



Traffic Calming Alternatives for Routes 130 and 206 in Bordentown, NJ

*Presentation to Bordentown City Commission Meeting
March 12, 2012*

Background

- Two major arterials
- Access to two interstates
- Significant crash history
- “Spine” of two Bordentowns

Purpose

- Improve safety
- Improve connectivity
- Mitigate heavy vehicles
- Provide opportunities for economic redevelopment

Previous Studies



US 130 / US 206 Road Safety Audit

Bordentown City and Bordentown Township, Burlington County, NJ



Tuesday, October 26, 2010

May 2011



FINAL Route 130/Route 206 Bicycle and Pedestrian Plan

Prepared for:
The New Jersey Department of Transportation,
Burlington County, Bordentown City,
and Bordentown Township

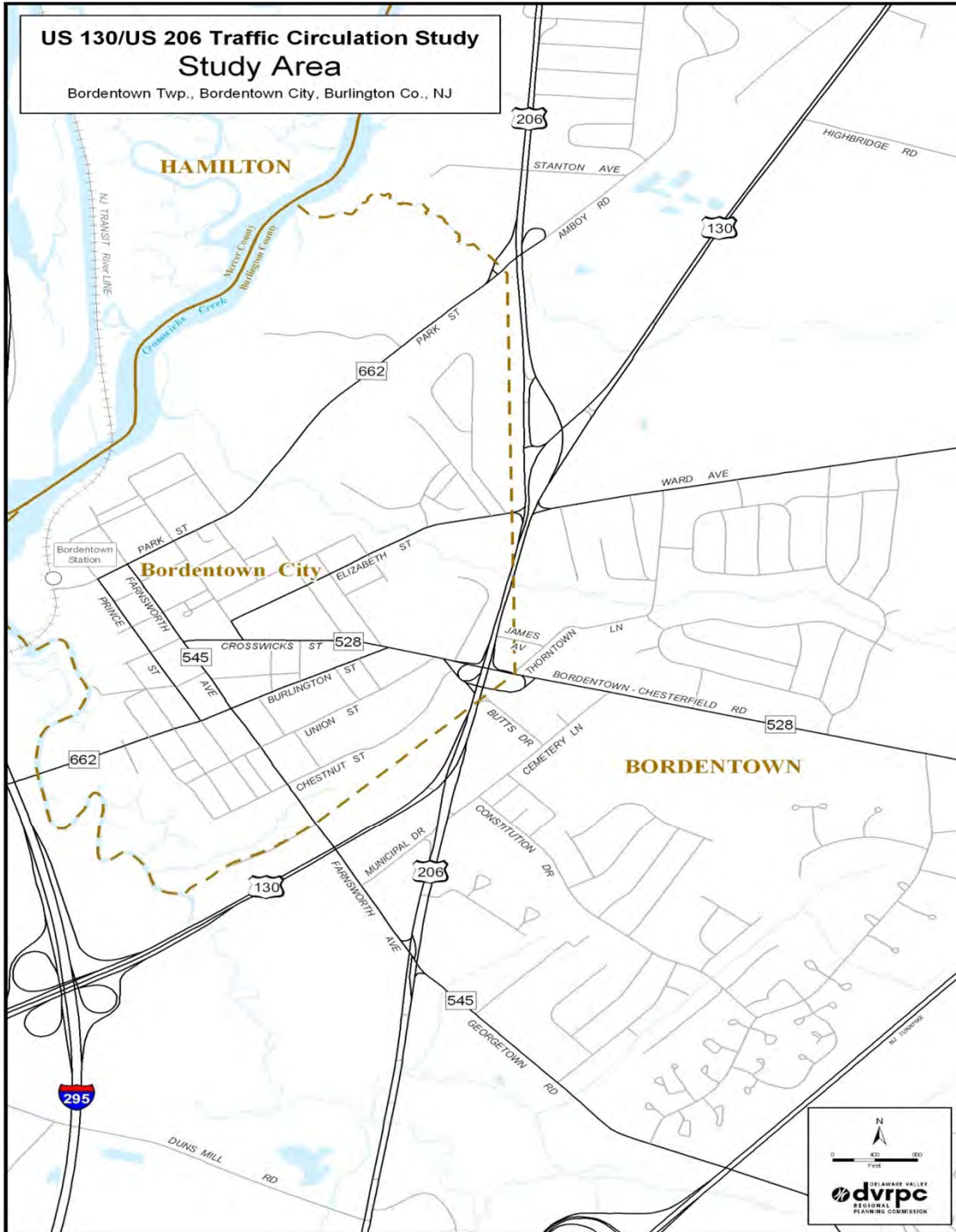
Prepared by:
Michael Baker Jr., Inc.

