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WHITE PAPER

Exploring Ferry Access on the Delaware River



October 2022

DELAWARE VALLEY
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REGIONAL
PLANNING COMMISSION



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Appendix A: New Jersey Attractions

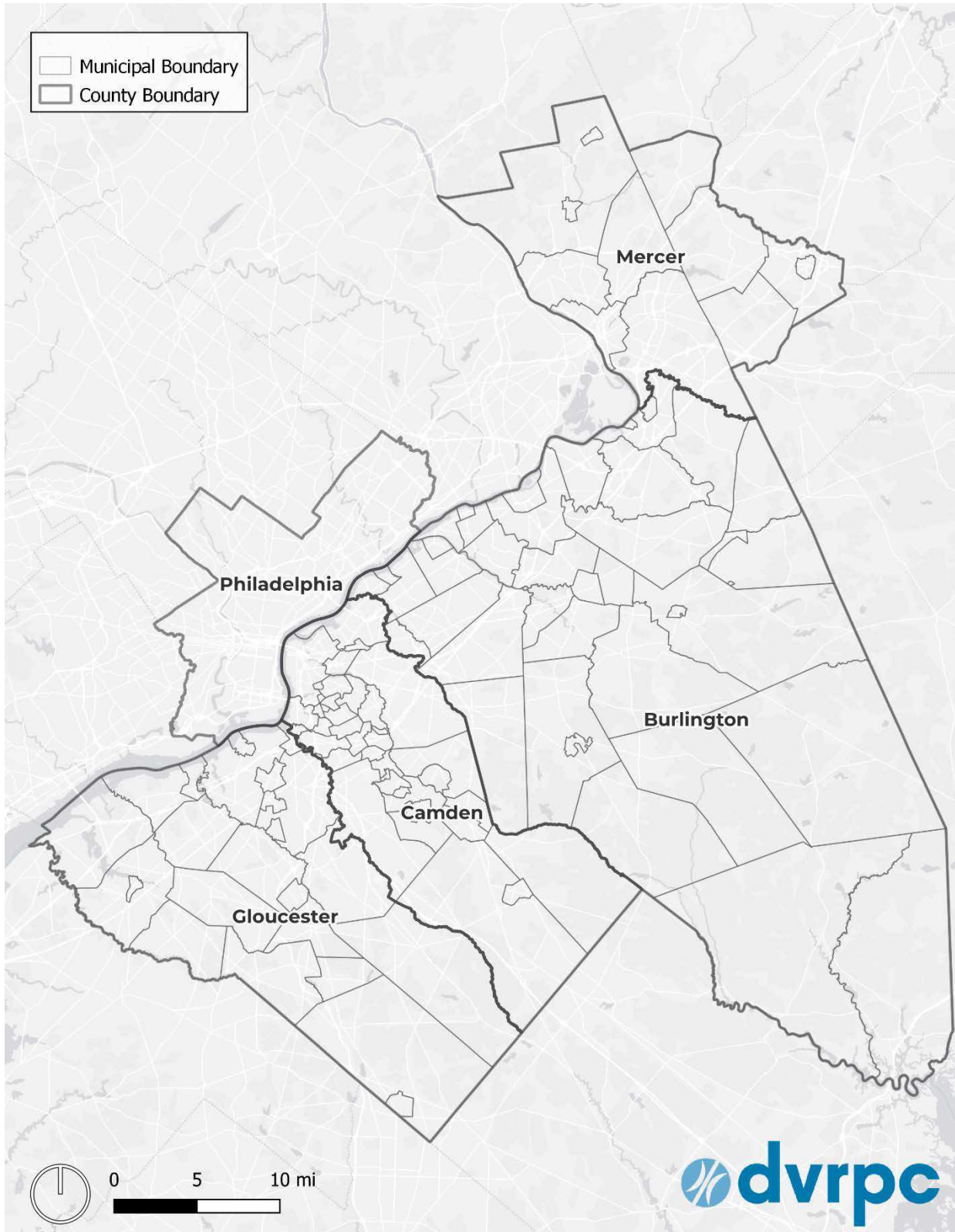
Introduction

Greater Philadelphia has a long history of ferries dating back to the 17th century. Prior to bridges, tunnels, and expressways, ferries were essential to move throughout the region and played a key role in the formation of towns and cities. During the 20th century, however, the development of bridges like the Ben Franklin Bridge (1926), Tacony-Palmyra Bridge (1929), and the Walt Whitman Bridge (1957) led to the decline of ferry services in the region (Nepa 2015).

The Delaware Valley Regional Planning Commission (DVRPC) previously evaluated potential ferry service in the *Gloucester County Ferry Service Study* (2007), which identified opportunities for new ferry service between Gloucester County and points of interest in Pennsylvania. The potential benefits and challenges outlined in the 2007 study include an alternative form of transportation, reduced air pollution and congestion, increased connectivity, and support for existing and new development. Potential challenges include parking availability, increased traffic in local communities, the competitive cost of driving, access to Center City Philadelphia, and funding. This white paper analysis will highlight that the potential benefits and challenges are unchanged.

At the request of Burlington County officials, DVRPC staff explored the feasibility of adding a seasonal ferry service as an additional transportation option to promote tourism between Old City Philadelphia and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The geography focus of this analysis is shown in Figure 1. The existing RiverLink Ferry operates seasonally between Old City (Philadelphia) and Camden City. This additional seasonal service explores an expansion of service to points north in Mercer County and points south in Gloucester County. To understand potential schedules, this analysis conducted five trip scenarios for further study.

Figure 1: Study Area



Source: DVRPC, 2022

Data Sources and Methodology

This section outlines the data sources utilized, methodologies, and assumptions.

For the purposes of this analysis, the term *access* has two definitions. First, access is used to refer to physical accessibility. For example, a tourist destination may exist on the banks of the Delaware River, but if there is no dock location nearby, then this destination would not be considered physically accessible under current conditions. It is possible that a dock could be built around this area to increase accessibility, but that will have to be factored in during the service option decision-making process. Second, access is also used to evaluate time. Although seasonal ferry routes do not value travel time as commuter services, there may be certain thresholds where the ferry is no longer considered accessible relative to other options.

Data Source: Tourist Attractions

Identification of potential tourist attractions was used to evaluate where there may be demand for additional ferry service from Philadelphia. Approximately 242 tourist attractions were identified using data from Visit South Jersey and Visit Princeton-Mercer. (The full list of attractions used for this analysis is available in Appendix A.)

A three-prong tiering system was created to help prioritize potential dock locations and the accessibility of potential attractions. Tier classifications were used to evaluate trips from Philadelphia to New Jersey, capturing tourist attractions that Philadelphia tourists may visit. Because the trip via ferry is only one half of the trip, drivesheds around each dock were calculated with proximate population and travel demand to Philadelphia for each dock. (The driveshed analysis results are explained in greater detail on page 12.)

Tier 1 attractions should be prioritized because they require a short walk and are considered the most accessible from Old City (Philadelphia). Since attractions that fall into Tiers 2 and 3 rely on a transfer to some other mode, they were used to evaluate secondary benefits of a service (e.g., the number of attractions within a 15- or 30-minute drive of all docks in a scenario). Attractions symbolized by tier are shown in Figure 2.

Tier Classification

Tier 1

Included in the top tier are tourist destinations that are accessible via walking. This was accomplished by establishing a one-mile walkshed using the sidewalk network around potential dock locations. A one-mile walkshed was established around the potential dock location that established a 20-minute walk at a pace of 3.5 miles per hour.

Tier 2

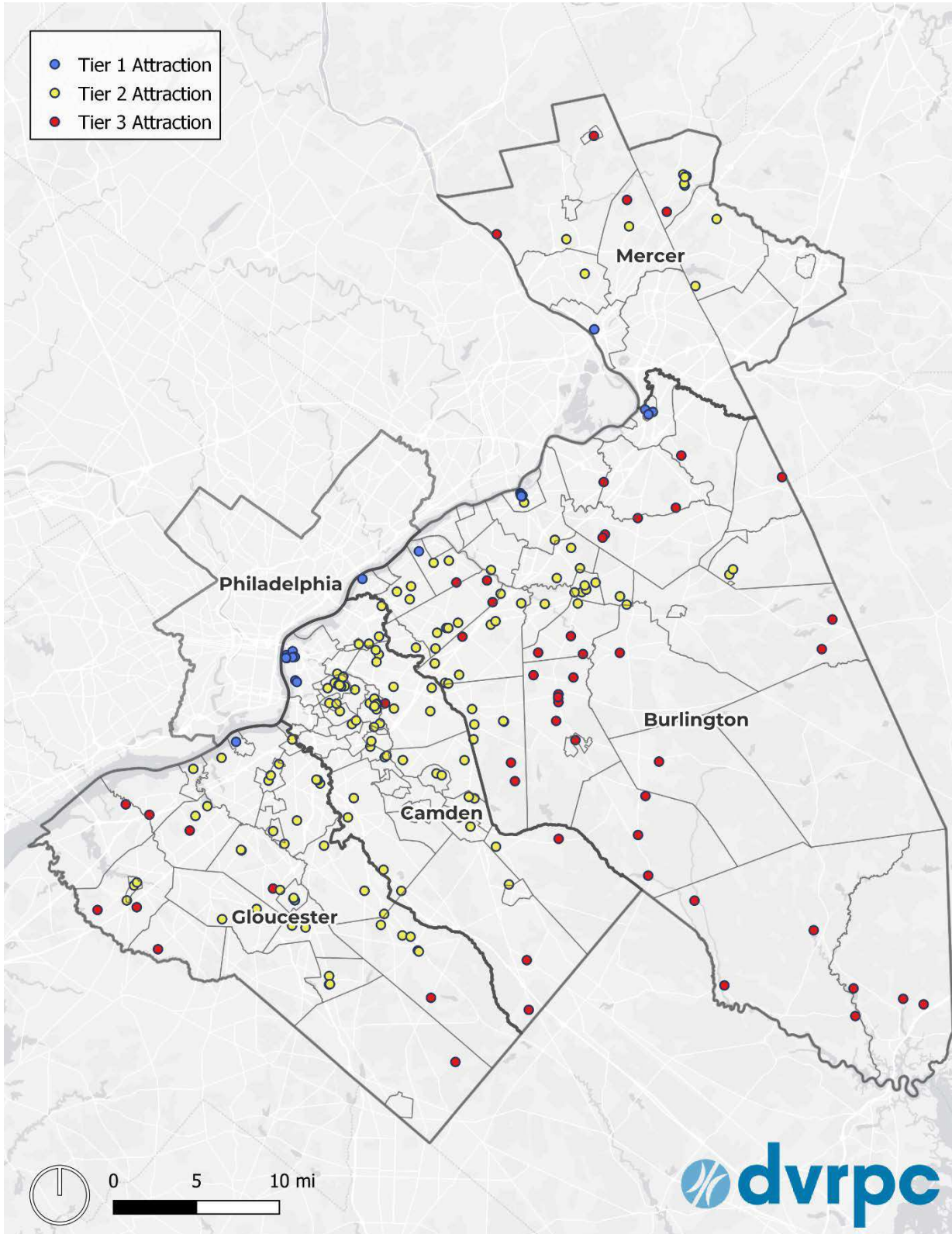
Included in the second tier are tourist destinations that require an additional trip mode to the ferry ride. It is assumed the second mode will be public transportation.

Tier 3

Included in the third tier are tourist destinations that will either be three-seat trips or accessible only via private vehicles, given the lack of public transit options.

Source: DVRPC, 2022

Figure 2: Attractions by Tier



Sources: DVRPC, 2022; Visit South Jersey, 2022; Visit Princeton-Mercer, 2022

Data Source: Household Travel Survey (2012)

The second part of the analysis needed to determine travel behaviors and patterns. To estimate travel demand in both directions across the river (including the reverse trip) to the identified tourist attractions, non-work recreational trips between Philadelphia and Traffic Analysis Zones (TAZs) in Burlington, Camden, Gloucester, and Mercer counties were queried from the dataset. TAZs were used because they rely on real-world data (in this case, the Household Travel Survey (HTS) travel survey) to extrapolate travel trends.

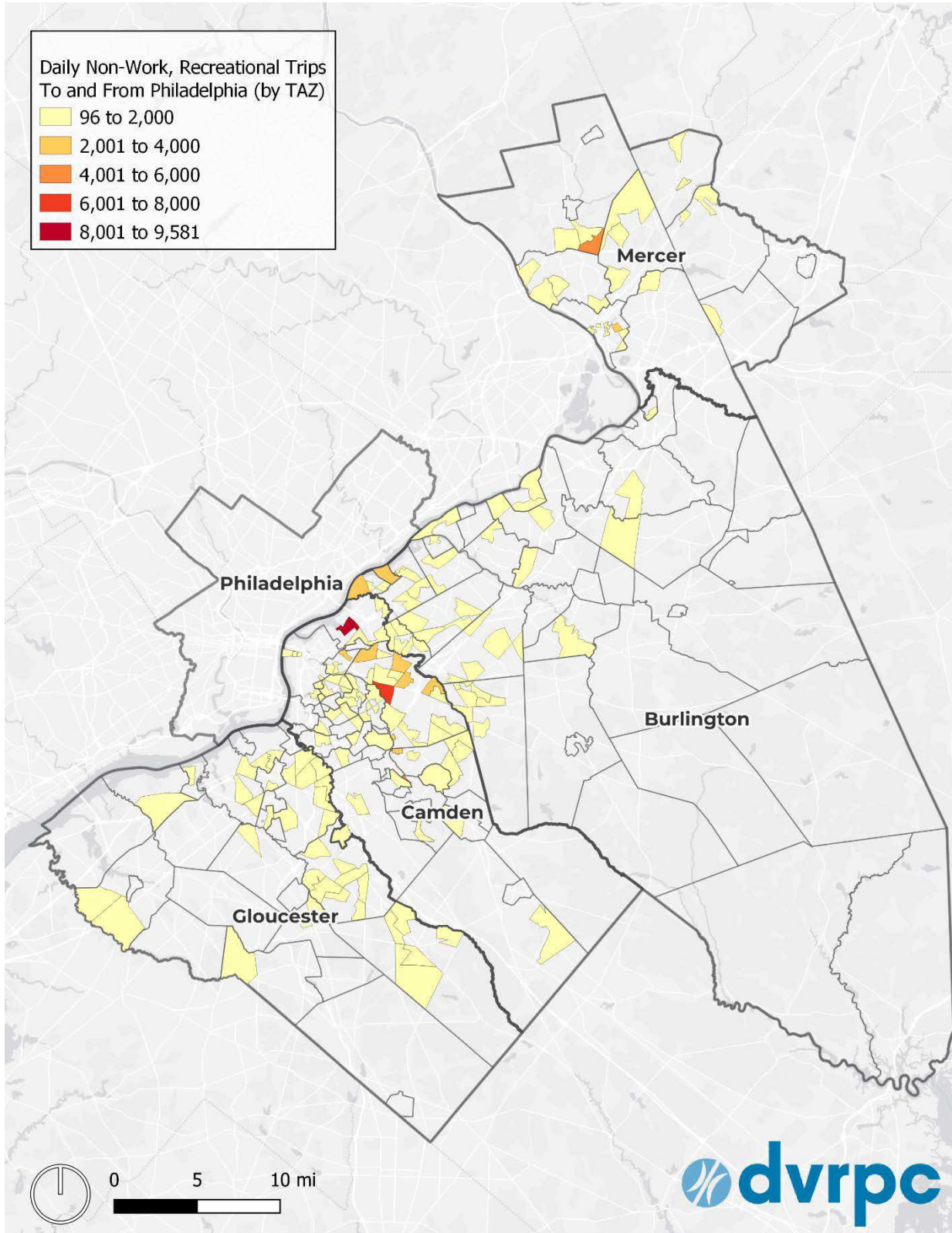
In addition to travel demand, drive-time isochrones (polygons on a map that represent travel time) were generated, which are used to calculate the population, number of attractions, and HTS travel demand within 15- and 30-minute drivesheds, respectively. These drivesheds serve two purposes: to determine the feasibility of reaching attractions from a dock via public transit or rideshare (to expand the number of attractions accessible from each dock), but also to understand the travel demand for the inverse: trips that originate in New Jersey but might end in Camden or Philadelphia. These trips are more likely to start with a private vehicle than trips that start in Center City Philadelphia, so drive times to docks were calculated and included.

