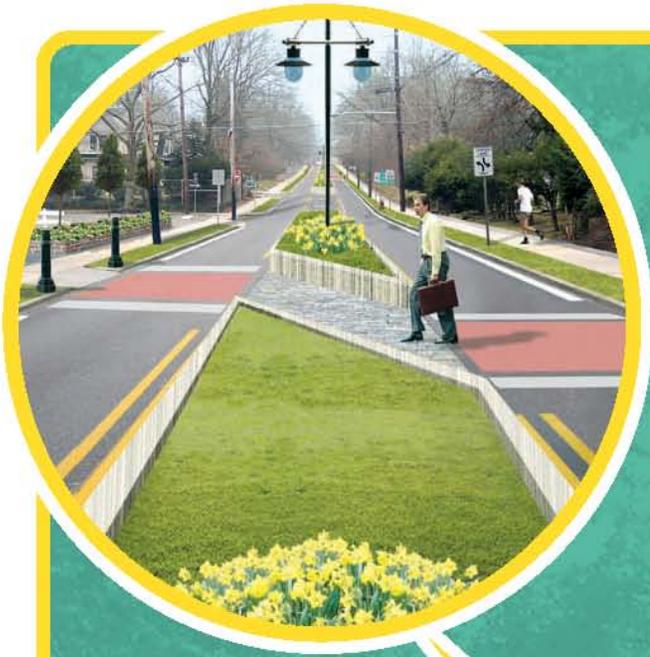


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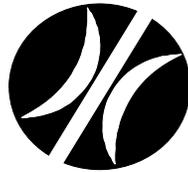
US 206

Corridor Study



Delaware Valley
Regional Planning
Commission

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

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1.0 EXECUTIVE SUMMARY

The US 206 Corridor Study was undertaken by the Delaware Valley Regional Planning Commission (DVRPC), to address the transportation issues within the corridor. The study area, which extends along US 206 (Route 206) throughout Lawrence and Princeton Townships and Princeton Borough, traverses a diverse physical landscape with varied land uses. The landscape varies from a dense urbanized setting to low density suburban development interspersed with office parks and a wide array of educational institutions.

US 206 is a major north-south artery that connects I-95, I-195 and the NJ Turnpike in the south to I-287 in the north. As such, it is a conduit for local as well as regional traffic. The facility is primarily a two-lane roadway within the study area with limited three-lane sections. It is classified as an urban principal arterial throughout the study area. As part of the truck network in New Jersey, it carries a significant amount of heavy vehicle traffic. It is a multipurpose facility that is used by daily commuters as well as heavy vehicle traffic with local and regional destinations. This mixture of trips results in pockets of congestion as well as safety concerns for both vehicular traffic as well as pedestrians.

This study documents and describes the existing conditions along the corridor. Operational and safety issues are identified and alternative concepts that address existing deficiencies developed. Operational improvements recommended for the corridor include reducing peak hour delay through signal optimization as well as redesigning existing roadway segments and intersections.

Several intersections along US 206 were identified for operational improvement. These include a channelized right turn lane at Princeton Pike and possible traffic signals at Darrah Lane in Lawrence Township, as well as at Ewing Street in Princeton Township. The feasibility of roundabouts at Province Line Road and at Nassau Street was also proposed, not only as tools to improve traffic flow and safety at these locations, but also to define the gateway to these areas.

Traffic safety issues in several areas were addressed by recommending traffic calming in areas with high pedestrian, bicycle and vehicular traffic. Pedestrian and bicycle safety recommendations such as improved crosswalks, sidewalks, buffers, trails and bike lanes were identified for areas in the vicinity of schools, shopping and other areas with high pedestrian and bicycle traffic.

Specific areas were recommended for pedestrian improvements in Lawrence Township. These include crosswalk improvement at Notre Dame High School south of Fairfield Avenue, at Saint Ann's School near Lawrence Avenue, at Lawrence Intermediate School near Eggerts Crossing Road, at Ryder University and along the section of US 206 near the Lawrence School. In Princeton Borough, this includes sections of Bayard Lane near the Lewis School, while in

Princeton Township, the intersection of US 206 and Mountain Avenue was identified for improvement.

While there is rail service on the periphery of the study area, bus transit service is the primary transit provider throughout much of the corridor. The potential locations for bus pullout, shelters and general improvement to the pedestrian environment in the vicinity of bus stops were identified. These were evaluated along with the related amenities.

An implementation plan was developed that prioritize the recommendations to improve access and operations along the corridor and define the roles and responsibilities of all affected agencies for each improvement project identified.

2.0 BACKGROUND

At Mercer County's request, the DVRPC conducted a corridor wide planning effort to address transportation and circulation issues along US 206 in Princeton Borough, Princeton Township and Lawrence Township in Mercer County. This study is funded through the Supportive Regional Highway Planning Program for fiscal year 2006.

This is a multi-modal study in scope which includes identification of locations within the corridor that are functioning less than optimal. Improvement scenarios were developed for these locations. This study documents recommendations for reducing congestion, and improving mobility and safety in the corridor.

The conduct of this study is consensus-based and was developed with input from the corridor communities. The steering committee members (consisting of representatives from NJ Department of Transportation, NJ Office of Smart Growth, NJ Transit, Mercer County, Princeton Borough, Princeton Township, Lawrence Township, and DVRPC) participated in the development of this report through several meetings and field views. This effort was complemented by a parallel NJDOT funded study, *Route 206 Joint Vision Plan and Traffic Calming Study*, undertaken by the consultants (Urban Engineers Inc. and Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.) The consultant effort was concentrated within Princeton Borough and Township, while the DVRPC effort included both Princeton municipalities as well as Lawrence Township. The study teams cooperated on problem identification and data sharing. Both study teams were involved in field views to identify potential locations for detailed study, as well as several public outreach efforts.

Overall, this study effort includes coordination, problem identification, data collection and analysis, and development of a strategic implementation plan for the corridor. Throughout the process, the stakeholders provided valuable information as well as facilitated a process of information sharing and review.

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3.0 CORRIDOR DESCRIPTION

US 206 (commonly referred to as Route 206) in Lawrence and Princeton Townships and Princeton Borough, experiences heavy peak-hour congestion. The corridor is approximately 12 miles in length and runs from the Lawrence Township border with the City of Trenton to the Princeton Township border with Montgomery Township, Somerset County (**Map 1**). US 206 acts as a regional corridor carrying traffic from northwestern New Jersey to the City of Trenton and points south. Rapid expansion of development due to suburban sprawl particularly to the north, increases traffic volumes and taxes transportation facilities within the corridor.

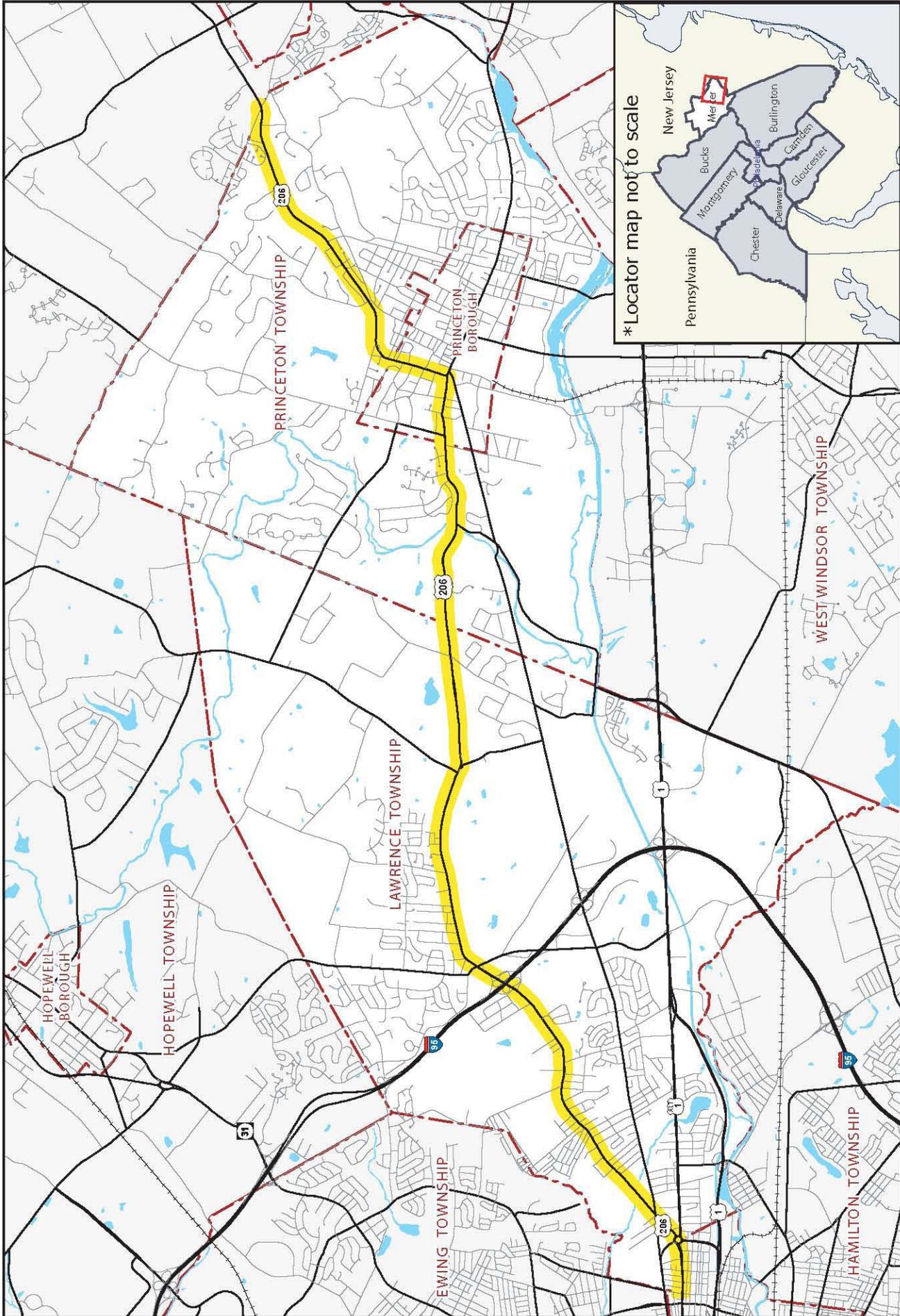
3.1 Existing Land Use

The corridor is primarily suburban with low-density development scattered throughout. The largest acreage within the three municipalities of the study area is classified as wooded (8,335 acres) (**Table 1**). Single-family detached residential land use is next with 8,307 acres. Development is concentrated in communities along the US 206 facilities itself reflecting the highway's historic importance in providing access to the area (**Map 2**). The rural nature of large parts of the study area is reflected by the fact that agriculture accounts for 11% of all uses. Highest densities are concentrated in Princeton Borough as well as sections of Lawrence and Princeton Township closest to US 206.

Table 1: Land Use Acreage

<u>Land Use</u>	<u>Acreage</u>	<u>%</u>
Wooded	8,335	32
Residential: Single-Family Detached	8,307	32
Agriculture	2,833	11
Vacant	1,295	5
Recreation	1,190	5
Parking, Transportation	918	4
Community Services	884	3
Commercial	873	3
Residential: Multi-Family	624	2
Water	429	2
Utility	166	1
Manufacturing: Light Industrial	86	0
Military	30	0
<u>Residential: Row Home</u>	<u>1</u>	<u>0</u>
Total	25,971	100

Source: DVRPC, 2006



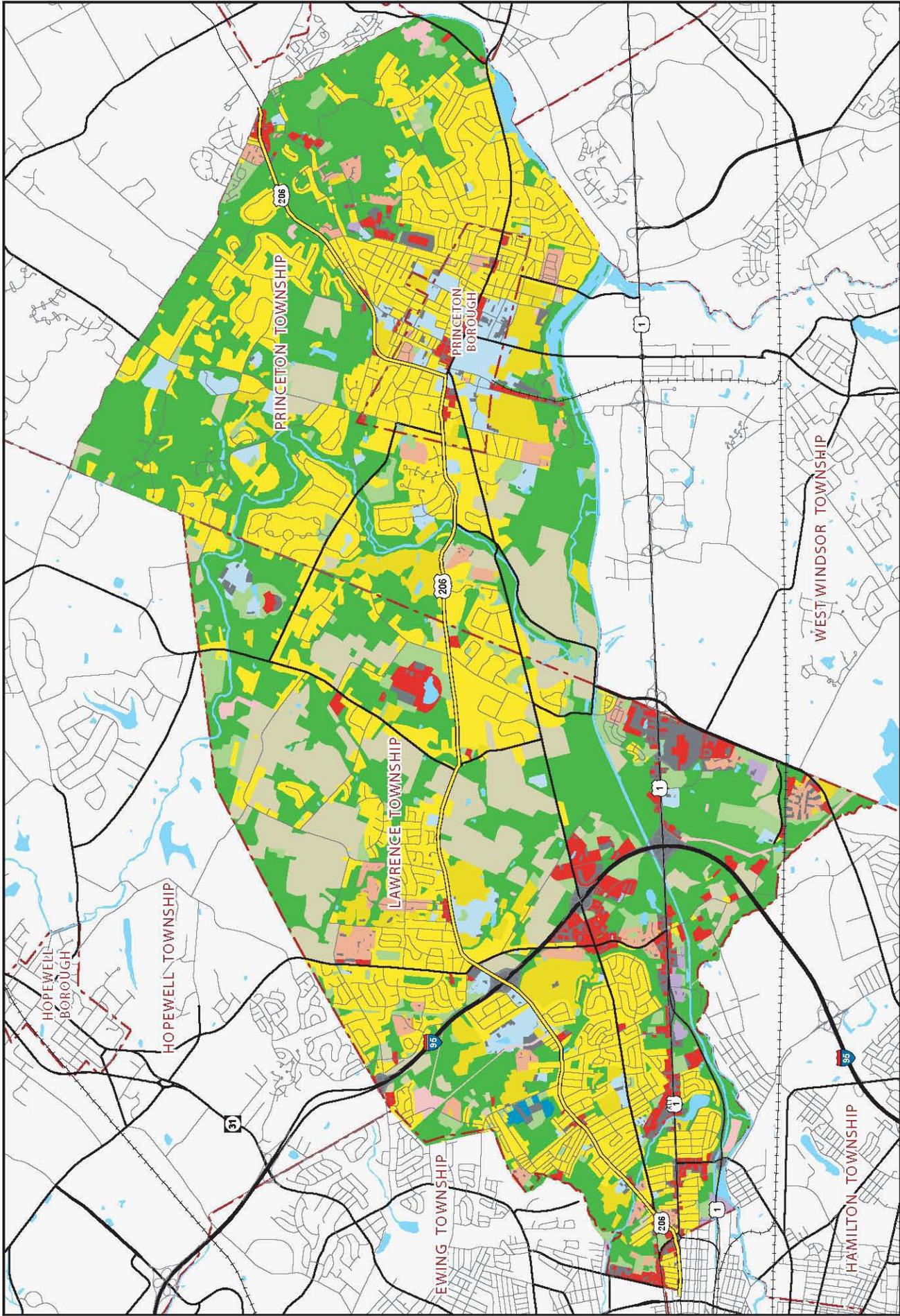
*Locator map not to scale

US 206 Corridor Study - Study Area

MAP : 1

Delaware Valley
Regional Planning Commission
September 2006





US 206 Corridor Study - 2000 Land Use

MAP : 2

Delaware Valley
Regional Planning Commission
September 2006

- Agriculture
- Commercial
- Community Services
- Manufacturing: Heavy Industrial
- Manufacturing: Light Industrial
- Military
- Parking, Transportation
- Recreation
- Residential: Mobile Home
- Residential: Multi-Family
- Residential: Row Home
- Residential: Single-Family Detached
- Utility
- Vacant
- Water
- Wooded



3.2 Traffic Volumes

In order to measure traffic volume and flow in the area, automatic traffic recorders (ATR) were placed at key locations of the corridor in the spring of 2006 (**Appendix A**). Hourly vehicle counts were generally collected over a 48-hour time period at these locations and tabulated to determine traffic direction and volumes. The ATRs recorded traffic volumes for both directions combined and each lane depending on the roadway configuration. The volumes compiled in this section were tabulated for both directions. Starting at the southern extent of the corridor, the average annual daily traffic (AADT) at US 206 at Princeton Pike in Lawrence Township was 12,300. This increases northwards at Skillman Avenue with an AADT of 19,216 AADT. Volumes increase around the approach to I-95 at Franklin Corner Road with an AADT of 20,822 in both directions. Further north, volumes decline to an AADT of 15,056 at Province Line Road. US 206, where it intersects with NJ 27 (Nassau Street) near Princeton Pike, has an AADT of 18,929 in both directions. The high volume at this location is due to the confluence of NJ 27 and Princeton Pike, both major north-south arteries. The northernmost extent of the corridor recorded the highest volumes, 21,776, between Hillside Avenue and Cherry Valley Road in Princeton Township.

Vehicle Classification Counts

One of the concerns of the local community has been the perception of a disproportionately high percentage of trucks along US 206, which adversely affect the safety of road users. In an effort to evaluate this concern, DVRPC conducted vehicle classification counts at both the northernmost and southernmost extent of the corridor.

In Lawrence Township, a 24-hour classification count was taken near the southern extent of US 206 between Princeton Pike and Fairfield Avenue (**Table 2**). Using the classification of truck as vehicles ranging from “2 axle-single rear tire (long)” to vehicles with “7 or more axles”, the percent truck by volume in the northbound direction was 14.4%. In the southbound direction, the percent truck by volume was 15.9%. Overall, trucks accounted for 15% of all vehicles at this location.

In Princeton Township, a 24-hour classification count was taken at the northern end of the corridor on US 206 between Arreton Road and Hillside Avenue (**Table 3**). Trucks accounted for 5.1% of vehicles traveling in a northbound direction. In the southbound direction, trucks accounted for 13.5% of all vehicles. Overall, trucks accounted for 9.2% of all vehicles at this location.

Table 2
Traffic Classification Counts
US 206 between Princeton Pike and Fairfield Avenue, Lawrence Township

Time	Northbound					Southbound					Total
	Total	Cars	Buses	Trucks	Trucks	Total	Cars	Buses	Trucks	Trucks	NB&SB
12:00AM	61	57	1	3	5%	47	45	2	0	0%	108
1:00AM	31	27	0	4	13%	20	16	1	3	15%	51
2:00AM	22	21	0	1	5%	19	16	0	3	16%	41
3:00AM	16	12	0	4	25%	16	15	0	1	6%	32
4:00AM	48	38	0	10	21%	25	18	0	7	28%	73
5:00AM	104	79	2	23	22%	62	42	1	19	31%	166
6:00AM	368	295	3	70	19%	179	126	3	50	28%	547
7:00AM	673	559	9	105	16%	548	460	17	71	13%	1221
8:00AM	409	334	4	71	17%	462	373	13	76	16%	871
9:00AM	328	253	5	70	21%	347	274	9	64	18%	675
10:00AM	302	242	2	58	19%	290	225	2	63	22%	592
11:00AM	328	275	2	51	16%	312	252	2	58	19%	640
12:00PM	328	278	3	47	14%	329	252	4	73	22%	657
1:00PM	394	323	9	62	16%	364	304	3	57	16%	758
2:00PM	435	352	17	66	15%	512	419	14	79	15%	947
3:00PM	449	372	4	73	16%	435	332	9	94	22%	884
4:00PM	549	484	3	62	11%	507	425	5	77	15%	1056
5:00PM	543	480	2	61	11%	541	463	4	74	14%	1084
6:00PM	381	343	3	35	9%	341	298	2	41	12%	722
7:00PM	267	239	2	26	10%	291	247	2	42	14%	558
8:00PM	231	213	1	17	7%	236	214	0	22	9%	467
9:00PM	178	159	2	17	10%	219	205	1	13	6%	397
10:00PM	152	136	1	15	10%	148	135	1	12	8%	300
11:00PM	57	51	2	4	7%	99	89	1	9	9%	156
Total	6654	5622	77	955	14.4%	6349	5245	96	1008	15.9%	13003

Source: DVRPC, 2005

Table 3
Traffic Classification Counts
US 206 between Arreton Road and Hillside Avenue, Princeton Township

Time	Northbound					Southbound					Total
	Total	Cars	Buses	Trucks	Trucks	Total	Cars	Buses	Trucks	Trucks	NB&SB
12:00AM	36	31	0	1	3%	42	31	1	10	24%	78
1:00AM	29	25	0	3	10%	17	13	1	3	18%	46
2:00AM	18	8	0	9	50%	22	12	0	9	41%	40
3:00AM	21	14	0	3	14%	17	11	0	6	35%	38
4:00AM	53	33	3	8	15%	46	27	2	17	37%	99
5:00AM	170	132	1	15	9%	134	109	0	25	19%	304
6:00AM	529	415	9	38	7%	462	376	5	79	17%	991
7:00AM	912	772	6	52	6%	797	693	12	92	12%	1709
8:00AM	902	757	11	42	5%	886	767	8	109	12%	1788
9:00AM	786	645	2	51	6%	746	607	9	130	17%	1532
10:00AM	577	442	5	54	9%	622	501	4	116	19%	1199
11:00AM	642	495	7	52	8%	670	537	9	123	18%	1312
12:00PM	679	554	3	42	6%	711	581	5	124	17%	1390
1:00PM	710	583	3	42	6%	648	541	6	101	16%	1358
2:00PM	751	594	6	51	7%	721	598	12	110	15%	1472
3:00PM	818	679	12	36	4%	768	634	11	122	16%	1586
4:00PM	891	773	8	29	3%	800	708	3	89	11%	1691
5:00PM	671	596	3	24	4%	778	693	0	83	11%	1449
6:00PM	763	706	7	16	2%	767	706	4	57	7%	1530
7:00PM	586	548	3	11	2%	690	644	1	45	7%	1276
8:00PM	426	391	4	5	1%	406	366	3	35	9%	832
9:00PM	380	352	0	6	2%	296	276	1	18	6%	676
10:00PM	274	252	0	7	3%	159	143	1	15	9%	433
11:00PM	83	75	1	2	2%	107	93	0	14	13%	190
Total	11707	9872	94	599	5.1%	11312	9667	98	1532	13.5%	23019

Source: DVRPC, 2005

Turning Movement Counts

Turning movement counts were taken at 17 key intersections of the corridor during AM and PM peak hours. Generally, throughout the corridor, the predominant direction of traffic is northbound in the AM and southbound in the PM. These directional variations however, are minimal. At the intersection of Franklin Corner Road and US 206 in Lawrence, the AM peak hour northbound through volume was 847 vehicles as opposed to 646 vehicles for the southbound through movement. In the PM peak, the southbound through movement accounted for 761 vehicles versus the northbound movement of 738 vehicles. An exception to this pattern is at Ewing Street in Princeton where the AM peak hour northbound through volume was 680 vehicles, compared to the southbound through movement of 758 vehicles. In the PM, the flow is distinctly southbound

with a through movement in this direction accounting for 1,035 vehicles while the northbound through movement account for 574 vehicles. Complete turning movements counts are tabulated in **Figures 1a, 1b; 2a, 2b**.

Level of Service Analysis

In order to understand the existing conditions of the corridor, DVRPC conducted an analysis of the existing traffic operations, and roadway conditions including safety, geometry, and level of service (LOS) at selected highway locations. The LOS is the standard performance measure for evaluating roadways and is defined by the Highway Capacity Manual (HCM) as a “qualitative measure describing conditions within a traffic stream, and their perception by motorists and/or passengers”. LOS is divided into six categories, ranging from LOS A (free flow traffic) to LOS F (traffic flows break down, over capacity conditions).

The performance measures used to determine LOS vary depending on the type of intersection. If signalized, LOS is based on the average control delay for all motorists in each available movement within the intersection. This is correlated with the volume/capacity ratio, derived from the intersection’s physical characteristics. At unsignalized, intersections, the LOS is based on the average delay on the controlled movements only and does not include the through lanes.

Signalized Intersections

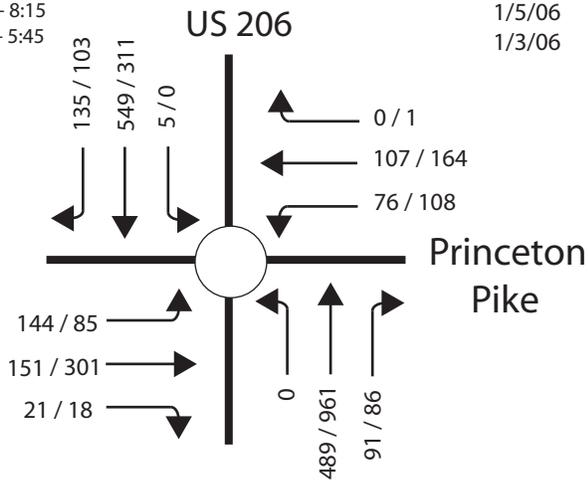
<i>Level of Service</i>	<i>Description</i>	<i>Control Delay Per Vehicle (Seconds)</i>
A	Very low Delay, high quality flow	≤ 10.0
B	Low delay, good traffic flow	10.1 to 20.0
C	Average delay, stable traffic flow	20.1 to 35.0
D	Longer delay, approach capacity flow	35.1 to 55.0
E	Limit of acceptable delay, capacity flow	55.1 to 80.0
F	Unacceptable delay, forced flow	> 80.0

Unsignalized Intersections

<i>Level of Service</i>	<i>Description</i>	<i>Control Delay Per Vehicle (Seconds)</i>
A	Little or no delay	≤ 10.0
B	Short traffic delays	10.1 to 20.0
C	Average traffic delays	20.1 to 35.0
D	Long traffic delays	35.1 to 55.0
E	Very long traffic delays	55.1 to 80.0
F	Demand exceeds capacity of the lane or approach	> 80.0

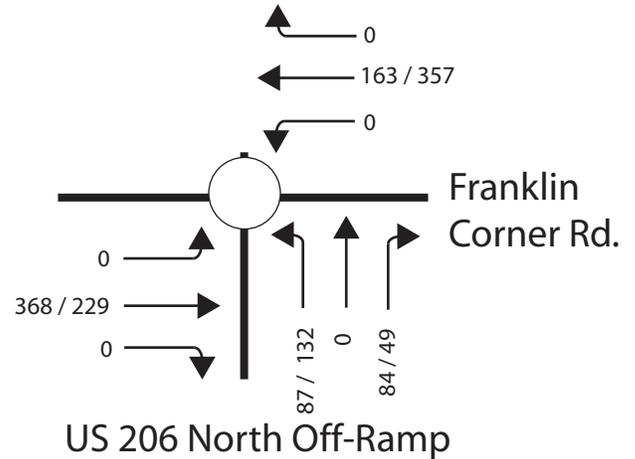
Figure 1a: Existing Peak Hour Turning Movement Counts AM/PM Lawrence Township

