10	13%

### Infrastructure Issues

The final open-ended question asked about infrastructure issues that limit transit ridership. There were 130 total responses, of which 53 were from Atlantic County residents. The top infrastructure issue cited by Atlantic County residents is the absence of adequate pedestrian infrastructure including sidewalks, crosswalks,

pedestrian signals, and curb cuts (16 responses). Some people identified specific addresses or intersections that need infrastructure improvements (12 responses). The full responses for Atlantic County are shown in **Table C-3**.

**Table C-3: Infrastructure Issues Limiting Transit Ridership**

Infrastructure Issue	Responses	
	#	%
Pedestrian infrastructure	16	30%
Listed specific address or intersection with infrastructure issue	12	23%
Bus shelters	5	5%
Accessibility issues for people with disabilities, strollers, etc.	5	5%
Other	15	28%





# APPENDIX D: DEMOGRAPHIC MAPS

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This Appendix presents detailed demographic data for Atlantic County. All census tract data is from the 2020 U.S. Census. This data was summarized briefly in Chapter 5 of the Access for All Transit Plan. This data was also used to develop the Transit Needs Index (TNI) shown in Chapter 7.

Tables and maps included in this Appendix are as follows:

- Table D-1: Atlantic County Demographic Characteristics
- Figure D-1: Population Density
- Figure D-2: Senior Population (65+)

- Figure D-3: Disabled Population
- Figure D-4: Population Living Below the Poverty Level
- Figure D-5: Veteran Population
- Figure D-6: Zero-Vehicle Households

The table and maps show the proportion of each demographic group living in the individual census tracts compared to the total number of people in the demographic group living in the county. For instance, **Table D-1** and **Figure D-6** show there are 12,704 zero-vehicle households in Atlantic County, 4.9 percent of which are in Census Tract 3.

**Table D-1: Atlantic County Demographic Characteristics**

Census Tract	Area Description	Pop. Density	Seniors (65+)		People with a Disability		Persons Below Poverty Level		Veterans		Zero-Vehicle Households	
		#/ sq. mi.	#	%	#	%	#	%	#	%	#	%
1	Atlantic City (Chelsea Heights)	2,562	234	0.4%	222	0.6%	662	1.9%	37	0.3%	217	1.7%
2	Atlantic City (Lower Chelsea)	16,683	665	1.3%	301	0.8%	631	1.8%	42	0.4%	285	2.2%
3	Atlantic City (North Chelsea)	29,285	516	1.0%	301	0.8%	1,054	3.0%	65	0.5%	<b>623</b>	<b>4.9%</b>
4	Atlantic City (South Chelsea)	13,658	699	1.3%	586	1.5%	<b>1,710</b>	<b>4.9%</b>	94	0.8%	<b>590</b>	<b>4.6%</b>
5	Atlantic City (North Chelsea)	19,005	204	0.4%	130	0.3%	496	1.4%	23	0.2%	333	2.6%
11	Atlantic City (Stanley S. Holmes Village)	16,433	456	0.9%	467	1.2%	541	1.5%	46	0.4%	<b>681</b>	<b>5.4%</b>
12	Atlantic City (Westside)	4,829	330	0.6%	392	1.0%	460	1.3%	71	0.6%	261	2.1%
13	Atlantic City (Venice Park)	157	363	0.7%	259	0.7%	160	0.5%	64	0.5%	122	1.0%
14	Atlantic City (Bungalow Park)	3,470	321	0.6%	474	1.2%	<b>1,771</b>	<b>5.0%</b>	36	0.3%	<b>758</b>	<b>6.0%</b>
15	Atlantic City (Midtown North)	11,662	582	1.1%	428	1.1%	589	1.7%	16	0.1%	<b>601</b>	<b>4.7%</b>
19	Atlantic City (Ocean Resort Casino)	12,204	290	0.5%	302	0.8%	507	1.4%	88	0.7%	339	2.7%
23	Atlantic City (Ducktown)	8,355	120	0.2%	333	0.9%	1,094	3.1%	10	0.1%	371	2.9%
24	Atlantic City (Midtown)	4,069	412	0.8%	530	1.4%	1,142	3.2%	111	0.9%	<b>686</b>	<b>5.4%</b>
25	Atlantic City (Uptown)	6,885	1,083	2.0%	706	1.9%	<b>1,979</b>	<b>5.6%</b>	306	2.6%	<b>1,010</b>	<b>8.0%</b>
101.01	Brigantine (North)	433	866	1.6%	391	1.0%	76	0.2%	115	1.0%	68	0.5%
101.02	Brigantine (S. Roosevelt to 32nd St. S.)	1,795	444	0.8%	168	0.4%	117	0.3%	45	0.4%	39	0.3%
101.04	Brigantine (32nd St. S. to Brant. Rd.)	2,160	579	1.1%	190	0.5%	127	0.4%	75	0.6%	59	0.5%
101.05	Brigantine (South)	1,157	709	1.3%	312	0.8%	404	1.1%	124	1.0%	100	0.8%
102	Absecon (North)	1,340	1,217	2.3%	723	1.9%	602	1.7%	341	2.9%	9	0.1%
103	Absecon (South)	1,090	420	0.8%	293	0.8%	176	0.5%	185	1.5%	47	0.4%
104.01	South Egg Harbor	160	1,370	2.6%	1,324	3.5%	289	0.8%	220	1.8%	63	0.5%
104.03	Pinehurst (South), Pomona	2,182	1,576	3.0%	1,032	2.7%	382	1.1%	311	2.6%	145	1.1%
105.01	Port Republic, Smithville	145	2,065	3.9%	1,248	3.3%	329	0.9%	<b>535</b>	<b>4.5%</b>	272	2.1%
105.03	Galloway (North)	1,999	1,033	2.0%	975	2.6%	873	2.5%	273	2.3%	183	1.4%
105.05	Conoverstown	195	581	1.1%	408	1.1%	239	0.7%	137	1.1%	52	0.4%
105.06	Galloway	1,098	828	1.6%	650	1.7%	270	0.8%	174	1.5%	104	0.8%