Figure 3 shows non-work recreational trips in both directions between Philadelphia and New Jersey. For New Jersey, all TAZs in the study are included and analyzed. For Philadelphia, only trips to TAZs in greater Center City were evaluated, as Center City contains the greatest number of tourist destinations and hotels. TAZs in Philadelphia were also grouped together (and are not shown in Figure 3) because the purpose of this study is to evaluate demand to and from New Jersey, rather than to and from specific TAZs in Philadelphia. The area with the highest recreational travel demand along the river is the Pennsauken/Palmyra area. Of the HTS trips shown in Figure 3, 81 percent use private automobiles.

What is the Household Travel Survey (HTS)?

The HTS collected data about the daily travel behaviors of residents in Southern New Jersey and Southeastern Pennsylvania to determine how to improve roads, reduce traffic congestion, enhance walking and bicycle paths, and upgrade public transportation. The HTS includes all trip types and modes, and provides estimates of trips serving many destinations and purposes. Randomly selected participants used a travel diary to record how, where, and when they traveled for a single day. This data was then extrapolated to the population at large.

Figure 3: Recreational Travel Demand Between Philadelphia and NJ TAZs



Source: DVRPC, 2012

Ferry Feasibility Considerations

This section outlines five considerations for potential seasonal ferry service. They include infrastructure, accessibility, cost and revenues, travel times, and environmental factors pertaining to the Delaware River. Each of these considerations must be explored further in order to determine if a seasonal ferry service is viable for the geography identified in this analysis.

Infrastructure

For this analysis, four major components of relevant infrastructure were considered: docks, transit routes, Circuit Trail network, and the sidewalk network. These components are important for multimodal access to and from a potential ferry service.

1. Docks

Approximately 51 existing docks along the Delaware River were inventoried. Aerial photography from Near map was used to locate existing docks. U.S. Coast Guard ship activity data was used to determine which docks were used by freight or other commercial activity versus which were primarily recreational. The analysis showed that 18 docks are used for freight, resulting in 31 potential ferry dock locations. Two potential docks were added for consideration: (1) Bordentown Township, where a new park plan is likely to spur development; and (2) Pennsauken Township, where the Atlantic City Line and the River LINE meet. All 33 docks considered for this analysis (31 existing + 2 proposed/planned), along with tourist attractions in the study area, are shown in Figure 4. (Note: Ownership of docks was not considered and would be a necessary component of further evaluation.)

2. Transit Routes

Transit stops and connections were the second infrastructure network taken into consideration and used as a consideration for a potential new dock in Pennsauken and Tier 2 attractions. The transit route network is shown in Figure 5.

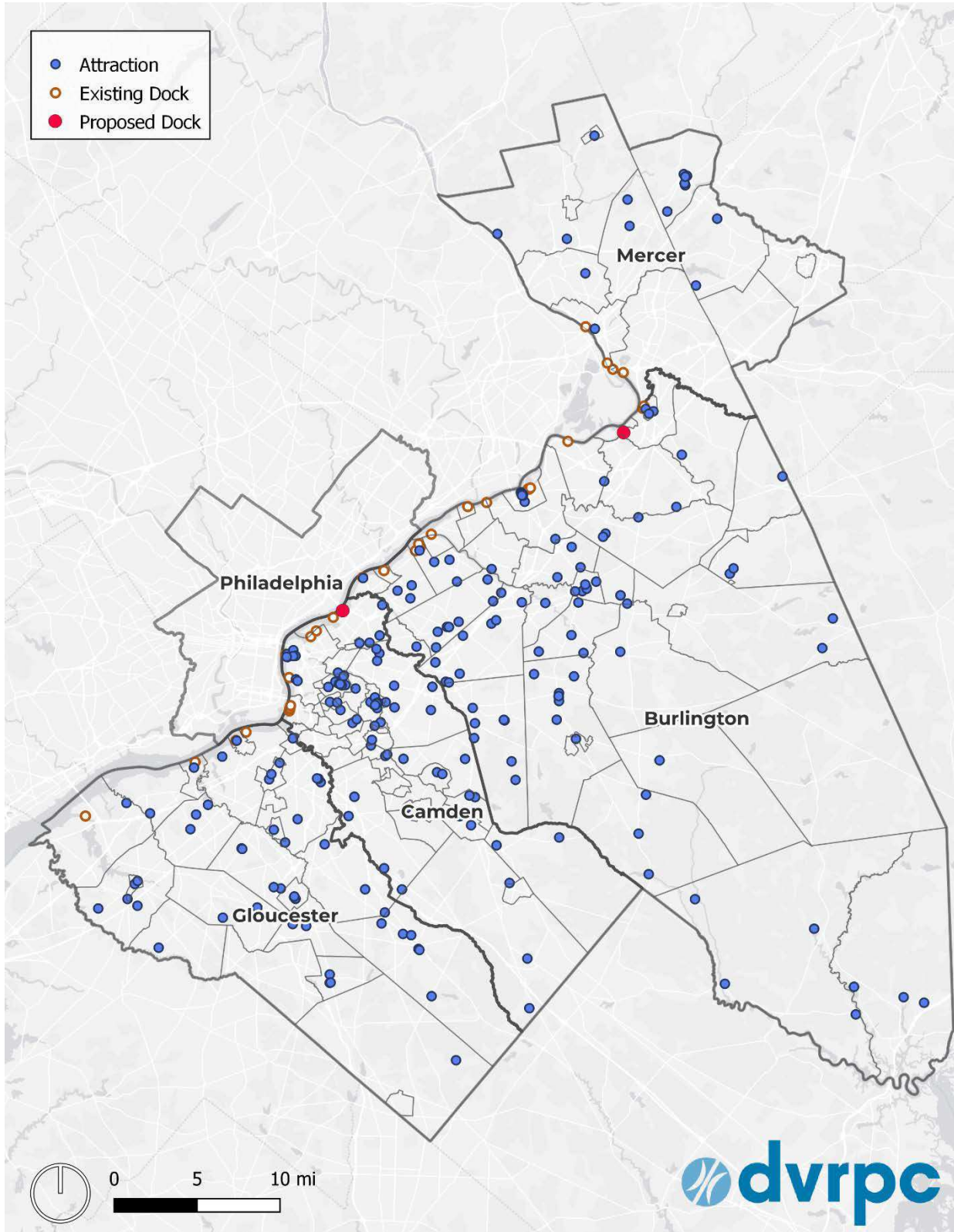
3. Circuit Trail Network

Circuit trails were used not only as a consideration to determine walkability from the docks but also for access to potential development along the waterfront in Bordentown Township that would create a park and connect sections of the Circuit Trail network. The Circuit Trail network is shown in Figure 6.

4. Sidewalk Network

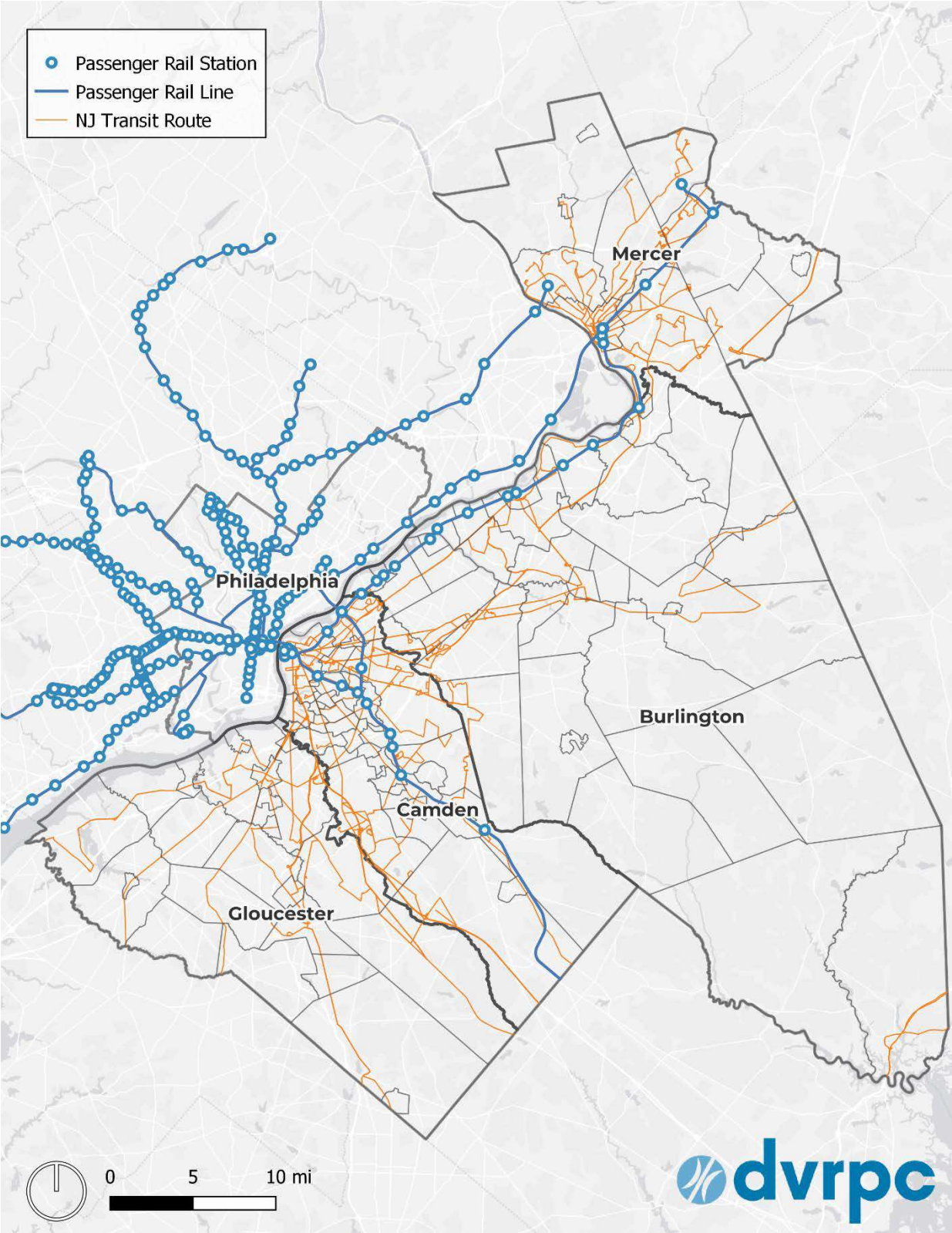
DVRPC's sidewalk network dataset was used to assess walkability around and to the docks. For the purposes of the walkshed analysis, trails were also considered part of this network. The regional sidewalk network is shown in Figure 7.

Figure 4: Docks and Tourist Attractions Considered



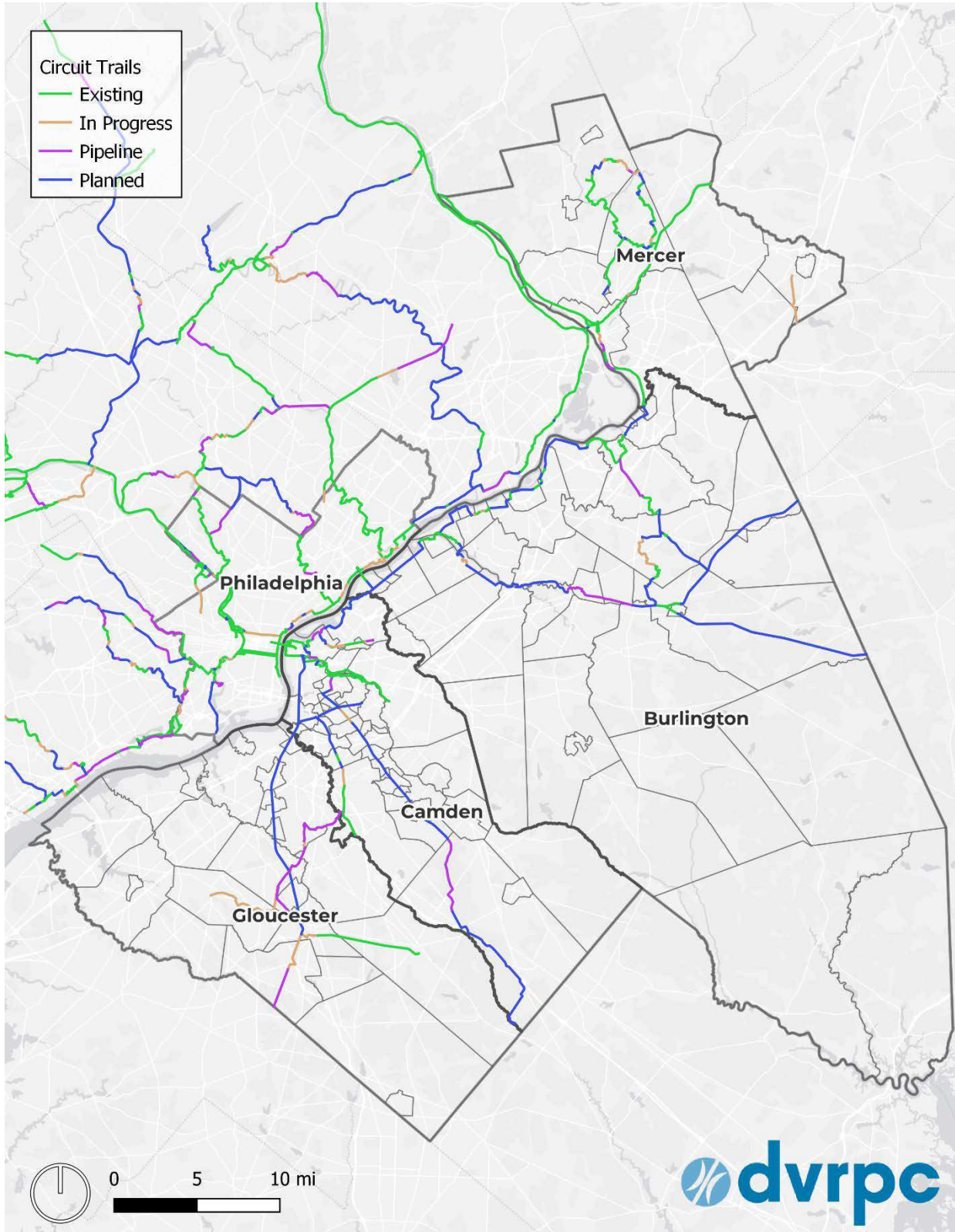
Sources: DVRPC, 2022; Visit South Jersey, 2022; Visit Princeton-Mercer, 2022

