DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
1	I-295, NJ Turnpike (N)	New Jersey Turnpike from I-276 merge (Exit 6) northeast to Middlesex County (north of Exit 8). This corridor also includes I-295 between I-276 and the I-195 area and the movement from the US 1 bridge. It spans the developed area between I-195 and its intersection with the Turnpike.

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	I-195; I-295; Turnpike	Interstate highways and nearby related transportation facilities and land uses. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, High concentrations of numerous transportation disadvantaged populations, 50% or more of the subcorridor is environmentally sensitive or protected land, Two or more times the average regional density of households or employment.
Subcorridor Type		
2. Freeway Junction		

Very Appropriate Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Express Transit Routes
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transit Signal Priority (TSP)
- Transportation Security/Terrorism Prevention
- Making Transfers Easier for Passengers
- Making Intermodal Transfers Easier for Freight
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Enhanced Transit Amenities and Safety
- County and Local Road Connectivity
- Tolls/Congestion Pricing
- Local Delivery Service
- Environmentally Friendly Transportation Policies
- Interregional Transportation Coordination
- Transit Oriented Development (TOD)
- More Frequent Transit or More Hours of Service
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation

Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	NJ Turnpike	Narrow, straight Turnpike corridor. Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
1. Freeway		

Very Appropriate Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Park-and-Ride Lots
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transportation Security/Terrorism Prevention
- Making Intermodal Transfers Easier for Freight
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Multilingual and Non-Traditional Communication
- County and Local Road Connectivity
- Tolls/Congestion Pricing
- Environmentally Friendly Transportation Policies
- Interregional Transportation Coordination
- Express Transit Routes
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

Number of lanes drop in this section so any incidents become a bigger problem; Safety Improvements and Programs seem especially important.
While Signage is appropriate everywhere, it is specifically recommended in the 8A Study.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Adopted Corridor Studies Include (also see Bibliography)

The New Jersey Turnpike Exit 8A Area Transportation & Land Use Study (College of NJ, 2007)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	Exit 8 and further north	Start of major truck activity area. Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
2. Freeway Junction		

Very Appropriate Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Express Transit Routes
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transportation Security/Terrorism Prevention
- Making Intermodal Transfers Easier for Freight
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Multilingual and Non-Traditional Communication
- County and Local Road Connectivity
- Tolls/Congestion Pricing
- Environmentally Friendly Transportation Policies
- Interregional Transportation Coordination
- Park-and-Ride Lots
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Signage is appropriate everywhere, it is specifically recommended in the 8A Study. Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Adopted Corridor Studies Include (also see Bibliography)

The New Jersey Turnpike Exit 8A Area Transportation & Land Use Study (College of NJ, 2007)

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
2	I-295, NJ Turnpike (S)	NJ Turnpike from south of Exit 5 (vicinity of Rancocas Creek) south to US 322. This corridor includes I-295 from northern Camden County to the Salem County line. It includes; I-76/676. The shape was extended to reflect CPA major trip flows.

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	NJ Turnpike in Gloucester County. This was formerly subcorridor 2B.	Few exits. Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
1. Freeway		

Very Appropriate Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Park-and-Ride Lots
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transportation Security/Terrorism Prevention
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- County and Local Road Connectivity
- Tolls/Congestion Pricing
- Environmentally Friendly Transportation Policies
- Interregional Transportation Coordination
- Express Transit Routes
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas. DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor.

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	I-295, NJ Turnpike, I-76/676. This was formerly subcorridor 2C.	Southern Camden County and northern edge of Burlington County. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment.
Subcorridor Type		
2. Freeway Junction		

Very Appropriate Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Advanced Transit System Management
- Express Transit Routes
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Street Circulation Patterns
- Automated Toll Collection Improvements
- Transit Signal Priority (TSP)
- Transportation Security/Terrorism Prevention
- Making Transfers Easier for Passengers
- Making Intermodal Transfers Easier for Freight
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Enhanced Transit Amenities and Safety
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Tolls/Congestion Pricing
- Local Delivery Service
- Interregional Transportation Coordination
- Transit Oriented Development (TOD)
- More Frequent Transit or More Hours of Service
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Basic Upgrading of Traffic Signals is appropriate everywhere, it is specifically recommended by the Central Gateway Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice. Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.
DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor. DRPA has proposed studying the establishment of BRT service in this subcorridor.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
02395A	Cramer Hill Waterfront Access
355	Route 295/42/I-76, Direct Connection, Camden County
355A	Route 295/42, Missing Moves, Bellmawr

Adopted Corridor Studies Include (also see Bibliography)

Central Gateway Traffic Circulation Improvement Project, City of Camden (McCormick & Taylor, 2007)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	NJ Turnpike and I-295 in Camden & Burlington counties. This was formerly subcorridor 2D.	This subcorridor includes the two interstates and the related development around their entrance/exit ramps. Subcorridor characteristics include: High Change in VC 2005-2035, Rail Station with 500 or more passenger boardings per weekday, Two or more times the average regional density of households or employment, Two or more times the regional average of elderly people (over age 75).
Subcorridor Type		
1. Freeway		

Very Appropriate Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Park-and-Ride Lots
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transportation Security/Terrorism Prevention
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Enhanced Transit Amenities and Safety
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Tolls/Congestion Pricing
- Interregional Transportation Coordination
- Transit Oriented Development (TOD)
- Express Transit Routes
- More Frequent Transit or More Hours of Service
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use (especially rail), dense subcorridors like this one.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
191A	Route 295/38, Missing Moves, Mount Laurel

Strategies Appropriate Everywhere
* Safety Improvements and Programs * Signage * Improvements for Pedestrians and Bicyclists as appropriate * Basic Upgrading of Traffic Signals * Signal Prioritization for Emergency Vehicles where needed * Intersection Improvements of a Limited Scale * Bottleneck Improvements of a Limited Scale, Vehicle or Rail * Accessibility and Environmental Justice * Access Management (both engineering and policy strategies) * Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs) * Revision of Existing Land Use/Transportation Regulations * Growth Management and Smart Growth
Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
3	AC Expressway/NJ 42	This broad corridor encompasses NJ 42 from t-295 to the AC Expressway and south of the CR 536 Spur (Sicklerville Rd). It includes the large suburban area relating to this travel corridor including part of NJ 47 and NJ 168.