Census Tract	Area Description	Pop. Density	Seniors (65+)		People with a Disability		Persons Below Poverty Level		Veterans		Zero-Vehicle Households	
		#/ sq. mi.	#	%	#	%	#	%	#	%	#	%
106	Egg Harbor City	383	883	1.7%	784	2.1%	356	1.0%	167	1.4%	288	2.3%
107	Elwood, Sweetwater	102	981	1.9%	1,030	2.7%	421	1.2%	375	3.1%	42	0.3%
108	Hammonton (North)	411	789	1.5%	503	1.3%	207	0.6%	195	1.6%	42	0.3%
109	Hammonton (East)	259	1,703	3.2%	967	2.5%	672	1.9%	194	1.6%	60	0.5%
110	Da Costa, Hammonton (South)	404	528	1.0%	334	0.9%	217	0.6%	80	0.7%	32	0.3%
111	Hammonton (West)	684	417	0.8%	240	0.6%	526	1.5%	56	0.5%	54	0.4%
112.01	Folsom	203	314	0.6%	228	0.6%	108	0.3%	99	0.8%	17	0.1%
112.02	East Vineland, Buena Borough (South)	170	1,475	2.8%	1,279	3.4%	569	1.6%	<b>604</b>	<b>5.1%</b>	80	0.6%
113	Landisville, Buena Borough (North)	594	779	1.5%	674	1.8%	268	0.8%	110	0.9%	125	1.0%
114.01	Hamilton, Mays Landing	98	978	1.8%	449	1.2%	92	0.3%	242	2.0%	11	0.1%
114.03	McKee City, Hamilton (North)	610	704	1.3%	980	2.6%	790	2.2%	263	2.2%	262	2.1%
114.04	McKee City, Hamilton (South)	725	<b>2,319</b>	<b>4.4%</b>	<b>2,004</b>	<b>5.3%</b>	695	2.0%	<b>548</b>	<b>4.6%</b>	281	2.2%
115	Mizpah, South Mays Landing	152	761	1.4%	754	2.0%	466	1.3%	177	1.5%	132	1.0%
116	Weymouth, Estell Manor	65	1,566	3.0%	1,018	2.7%	561	1.6%	380	3.2%	81	0.6%
117.02	Egg Harbor, Atlantic City Airport	311	490	0.9%	728	1.9%	638	1.8%	132	1.1%	104	0.8%
117.03	Cardiff (North)	1,749	1,068	2.0%	859	2.3%	304	0.9%	83	0.7%	139	1.1%
117.04	Egg Harbor	2,506	578	1.1%	577	1.5%	721	2.0%	180	1.5%	86	0.7%
118.03	Bargaintown	1,957	742	1.4%	666	1.7%	638	1.8%	344	2.9%	124	1.0%
118.04	Scullville, Morris Beach	523	1,465	2.8%	798	2.1%	643	1.8%	278	2.3%	72	0.6%
118.05	English Creek	158	445	0.8%	222	0.6%	203	0.6%	144	1.2%	18	0.1%
118.06	Egg Harbor (South)	1,907	1,385	2.6%	671	1.8%	757	2.1%	<b>620</b>	<b>5.2%</b>	28	0.2%
118.07	Cardiff (South)	821	1,015	1.9%	670	1.8%	622	1.8%	267	2.2%	25	0.2%
118.08	English Creek	1,287	313	0.6%	551	1.4%	159	0.5%	310	2.6%	25	0.2%
119.01	Pleasantville (Northwest)	5,282	289	0.5%	266	0.7%	455	1.3%	18	0.2%	124	1.0%
119.02	Pleasantville (North)	4,022	450	0.9%	837	2.2%	<b>1,657</b>	<b>4.7%</b>	83	0.7%	231	1.8%
120	Pleasantville (Northeast)	1,376	787	1.5%	815	2.1%	467	1.3%	111	0.9%	229	1.8%
121	Pleasantville (Southeast)	1,414	361	0.7%	431	1.1%	544	1.5%	61	0.5%	84	0.7%

Census Tract	Area Description	Pop. Density	Seniors (65+)		People with a Disability		Persons Below Poverty Level		Veterans		Zero-Vehicle Households	
		#/ sq. mi.	#	%	#	%	#	%	#	%	#	%
122	Pleasantville (Southwest)	5,059	611	1.2%	654	1.7%	<b>1,737</b>	<b>4.9%</b>	102	0.9%	473	3.7%
123.02	Northfield (West)	2,116	534	1.0%	443	1.2%	198	0.6%	135	1.1%	8	0.1%
124.01	Northfield (North)	2,324	744	1.4%	343	0.9%	34	0.1%	214	1.8%	0	0.0%
124.02	Northfield (South)	2,786	377	0.7%	219	0.6%	132	0.4%	63	0.5%	28	0.2%
125.01	Linwood (Northwest)	3,318	853	1.6%	239	0.6%	23	0.1%	133	1.1%	76	0.6%
125.02	Linwood (Southwest)	2,041	407	0.8%	198	0.5%	114	0.3%	71	0.6%	21	0.2%
126.02	Linwood (Southeast)	1,296	246	0.5%	74	0.2%	56	0.2%	65	0.5%	0	0.0%
127.01	Somers Point (Northwest)	3,011	616	1.2%	385	1.0%	294	0.8%	178	1.5%	155	1.2%
127.02	Somers Point (West)	1,201	450	0.9%	429	1.1%	322	0.9%	73	0.6%	90	0.7%
128.01	Somers Point (North)	3,541	689	1.3%	330	0.9%	432	1.2%	82	0.7%	300	2.4%
128.02	Somers Point (South)	965	417	0.8%	152	0.4%	126	0.4%	120	1.0%	50	0.4%
130	Margate City (Fredericksburg to N. Jerome Ave)	3,551	1,053	2.0%	332	0.9%	141	0.4%	140	1.2%	98	0.8%
131.01	Margate City (N. Jerome to S. Union Ave)	2,507	358	0.7%	115	0.3%	31	0.1%	25	0.2%	12	0.1%
131.02	Margate City (S. Union to 36th Ave)	3,440	495	0.9%	44	0.1%	153	0.4%	37	0.3%	39	0.3%
132.01	Ventnor City (Jackson to Suffolk Ave)	3,798	716	1.4%	276	0.7%	261	0.7%	122	1.0%	288	2.3%
132.02	Ventnor City (Suffolk to Dorset Ave)	6,563	484	0.9%	488	1.3%	61	0.2%	80	0.7%	33	0.3%
133.01	Ventnor City (S. New Haven to Fredericksburg)	1,827	887	1.7%	295	0.8%	182	0.5%	132	1.1%	108	0.9%
133.02	Ventnor City (Dorset to S. New Haven Ave)	6,681	617	1.2%	322	0.8%	447	1.3%	370	3.1%	82	0.6%
135	Longport, Linwood (Northeast)	199	779	1.5%	242	0.6%	64	0.2%	152	1.3%	26	0.2%
9834	Stockton University	976	8	0.0%	16	0.0%	3	0.0%	0	0.0%	3	0.0%
	<b>Total</b>	451	<b>52,889</b>	<b>19%</b>	<b>38,076</b>	<b>14%</b>	<b>35,247</b>	<b>13%</b>	<b>11,959</b>	<b>4%</b>	<b>12,704</b>	<b>12%</b>

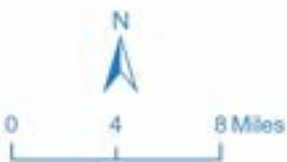
Source: US Census Bureau American Community Survey 2023 5-Year Estimates.