Figure 5: Transit Routes



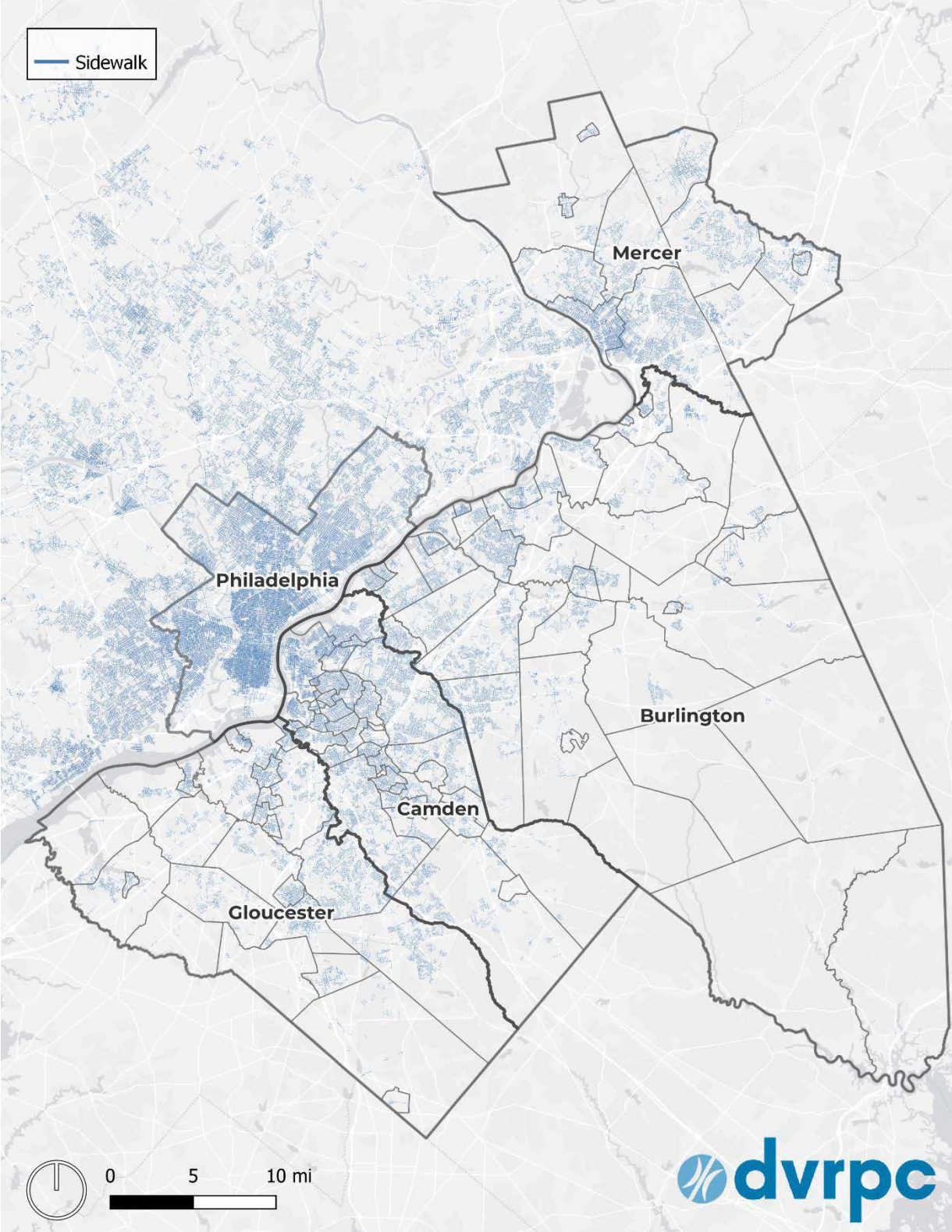
Source: DVRPC, 2022, NJTransit (2020), SEPTA (2020)

Figure 6: Circuit Trail Network



Source: DVRPC, 2022

Figure 7: Regional Sidewalk Network



Source: DVRPC, 2022

Accessibility

To understand which docks are most accessible, existing docks (plus two potential docks) were analyzed for walkability using the existing segments of the trail network as shown in Figure 6 and Figure 7. However, determined travel time is critical to assess accessibility. Therefore, isochrones were used to understand and display potential travel time.

What is an Isochrone?

An isochrone is a diagram on a map that shows travel time along a network assuming a certain speed.

Isochrone Analysis

A one-mile isochrone walkshed was created around each dock, which amounts to approximately a 20-minute walk for a person traveling at 3.5 miles per hour. Isochrones were then evaluated, and destinations were aggregated by isochrone. The isochrone analysis is shown in Figure 8.

Camden City had the highest number of attractions (10) within walking distance of a dock. Burlington City had five destinations, and Bordentown City had three. Other municipalities had one or fewer destinations within a one-mile walk of their respective docks.

Although walkshed attractions are the most directly accessible from a ferry, drivesheds acknowledge that rideshare or transit could extend the ferry's reach. Drivesheds were also included to capture nearby population and HTS travel data, primarily for estimating potential demand in the inverse direction (from a particular dock to Philadelphia or Camden).

Table 1 highlights the results of the driveshed isochrone analysis for each dock surveyed, ordered from the southernmost dock (Logan Township) to the northernmost (Trenton). The columns representing trips show daily non-work recreational trips to areas that are within the 15- or 30-minute driveshed according to the HTS. These columns combine demand both to and from Philadelphia. Data included for the isochrone analysis includes tourist attractions (Appendix A) and population data (aggregated at the TAZ level from the Census Transportation Projects Program). (Note: When interpreting the table, care should be taken not to combine the results of multiple docks in the same municipality as there is overlap between the isochrones of each dock.)

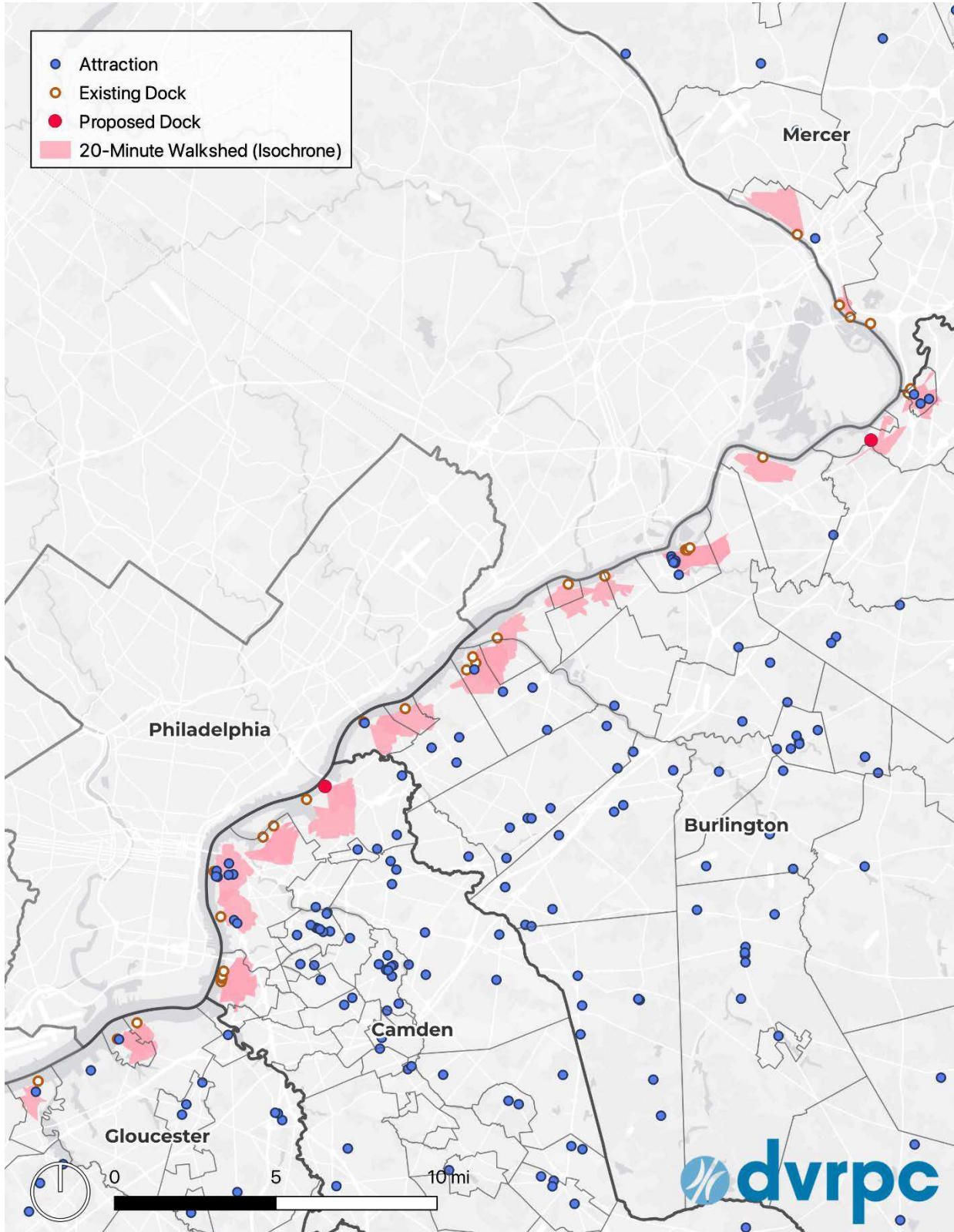
Table 1: Driveshed Isochrone Analysis

Municipality	Dock ID	Trips (Drive)		Attractions			Population (Drive)	
		15 min	30 min	1-mile walkshed	15 min drive	30 min drive	15 min	30 min
Logan Township	0	3,868	16,350	0	11	40	48,970	304,230
Paulsboro Borough	7	4,680	97,345	1	15	106	125,420	717,884
National Park Borough	12	30,106	113,137	1	37	139	287,695	889,414
West Deptford	13	29,650	113,137	0	35	138	275,460	882,389
Gloucester City	16	76,448	116,519	0	67	159	474,170	1,003,539
Gloucester City	17	76,448	116,519	0	67	159	474,170	1,003,539
Gloucester City	18	84,229	116,519	0	68	157	463,480	1,003,164
Gloucester City	19	74,359	116,519	0	66	155	460,950	1,005,144
Camden City	22	79,327	113,633	2	61	152	428,370	985,684
Camden City	26	76,790	114,250	8	61	146	400,100	963,019
Camden City	27	77,692	113,677	0	63	155	384,485	964,129
Camden City	28	77,593	113,677	0	63	156	383,470	960,809
Pennsauken Township*	991	72,843	112,473	0	70	150	381,960	933,599
Pennsauken Township	29	79,430	112,865	0	74	157	416,295	962,809
Palmyra Borough	33	70,143	109,148	1	63	149	342,590	876,409
Riverton Borough	34	66,038	108,289	0	51	148	337,855	860,744
Delran Township	35	38,547	105,228	1	39	146	294,940	830,810
Delran Township	36	38,398	105,228	0	39	142	278,560	817,485
Delran Township	37	38,398	105,228	0	39	142	278,560	817,485
Delanco Township	38	27,061	104,279	0	33	139	237,550	773,590
Beverly City	39	16,900	92,728	0	32	133	201,390	760,455
Edgewater Park	40	11,134	87,434	0	26	130	188,595	761,385
Burlington City	41	5,608	66,605	5	32	99	196,140	800,485
Burlington City	42	5,608	66,605	5	32	99	196,140	800,485
Burlington City	43	5,608	66,605	5	32	99	196,140	800,485
Florence Township	44	3,735	30,812	0	16	67	107,410	645,870
Bordentown Township*	992	7,615	27,575	0	16	70	224,590	688,340
Bordentown City	45	7,096	22,027	3	8	60	264,965	678,870
Bordentown City	46	7,096	22,027	3	8	61	269,065	679,120
Hamilton Township	47	6,980	16,894	0	5	33	243,185	498,185
Hamilton Township	48	14,084	18,632	0	6	42	301,470	588,010
Trenton City	49	14,084	18,632	0	6	42	301,470	588,010
Trenton City	50	14,084	16,582	0	8	31	284,850	494,960

Sources: DVRPC, 2022; Visit South Jersey, 2022; Visit Princeton-Mercer, 2022

* = new/proposed dock

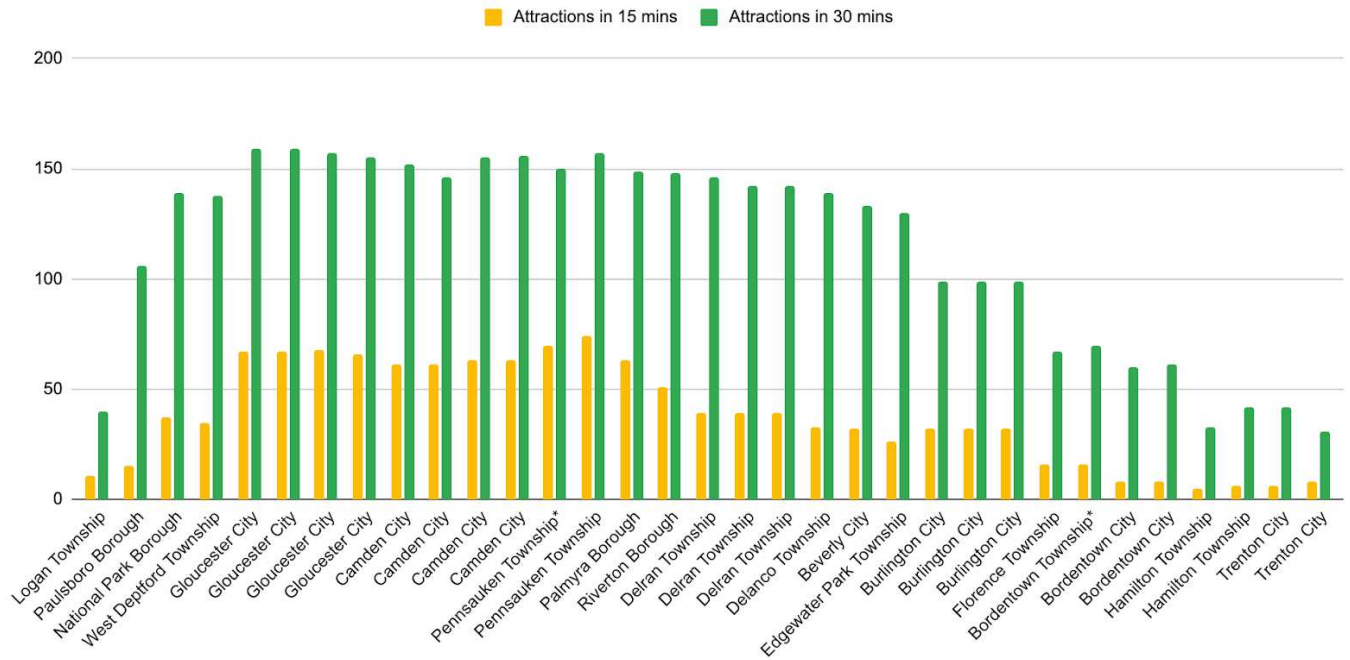
Figure 8: Isochrone Analysis



Sources: DVRPC, 2022; Visit South Jersey, 2022; Visit Princeton-Mercer, 2022

Figure 9 shows the number of attractions within 15- and 30-minute drivesheds respectively. Attractions are more concentrated between Gloucester City and Palmyra, particularly within a 15-minute drive.