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	Atlantic City (AC) Expressway	AC Expressway and west of it, including NJ 42. Subcorridor characteristics include: High Current VC, Bus ridership is 6,000 or more per day.
Subcorridor Type		
1. Freeway		

Very Appropriate Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Park-and-Ride Lots
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transit Signal Priority (TSP)
- Transportation Security/Terrorism Prevention
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Enhanced Transit Amenities and Safety
- Channelization
- Jughandles
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Tolls/Congestion Pricing
- Complete Streets
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Interregional Transportation Coordination
- Express Transit Routes
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the NJ 42 Corridor Study.
Growth Management and Smart Growth strategies are especially important in corridors with high V/C ratios.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

DRPA has proposed studying the establishment of BRT service in this subcorridor.

Adopted Corridor Studies Include (also see Bibliography)

NJ 42 Corridor Study: A Plan of Action (DVRPC 08046, 2008)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	East of AC Expressway	Development pretty much up to AC Expressway. Subcorridor characteristics include: Bus ridership is 6,000 or more per day.
Subcorridor Type		
7. Developing Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Extensions or Changes in Bus Routes

Secondary Strategies

- Road Diets
- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Park-and-Ride Lots
- Transit First Policy
- Transit Oriented Development (TOD)
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Signage and Basic Upgrading of Traffic Signals are appropriate everywhere, they are specifically recommended by the Winslow Twp. Congestion & Crash Study. Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one. DRPA has proposed studying the establishment of BRT service in this subcorridor.

Adopted Corridor Studies Include (also see Bibliography)

Winslow Township, Camden County Congestion & Crash Site Analysis Program (DVRPC 08041, 2008)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	NJ 41 and NJ 168 (Black Horse Pike). This was formerly 3D.	Developed area vicinity of and south of Turnpike. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Two or more times the average regional density of households or employment.
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Context Sensitive Design
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Incident Management
- Making Transfers Easier for Passengers
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Passenger Intermodal Center or Garage for Transit Riders
- Complete Streets
- Economic Development Oriented Transportation Policies
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- General Purpose Lanes
- Frontage or Service Roads
- New Bus Route
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Access Management (both engineering and policy strategies) and Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the Black Horse Pike Study. Access Management (both engineering and policy strategies) are also specifically recommended in the NJ 42 Corridor Study, as well as the Rt. 168 Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

Adopted Corridor Studies Include (also see Bibliography)

Rt 168 Corridor Study (DVRPC, 2004), Black Horse Pike: Making It Work (DVRPC 06039, 2006), NJ 42 Corridor Study: A Plan of Action (DVRPC 08046, 2008)

NJ CMP Corridor 3

Subcorridor ID	Subcorridor Name	Subcorridor Notes
D	Northern developed part of corridor. This was formerly 3E.	Includes access to I-295.
Subcorridor Type		
4. Dense Suburban Network		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Planning and Design for Nonmotorized Transportation
- Expanded Parking/Improved Access to Stations (all modes)
- Park-and-Ride Lots
- Transit Oriented Development (TOD)

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Enhanced Transit Amenities and Safety
- Channelization
- County and Local Road Connectivity
- Context Sensitive Design
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Frontage or Service Roads
- Demand Response Transit Services
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Also see strategies appropriate for all subcorridor types

DRPA has proposed studying the establishment of BRT service in this subcorridor.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
355	Route 295/42/I-76, Direct Connection, Camden County
355a	Route 295/42, Missing Moves, Bellmawr

Adopted Corridor Studies Include (also see Bibliography)

Route 55 - Deptford Traffic Study (DVRPC 06027, 2006)

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
4	US 1 & US 206	This corridor is the broad area relating to US 1 and US 206 in Mercer County. It Includes the Trenton and Princeton areas.

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	Trenton area	Congested area in and around Trenton where travel is faster on urban streets than on the I-95/295 Ring Road. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- Park-and-Ride Lots
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Road Diets
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Local Delivery Service
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- General Purpose Lanes
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Safety Improvements and Programs and Basic Upgrading of Traffic Signals are appropriate everywhere, they are specifically recommended in the Mercer Crossings Study.

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

Adopted Corridor Studies Include (also see Bibliography)

Mercer Crossings Transportation Study: Building a Foundation for Redevelopment (DVRPC 07039, 2008), US 206 Corridor Study (DVRPC 06031, 2006), NJ 29 Waterfront Boulevard Study (NJDOT, Ongoing)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	US 1 area	Between Trenton & Princeton. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
4. Dense Suburban Network		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Planning and Design for Nonmotorized Transportation
- Expanded Parking/Improved Access to Stations (all modes)
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Enhanced Transit Amenities and Safety
- Channelization
- Jughandles
- County and Local Road Connectivity
- Passenger Intermodal Center or Garage for Transit Riders
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- General Purpose Lanes
- Frontage or Service Roads
- Demand Response Transit Services
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Arterial or Collector Road
- Also see strategies appropriate for all subcorridor types

Access Management approaches are appropriate everywhere but are especially important for this subcorridor based on studies and current TIP project work.

While Growth Management and Smart Growth strategies, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in subcorridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
01330	Route 1, Mercer County Congestion Management & Concept Development Study

Adopted Corridor Studies Include (also see Bibliography)

US 206 Corridor Study (DVRPC 06031, 2006), Route 1 BRT Alternatives Analysis (NJ Transit, 2006)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	US 1 /Penns Neck area	Alexander Road - County Line, Princeton Junction Rail Station. Subcorridor characteristics include: High Current VC, Rail Station with 500 or more passenger boardings per weekday, 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
4. Dense Suburban Network		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Planning and Design for Nonmotorized Transportation
- Expanded Parking/Improved Access to Stations (all modes)
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- County and Local Road Connectivity
- Context Sensitive Design
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Frontage or Service Roads
- Demand Response Transit Services
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

The Penns Neck EIS and resulting projects includes various capacity-adding elements which remain consistent with the CMP.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
031	Route 1, Penns Neck Improvements (CR 571)

Adopted Corridor Studies Include (also see Bibliography)

Penn's Neck FEIS (NJDOT, 2004), Route 1 BRT Alternatives Analysis (NJ Transit, 2006), West Windsor Princeton Junction Redevelopment Study (West Windsor Township, 2005/7)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
D	US 206 area	US 206 between Trenton & Princeton. Subcorridor characteristics include: High Change in VC 2005-2035.
Subcorridor Type		
8. Suburban Secondary		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Parking Supply and Demand Managment (such as by transportation allowances)
- Shuttle Service to Stations

Secondary Strategies

- Traffic Calming
- Road Diets
- Transit Signal Priority (TSP)
- Enhanced Transit Amenities and Safety
- Center Turn Lanes
- Jughandles
- Roundabouts
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

While Safety Improvements and Programs and Basic Upgrading of Traffic Signals are appropriate everywhere, they are specifically recommended in the Mercer Crossings Study. Improvements for Pedestrians and Intersection Improvements of a Limited Scale are recommended in the US 206 Study.
While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling.