Note: **Bolded** values indicate census tracts home to 4% or more of the total demographic group.

Figure D-1: Population Density by Census Tract



Date: 11/10/2025

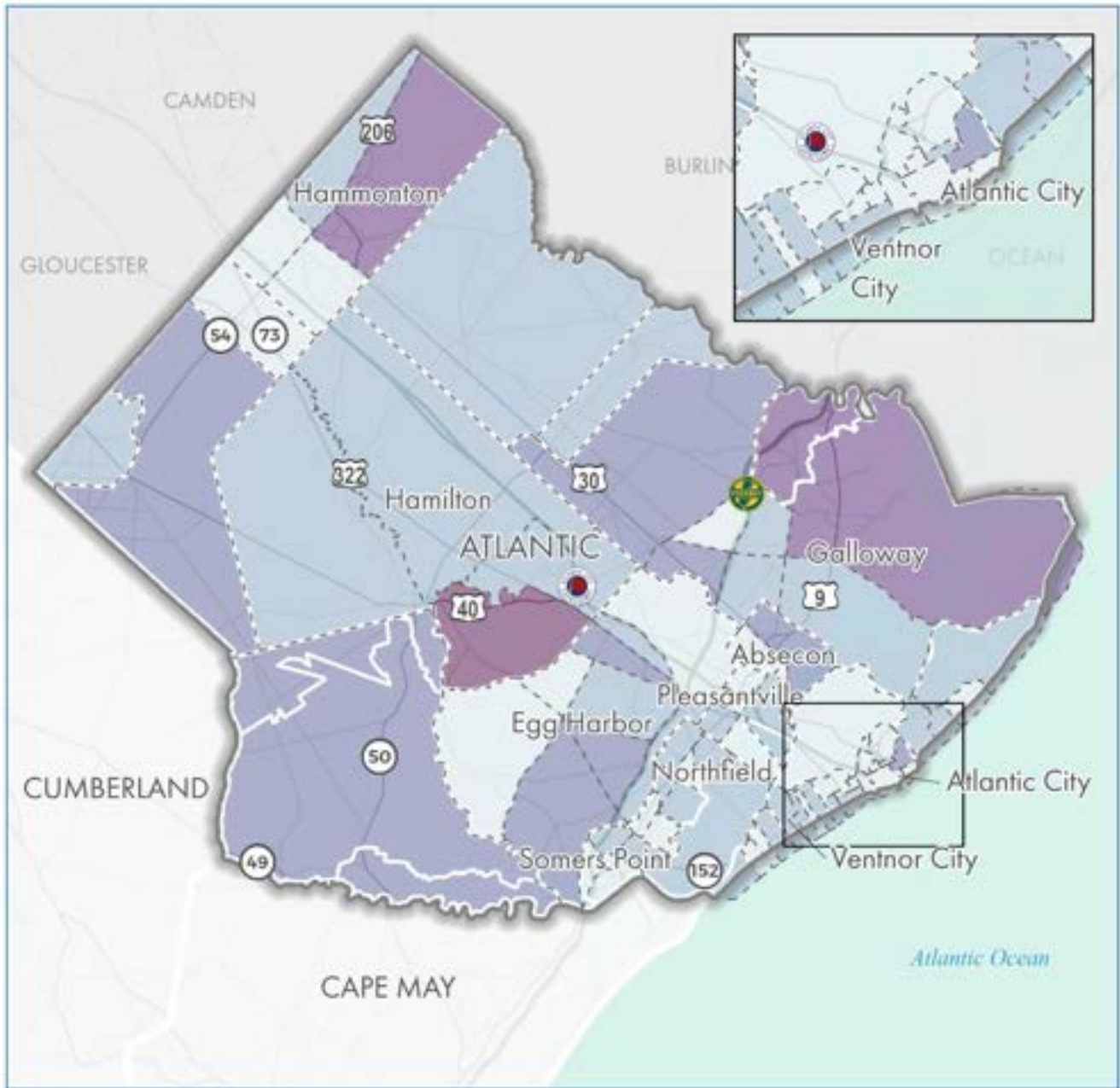


**Legend**

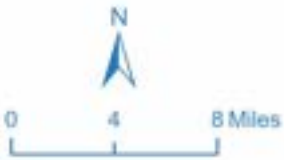
Population Density per Sq. Mile	Census Tract
< 1,000	Municipality
1,000 - 5,000	
5,000 - 10,000	
10,000 - 20,000	
> 20,000	

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Figure D-2: Senior Population (65+)