Peak Hours
AM: 7:15 - 8:15
PM: 4:45 - 5:45



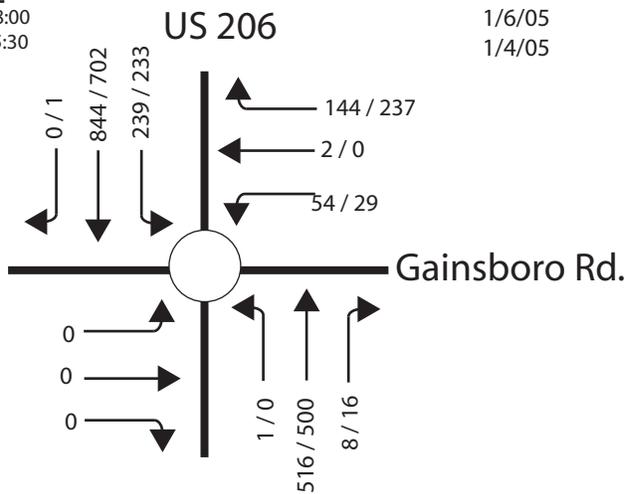
1/5/06
1/3/06

Peak Hours
AM: 7:45 - 8:45
PM: 6:00 - 7:00



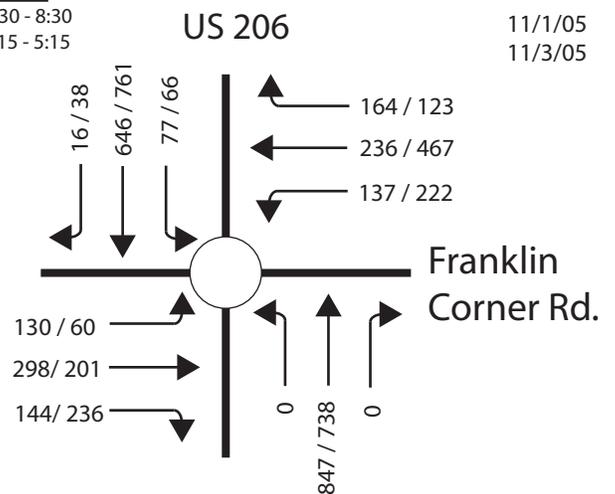
1/10/06
1/11/06

Peak Hours
AM: 7:00 - 8:00
PM: 4:30 - 5:30



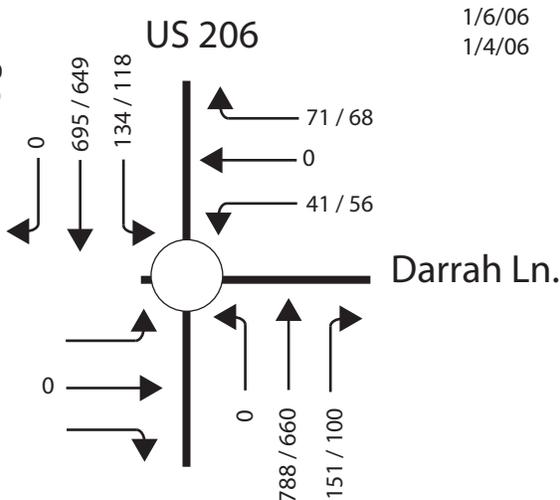
1/6/05
1/4/05

Peak Hours
AM: 7:30 - 8:30
PM: 4:15 - 5:15



11/1/05
11/3/05

Peak Hours
AM: 7:30 - 8:30
PM: 4:30 - 5:30



1/6/06
1/4/06

LEGEND

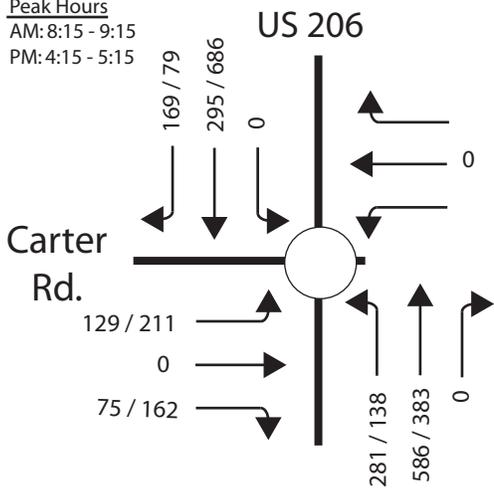
(AM/PM)

* Schematic Not to Scale



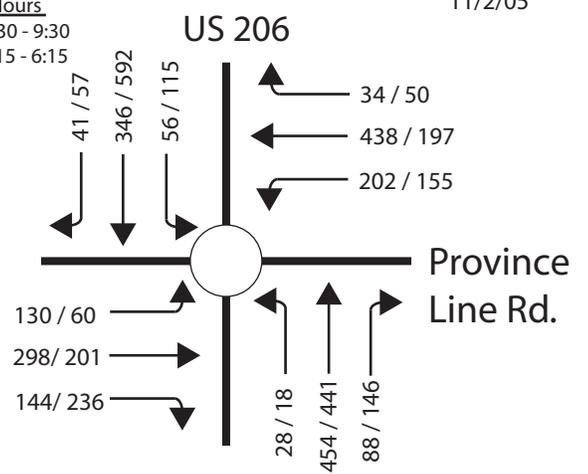
Figure 1b: Existing Peak Hour Turning Movement Counts AM/PM Lawrence Township

Peak Hours
AM: 8:15 - 9:15
PM: 4:15 - 5:15



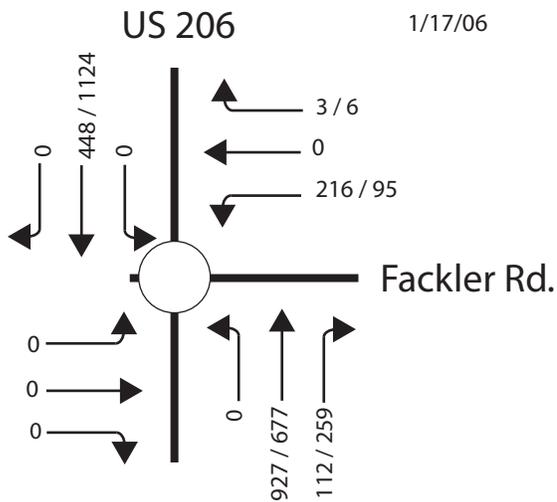
1/18/06
1/19/06

Peak Hours
AM: 8:30 - 9:30
PM: 5:15 - 6:15



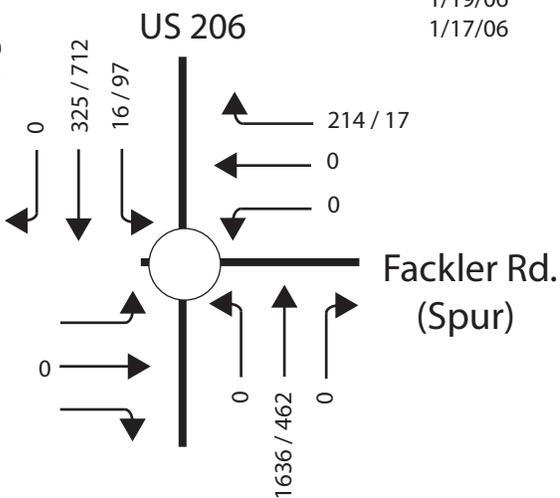
11/2/05

Peak Hours
AM: 7:30 - 8:30
PM: 5:15 - 6:15



1/17/06

Peak Hours
AM: 7:00 - 8:00
PM: 4:15 - 5:15



1/19/06
1/17/06

LEGEND

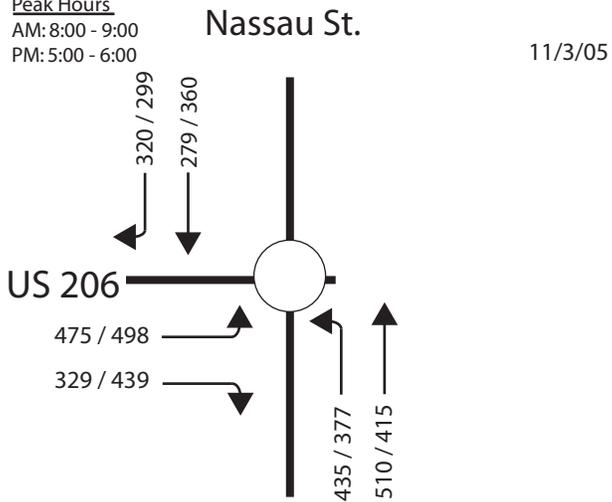
(AM/PM)

* Schematic Not to Scale

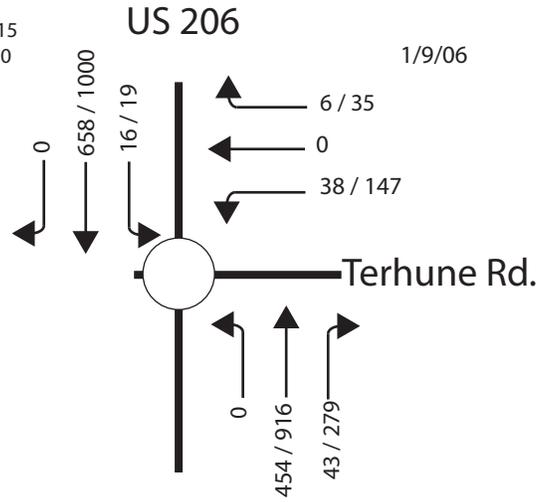


Figure 2a: Existing Peak Hour Turning Movement Counts AM/PM Princeton Township/Borough

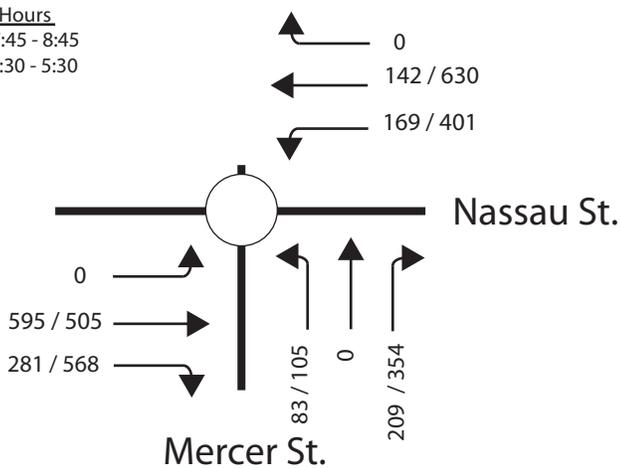
Peak Hours
AM: 8:00 - 9:00
PM: 5:00 - 6:00



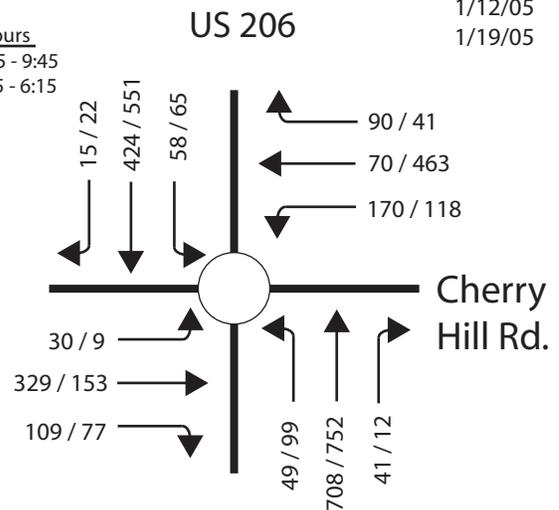
Peak Hours
AM: 8:15 - 9:15
PM: 5:30 - 6:30



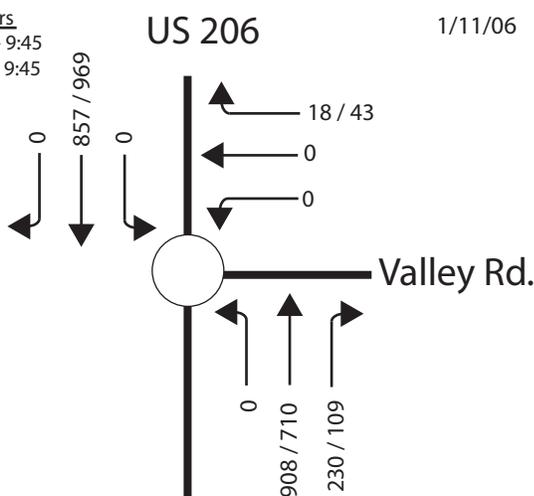
Peak Hours
AM: 7:45 - 8:45
PM: 4:30 - 5:30



Peak Hours
AM: 8:45 - 9:45
PM: 5:15 - 6:15



Peak Hours
AM: 8:45 - 9:45
PM: 8:45 - 9:45



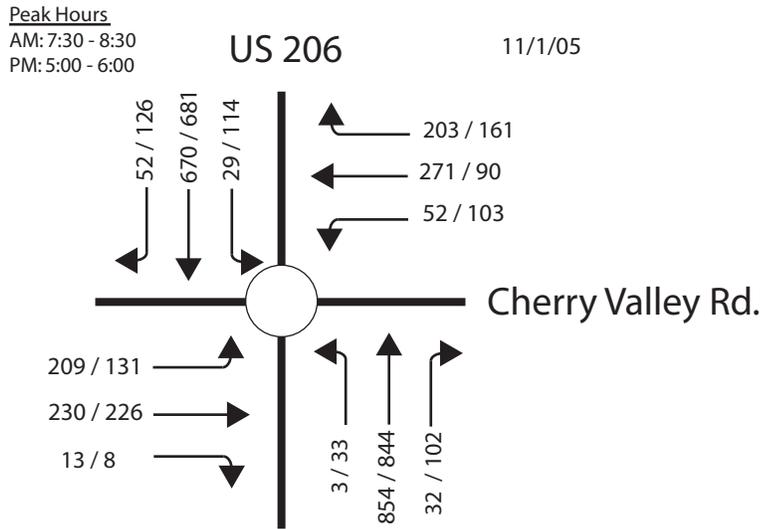
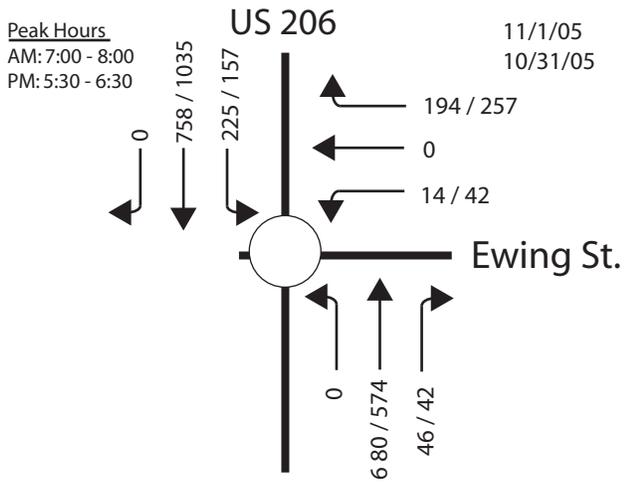
LEGEND

(AM/PM)

* Schematic Not to Scale



Figure 2b: Existing Peak Hour Turning Movement Counts AM/PM
Princeton Township/Borough



LEGEND

(AM/PM)

* Schematic Not to Scale



The study team evaluated the AM and PM peak period level of service for several intersections within the corridor. Of those evaluated, the intersections of US 206 at Franklin Corner Road and US 206 at Princeton Pike performed the worst in Lawrence Township (**Figure 3**). The overall performance of the Franklin Corner Road intersection was LOS E in both AM and PM peaks. At Princeton Pike, the overall performance of this intersection was LOS C in the AM and LOS F in the PM peak. In Princeton Township, US 206 at Ewing Street and at Cherry Valley Road were the worst performing intersections of those evaluated (**Figures 4a and 4b**). The intersection of US 206 at Cherry Valley Road had an overall LOS F in both AM and PM peaks. In the AM peak, the most congested movements were the northbound and eastbound movements with LOS F. In the PM peak, the north- and southbound through movements were most severe with LOS F. At Ewing Street, the overall performance at this intersection was LOS F in both the AM and PM peaks. The westbound approach lane was the worst performing approach lane with in the AM peak as well as in the PM peak. This excessive delay is due to this intersection not being signalized. Complete level of service tabulations can be found in **Appendix B**.

3.3 Transit Service

As **Maps 3a and 3b** illustrate, there are two bus routes that travel along this segment of the US 206 corridor. They are routes #605 and #606, both operated by New Jersey Transit. They provide service to schools and universities in the area as well as other major employers as well as connection to other transit service.

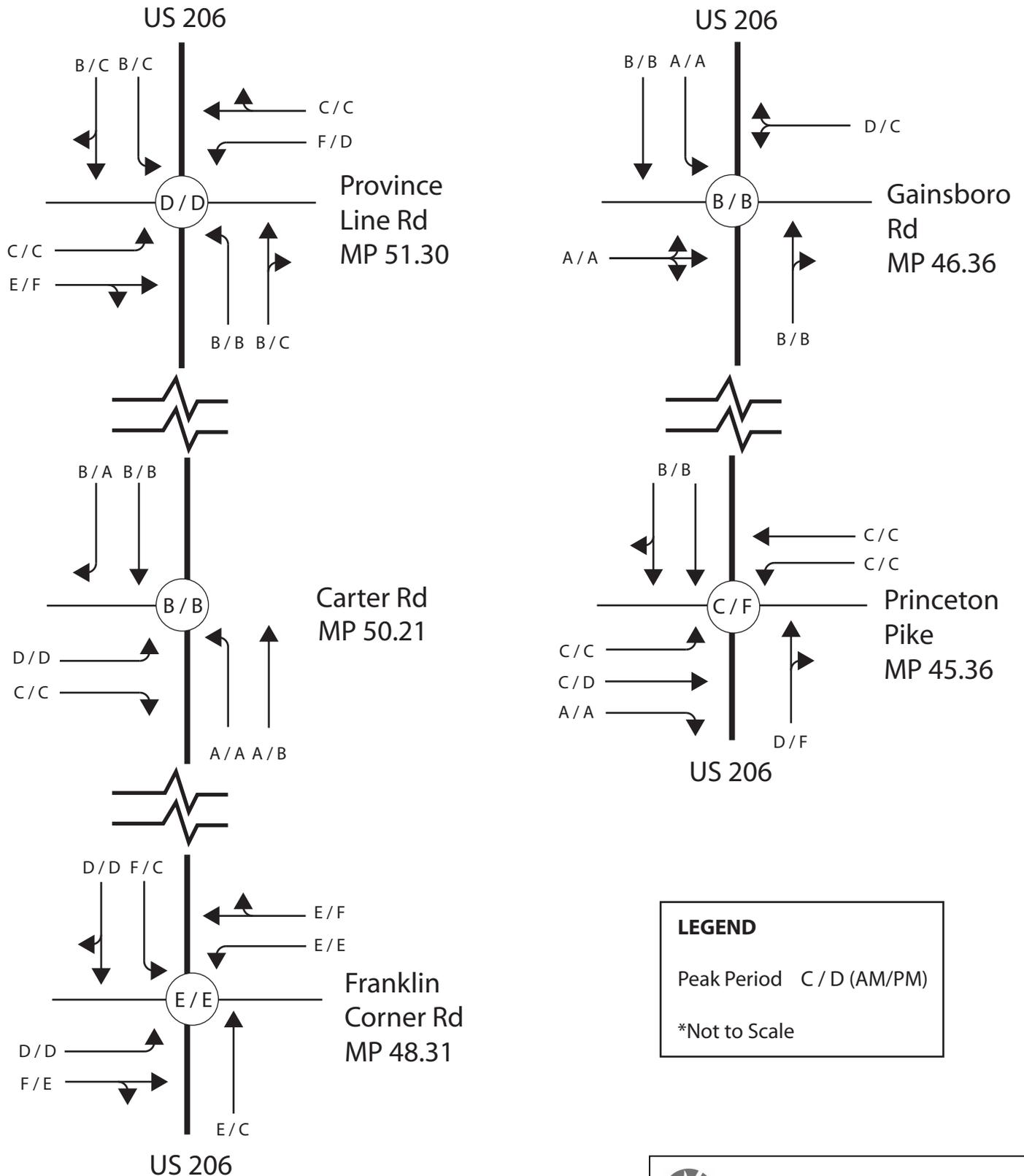
Route #605

Bus route #605 operates from the Quaker Bridge Mall in Lawrence Township to Montgomery Center in Montgomery Township. On average, the 12 daily buses (Monday through Saturday, with 8 on Sunday) complete the total trip in approximately one hour. Route #605, however, serves only a small section of the corridor. While traveling northbound from its origin at the Quaker Bridge Mall, the bus travels along US Route 1 and then into Princeton Borough. The bus turns onto northbound US 206 at Ewing Street, in Princeton Township and continues to Cherry Valley Road. The bus does not have any stops on this segment of the corridor, between Ewing Street and Cherry Valley Road.

Route #606

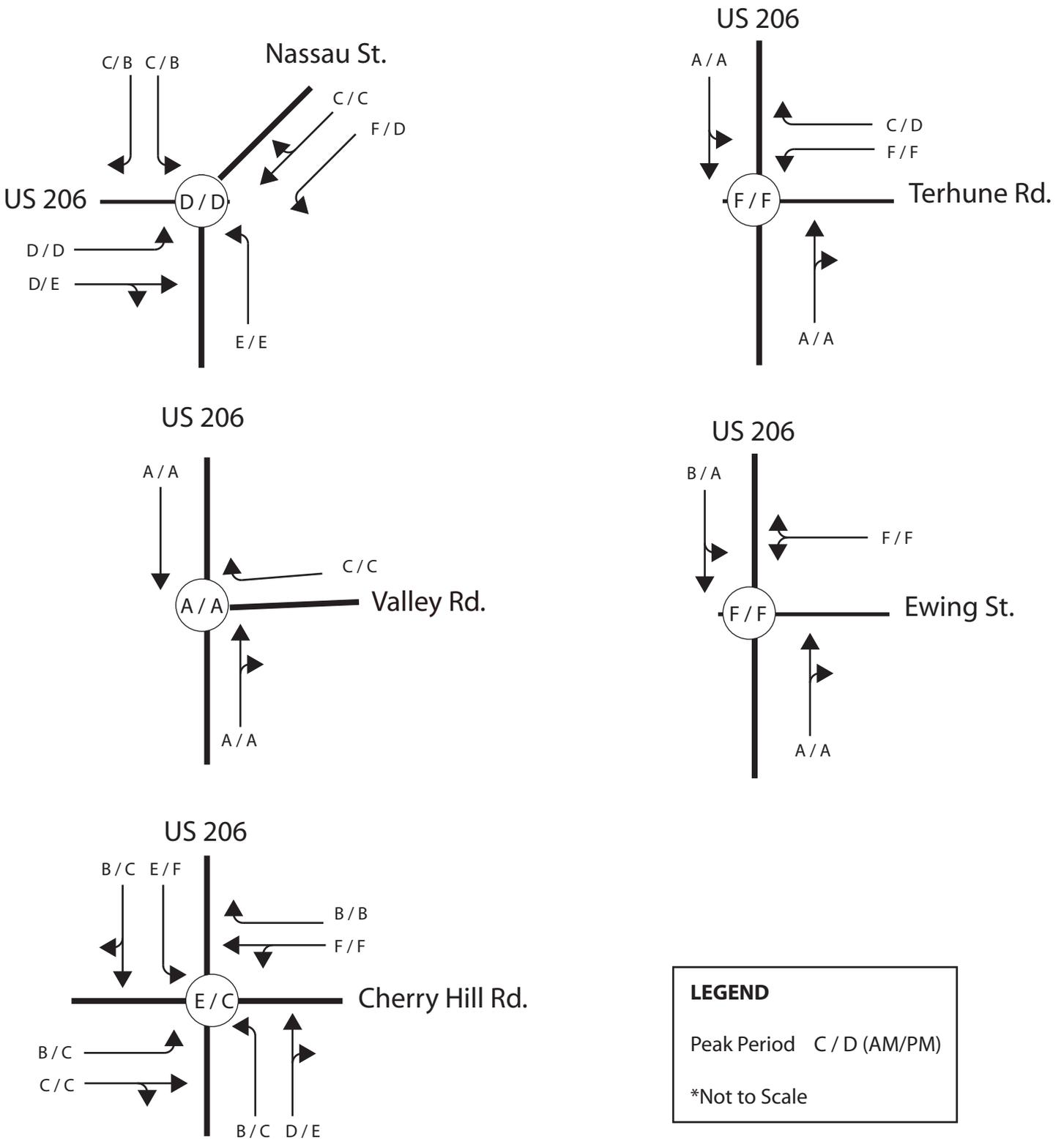
Bus route #606 operates from Hamilton Township, southwest to Trenton, and then northeast through Lawrence and Princeton Townships onto its final destination in Princeton Borough.

Figure 3- Peak Hour Level of Service: Lawrence



LEGEND
 Peak Period C / D (AM/PM)
 *Not to Scale

Figure 4a- Peak Hour Level of Service: Princeton



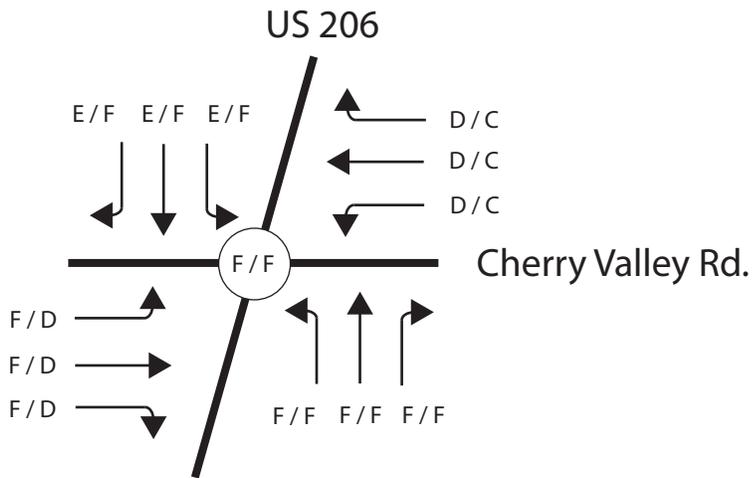
LEGEND

Peak Period C / D (AM/PM)

*Not to Scale



Figure 4b- Peak Hour Level of Service: Princeton

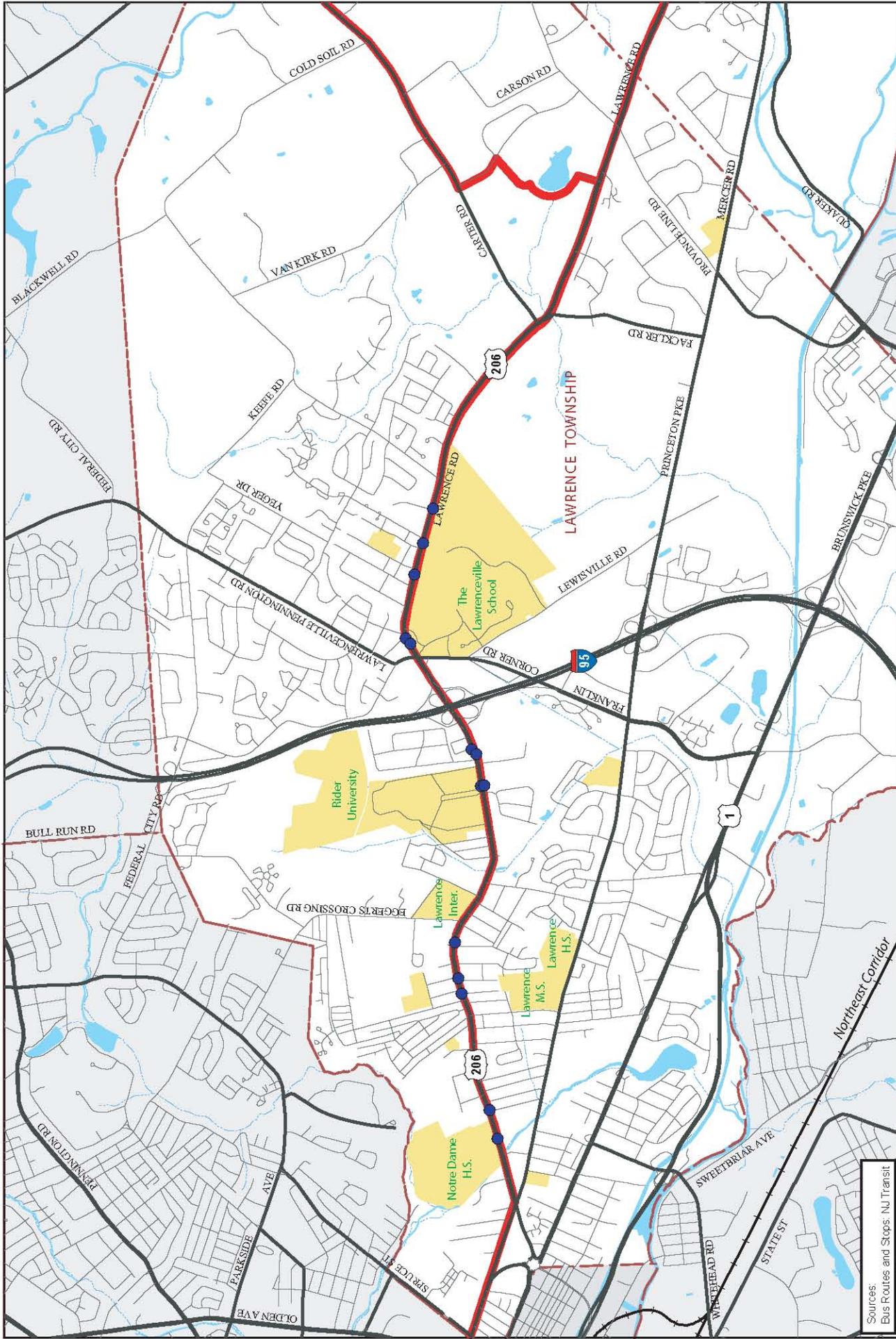


LEGEND

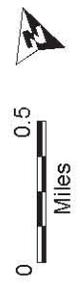
Peak Period C / D (AM/PM)