Adopted Corridor Studies Include (also see Bibliography)

Mercer Crossings Transportation Study: Building a Foundation for Redevelopment (DVRPC 07039, 2008), US 206 Corridor Study (DVRPC 06031, 2006)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
E	Princeton area	Borough plus related part of Township; Princeton Train Station, DINKY train line. Subcorridor characteristics include: Rail Station with 500 or more passenger boardings per weekday, Two or more times the average regional density of households or employment, Two or more times the regional average of Hispanic people, Two or more times the regional average of limited English proficiency.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- Park-and-Ride Lots
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Roundabouts
- County and Local Road Connectivity
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- Shuttle Service to Stations
- Transportation Services for Special Events
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Access Management (both engineering and policy strategies) and Basic Upgrading of Traffic Signals are appropriate everywhere, they are specifically recommended in the Renaissance 2000 Study. Improvements for Pedestrians and Marketing/Outreach for Transit and TDM Services are specifically recommended in the US 206 Study.
Improvements for Pedestrians and Bicyclists are especially important in high densities of residences and employment as can be found in this subcorridor.

Adopted Corridor Studies Include (also see Bibliography)

Route 27 / Renaissance 2000 Corridor Study (Orth-Rogers, 1999), US 206 Corridor Study (DVRPC 06031, 2006)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
F	US 206 to Mercer/Somerset county line	Princeton - Somerset County Line. Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
8. Suburban Secondary		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Parking Supply and Demand Managment (such as by transportation allowances)
- Shuttle Service to Stations

Secondary Strategies

- Traffic Calming
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Enhanced Transit Amenities and Safety
- Center Turn Lanes
- Jughandles
- Roundabouts
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

While Marketing/Outreach for Transit and TDM Services is appropriate everywhere, it is specifically recommended in the US 206 Study.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Adopted Corridor Studies Include (also see Bibliography)

US 206 Corridor Study (DVRPC 06031, 2006)

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
5	US 30	This corridor extends from Camden to Berlin. It includes Haddon Ave, Lindenwold and the PATCO Corridor.

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	US 30 in Camden	Admiral Wilson Boulevard is an expressway but the surrounding area is densely developed. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Traffic Calming
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Local Delivery Service
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- General Purpose Lanes
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Basic Upgrading of Traffic Signals is appropriate everywhere, it is specifically recommended by the Central Gateway Study. Improvements for Pedestrians and Bicyclists, Bottleneck Improvements of a Limited Scale, and Access Management (both engineering and policy strategies) are specifically recommended by the US 30 Study. While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation

Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.
DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
02395A	Cramer Hill Waterfront Access

Adopted Corridor Studies Include (also see Bibliography)

US 30 Corridor Study (DVRPC 02028, 2002), Inter-Municipal Cooperation: White Horse Pike Study (DVRPC et al, 2003) Camden Hub Study, Cramer Hill Redevelopment Project materials (working papers, 2005), Central Gateway Traffic Circulation Improvement Project, City of Camden (McCormick & Taylor, 2007)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	Camden - I-295 area	Collingswood & Haddonfield area. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Two or more times the average regional density of households or employment, Two or more times the regional average of elderly people (over age 75) .
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Traffic Calming
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- General Purpose Lanes
- Major Reconstruction with Minor Capacity
- Shuttle Service to Stations

- Transportation Services for Specific Populations
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists, Bottleneck Improvements of a Limited Scale, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended by the US 30 Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in subcorridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM and Improvements for Walking and Bicycling strategies are appropriate everywhere, they can build upon existing successes in high transit use (especially rail) dense subcorridors like this one.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
155B	Route 30/130 Collingswood Circle (Phase A) Elimination, Comly Avenue to PATCO Bridge

Adopted Corridor Studies Include (also see Bibliography)

US 30 Corridor Study (DVRPC 02028, 2002), White Horse Pike Economic Development and Land Use Assessment (DVRPC, 2003), Camden Hub Study

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	I-295 to Berlin	Inner ring suburban communities. Subcorridor characteristics include: High Change in VC 2005-2035, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, Two or more times the regional average of carless households, Two or more times the regional average of non-hispanic minorities.
Subcorridor Type		
4. Dense Suburban Network		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Planning and Design for Nonmotorized Transportation
- Expanded Parking/Improved Access to Stations (all modes)
- Park-and-Ride Lots
- Transit Oriented Development (TOD)

Secondary Strategies

- Traffic Calming
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Enhanced Transit Amenities and Safety
- Channelization
- Jughandles
- County and Local Road Connectivity
- Passenger Intermodal Center or Garage for Transit Riders
- Context Sensitive Design
- Transit First Policy
- Express Transit Routes
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service

- Flexible Routing/Route Deviation Service
- Frontage or Service Roads
- Demand Response Transit Services
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists, Access Management (both engineering and policy strategies), and Revision of Existing Land Use / Transportation Regulations are appropriate everywhere, they are specifically recommended by the US 30 Study (2006). Improvements for Pedestrians and Bicyclists are also recommended in the White Horse Pike Study.
While Growth Management and Smart Growth, Access Management, and Bottleneck Improvements of a Limited Scale are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.
DRPA has proposed studying the development of a transfer station at the PATCO Woodcrest station.

Adopted Corridor Studies Include (also see Bibliography)

US 30 Corridor Study (DVRPC 02028, 2002), White Horse Pike Economic Development and Land Use Assessment (DVRPC, 2003), Camden Hub Study, Congestion and Accident Mitigation (CAMP) Program Report (DVRPC, 2005), US 30 Corridor Study (DVRPC 06036, 2006)

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
6	US 130	This long corridor encompasses US 130 between the northern boundary of Mercer County and northern Gloucester County. It is broken into many subcorridors.

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	Washington Township - Hightstown Borough	Lightly developed but developing fast. Subcorridor characteristics include: Bus ridership is 6,000 or more per day.
Subcorridor Type		
7. Developing Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Extensions or Changes in Bus Routes

Secondary Strategies

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Park-and-Ride Lots
- Transit First Policy
- Transit Oriented Development (TOD)
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Marketing/Outreach for Transit and TDM and Improvements for Walking and Bicycling strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
99368A	Route 33, Washington Township Bypass

Adopted Corridor Studies Include (also see Bibliography)

Washington Township Town Center Plan (Washington Township)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	North of City of Burlington	North of I-95 - Bordentown City (but not including it).
Subcorridor Type		
7. Developing Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Extensions or Changes in Bus Routes

Secondary Strategies

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Park-and-Ride Lots
- Transit First Policy
- Transit Oriented Development (TOD)
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Safety Improvements and Programs, Signage, Basic Upgrading of Traffic Signals, and Bottleneck Improvements of a Limited Scale are appropriate everywhere, they are specifically recommended in the 130/206 Study.