Date: 11/10/2025



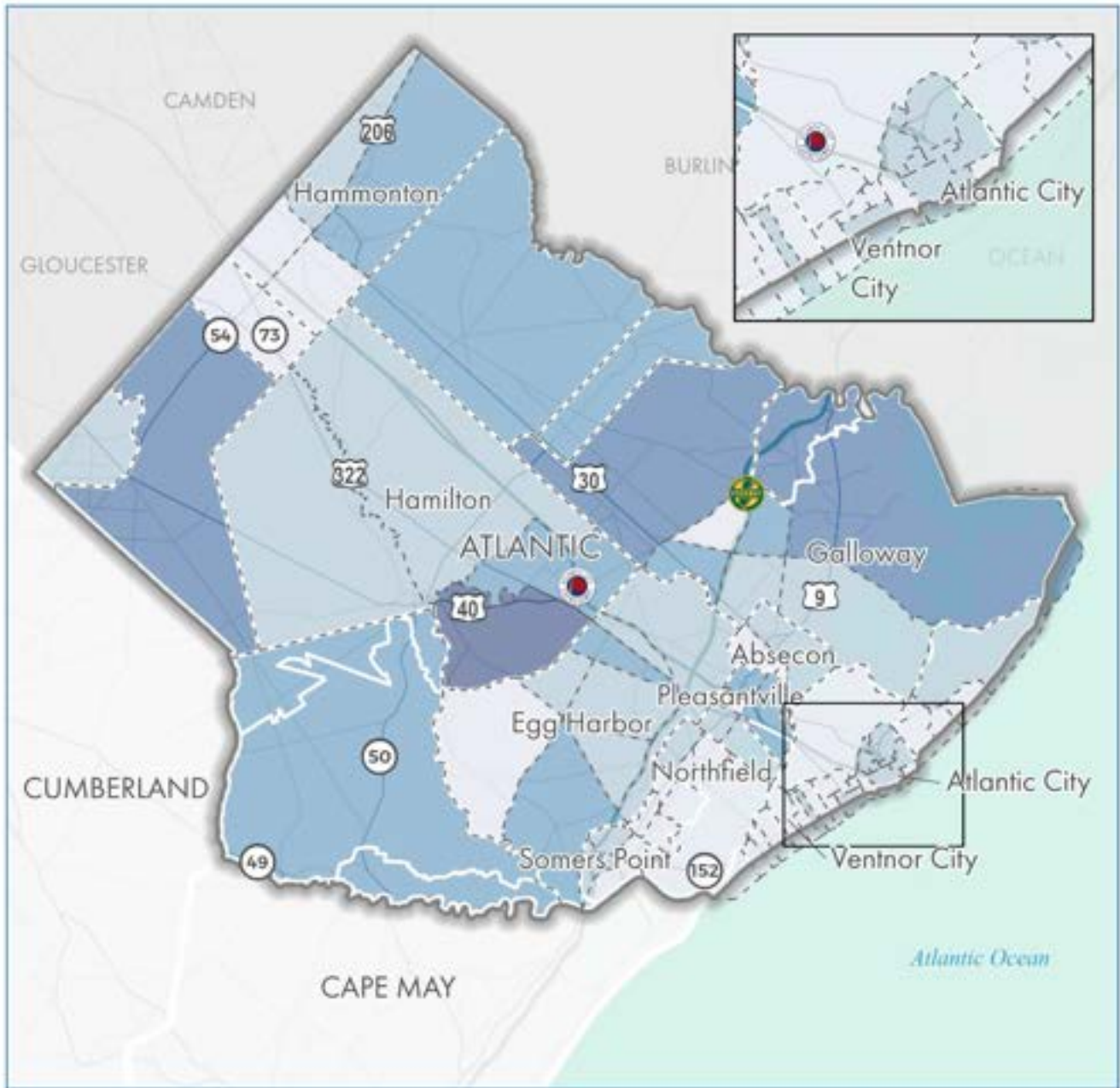
**Legend**

% of Total County Senior Population	Census Tract
	Municipality
< 1%	
1% - 2%	
2% - 3%	
3% - 4%	
> 4%	

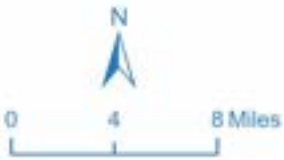
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South Jersey Transportation Planning Organization



Figure D-3: Disabled Population



Date: 11/10/2025



**Legend**

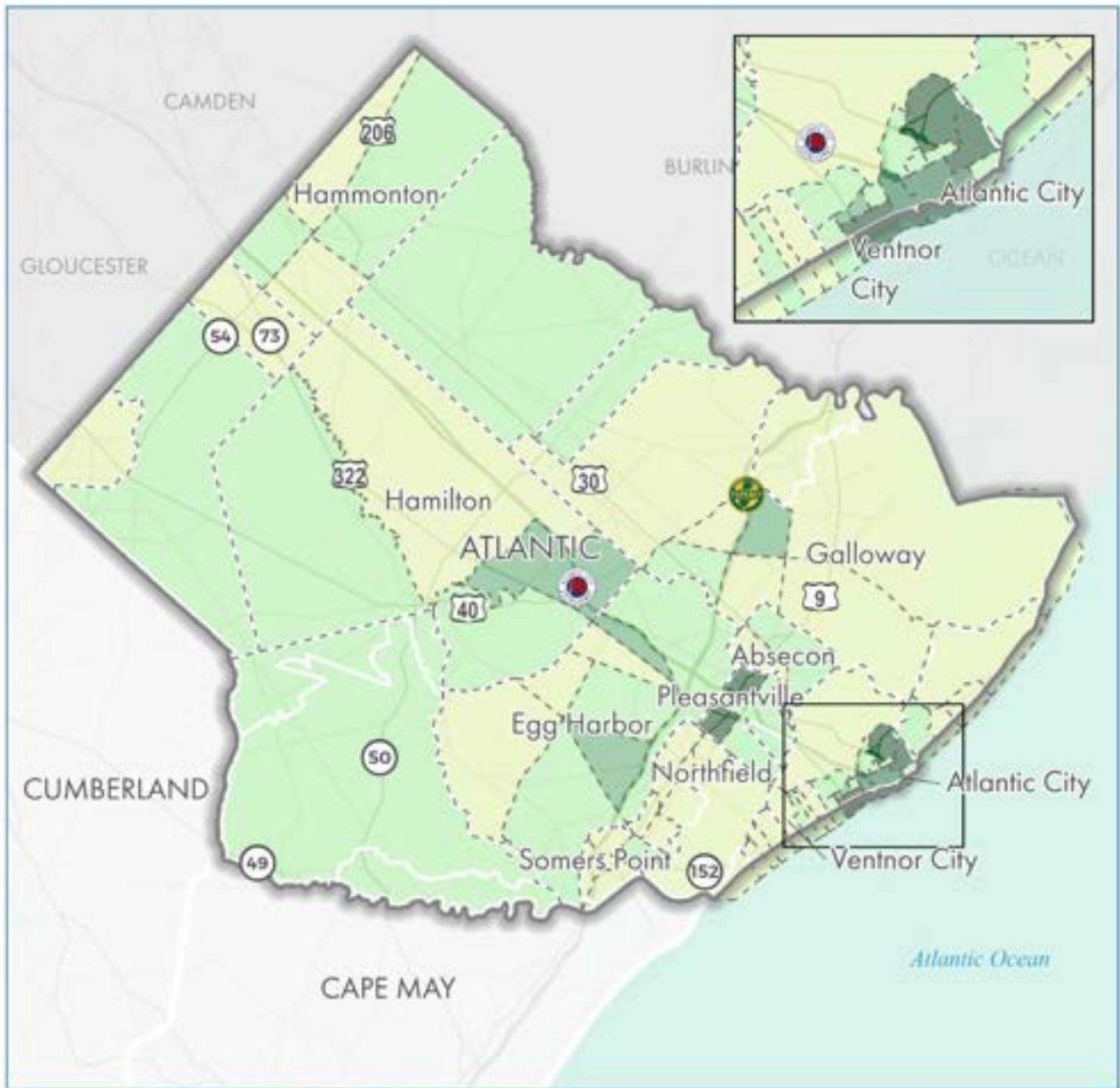
% of Total County Disabled Population

- < 1%
- 1% - 2%
- 2% - 3%
- 3% - 4%
- > 4%

Census Tract  
 Municipality

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Figure D-4: Population Living Below the Poverty Level



