

PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC BOARD ACTION ITEMS

April 28, 2016

Agenda Item:

2c. Transportation Improvement Program (TIP) Actions:

**NJ16-019: Route 130, Van Sciver Parkway to Crafts Creek, (DB#12415),
Burlington County**

From: Dana Dobson, Tri-State Transportation Campaign

County: Camden

Zip Code: 08033

Date Received: 4/26/2016

Comment/Question:

[See attached letter.]

Response sent on 5/16: Thank you for your comment. Your original comment was forwarded to the DVRPC Board, the project sponsor New Jersey Department of Transportation, and Burlington County.

As your letter mentioned, DVRPC is working on a pedestrian and bicyclist safety study of US 130, focused on the 25-mile section between Airport Circle in Pennsauken and Blacks Creek in Florence Township. This study was requested by Camden County, and Burlington County and its "River Route" municipalities. At the most recent study committee meeting on Tuesday, April 26, 2016, staff presented methodology and findings for the priority locations for safety improvement. The limits of NJDOT's Route 130, Van Sciver Parkway to Crafts Creek resurfacing project coincide with two of the safety study's crash concentration areas, and two of the 14 high priority crash cluster locations: Levitt Parkway and High Street intersections.

While a road diet is not in the scope of this project, NJDOT is supportive of Road Diets as a safety countermeasure, and have worked to implement them at various locations around the state. While a road diet may be something to explore along Route 130, the full road diet concept would have to be separately studied and verified to ensure the roadway can support it and if it is appropriate. This project is a limited scope resurfacing project that is in the final design phase. However, a number of safety improvements that will be included in the project are listed below:

- For High Street (NB Direction, only), curb ramps and push buttons are proposed for all four corners. Crosswalks will be provided on all four legs of the intersection.
- At Levitt Parkway, curb ramps and push buttons are being provided on all corners. Crosswalks will be provided on three legs of the intersection.
- Curb ramps, push buttons, traffic signals, highway lighting will be upgraded in order to comply with ADA requirements.
- Guide rail will be upgraded to the current design standards.
- Median crash cushions will be added in front of median barrier curbs.
- Full depth pavement and pavement resurfacing are proposed to extend the useful life of the roadway and improve ride-ability.

Again, DVRPC thanks you for participating in the public planning process and appreciates your comments and concerns.



Dear DVRPC:

The Transportation Improvement Program (TIP) Action NJ16-019: Route 130, Charleston Road/Cooper Street to Crafts Creek, (DB #12415), Burlington County needs more specific language to make crossings safe for pedestrians. Tri-State's Most Dangerous Roads analysis (released April 6, 2016) found that Burlington County's Route 130 has been ranked New Jersey's Most Dangerous Road for Pedestrians for six years in a row (http://tstc.org/press/2016/04062016_MDR_NJ_release.pdf), with this year analysis showing that Burlington County Route 130 corridor had 11 traffic fatalities from 2012-2014. Additionally, DVRPC's own Route 130 Pedestrian and Bicyclists Safety study also acknowledges the dangers of this corridor.

The Most Dangerous Roads data from 2005-2014 shows that along this particular segment from Route 130 Cooper/Charlestown Road to Crafts Creek there have been 13 fatal pedestrian crashes:

- Cooper/Charlestown Road (2014)
- Near Forrestal Drive (2010)
- Two near the Levitt Parkway (2008, 2008)
- At the intersection with the Van Sciver Parkway (2009)
- Two at High Street (2008, 2012) north of the Assicunk Creek (2010)
- In front of Logan Field (2014)
- At Columbus Road in front of Neptune Playground (2005)
- In front of the Budget Inn near Dultys Lane (2007)
- Near John Gait Way (2012)
- Near Harkins Drive (2008)

The revised TIP amendment that adds an additional mile from Van Sciver to Charleston Road/Cooper Street is the location of four of the 13 fatal crashes along the corridor: Cooper/Charlestown Road, Forrestal Drive, and two crashes at the Levitt Parkway.

While we acknowledge that the TIP includes building to the minimum design requirements and adding "some sidewalks" on Route 130, these recommendations are insufficient to address the grave design problems in this corridor that have contributed to 13 fatalities over the past nine years. NJDOT must explore a road diet along portions of Route 130 that reduce lane widths, and hence speeds. The number of lanes for automobile traffic should also be reduced to create pedestrian medians, protected bike lanes and bulb outs.

Other places in our region are implementing road diets. Road diets can reduce pedestrian crashes while also improving the quality of life around the corridor. In Pottstown, PA, the Main Street road diet that reduced five travel lanes to two and added a center turn lane, bicycle lane and back angle parking, is a national model for road diets. ConnDOT implemented a road diet in a dangerous three mile stretch of Route 44 by reducing four lanes to two and adding five foot bicycle lanes and two seven foot shoulders

in East Hartford, Connecticut. In New York, NYC DOT's Broadway project in Manhattan is turning six lanes of traffic into four by creating additional painted buffers and widening the parking lane. NJDOT must follow the examples being implemented by other DOTs in the region for this notoriously deadly Route 130 corridor.

Since this project expects a ten year service life, this will likely be the best time in the next decade to make serious design improvements to increase pedestrian, bicyclist and motorist safety.

Thank you.
Dana Dobson

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