*Not to Scale





US 206 Corridor Study - Transit Service: Lawrence Township



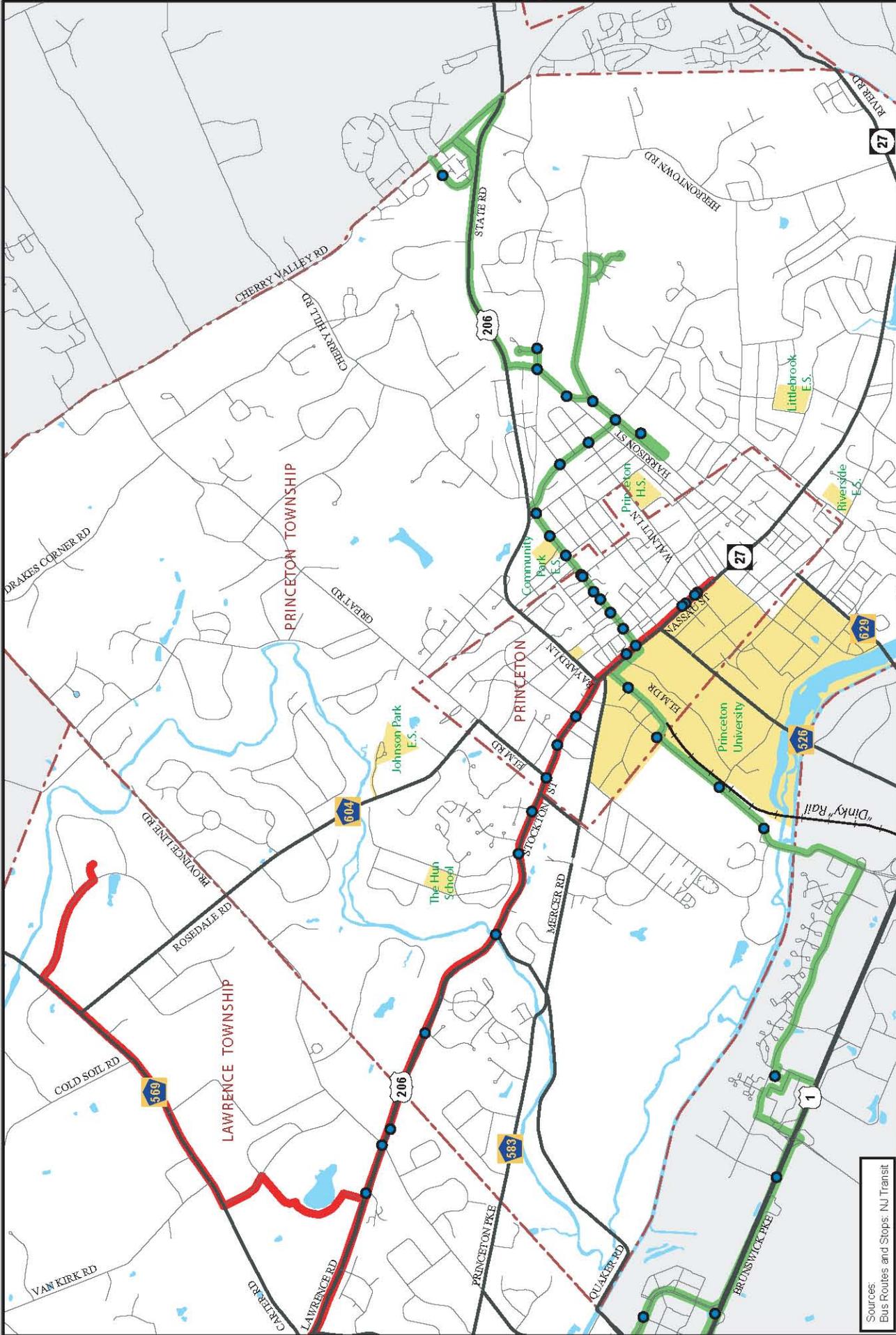
- Bus Stops
- Schools
- NJ Transit Bus Route 606

MAP : 3a

Delaware Valley
Regional Planning Commission
September 2006



Sources:
Bus Routes and Stops: NJ Transit



US 206 Corridor Study - Transit Service: Princeton



- NJ Transit Bus Route 606
- NJ Transit Bus Route 605
- Schools
- Bus Stops

MAP : 3b

Delaware Valley
Regional Planning Commission
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Sources:
Bus Routes and Stops: NJ Transit

It also travels in the reverse direction. Unlike route #605, this bus travels along the study corridor. It enters US 206 at the Princeton Pike intersection, less than a quarter mile from the southern terminus of the corridor. The route continues along US 206 for 8.5 miles until it turns off at Nassau Street and Bayard Lane.

The bus route has a total of 18 stops per direction within this segment of the corridor, eleven of which are located within Lawrence Township and the remaining seven in Princeton Township. The stops in Princeton Township, especially those near the Borough, are at fairly regular intervals and are all proximal to each other. The stops in Lawrence Township are clustered around a few trip generators and destinations. Such bus stop patterns are consistent with the land-uses and densities within the corridor. The route #606 also provides daily service to the Educational Testing Service campus with one bus in the AM and one in the PM.

Travel time within this segment varies between the weekday AM and PM peaks, as well as by direction of travel. During the morning rush, in either direction, buses are scheduled to traverse the 8.5 miles in roughly 21 minutes. However, when traveling northbound during the PM peak, buses are anticipated to take 31 minutes. This is a ten-minute increase over the AM peak; however, southbound buses take 21 minutes during the PM peak.

In considering schedule frequency and headway times, during the workweek, NJ Transit schedules 32 buses per direction per day. Though the buses operate from 5 AM to 1 AM, they are most frequent during the AM and PM peak periods where they run approximately every 20 minutes. Weekend service sees a reduction in service with only 15 buses running throughout the day at near-constant hourly intervals.

Rail Transit

Though no transit rail line intersects or parallels the US 206 corridor. The northern terminus of NJ Transit's Princeton Branch, commonly known as the "Dinky", is located only a half-mile from the corridor. The "Dinky", which currently serves as a non-stop connector for Princeton Borough to the Northeast Corridor rail service at NJ Transit's Princeton Junction station, will serve a vital role in the area's future. This is demonstrated through preliminary reports of both the *Route 1 Bus Rapid Transit Study* (NJ Transit, 2006) and the *West Windsor Princeton Junction Station Area Vision Plan* (June 2005). The Route1 BRT Alternatives Analysis developed service concepts whereby the BRT would be on an exclusive guideway where possible to allow travel unimpeded by local road conditions. It would pick up inbound riders from park-and-ride lots or feeder routes at transfer points. Access to and from the US 206 study area is an important component of the BRT analysis. The *Princeton Junction Station Area Vision Plan* would develop a "TOD strategy that could accommodate existing and proposed transportation functions, market realities and complement regional and local initiatives at and around the station along the Northeast Corridor Line".

3.4 Pedestrian and Bicycle Facilities and Amenities

Pedestrian Facilities

Sidewalk Inventory

An inventory was completed of select segments of the corridor with heavy pedestrian activity (**Map 4**). A number of issues were identified while inventorying the physical condition of sidewalk and pedestrian facilities along US 206. In Lawrence Township, a lack of sidewalks on one or both sides of the road in certain locations results in poor pedestrian connections. Specifically, sidewalks are lacking on the east side of US 206 between Princeton Pike and Notre Dame High School, while sections of sidewalk on the west side are in disrepair. This area has a number of bus stops and high pedestrian activity due to the presence of the school and nearby residences. Some curbs in this area, particularly near the creek, are in poor condition.

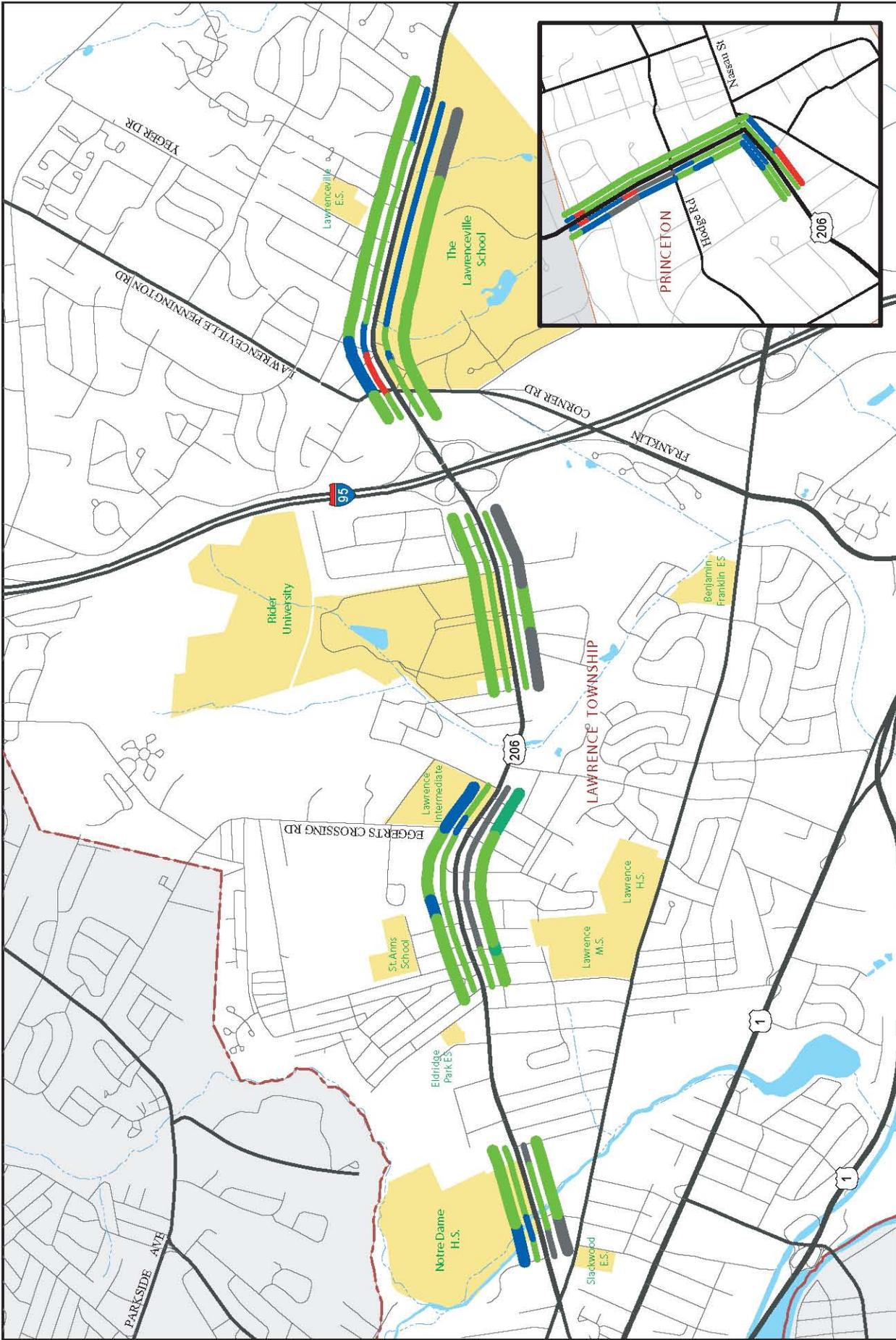
Curbs in the vicinity of Eggert's Crossing Road were noticeably deteriorated or absent, with the potential for drainage problems as well as road safety issues.

Gaps exist in an otherwise continuous sidewalk along the east side of US 206, just south of Rider University, with no defined crosswalk to permit a safe crossing to the west side sidewalk at this location. The sidewalk ends to the north of the Rider campus. Although the roadway configuration north of Rider University is not conducive to pedestrian activity, it should be noted that a northbound bus stop is located across from the municipal complex, with no sidewalks or pavement markings to alert drivers of the presence of bus riders.

A significant gap exists at the interchange of US 206 and I-95, which is absent of pedestrian facilities. A long-term solution for this area may be to reconfigure this interchange to promote slower speeds, such as by narrowing the physical width of US 206 with landscaping or similar design treatments.

The character of US 206 through Lawrence Village is generally conducive to its function as a town center, with sidewalks and appropriate roadway design features. The density of housing decreases north of the village and the speed limit increases as the character of US 206 changes. A continuous sidewalk exists along the northwest side of US 206 to near Lawrenceville Cemetery, and then stops. While the remainder of US 206 north through Lawrence Township and into Princeton Township is decidedly more rural with less pedestrian activity, it should be a long-term goal to establish complete access for all modes of transportation, where feasible. For example, a shared bicycle and pedestrian path can accommodate many types of users with different purposes, from recreation to work-related travel.

North of Province Line Road, the character of US 206 remains similar to that in Lawrence Township. Sidewalks are absent in this section of US 206 and



US 206 Corridor Study - Lawrence Township Pedestrian & Bicycle Facilities

MAP : 4

Delaware Valley
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Schools

Sidewalk Condition

Curb Condition



roadway shoulder width varies from zero to approximately 5 feet. This is inadequate for safe pedestrian travel along the shoulder. Further north, an asphalt trail runs along US 206, beginning near Edgerstoune Road, while a sidewalk on the southeast side of US 206 starts near the border of Princeton Borough.

While pedestrian travel along the section of US 206 between Province Line Road and Edgerstoune Road appears to be minimal, either a multi-use trail or wider shoulders to promote connectivity should be included in a long-range planning vision (**Map 5**).

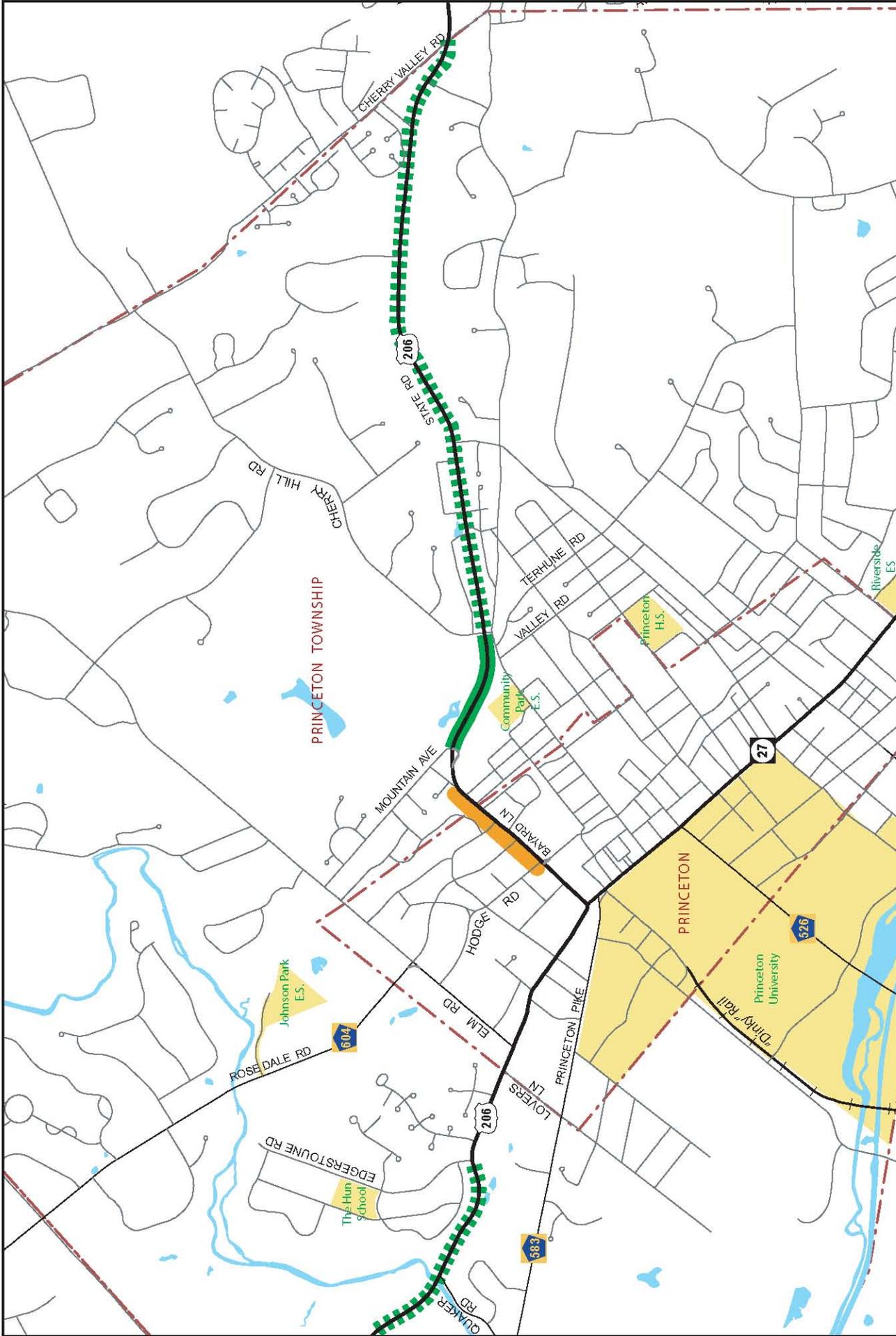
While the sidewalk network is generally good along both sides of US 206 through Princeton Borough, a notable exception exists along the southbound side of the road at Bayard Lane and the area within proximity to Hodge Road in Princeton Township. The missing sidewalk forces pedestrians traveling to and from the residential area west of US 206 to cross the busy road at crosswalks located at either end of Bayard Lane. This lack of safe crossings, as well as the absence on sidewalks provides poor pedestrian accessibility and has been identified as a concern by residents.

From the vicinity of Mountain Avenue north to Cherry Hill Road, pedestrian accommodation is provided with a multi-use trail parallel to US 206. North of Cherry Hill Road, pedestrian facilities along US 206 do not exist, and many parallel streets do not have sidewalks. Varying shoulder widths, vertical and horizontal grade changes and traffic speeds create a hazardous environment for non-motorized travel along US 206 north of Cherry Hill Road to Cherry Valley Road. A continuous multi-use trail is recommended to facilitate non-motorized travel along this section of US 206 where there is available land and right of way, and where there are no contra-indicating environmental or safety issues. Creation of highly visible pedestrian crosswalks at several existing intersections is recommended immediately, where appropriate, to facilitate access to existing sidewalks and trails on streets parallel to US 206.

Bicycling Facilities

This report seeks to identify existing and proposed bicycle facilities and evaluate these facilities for safety and convenience. The primary criteria to assess the desirability of a bicycle facility were the presence and width of shoulders, and buffers separating motorized traffic from bicycle traffic.

Within the study area, US 206 experiences heavy vehicular volumes in both directions. There are numerous areas of excessive speeding due to the open nature of roadway segments. Other mitigating factors that make bicycling along sections of US 206 unappealing and less than ideal include the frequent changes in vertical and horizontal alignment that allow the roadway to match the natural contours of the land but also limit sight distance. Unfortunately, there are very few bicycle-specific accommodations along the corridor to provide a safe and

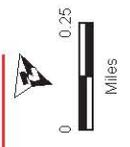


US 206 Corridor Study - Princeton Pedestrian & Bicycle Facilities

MAP : 5

Delaware Valley
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-  Missing Sidewalks
Lack of Safe Crossings
-  Recommended Multi-Use Trail
-  Existing Multi-Use Trail



enjoyable experience. Nonetheless, there are segments of US 206 within the corridor that provide a suitable environment and adequate shoulder width to accommodate an on-road bicycle lane.

Many of the aforementioned constraints may be mitigated with proper lane and shoulder width adjustments. For a vast majority of the corridor, a 4 ft (1.2 m) shoulder would be sufficient to meet NJDOT design requirements for bicycle compatible roadways. However, due to the designation of much of the corridor as a National Register Historic District or National Landmark, there are severe restrictions to the degree for which bicycling improvements can be made. Often the existing roadway width is insufficient for both an adequate shoulder and motor vehicle travel lane. Thus, proposed striping of new shoulders or widening of old shoulders would require a widening of the roadway.

According to the *Route 206 Bicycle and Pedestrian Compatibility Study*, (March 1999) prepared by Lehr & Associates, Inc, shoulder widening is recommended to accommodate a bicycle lane at:

1. Cold Soil Road intersection (MP 49.26)
2. Carter Road intersection (MP 50.21)
3. Shipetaukin Creek to Province Line Road Intersection (MP 50.30 – MP 51.30)
4. Segment containing Southbound climbing lane between Hutchinson Road and Stony Brook (MP 52.16 – MP 52.50)
5. Quaker Road to Edgarstoune Road intersection (MP 52.55 – MP 52.97)
6. Lover's Lane to Elm Road (MP 53.31 – MP 53.39)

For each of the proposed segments and intersections, the magnitude of the widening would be relatively minor; never more than 2 meters (6 feet). However, due to historic and other constraints in the corridor, it is proposed that off-road alternatives be considered instead of widening.

For areas of high vehicular volume and constricted roadway width, Lehr & Associates recommend providing an alternative route for through-cyclists. This is the case for much of US 206 in and around Princeton Borough. The identified segments to be bypassed in the Compatibility Study include the segment from Library Place to Leigh Drive (MP 53.74 – MP 54.47) and from Cherry Hill Road to the northern terminus of the corridor at Cherry Valley Road (MP 55.11 – MP 57.23). For the vast majority of these bypassed segments, through-cyclists would be directed onto secondary roads that parallel the general direction of US 206. Appropriate directional signage should be placed at regular intervals throughout the alternative route in order to facilitate the navigation of cyclists.

Though currently incomplete, segments of the multi-use Lawrence-Hopewell Trail would intersect and run parallel to the corridor, thus offering an alternative route to cycling on US 206. Currently, a completed section crosses the corridor at

Gordon Ave (MP 48.95) in Lawrenceville; this section connects the Village of Lawrenceville to Lawrence School. Additionally, a proposed section of the Trail would very closely parallel US 206 along the entire frontage of the Bristol-Myers Squibb facility in Lawrence Township. If such a multi-use path is constructed, it may circumvent the recommended road widening from Shipetaukin Creek to Province Line Road.

As noted by the *Route 206 Joint Vision Plan and Traffic Calming Study*, there are 6 ft (1.8 m) wide sidewalks along the eastside of US 206 from Hodge Road to Leigh Avenue in Princeton Borough. From Birch Avenue to Mountain Road in Princeton Township they are signed as “Bicycle Route”. Sidewalks do not comply with NJDOT bikeway standards, and thus the “Bicycle Route” signs and designation should be reexamined for their applicability. As stated earlier, an alternative bicycle route is recommended to bypass the Hodge Road to Leigh Avenue segment, while shoulders are sufficiently wide in the Birch Avenue to Mountain Road segment.

Lastly, the conditions of a roadway’s surface are critical to a cyclist’s maneuverability as well as comfort. The *Route 206 Joint Vision Plan and Traffic Calming Study* recognizes this fact and thus highlights certain areas that fail to meet satisfactory conditions:

1. Bridge over Shipetaukin Creek (MP 50.30) has accumulated thick debris on the northbound shoulder. There is also a bicycle unfriendly drainage grate on the southbound side.
2. Bottom of southbound climbing lane (approximately MP 52.30), there is a bicycle unfriendly drainage grate.
3. Bridge over Stony Brook (MP 52.50) has accumulated thick debris along both shoulders.

The drainage grate deficiencies may be easily resolved by replacing the existing longitudinally oriented drainage grates with “bicycle safe” grates. The accumulated debris issue may be resolved through a regular cleaning and maintenance schedule, as well as by redirecting surrounding drainage to flow away from the roadway.

3.5 Crash Analysis

The purpose of this analysis is two fold. First, to provide a comprehensive safety overview of the study corridor. Second, to complement issue areas that were acknowledged during field visits and township meetings held to identify probable causes and recommend improvements.

The crash data used in this analysis was obtained from a) The New Jersey Department of Transportation which was compiled into a database of reportable crashes, and b) Local municipal police crash records. The crash results were tabulated by compiling annual crash totals based on locations identified in the Transportation Issue Areas section. The years 2002 – 2005 were utilized. All collision diagrams were constructed using crash scene descriptions compiled from police reports from local municipalities. The detailed crash information compiled from NJDOT crash database is available in **Appendix C**.

3.5.1 Corridor Summary

During the four years analyzed (2002 – 2005), there were 1,155 recorded crashes along 12.22 miles of US 206. Of this total, there were four fatalities, 335 injuries and 816 property damage only crashes. Crashes occurring at or between intersections was almost evenly split. 47 percent of the total crashes (546) occurred between intersections while 53 percent of the crashes (609) occurred at intersections. Concerning collision type, there were 553 rear end crashes accounting for almost 48 percent of all crashes, which made it the most predominant crash type. Angle crashes were the second most predominant crash type with 187 crashes accounting for 16 percent of the total. Over 77 percent of the crashes (894) occurred during the daytime, while the remaining accidents occurring during dusk and dawn. Over 71 percent of the crashes (821) occurred during dry conditions and 25 percent of the total crashes occurred on a wet surface.

4.0 ENVIRONMENTAL ASSESSMENT

Landscape Project Priority Habitats

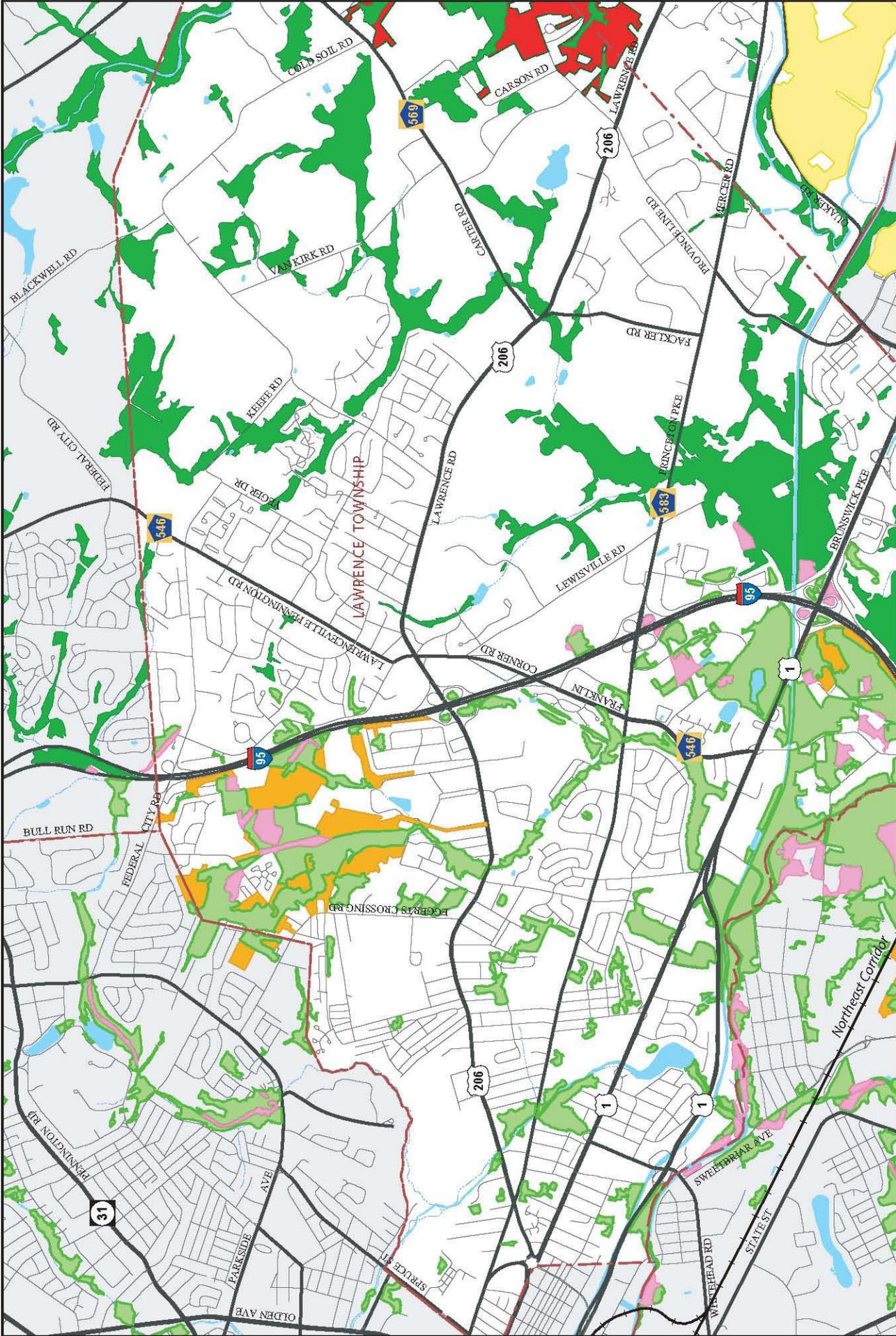
The health of the natural habitat is best reflected by the variety of species within it. Biodiversity facilitates adaptation and evolution, improving a species' chance of survival as the environment changes. A diversity of plant and animal species is also necessary to maintain healthy human environments, working landscapes, and productive ecosystems. Once biodiversity declines, it is extremely hard for an ecosystem to recover or replace species.