Baker



US 130/US 206 Traffic Circulation Study Study Area

Bordentown Twp., Bordentown City, Burlington Co., NJ



STUDY AREA



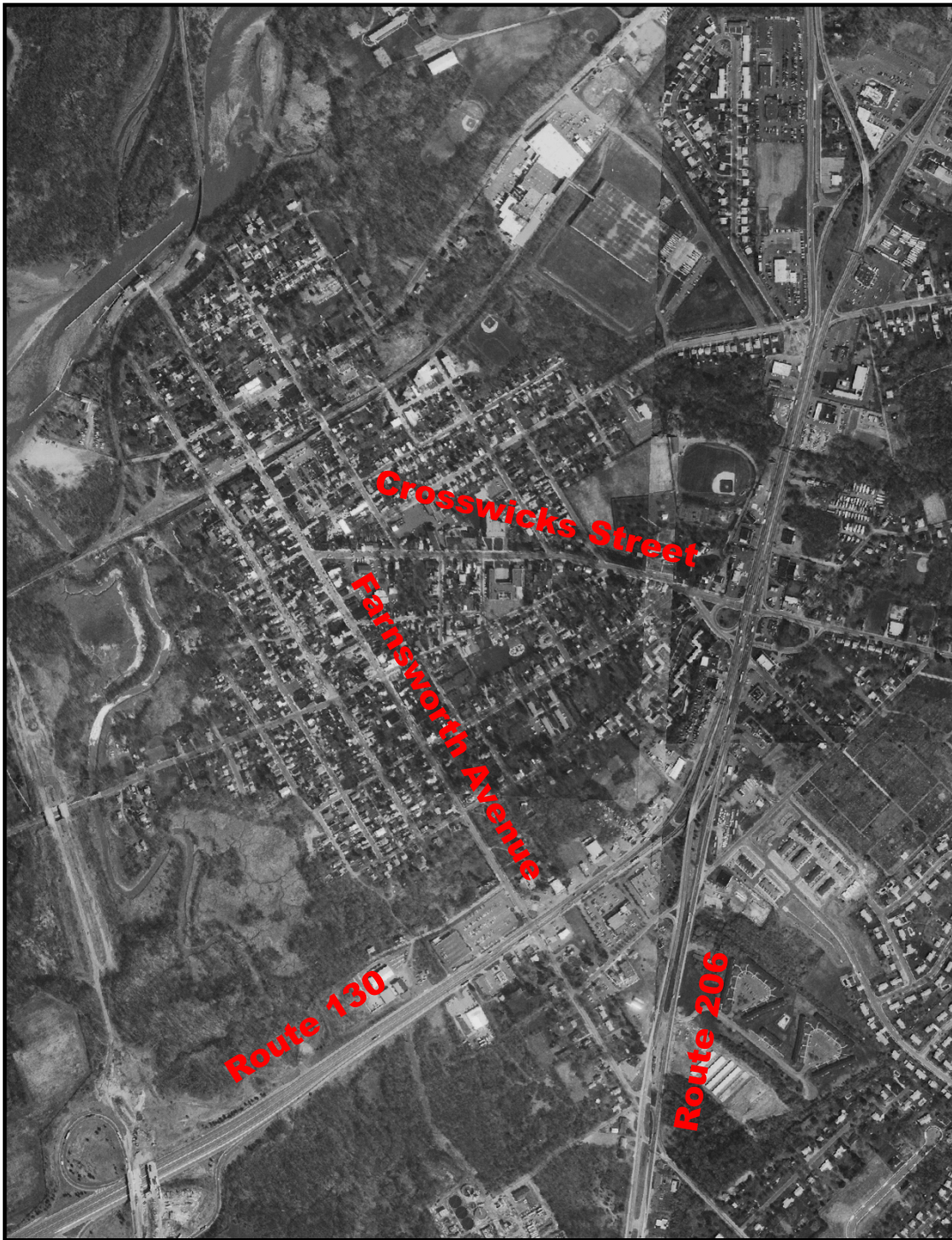
HISTORICAL PERSPECTIVE

1959



HISTORICAL PERSPECTIVE

1965



HISTORICAL PERSPECTIVE

1990

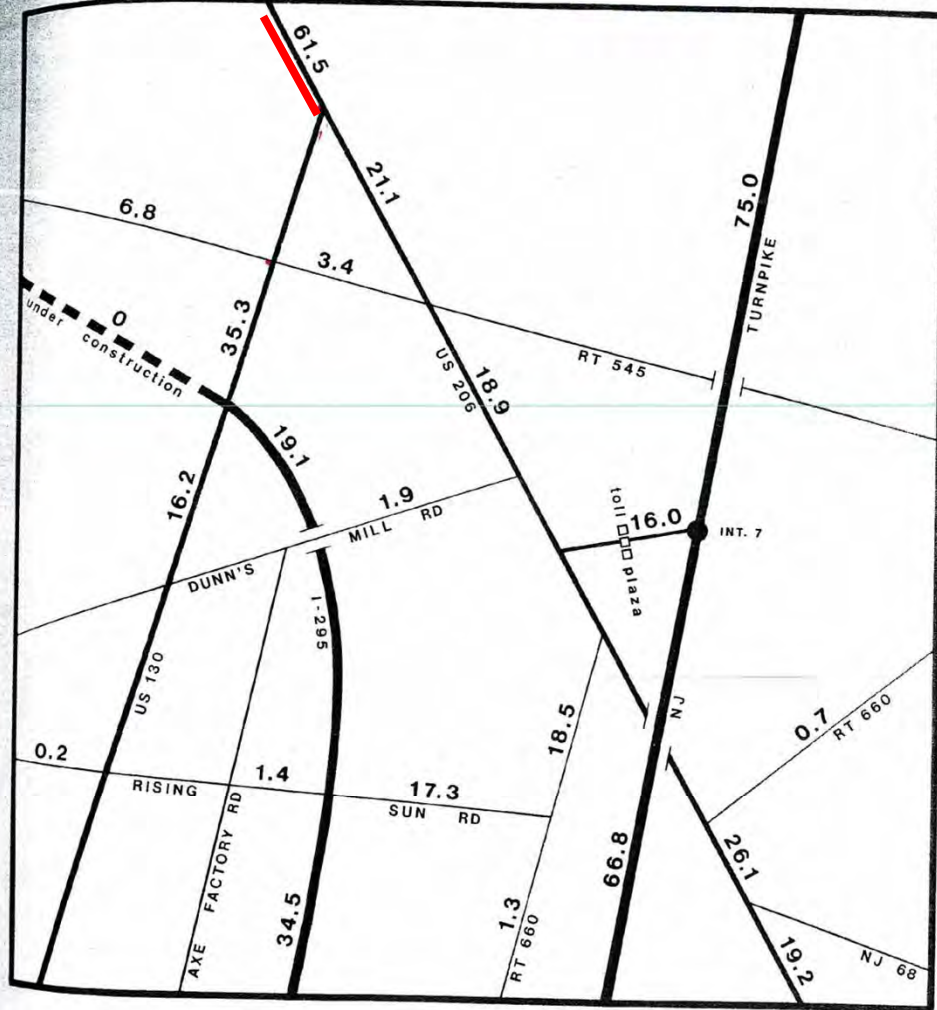


EXISTING CONDITIONS

Figure 2

CURRENT AVERAGE DAILY TRAFFIC COUNTS

(AADT in thousands)

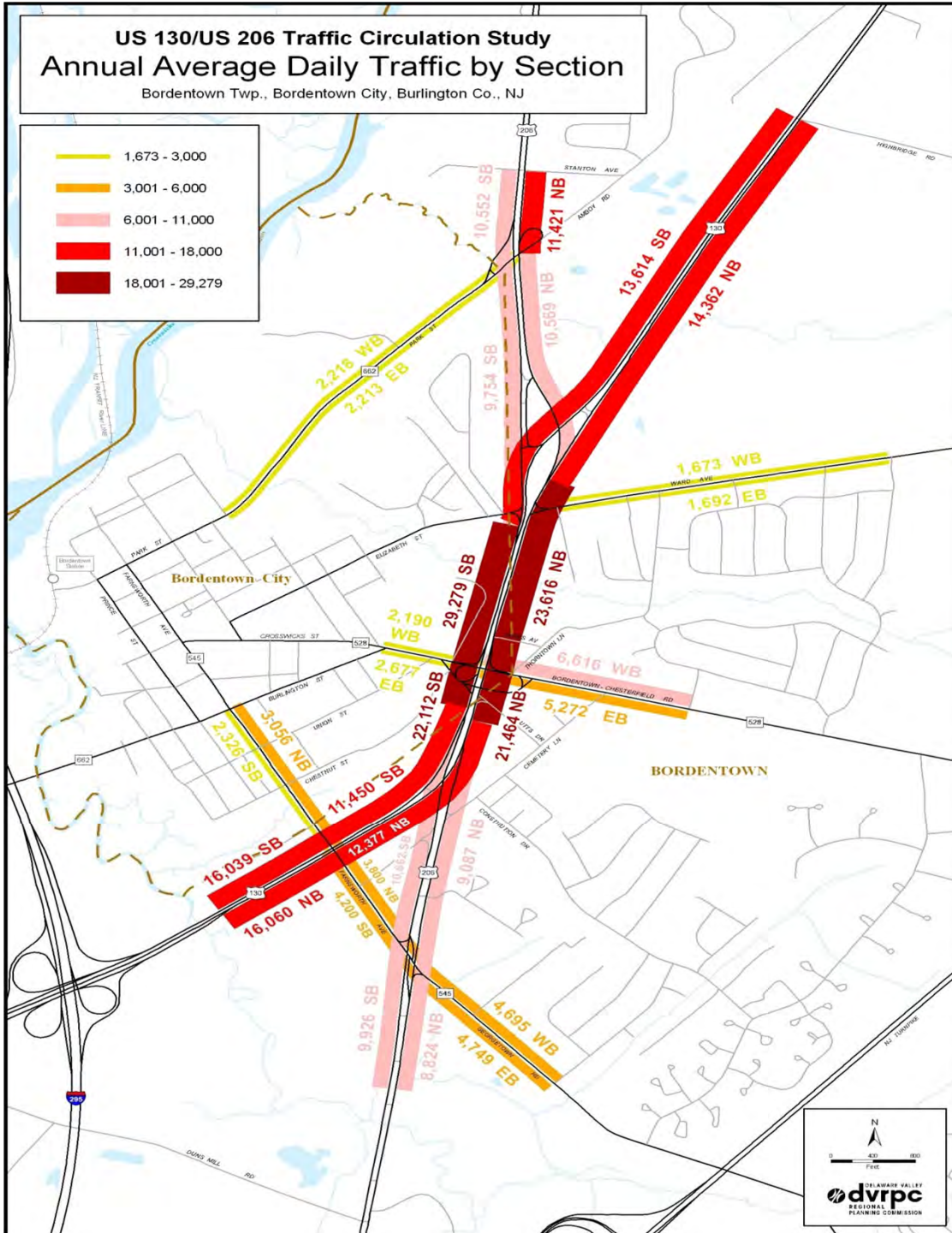
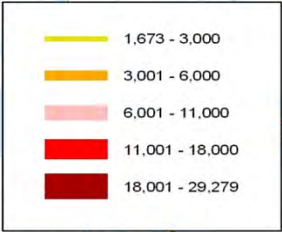