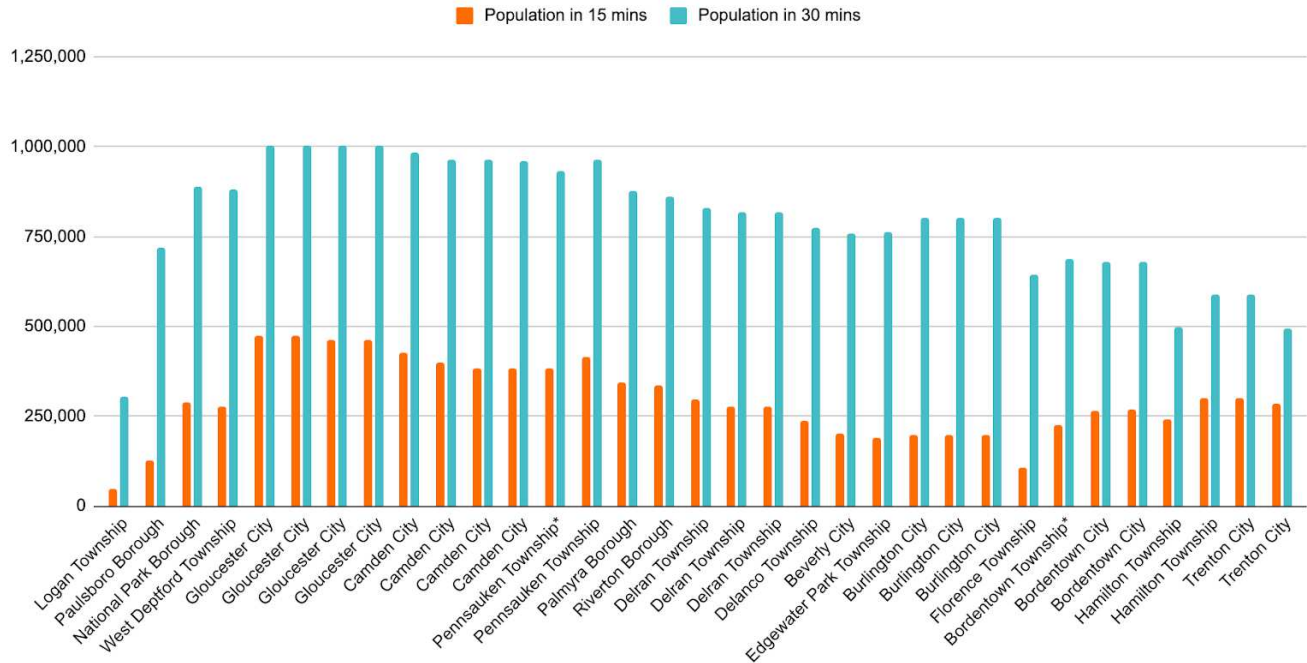
Figure 9: Number of Attractions within Dock Drivesheds



Sources: Visit South Jersey; Visit Princeton- Mercer; DVRPC, 2022
 *proposed/potential dock

Figure 10 shows population within 15- and 30-minute drivesheds. Similar to attractions and trips, population is clustered between Gloucester City and Palmyra Borough. The curve is less pronounced here, with less of a difference between populations accessible across municipalities.

Figure 10: Population within Dock Drivesheds



Source: Census Transportation Projects Program, 2016
 *proposed/potential dock

Cost and Revenues

This section provides cost and revenue estimates for a potential recreational ferry service. These numbers are derived from previous reports and studies, including the *Hillsborough County Water Ferry Feasibility Study*, which was prepared for the Hillsborough County Metropolitan Planning Organization by Cambridge Systematics, Inc., and Jacobs Engineering. Published in February 2011, this report provided the most robust information of ferry service costs. Since these publications were published at different times, focus on different geographies, and have different scopes, a broad range of estimates and potential revenue sources are provided. Ferry service costs are broken down into capital, operating, and maintenance expenses.

Capital costs include acquiring vessels and potentially costs such as dredging, dock construction, and/or land acquisition. Operating costs include labor, fuel, vessel storage, insurance, and business and administrative costs. Maintenance costs include all expenses associated with keeping assets in working condition.

1. Capital Expenses

Table 2 shows the range of costs for a new vessel based on passenger capacity, max speed, and hull type. Although this table shows a large range, research showed that the cost of a vessel—including used vessels—generally ranges from \$150,000 to \$2.5 million (Cambridge Systematics, Inc. 2011). The prices vary widely depending on vessel age, performance, and size. Multiple reports used a cost of \$400,000–700,000 for vessels that carry approximately 40 to 100 passengers (Cambridge Systematics, Inc. 2011). Additionally, these services typically require between two and four vessels, resulting in total vessel costs ranging between \$800,000 and \$3.2 million. To get a more precise estimate of total vessel costs would require selecting a more precise range for ferry riders.

Table 2: Vessel Costs

Passenger Capacity	Max Speed (miles per hour)	New Vessel Cost (2022 Dollars)		
		Low	High	Average
12–30	18–29	\$112,000	\$372,000	\$242,000
31–50	9–28	\$248,000	\$743,000	\$496,000
31–50	14–35	\$223,000	\$1,227,000	\$725,000
51–100	9–23	\$279,000	\$1,239,000	\$760,000
51–100	24–44	\$558,000	\$3,717,000	\$2,137,000
101–150	12–23	\$496,000	\$2,230,000	\$1,363,000
101–150	24–40	\$867,000	\$9,913,000	\$5,390,000
151–300	9–43	\$1,016,000	\$14,126,000	\$7,571,000
25–100	6–17	\$1,239,000	\$6,196,000	\$3,717,000
100–500	10–17	\$4,089,000	\$9,293,000	\$6,691,000
100–500	10–17	\$8,674,000	\$22,304,000	\$15,489,000
250–500	45–48	\$30,978,000	\$53,281,000	\$42,129,000

Source: U.S. Department of Transportation, 2021

For additional capital costs, such as dock building or dredging, the existing conditions are crucial to get a cost estimate. In the literature reviewed, docks were already existing, and therefore there are no cost estimates to share for this phase of the process.

2. Operating Expenses

Operating costs include labor, fuel, vessel storage, insurance, and administrative/business costs. Labor, which primarily comprises the ship crew (captain, first mate, shore hand), will be dependent upon the size/and number of vessels, number of passengers, frequency of trips, etc. For approximately 800 riders per day, which was used in a Cambridge Systematics, Inc., analysis, the labor costs were \$1,255/day. The estimated cost of fuel is \$972/day, and vessel storage is \$69/day. Insurance costs, which are approximately 20 percent of the aforementioned cost, were \$459/day. Administrative/business costs are approximately 10 percent of all aforementioned operating costs (including insurance), which works out to \$276/day. In total, the estimated total operating costs for the service scenario was \$3,000/day.

3. Maintenance Costs

According to the previously mentioned Cambridge Systematics, Inc. analysis, maintenance costs are approximately 30 percent of operating costs. Therefore, with \$3,000/day as the operating costs, the maintenance costs end up being approximately \$900/day, resulting in operating and maintenance costs of \$3,900/day.

Revenues

The primary source of revenue with ferry service is fares. Fare prices present tradeoffs: a higher fare could result in more revenue per rider, but it could potentially decrease the number of riders. That said, maximizing revenue is not necessarily the primary focus of this ferry service, as that depends on additional funding that is available.

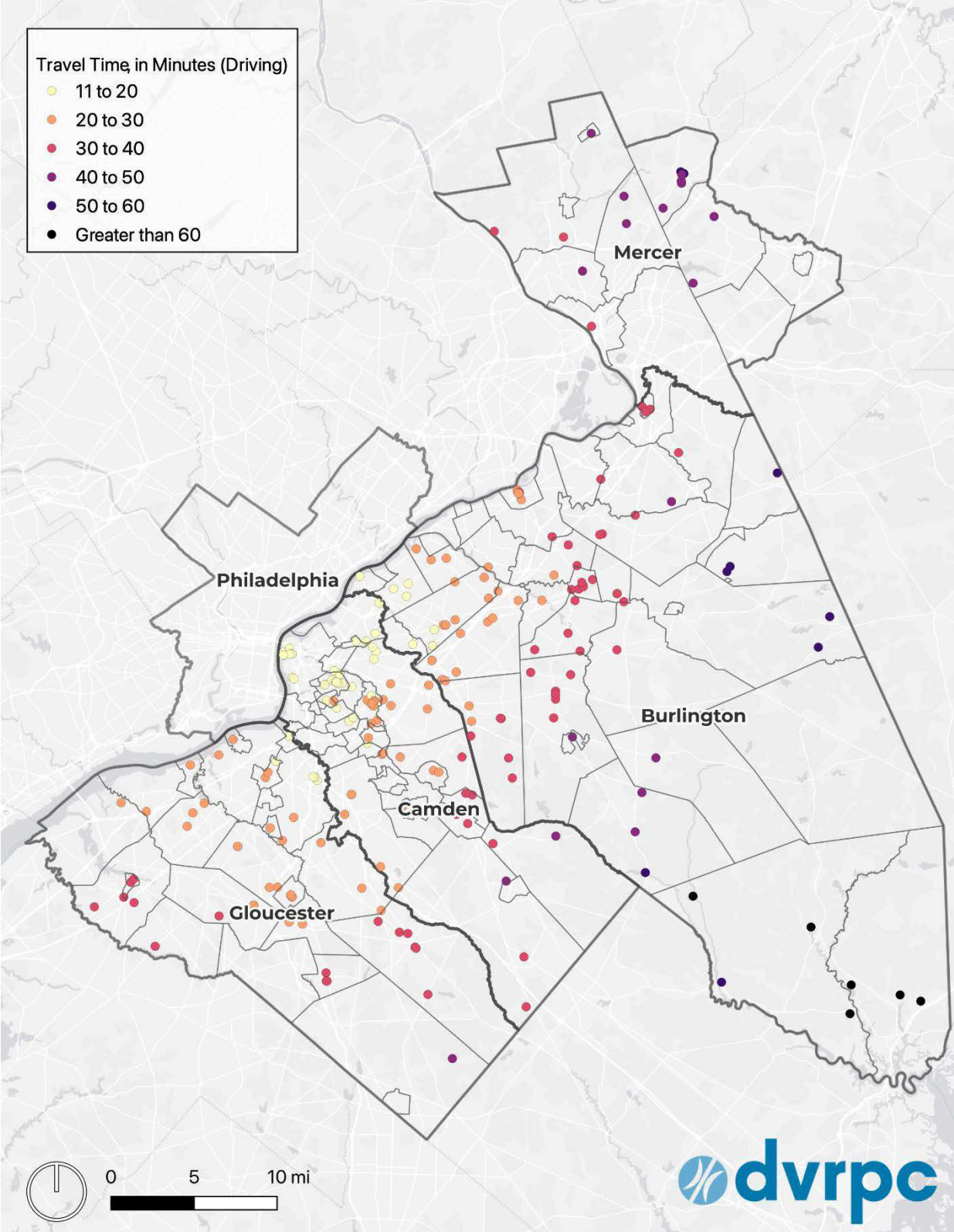
1. Fares

The previously mentioned Cambridge Systematics, Inc., analysis included three different price points for fares in their estimates: \$2.50, \$4.00, and \$5.60. However, they assumed a constant number of riders in these estimates and did not get into the tradeoffs of introducing higher fares. The resulting fare revenues per day were \$2,000; \$3,200; and \$4,480, respectively. It should be noted that these were fairly direct routes and therefore routes with a longer duration (such as the proposed loop route) would have to increase fares to compensate for increased labor and fuel costs.

Travel Time

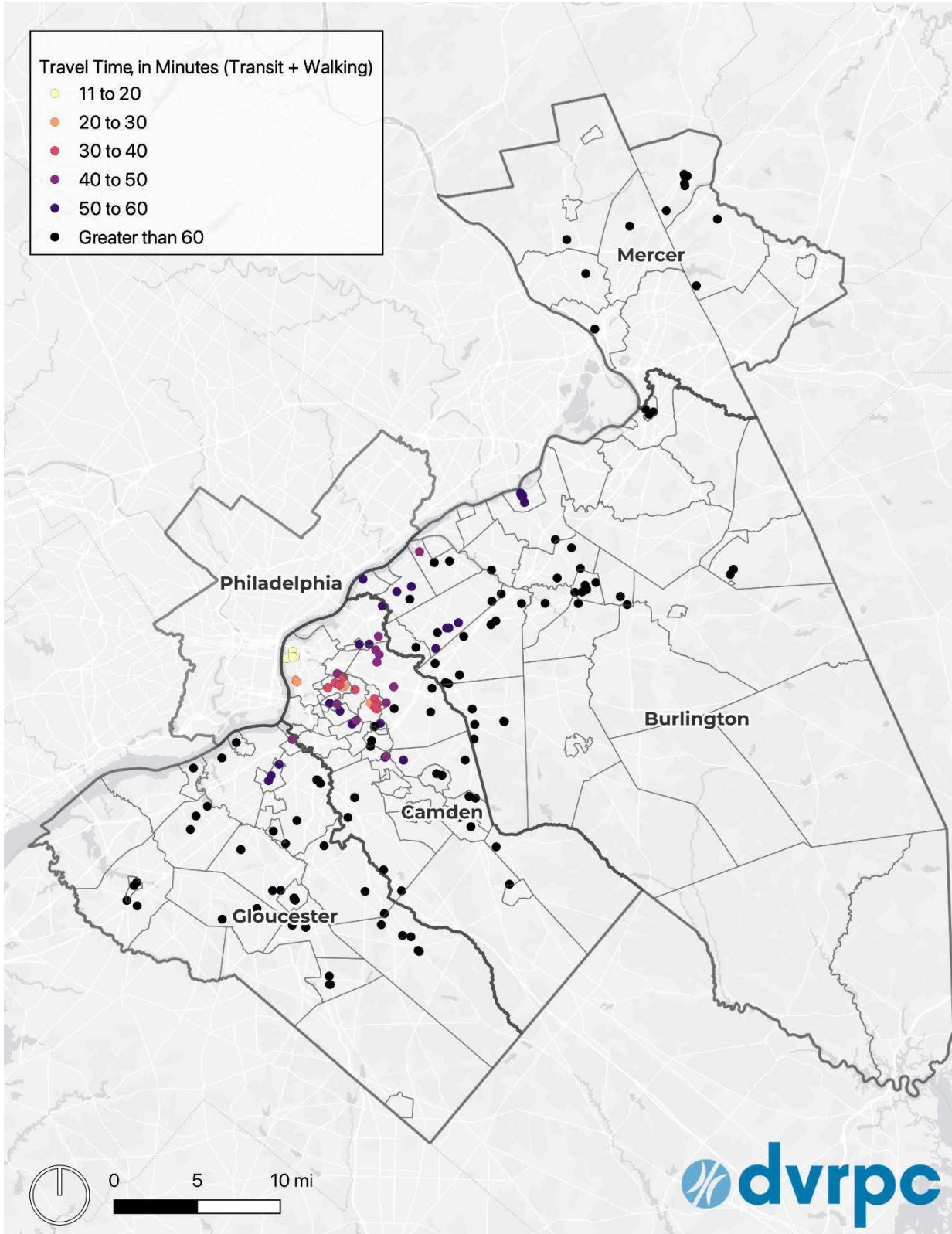
To understand travel time and duration, a computer script to query Google's directions application programming interface (API) was created that provided the driving and transit travel times and distances for each of the 242 tourist attractions. Travel time was evaluated using transit and driving time to understand how destinations could currently be reached from the existing ferry dock in Old City (Philadelphia) using different travel modes. Travel time by private vehicle is shown in Figure 11 and travel time by public transportation is shown in Figure 12. There are only five attractions where transit time is faster than driving time, and all are located in Camden: the Adventure Aquarium, the Camden Children's Garden, the BB&T Pavilion, the Walt Whitman House, and the Battleship New Jersey. These destinations are well served by the existing ferry as well as the PATCO High Speed Line.