Princeton Borough, Princeton Township and Lawrence Township contain numerous types of habitats, all of which are important for maintaining biodiversity. Forested Wetlands are the most abundant type of natural habitat in Lawrence Township (**Maps 6a and 6b**). Wetlands are a critical resource, supporting both terrestrial and aquatic animals. Wetlands support plants that require constantly saturated soils, and within and around water bodies are submerged communities, which require persistent, standing water. Pockets of Upland Forests are to be found in the southern region of the township, generally the area south of I-95. These occur at locations where water is not at or near the soil surface. In Princeton Township, Upland Forest is the most prevalent natural habitat. This is concentrated in the western area of the township.

Bedrock Aquifers

Bedrock aquifers underling the study area are an important source of water for many urban areas, rural communities, farms, and industries. According to the United States Geological Survey (USGS), in outcrop areas, the exposed bedrock aquifers are recharged by infiltration of precipitation. In subcrop areas where the bedrock aquifers directly underlie alluvial aquifers, either recharge or discharge may occur as the result of water movement between streams, alluvial aquifers, and the bedrock aquifers. Urban development can adversely affect the ground-water supplies that are needed to support growth. As population increases, the demand for ground water also increases, yet more extensive impervious areas (streets, parking lots, and structures) reduce precipitation recharge. Additionally, over application of fertilizer to urban lawns can degrade the chemical quality of recharge. Rational planning for urban growth needs to incorporate an understanding of the natural resources that may be preempted, degraded, or depleted by the urban growth.

The Stockton Formation predominates within the study area, (**Map 7**). In this formation, the water is fresh and slightly acidic, corrosive and moderately hard. Calcium-bicarbonate type waters dominate. The Lockatong Formation is the second largest aquifer in the study area. The water is normally fresh, slightly alkaline, non-corrosive and hard. Other Bedrock Aquifers present include the Brunswick Aquifer that consists mostly of sandstone, siltstone and shale. The water is normally fresh and slightly alkaline, non-corrosive and hard. Diabase can be found in northwestern Princeton Township. These consist of hard and



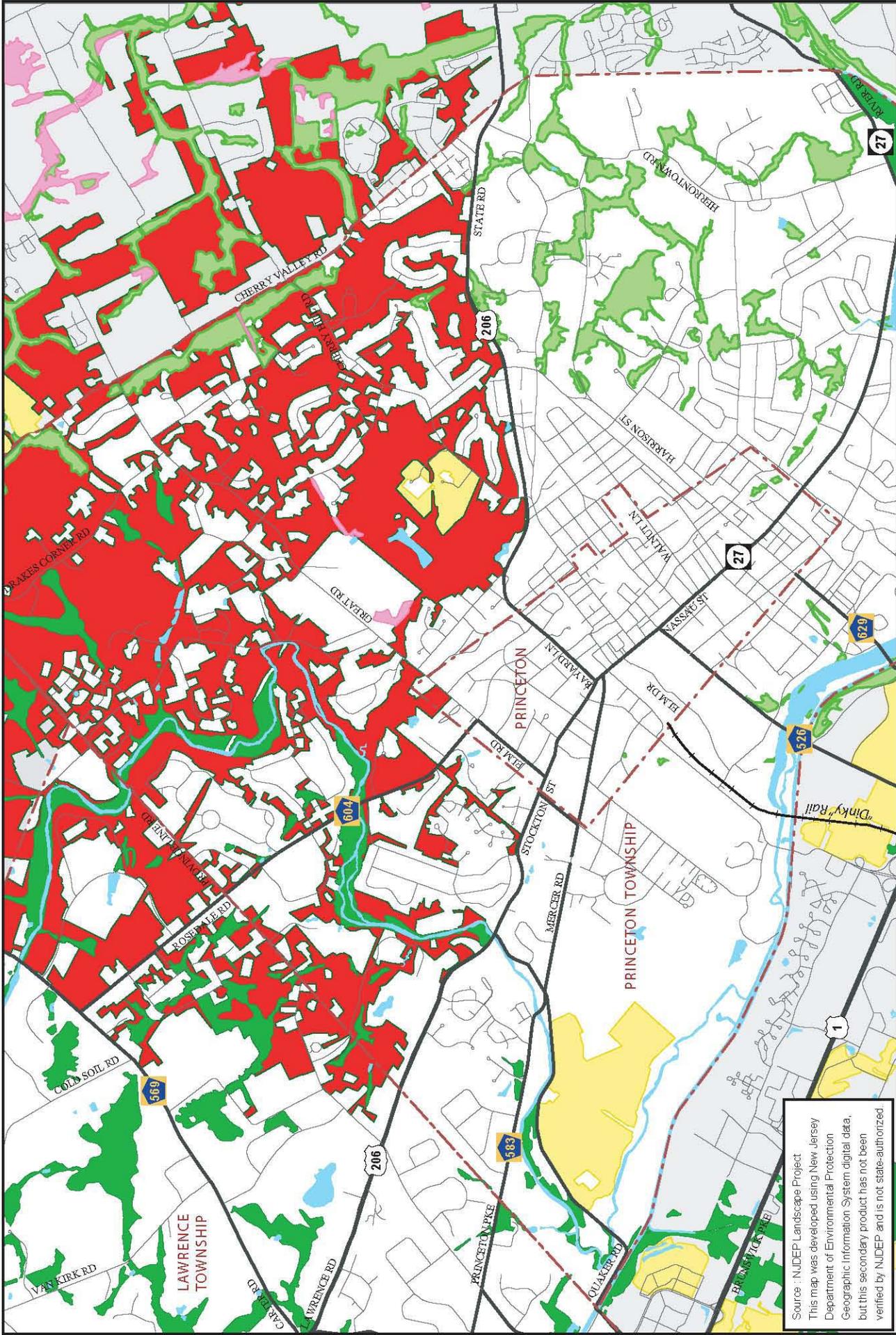
US 206 Corridor Study - Landscape Project Habitat Priorities (2004): Lawrence Township

MAP : 6a

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- | | | | |
|--------------------------|--------------------------|-------------------|----------------------|
| Emergent Wetlands | Forested Wetlands | Grasslands | Upland Forest |
| Critical Habitat | Critical Habitat | Critical Habitat | Critical Habitat |
| Suitable Habitat | Suitable Habitat | Suitable Habitat | Suitable Habitat |





Source: NJDEP Landscape Project
 This map was developed using New Jersey
 Department of Environmental Protection
 Geographic Information System digital data,
 but this secondary product has not been
 verified by NJDEP and is not state-authorized.

US 206 Corridor Study - Landscape Project Habitat Priorities (2004): Princeton

MAP : 6b

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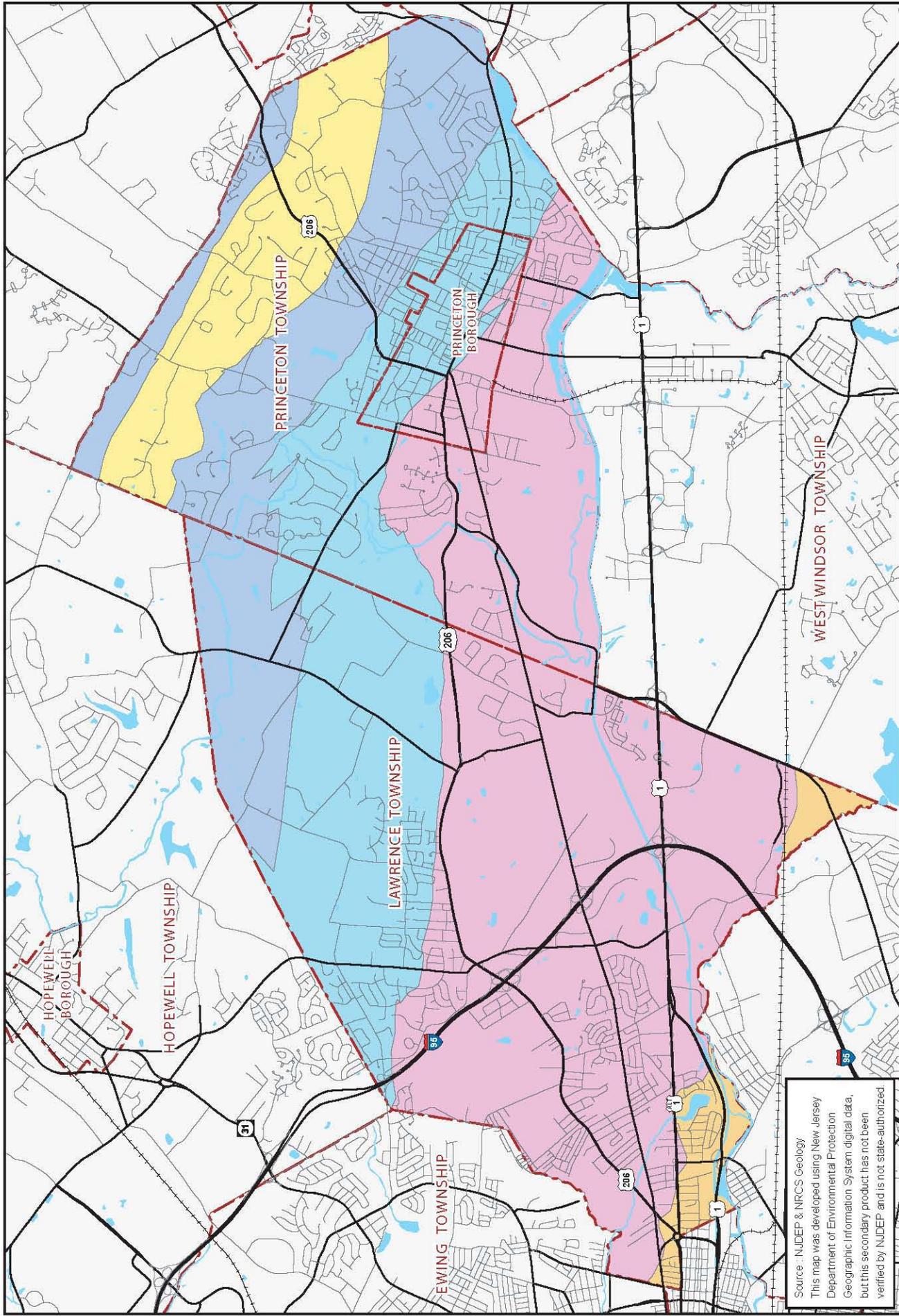
Emergent Wetlands
 Critical Habitat
 Suitable Habitat

Forested Wetlands
 Critical Habitat
 Suitable Habitat

Grasslands
 Critical Habitat
 Suitable Habitat

Upland Forest
 Critical Habitat
 Suitable Habitat





Source: NJDEP & NRCS Geology
 This map was developed using New Jersey
 Department of Environmental Protection
 Geographic Information System digital data,
 but this secondary product has not been
 verified by NJDEP and is not state-authorized.

US 206 Corridor Study - Bedrock Aquifers

MAP : 7

Delaware Valley
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- Stockton Formation
- Brunswick Formation
- Lockatong Formation
- Igneous and Metamorphic Rocks
- Diabase



dense, igneous rocks. Ground water is stored and transmitted in fractures. Water is normally fresh, slightly to highly alkaline, moderately hard and of the calcium-bicarbonate type. Igneous and metamorphic rocks are found in eastern Lawrence Township. These consist of mostly gneiss, granite, schist and marble. Average water from non-marble units is fresh, slightly acidic, corrosive and moderately hard. Water from marble has higher TDS, alkalinity, pH, and hardness and is less corrosive.

Archaeological and Historic Sites

Historic places inform a community as to where it came from and what previous generations achieved. Historic preservation protects these reminders of the past and also builds the present and the future, by serving as reminders of a community's goals and dreams. As required by law, transportation improvements must give consideration to the protection of historic properties in the planning phase. This is intended to protect designated natural and cultural heritage sites.

Large sections of the study area are designated as Historic landmarks and districts (**Maps 8a and 8b**). The area from the intersection of Bayard Lane in Princeton Borough to Franklin Corner Road in Lawrenceville is a National Register Historic District. This area is called the King's Highway (Upper Road, Lincoln Highway) Historic District. The Princeton Historic district encompasses most of the center of Princeton Borough. The following National and state Historic districts and National Landmark designations have been identified in the study area:

National and State Historic Districts

Princeton Township

Drumthwacket (New Jersey's Governor's Mansion)

Princeton Battlefield-Stony Brook Village Historic District

Lawrence Township

Lawrence Township Historic District

Princeton Borough

Princeton Historic District

Other Historic and Cultural Resources

Princeton Ice Company / Mountain Lakes

Mountain Avenue National Historic District

Donald G. Herring Estate – Old Arreton Road Historic District

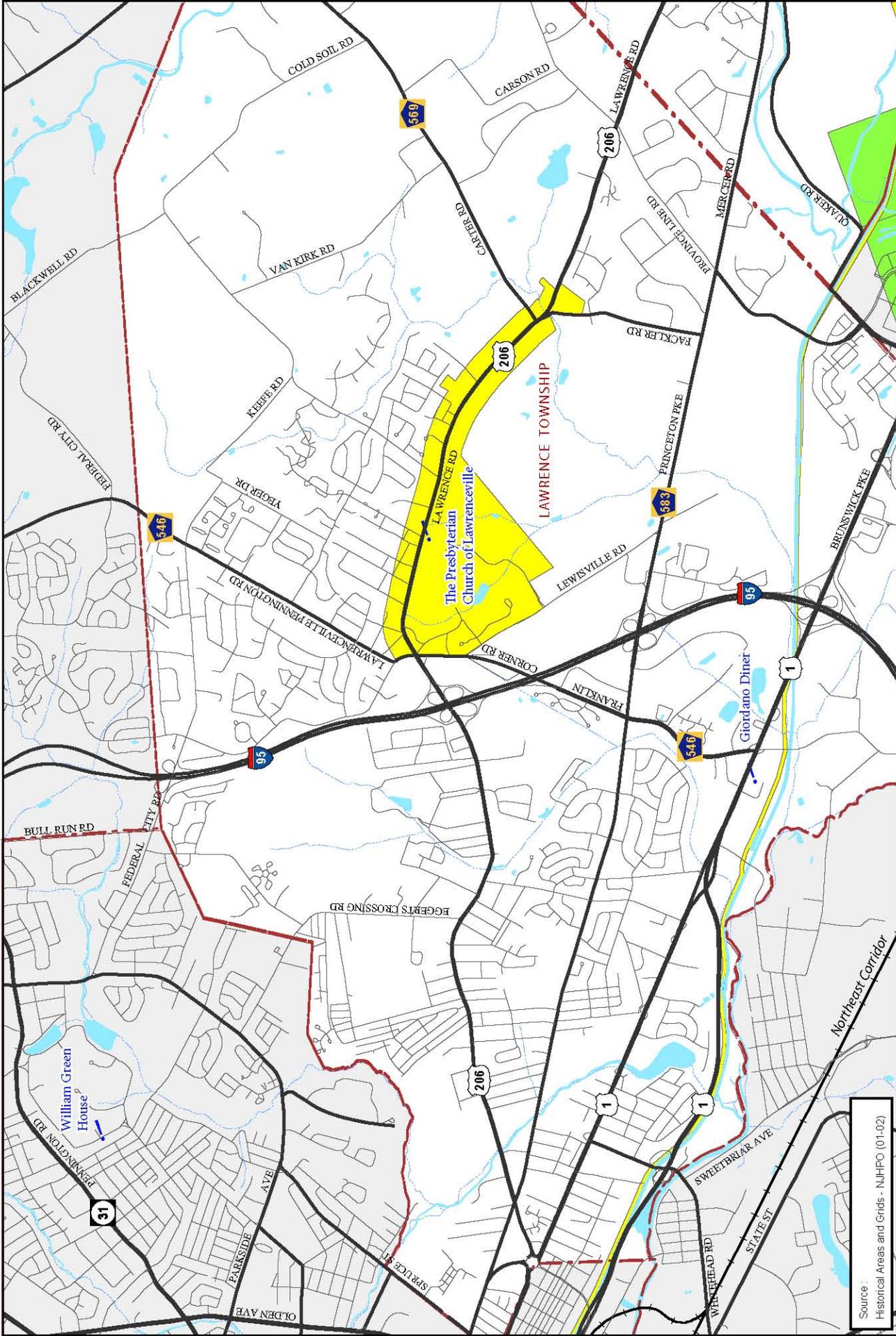
National Landmark Designations

The following National Landmarks lie along the King's Highway within the study area:

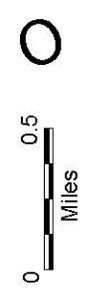
1. Morven (Princeton Borough)
2. Princeton Battlefield (Princeton Township)
3. Route 206 over the Stony Brook Bridge (Princeton Township)
4. The Lawrenceville School (Lawrenceville Township)
5. The Donald G. Herring Estate – Old Arreton Road Historic District local district (with adjacent national and state district) on Route 206.
6. Mountain Avenue National Historic District is located near to Route 206

Parks and Recreation/Open Space

The study area is well served by numerous parks, open spaces and recreational areas (**Map 9**). Large County and state parks in close proximity to US 206 include the Northwest Mercer Park in Lawrence Township, while the Princeton Battlefield State Park and Herrontown Woods in Princeton Township. In addition, there are numerous municipal parks throughout the area. Protected lands, largely through the agricultural preservation program are located to the west of US 206. There is a trail network that includes six trails that run within or in close proximity to the corridor. The Assunpink Greenway and the Delaware and Raritan Towpath are along the eastern edge of the corridor. The Trenton to Princeton Trail and the Ewing-Lawrence Greenway Loop are both connected in Lawrence Township and are located to the west of US 206. The Trenton to Princeton Trail is connected to the Lawrence-Hopewell Trail in the central section of the corridor.

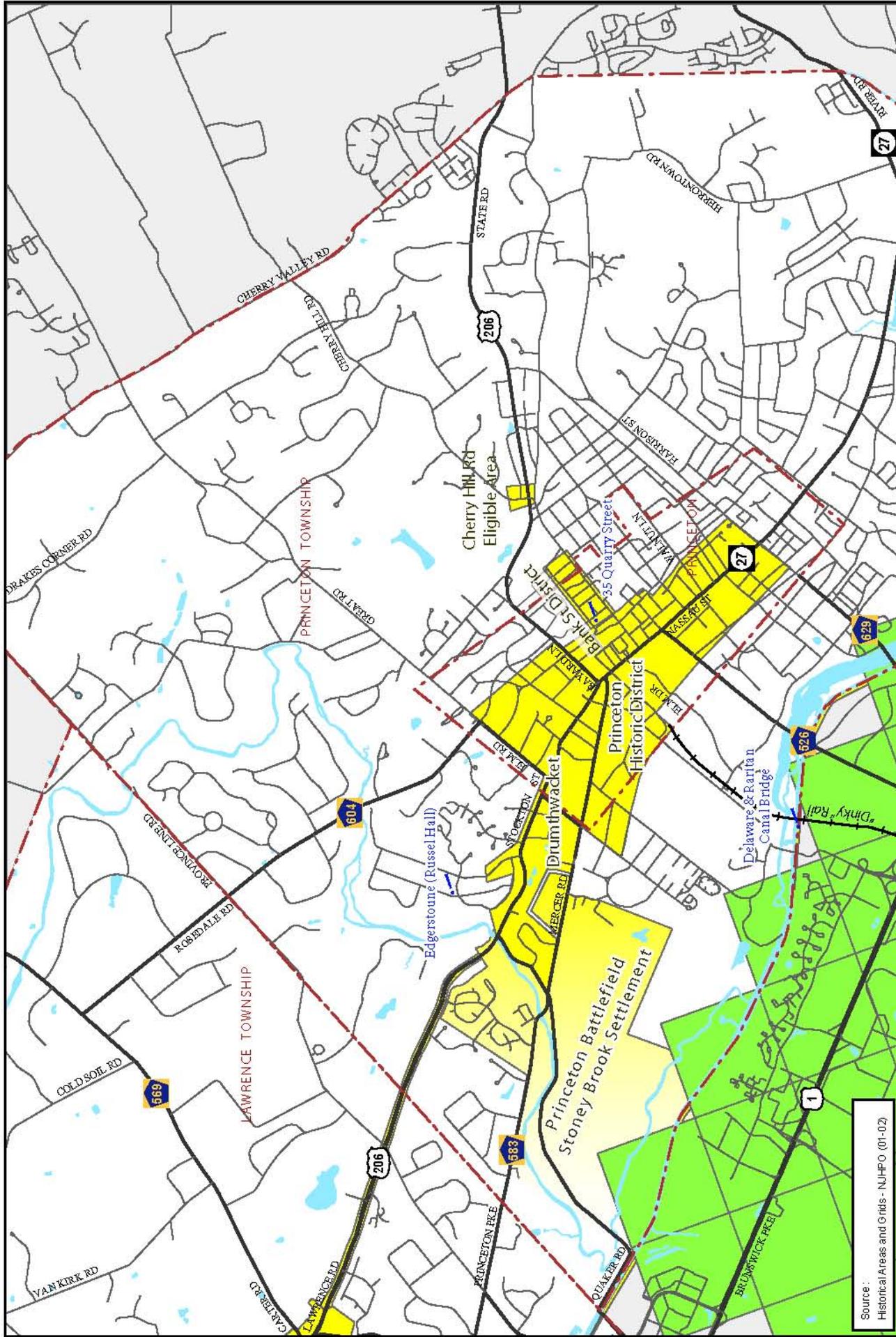


US 206 Corridor Study - Historic and Cultural Resources: Lawrence Township



- Mercer County Survey Properties
- Historical Areas
- Archaeological Site Grid

Source:
Historical Areas and Grids - NUHPO (01-02)



Source:
Historical Areas and Grids - NJHPO (01-02)

US 206 Corridor Study - Historic and Cultural Resources: Princeton

MAP : 8b

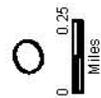
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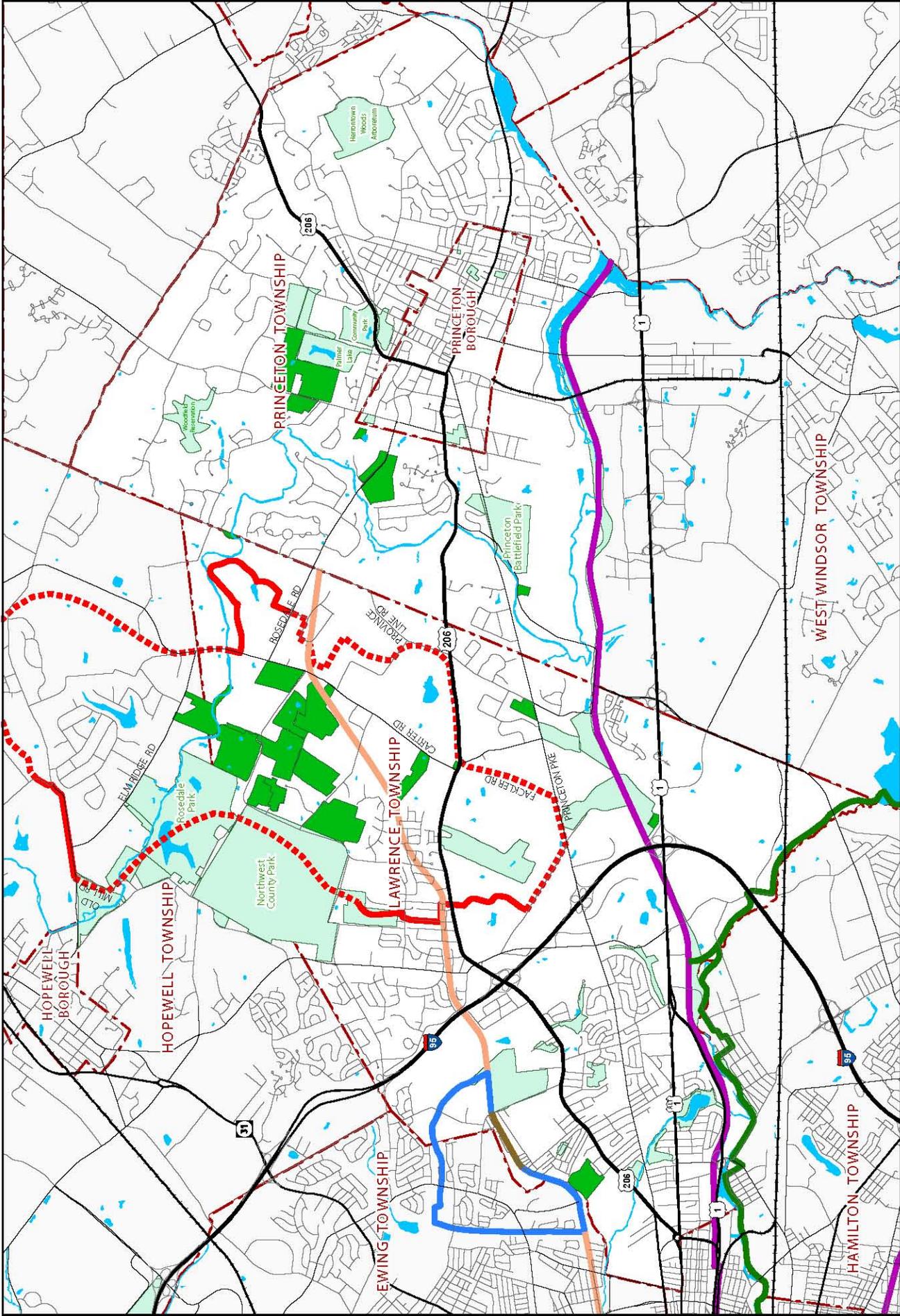
— Mercer County Survey Properties

■ Historical Areas

■ Archaeological Site Grid

■ Historical Areas





US 206 Corridor Study - Parks, Open Space and Trails

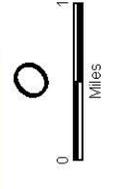
MAP : 9

Delaware Valley
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- Parks and Recreation
- Open Space / Protected Lands

- Delaware and Raritan Canal Towpath
- Assumpink Greenway
- Ewing-Lawrence Greenway Loop
- Lawrence Township Bike Trail

- Trenton to Princeton Trail
- Lawrence-Hopewell Trail (Proposed)
- Lawrence-Hopewell Trail (Existing)



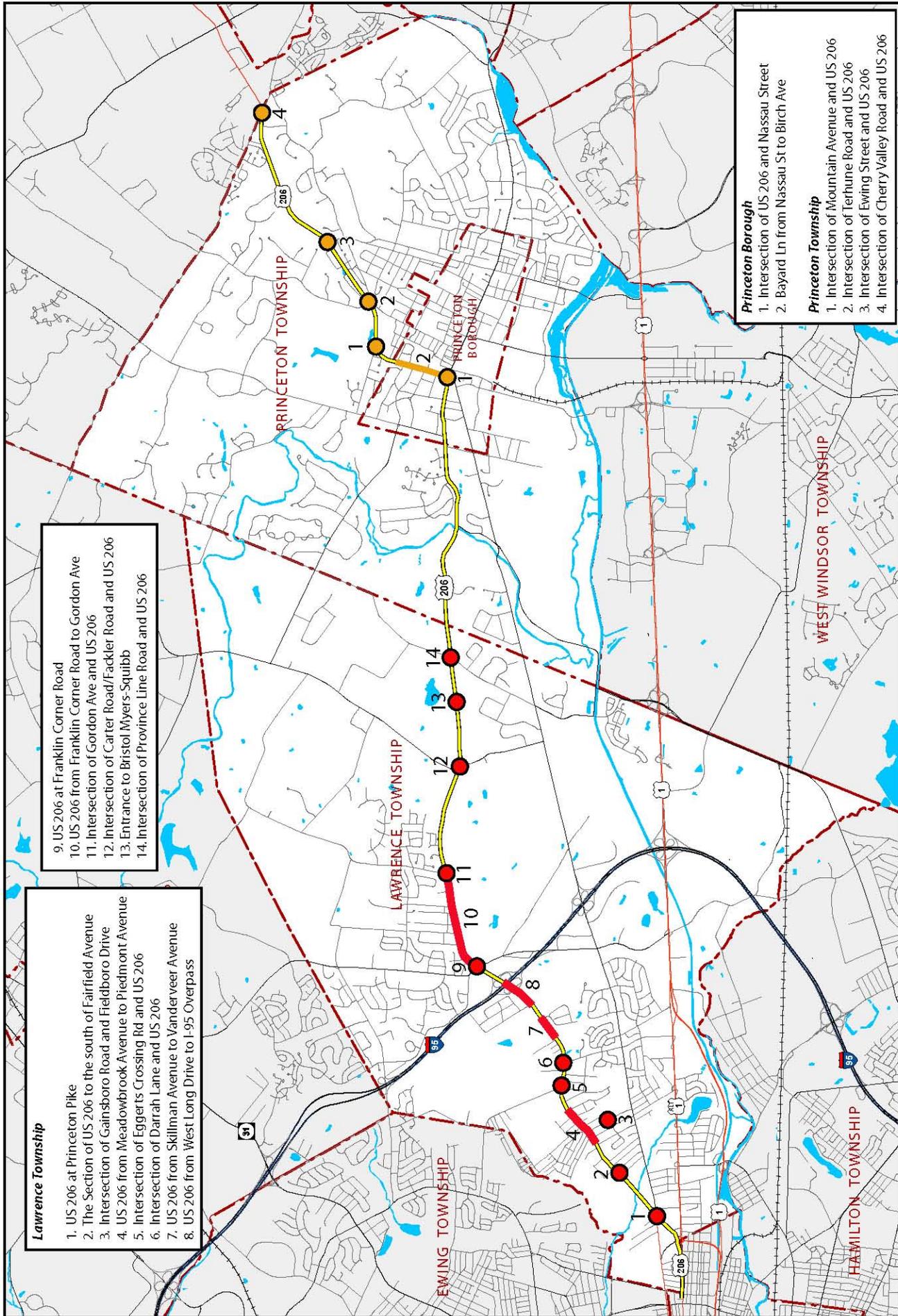
5.0 TRANSPORTATION ISSUE AREAS

In identifying the location and magnitude of the transportation issue areas, input was obtained from representatives from each of the local municipalities, county staff, NJDOT and its consultants, Urban Engineers and Glattig Jackson Anglin Lopez Rinehart, Inc. Concepts developed through the charrettes held in Princeton as part of the visioning process, were also incorporated in this report.