Adopted Corridor Studies Include (also see Bibliography)

Context Sensitive Vision Plan for Rt 130 (PB, Nelesson, CDM, 2003), Route 130 / Delaware River Corridor Extension; Route 206 / Farmbelt Corridor Transportation and Circulation Study (DVRPC 03021, 2003)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	City of Bordentown	Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions

- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Shuttle Service to Stations
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Subcorridor ID	Subcorridor Name	Subcorridor Notes
D	City of Burlington	City; RiverLine. Subcorridor characteristics include: Bus ridership is 6,000 or more per day.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Enhanced Transit Amenities and Safety
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Channelization
- Center Turn Lanes
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Express Transit Routes
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Marketing/Outreach for Transit and TDM and Improvements for Walking and

Bicycling strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.
The Seamless Regional Transit Access Study recommends establishing Shuttle Service between Burlington and Bristol, PA.

Adopted Corridor Studies Include (also see Bibliography)

Route 130 Visioning Study Transportation Planning Deficiency Analysis (Parsons Brinckerhoff, 2003), Congestion and Accident Mitigation (CAMP) Program Report (DVRPC, 2005), Increasing Intermodal Access to Transit, Phase III (DVRPC, 2006), Seamless Regional Transit Access (DVRPC 08069, 2008)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
E	Pennsauken -Burlington	Includes RiverLine. This subcorridor goes around the City of Burlington. Subcorridor characteristics include: High Change in VC 2005-2035, Two or more times the regional average of limited English proficiency, Two or more times the regional average of carless households.
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Local Delivery Service
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.
The Seamless Regional Transit Access study recommends connecting Palmyra Station with the Frankford (PA) Transportation Center via extensions or changes in bus routes.

Adopted Corridor Studies Include (also see Bibliography)

NJ 73 Corridor Study (DVRPC 00023, 2000), Context Sensitive Vision Plan for Rt 130 (PB, Nelesson, CDM, 2003), Route 130 Visioning Study Transportation Planning Deficiency Analysis (Parsons Brinckerhoff, 2003), Increasing Intermodal Access to Transit, Phase III (DVRPC, 2006), Seamless Regional Transit Access (DVRPC 08069, 2008)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
F	Pennsauken/Merchantville	US 130 northeast of the central part of Camden.
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Adopted Corridor Studies Include (also see Bibliography)

NJ 73 Corridor Study (DVRPC 00023, 2000)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
G	North Camden/Pennsauken	North part of City to NJ 73, including Cramer Hill area; RiverLine. Subcorridor characteristics include: High Change in VC 2005-2035, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment.
Subcorridor Type		
10. Industrial		

Very Appropriate Strategies

- Incident Management
- Making Intermodal Transfers Easier for Freight
- Commercial Vehicle Operations (CVO)
- Interregional Transportation Coordination
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Traveler Information Services
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication

- Planning and Design for Nonmotorized Transportation
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Passenger Intermodal Center or Garage for Transit Riders
- Freight Intermodal Center/Yard
- Local Delivery Service
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- More Frequent Transit or More Hours of Service
- General Purpose Lanes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Limited Access Highway
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth, Access Management, and Bottleneck Improvements of a Limited Scale are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.
Improvements for Pedestrians and Bicyclists are especially important in high densities of residences and employment as can be found in this subcorridor.
Work is underway to construct a transfer station in Pennsauken connecting the River Line with the Philadelphia-Atlantic City line.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
02395A	Cramer Hill Waterfront Access

Adopted Corridor Studies Include (also see Bibliography)

NJ 73 Corridor Study (DVRPC 00023, 2000), Camden Truck Route Optimization Project

Subcorridor ID	Subcorridor Name	Subcorridor Notes
H	City of Camden	Grid-type dense development. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Enhanced Transit Amenities and Safety
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services

- Making Transfers Easier for Passengers
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Passenger Intermodal Center or Garage for Transit Riders
- Local Delivery Service
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Express Transit Routes
- General Purpose Lanes
- New Bus Route
- Shuttle Service to Stations
- Transportation Services for Special Events
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Basic Upgrading of Traffic Signals is appropriate everywhere, it is specifically recommended by the Central Gateway Study. Access Management and Improvements for Pedestrians and Bicyclists are specifically recommended in the Black Horse Pike Study. Signage and Intersection Improvements (of a limited scale) are specifically recommended in the Camden Truck Route Optimization Project.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.
DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor. DRPA has proposed studying the establishment of BRT service in this subcorridor.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
02395A	Cramer Hill Waterfront Access
155B	Route 30/130 Collingswood Circle (Phase A) Elimination, Comly Avenue to PATCO Bridge

Adopted Corridor Studies Include (also see Bibliography)

Black Horse Pike: Making It Work (DVRPC 06039, 2006), Central Gateway Traffic Circulation Improvement Project, City of Camden (McCormick & Taylor, 2007), Camden Truck Route Optimization Project

Subcorridor ID	Subcorridor Name	Subcorridor Notes
I	East of US 130 toward the south side of Camden	Includes Pennsauken, Collingswood Borough, Oaklyn Borough; Southern Camden County. Subcorridor characteristics include: High Change in VC 2005-2035.
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Access Management (both engineering and policy strategies) and Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the Black Horse Pike Study.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
155B	Route 30/130 Collingswood Circle (Phase A) Elimination, Comly Avenue to PATCO Bridge

Adopted Corridor Studies Include (also see Bibliography)

Black Horse Pike: Making It Work (DVRPC 06039, 2006)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
J	US 130 in Gloucester County	North Gloucester County to Camden County. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day.
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes

- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- General Purpose Lanes
- Frontage or Service Roads
- New Bus Route
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Access Management (both engineering and policy strategies) and Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the Black Horse Pike Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.
DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor. DRPA has proposed studying the establishment of BRT service in this subcorridor.

Adopted Corridor Studies Include (also see Bibliography)

Black Horse Pike: Making It Work (DVRPC 06039, 2006)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
K	West of Jersey Avenue	Southport & Gloucester Pt redevelopment area.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor.