**Legend**

% of Total County Pop Living Under Poverty Line

- < 1%
- 1% - 2%
- 2% - 3%
- 3% - 4%
- > 4%

Census Tract

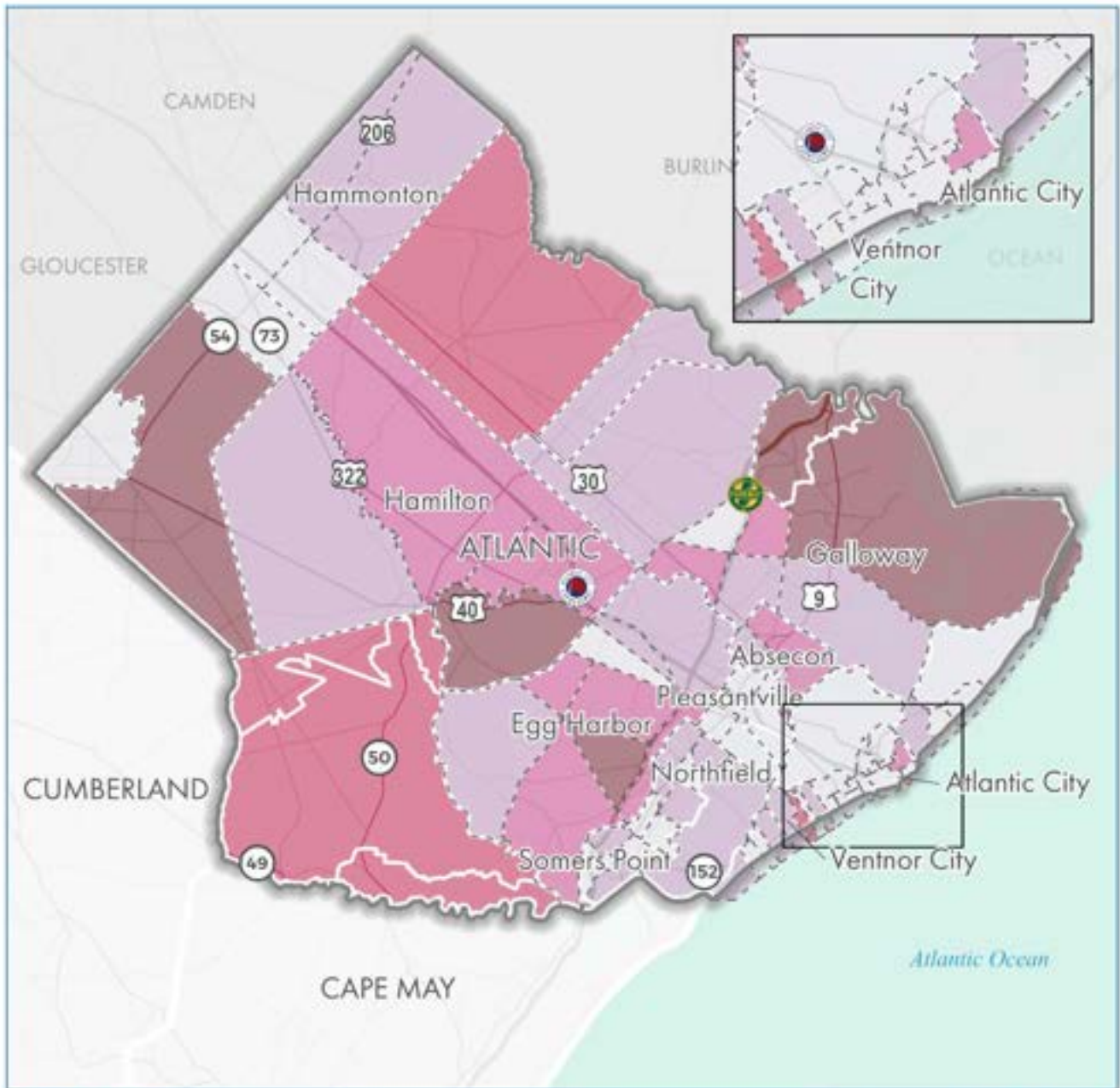
Municipality

Date: 11/10/2025

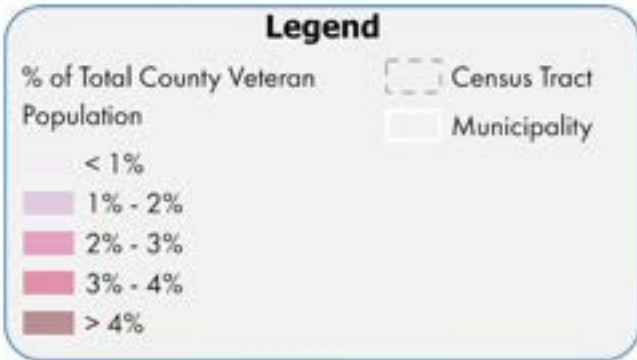
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Figure D-5: Veteran Population

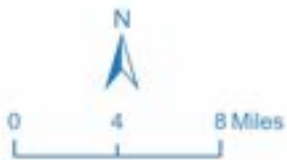


Date: 11/10/2025



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Figure D-6: Zero-Vehicle Households



**Legend**

% of Total County Zero Vehicle Households

- < 1%
- 1% - 2%
- 2% - 3%
- 3% - 5%
- > 5%

Census Tract  
 Municipality

Date: 11/10/2025

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# APPENDIX E: MAJOR HUMAN SERVICES DESTINATIONS

---

This Appendix inventories major human services destinations in Atlantic County (*Table E-1*). Destinations were identified through desktop research and stakeholder feedback. The destinations represent essential services and activity centers that support daily needs, healthcare access, social engagement, and community wellbeing, particularly for the populations targeted by the Access for All Transit Plan: senior adults, people with disabilities, and people with low incomes. *It should be noted that the list shown is not exhaustive of all facilities used by the target populations, but it does reflect many key destinations.* The major human services destinations were previously mapped in *Figure 4* of Chapter 5 of this Access for All Transit Plan. The inventory includes the following types of destinations:

- Adult day centers
- Assisted living facilities
- County and municipal government buildings
- Dialysis centers
- Food banks
- Hospitals and medical centers
- Public libraries
- Career and workforce development centers
- Senior centers
- Supermarkets and grocery stores
- Training facilities for people with disabilities
- Federally Qualified Health Centers