Multi-agency field views were conducted to review potential locations for inclusion into the study. Staff subsequently engaged in detailed follow-up field views and technical analysis to quantify the identified transportation issue areas (as well as areas projected to have significant impacts on the transportation infrastructure because of proposed changes in a nearby land use) and document practical solutions. The location descriptions are presented from a general south to north direction through the corridor and the numbering has no relation to project priority. A relatively detailed write-up of the existing conditions, identified issues and potential improvement scenarios is presented for the locations that have been identified. Because of the nature of this planning document, a technical analysis of alternate improvement schemes was not conducted for these locations and specific detailed improvement recommendations are not provided. Transportation improvements at these locations could have important implications for the economic vitality of the local areas as well as the mobility of the corridor as a whole. The following are descriptions of these transportation and circulation issue areas, and the potential improvement scenarios based on cooperative discussions and input from each of the study participants. **Map 10** illustrates the distribution of these issue areas.

Improvement scenarios developed for the issue areas within the corridor are primarily aimed at rationalizing traffic flow, speed reduction, vehicular and pedestrian safety, and improving the general character of the corridor.

Traffic calming measures suggested include those that would address speed and safety concerns by narrowing the travel lane. The impact of this is to reduce the usable surface of the roadway for vehicles, thereby causing drivers to slow to maintain an acceptable level of comfort. Low cost passive improvements such as signage and pavement markings were identified to regulate the movement of traffic without physical changes to the roadway. Improvements to pedestrian/bicycle facilities and amenities have also been recommended. These include more visible and safe crossing points as well as general improvement to the network and surface conditions.

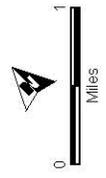


- Lawrence Township**
1. US 206 at Princeton Pike
 2. The Section of US 206 to the south of Fairfield Avenue
 3. Intersection of Gainsboro Road and Fieldboro Drive
 4. US 206 from Meadowbrook Avenue to Piedmont Avenue
 5. Intersection of Egberts Crossing Rd and US 206
 6. Intersection of Darrah Lane and US 206
 7. US 206 from Skillman Avenue to Vanderveer Avenue
 8. US 206 from West Long Drive to I-95 Overpass
 9. US 206 at Franklin Corner Road
 10. US 206 from Franklin Corner Road to Gordon Ave
 11. Intersection of Gordon Ave and US 206
 12. Intersection of Carter Road/Fackler Road and US 206
 13. Entrance to Bristol Myers-Squibb
 14. Intersection of Province Line Road and US 206

- Princeton Township**
1. Intersection of US 206 and Nassau Street
 2. Bayard Ln from Nassau St to Birch Ave
 1. Intersection of Mountain Avenue and US 206
 2. Intersection of Terhune Road and US 206
 3. Intersection of Ewing Street and US 206
 4. Intersection of Cherry Valley Road and US 206

US 206 Corridor Study - Transportation Issue Areas

MAP : 10



5.1 Lawrence Township

5.1.1 Intersection of US 206 and Princeton Pike (MP 45.4-45.5)

Issue:

- a. Not all moves are permitted from Princeton Pike to US 206. Right turns are not permitted from Princeton Pike westbound to US 206 northbound. Left turns from US 206 southbound to Princeton Pike eastbound are also not permitted.
- b. Heavy volumes on all approach legs make this intersection congested during the peak period. The overall level of service for this intersection in the peak period is LOS "C" in the AM and LOS "F" in the PM.

Recommendation:

1. Further analyze the feasibility of constructing a right turn lane from Princeton Pike southbound to US 206 northbound (**Figure 5**). This could alleviate westbound congestion on this approach leg.

5.1.2 US 206 south of Fairfield Avenue (MP45.6-45.8)

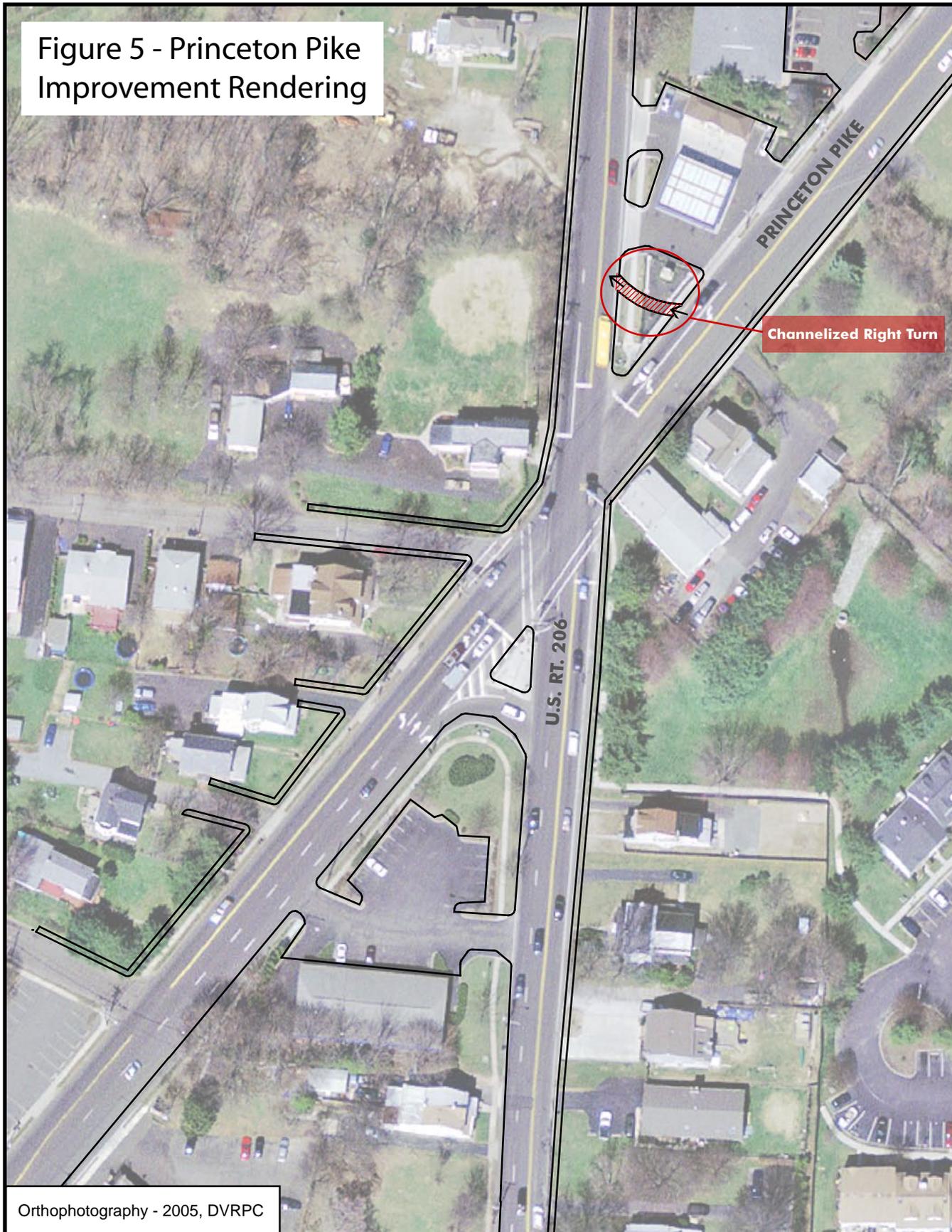
Issue:

- a. This is in the vicinity of Notre Dame School and the historic Shabakunk Creek where students of the school and residents of nearby apartments generate a lot of traffic especially during the AM peak period (**Figure 6**).
- b. There is a need for bus stop shelter at the school.
- c. The posted speed limit is 40 MPH. However, there is excessive speeding by motorists due to the open profile of this segment of US 206.
- d. Sidewalks are present immediately in front of the school in both directions. Just to the south of the school, on the west side of the road, their condition is poor. On the east side, sidewalks are absent.
- e. The crosswalk immediately in front of the school is not visible to approaching motorists.

Recommendation:

1. Narrow the north and southbound travel lanes from 12 feet to 11 feet over the creek. This should be accompanied by widening the shoulder on the northbound side from 10 feet to 12 feet. This additional width would better accommodate bicycle traffic over the bridge.
2. Explore the feasibility of installing a bus stop shelter at the bus stop in front of the school to accommodate bus riders.

Figure 5 - Princeton Pike Improvement Rendering



Channelized Right Turn

Orthophotography - 2005, DVRPC



Figure 6 - Fairfield Avenue Improvement Rendering



Orthophotography - 2005, DVRPC



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Scale: 1" = 100'



3. Repair sidewalk on the southbound side of bridge over the Shabakunk Creek to better accommodate pedestrian traffic.
4. Increase the visibility of the crosswalk in front of the school.

5.1.3 Intersection of Gainsboro Road and Fieldboro Drive

Issue:

- a. Gainsboro Road provides a direct connection between US 206 and Princeton Pike. While this is a local residential road, the wide unobstructed cartway results in high volumes of vehicular traffic and entice drivers to speed.

Recommendation:

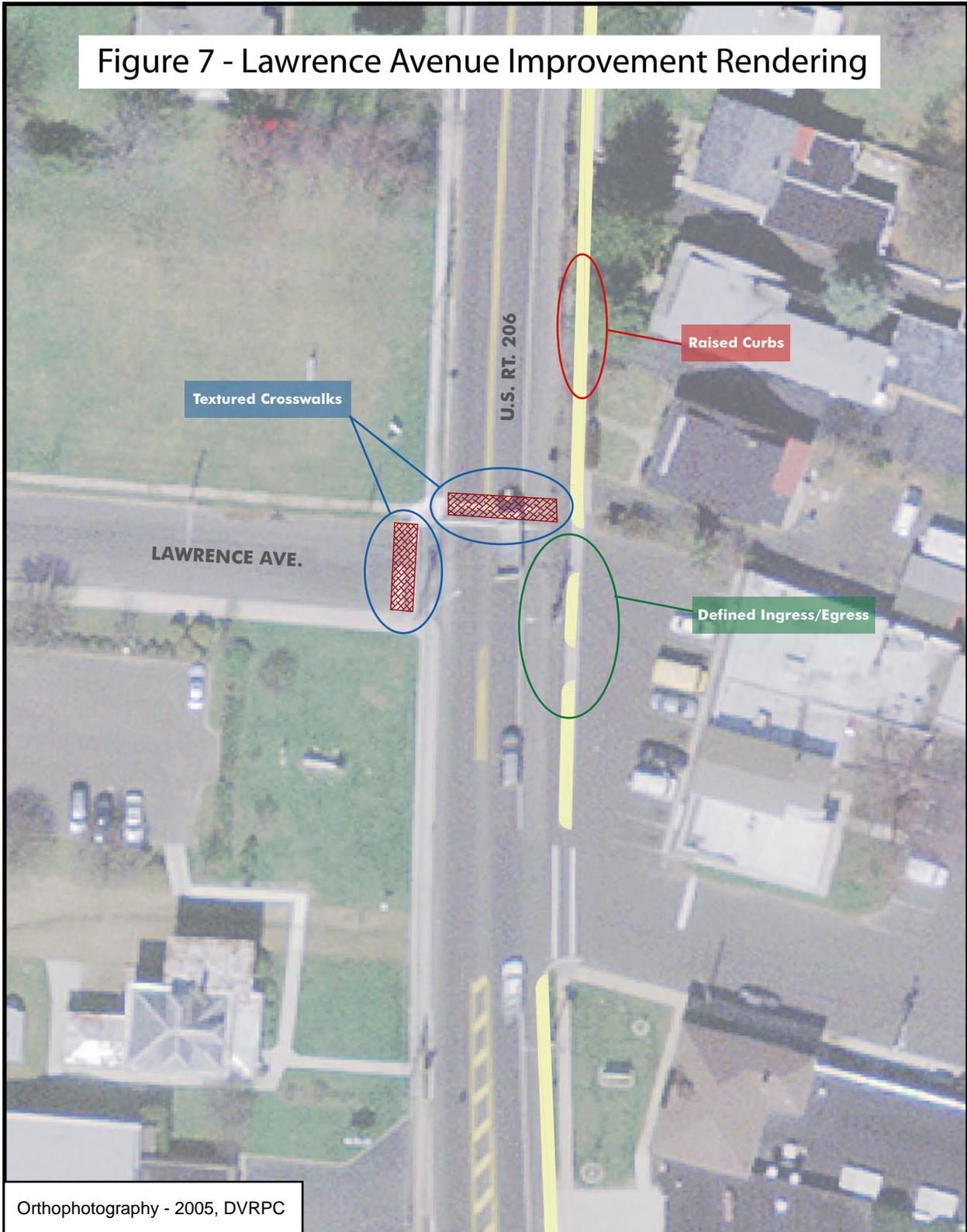
1. Construct traffic calming design such as a raised intersection at Gainsboro Road and Fieldboro Drive. Raised intersections are usually paved with contrasting material. It alerts approaching motorists that the intersection is not designed for rapid through movement and forces them to slow down.

5.1.4 US 206 from Meadowbrook Avenue to Piedmont Avenue (MP 46.19-46.64)

Issue:

- a. This section of US 206 is an area with many retail/commercial establishments and numerous curb cuts (**Figure 7**).
- b. The Lawrence Fire House and EMS squad is located at Marlboro Road and US 206. Emergency responders enter and leave this area several times each day, impacting traffic flow on US 206.
- c. To the north of this segment is the shopping area with Dunkin Donuts the primary tenant. Traffic entering and leaving this area use the entire frontage for ingress and egress. These multiple access points are also potential conflict points for vehicular traffic.
- d. There are often conflicts between vehicles and pedestrians at the crosswalk at Lawrence Avenue. Northbound through vehicles sometimes use the shoulder as a travel lane during peak periods to bypass left turning vehicles.
- e. Lawrence Avenue is a primary access road to St. Ann's School and church. There are heavy pedestrian and vehicular traffic associated with these institutions. The sidewalks in the area are generally in good to fair condition. However, there are gaps in the sidewalks.

Figure 7 - Lawrence Avenue Improvement Rendering



Orthophotography - 2005, DVRPC



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Scale: 1" = 50'



Recommendation:

Lawrence Township is currently undertaking improvements in this area. Plans call for lighted crosswalks at US 206 and Lawrence Avenue, curbing at the Dunkin Donuts location, and future traffic calming design standards. The following are recommended improvements identified by the study team that are consistent with those of the Township:

1. Construct a raised curb in front of the Dunkin Donuts shopping area with openings for ingress and egress at the northern and the southern end of the lot. This would prevent vehicles from using the shoulder for passing on the right.
2. Improve the visibility of the crosswalk for motorists.
3. Upgrade the sidewalks within this segment to accommodate the heavy pedestrian traffic safely.

5.1.5 Intersection of Eggerts Crossing Road and US 206 (MP 46.86)

Issue:

- a. High pedestrian volumes especially when students of the nearby Lawrence Intermediate School are present.
- b. The existing crosswalk is not very visible to motorists.

Recommendation:

1. Incorporate a pedestrian phase or leading pedestrian interval (LPI) into signal timing during hours of high pedestrian activity.
2. Prohibit right turns on red from southbound US 206 to Eggerts Crossing Road during school hours or when children are present.
3. The crosswalks should be clearly marked to advise pedestrians where to cross as well as to inform motorists that they are in a pedestrian area (**Figure 8**).

Figure 8 - Eggerts Crossing Improvement Rendering



Orthophotography - 2005, DVRPC

5.1.6 Intersection of Darrah Lane and US 206 (MP 47.1)

Issue:

- a. Darrah Lane provides a direct connection between US 206 and US 1. While this is a residential street, the very wide cartway attracts high volumes of through traffic and entices drivers to speed.
- b. This is an unsignalized intersection with US 206 being the primary road and Darrah Lane being the secondary road.
- c. This is an unsafe intersection for motorists entering or leaving Darrah Lane due to inadequate sight distance.
- d. Over the period 2002 – August 2005, a total of 7 crashes occurred at this location. Five of these crashes involved vehicles entering or leaving Darrah Lane.
- e. Lighting at this intersection is inadequate.
- f. Sidewalks from US 206 to Darrah Lane need improvement.

Recommendation:

1. A signal warrant analysis was conducted at this intersection (**Figure 9**). The analysis showed that it met Warrant 1: Eight-Hour Vehicular Volume, Condition B. This warrant is reached when the traffic on the major street (US 206) is at least 750 vehicles per hour for at least eight hours and traffic on the minor street approach (Darrah Lane) is at least 75 vehicles per hour during the same eight-hour period (**Table 4**).
2. Further study the sight distances of vehicles approaching this intersection from northbound US 206 and westbound Darrah Lane.
3. Improve lighting and sidewalks at this intersection to improve safety.

Table 4 – Signal Warrant Analysis

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1.....	1.....	500	400	350	280	150	120	105	84
2 or more...	1.....	600	480	420	336	150	120	105	84
2 or more...	2 or more ...	600	480	420	336	200	160	140	112
1.....	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1.....	1.....	750	600	525	420	75	60	53	42
2 or more...	1.....	900	720	630	504	75	60	53	42
2 or more...	2 or more ...	900	720	630	504	100	80	70	56
1.....	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume.

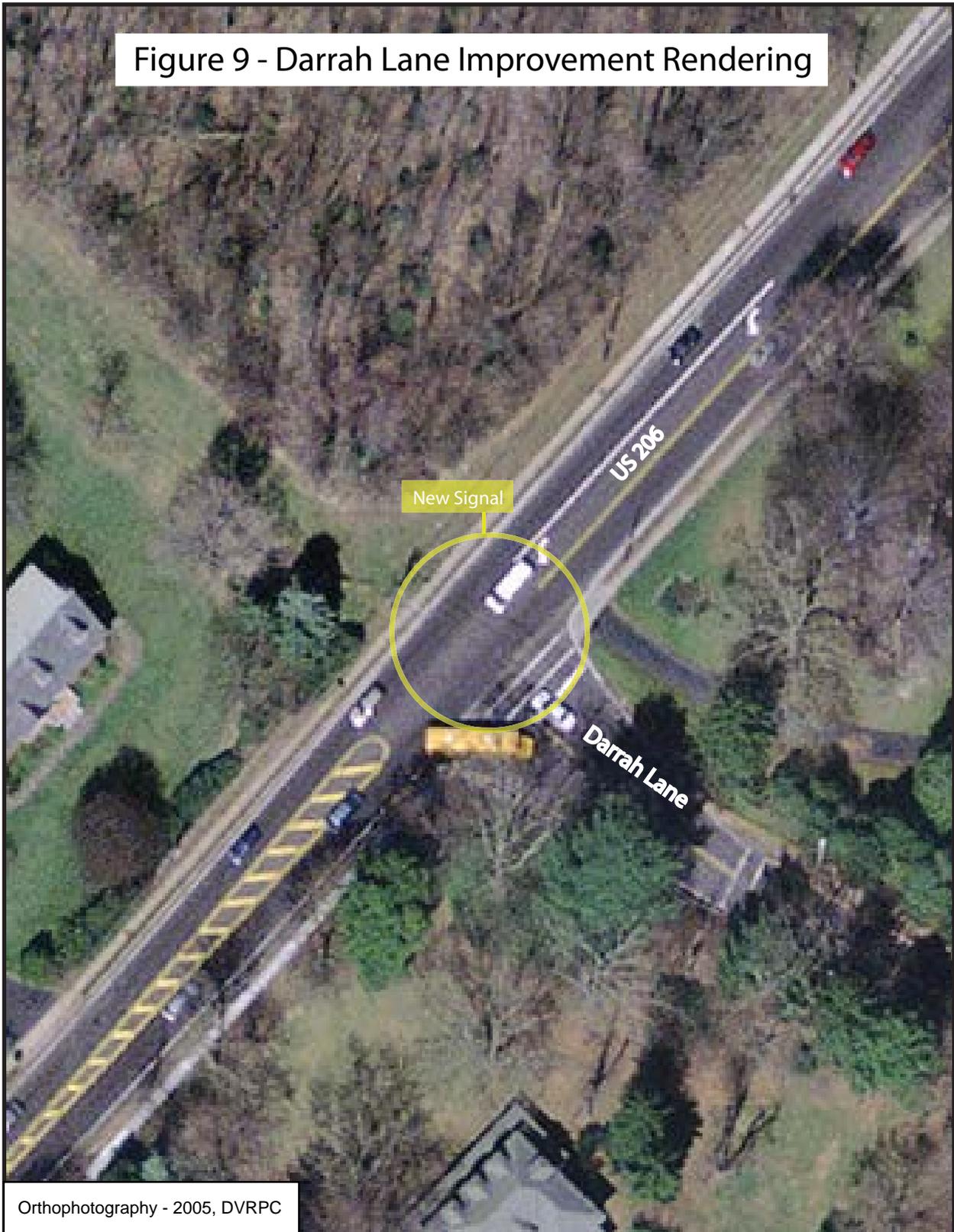
^b Used for combination of Conditions A and B after adequate trial of other remedial measures.

^c May be used when the major-street speed exceeds 70 km/h or exceeds 40 mph or in an isolated community with a population of less than 10,000.

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 70 km/h or exceeds 40 mph or in an isolated community with a population of less than 10,000.

Source: MUTCD, 2003

Figure 9 - Darrah Lane Improvement Rendering



Orthophotography - 2005, DVRPC



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Scale: 1" = 55'



5.1.7 US 206 from Skillman Avenue to Vanderveer Drive (MP 47.3 – 47.5)

Issue:

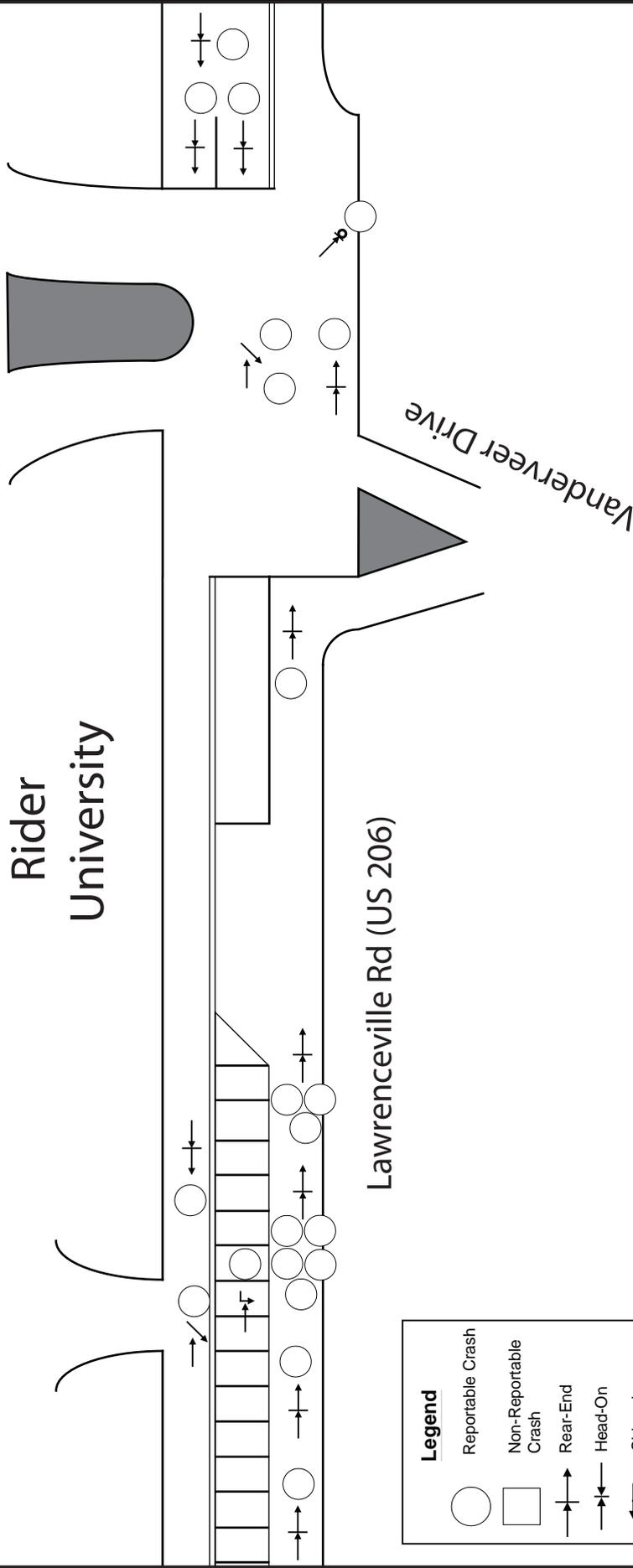
- a. There are two primary access points to Rider University. The Northern entrance is signalized while the southern is not. Vehicles leaving the University from the unsignalized exit to northbound US 206 conflict with traffic on US 206. As a result, 29 crashes have been reported at this location between 2002 and 2005. 20 of which have been rear end crashes, which account for 69% of the crash total in this segment (**Appendix C**). **Figure 10** shows the spatial distribution of most crashes that occurred in this area.
- b. With a posted speed limit of 40 MPH, high speeds on US 206 makes entering and leaving the university difficult and unsafe from the unsignalized intersection.
- c. Sidewalks and curb in front of Rider University are deficient and needs upgrading.