Subcorridor ID	Subcorridor Name	Subcorridor Notes
L	Camden-Gloucester industrial area	Industrial area between Camden & Gloucester. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment.
Subcorridor Type		
10. Industrial		

Very Appropriate Strategies

- Incident Management
- Making Intermodal Transfers Easier for Freight
- Commercial Vehicle Operations (CVO)
- Interregional Transportation Coordination
- Major Reconstruction with Minor Capacity

Secondary Strategies

- Closed Loop Computerized Traffic Signals
- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Street Circulation Patterns
- Traveler Information Services
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- County and Local Road Connectivity
- Passenger Intermodal Center or Garage for Transit Riders
- Freight Intermodal Center/Yard
- Local Delivery Service
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- Express Transit Routes
- General Purpose Lanes

- General Purpose Lanes
- Frontage or Service Roads
- New Bus Route
- Transportation Services for Specific Populations
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Limited Access Highway
- Also see strategies appropriate for all subcorridor types

While Basic Upgrading of Traffic Signals is appropriate everywhere, it is specifically recommended by the Central Gateway Study. Access Management (both engineering and policy strategies) and Improvements for Pedestrians and Bicyclists are specifically recommended in the Black Horse Pike Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.
DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
155B	Route 30/130 Collingswood Circle (Phase A) Elimination, Comly Avenue to PATCO Bridge

Adopted Corridor Studies Include (also see Bibliography)

Black Horse Pike: Making It Work (DVRPC 06039, 2006), Central Gateway Traffic Circulation Improvement Project, City of Camden (McCormick & Taylor, 2007); Camden Truck Route Optimization Project

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
7	US 322	This corridor includes the Commodore Perry Bridge access through Cross Keys area. It Includes CR 651, NJ 47, CR 634, and CR 689. It broadens toward the east to include the related developed areas of Berlin and Gloucester Township.

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	Commodore Barry Bridge-Mullica Hill	Growth area. Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
9. Lightly Developed		

Very Appropriate Strategies

- Channelization
- County and Local Road Connectivity
- Park-and-Ride Lots
- Demand Response Transit Services
- Transportation Services for Specific Populations

Secondary Strategies

- Traffic Calming
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Roundabouts
- Economic Development Oriented Transportation Policies
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Flexible Routing/Route Deviation Service
- Also see strategies appropriate for all subcorridor types

While Bottleneck Improvements of a Limited Scale and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the DVRPC US 322 Study.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.
The Seamless Regional Transit Access study recommends establishing a JARC shuttle between The Pureland Industrial Center and Philadelphia via Chester County.

Adopted Corridor Studies Include (also see Bibliography)

Route 322 M.P. 4.80-14.90 Logan, Woolwich and Harrison Townships, Gloucester County, NJ: Tier 2 Report (Urban Engineers, 2003), Managing Change Along the US 322 Corridor: Land Use & Transportation Issues, Policies, & Recommendations (DVRPC 06023, 2006), Seamless Regional Transit Access (DVRPC 08069, 2008)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	Swedesboro	Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
5. Main Street		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Parking Operations

- County and Local Road Connectivity
- Transit Oriented Development (TOD)
- Transportation Services for Specific Populations

Secondary Strategies

- Street Circulation Patterns
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the DVRPC US 322 Study.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Adopted Corridor Studies Include (also see Bibliography)

Managing Change Along the US 322 Corridor: Land Use & Transportation Issues, Policies, & Recommendations (DVRPC 06023, 2006)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	Mullica Hill	Trucks reported to be a problem.
Subcorridor Type		
5. Main Street		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Parking Operations
- County and Local Road Connectivity
- Transit Oriented Development (TOD)
- Transportation Services for Specific Populations

Secondary Strategies

- Street Circulation Patterns
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Context Sensitive Design
- Park-and-Ride Lots
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route

- Also see strategies appropriate for all subcorridor types

Bypass was appropriate strategy in 2006 CMP. DBNUM 07639 remains consistent with CMP.
While Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the DVRPC US 322 Study.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
07369	US Route 322 Corridor Congestion Relief Project

Adopted Corridor Studies Include (also see Bibliography)

Route 322 M.P. 4.80-14.90 Logan, Woolwich and Harrison Townships, Gloucester County, NJ: Tier 2 Report (Urban Engineers, 2003), Managing Change Along the US 322 Corridor: Land Use & Transportation Issues, Policies, & Recommendations (DVRPC 06023, 2006)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
D	Glassboro and Richwood area	Between two settled areas.
Subcorridor Type		
9. Lightly Developed		

Very Appropriate Strategies

- Channelization
- County and Local Road Connectivity
- Park-and-Ride Lots
- Demand Response Transit Services
- Transportation Services for Specific Populations

Secondary Strategies

- Traffic Calming
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Roundabouts
- Economic Development Oriented Transportation Policies
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Flexible Routing/Route Deviation Service
- Also see strategies appropriate for all subcorridor types

While Bottleneck Improvements of a Limited Scale and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the DVRPC US 322 Study.

Adopted Corridor Studies Include (also see Bibliography)

Route 322 M.P. 4.80-14.90 Logan, Woolwich and Harrison Townships, Gloucester County, NJ: Tier 2 Report (Urban Engineers, 2003), Managing Change Along the US 322 Corridor: Land Use & Transportation Issues, Policies, & Recommendations (DVRPC 06023, 2006)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
E	US 322 vicinity of and east of NJ 55	Highway with regional centers.
Subcorridor Type		
8. Suburban Secondary		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals

- Channelization
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Parking Supply and Demand Managment (such as by transportation allowances)
- Shuttle Service to Stations

Secondary Strategies

- Traffic Calming
- Transit Signal Priority (TSP)
- Enhanced Transit Amenities and Safety
- Center Turn Lanes
- Jughandles
- Roundabouts
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Regional or Intercity Rail Service
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists, Bottleneck Improvements of a Limited Scale, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the DVRPC US 322 Study. DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
97112D	Route 322, Richwood Area, Intersection Improvements

Adopted Corridor Studies Include (also see Bibliography)

Route 322 M.P. 4.80-14.90 Logan, Woolwich and Harrison Townships, Gloucester County, NJ: Tier 2 Report (Urban Engineers, 2003), Managing Change Along the US 322 Corridor: Land Use & Transportation Issues, Policies, & Recommendations (DVRPC 06023, 2006)

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
8	**NJ 31**	**This corridor started out focused on NJ 31 between Trenton and CR 518, and the CR 518 corridor extending to Hopewell Borough. The north-south movement evaluation led to adding CR 579. CR 636 was also added upon reviews.**