SCHEMATIC NOT TO SCALE

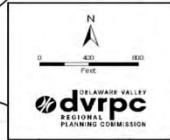
1986 AADT

US 130/US 206 Traffic Circulation Study Annual Average Daily Traffic by Section

Bordentown Twp., Bordentown City, Burlington Co., NJ



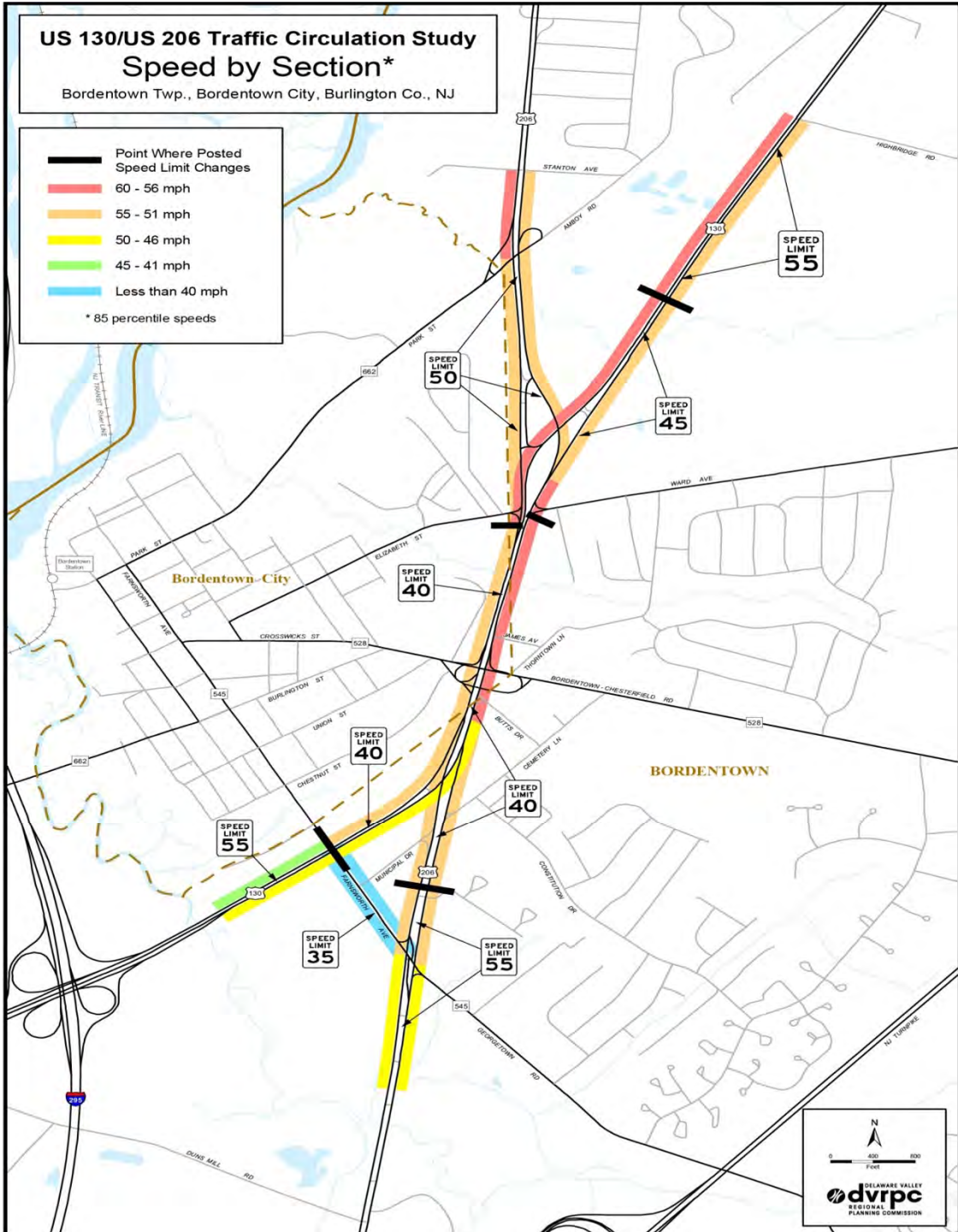
AADT



US 130/US 206 Traffic Circulation Study Speed by Section*

Bordentown Twp., Bordentown City, Burlington Co., NJ

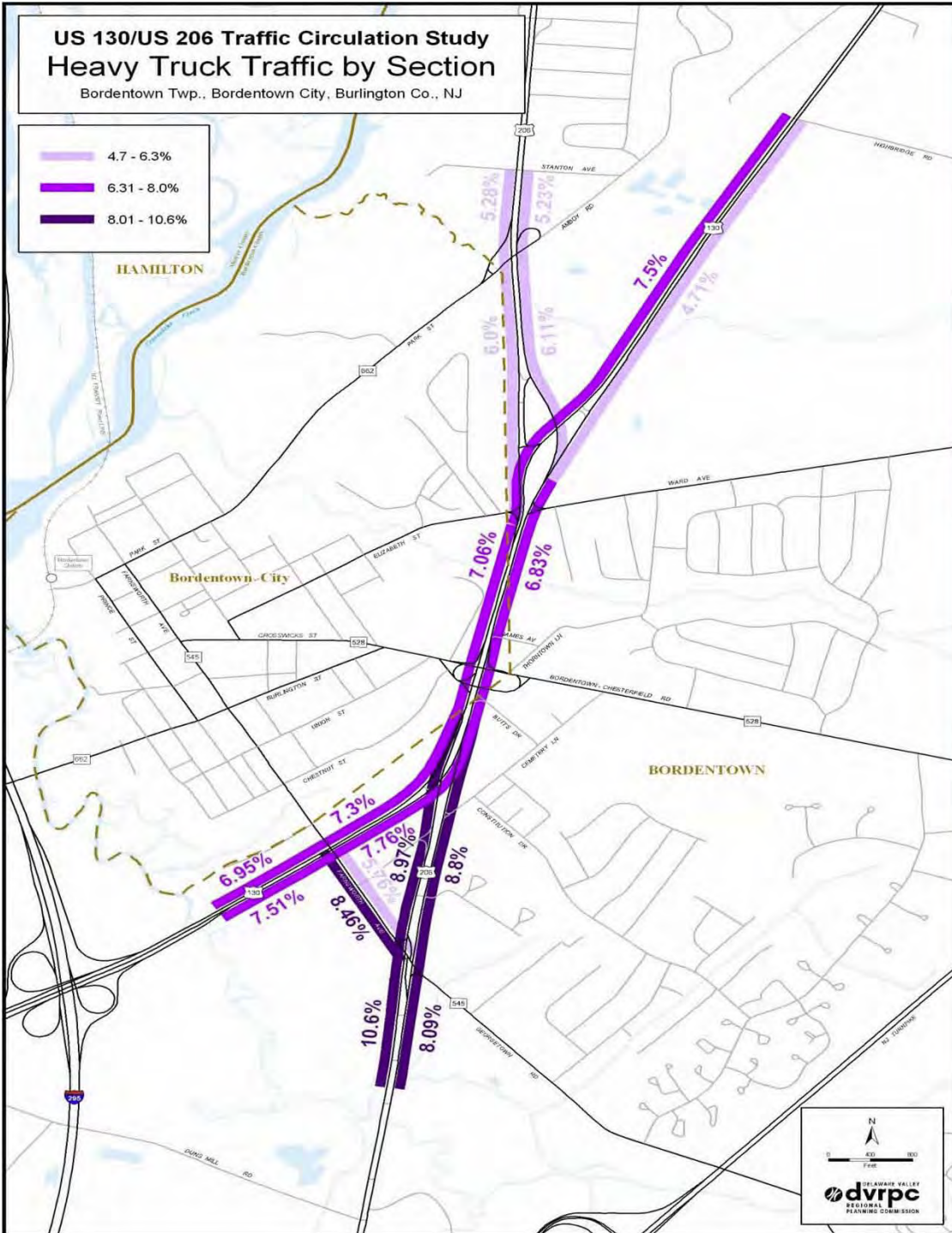
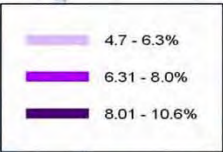
-  Point Where Posted Speed Limit Changes
 -  60 - 56 mph
 -  55 - 51 mph
 -  50 - 46 mph
 -  45 - 41 mph
 -  Less than 40 mph
- * 85 percentile speeds