**Table E-1: Atlantic County Major Human Services Destinations**

Name	Destination Type	Municipality
Hammonton Adult Activities Center	Adult Day Center	Hammonton
CARING Memory Resource Center	Adult Day Center	Mays Landing
Active Day of Pleasantville	Adult Day Center	Pleasantville
CARING Inc. TAP Services	Adult Day Center	Pleasantville
New Standard Senior Living at Egg Harbor Township	Assisted Living	Egg Harbor Township
The Addison of Somers Place	Assisted Living	Egg Harbor Township
Spring Home at Galloway	Assisted Living	Galloway Township
New Standard Senior Living at Hammonton	Assisted Living	Hammonton
Spring Village at Hammonton	Assisted Living	Hammonton
Brandywine Brandall Estates by Monarch	Assisted Living	Linwood
Woodview Estates	Assisted Living	Mays Landing
Villa Raffaella Assisted Living	Assisted Living	Pleasantville
Atlantic City County Office Building	County Government	Atlantic City
Atlantic County Division of Intergenerational Services	County Government	Northfield
Atlantic County Division of Public Health	County Government	Northfield
Atlantic County VA Clinic	County Government	Northfield
Fresenius Kidney Care Atlantic City	Dialysis	Atlantic City
Fresenius Kidney Care Egg Harbor	Dialysis	Egg Harbor Township
Liberty Dialysis Hammonton	Dialysis	Hammonton
Liberty Dialysis Linwood	Dialysis	Linwood
Davita Mays Landing	Dialysis	Mays Landing
Fresenius Kidney Care Shore	Dialysis	Northfield
Davita Atlantic County at Home	Dialysis	Pleasantville
Atlantic City Rescue Mission	Food Bank/Nutrition Site	Atlantic City
St. Nicholas of Tolentine Church	Food Bank/Nutrition Site	Atlantic City
Egg Harbor Twp Nutrition Site	Food Bank/Nutrition Site	Egg Harbor Township
Senior Citizen Nutrition Sites	Food Bank/Nutrition Site	Egg Harbor Township
Atlantic County Department Of Family & Community Development - Food Distribution Center	Food Bank/Nutrition Site	Hammonton
First United Methodist Church of Mays Landing	Food Bank/Nutrition Site	Mays Landing
AtlantiCare Regional Medical Center, Atlantic City Campus	Hospital	Atlantic City
AtlantiCare Surgery Center, Egg Harbor Township	Hospital	Egg Harbor Township
AtlantiCare Emergency Department, Hammonton	Hospital	Hammonton
AtlantiCare Regional Medical Center, Mainland Campus	Hospital	Pomona



Name	Destination Type	Municipality
Shore Memorial Hospital	Hospital	Somers Point
Absecon branch - Atlantic County Library System	Library	Absecon
Brigantine Branch - Atlantic County Library System	Library	Brigantine
Egg Harbor City Branch - Atlantic County Library System	Library	Egg Harbor Township
Egg Harbor Township - Atlantic County Library System	Library	Egg Harbor Township
Galloway Township Branch - Atlantic County Library System	Library	Galloway Township
Hammonton Branch - Atlantic County Library System	Library	Hammonton
Mays Landing Branch - Atlantic County Library System	Library	Mays Landing
Pleasantville Branch - Atlantic County Library System	Library	Pleasantville
Somers Point Branch - Atlantic County Library System	Library	Somers Point
Ventnor City Branch - Atlantic County Library System	Library	Ventnor City
One Stop Career Center	NJ One Stop Career Center	Pleasantville
Caring, Inc. Senior Center	Senior Center	Atlantic City
Herman Pogachefsky Senior Services Pavilion	Senior Center	Atlantic City
Brigantine Beach Community Center	Senior Center	Brigantine
Galloway Township Senior Center	Senior Center	Galloway Township
Jewish Family Service of Atlantic & Cape May Counties	Senior Center	Margate City
Martin Bloom Community Center	Senior Center	Margate City
Marjorie & Lewis Katz JCC, Senior Center	Senior Center	Minotola
Leinweber-Kraemer Senior Center	Senior Center	Northfield
Ventnor City Community Building	Senior Center	Ventnor City
ShopRite of Absecon	Supermarket	Absecon
Save A Lot	Supermarket	Atlantic City
ACME Markets	Supermarket	Brigantine
ShopRite of English Creek	Supermarket	Egg Harbor Township
ShopRite of Galloway	Supermarket	Galloway Township
Walmart	Supermarket	Hammonton
Asian Supermarket	Supermarket	Pleasantville
Ocean Heights Plaza	Supermarket	Somers Point
ACME Markets	Supermarket	Ventnor City
The Arc of Atlantic County: Adult Training Center	Training Facilities for Persons with Disabilities	Egg Harbor Township
Atlantic Center for Independent Living, Inc	Training Facilities for Persons with Disabilities	Galloway Township

Name	Destination Type	Municipality
AtlantiCare Health Services	Federally Qualified Health Center	Galloway Township
AtlantiCare Health Services	Federally Qualified Health Center	Atlantic City
AtlantiCare Health Services	Federally Qualified Health Center	Egg Harbor Township
AtlantiCare Health Services	Federally Qualified Health Center	Atlantic City
AtlantiCare Health Services	Federally Qualified Health Center	Pleasantville
AtlantiCare Health Services	Federally Qualified Health Center	Atlantic City
Southern Jersey Family Medical Center	Federally Qualified Health Center	Egg Harbor Township
Southern Jersey Family Medical Center - Women's & Children's Pavillion	Federally Qualified Health Center	Atlantic City
Southern Jersey Family Medical Centers	Federally Qualified Health Center	Hammonton
Southern Jersey Family Medical Centers	Federally Qualified Health Center	Atlantic City
Southern Jersey Family Medical Centers - Atlantic City Center	Federally Qualified Health Center	Pleasantville
Southern Jersey Family Medical Centers - Pleasantville Center	Adult Day Center	Hammonton



# APPENDIX F: ANALYSIS METHODOLOGIES

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This Appendix provides details on the methodologies used to calculate the Transit Needs Index (TNI) and the number of mobility gaps by census tract. All census tract data is from the 2020 U.S. Census. The findings of the TNI and mobility gaps calculations are discussed in Chapter 7 (Transportation Needs & Gaps) of the Access for All Transit Plan. **This appendix focuses solely on the analysis methodologies.**

## Transit Needs Index Methodology

The TNI identifies areas of Atlantic County with the greatest comparative need for transit services based on the number and density of the focus subpopulations: older adults, people with disabilities, people with low incomes, veterans, and zero vehicle households. The TNI is based on data presented in Chapter 5 and *Appendix D*.

The TNI was calculated by first assigning ranks to each census tract based on the *size* and the *density* of the different focus populations compared to other census tracts. This methodology accounts for both the relative presence and concentration of vulnerable groups. The two scores (size and density ranks) were then summed to calculate total scores for each subpopulation, as shown in *Table F-1*. The subpopulation scores range from 2 (very low need) to 10 (very high need). All subpopulation scores were then summed to get the overall TNI scores listed in *Table F-1*. The overall TNI scores range from 10 (very low need across all groups)

to 50 (very high need across all groups). In the table, green indicates the lowest index score and red the highest.