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	NJ 31, NJ 29 in Trenton	The Trenton area is densely developed along and around these roads. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Road Diets
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Passenger Intermodal Center or Garage for Transit Riders
- Local Delivery Service
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Express Transit Routes
- General Purpose Lanes
- New Bus Route
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Safety Improvements and Programs and Basic Upgrading of Traffic Signals are appropriate everywhere, they are specifically recommended in the Mercer Crossings Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation

Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.
Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

Adopted Corridor Studies Include (also see Bibliography)

Rt 31 Study (NJDOT, 2006), Mercer Crossings Transportation Study: Building a Foundation for Redevelopment (DVRPC 07039, 2008)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	NJ 31 south of Pennington, CR 579 south of CR 546	West Trenton/Ewing area; heavy cut-through & truck traffic, crashes.
Subcorridor Type		
8. Suburban Secondary		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Road Diets
- Channelization
- County and Local Road Connectivity
- Parking Supply and Demand Managment (such as by transportation allowances)
- Shuttle Service to Stations

Secondary Strategies

- Traffic Calming
- Transit Signal Priority (TSP)
- Enhanced Transit Amenities and Safety
- Center Turn Lanes
- Jughandles
- Roundabouts
- Expanded Parking/Improved Access to Stations (all modes)
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians, Basic Upgrading of Traffic Signals, and Intersection Improvements of a Limited Scale are appropriate everywhere, they are specifically recommended by the Ewing Twp. Congestion & Crash Study. Safety Improvements and Programs and Basic Upgrading of Traffic Signals are specifically recommended in the Mercer Crossings Study.

Adopted Corridor Studies Include (also see Bibliography)

Rt 31 Study (NJDOT, 2006), Ewing Township, Mercer County Congestion & Crash Site Analysis Program (DVRPC 08053, 2008), Mercer Crossings Transportation Study: Building a Foundation for Redevelopment (DVRPC 07039, 2008)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	Pennington Borough	Pennington has a mix of main street and strip development patterns. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC.
Subcorridor Type		
5. Main Street		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Parking Operations
- County and Local Road Connectivity
- Transit Oriented Development (TOD)
- Transportation Services for Specific Populations

Secondary Strategies

- Street Circulation Patterns
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Channelization
- Context Sensitive Design
- Park-and-Ride Lots
- Transit First Policy
- Express Transit Routes
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- General Purpose Lanes
- Major Reconstruction with Minor Capacity
- New Bus Route
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
The levels of current and future congestion in this subcorridor are just over the threshold where General Purpose Lanes and New Transit Capacity are appropriate strategies if strategies further up the list can not adequately address problems without also mixing in new capacity. Adding road capacity should be a final resort after careful study of other ways of solving problems.

Subcorridor ID	Subcorridor Name	Subcorridor Notes
D	NJ 31 north of Pennington; CR 579 north of CR 546	Mostly rural; CR 579 used for north-south travel as alternate to NJ 31. Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
8. Suburban Secondary		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- County and Local Road Connectivity

- Expanded Parking/Improved Access to Stations (all modes)
- Parking Supply and Demand Managment (such as by transportation allowances)
- Shuttle Service to Stations

Secondary Strategies

- Traffic Calming
- Transit Signal Priority (TSP)
- Enhanced Transit Amenities and Safety
- Center Turn Lanes
- Jughandles
- Roundabouts
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
9	NJ 33	General NJ 33 east-west corridor

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	NJ 33 in Trenton area	Urban area. Subcorridor characteristics include: High Change in VC 2005-2035, Rail Station with 500 or more passenger boardings per weekday, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Local Delivery Service
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth, Access Management, and Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling.
Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	NJ 33 east of Trenton to US 130	Mostly single family home development; Washington Township Center proposal. Subcorridor characteristics include: High Current VC, Two or more times the regional average of elderly people (over age 75).
Subcorridor Type		
4. Dense Suburban Network		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Planning and Design for Nonmotorized Transportation
- Expanded Parking/Improved Access to Stations (all modes)
- Park-and-Ride Lots
- Transit Oriented Development (TOD)

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Enhanced Transit Amenities and Safety
- Channelization
- Jughandles
- County and Local Road Connectivity
- Context Sensitive Design
- Transit First Policy
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Frontage or Service Roads
- Demand Response Transit Services
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

DBNUM 99368A is a long standing smart growth project and is included by reference. While Improvements for Pedestrians and Bicyclists, Basic Upgrading of Traffic Signals, Access Management (both engineering and policy strategies), and Revision of Existing Land Use/Transportation Regulations are appropriate everywhere, they are specifically recommended in the NJ 33 study. While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, , and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios,

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
99368A	Route 33, Washington Township Bypass

Adopted Corridor Studies Include (also see Bibliography)

Washington Township Center Plan (Washington Township), NJ 33 Corridor Study (DVRPC 06025, June 2006)

NJ CMP Corridor 9

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
10	NJ 38	Developed corridor between Camden and Pemberton, including Moorestown and Mount Holly

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	Camden area	Developed area. Subcorridor characteristics include: High Current VC, Bus ridership is 6,000 or more per day, Two or more times the average regional density of households or employment.
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists, Access Management (both engineering and policy strategies), Marketing/Outreach for Transit and TDM Services, and Growth Management and Smart Growth are appropriate everywhere, they are specifically recommended in the NJ 38 Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios.
Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM

94068 Route 73, Fox Meadow Road/Fellowship Road

Adopted Corridor Studies Include (also see Bibliography)

NJ 38 Corridor Study (DVRPC 01023, 2001)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	Maple Shade to Borough of Pemberton	Includes Moorestown; almost Grid; interchange with I-295. Does not include Mount Holly.
Subcorridor Type		
4. Dense Suburban Network		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Planning and Design for Nonmotorized Transportation
- Expanded Parking/Improved Access to Stations (all modes)
- Park-and-Ride Lots
- Transit Oriented Development (TOD)

Secondary Strategies

- Traffic Calming
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Enhanced Transit Amenities and Safety
- Channelization
- County and Local Road Connectivity
- Context Sensitive Design
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Frontage or Service Roads
- Major Reconstruction with Minor Capacity
- Demand Response Transit Services
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

DBNUM 191A, also in subcorridor 2D.
While Basic Upgrading of Traffic Signals, Access Management (both engineering and policy strategies), Marketing/Outreach for Transit and TDM Services, and Growth Management and Smart Growth are appropriate everywhere, they are specifically recommended in the NJ 38 Study.
While Safety Improvements and Programs, Signage, and Basic Upgrading of Traffic Signals are appropriate everywhere, they are specifically recommended in the 130/206 Study.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM