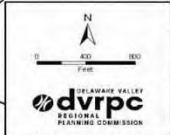
SPEED

US 130/US 206 Traffic Circulation Study Heavy Truck Traffic by Section

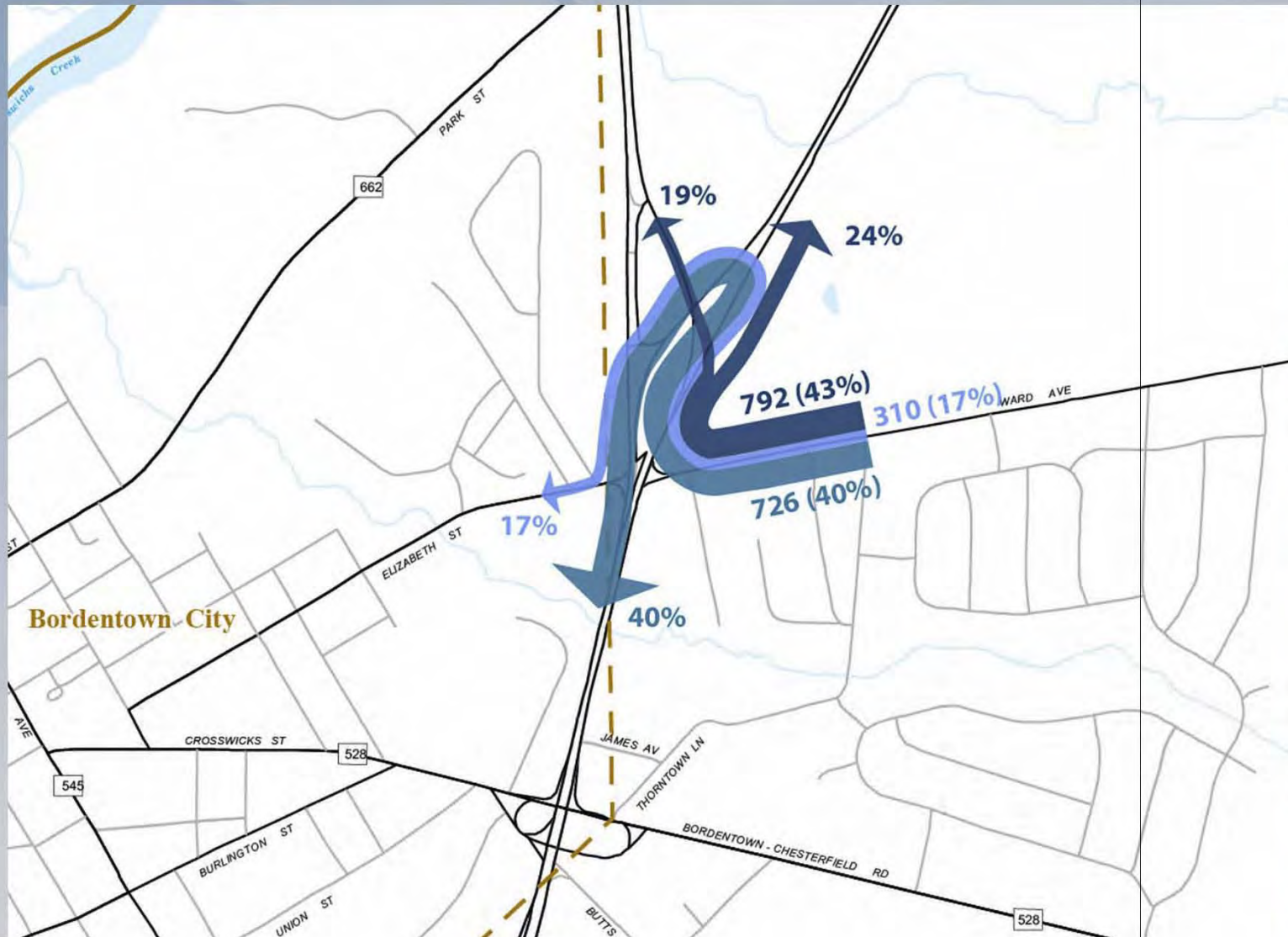
Bordentown Twp., Bordentown City, Burlington Co., NJ