Figure 11: Travel Time from Old City (Philadelphia)



Sources: DVRPC, 2022; Google Travel Time API, 2022

Figure 12: Travel Time from Old City via Public Transportation (Includes Walking)



Sources: DVRPC, 2022; Google Travel Time API, 2022

Environmental Factors

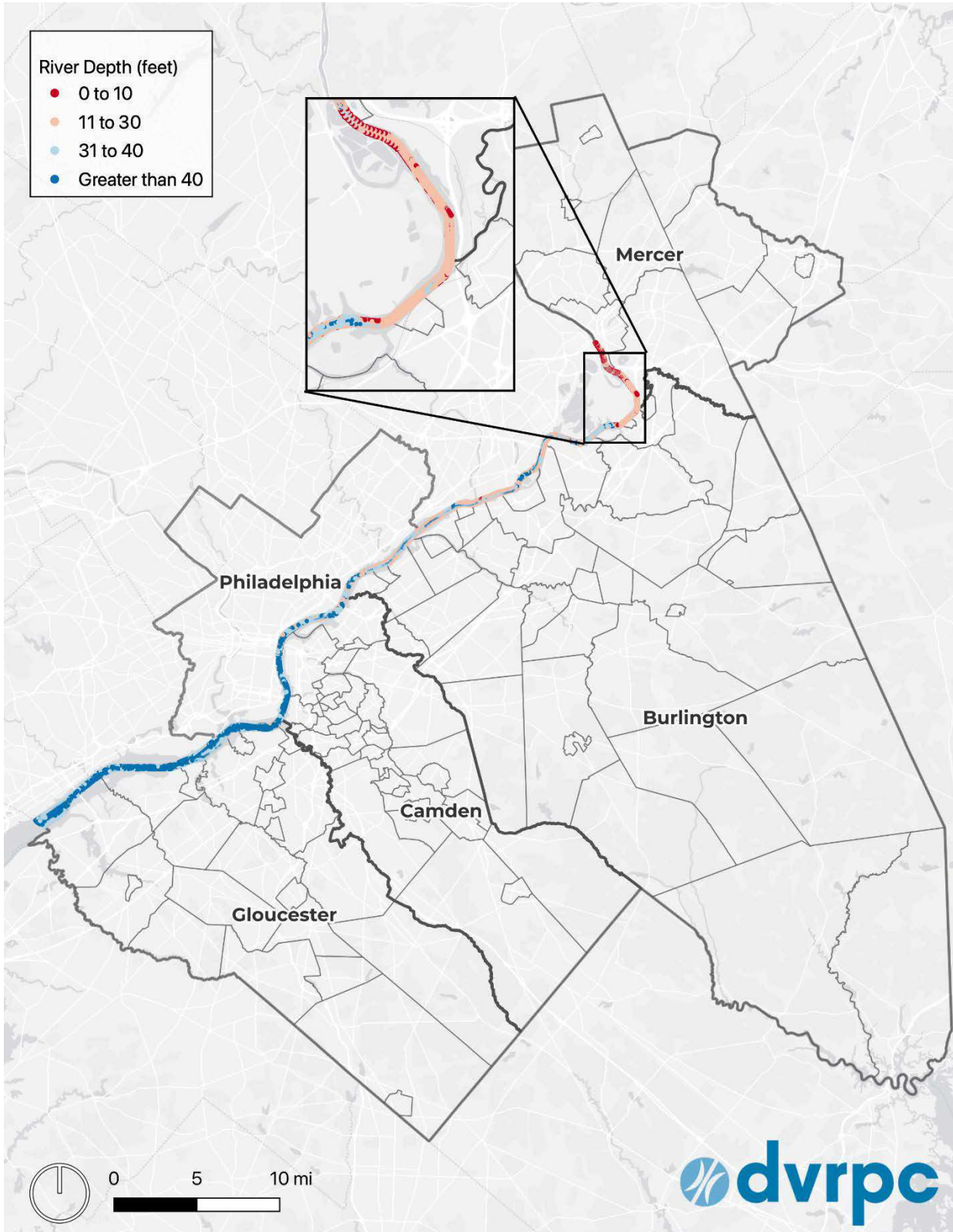
Depth

Another key component of ferry access is water depth. The depth of the Delaware River could present operational challenges to a potential ferry service north of Bordentown City. The draft of a vessel is measured as the depth that the boat sits in the water. Data from the 2020 NCFO was used to understand the average draft of non-vehicular, non-freight, passenger vessels. The average draft, according to the NCFO, is 8.1 feet. There are sections of the river that are less than eight feet, particularly around Trenton, and there are many rocks that make navigation more difficult. Additionally, the Delaware River is a tidal waterway and depth can vary substantially. A map showing shallower portions of the river is illustrated in Figure 13.

Weather

Weather was one of the components discussed with stakeholders that highlighted the need for a seasonal tourist ferry, as ice sheets on the Delaware River could also impede navigation. The U.S. Coast Guard does utilize icebreaking vessels on the river, but heavy freezes can still restrict river traffic until ice sheets are addressed by the agency.

Figure 13: Depth of the Delaware River near Mercer County

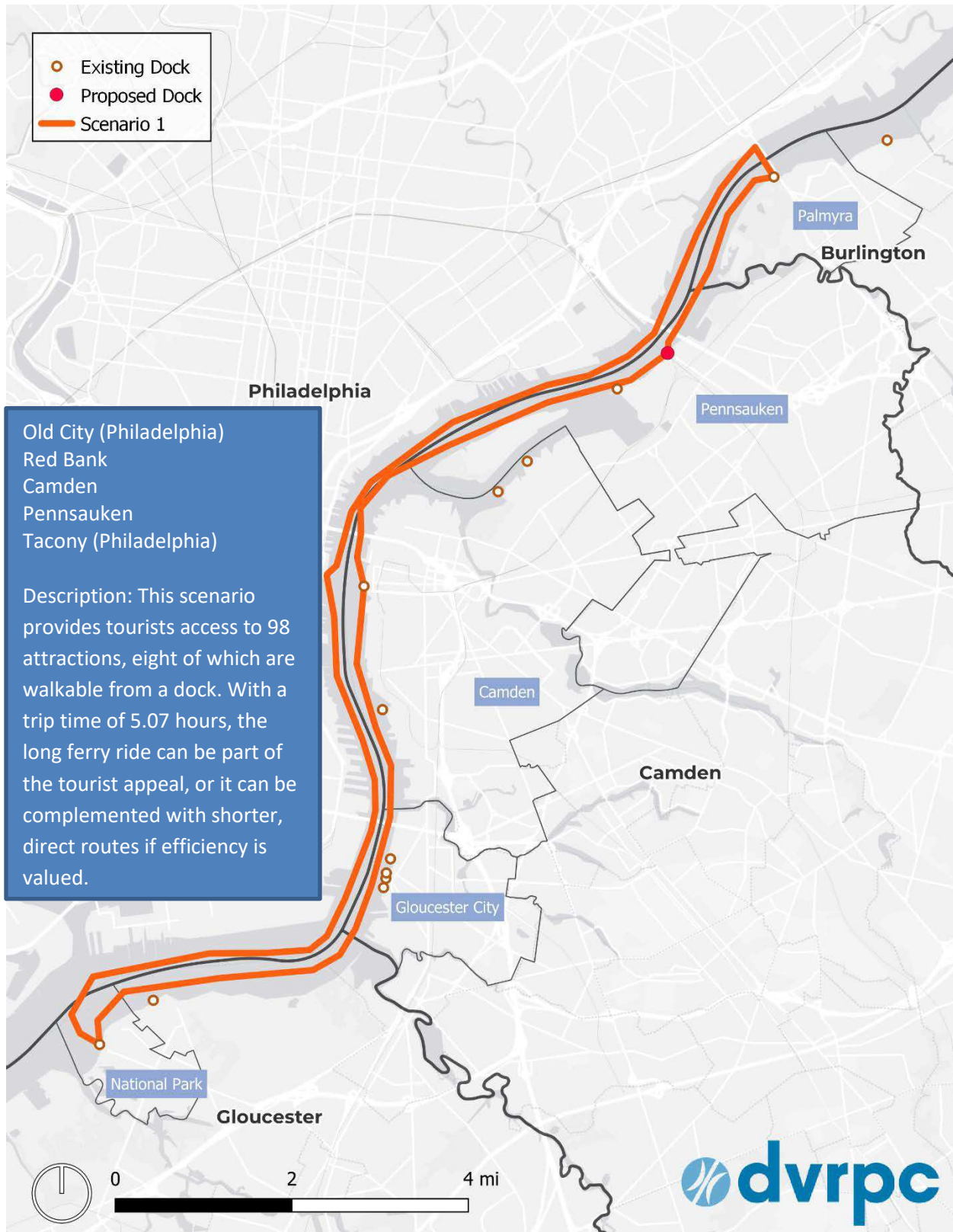


Source: U.S. Army Corps of Engineers, 2021

Potential Ferry Scenarios

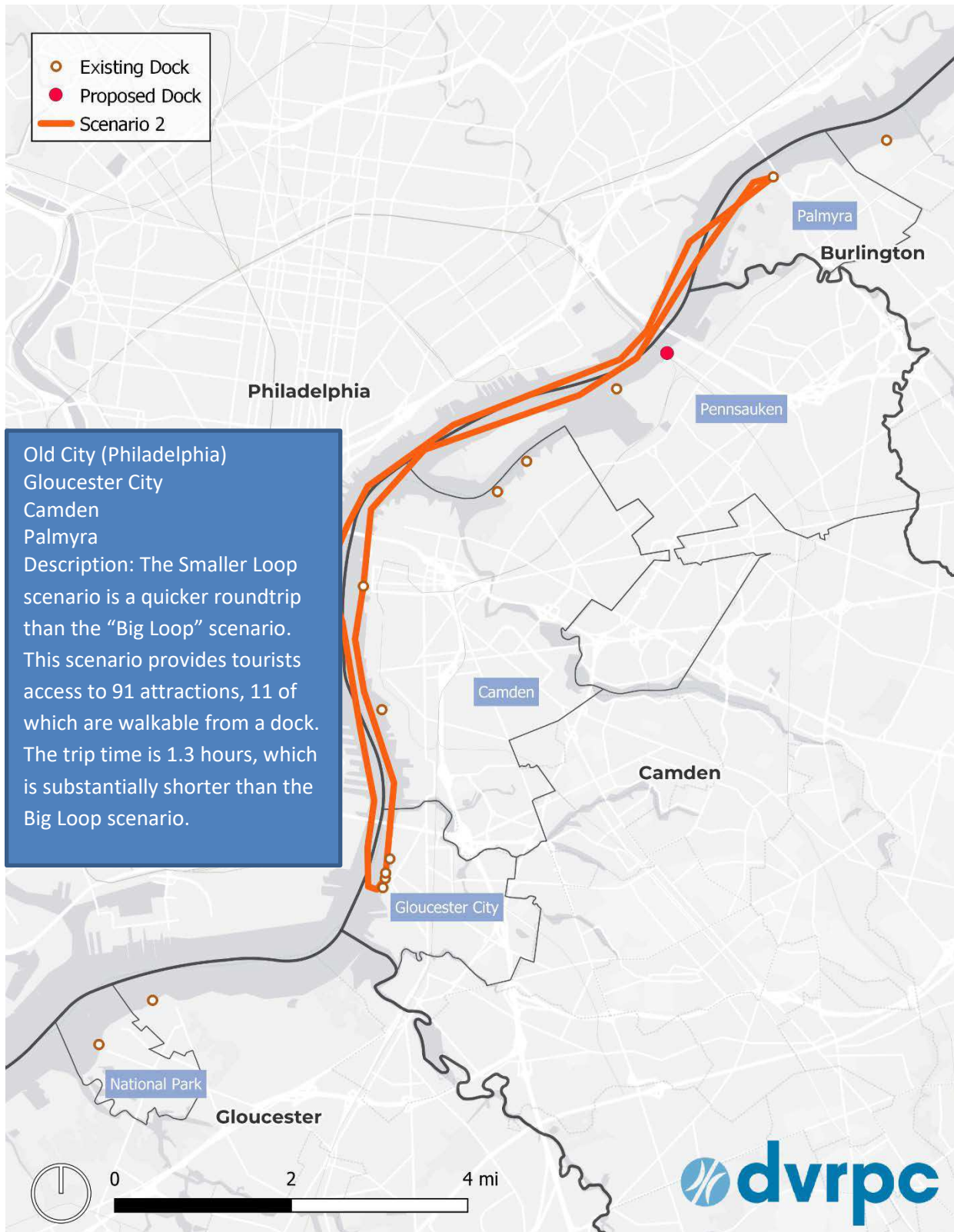
The considerations and data in previous sections were used to create five potential service scenarios. Ferry stops for scenarios were selected based on travel demand, number of attractions reachable via walking and driving, river depth, connections to other transportation, or stakeholder interest. The evaluated service patterns represent both high-frequency scenarios that serve a smaller number of high-demand destinations and lower-frequency scenarios that serve a greater number of total destinations or docks but that have less travel demand. Docks in Mercer County were not included in scenarios due to the insufficient depth of the river. Docks that were not connected to the Circuit Trail or sidewalk networks were not included, except in the case of the two proposed docks, which would include sidewalks and/or trails as part of future development. Docks with high HTS travel demand were prioritized for inclusion in all scenarios. The five scenarios include Big Loop (Figure 14), Smaller Loop (Figure 15), Camden/Burlington (Figure 16), Gloucester/Camden (Figure 17), and Burlington (Figure 18).