191A Route 295/38, Missing Moves, Mount Laurel

Adopted Corridor Studies Include (also see Bibliography)

NJ 38 Corridor Study (DVRPC Publication 01023, 2001), Hartford Road Traffic Assessment Study (DVRPC 04013, 2004), Route 130 / Delaware River Corridor Extension; Route 206 / Farmbelt Corridor Transportation and Circulation Study (DVRPC 03021, 2003)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	Mount Holly	This municipality is separated because its characteristics are different from the surrrounding subcorridor. Subcorridor characteristics include: Two or more times the average regional density of households or employment, Two or more times the regional average of female head of household with child.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Basic Upgrading of Traffic Signals and Smart Growth are appropriate everywhere, they are specifically recommended in the NJ 38 Study.
Improvements for Pedestrians and Bicyclists are also especially important in high densities of residences and employment as can be found in this subcorridor.

Adopted Corridor Studies Include (also see Bibliography)

NJ 38 Corridor Study (DVRPC Publication 01023, 2001)

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
11	NJ 41, NJ 47, NJ 55	NJ 41, NJ 47, and NJ 55 serve basically parellel north-south movement between the NJ 42/NJ Turnpike area and US 322

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	NJ 41, NJ 47, NJ 55 between NJ 42 and US 322 (new corridor in 2008)	This subcorridor contains north-south movement of generally parallel facilities. Part of it was in Corridor 3-AC Expressway/NJ 42 and part of it was in Corridor 7--US 322 in the 2006 CMP but it became more prominent as its own pattern in 2008 analysis. Subcorridor characteristics include: High Current VC, High Growth in VC and High Future VC, Bus ridership is 6,000 or more per day, Two or more times the regional average of elderly people (over age 75).
Subcorridor Type		
7. Developing Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Extensions or Changes in Bus Routes

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Park-and-Ride Lots
- Transit First Policy
- Transit Oriented Development (TOD)
- Flexible Routing/Route Deviation Service
- General Purpose Lanes
- Major Reconstruction with Minor Capacity
- New Bus Route
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.
Given the levels of current and future congestion, General Purpose Lanes and transit capacity are appropriate strategies in this subcorridor if strategies further up the list can

not adequately address problems without also mixing in new capacity.
DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor. DRPA has proposed studying the establishment of BRT service in this subcorridor.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
D0503	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630

Adopted Corridor Studies Include (also see Bibliography)

Route 55 - Deptford Traffic Study (DVRPC 06027, 2006)

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
12	NJ 45	Connects Mullica Hill, Woodbury; developing, especially with housing; serves as a link to I-295

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	City of Woodbury and Borough of Westville	This is the main area of congestion in this corridor. Subcorridor characteristics include: High Current VC, Two or more times the average regional density of households or employment. Served by many bus routes.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Passenger Intermodal Center or Garage for Transit Riders
- Context Sensitive Design
- Transit First Policy
- Extensions or Changes in Bus Routes
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Safety Improvements and Programs, Basic Upgrading of Traffic Signals, Intersection Improvements of a Limited Scale, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the Route 45 Corridor Study. Signage, Improvements for Pedestrians and Bicyclists, and Revision of Existing Land Use/Transportation Regulations are recommended in the Implementing TOD study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, , and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now.
Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

Woodbury is recommended for TOD in the Implementing TOD study, and several sites for a potential bus terminal are considered. DRPA and PATCO are currently planning the addition of new light rail service in this subcorridor.

Adopted Corridor Studies Include (also see Bibliography)

Route 45 Corridor Study (DVRPC 05013, 2005), Implementing Transit-Oriented Development (DVRPC 04044, 2004)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	Mantua-Woodbury area	The southern part is developing; the northern part older and already developed.
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Parking Operations
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Safety Improvements and Programs, Basic Upgrading of Traffic Signals, Intersection Improvements of a Limited Scale, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the Route 45 Study.

Adopted Corridor Studies Include (also see Bibliography)

Route 45 Corridor Study (DVRPC 05013, 2005)

NJ CMP Corridor 12

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
13	NJ 70	Extended eastward to reflect traffic model major flow

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	Airport Circle to Curtis Avenue/Erlton	
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Adopted Corridor Studies Include (also see Bibliography)

Final Concept Development Report for Route 70 (Baker, 2004), NJ 70 Corridor Study (DVRPC Publication 06003, 2005)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	Curtis Avenue/Erlton to I-295	Mostly a 4 lane cross section, predominantly with retail/offices along NJ 70 and neighborhoods further back. The primary need is to address mobility and safety issues while retaining quality of life for residents, including improvements for bicyclists and pedestrians (NJ 70 Study). Subcorridor characteristics include: High Current VC, Two or more times the regional average of elderly people (over age 75), Two or more times the regional average of people with physical disabilities, 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
4. Dense Suburban Network		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals

- Planning and Design for Nonmotorized Transportation
- Expanded Parking/Improved Access to Stations (all modes)
- Park-and-Ride Lots
- Transit Oriented Development (TOD)

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Frontage or Service Roads
- Demand Response Transit Services
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

While Safety Improvements and Programs and Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the NJ 70 Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Adopted Corridor Studies Include (also see Bibliography)

Final Concept Development Report for Route 70 (Baker, 2004), NJ 70 Corridor Study (DVRPC Publication 06003, 2005)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	I-295 to east of Radnor Blvd	The number of lanes in this section changes from 6 to 8 to 4 from west to east. It includes intersections with I-295 and NJ 73. Land uses vary from homes to industrial uses, including a mall and big box retail toward the eastern end. Important issues include crash rates, access, pedestrian amenities and Smart Growth/Growth Management. (NJ 70 Study) Subcorridor characteristics include: High Current VC, Two or more times the regional average of elderly people (over age 75).
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Planning and Design for Nonmotorized Transportation

- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

DBNUM 567, also see subcorridor 13A
While Safety Improvements and Programs, Improvements for Pedestrians and Bicyclists, Access Management (both engineering and policy strategies), and Growth Management and Smart Growth are appropriate everywhere, they are specifically recommended in the NJ 70 Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now.