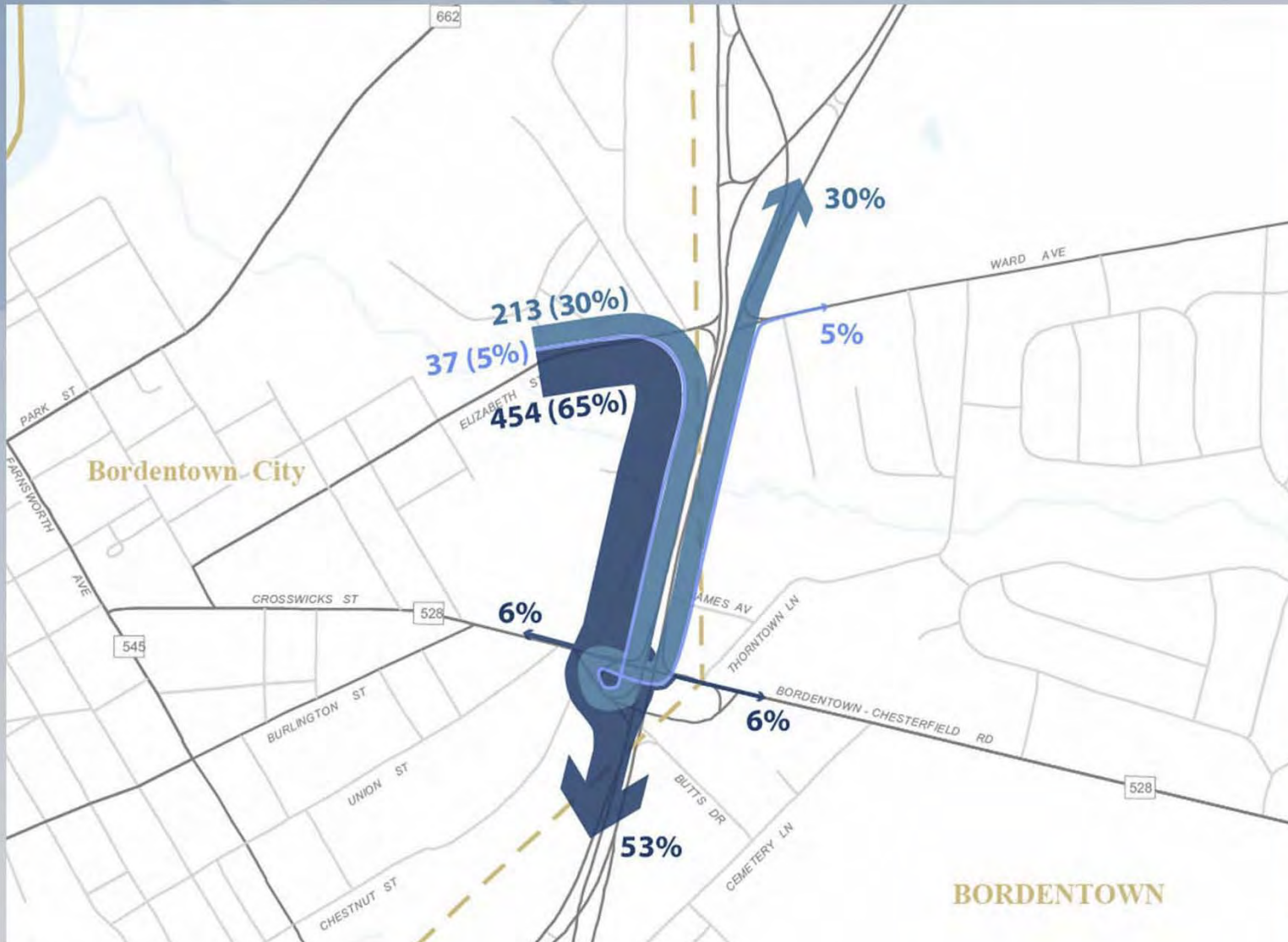
HEAVY VEHICLES



CONNECTIVITY: Destinations from Ward Avenue

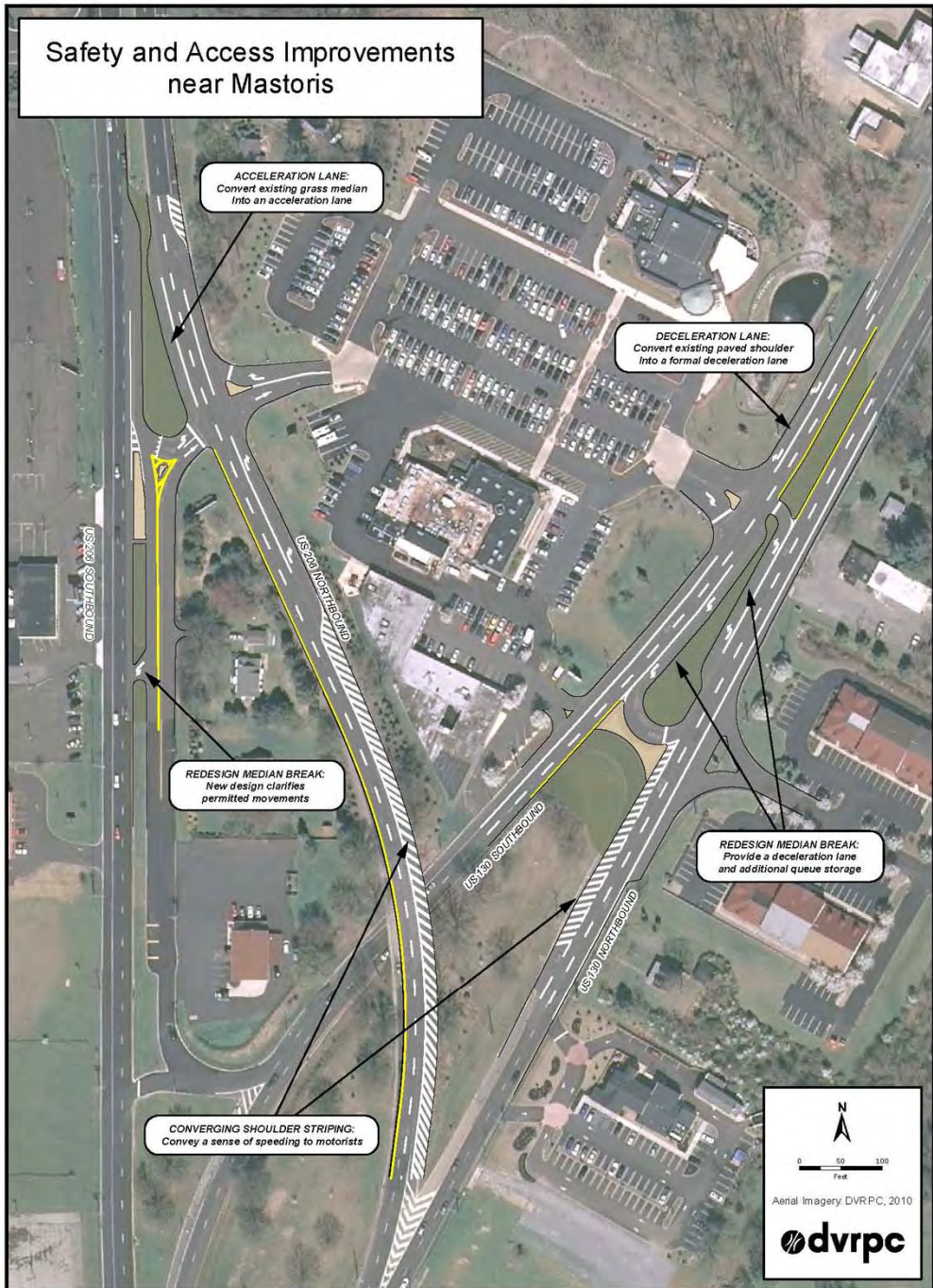


CONNECTIVITY: Destinations from Elizabeth Street





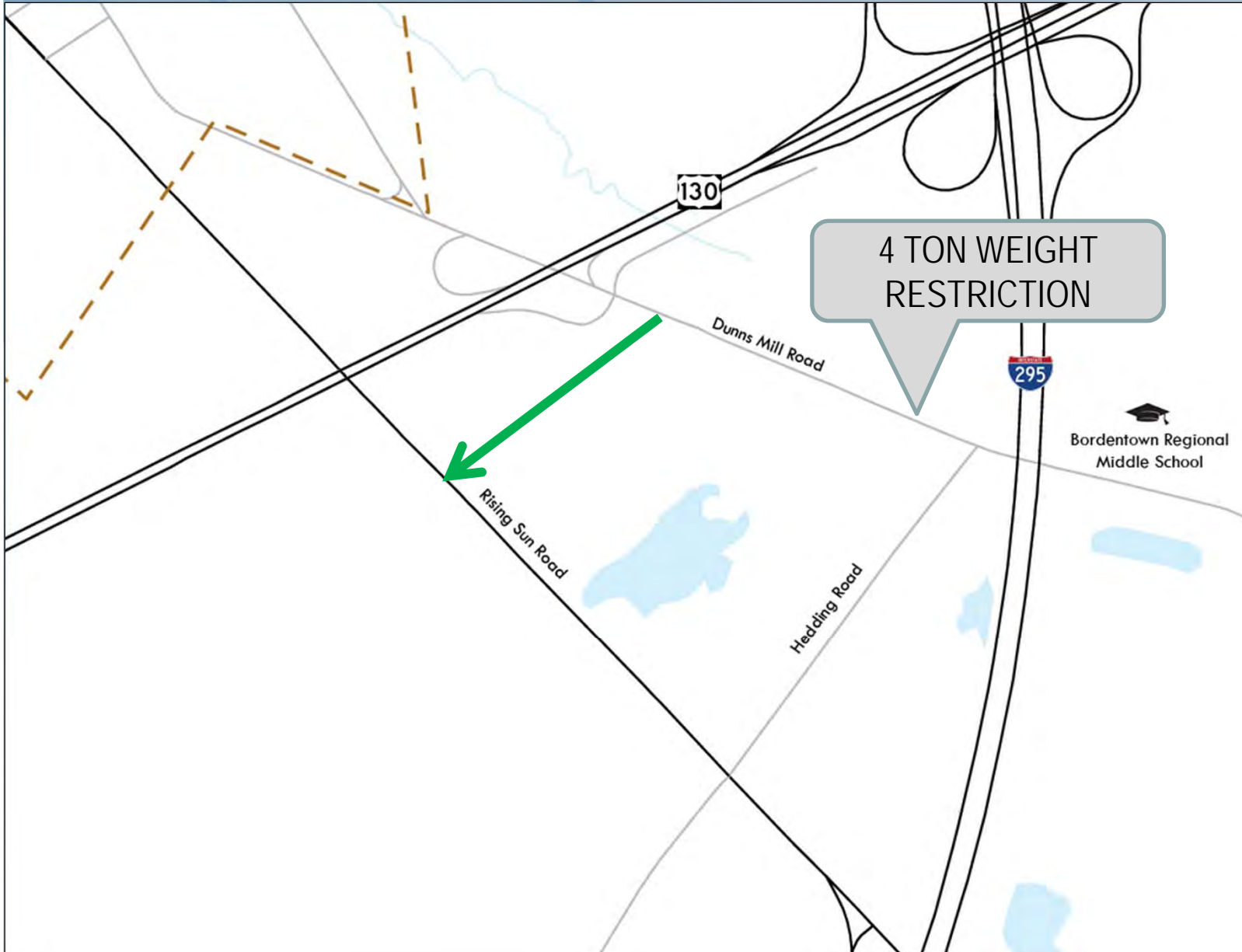
SITE-SPECIFIC SHORT-TERM IMPROVEMENTS



- Converging Shoulder Striping
- Deceleration Lanes
- Median Break Redesign

dvrpc

New Bypass Road for Heavy Vehicles

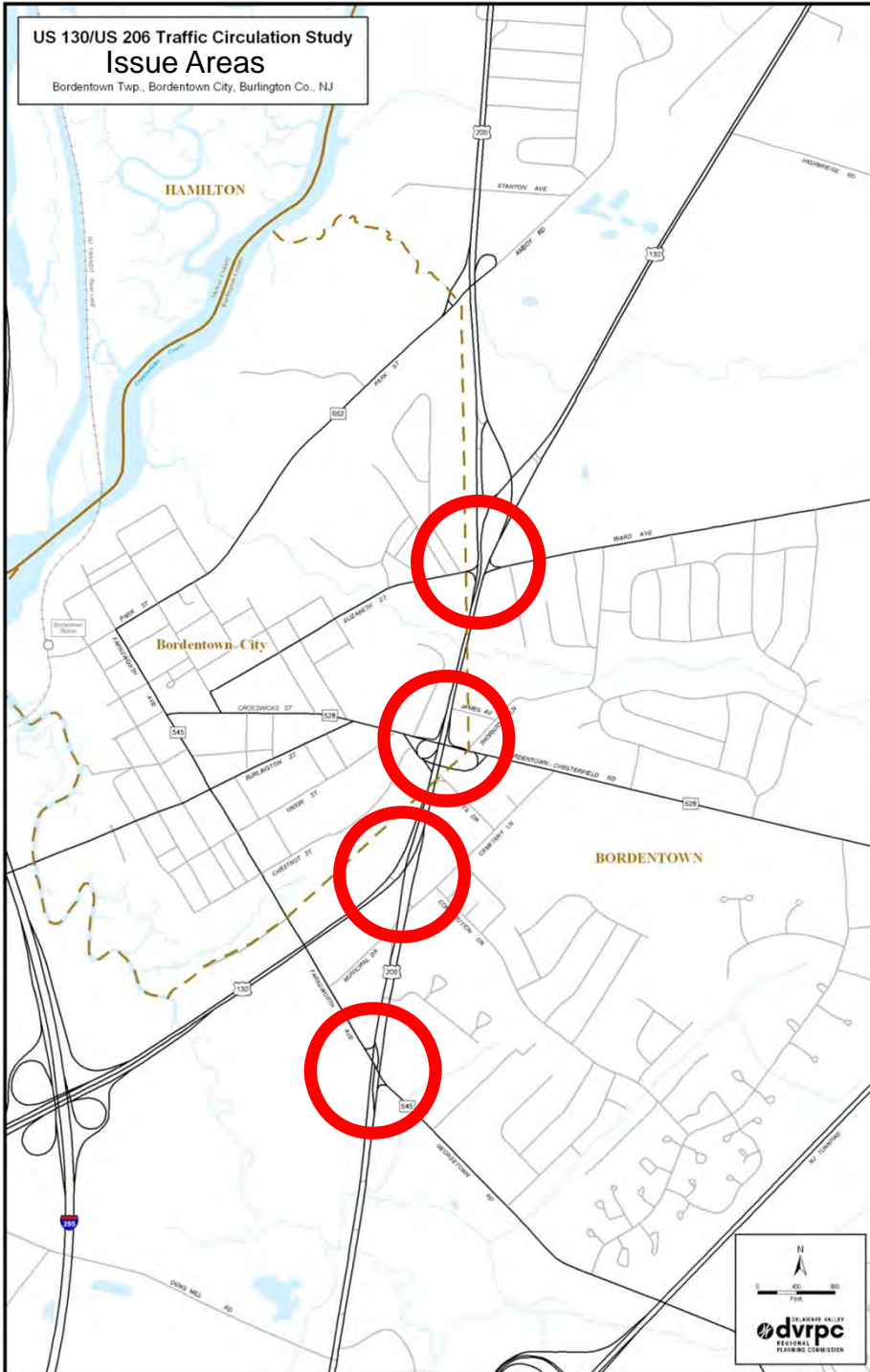


The background is a light blue gradient with a faint, stylized silhouette of a suspension bridge on the right side. The bridge's towers and cables are visible, extending from the right edge towards the center. The overall aesthetic is clean and professional.

CORRIDOR ALTERNATIVES

US 130/US 206 Traffic Circulation Study
Issue Areas

Bordentown Twp., Bordentown City, Burlington Co., NJ



Evaluated Scenarios:

- 1) Existing
- 2) Road Diet
- 3) Roundabouts
- 4) Left Turn Lanes
- 5) T-Signals

Preferred Corridor Alternatives

Short-Term: Road Diet

- Improves safety:
 - Reduced pedestrian crossing distances
 - Less opportunities for multi-lane weaving,
 - Shoulders for access management
- Inexpensive
 - No additional right-of-way necessary
 - Can be attempted on a trial basis (reversible)
- Must occur at 3 of 4 issue areas