## Mobility Gaps Methodology

The mobility gap analysis estimates how many additional trips would be needed to give households without a vehicle similar mobility to households with a vehicle. The methodology uses data from the National Household Travel Survey (NHTS), which provides information on typical number of daily trips that households take depending on whether the household is in an urban or rural setting, has access to a car, and other characteristics.

The total vehicle trips made by zero-vehicle households and by households with more than one vehicle were obtained from the 2022 NHTS. These totals were divided by the number of households in each category to obtain the average daily trips. The resulting figures were 1.26 for zero-vehicle households and 4.02 for households with more than one vehicle. This means that, on average, households with more than one car make 2.76 more trips per day than households without a car. This mobility gap rate was then multiplied by the number of zero-vehicle households to calculate how many additional trips need to be made to close the gap (*Table F-2*). For instance, in Census Tract 102, the 9 zero-vehicle households were multiplied by the mobility gap rate (2.76), to calculate the total mobility gap of 25 daily trips.

Table F-1: Atlantic County Transit Needs Index



Census Tract	Area Description	Ranks					Overall Transit Needs Index
		Senior Adults	People w/ Disabilities	Low Income	Veterans	Zero Vehicle Households	
1	Atlantic City (Chelsea Heights)	3	3	5	3	5	19
2	Atlantic City (Lower Chelsea)	7	4	6	4	5	26
3	Atlantic City (North Chelsea)	6	5	9	5	9	34
4	Atlantic City (South Chelsea)	6	6	10	4	6	32
5	Atlantic City (North Chelsea)	4	3	6	3	6	22
11	Atlantic City (Stanley S. Holmes Village)	8	10	8	5	10	41
12	Atlantic City (Westside)	3	5	4	3	5	20
13	Atlantic City (Venice Park)	4	4	4	4	4	20
14	Atlantic City (Bungalow Park)	3	4	7	3	6	23
15	Atlantic City (Midtown North)	10	10	9	3	10	42
19	Atlantic City (Ocean Resort Casino)	6	7	7	7	7	34
23	Atlantic City (Ducktown)	2	5	8	2	6	23
24	Atlantic City (Midtown)	3	5	7	4	6	25
25	Atlantic City (Uptown)	6	6	8	7	7	34
101.01	Brigantine (North)	5	4	3	4	3	19
101.02	Brigantine (S. Roosevelt to 32nd St. S.)	5	4	4	4	4	21
101.04	Brigantine (32nd St. S. to Brant Rd.)	7	4	4	5	4	24
101.05	Brigantine (South)	6	5	5	5	4	25
102	Absecon (North)	4	3	4	4	3	18
103	Absecon (South)	4	4	3	5	3	19
104.01	South Egg Harbor	4	6	3	4	3	20
104.03	Pinehurst (South), Pomona	4	4	3	4	4	19
105.01	Port Republic, Smithville	5	4	3	5	4	21
105.03	Galloway (North)	3	4	4	4	4	19
105.05	Conoverstown	4	4	4	4	3	19
105.06	Galloway	4	4	3	4	4	19
106	Egg Harbor City	4	5	4	4	4	21
107	Elwood, Sweetwater	4	5	3	5	3	20
108	Hammonton (North)	5	5	3	5	3	21
109	Hammonton (East)	5	5	4	4	3	21
110	Da Costa, Hammonton (South)	4	4	4	3	3	18
111	Hammonton (West)	3	3	4	3	3	16
112.01	Folsom	4	4	3	5	3	19
112.02	East Vineland, Buena Borough (South)	4	5	4	6	3	22
113	Landisville, Buena Borough (North)	4	4	3	3	4	18



Census Tract	Area Description	Ranks					Overall Transit Needs Index
		Senior Adults	People w/ Disabilities	Low Income	Veterans	Zero Vehicle Households	
114.01	Hamilton, Mays Landing	4	3	3	4	3	17
114.03	McKee City (North)	3	4	4	4	4	19
114.04	Gravelly Run, Mckee City	4	5	3	4	4	20
115	Mizpah, South Mays Landing	3	4	3	3	4	17
116	Weymouth, Estell Manor	5	5	4	5	3	22
117.02	Egg Harbor, Atlantic City Airport	3	5	4	4	4	20
117.03	Cardiff (North)	4	4	3	3	4	18
117.04	Egg Harbor	3	4	4	4	3	18
118.03	Bargaintown	3	4	4	5	4	20
118.04	Scullville, Morris Beach	4	4	4	4	3	19
118.05	English Creek	4	3	4	5	3	19
118.06	Egg Harbor (South)	4	3	4	5	3	19
118.07	Cardiff (South)	4	4	4	4	3	19
118.08	English Creek	3	4	3	6	3	19
119.01	Pleasantville (Northwest)	3	3	4	2	4	16
119.02	Pleasantville (North)	3	5	7	3	4	22
120	Pleasantville (Northeast)	4	5	4	3	4	20
121	Pleasantville (Southeast)	3	4	4	3	4	18
122	Pleasantville (Southwest)	3	4	6	3	5	21
123.02	Northfield (West)	3	4	3	4	3	17
124.01	Northfield (North)	5	4	3	5	3	20
124.02	Northfield (South)	4	3	3	4	3	17
125.01	Linwood (Northwest)	7	3	3	5	4	22
125.02	Linwood (Southwest)	4	4	3	4	3	18
126.02	Linwood (Southeast)	4	2	3	4	3	16
127.01	Somers Point (Northwest)	4	4	4	4	4	20
127.02	Somers Point (West)	5	6	4	4	4	23
128.01	Somers Point (North)	4	3	4	3	4	18
128.02	Somers Point (South)	5	3	4	5	4	21
130	Margate City (Fredericksburg to N. Jerome Ave)	6	3	3	4	4	20
131.01	Margate City (N. Jerome to S. Union Ave)	6	4	3	3	3	19
131.02	Margate City (S. Union to 36th Ave)	7	2	4	4	3	20
132.01	Ventnor City (Jackson to Suffolk Ave)	6	4	4	4	5	23
132.02	Ventnor City (Suffolk to Dorset Ave)	5	7	3	5	3	23
133.01	Ventnor City (S. New Haven to Fredericksburg)	6	4	4	5	4	23
133.02	Ventnor City (Dorset to S. New Haven Ave)	5	4	4	10	4	27
135	Longport, Linwood (Northeast)	5	3	3	5	3	19
9834	Stockton University	2	2	3	2	5	14