Adopted Corridor Studies Include (also see Bibliography)

NJ 73 Corridor Study (DVRPC 00023, 2000), Final Concept Development Report for Route 70 (Baker, 2004), NJ 70 Corridor Study (DVRPC Publication 06003, 2005)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
D	Between west of North Elmwood Road to east end of congested corridor	2 lane cross-section; eastern Evesham Township through much of Medford Township.
Subcorridor Type		
6. Developed Arterial		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Strategies Appropriate Everywhere
* Safety Improvements and Programs * Signage * Improvements for Pedestrians and Bicyclists as appropriate * Basic Upgrading of Traffic Signals * Signal Prioritization for Emergency Vehicles where needed * Intersection Improvements of a Limited Scale * Bottleneck Improvements of a Limited Scale, Vehicle or Rail * Accessibility and Environmental Justice * Access Management (both engineering and policy strategies) * Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs) * Revision of Existing Land Use/Transportation Regulations * Growth Management and Smart Growth
Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
14	NJ 73	This corridor provides north-south access in the vicinity of the Burlington/Camden county line connecting several of the corridors that radiate out from Camden.

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	Tacony Palmyra Bridge - CR 544	More urban and more intersections than subcorridor 13B; intersects I-295, NJ 70, NJ 38. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Two or more times the average regional density of households or employment.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Incident Management
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Jughandles
- Growth Management & Smart Growth
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- General Purpose Lanes
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

DBNUM 567, also see subcorridor 12C
While Basic Upgrading of Traffic Signals, Intersection Improvements of a Limited Scale, and Marketing/Outreach for Transit and TDM Services are appropriate everywhere, they are specifically recommended in the NJ 73 Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

Walking and Bicycling are also appropriate everywhere and should be incorporated in this densely developed subcorridor.
Given the levels of current and future congestion, General Purpose Lanes and transit capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
567	Route 73/70, Marlton Circle Elimination (5)
94068	Route 73, Fox Meadow Road/Fellowship Road

Adopted Corridor Studies Include (also see Bibliography)

NJ 73 Corridor Study (DVRPC 00023, 2000)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	South of CR 544 to US 30	Less developed than Subcorridor 13A, includes Atco station. Subcorridor characteristics include: 50% or more of the subcorridor is environmentally sensitive or protected land.
Subcorridor Type		
8. Suburban Secondary		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Parking Supply and Demand Managment (such as by transportation allowances)
- Shuttle Service to Stations

Secondary Strategies

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Traffic Calming
- Transit Signal Priority (TSP)
- Incident Management
- Enhanced Transit Amenities and Safety
- Center Turn Lanes
- Jughandles
- Roundabouts
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth, Basic Upgrading of Traffic Signals, Intersection Improvements of a Limited Scale, and Marketing/Outreach for Transit and TDM Services are appropriate everywhere, they are specifically recommended in the NJ 73 Study.
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

Adopted Corridor Studies Include (also see Bibliography)

Strategies Appropriate Everywhere
* Safety Improvements and Programs * Signage * Improvements for Pedestrians and Bicyclists as appropriate * Basic Upgrading of Traffic Signals * Signal Prioritization for Emergency Vehicles where needed * Intersection Improvements of a Limited Scale * Bottleneck Improvements of a Limited Scale, Vehicle or Rail * Accessibility and Environmental Justice * Access Management (both engineering and policy strategies) * Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs) * Revision of Existing Land Use/Transportation Regulations * Growth Management and Smart Growth
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DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

Corridor ID	Corridor Name	Corridor Notes
15	CR 571	Princeton - Hightstown area, to US 130 and NJ Turnpike

Subcorridor with Their Strategies

Subcorridor ID	Subcorridor Name	Subcorridor Notes
A	Princeton area of CR 571 and part of West Windsor	Princeton Borough-Princeton Junction Rail Station. Subcorridor characteristics include: High Current VC, Rail Station with 500 or more passenger boardings per weekday.
Subcorridor Type		
3. Dense Grid		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Expanded Parking/Improved Access to Stations (all modes)
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Jughandles
- Trip Reduction Ordinances (TRO)
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Express Transit Routes
- Shuttle Service to Stations
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Also see Subcorridor 4E of US 1 and US 206 Corridor.
While Improvements for Pedestrians and Bicyclists, Signage, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended by the CR 571 Corridor Study.
While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now.
Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at www.dvrpc.org/transportation/capital/tip.htm

TIP DBNUM	
031	Route 1, Penns Neck Improvements (CR 571)

Adopted Corridor Studies Include (also see Bibliography)

Penns Neck Area FEIS (NJDOT, 2004), Route 1 BRT Study (NJ Transit, 2006), West Windsor Princeton Junction Redevelopment Study and CR 571 project (West Windsor Township, 2005), CR 571 Corridor Study (DVRPC 07037, 2007)

Subcorridor ID	Subcorridor Name	Subcorridor Notes
B	CR 571 mid-section between Princeton and Hightstown	CR 571 varies considerably in character in this section.
Subcorridor Type		
8. Suburban Secondary		

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Parking Supply and Demand Managment (such as by transportation allowances)
- Shuttle Service to Stations

Secondary Strategies

- Traffic Calming
- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Center Turn Lanes
- Jughandles
- Roundabouts
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Demand Response Transit Services
- Transportation Services for Specific Populations
- Also see strategies appropriate for all subcorridor types

West Windsor CR 571 project and Princeton Junction Redevelopment Study, CR 571 Work Group (Central Jersey Transportation Forum)
While Improvements for Pedestrians and Bicyclists, Signage, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended by the CR 571 Corridor Study.

Adopted Corridor Studies Include (also see Bibliography)

Penns Neck Area FEIS (NJDOT, 2004), West Windsor Princeton Junction Redevelopment Study (West Windsor Township, 2005/7), CR 571 Corridor Study (DVRPC 07037, 2007)

NJ CMP Corridor 15

Subcorridor ID	Subcorridor Name	Subcorridor Notes
C	Hightstown Borough	Densely developed, Turnpike Exit 8, Traffic from Turnpike Exit.

Subcorridor Type
3. Dense Grid

Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists, Signage, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended by the CR 571 Corridor Study.

Adopted Corridor Studies Include (also see Bibliography)

CR 571 Corridor Study (DVRPC 07037, 2007)

Strategies Appropriate Everywhere

* Safety Improvements and Programs
* Signage
* Improvements for Pedestrians and Bicyclists as appropriate
* Basic Upgrading of Traffic Signals
* Signal Prioritization for Emergency Vehicles where needed
* Intersection Improvements of a Limited Scale
* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
* Accessibility and Environmental Justice
* Access Management (both engineering and policy strategies)
* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
* Revision of Existing Land Use/Transportation Regulations
* Growth Management and Smart Growth

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