US 130 / 206 @ Ward Ave / Elizabeth St

EXISTING



ROAD DIET



US 130 / 206 @ Crosswicks St

EXISTING



ROAD DIET



Existing: Northbound View of Route 130/206



Road Diet Scenario: Simulated Northbound View of Route 130/206

US 130 / 206 @ Southern Merge

EXISTING



ROAD DIET



Southern Merge: Road Diet

N

0 100 200

Aerial Imagery: DVRPC, 2010

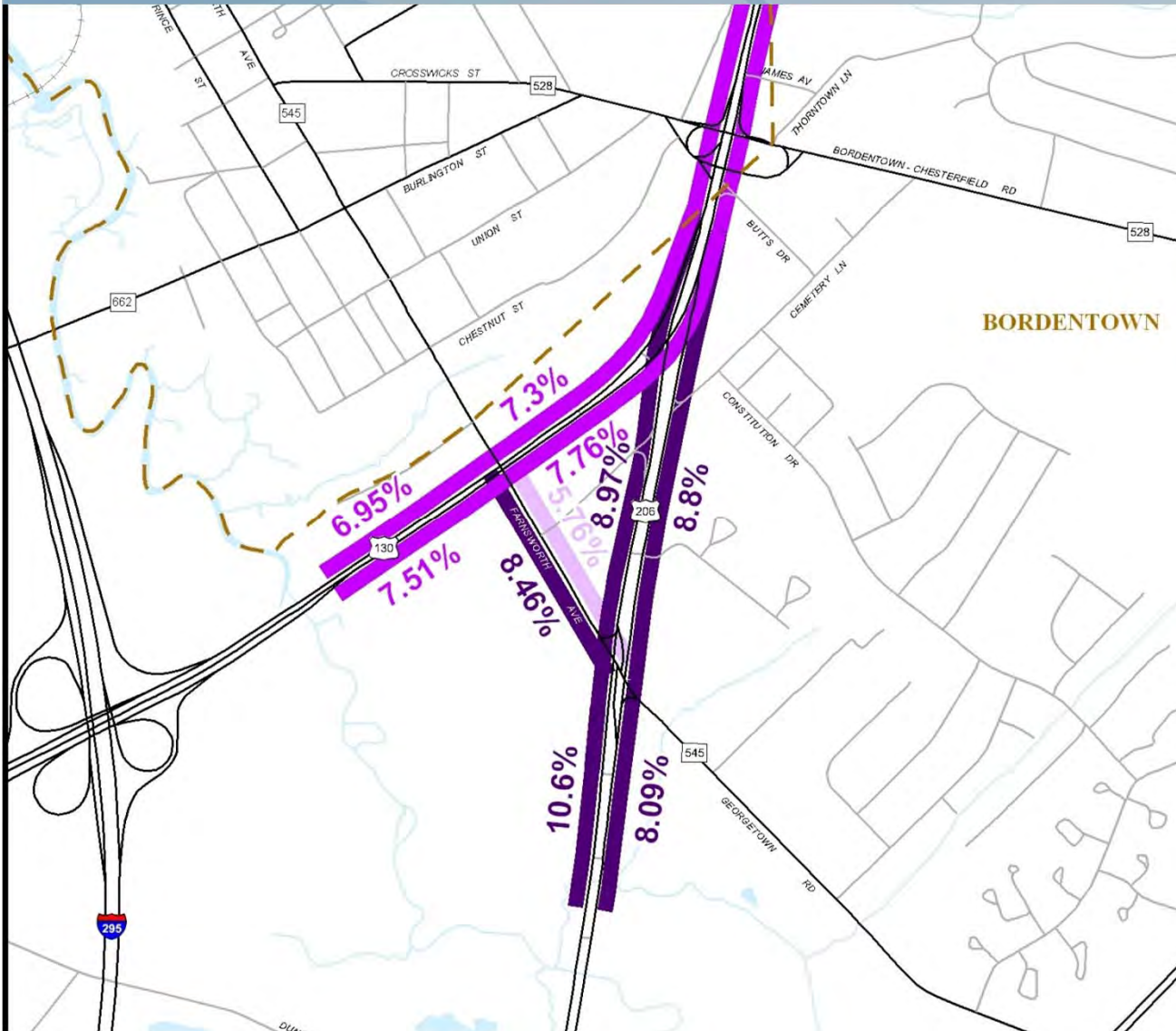
dvrpc
DELAWARE VALLEY
REGIONAL
PLANNING COMMISSION

Preferred Corridor Alternatives

Long-Term: Roundabouts at Southern Merge, Rt 206 at Farnsworth

- Improved safety
 - Recognized as 1 of 9 FHWA Proven Safety Countermeasures
 - Crash frequency and severity reduced
 - Impossible to navigate at high speeds
- Reduced or similar delay
 - Less congestion created with existing volumes than by signalized intersections
- May exist independently with or without additional roundabouts

HEAVY VEHICLES (Trucks)



US 130 / 206 @ Southern Merge

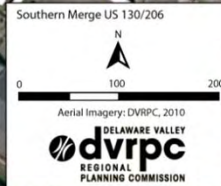
EXISTING



ROAD DIET



ROUNDABOUT





Roundabout Scenario: Simulated Aerial View of Southern Merge



US 206 @ Farnsworth Ave / Georgetown Rd

EXISTING



ROUNDBABOUTS



US 130 / 206 @ Ward Ave / Elizabeth St

EXISTING



ROAD DIET



LEFT TURN LANES

Preferred Corridor Alternatives

Long-Term: Left Turn Lanes Scenario at Ward/Elizabeth

- Improves pedestrian safety:
 - Signal controlled crossing opportunity
 - Complimented by crosswalks, countdown timers, and median refuges
- Improves connectivity
 - Direct east-west Elizabeth St and Ward Ave connections
 - Less turning volume at adjacent intersections and median breaks
- May exist independently from other long-term recommendations