Recommendation:

The study team identified the following improvements as measures that could improve safety and mobility at this location. While local officials do not concur with all of the suggested improvements, the study team feels that they should be evaluated further.

1. To reduce speeds on US 206, a median composed of a mountable curb extending from the signalized entrance at Rider to Skillman Avenue, would create an environment that would discourage motorists from speeding. The median would also act as a barrier in preventing left turns from Rider where prohibited. It should be noted that township officials expressed a preference for a stamped asphalt median, flush with the travel lanes.
2. The feasibility of a bus pullout and crosswalk at the northbound bus stop across from the main entrance to Rider University should be explored.
3. Study the impact of prohibiting left turns from Rider University's southernmost entrance to northbound US 206. The permitted moves from this driveway should be right-in, right-out only. Vehicles from Rider University destined for northbound US 206 would be required to use the university's northern exit, which is signalized (**Figure 11**).

**Figure 10 - Vanderveer Drive
Collision Diagram 2002-2005***



Legend	
○	Reportable Crash
□	Non-Reportable Crash
→	Rear-End
↔	Head-On
↔	Sideswipe
↗	Angle
↙	Left Turn
⊙	Hit Fixed Object
→X	Hit Pedestrian
→A	Hit Animal
→	Other



SCHEMATIC NOT TO
SCALE

*Years Include Non-Reportable Crashes



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Figure 11 - Vanderveer Drive Improvement Rendering



Orthophotography - 2005, DVRPC



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Scale: 1" = 100'



5.1.8 US 206 from West Long Drive to I-95 Overpass (MP 47.7 – 48.0)

Issue:

- a. The posted speed limit on this segment of US 206 is 40 MPH.
- b. Vehicles exiting I-95 do so at high speeds.
- c. Vehicles traveling southbound on US 206 over I-95 do so at high speeds.
- d. It is difficult to exit West Long Drive to northbound US 206 at certain times of the day due to speeding traffic on US 206.
- e. It is difficult for bus riders to cross this segment of highway to access the municipal complex due to speeding traffic.
- f. The waiting area at the northbound bus stop is unsafe.

Recommendation:

The study team identified the following improvements as measures that could improve safety and mobility at this location.

1. Discontinue the southbound right lane on US 206 at the entrance to the municipal complex via a gradual convergence that adheres to current design criteria. This can be achieved by extending the painted shoulder with reflective material and installing signage to alert drivers of the discontinued lane. This would alert southbound motorists of the merge and lane drop (**Figure 12**).
2. Install signage and pavement markings on US 206 southbound alerting motorists of merging traffic from I-95 exit ramp and the subsequent lane drop.
3. Install pavement markings at the gore area (indicated by hatch marks) of US 206 southbound after the I-95 overpass. This will create a visual sense of enclosure and encourage motorists to slow down.

It should be noted that Lawrence Township officials do not agree with recommendation #1. The Township feels that the proposed reconfiguration will contribute to an accelerated convergence of traffic at this location. It is the study team's position that the proposed reconfiguration should be evaluated further.

Figure 12 - West Long Drive to I-95
Improvement Rendering



**INSTALL REDUCE
SPEED SIGN**

RE-STRIPE SHOULDER

INSTALL MERGE SIGN

**Municipal
Complex**

ADD BUS STOP

DISCONTINUE RIGHT LANE

Orthophotography - 2005, DVRPC

5.1.9 US 206 at Franklin Corner Road (MP 48.1 - 48.4)

Issue:

- a. The northbound off ramp to Franklin Corner Road backs up in the AM peak on to US 206 northbound.
- b. The intersection as a whole operates at Level of Service E in the AM and PM peaks.
- c. The action of vehicles entering the merge area from the I-95 off-ramp to the northbound US 206 traffic stream, creates turbulence with vehicles exiting US 206 at the jughandle towards Franklin Corner Road.
- d. The northbound US 206 shoulder is sometimes used as a travel lane by vehicles trying to bypass the delays.
- e. Over the period 2002 – 2005, a total of 8 rear-end crashes have been recorded on US 206 at the northbound approach to Franklin Corner Road (**Figure 13**).

Recommendation:

Short Term

1. Study the effectiveness of a left turn lane from northbound US 206 onto Lawrenceville-Pennington Road and reconfigure the jughandle for right turn only onto eastbound Franklin Corner Road (**Figure 14**).

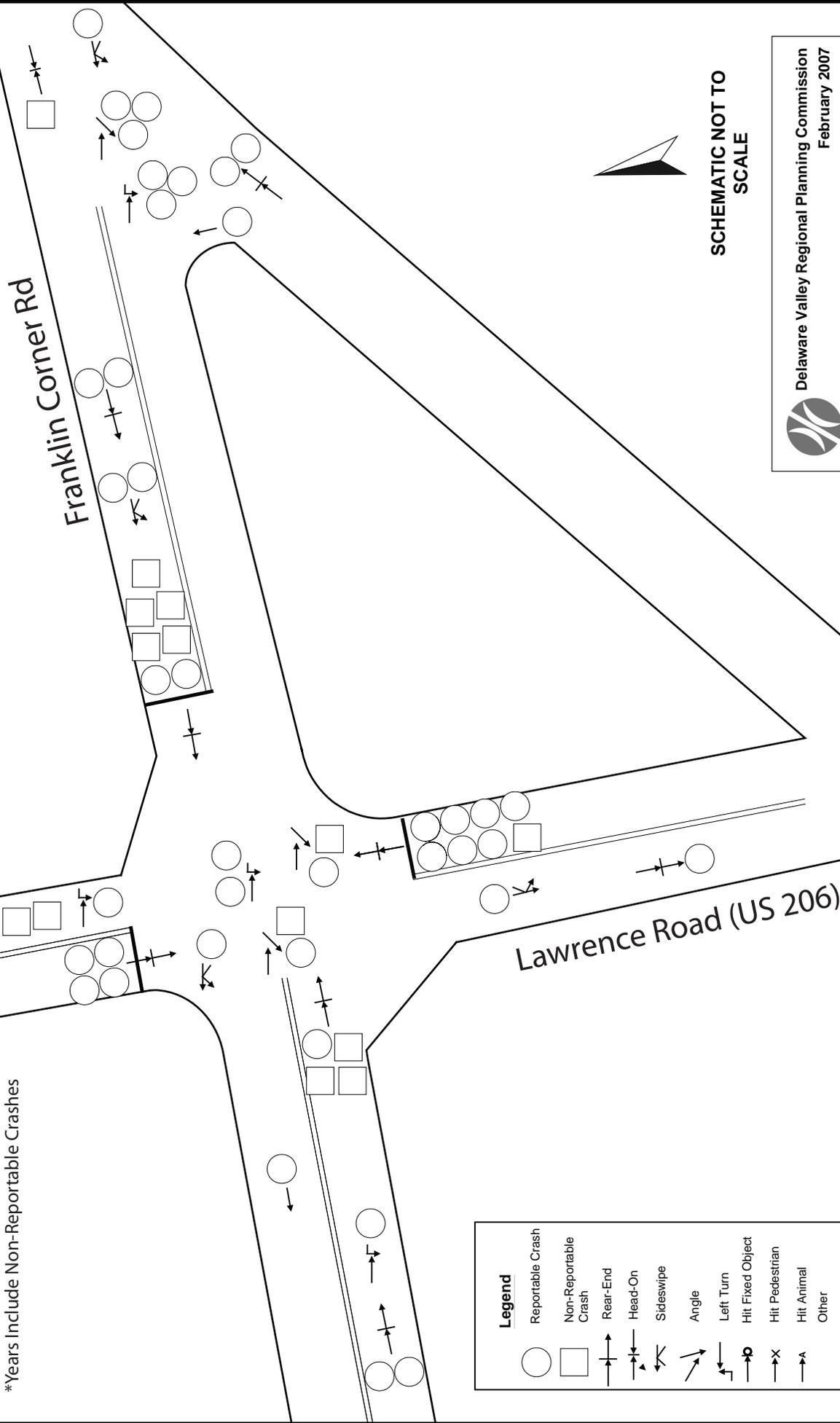
Long Term

2. Study the feasibility and effectiveness of constructing a roundabout to better manage traffic flow at this location. A roundabout would also act as a gateway to Lawrenceville, signaling the change in the conditions of the area from an open highway to a main street environment.

Figure 13 - Franklin Corner Collision Diagram 2002-2005*

US 206 at Franklin Corner Road

*Years Include Non-Reportable Crashes



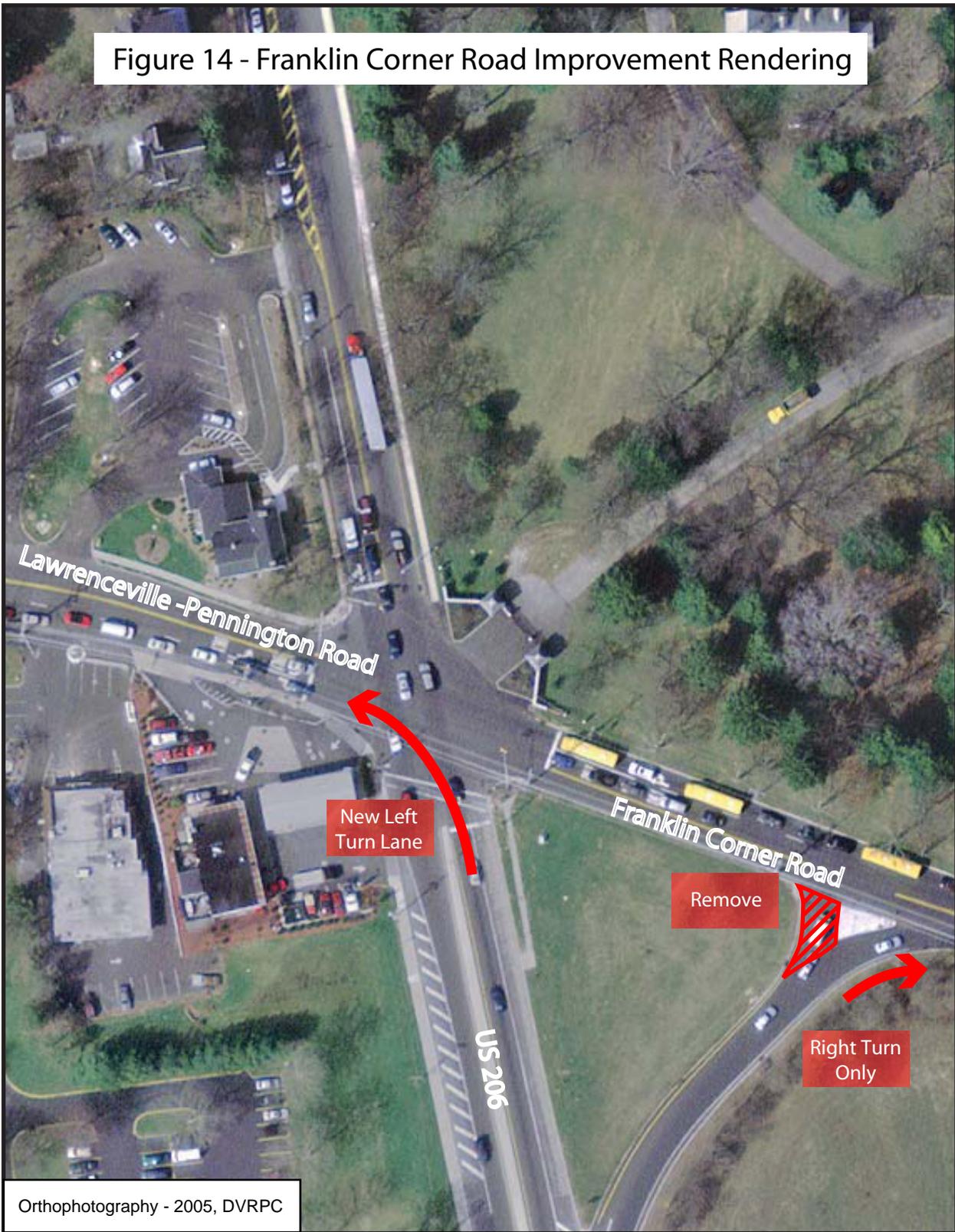
Legend

○	Reportable Crash
□	Non-Reportable Crash
→	Rear-End
↔	Head-On
↔	Sideswipe
↘	Angle
↙	Left Turn
⊙	Hit Fixed Object
⊗	Hit Pedestrian
⊘	Hit Animal
→	Other



SCHEMATIC NOT TO SCALE

Figure 14 - Franklin Corner Road Improvement Rendering



Orthophotography - 2005, DVRPC



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Scale: 1" = 50'



5.1.10 US 206 from Franklin Corner Road to Gordon Avenue (MP 48.5 - 48.8)

Issue:

- a. The sidewalks and curbs on the west side of US 206 extend from the vicinity of Hendrickson Road to Franklin Corner Road need repair.
- b. There is heavy pedestrian traffic due to the proximity to the Lawrence School as well as a concentration of shops.

Recommendation:

1. Textured brick medians should be installed in areas where painted median exists as a traffic calming measure.
2. Pedestrian crosswalks should be upgraded to improve visibility and safety. **Figure 15** represents typical improvements for this segment.
3. In-street pedestrian crossing signs (State Law, Yield to Pedestrians in Crosswalk) should be installed at approaches to unsignalized pedestrian crosswalks. They would serve the purpose of reminding motorists of the right of way at these crosswalks and encourage them to be more alert.
4. Sidewalks, street lighting and street furniture in this area should have a uniform design to indicate the urban character of the area. This would alert motorists of heavy pedestrian activity in the area.

5.1.11 Intersection of Gordon Avenue and US 206 (MP 48.9)

Issue:

- a. The pedestrian crosswalk is not clearly visible, and as a result does not provide adequate protection to pedestrians.
- b. Traffic stopped during the red phase on US 206 northbound often blocks the intersection and prevents access to the Lawrence School.

Recommendation:

1. Crosswalks need to be upgraded and made more visible from afar. This is particularly important since this is also a trail crossing. This can be achieved by having a reflective textured surface clearly distinct from the pavement surface.
2. Move the stop bar back away from the intersection approximately 25 feet. This would allow vehicles to enter and leave the Lawrence School when traffic on US 206 is stopped during the red phase.

Figure 15 - Phillips Avenue Improvement Rendering



5.1.12 Intersection of Carter Road/Fackler Road and US 206 (MP 50.3 – 50.4)

Issue:

- a. Vehicular movements at this intersection need to be rationalized to improve circulation and safety.
- b. Fackler Road northbound spur accommodates two-way traffic within a narrow cartway. Left turns from US 206 southbound are problematic.
- c. 35 crashes have been reported at this segment over the period 2002-2005, 13 of which were reported as “Unknown” or “Other” which encompasses 37% of the total crashes (**Appendix C**). **Figure 16** displays the spatial distribution of most crashes along this segment of highway.

Recommendation:

1. Study the feasibility of constructing a roundabout at this location to regulate traffic speeds and to better accommodate vehicle movements by providing a free flow of traffic at reduced speeds through the intersection.

5.1.13 Entrance to Bristol Myers-Squibb (MP 51-51.1)

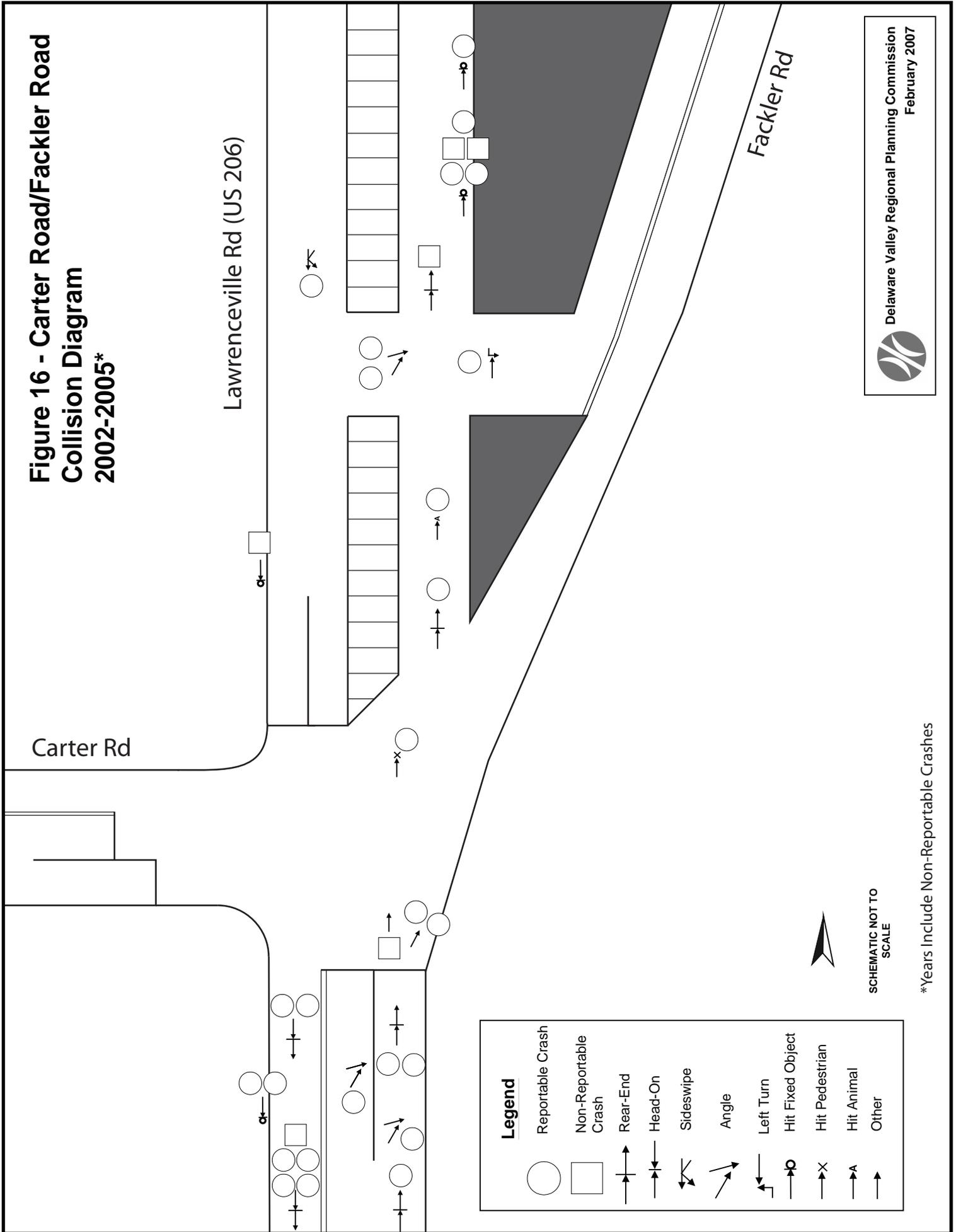
Issue:

- a. Speeding by motorists has been reported due to the straight and open alignment of this section of highway.
- b. Southbound motorists sometimes pass on the right in the area at the entrance to Bristol Myers-Squibb. This makes this area unsafe for motorists entering or leaving this facility.

Recommendation:

1. To reduce speeds on US 206, a landscaped median would create an environment that would narrow the perceived width of the road and effectuate a reduction in speed.
2. Convert the right southbound lane on US 206 to a right turn only lane for entry to Bristol Myers-Squibb campus (**Figure 17**).
3. Create a crosswalk through a median crossing island at the entrance to Bristol Myers-Squibb. This would allow the pedestrian or bicyclist to cross one direction of traffic, evaluate the opposing traffic, before completing the crossing. This island would act as a buffer between pedestrian traffic and vehicular traffic.
4. Construct a bus shelter on northbound US 206 near the entrance to Bristol Myers-Squibb. Sidewalks should also be constructed to provide access to the crosswalk and the bus shelter.

**Figure 16 - Carter Road/Fackler Road
Collision Diagram
2002-2005***



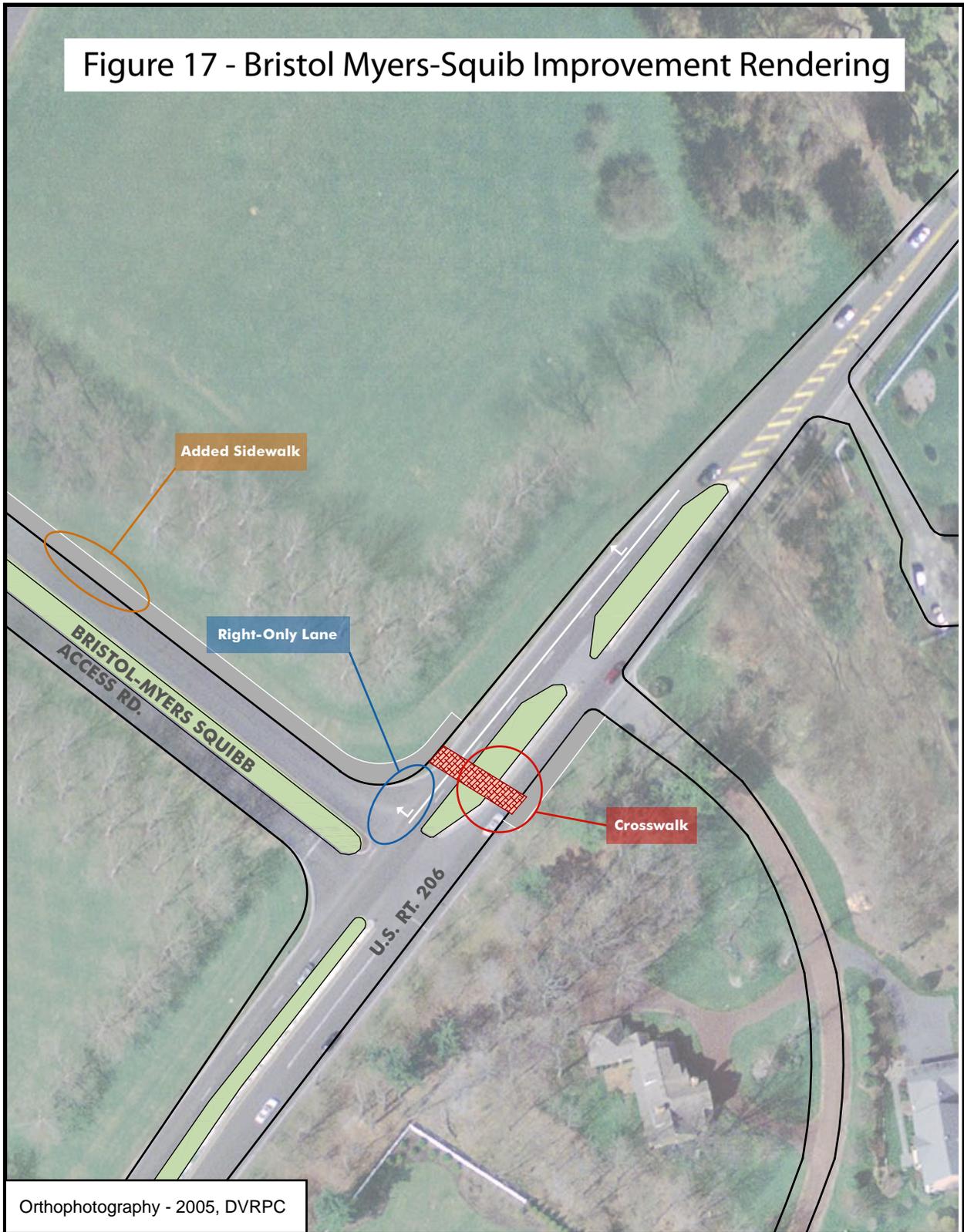
SCHMATIC NOT TO
SCALE

*Years Include Non-Reportable Crashes



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Figure 17 - Bristol Myers-Squibb Improvement Rendering



Orthophotography - 2005, DVRPC



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Scale: 1" = 120'



5.1.14 Intersection of Province Line Road and US 206 (MP 51.3)

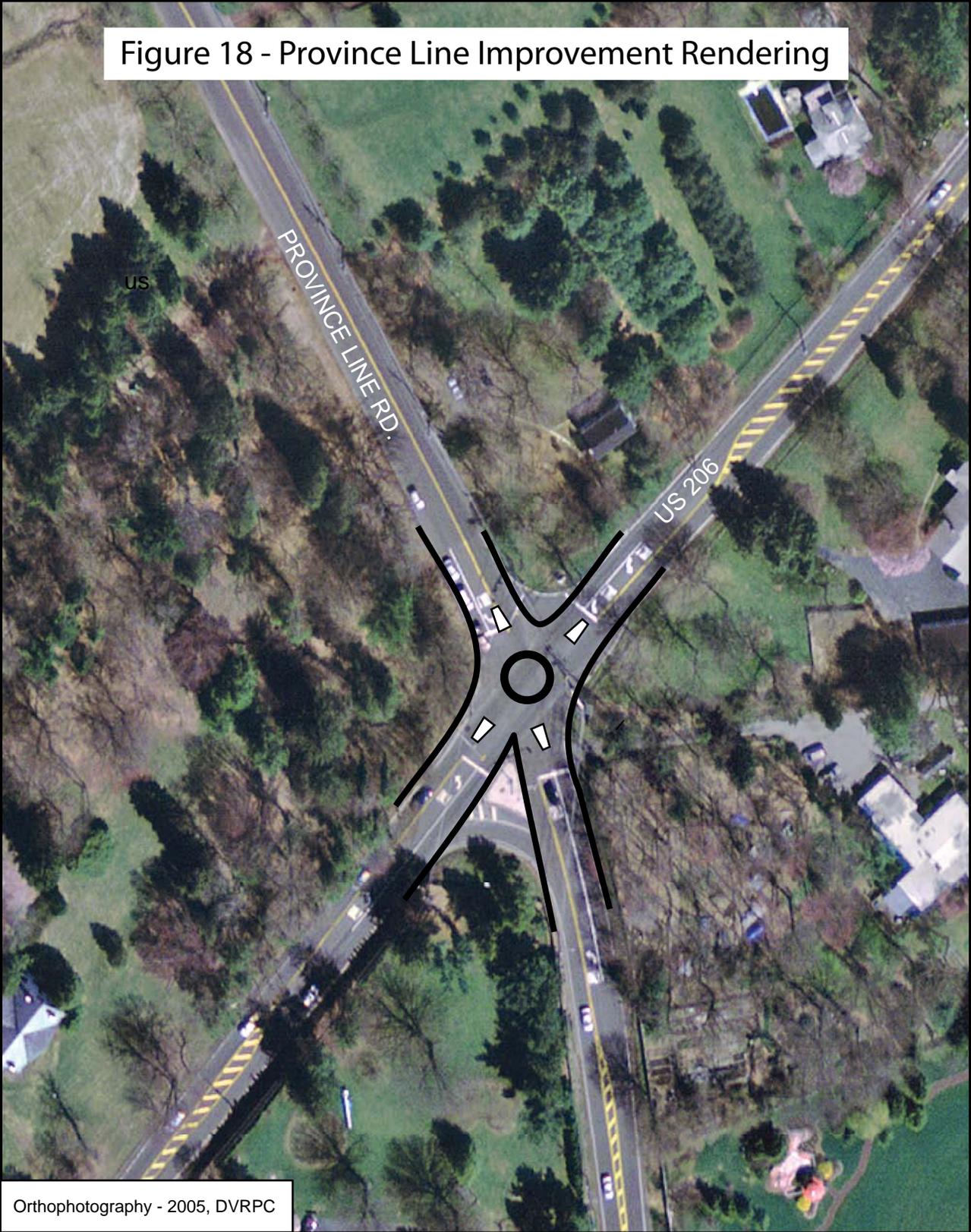
Issue:

- a. Excessive delays on Province Line Road experienced by traffic in the northbound left and southbound through/right lanes, during both AM and PM peak periods.