Figure 14: Big Loop Proposed Route



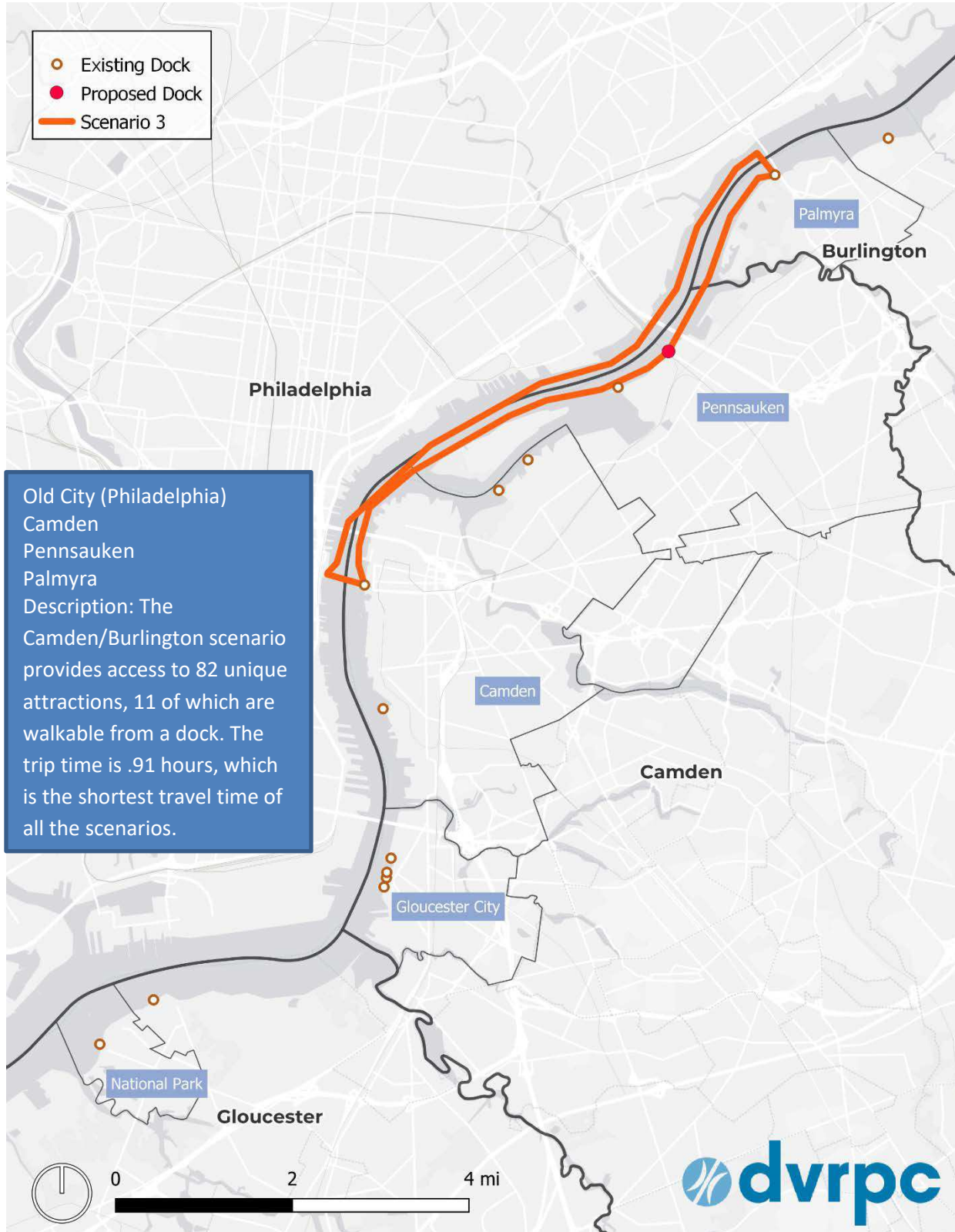
Source: DVRPC, 2022

Figure 15: Smaller Loop Proposed Route



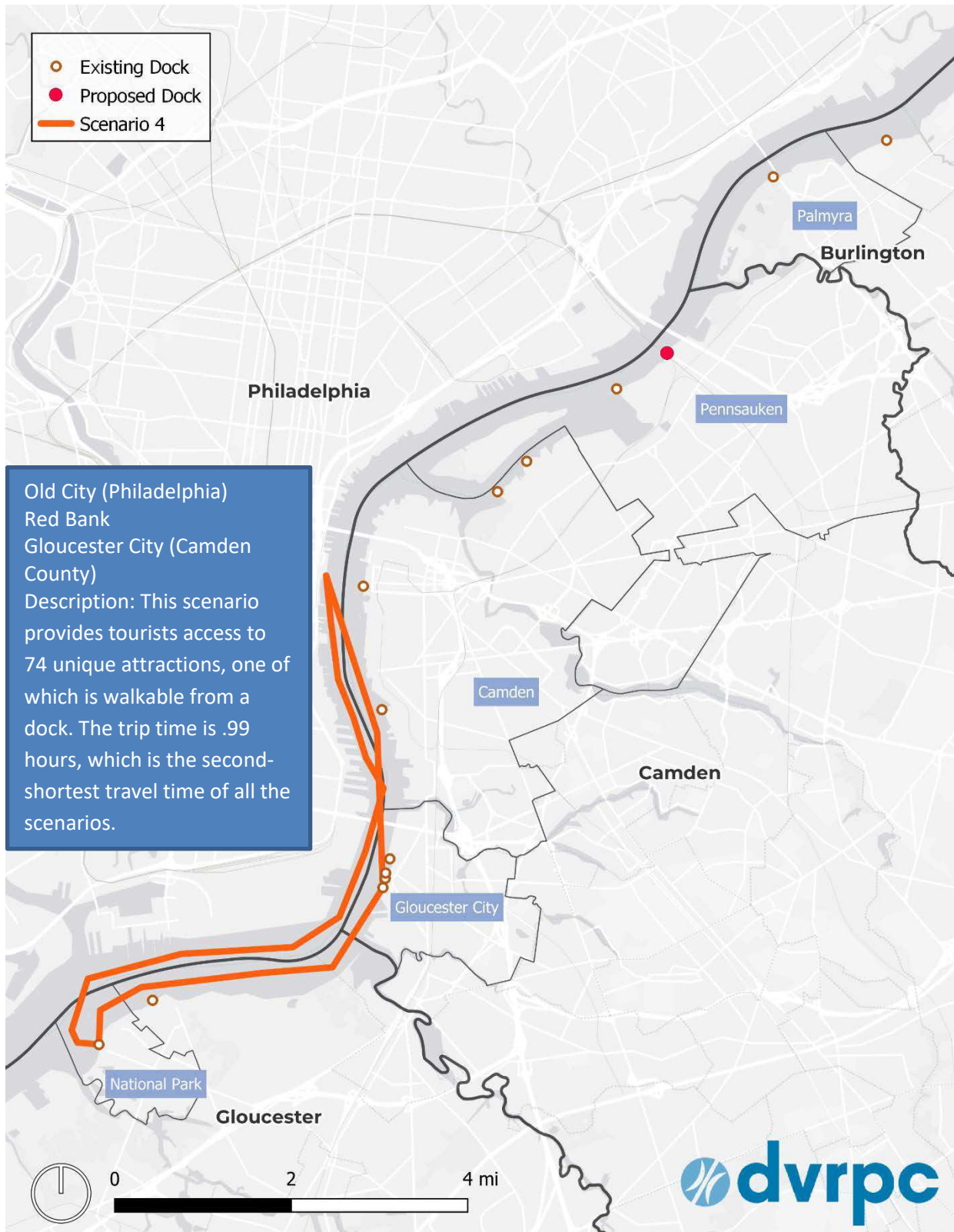
Source: DVRPC, 2022

Figure 16: Camden/Burlington Proposed Route



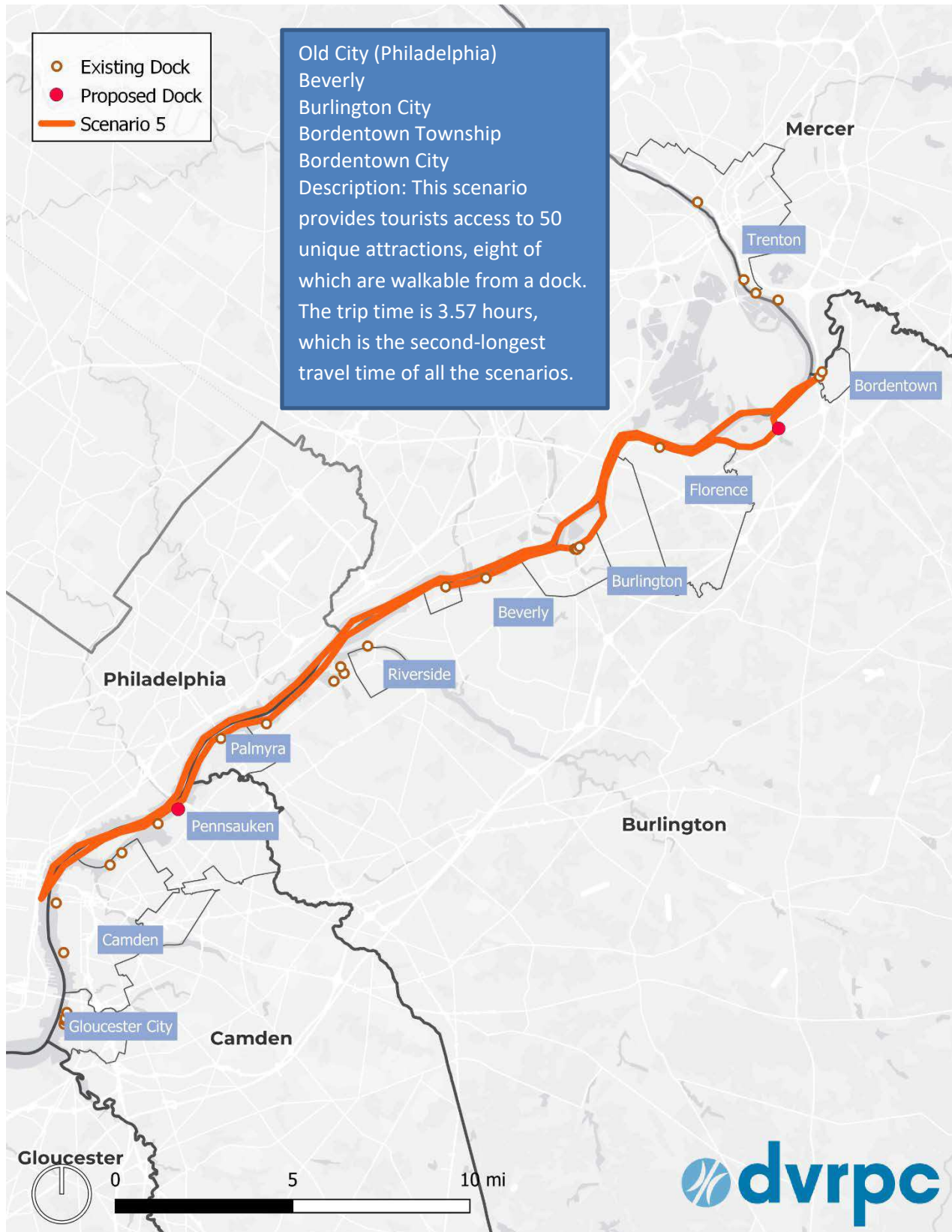
Source: DVRPC, 2022

Figure 17: Gloucester/Camden Proposed Route



Source: DVRPC, 2022

Figure 18: Burlington Proposed Route



Source: DVRPC, 2022

Scenario Travel Times

Travel times by ferry were estimated using a speed of 16 miles per hour, which was derived from the average speed of passenger vessels that do not carry vehicles or freight using vessels from the NCFO. Total mileage and travel time for each scenario are shown in Table 3.

Table 3: Ferry Scenario Mileage and Travel Time

Scenario	Total Distance (miles)	Total Trip Time (hours)
Big Loop	82	5.07
Smaller Loop	21	1.30
Camden/Burlington	15	0.91
Gloucester/Camden	16	0.99
Burlington	58	3.57

Source: DVRPC, 2022

Although travel time was not identified as a stakeholder priority for a new seasonal ferry service, operationally it remains an important consideration as it affects the number of vessels required to maintain desired frequencies. For example, the Camden/Burlington Scenario could reasonably use one vessel, making a loop every hour, whereas the Burlington or Big Loop scenarios would require four to five vessels to maintain hourly frequency. If frequencies are less important, the longer scenarios could operate with only one or two vessels, but the long travel time, coupled with long wait times between vessels, would decrease the utility of the service for riders who do not explicitly plan and budget time for the trip.

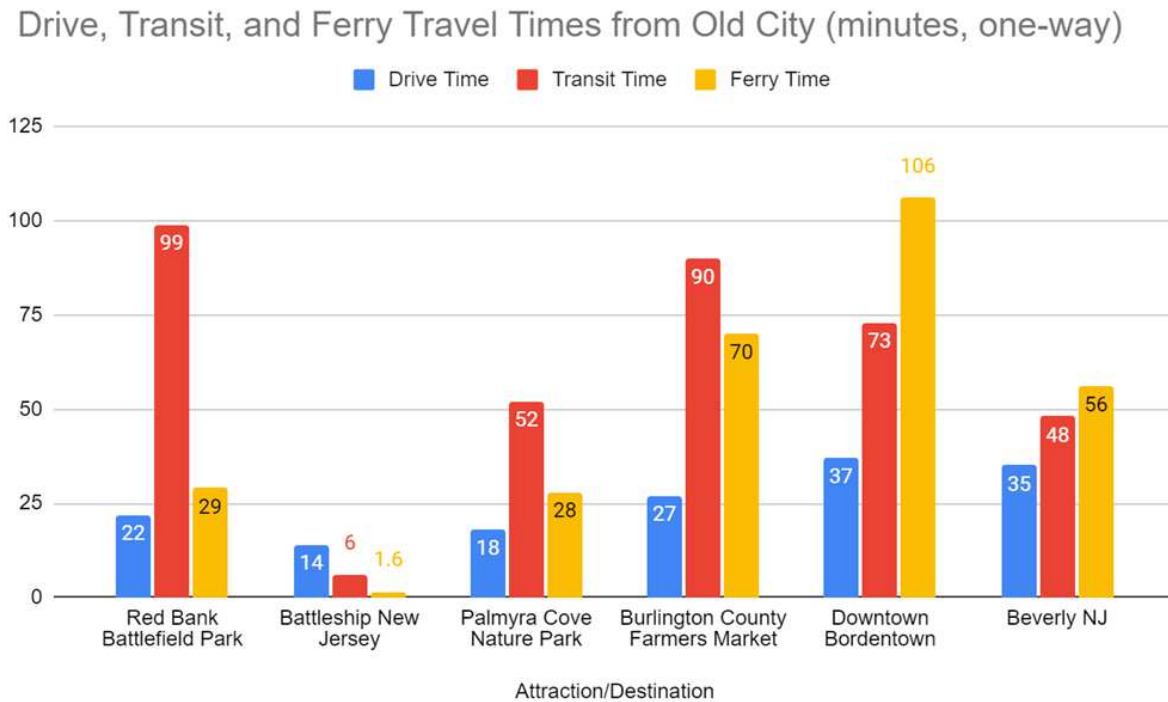
Table 4 highlights the number of attractions accessible via the dock driveshed and walkshed. Travel times between modes were compared for a selection of attractions that are accessible via walking from a dock. Red Bank National Park (Gloucester) and Palmyra (Burlington) are the most competitive with driving or transit, and depending on traffic conditions, the ferry could be a faster option. It should be noted that the Battleship New Jersey in Camden is served by an existing ferry, but the existing ferry diverts up and down the river; the travel time shown below would be for a new service pattern going straight across the river from Old City and then on to other destinations. Service from Bordentown City has the highest travel times via ferry, with a 3.5-hour service round trip. Figure 19 shows the scenario travel time by mode to a selection of attractions with high travel demand or high stakeholder interest.