Existing: Westbound Ward Avenue View



Left Turn Lane Scenario: Simulated Westbound Ward Avenue View



Existing: Westbound View of Elizabeth Street



Left Turn Lane Scenario: Simulated Westbound View of Elizabeth Street



Existing: Westbound View of Elizabeth Street

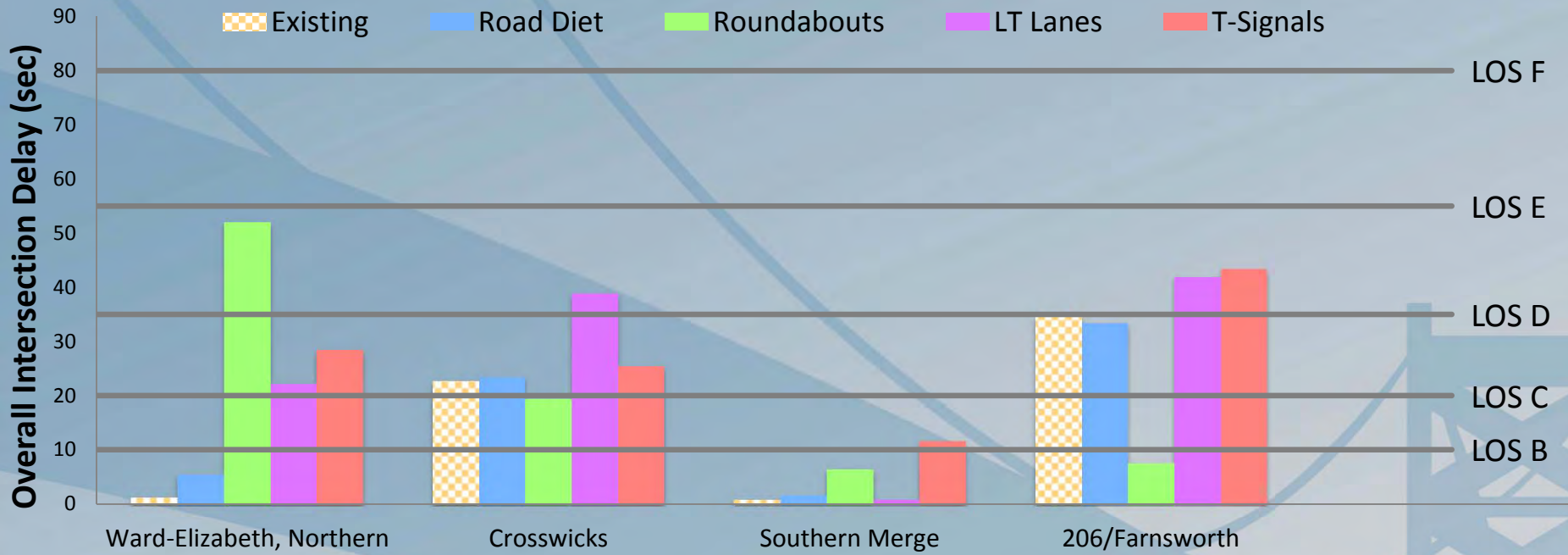


Left Turn Lane Scenario: Simulated Westbound View of Elizabeth Street

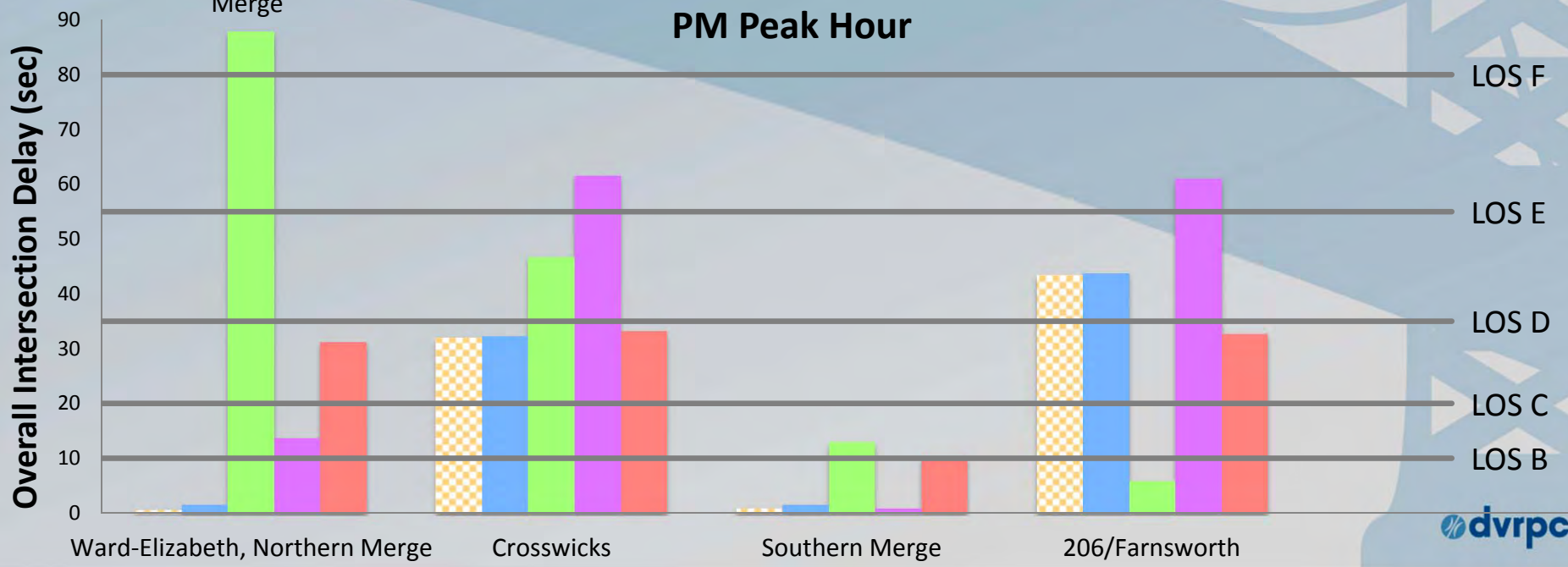


SUMMARY

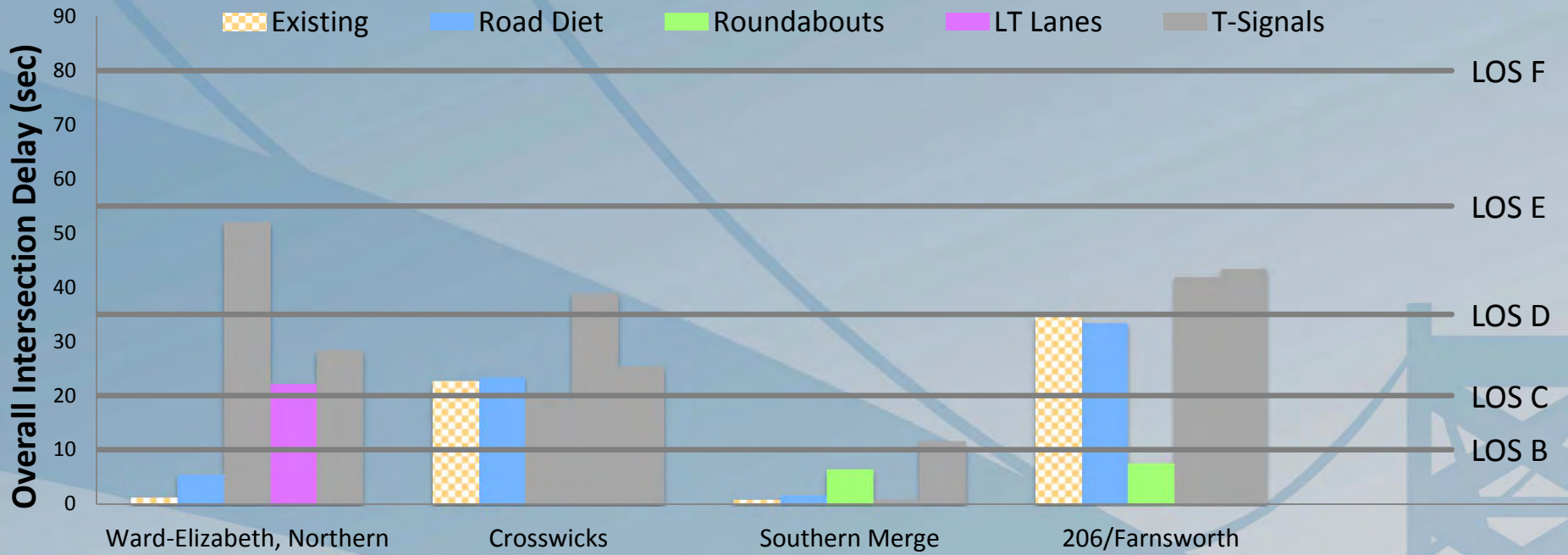
AM Peak Hour



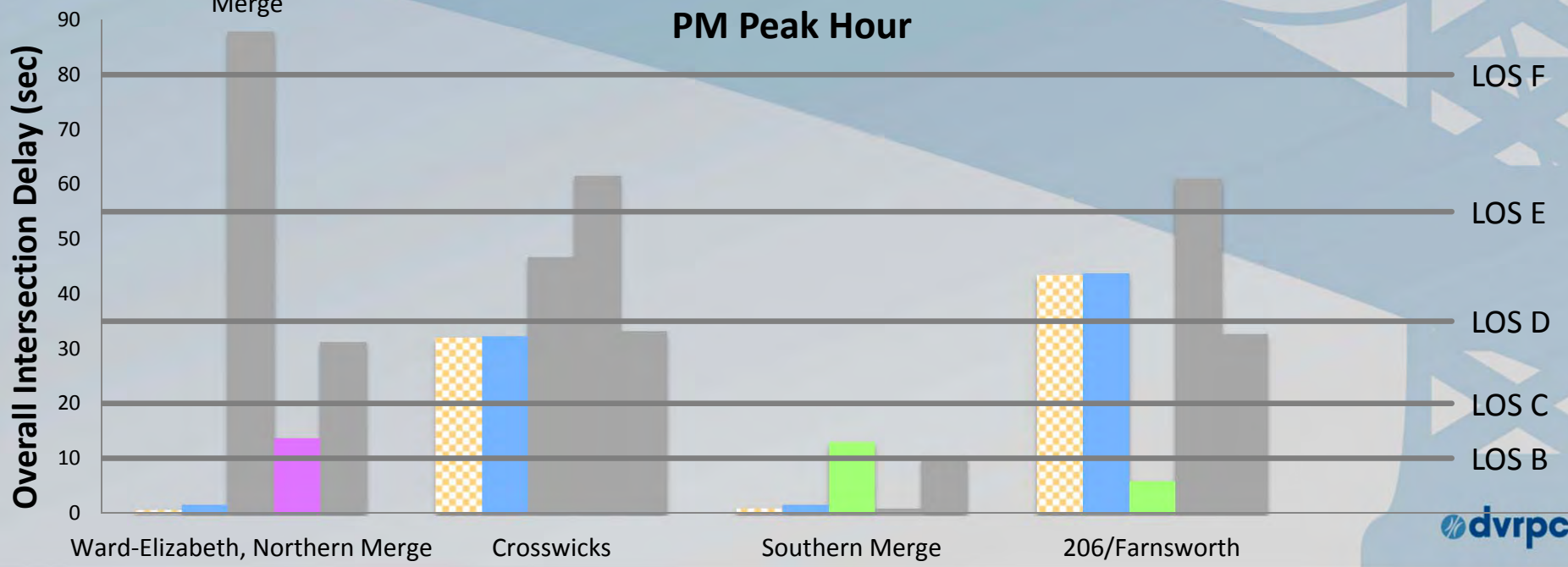
PM Peak Hour



AM Peak Hour



PM Peak Hour



Discussion

www.dvrpc.org/corridors/

Ellis Kim: ekim@dvrpc.org

David Anderson: danderson@dvrpc.org