Recommendation:

1. Signal optimization at this intersection would have minimal improvement to traffic flow. With optimization, the AM peak would improve from LOS D to LOS C. In the PM peak however, the LOS would remain at LOS D. For long term improvement, it is recommended that a roundabout feasibility study be initiated at this intersection. A roundabout would regulate traffic speeds and better accommodate vehicle movements by providing a free flow of traffic at reduced speeds through the intersection (**Figure 18**). The reduced speeds would lead to improved safety. A roundabout at this intersection would improve the streetscape and define the gateway to Lawrence Township.

Figure 18 - Province Line Improvement Rendering



Orthophotography - 2005, DVRPC



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Scale: 1" = 100'



5.1.15 Area wide Issue Definition and Improvements

1. Gateway Definition

Problem:

- a. The area extending from Carter Road south to Franklin Corner Road is an area that sometimes experiences speeding by motorists.
- b. There is no common theme that defines this area as a destination.

Recommendation:

1. Streetscape improvement at approaches to the commercial core of the corridor. These areas can be defined by distinctive street light treatment, and landscaping. The corridor was historically known as the “Kings Highway” and the streetscape should reflect this character.
2. Healthy street trees and their canopy effect are effective in creating a visual environment that would deter speeding and enhance the aesthetics of the area.
3. Crosswalks should be clearly marked to alert motorists of pedestrian activity as well as to inform pedestrians of designated crossing areas. Generally, crosswalks in the area should be consistent in their design. Lawrence Township is desirous in having a standardized installation of crosswalks consisting of stamped asphalt. The pattern would be rectangular brick shape and brick colored outline. Crosswalks should also be well lit to improve safety, visibility and comfort of pedestrians.
4. Distinctive street furniture, curbs and sidewalks can best define streetscape improvement within areas of dense development.

2. Promote Travel Demand Management (TDM)

Problem:

- a. Several large office parks within the corridor contribute to the peak traffic volumes which overall accounts for approximately 6.8% – 9.6% of all traffic in the AM and 7.3% – 8.6% in the PM.

Recommendation:

1. Explore Travel Demand Management opportunities through the Greater Mercer Transportation Management Association that promotes non-traditional transportation such as carpools, vanpools, demand responsive paratransit, subscription buses, telecommuting, and compressed workweek in order to reduce regionwide congestion. Since the purpose of these programs is, in part, to

support transit, recommendations depend on specific transit service and programs that are studied or implemented.

3. Enhanced Bus Service

Problem:

- a. At locations where buses stop to pick-up or drop-off passengers, the travel lane is blocked for the duration. This impedes the flow of through traffic.
- b. Inadequate waiting area for bus passengers.
- c. Lack of adequate sidewalks and crosswalks in the vicinity of bus stops.
- d. There are no transit stops proximal to the Bristol Myers Squibb facility along Lawrenceville Road.

Recommendation:

1. Bus pullouts remove the bus from the travel lane when passengers are being picked-up or dropped-off. This enhances the safety of passengers as well as permit unimpeded traffic flow during the bus dwell time.
2. Erect shelters at existing bus stops where appropriate. These shelters should be accessed by paved walkways and have glass windscreens to enhance customer comfort. A current bus schedule should be posted at each bus stop for each route as well as transfer points for intersecting buses and trains. This will increase the attractiveness and therefore use of transit and result in a corresponding decrease in auto travel.
3. Provide unobstructed sidewalks in good condition in the vicinity of bus stops.
4. Install marked crosswalks that are highly visible by motorists from a distance. Longitudinal markings should be used to increase its visibility to motorists.
5. Provide transit service to Bristol Myers Squibb by constructing bus stop infrastructure at or near the entrance to their facility; approximately MP 51.03. This stop can be added to the regular service of NJ Transit bus route #606

5.2 Princeton Borough

5.2.1 Intersection of US 206 and Nassau Street (MP 53.9)

Issue:

- a. This is a high-volume intersection with long delays on all approaches during peak periods.
- b. Poor levels of service for both AM and PM peak hours. Turning and through movement counts reveal an overall intersection LOS of D during the AM and PM peaks. (**Figure 4a, Appendix B**).
- c. Intersection configuration and significant pedestrian volumes create the potential for conflicts with turning vehicles.

Recommendation:

1. In the short term, program leading pedestrian interval (LPI) into the signal timing to allow pedestrians to begin crossing before traffic proceeds. Additionally, install enhanced striping and a pedestrian countdown signal. Investigate the feasibility of a pedestrian-actuated, multi-directional red signal.
2. In the long term, constructing a roundabout to reduce delay by allowing continuous, low-speed traffic flow consistent with recommendations of the NJDOT *Route 206 Joint Vision Plan and Traffic Calming Study*.

5.2.2 Bayard Lane from Nassau Street to Birch Avenue (MP 53.9 - 54.5)

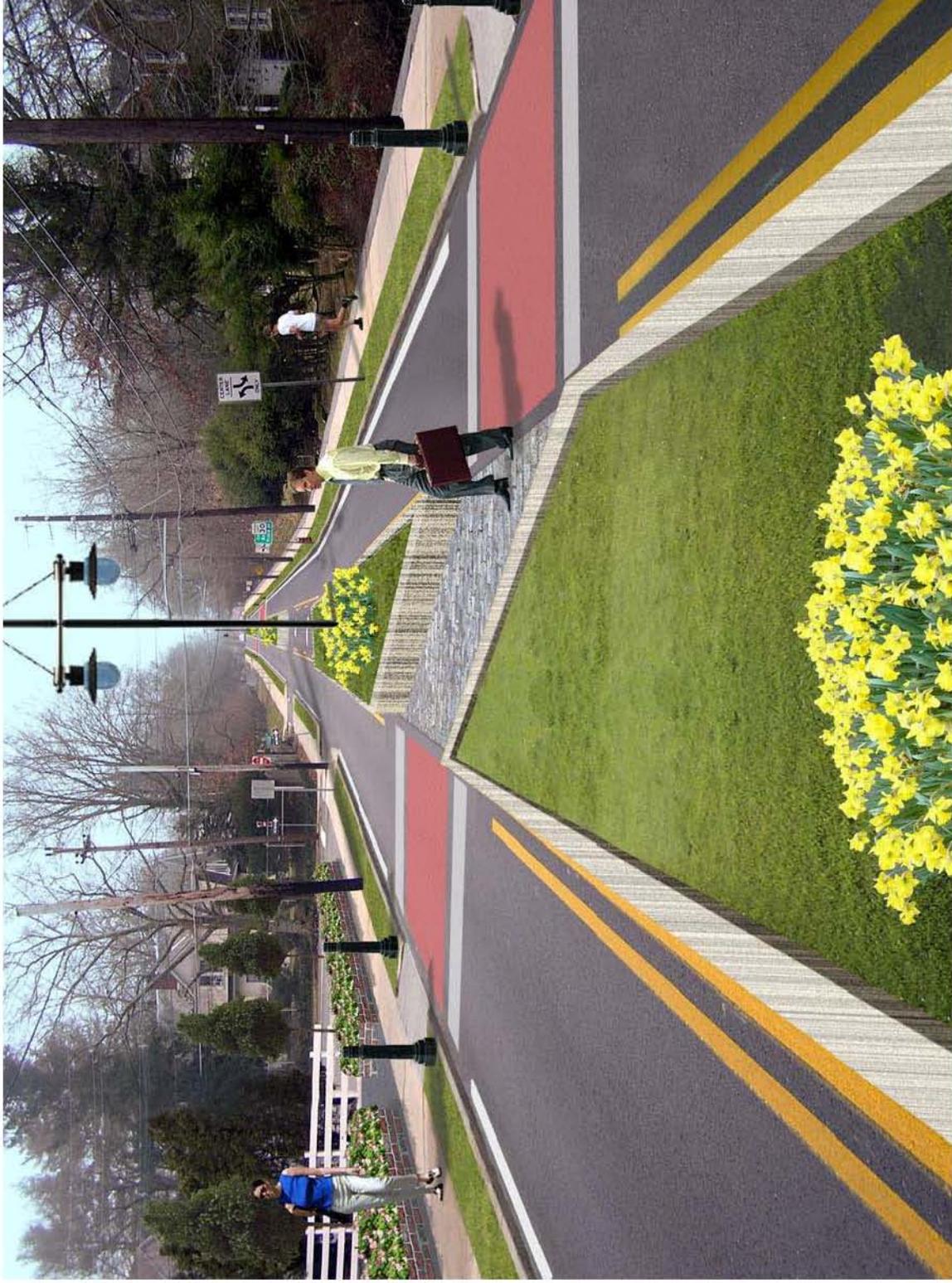
Issue:

- a. Vehicles tend to speed due to the straight alignment and open character of this highway segment. The two-way, left-turn lane (TWLTL) is sometimes used for overtaking.
- b. High pedestrian volumes along and across Bayard Lane. School traffic as well as activity to and from the residential neighborhood contributes to this volume.
- c. Sidewalks are absent on the southbound side of Bayard Lane.

Recommendation:

1. Replace the TWLTL with a median with mid-block pedestrian refuges consistent with the recommendations of the NJDOT *Route 206 Joint Vision Plan and Traffic Calming Study*. Left turn lanes would remain at approaches to intersections. This will have the effect of narrowing the roadway, slowing traffic and providing for safer pedestrian crossings (**Figure 19**).
2. Construct sidewalks on the southbound side of Bayard Lane.

Figure 19 - Bayard Lane Improvement Rendering



Source: DVRPC, 2006

5.3 Princeton Township

5.3.1. Intersection of Mountain Avenue and US 206 (MP 54.7)

Issue:

- a. There are two parks on opposite sides of US 206 at this location. As a result, there is a high volume of pedestrian activity. The horizontal curve on US 206 approaching this intersection limits sight distance and is hazardous to pedestrians.
- b. The vertical and horizontal alignment of the roadway approaching this intersection encourages speeding by motorists.
- c. 16 crashes were recorded at this intersection between 2002 and 2005 (**Figure 20**).

Recommendation:

1. In the short term, the visibility of the crosswalk can be improved by paving it with contrasting material. This would alert approaching motorists that the intersection is not designed for rapid through movement and forces them to slow down.
2. A pedestrian crossing island can be constructed which would provide a refuge for pedestrians in the median.
3. Raising the horizontal alignment of the roadway at the intersection would further highlight the pedestrian crossing.
4. Install warning beacon at the approaches to the intersection to alert motorists to pedestrian activity.
5. In the long run, a detailed engineering study should be done that would explore the feasibility of constructing a roundabout in this area.

5.3.2 Valley, Terhune and Cherry Hill Roads at US 206 (State Road) (MP 55.00 – 55.11)

The Princeton Township Police Department and the Mercer Engine Co. No. 3 Firehouse are both near this location.

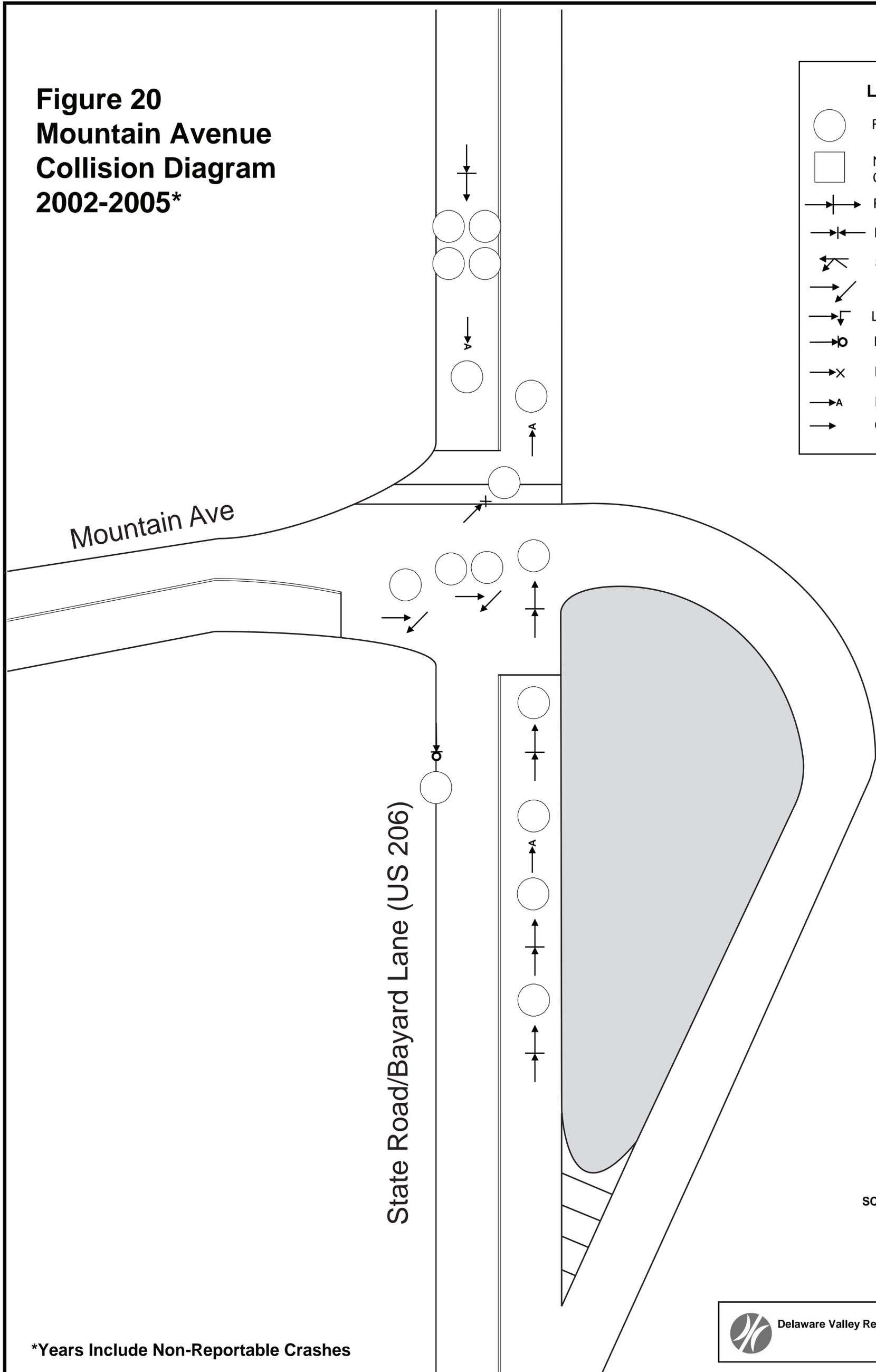
Issue:

- a. These three roads intersect with US 206 (State Road) within one-tenth of a mile (**Map 5**). Cherry Hill Road is signalized while Valley and Terhune are not. All three intersect with Witherspoon Street and convey traffic from Witherspoon Street. There are delays for left turning vehicles during peak hours due to high volumes.
- b. These three intersecting streets present potential conflict points for US 206 traffic.

**Figure 20
Mountain Avenue
Collision Diagram
2002-2005***

Legend

- Reportable Crash
- Non-Reportable Crash
- + Rear-End
- ←+ Head-On
- ↔ Sideswipe
- ↘ Angle
- ↙ Left Turn
- ⊙ Hit Fixed Object
- X Hit Pedestrian
- A Hit Animal
- Other



▲
SCHEMATIC NOT TO
SCALE

*Years Include Non-Reportable Crashes

Recommendation:

1. A study should be completed in the short term regarding signal timing at this location, including the feasibility of a delayed green to facilitate left-hand turns.
2. The study team feels that improvement to this area can be achieved by making Valley Road right turn only from US 206 northbound. All other movements at this intersection would be prohibited. Secondly, Terhune Road should be closed from US 206 to Witherspoon Street. Traffic currently using this roadway segment would be directed to Cherry Hill Road. Finally, Left-turning traffic would be directed to the signalized intersection of Cherry Hill Road. This would reduce the number of conflict points and provide for controlled access to US 206. This scenario would be considered only if the short-term measures fail to achieve measurable results.
3. A long-term solution would be to conduct a detailed traffic study of the major intersections within this area to determine origin and destination of traffic and identify ways to rationalize traffic flow. The feasibility of installing roundabouts in this area in keeping with the recommendations of the *Route 206 Vision Plan and Traffic Calming Study* should be explored.

5.3.3 Intersection of Ewing Street and US 206 (MP 55.8)

Issue:

Ewing Street is a major connector which channels traffic between US 206, NJ 27 and US 1. Its intersection with US 206 is currently controlled by a stop sign.

- a. This location is the site of numerous crashes resulting from Ewing Street traffic entering the high-speed traffic stream on US 206. Between the years 2002 and 2005, this intersection experienced 54 crashes; 39 being rear end collisions that encompass 72% of this intersection's crashes (**Figure 21**).
- b. The overall performance at this intersection was LOS F in both the AM and PM peaks.

Based on crash data and current traffic volume, the need for a traffic signal at this intersection was analyzed.

This intersection satisfies the standard for Warrant 1, conditions A and B of the MUTCD (2003 Edition), which specify minimum eight-hour vehicular volumes for the major and minor intersection approaches.

For Condition A, a minimum of 500 vehicles per hour over eight hours for the major approach (US 206) and 150 vehicles per hour for the minor approach (Ewing Street) are required to warrant a signal.

For Condition B, a minimum of 750 vehicles per hour over eight hours for the major approach (US 206) and 75 vehicles per hour for the minor approach (Ewing Street) are required to warrant a signal.

Eight-hour vehicular volumes: During a 12-hour period (7:00am-7:00pm) in which traffic was counted at this intersection there were at least 1,309 vehicles per hour for US 206 and at least 216 vehicles per hour for Ewing Street.

Recommendation:

1. Installing a signal at this intersection could improve its operation by reducing delays and improving safety.
2. Install warning beacon along US 206 north of the intersection to warn motorists approaching vertical incline that limits sight distance.
3. Consider the feasibility of installing a roundabout as a long-term, corridor-wide solution, consistent with recommendations of the *NJDOT Route 206 Joint Vision Plan and Traffic Calming Study*

5.3.4 Intersection of Cherry Valley Road and US 206 (MP 57.2)

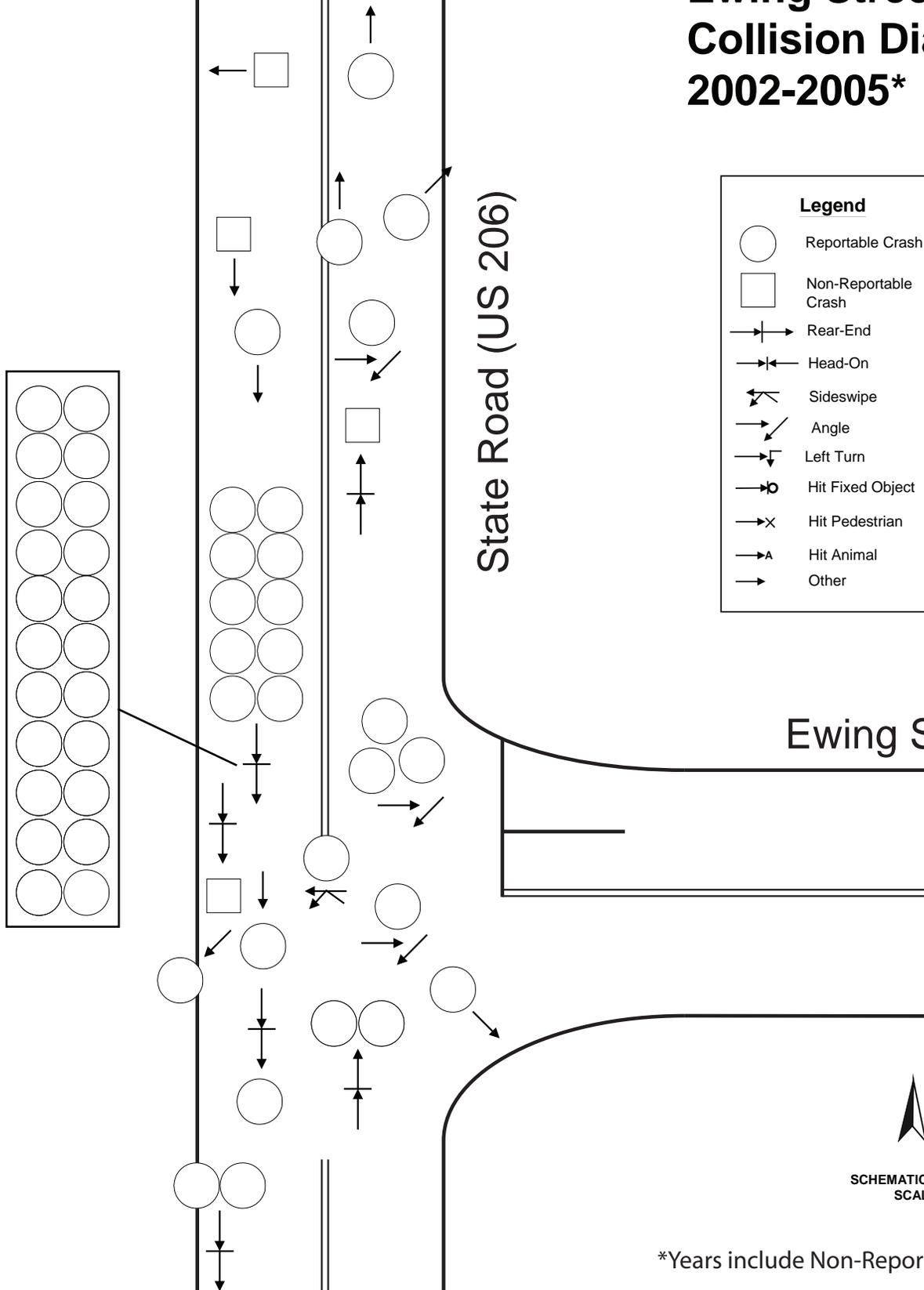
Issue:

- a. The skewed intersection geometry limits the efficient operation of this intersection.
- b. The LOS at this intersection is F in both the AM and PM peaks.

Recommendation:

1. Work is underway by the township to reconfigure this intersection by building new connecting streets and enhancing the traffic flow through the area.
2. In the short term, conduct a study regarding signal timing for this intersection and install pedestrian crosswalks.

Figure 21 Ewing Street Collision Diagram 2002-2005*



Ewing Street

State Road (US 206)

SCHEMATIC NOT TO SCALE

*Years include Non-Reportable Crashes

5.3.5 Area-wide Issue Definition and Improvements

1. Pedestrian Vehicle Conflicts

Issue:

- a. Excessive vehicle speeds through residential areas and areas with significant pedestrian activity

Recommendation:

1. Review posted speed limits along entire corridor to ensure consistency among jurisdictions.
2. Narrow excessively wide travel lanes, incorporating bicycle lanes or wider sidewalks, where possible.
3. Install traffic calming measures, where appropriate, along the entire corridor to constantly reinforce appropriate speeds. Examples include roundabouts and raised medians.

Note: Princeton Township recommends a signal timing study be conducted and crosswalks installed, both in the short term.

2. Pedestrian Network

Sidewalks and pedestrian pathways should link common origins and destinations. These should be well lit and visible from the surrounding community. Plantings and street furniture should be designed so isolated areas are not created.

3. Truck Traffic

Issue:

- a. Commercial trucks using US 206 as a through route with trip origins and destinations outside the study area.

Recommendation:

1. Consider design measures, such as roundabouts, that promote safe, slower speed traffic flows in areas of high pedestrian activity in an effort to improve safety.

4. Intermodal Connections

With the assistance of the TMA and NJ Transit, explore the possibility of providing better bus connections to the Princeton rail station from residential and commercial areas via shuttle service.

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6.0 STRATEGIC IMPROVEMENT PLAN

Background

Development of a strategic implementation plan for the corridor is based upon the land use scenarios, the transportation needs and the economic development strategy, in conformance with the policy goals and objectives of the New Jersey State Plan, DVRPC's Year 2030 Land Use and Transportation Plan, county and local municipal plans. This implementation plan will include a definition of the roles and responsibilities of all affected agencies for each improvement project.

The *US 206 Corridor Study* can be used as a dynamic long-range tool for the systematic selection of projects to create a significantly improved transportation system within the study area. This document can serve as a *punch list* for the government agencies with a stake in the implementation of improvements. Municipal governments are key players in this process. Even though a highway may be maintained by the state or county, it is the welfare of the local residents which is affected the most. Safety and mobility benefits are felt more by those who use the highway frequently. Therefore, the local municipality should assure that the improvements are advanced expediently by being involved in the process no matter which agency has a lead role.

Characteristics

In choosing which projects should advance first, stakeholders can be guided by the information presented in **Table 5**, *US 206 Corridor Study Transportation Improvements Implementation Matrix*. This easy to use matrix suggests the relative importance of the various attributes of each issue location. Each improvement scenario identified is evaluated in terms of project priority, cost range and project benefits. The stakeholders necessary to carry out the plan are also identified.

Priority

Priorities are estimated in terms of three categories: high, moderate and low. Priorities are assigned based on the perception of the extent of the problems they present road users, with safety being most important, but congestion (or time delay) and mobility also being considered. A higher degree of priority is also assigned if there is an urgency to complete the improvement due to the imminent completion of a nearby major investment (development or transportation improvement). If there is concern that a section of right-of-way needed to complete an improvement is in danger of being developed or used for another use, the priority to act on that improvement is also heightened. If a project is relatively small scale and low cost, yet offers a projected high benefit, it also receives a higher priority ranking.

Cost Range

Costs are also assigned to categories of high, moderate and low. High cost projects usually involve a major commitment from one or more funding sources, lengthy public involvement, and several years lead-time in programming the required funds. They are typically large scale, complex or multi-phased improvements and can entail the construction of new facilities. In general, a project in this category is estimated to cost over \$5 million. An improvement estimated to have a moderate cost could involve a major reconstruction of an intersection, construction of a short connector road or a widening of an existing road. In general, a project in this category is estimated to cost between \$2 and \$5 million. Low cost projects can often be fast-tracked with maintenance, or pool funding. They are often operational type improvements at isolated locations and typically cost less than \$2 million. These cost ranges are generalized estimates and could be significantly changed for a specific location due to environmental, right-of-way or other factors uncovered during detailed design of the improvement.

Benefits

Benefits describe the kind of impact the improvement will yield, such as enhancing safety, lessening congestion, improving mobility or encouraging economic development. Economic development benefits are derived from a transportation improvement generally through an increase in the accessibility of affected individual properties or areas. The strategic location and magnitude of the improvement determines the extent of the benefits received by the affected properties. The increased level of access to a property may make it attractive enough to induce new commercial or residential development or entice existing land uses to expand. Increased accessibility can also have a positive effect on property values.

Roles of Agencies

In terms of a hierarchy of agencies, the New Jersey Department of Transportation (NJDOT) is primary, both in terms of maintaining US 206 as well as providing much of the design, right-of-way and construction funding for major improvements. Municipalities make land use decisions in the corridor, which ultimately affect traffic levels within the corridor. In addition, many of the cross streets are designed, built and maintained by local and county government, and these also impact how well the state routes function. Lastly, developers actually build the housing, commercial, and industrial projects, which generate the trips that must be accommodated by a publicly owned transportation infrastructure. In addition, some of the transportation improvements themselves are designed and financed by developers.

New Jersey Department of Transportation

NJDOT has jurisdiction over the state highways in the corridor. These include I-295 and US 130. Improvements to these highways are typically financed by state and/or federal funds. Occasionally, developer contributions are also a source of funding if the project has special impact by a development. The State ultimately makes the decision on what improvements are done to their facilities but often coordinates with the county or local municipalities when the improvements include facilities under their jurisdiction.

Mercer County

The county has jurisdiction over a network of roads throughout the study area. In New Jersey, county roads are given 500, 600 or 700 route designations. There are several of these routes within the study area: CR 569 (Carter Road), CR 546 (Franklin Corner Road), and CR 604 (Elm Street). (Jurisdiction of CR 583 [Princeton Pike] was ceded to municipalities, at municipal request, in 1970). The primary function of the county network is to serve medium range trips or to serve as feeders to the state system. Improvements to county roads are financed by county dollars or where eligible they can receive federal or state funding. The county has the ultimate decision concerning improvements on county roads but typically coordinates with the municipality in which the improvement is located.