**Table F-2: Atlantic County Mobility Gap**

Census Tract	Area Description	Zero-Vehicle Households	1+ Vehicle Households	Mobility Gap Factor	Transit Need (Trips/Day)
1	Atlantic City (Chelsea Heights)	217	619	2.76	598
2	Atlantic City (Lower Chelsea)	285	1,061	2.76	786
3	Atlantic City (North Chelsea)	623	818	2.76	1,718
4	Atlantic City (South Chelsea)	590	1,075	2.76	1,627
5	Atlantic City (North Chelsea)	333	597	2.76	918
11	Atlantic City (Stanley S. Holmes Village)	681	496	2.76	1,877
12	Atlantic City (Westside)	261	835	2.76	720
13	Atlantic City (Venice Park)	122	675	2.76	336
14	Atlantic City (Bungalow Park)	758	730	2.76	2,090
15	Atlantic City (Midtown North)	601	227	2.76	1,657
19	Atlantic City (Ocean Resort Casino)	339	562	2.76	935
23	Atlantic City (Ducktown)	371	406	2.76	1,023
24	Atlantic City (Midtown)	686	396	2.76	1,891
25	Atlantic City (Uptown)	1,010	1,153	2.76	2,784
101.01	Brigantine (North)	68	1,353	2.76	187
101.02	Brigantine (S. Roosevelt to 32nd St. S.)	39	701	2.76	108
101.04	Brigantine (32nd St. S. to Brant. Rd.)	59	711	2.76	163
101.05	Brigantine (South)	100	923	2.76	276
102	Absecon (North)	9	2,568	2.76	25
103	Absecon (South)	47	935	2.76	130
104.01	South Egg Harbor	63	2,310	2.76	174
104.03	Pinehurst (South), Pomona	145	2,152	2.76	400
105.01	Port Republic, Smithville	272	3,583	2.76	750
105.03	Galloway (North)	183	2,749	2.76	505
105.05	Conovertown	52	1,101	2.76	143
105.06	Galloway	104	1,576	2.76	287
106	Egg Harbor City	288	1,367	2.76	794
107	Elwood, Sweetwater	42	2,137	2.76	116
108	Hammonton (North)	42	1,104	2.76	116
109	Hammonton (East)	60	2,459	2.76	165
110	Da Costa, Hammonton (South)	32	941	2.76	88
111	Hammonton (West)	54	1,013	2.76	149
112.01	Folsom	17	645	2.76	47
112.02	East Vineland, Buena Borough (South)	80	2,903	2.76	221
113	Landisville, Buena Borough (North)	125	1,508	2.76	345
114.01	Hamilton, Mays Landing	11	1,834	2.76	30
114.03	McKee City (North)	262	2,525	2.76	722
114.04	Gravelly Run, Mckee City (South)	281	3,869	2.76	775
115	Mizpah, South Mays Landing	132	2,066	2.76	364
116	Weymouth, Estell Manor	81	2,091	2.76	223
117.02	Egg Harbor, Atlantic City Airport	104	1,405	2.76	287



Census Tract	Area Description	Zero-Vehicle Households	1+ Vehicle Households	Mobility Gap Factor	Transit Need (Trips/Day)
117.03	Cardiff (North)	139	1,557	2.76	383
117.04	Egg Harbor	86	1,630	2.76	237
118.03	Bargaintown	124	2,181	2.76	342
118.04	Scullville, Morris Beach	72	2,486	2.76	198
118.05	English Creek	18	940	2.76	50
118.06	Egg Harbor (South)	28	2,818	2.76	77
118.07	Cardiff (South)	25	1,896	2.76	69
118.08	English Creek	25	1,397	2.76	69
119.01	Pleasantville (Northwest)	124	871	2.76	342
119.02	Pleasantville (North)	231	1,458	2.76	637
120	Pleasantville (Northeast)	229	1,241	2.76	631
121	Pleasantville (Southeast)	84	859	2.76	232
122	Pleasantville (Southwest)	473	1,436	2.76	1,304
123.02	Northfield (West)	8	1,308	2.76	22
124.01	Northfield (North)	0	1,131	2.76	0
124.02	Northfield (South)	28	824	2.76	77
125.01	Linwood (Northwest)	76	868	2.76	210
125.02	Linwood (Southwest)	21	659	2.76	58
126.02	Linwood (Southeast)	0	476	2.76	0
127.01	Somers Point (Northwest)	155	1,384	2.76	427
127.02	Somers Point (West)	90	612	2.76	248
128.01	Somers Point (North)	300	1,384	2.76	827
128.02	Somers Point (South)	50	745	2.76	138
130	Margate City (Fredericksburg to N. Jerome Ave)	98	1,289	2.76	270
131.01	Margate City (N. Jerome to S. Union Ave)	12	452	2.76	33
131.02	Margate City (S. Union to 36th Ave)	39	735	2.76	108
132.01	Ventnor City (Jackson to Suffolk Ave)	288	876	2.76	794
132.02	Ventnor City (Suffolk to Dorset Ave)	33	893	2.76	91
133.01	Ventnor City (S. New Haven to Fredericksburg)	108	1,082	2.76	298
133.02	Ventnor City (Dorset to S. New Haven Ave)	82	1,175	2.76	226
135	Longport, Linwood (Northeast)	26	1,161	2.76	72
9834	Stockton University	3	8	2.76	8

# APPENDIX G: NJ TRANSIT EQUIVALENT SERVICE OVERSIGHT ANALYSIS

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**Revised: 6/11/2025**

## **NJ TRANSIT SUBRECIPIENT ASSISTANCE AND OVERSIGHT PROCEDURES**

### **EQUIVALENT SERVICE OVERSIGHT ANALYSIS**

**Purpose:**

NJ TRANSIT is responsible for ensuring the service provided by the subrecipient is the same for all passengers, regardless of whether they need an accessible vehicle or not. This includes verifying that subrecipients meet FTA requirements for equivalent service. To guarantee that demand response systems provide the Americans with Disabilities Act [Part 37—Transportation Services for Individuals with Disabilities § 37.105](#) Equivalent Service, we must ensure the following requirements are met.

**Requirement:**

Equivalent Service Analysis will be conducted for all subrecipients that provide public transportation with non accessible vehicles. For purposes of the Americans with Disabilities Act [Part 37—Transportation Services for Individuals with Disabilities §§ 37.101](#) and [37.103 of this part](#), a fixed route system or demand responsive system, when viewed in its entirety, shall be deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Availability of information;
- (f) Reservations capability (if the system is demand responsive);
- (g) Any constraints on capacity or service availability;
- (h) Restrictions priorities based on trip purpose (if the system is demand responsive).