Table 4: Attractions Accessible by Scenario

Scenario	Unique Attractions Accessible via Driving (within Dock Driveshed)	Unique Attractions Accessible via Walking (within Dock Walkshed)
Big Loop	98	10
Smaller Loop	91	11
Camden/Burlington	82	11
Gloucester/Camden	74	1
Burlington	50	8

Source: DVRPC, 2022

Figure 19: Scenario Travel Time by Mode



Sources: Google Travel Time API, 2022; DVRPC, 2022

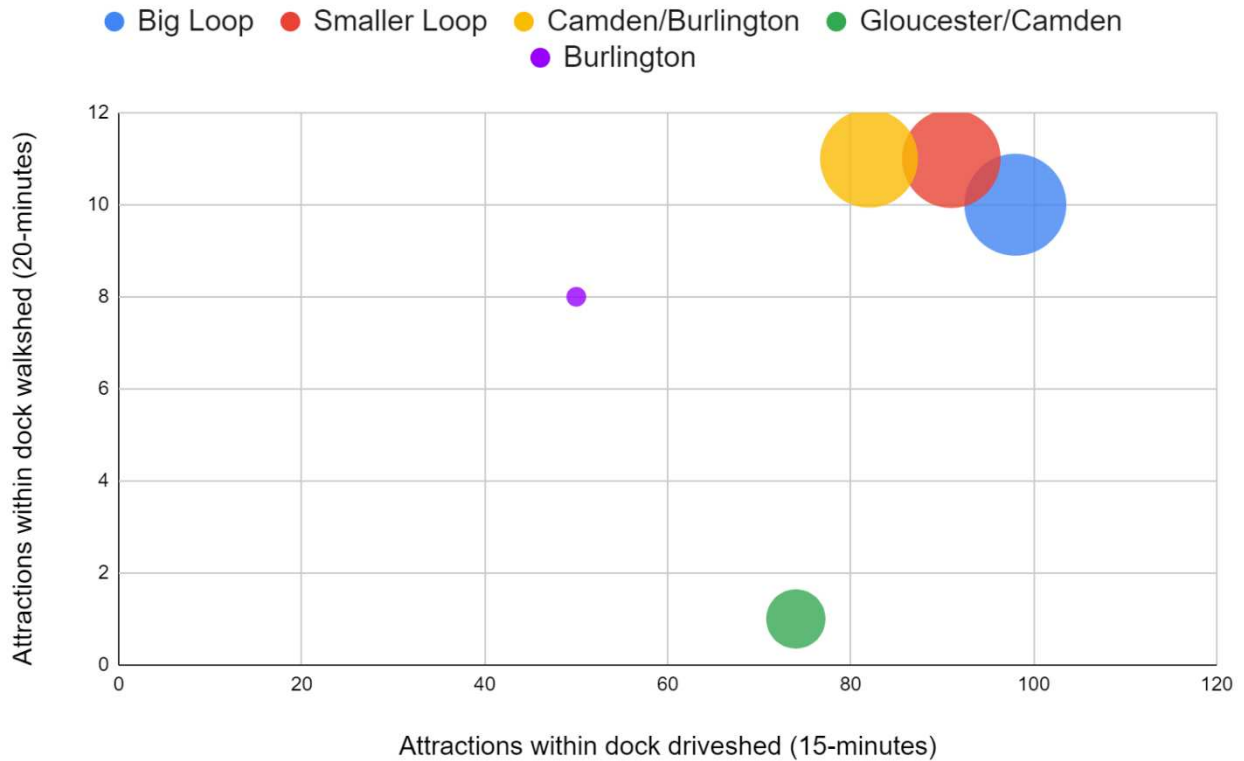
The Big Loop, Camden/Burlington, and Burlington scenarios would have higher relative capital costs than the other scenarios, as they each involve at least one newly constructed dock.

Beyond travel time and cost, the number of attractions accessible by scenario was also evaluated by aggregating the attractions available to individual destinations (shown in Table 4). The 30-minute drivesheds were excluded from the scenario evaluations because the 30-minute drivesheds have substantial overlap between docks, rendering them less useful for a scenario-level evaluation.

The Smaller Loop and Camden/Burlington scenarios have the highest number of destinations within their scenario walksheds. The Big Loop Scenario has the highest number of destinations accessible within a 15-minute drive.

Figure 20 and Figure 21 show the total number of unique attractions (i.e., avoiding double counting a destination where isochrones overlap) accessible via driving and walking. The size of the circles is based on the number of recreational trips to the same 15-minute driveshed, using data from the HTS. The Big Loop, Smaller Loop, and Camden/Burlington scenarios are all similar in terms of number of unique destinations accessible. The Burlington Scenario has the fewest attractions accessible via driving, while the Gloucester/Camden Scenario has the lowest number of destinations via walking.

Figure 20: Attractions Accessible by Scenario and Mode



Source: DVRPC, 2022 (circles scaled to HTS trips)

Combining the attraction and travel times provides further insight into the efficiency of the scenarios by providing an estimate of attractions reachable per ferry service hour. This is highlighted in Table 5. The Camden/Burlington Scenario connects riders to 90 attractions per hour (including those in a 15-minute drive from a dock) and 12 attractions per hour within a 20-minute walkshed of docks. The competitiveness of the Big Loop Scenario dramatically shifts when considering the number of destinations accessible per service hour.

Table 5: Attractions Accessible per Service Hour

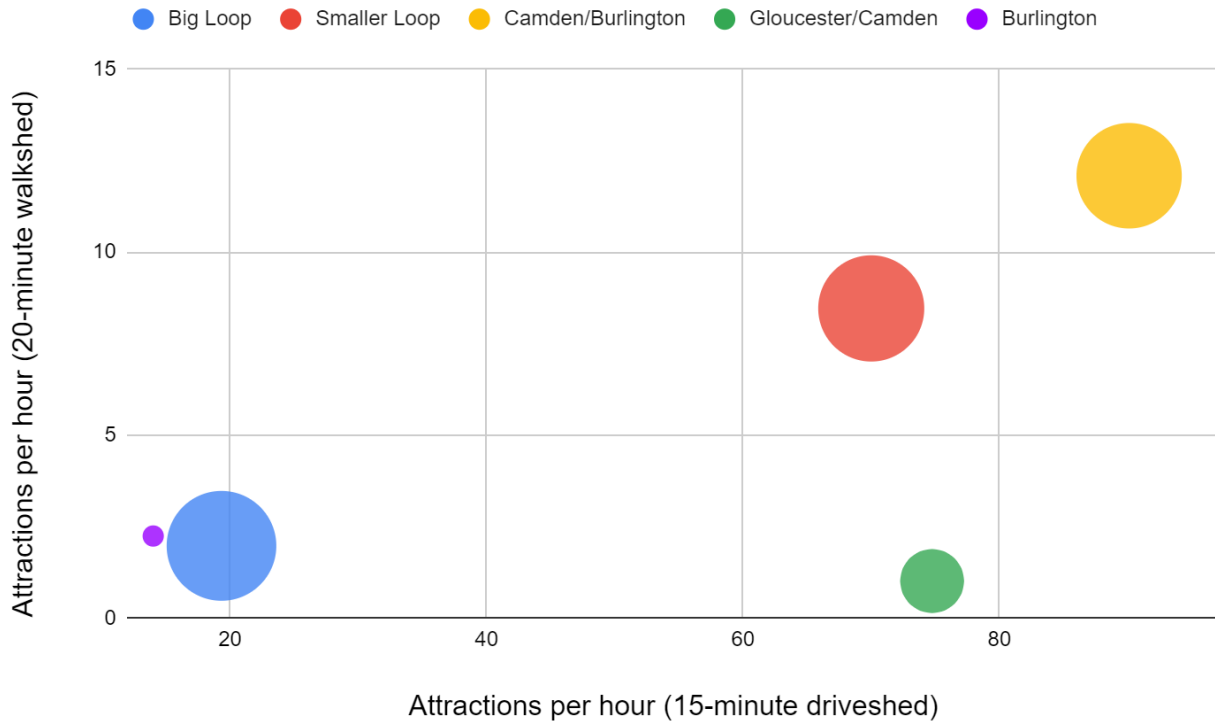
Scenario	Unique Attractions Accessible per Hour via Driving (within Dock Driveshed)	Unique Attractions Accessible per Hour via Walking (within Dock Walkshed)
Big Loop	19	2
Smaller Loop	70	8
Camden/Burlington	90	12
Gloucester/Camden	75	1
Burlington	14	2

Source: DVRPC, 2022

An important note is that this analysis makes no effort to qualify which attractions are more desirable than others, beyond estimating proximate recreational travel demand with HTS travel data. Although

the number of attractions may be higher in one scenario versus another, this says nothing about which destination is more likely to draw tourists. Future study should include a more detailed market analysis of travel demand to attractions in the study area.

Figure 21: Attractions Accessible per Service Hour by Mode



Source: DVRPC, 2022 (scaled to HTS travel demand within the scenario driveshed)

Service Operators

Although this analysis does not evaluate potential operators, scenarios that serve Camden City could potentially be operated by expanding the existing RiverLink Ferry that connects Camden to Philadelphia. The Smaller Loop and Camden/Burlington scenarios both include only two additional stops, which are relatively close to the existing route.

Next Steps

Further exploration of a seasonal ferry service connecting Old City Philadelphia and the New Jersey counties requires acquiring more robust market research and traveler demand data. Although the HTS can serve as a proxy for travel patterns, the data was collected 10 years ago, and it is possible that travel patterns have changed since then. Detailed visitor count data is critical to determining the feasibility of ferry service to find out where these visitors are coming from. Additionally, implementing a service like this requires participation and engagement from multiple groups. The key here is identifying which tourist destinations and areas to prioritize, which can be based on a myriad of factors, such as visitor volume, existing transportation challenges, interest from municipal planners and government, community engagement, etc.

Further actions to consider include:

- Build consensus with regional leaders and elected officials.
- Work with landowners and evaluate station locations and serviceability.
- Identify and evaluate available vessels.
- Identify and define operator options.
- Refine market estimates.
- Determine financial/business model options.
- Prepare marketing material for initial service.
- Conduct community outreach.
- Develop and implement service; expand service options over time.

Works Cited

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- . *Gloucester County Ferry Service Study*. Philadelphia: Delaware Valley Regional Planning Commission, 2007.
- Nepa, Stephen. "Ferries." *The Encyclopedia of Greater Philadelphia*. 2015.
philadelphiaencyclopedia.org/essays/ferries/.
- New York City Economic Development Corporation. *2018-2019 NYC Ferry Expansion Feasibility Study*. New York: New York City Economic Development Corporation, 2018.

Appendix A

New Jersey Attractions

Name	Address
'Bout The Hops Brewing	2000 Crawford Place, Mount Laurel Township, NJ 08054
13th Child Brewery	345 South Main Street, Williamstown, NJ 08094
Adelphia	1750 Clements Bridge Road, Deptford, NJ 08096
Adventure Aquarium	1 Riverside Drive, Camden, New Jersey 08103
Air Victory Museum	68 Stacy Haines Road, Lumberton, NJ, 08048
Alice Paul Institute	128 Hooton Road, Mount Laurel, NJ, 08054
All Fired Up	602 Haddon Avenue, Collingswood, NJ 08108
Amalthea Cellars	209 Vineyard Road, Atco, New Jersey 08004
AMC Deptford 8	1740 Clements Bridge Road, Deptford Township, NJ 08096
AMC Loews Cherry Hill 24	2121 New Jersey 38, Cherry Hill, NJ 08002
AMC Marlton 8	800 Route 73, Marlton, NJ, 08053
Apple Pie Hill	Wharton State Forest Ringler Avenue, Chatsworth, NJ, 08019
Armageddon Brewing	900 Chestnut Avenue, Building J, Somerdale, New Jersey 08083
Arts Council of Princeton	102 Witherspoon Street, Princeton, NJ 08542
Atco Brewing Company	302 White Horse Pike, B-1, Atco, New Jersey 08004
Atco Raceway	1000 Jackson Road, Atco, New Jersey 08103
Atsion Village & Recreation Center	Route 206, Shamong, NJ, 08088
Autumn Lake Winery	870 West Malage Road, Williamstown, NJ 08094
Axe & Arrow Brewing	105 West High Street, Glassboro, NJ 08028
Bass River State Forest	762 Stage Road., Tuckerton, NJ, 08087
Batsto Village	31 Batsto Road, Hammonton, NJ, 08037
Battleship New Jersey	62 Battleship Place, Camden, NJ 08103
BB&T Pavilion	1 Harbour Boulevard, Camden, NJ 08103
Berlin Brewing	220 South White Horse Pike, Berlin, New Jersey 08009
Berlin Farmers Market	41 Clementon Road, Berlin, NJ 08009
Berlin Park	White Horse Pike, Berlin, NJ
Blackwood Farmers Market	15 South Black Horse Pike and & the Studio at Mainstage Center, Blackwood, NJ 08012
Bonesaw Brewing Co.	570 Mullica Hill Road, Glassboro, NJ 08028
Boundary Creek	Creek Road, Moorestown, NJ, 08057
Brendan Byrne State Forest	Southampton Township, NJ, 08015

Bridge Players Theater Company	36 East Broad Street, Burlington, NJ, 08016
Bridgeport Speedway	83 Floodgate Road, Swedesboro, NJ 08085
Burlington City Farmers Market	300 High Street, Burlington, NJ, 08016
Burlington Country Club	170 Burrs Road, Mount Holly, NJ, 08060
Burlington County Farmers Market	500 Centerton Road, Moorestown, NJ, 08057
Burlington County Footlighters	808 Pomona Road, Cinnaminson, NJ, 08077
Burlington County Golf Academy	855 Hedding Jacksonville Road, Mount. Holly, NJ, 08060
Burlington County Historical Society & Museum	451 High Street, Burlington, NJ, 08016
Burlington County Prison Museum	128 Hight Street, Mount. Holly, NJ, 08060
Camden Children's Garden	3 Riverside Drive, Camden, New Jersey
Camden County Boathouse	7050 North Park Drive, Pennsauken, New Jersey 08109
Camden County Golf Academy	8001 South Route 130, Pennsauken, NJ 08075
Camden Shipyard & Maritime Museum	1910 Broadway, Camden, NJ 08104
Canvas Mixers	542 Haddon Avenue, Collingswood, New Jersey 08108
Cecil Creek Farm	73 Democrat Road, Mickleton, NJ 08056
Center for the Arts in South Jersey	South Elmwood Road, Marlton, NJ, 08053
Challenge Grove Park	Bortons Mill & Caldwell Roads, Cherry Hill, NJ
Cherry Hill Mall	2000 Route 38, Cherry Hill, New Jersey 08002
Chipsfolly Family Campground	100 Chipsfolly Road, New Gretna, NJ, 08224
Clara Barton SchoolHouse	142 Crosswicks Street, Bordentown, NJ, 08505
Clarks Landing Yacht Club	63 St. Mihiel Drive, Delran, NJ, 08075
CoCo Key Water Resort	915 New Jersey 73, Mount Laurel, New Jersey 08054
Collingswood Farmers' Market	713 North Atlantic Avenue, Collingswood, NJ 08108
Collingswood Grand Ballroom	315 White Horse Pike, Collingswood, New Jersey 08107
Collingswood Scottish Rite Theater	315 White Horse Pike, Collingswood, NJ 08107
Columbus Farmers Market	2919 Route 206, Columbus, NJ, 08022
Common Sense Brewing	102 Farnsworth Avenue, Bordentown, New Jersey, 08505
Conte Farms	299 Flyatt Road, Tabernacle, NJ, 08088
Cooper River Park	579 South Park Drive, Collingswood, NJ 0810
Cooper River Yacht Club	450 South Park Drive, Collingswood, New Jersey 08108
Core3 Brewery	609 North. Delsea Drive, Clayton, NJ 08312
Croft Farms Arts Center	100 Bortons Mill Road, Cherry Hill, NJ 08034
Cross Keys Brewing Co.	1038 North Main Street, Williamstown, NJ 08094
Crossroads of the American Revolution National Heritage Area	101 Barrack Street, Trenton, NJ 08608

Death of the Fox Brewing Company	119 Berkley Road, Clarksboro, NJ 08020
Deerwood Country Club	845 Woodlane Road, Westampton, NJ, 08060
Delrans Farmers Market	900 Chester Avenue, Delran, NJ, 08075
Deptford Mall	1750 Deptford Center Road, Deptford, NJ 08069
Devil's Creek Brewery	1 Powell Lane, Collingswood, New Jersey 08108
Diggerland	100 Pinedge Drive, West Berlin, New Jersey 08091
Double Nickel Brewing Company	1585 Route 73, Pennsauken, New Jersey 08110
Downtown Bordentown	Farnsworth Avenue, Bordentown, NJ, 08505
Downtown Burlington City	High Street, Burlington, NJ, 08106
Downtown Collingswood	Haddon Avenue, Collingswood, NJ
Downtown Haddon Heights	1420 Prospect Ridge Blvd, Haddon Heights, NJ 08035
Downtown Haddonfield	Kings Highway & Haddon Avenue, Haddonfield, New Jersey 08033
Downtown Medford	Main Street, Medford, NJ, 08055
Downtown Moorestown	Main Street, Moorestown, NJ, 08057
Downtown Mount Holly	Main Street, Mount Holly, NJ, 08060
Eclipse Brewing	25 East Park Avenue, Merchantville, New Jersey 08109
Eight & Sand Beer Co.	1003 North Evergreen Avenue, Woodbury, NJ 08096
Fernbrook Farms Environmental Education Center	142 Bordentown Georgetown Road, Columbus, NJ, 08022
Flying Fish Brewing Co.	900 Kennedy Boulevard, Somerdale, NJ 08083
Forgotten Boardwalk Brewing	1940 Olney Avenue, #100, Cherry Hill, New Jersey, 08003
Fountain Green Golf Course	Building 3512, Fort Dix, NJ, 08640
Fox Meadow Golf Center	2880 Route 73, North Maple Shade, NJ 08052
Freeway Golf Course	1858 Sicklerville Road,. Sicklerville, NJ 08081
Garden State Discovery Museum	2040 Springdale Road, Cherry Hill, New Jersey, 08003
Garden State Park	100 Haddonfield Road, Cherry Hill, New Jersey 08002
Gino's Drive Range and Miniature Golf	669 Route 45, Mantua, NJ 08051
Golden Pheasant Golf Course	141 Country Club Dr.ive, Lumberton, NJ, 08048
Golf Land	801 Rt. 561, Voorhees, NJ
Golf Performance Institute	2036 Briggs Road, Mount Laurel, NJ, 08054
Greenwich Lake Park	Tomlin Station Road, Greenwich Township, NJ 08027
Haddon Heights Farmers Market	Station & East Atlantic Avenue, Haddon Heights, NJ
Haddon Lake Park	Station Avenue to 10th Avenue and & from Kings Highway to the Black Horse Pike, Haddon Heights, New Jersey
Haddonfield Farmers Market	33 East Euclid Avenue, Haddonfield, NJ 08033
Haddonfield Plays & Players	967 East Atlantic Avenue, Haddonfield, New Jersey 08033

Hadrosaurus	2 King's Court, Haddonfield, NJ 08033
Hanover Country Club	133 Larrison Road., Wrightstown, NJ, 08562
Heritage Glass Museum	25 West High Street, Glassboro, NJ 08028
Heritage Vineyards	480 Mullica Hill Road, Richwood, NJ 08062
Historic Smithville Park & Mansion	803 Smithville Road, Mount Holly, NJ, 08060
Historical Society of Princeton	354 Quaker Road, Princeton, NJ 08540
Holiday Inn Express & Suites – Mt. Laurel	6000 Crawford Place, Mount. Laurel, NJ, 08054
Hollybush Mansion	501 Whitney Avenue, Glassboro, NJ 08027
Hopewell Theater	5 South Greenwood Avenue, Hopewell, NJ 08525
Hopkins Pond	Ooff Grove Street and & Hopkins Lane, Haddonfield, New Jersey
Hotel ML	915 Route 73 Mount Laurel, Mount Laurel, NJ, 08054
Human Village Brewing Co.	148 South Broadway, Pitman, NJ 08071
Independent Spirits Distillery	131 Davidson Road, Woolwich Township, NJ 08085
Indian King Tavern Museum	233 Kings Highway East, Haddonfield, NJ 08033
Indian Spring Country Club	115 South Elmwood Road., Marlton, NJ, 08053
Iron Plow Vineyards	26750 Mount Pleasant Road, Columbus, New Jersey, 08022
Ironwood Outdoor Center	2 cCamp dDrive PO Box 506, Lumberton, NJ, 08048
John Woolman Memorial	99 Branch Street, Mount Holly, NJ, 08060
Johnson's Corner Farm	133 Church Road, Medford, NJ, 08055
Kelly Green Brewing Co.	154 South Broadway, Pitman, NJ 08071
Kelsey Theatre Aat Mercer County Community College	1200 Old Trenton Road, West Windsor, NJ 08550
Kidsbridge Tolerance Museum	2000 Pennington Road, Ewing, NJ 08618
King's Road Brewing Co.	127 Kings Highway East, Haddonfield, New Jersey 08033
Kirby's Farmers Market	67 North Main Street, Medford, NJ, 08055
Kresson Golf Course	298 Kresson-Gibbsboro Road, Voorhees, NJ 08043
Labyrinth Books	122 Nassau Street, Princeton, NJ 08542
Laurel Creek Country Club	701 Centerton Road, Mount Laurel, NJ, 08054
Laurel Market Pitman	52 South Broadway, Pitman, NJ 08071
Lewis Center for the Arts	122 Alexander Street, Princeton, NJ 08542
Liberty Lake Picnic	1195 Florence-Columbus Road, Bordentown, NJ, 08505
Links Golf Club	100 Majestic Way, Marlton, NJ, 08053
Little Mill Country Club	104 Bortons Road, Marlton, NJ, 08053
Little Pond Golf Center	111 Chews Landing Road, Clementon, NJ 08021
Lower Forge Brewery	14 South Main Street, Medford, New Jersey, 08055

Luciens Manor	81 West White Horse Pike, Berlin, New Jersey 08009
Lunacy Brewing Company	214 Davis Road, Magnolia, New Jersey 08049
Lyceum Hall Center for the Arts	432 High Street, Burlington, NJ 08016432 High Street, Burlington, NJ
MADE. Artisan Marketplace	65 North Broad Street, Woodbury, NJ 08096
Maple Ridge Golf Club	1705 Glassboro Road, Sewell, NJ 08080
Marco's Restaurant & Banquets	115 South Elmwood Road, Marlton, NJ, 08053
Markeim Arts Center	104 Walnut Street, Haddonfield, New Jersey, 08033
Maugeri Farm Market	1991 Oldmans Creek Road, Swedesboro, NJ 08085
McCarter Theater Center	91 University Place, Princeton, NJ 08540
Mcfaddon Catering and Lakeside Manor	10 Foster Avenue, Gibbsboro, New Jersey 08026
Medford Arts Center	18 North Main Street, Medford, NJ, 08055
Medford Historical Society	275 Church Road, Medford, NJ, 08055
Medford Village Country Club	28 Golf View Drive, Medford, NJ, 08055
Moorestown Business Association	16 East Main Street, Moorestown, NJ, 08057
Moorestown Mall	400 New Jersey 38, Moorestown, NJ, 08057
Moorestown Theater Company	19 West Main Street., Moorestown, NJ, 08057
Mount Holly Farmers Market	Park Drive & Commerce Street, Mount Holly, NJ, 08060
Neck of the Woods Brewing	614 Lambs Road, Suite 7, Pitman, NJ 08071
Nerd Mall	164 South Broad Street, Woodbury, NJ 08096
Old Stone House Village	208 Egg Harbor Road, Sewell, NJ 08080
Our Shared Ground	500 Centerton Road, Moorestown, NJ, 08057
Palmyra Cove Nature Park	1335 Route 73, Palmyra, NJ, 08065
Pennsauken Country Club	3800 Haddonfield Road,. Pennsauken, NJ 08109
Pennypacker Park	Kings Highway, Haddonfield, NJ
Perkins Center for the Arts	395 Kings Highway, Moorestown, NJ, 08007
Peter Mott House	26 Kings Court, Lawnside, NJ 08045
Philadelphia South/Clarksboro KOA	117 Timberlane Road, Clarksboro, NJ 08020
Pilgrim Lake Campgrounds	940 Stage Road, New Gretna, NJ, 08224
Pinelands Adventures	1005 Atsion Road, Shamong, NJ, 08088
Pinelands Golf Course	887 South. Mays Landing Road., Winslow Township, NJ 08037
Pinsetters Bar & Bowl	7111 Maple Avenue, Pennsauken Township., New Jersey 08109
Pitman Golf Club	501 Pitman Road, Sewell, NJ 08080
Playground Paintball Park	669 Bridgeton Pike, Mantua, NJ 08051
Princeton Garden Theatre	160 Nassau Street, Princeton, NJ 08543

Princeton Tour Company	98 Nassau Street, Princeton, NJ 08542
Ramblewood Country Club	200 Country Club Parkway, Mount Laurel, NJ, 08054
Rancocas Golf Club	12 Club Ridge Lane, Willingboro, NJ, 08046
Rancocas Nature Center	794 Rancocas Road, Westampton, NJ, 08060
Rancocas Woods Village Shops	204 Creek Road, Mount Laurel, NJ, 08054
Red White and Brew Beer Co.	100 West Merchant Street, Audubon, New Jersey 08106
Regal Burlington Stadium 20	250 Bromley Boulevard, Burlington Township, NJ, 08016
Regal Moorestown Mall Stadium 12 & RPX	400 Route 38, Moorestown, NJ, 08057
Revolution Coffee Roasters	13 Fern Avenue, Collingswood, New Jersey 08108
Riverton Country Club	1416 Highland Avenue, Cinnaminson, NJ, 08077
Riverwinds Golf & Tennis Club	270 Eagle Point Road, West Deptford, NJ 08096
Russo's Fruit & Vegetable Farm	Medford Lakes & Carranza Roads, Tabernacle, NJ, 08088
Rutgers-Camden Center for the Arts	303 Cooper Street, Camden, NJ 08102
Sahara Sam's Oasis Indoor & Outdoor Waterpark	535 North Route 73, West Berlin, New Jersey 08091
Sharrott Winery	320 South Egg Harbor Road, Blue Anchor, New Jersey 08037
Skydive Cross Keys	300 Dahlia Avenue, Williamstown, NJ 08094
Smithville Mansion	803 Smithville Road, Eastampton, NJ, 08060
Smithville Park	39 East Railroad Avenue, Mount. Holly, NJ, 08060
South Camden Theatre Company	400 Jasper Street, Camden, New Jersey 08104
South Jersey Wine Tours	1450 Kings Highway, Swedesboro, NJ 08085
Spellbound Brewing	10 Lippincott Lane, Unit 12, Mount Holly, NJ, 08060
Springdale Farms	1638 Springdale Road, Cherry Hill, New J 08003
Springfield Golf Center	855 Jacksonville-Mount Holly Road., Mount Holly, NJ, 08060
Summit City Farms and Winery	500 University Boulevard, Glassboro, NJ 08028
Swedesboro Brewing Company	95 Woodstown Road, Swedesboro, NJ 08085
Symphony in C	576 Haddon Avenue, Collingswood, NJ 08108
Tavistock Country Club	100 Tavistock Lane, Haddonfield, NJ 08033
Terhune Orchards	330 Cold Soil Road, Princeton, NJ 08540
The Bradford Estate	1910 Marne Highway, Hainesport, NJ, 08036
The Broadway Theater of Pitman	43 South Broadway, Pitman, NJ 08071
The Delaware River Heritage Trail	along Delaware River, P.O. Box 15, Stockton, NJ, 08859
The Funplex	3320-24 New Jersey 38, Mount Laurel, NJ, 08054
The Grand Theatre	405 South Main Street, Williamstown, NJ 08094
The Merion	1301 Route 130 South, Cinnaminson, NJ, 08077

The Moorestown Community House	16 East Main Street, Moorestown, New Jersey 08057
The Music Barn	275 NJ-77, Mullica Hill, NJ 08302
The Promenade at Sagemore	500 Route 73 South, Marlton, NJ, 08053
The Referend Bier Blendery	1595 Reed Road, Pennington, NJ 08534
The Ritz Theatre Company	915 White Horse Pike, Haddon Township, NJ 08107
The Shoppes at Cross Keys	611 Cross Keys Road, Gloucester Township,. New Jersey 08081
The Shops at Mill Race Village	5 Church St. , Mount Holly, NJ, 08060
Theater to Go	7 Holly Lane, Lawrenceville, NJ 08648
Third State Brewing	352 High Street, Burlington, New Jersey, 08016
Tinicum Rear Range Lighthouse	70 2nd Street, Paulsboro, NJ 08066
Tonewood Brewing	215 West Clinton Avenue, Oaklyn, New Jersey 08107
Train Wreck Distillery	25 Madison Avenue, Mount Holly, NJ, 08060
Trinity Episcopal Church	1208 Kings Highway, Swedesboro, NJ 08085
Turtle Run Campground	3 Cedar Lane, Wading River, NJ, 08215
U.S. Army Reserve Museum	6501 Pennsylvania Avenue, Fort Dix, NJ, 08640
United Artists Washington Township	121 Tuckahoe Road, Sewell, NJ 08080
Valenzano Winery	1320 Old Indian Mills Road, Shamong, NJ 08088
Valley Brook Country Club	200 Golf View Drive, Blackwood, NJ 08012
Valleybrook Country Club	200 Golfview Drive, Blackwood, NJ 08012
Village Idiot Brewing	42 High Street, Mount Holly, NJ, 08060
Villari Vineyards	1166 Tanyard Road, Sewell, NJ 08080
Vincentown- Tabernacle Telephone Company & Museum	17 Mill Street, Vincentown, NJ, 08088
Voorhees Town Center	2120 Voorhees Town Center, Voorhees, New Jersey 08043
Wading Pines Camping Resort	85 Godfrey Bridge Road, Washington, NJ, 08019
Wagonhouse Winery	1401 NJ Route 45, Swedesboro, NJ 08085
Wallworth Park	Kings Highway and & Brace Road, Cherry Hill, NJ
Walt Whitman House	330 Mickle Boulevard, Camden, NJ 08105
Washington Twp. Municipal	197 Fries Mill Road., Turnersville, NJ 08012
Wenonah Farmers Market In the Park	7 West Mantua Avenue, Wenonah, NJ 08090
West Windsor Arts Council	952 Alexander Road, Princeton Junction, NJ 08550
Westmont Farmers Market	51 Haddon Avenue, Haddon Township,. NJ 08108
Westville Brewery	201 Broadway, Suite B, Westville, NJ 08093
Wharton State Forest	Tabernacle Area, Atlantic, Burlington and & Camden Counties, NJ, 08037
White Oaks Country Club	2951 Dutch Mill Road, Newfield, NJ, 07882

Whitesbog Village	120-34 Whitesbog Road, Brown Mills, NJ, 08015
Wiggins Park Marina	Dr Martin Luther King Boulevard, Camden, NJ 08103
Wiggins Waterfront Park	Dr. Martin Luther King Boulevard, Camden, NJ 08103
William Heritage Winery	480 Mullica Hill Road, Mullica Hill, NJ 08062
Williamstown Farmers Market & Village Shoppes	701 North Blackhorse Pike, Williamstown, NJ 08094
Willow Brook Country Club	4310 Bridgeboro Road., Moorestown, NJ, 08057
Zaffron	113 Kings Highway East, Haddonfield, New Jersey 08033
Zed's Beer	19 North Maple Avenue, Unit B, Marlton, New Jersey, 08053

Sources: *Visit South Jersey, Visit Princeton-Mercer, 2021*

White Paper: Exploring Ferry Access on the Delaware River

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Accessibility, Ferry, Multimodal, tourism

Abstract:

This study explores the possibility of a seasonal ferry service serving communities along the Delaware River. It analyzes the accessibility of tourist destinations in the New Jersey counties in the region and explores potential service scenarios. It also informs stakeholders of recommended next steps to further explore implementing a ferry service.

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