Metropolitan Planning Organization (MPO)

DVRPC, serving as the MPO for this region, is required to coordinate a comprehensive and continuing transportation planning process. This process results in the development of a Transportation Improvement Program (TIP), which identifies all priority projects for which federal funds will be sought. The TIP represents a consensus among state and regional officials as to what regional improvements are to be made. In addition to the TIP, the MPO is required by federal legislation to develop a long range plan to help direct region-wide transportation decision making over a period of at least 20 years. Long-range plans do not specify the design of actual projects. Rather, they identify future needs to address transportation deficiencies.

Municipalities

Local governments not only have jurisdiction over their local road system they also control local land use decisions. The decisions made at the local level can affect the traffic on roads at all levels. Therefore, local officials must understand the traffic impacts that could be generated from a particular development as well as the synergy that exists between land use decisions and transportation improvements. Local officials need to be involved in the transportation planning process for all levels of transportation improvements to make sure that the concerns of their residents are addressed and to assist in the problem identification and improvement recommendations. Municipal officials need to make use of the circulation element of their Master Plan to identify important missing links in their highway network and begin to preserve space for these

links to be built. The Master Plan is an important tool for municipalities to use in addressing their circulation needs.

Developers

As properties are developed or redeveloped, the transportation needs of the properties can change, sometimes drastically. Providing proper transportation access to a new development is often critical to the success of that development. Therefore, developers must work with the transportation providers to assure that the necessary changes are beneficial to both the development and the existing transportation infrastructure. Developers frequently design and construct improvements for traffic attributable to their developments or to provide enhanced access to their site.

TABLE 5						
US 206 Corridor Study Transportation Improvement Implementation Matrix						
Location	Priority	Cost Range	Benefits	Lead Role	Assisting Role	
<u>Lawrence Township</u>						
1	Princeton Pike	M	L	Mobl	CO	DOT
2	Fairfield Avenue	M	L	Safe	MCD	DOT
3	Gainsboro Road and Fieldboro Drive	M	L	Safe	MCD	DOT
4	Meadowbrook Avenue to Piedmont Avenue	H	M	Cong, Mobl, Safe	MCD	DOT
5	Eggerts Crossing Road	H	M	Cong, Safe	MCD	DOT
6	Darrah Lane	H	L	Safe, Mobl	DOT	MCD
7	Skillman Avenue	L	L	Safe	DOT	MCD
8	West Long Drive to I-95 Overpass	H	L	Safe, Mobl	DOT	MCD
9	Franklin Corner Road	H	M	Mobl, Cong	MCD	DOT
10	Gordon Avenue	H	L	Mobl	DOT	MCD
11	Carter Road/Fackler Road	H	M	Mobl, Safe	DOT	MCD
12	Bristol Myers-Squib	M	M	Safe	DOT	MCD
13	Province Line Road	H	M	Mobl, Safe	DOT	MCD
14	Franklin Corner Road to Gordon Avenue	M	M	Safe	MCD	DOT
15	Area-wide	H	M	Cong, Mobl, Safe	MCD	DOT

TABLE 5						
US 206 Corridor Study Transportation Improvement Implementation Matrix						
<i>Location</i>	<i>Priority</i>	<i>Cost Range</i>	<i>Benefits</i>	<i>Lead Role</i>	<i>Assisting Role</i>	
<u>Princeton Borough</u>						
1	Nassau Street	H	M	Cong, Mobl, Safe	DOT	MCD
2	Bayard Lane	H	M	Cong, Mobl, Safe	DOT	MCD
<u>Princeton Township</u>						
1	Mountain Avenue	H	M	Safe	DOT	MCD
2	Valley, Terhune and Cherry Hill Roads	H	M	Cong, Mobl, Safe	DOT	DOT
3	Ewing Street	H	M	Cong, Mobl, Safe	MCD	MCD
4	Cherry Valley Road	H	M	Cong, Mobl, Safe	DOT	MCD
5	Area-wide	H	M	Cong, Mobl, Safe	MCD	DOT

Key:

Priority: H = High, M = Moderate, L = Low
Cost Range: H = High (>\$5M), M = Moderate (\$2-5M), L = Low (<\$2M)
Benefits: Cong = Congestion, Mobl = Mobility, Safe = Safety,
Role: MCD = Municipality, Co = County, DOT = NJ Department of Transportation, Develop = Developers

6.1 Funding Options

Many of the recommendations proposed can be funded through various federal programs such as the *Highway Safety Improvement Program (HSIP)* and *Congestion Management and Air Quality program (CMAQ)*

Highway Safety Improvement Program (HSIP)

The program authorizes a new core Federal-aid funding program beginning in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Each State must have an SHSP to be eligible to use up to 10 percent of its HSIP funds for other safety projects under 23 USC (including education, enforcement and emergency medical services). It must also certify that it has met its railway-highway crossing and infrastructure safety needs.

Congestion Management and Air Quality program (CMAQ)

This program is a strategic federal initiative, funded through the DVRPC Transportation Improvement Program (TIP). Funding is provided to projects that meet specific guidelines for air quality improvement. These projects are selected for their ability to help the region reduce emissions from highway sources and meet National Clean Air Act standards. CMAQ is a reimbursement program that will cover up to 80% of project costs. A project's sponsor is required to cover at least the remaining 20%.

Transportation and Community Development Initiative (TCDI)

This is a DVRPC funded program that provides grants to municipalities to support the implementation of the policies of the DVRPC regional plan through local revitalization efforts. The project must improve the market for development and must serve to enhance the operations of the transportation network.

Other sources of funding are listed below:

STATE**NJ ECONOMIC DEVELOPMENT AUTHORITY****Fund for Community Economic Development****Eligibility:** Community Development Organizations, developers**Purpose:** To finance feasibility studies or other predevelopment activities.**Terms:** Low-interest loans up to \$50,000**Contact:** NJ Economic Development Authority, 609-777-4898www.njeda.com**NJ Municipal Loan Pool Program****Eligibility:** Municipalities**Purpose:** Funding equipment purchases, capital improvements or refinance debt**Contact:** NJ Economic Development Authority, 609-292-0192,programservices@njeda.com; NJ Conference of Mayors, 609-989-9216,nimayornet@aol.com**NJ DEPARTMENT OF COMMUNITY AFFAIRS****Smart Futures Grant****Eligibility:** Municipalities, counties, nonprofits**Purpose:** To fund projects that balance development and redevelopment with the preservation of open space and environmental resources.**Terms:** Grants are announced yearly**Contact:** Office of Smart Growth, PO Box 204 Trenton, New Jersey 08625, 609-292-7156www.dca.state.nj.us**Historic Site Management Grants****Eligibility:** Municipalities, counties, nonprofits**Purpose:** To assist in preservation projects**Terms:** Awards range from \$5,000 to \$50,000**Contact:** Office of Smart Growth, PO Box 204 Trenton, New Jersey 08625, 609-292-7156www.dca.state.nj.us**Capital Preservation Grants****Eligibility:** Municipalities, counties, nonprofits**Purpose:** For construction expenses related to the preservation, restoration and rehabilitation of historic properties**Terms:** Minimum is \$5,000; maximum is \$750,000**Contact:** NJDCA, New Jersey Historic Trust, PO Box 457, Trenton, New Jersey 08625, 609-984-0473www.njht.org

Historic Preservation Revolving Loan Fund

Eligibility: Municipalities, counties, nonprofits. Also includes properties that are listed on the national Register.

Purpose: Financing for the preservation, improvement, restoration, rehabilitation and acquisition of historic sites.

Terms: Minimum loan amount is \$25,000; Maximum is \$370,000. Interest rate is 4% or lower. Repayment period up to 20 years.

Contact: NJDCA, New Jersey Historic Trust, PO Box 457, Trenton, New Jersey 08625, 609-984-0473

www.njht.org

NJ DEPARTMENT OF ENVIRONMENTAL PROTECTION**Green Acres Grants and Loans**

Eligibility: Municipal and county governments

Purpose: To acquire or develop municipal land for public recreation and conservation purposes.

Terms: Differs; depending on availability and total number of applicants received.

Deadline: Continuous

Contact: NJDEP, Bureau of Local Assistance and Program Policy, Green Acres Program, PO Box 412, Trenton, NJ 08625, 609-984-0570

www.dep.state.nj.us/greenacres

Green Communities Challenge Grant

Eligibility: Municipal and county governments

Purpose: To assist municipalities in developing Community Forestry Management Plan.

Terms: 50/50 match

Deadline: Varies.

Contact: NJDEP, Division of Parks and Forestry, Community Forestry Program, PO Box 404, Trenton, NJ 08625, 609-292-2532

www.dep.state.nj.us

Matching Grants for Local Environmental Agencies

Eligibility: Municipal environmental commissions

Purpose: To assist local environmental commissions with funding a variety of environmental projects such as educational projects, environmental resource inventories, trail design or rehabilitation studies.

Terms: Maximum grant is \$2,500; applicant must match 50% of the total cost of the project.

Deadline: December 1 annually.

Contact: NJDEP, Office of Local Government Assistance, PO Box 402, Trenton, NJ 08625, 609-984-0828

www.dep.state.nj.us

NJ REDEVELOPMENT AUTHORITY**NJ Urban Site Acquisition Program (NJUSA)**

Eligibility: Municipalities, counties, nonprofits

Purpose: The Program provides financing for planning and predevelopment costs associated with the development of a neighborhood or redevelopment plan.

Terms: Total \$20 million available.

Contact: NJRA, 609-292-3739

www.njra.us

NJ Predevelopment Loan Program (NJPLO)

Eligibility: Municipalities, counties, nonprofits

Purpose: To provide funding to facilitate community economic development in our state's urban areas.

Terms: Total \$2.5 million available.

Contact: NJRA, 609-292-3739

www.njra.us

NJ Redevelopment Investment Fund (NJRIF)

Eligibility: Municipalities, counties, nonprofits, corporations

Purpose: Flexible investment fund that provides debt and equity financing for business and real estate ventures.

Contact: NJRA, 609-292-3739

www.njra.us

NJ DEPARTMENT OF TRANSPORTATION (NJDOT)**Centers of Place Program**

Eligibility: Municipalities formally participated in the implementation of the State Plan

Purpose: Provides preliminary and final design funding and construction dollars to eligible communities.

Terms: varies

Contact: District 4 – NJDOT, 1 Executive Campus, Route 70 West, 3rd Floor, Cherry Hill, NJ 08002, 856-486-6618

www.state.nj.us/dot

COUNTY**Mercer County Improvement Authority**

Eligibility: School districts, local governments, fire departments and nonprofits

Purpose: Provides cost effective financing to build or purchase capital projects and equipment.

Contact: Mercer County Improvement Authority, McDade Administration Building, 640 S. Broad Street, Trenton, NJ 08650, 609-278-8100

www.mcia-nj.com

APPENDIX A

- I. Classification Counts
- II. ATR Counts

Traffic Classification Counts
US 206 between Princeton Pike and Fairfield Avenue, Lawrence Township - 11/1/05

Road	FromRoad	ToRoad	Hour	Total	Bikes	Cars and Trs	2Ax Long	Buses	2Ax 6Tire	3Ax Single	4Ax Single	LT 5 Ax Dbl	5Ax Dbl	GT 5 Ax Dbl
US 206	PRINCETON PIKE	FAIRFIELD AVE	12 AM	61	0	57	1	1	2	0	0	0	0	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	1 AM	31	0	27	4	0	0	0	0	0	0	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	2 AM	22	0	21	0	0	0	0	0	0	0	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	3 AM	16	0	12	3	0	0	0	0	0	0	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	4 AM	48	1	37	6	0	2	0	0	0	0	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	5 AM	104	0	79	20	2	1	0	0	0	0	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	6 AM	368	1	294	59	3	10	0	0	0	0	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	7 AM	673	1	568	74	9	15	6	0	6	3	1
US 206	PRINCETON PIKE	FAIRFIELD AVE	8 AM	409	0	334	46	4	15	3	0	5	2	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	9 AM	328	0	253	46	5	16	5	1	1	1	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	10 AM	302	0	242	40	2	7	7	1	0	3	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	11 AM	328	0	275	37	2	5	5	1	2	2	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	12 PM	328	1	277	35	3	5	2	1	1	3	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	1 PM	394	0	323	41	9	15	3	0	1	2	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	2 PM	435	0	352	49	17	8	2	0	3	2	2
US 206	PRINCETON PIKE	FAIRFIELD AVE	3 PM	449	0	372	56	4	14	0	0	1	2	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	4 PM	549	1	483	48	3	11	1	1	1	1	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	5 PM	543	0	480	48	2	11	0	0	1	1	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	6 PM	381	0	343	28	3	6	0	0	0	1	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	7 PM	267	1	238	19	2	7	0	0	0	0	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	8 PM	231	0	213	15	1	1	0	0	0	1	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	9 PM	178	0	159	12	2	3	0	0	0	2	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	10 PM	152	0	136	11	1	3	0	0	0	1	0
US 206	PRINCETON PIKE	FAIRFIELD AVE	11 PM	57	0	51	3	2	0	0	0	0	1	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	12 AM	47	0	45	0	2	0	0	0	0	0	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	1 AM	20	0	16	3	1	0	0	0	0	0	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	2 AM	19	0	16	3	0	0	0	0	0	0	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	3 AM	16	0	15	1	0	0	0	0	0	0	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	4 AM	25	0	18	6	0	1	1	0	0	0	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	5 AM	62	0	42	15	1	3	0	0	0	1	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	6 AM	179	0	126	44	3	5	1	0	0	0	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	7 AM	548	0	460	52	17	16	1	0	1	1	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	8 AM	462	1	372	55	13	11	2	4	2	2	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	9 AM	347	0	274	50	9	10	0	2	1	1	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	10 AM	290	0	225	45	2	6	5	4	1	2	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	11 AM	312	1	251	39	2	10	2	5	2	0	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	12 PM	329	0	262	52	4	19	1	0	0	1	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	1 PM	364	0	304	43	3	8	1	3	1	1	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	2 PM	512	0	419	64	14	12	1	0	1	1	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	3 PM	435	1	331	70	9	16	2	0	4	2	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	4 PM	507	2	423	57	5	15	1	0	1	2	1
US 206	FAIRFIELD AVE	PRINCETON PIKE	5 PM	541	0	463	64	4	8	0	0	1	1	0
US 206	FAIRFIELD AVE	PRINCETON PIKE	6 PM	341	1	297	34	2	7	0	0	0	0	0

Traffic Classification Counts
US 206 between Arretton Road and Hillside Avenue, Princeton Township - 11/1/05

Road	From Road	To Road	Time	Total	Bikes	Cars and Trs	2Ax Long	Buses	2Ax 6Tire	3Ax Single	4Ax Single	LT 5Ax Dbl	5Ax Dbl	GT 5Ax Dbl
US 206	ARRETTON RD	HILLSIDE AVE	12 AM	31	0	4	0	0	0	0	0	0	0	0
US 206	ARRETTON RD	HILLSIDE AVE	1 AM	29	0	1	0	0	0	0	0	0	0	0
US 206	ARRETTON RD	HILLSIDE AVE	2 AM	18	0	8	1	0	0	5	0	0	0	0
US 206	ARRETTON RD	HILLSIDE AVE	3 AM	21	0	14	4	0	0	0	1	0	1	0
US 206	ARRETTON RD	HILLSIDE AVE	4 AM	53	2	33	7	3	0	2	0	2	2	0
US 206	ARRETTON RD	HILLSIDE AVE	5 AM	170	0	132	22	1	5	0	0	2	1	7
US 206	ARRETTON RD	HILLSIDE AVE	6 AM	529	1	415	66	9	19	0	2	7	9	1
US 206	ARRETTON RD	HILLSIDE AVE	7 AM	912	1	772	81	6	30	8	3	3	7	1
US 206	ARRETTON RD	HILLSIDE AVE	8 AM	902	1	757	91	11	22	1	0	8	11	0
US 206	ARRETTON RD	HILLSIDE AVE	9 AM	766	1	645	87	2	32	1	0	4	11	0
US 206	ARRETTON RD	HILLSIDE AVE	10 AM	577	2	442	74	5	31	3	0	6	13	1
US 206	ARRETTON RD	HILLSIDE AVE	11 AM	642	0	495	88	7	31	5	2	6	8	0
US 206	ARRETTON RD	HILLSIDE AVE	12 PM	679	1	554	79	3	28	3	1	2	2	1
US 206	ARRETTON RD	HILLSIDE AVE	1 PM	710	1	583	81	3	26	3	0	5	6	2
US 206	ARRETTON RD	HILLSIDE AVE	2 PM	751	1	594	99	6	24	8	3	6	10	0
US 206	ARRETTON RD	HILLSIDE AVE	3 PM	818	2	679	89	12	24	1	0	5	5	1
US 206	ARRETTON RD	HILLSIDE AVE	4 PM	891	1	773	80	8	21	1	0	2	5	0
US 206	ARRETTON RD	HILLSIDE AVE	5 PM	671	1	596	47	3	9	0	0	7	5	3
US 206	ARRETTON RD	HILLSIDE AVE	6 PM	763	0	706	34	7	6	0	0	5	4	1
US 206	ARRETTON RD	HILLSIDE AVE	7 PM	586	1	548	23	3	8	0	0	0	3	0
US 206	ARRETTON RD	HILLSIDE AVE	8 PM	426	1	391	25	4	2	1	0	1	1	0
US 206	ARRETTON RD	HILLSIDE AVE	9 PM	380	0	352	22	0	2	1	0	0	3	0
US 206	ARRETTON RD	HILLSIDE AVE	10 PM	274	0	252	15	0	3	0	0	0	1	3
US 206	ARRETTON RD	HILLSIDE AVE	11 PM	83	1	75	4	1	0	0	0	0	2	0
US 206	HILLSIDE AVE	ARRETTON RD	12 AM	42	0	31	1	1	0	0	0	1	3	0
US 206	HILLSIDE AVE	ARRETTON RD	1 AM	17	0	13	1	1	1	0	0	0	1	0
US 206	HILLSIDE AVE	ARRETTON RD	2 AM	22	1	12	2	1	0	3	0	0	0	5
US 206	HILLSIDE AVE	ARRETTON RD	3 AM	17	0	11	3	0	1	0	0	1	1	0
US 206	HILLSIDE AVE	ARRETTON RD	4 AM	46	0	27	6	2	3	0	0	1	7	0
US 206	HILLSIDE AVE	ARRETTON RD	5 AM	134	0	109	19	0	3	0	0	0	3	0
US 206	HILLSIDE AVE	ARRETTON RD	6 AM	462	2	376	48	5	16	5	1	2	6	1
US 206	HILLSIDE AVE	ARRETTON RD	7 AM	797	0	693	61	12	18	2	0	6	5	0
US 206	HILLSIDE AVE	ARRETTON RD	8 AM	886	2	767	68	8	26	0	0	7	7	1
US 206	HILLSIDE AVE	ARRETTON RD	9 AM	746	0	607	81	9	26	3	1	5	13	1
US 206	HILLSIDE AVE	ARRETTON RD	10 AM	622	1	501	67	4	23	1	3	7	15	0
US 206	HILLSIDE AVE	ARRETTON RD	11 AM	670	1	537	78	9	30	0	0	1	12	0
US 206	HILLSIDE AVE	ARRETTON RD	12 PM	711	1	581	83	5	26	1	0	3	10	1
US 206	HILLSIDE AVE	ARRETTON RD	1 PM	648	0	541	69	6	18	3	1	5	5	0
US 206	HILLSIDE AVE	ARRETTON RD	2 PM	721	1	598	72	12	23	2	0	6	6	1
US 206	HILLSIDE AVE	ARRETTON RD	3 PM	768	1	634	97	11	12	2	0	2	9	0
US 206	HILLSIDE AVE	ARRETTON RD	4 PM	800	0	708	71	3	11	0	0	2	5	0
US 206	HILLSIDE AVE	ARRETTON RD	5 PM	778	2	693	60	0	10	0	0	3	10	0
US 206	HILLSIDE AVE	ARRETTON RD	6 PM	767	0	706	40	4	9	0	0	2	6	0
US 206	HILLSIDE AVE	ARRETTON RD	7 PM	690	0	644	33	1	5	0	0	2	5	0
US 206	HILLSIDE AVE	ARRETTON RD	8 PM	406	2	366	23	3	1	1	1	2	7	1
US 206	HILLSIDE AVE	ARRETTON RD	9 PM	296	1	276	13	1	2	0	0	0	3	0
US 206	HILLSIDE AVE	ARRETTON RD	10 PM	159	0	143	5	1	5	0	0	0	5	0
US 206	HILLSIDE AVE	ARRETTON RD	11 PM	107	0	93	6	0	2	0	0	1	5	0

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 DISABLED AMERICAN VETERANS HWY FROM: ARRETON RD TO: HILLSIDE AVE

COUNTY: MERCER MCD: 350 - PRINCETON TOWNSHIP SR/SEG/OFF: // FC: 14

PROJECT: 661-070 COUNT DIR: BOTH TRAFFIC DIR: BOTH SPEED LIMIT: 45 LOOP OR CLASS:

STATION ID: DVRPC FILE #: 38845 COUNTER: 510 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		78			
2 AM		46			
3 AM		40			
4 AM		38			
5 AM		99			
6 AM		304			
7 AM		991			
8 AM		1,709			
9 AM		1,788			
10 AM		1,532			
11 AM		1,199			
12 PM		1,312			
1 PM		1,390			
2 PM		1,358			
3 PM		1,472			
4 PM		1,586			
5 PM		1,691			
6 PM		1,449			
7 PM		1,530			
8 PM		1,276			
9 PM		832			
10 PM		676			
11 PM		433			
12 AM		190			
		<hr/>			
		23,019			

SEASONAL FACTOR:	.946	AADT: 21,776	AM PEAK %:	7.8	HOUR ENDING:	9:00 AM
AXLE CORR. FACTOR:	1		PM PEAK %:	7.3	HOUR ENDING:	5:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 STOCKTON ST FROM: ALEXANDER ST TO: US 206 BAYARD LN
 COUNTY: MERCER MCD: 349 - PRINCETON BOROUGH SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: BOTH TRAFFIC DIR: BOTH SPEED LIMIT: 30 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38846 COUNTER: 239 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		75			
2 AM		41			
3 AM		37			
4 AM		39			
5 AM		75			
6 AM		303			
7 AM		869			
8 AM		1,324			
9 AM		1,171			
10 AM		1,030			
11 AM		814			
12 PM		956			
1 PM		967			
2 PM		846			
3 PM		1,174			
4 PM		1,379			
5 PM		1,314			
6 PM		1,321			
7 PM		1,274			
8 PM		962			
9 PM		678			
10 PM		666			
11 PM		398			
12 AM		204			
		<u>17,917</u>			

SEASONAL FACTOR: .946 AADT: **16,949** AM PEAK %: 7.4 HOUR ENDING: 8:00 AM
 AXLE CORR. FACTOR: 1 PM PEAK %: 7.7 HOUR ENDING: 4:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 LAWRENCE RD FROM: NJ 583 PRINCETON PIKE TO: FAIRFIELD AVE
 COUNTY: MERCER MCD: 347 - LAWRENCE TOWNSHIP SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: BOTH TRAFFIC DIR: BOTH SPEED LIMIT: 40 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38847 COUNTER: 228 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		108			
2 AM		51			
3 AM		41			
4 AM		32			
5 AM		73			
6 AM		166			
7 AM		547			
8 AM		1,221			
9 AM		871			
10 AM		675			
11 AM		592			
12 PM		640			
1 PM		657			
2 PM		758			
3 PM		947			
4 PM		884			
5 PM		1,056			
6 PM		1,084			
7 PM		722			
8 PM		558			
9 PM		467			
10 PM		397			
11 PM		300			
12 AM		156			
		<u>13,003</u>			

SEASONAL FACTOR: .946 AADT: **12,301** AM PEAK %: 9.4 HOUR ENDING: 8:00 AM
 AXLE CORR. FACTOR: 1 PM PEAK %: 8.3 HOUR ENDING: 6:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 NB BAYARD LN FROM: NASSAU ST TO: BOUDINOT ST
 COUNTY: MERCER MCD: 349 - PRINCETON BOROUGH SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: NORTH TRAFFIC DIR: BOTH SPEED LIMIT: 25 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38848 COUNTER: 242 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		38	35		
2 AM		26	37		
3 AM		25	22		
4 AM		19	24		
5 AM		64	59		
6 AM		190	168		
7 AM		545	555		
8 AM		823	805		
9 AM		774	764		
10 AM		620	657		
11 AM		423	577		
12 PM		491	516		
1 PM	568	537			
2 PM	563	520			
3 PM	601	646			
4 PM	595	606			
5 PM	654	652			
6 PM	644	728			
7 PM	502	616			
8 PM	328	436			
9 PM	272	342			
10 PM	216	306			
11 PM	156	218			
12 AM	67	86			
		<u>9,731</u>			

SEASONAL FACTOR: .946 AADT: **8,828** AM PEAK %: 8.5 HOUR ENDING: 8:00 AM
 AXLE CORR. FACTOR: .959 PM PEAK %: 7.5 HOUR ENDING: 6:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 SB BAYARD LN FROM: NASSAU ST TO: BOUDINOT ST
 COUNTY: MERCER MCD: 349 - PRINCETON BOROUGH SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: SOUTH TRAFFIC DIR: BOTH SPEED LIMIT: 25 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38849 COUNTER: 243 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		44	52		
2 AM		20	32		
3 AM		26	16		
4 AM		26	23		
5 AM		66	45		
6 AM		153	164		
7 AM		434	428		
8 AM		682	657		
9 AM		805	791		
10 AM		678	699		
11 AM		566	622		
12 PM		630	609		
1 PM	667	585			
2 PM	604	592			
3 PM	659	666			
4 PM	839	895			
5 PM	901	910			
6 PM	878	913			
7 PM	576	763			
8 PM	430	627			
9 PM	316	384			
10 PM	242	362			
11 PM	139	180			
12 AM	87	127			
		<u>11,134</u>			

SEASONAL FACTOR: .946 AADT: **10,101** AM PEAK %: 7.2 HOUR ENDING: 9:00 AM
 AXLE CORR. FACTOR: .959 PM PEAK %: 8.2 HOUR ENDING: 6:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 NB TRENTON PRINCETON RD FROM: LANDFALL LN TO: PROVINCE LINE RD
 COUNTY: MERCER MCD: 347 - LAWRENCE TOWNSHIP SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: NORTH TRAFFIC DIR: BOTH SPEED LIMIT: 45 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38850 COUNTER: 244 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		23	28		
2 AM		16	33		
3 AM		24	8		
4 AM		15	18		
5 AM		48	44		
6 AM		111	106		
7 AM		485	461		
8 AM		796	794		
9 AM		764	732		
10 AM		551	606		
11 AM		493	427		
12 PM		465	477		
1 PM	471	452			
2 PM	429	450			
3 PM	472	517			
4 PM	495	550			
5 PM	536	542			
6 PM	516	675			
7 PM	354	478			
8 PM	213	290			
9 PM	163	183			
10 PM	150	175			
11 PM	99	129			
12 AM	42	60			
		8,292			

SEASONAL FACTOR: .946 AADT: **7,523** AM PEAK %: 9.6 HOUR ENDING: 8:00 AM
 AXLE CORR. FACTOR: .959 PM PEAK %: 8.1 HOUR ENDING: 6:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 SB TRENTON PRINCETON RD FROM: LANDFALL LN TO: PROVINCE LINE RD
 COUNTY: MERCER MCD: 347 - LAWRENCE TOWNSHIP SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: SOUTH TRAFFIC DIR: BOTH SPEED LIMIT: 45 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38851 COUNTER: 244 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		45	54		
2 AM		17	24		
3 AM		13	9		
4 AM		22	13		
5 AM		30	23		
6 AM		65	64		
7 AM		204	194		
8 AM		475	484		
9 AM		598	628		
10 AM		433	489		
11 AM		401	417		
12 PM		431	462		
1 PM	492	512			
2 PM	518	532			
3 PM	548	568			
4 PM	589	644			
5 PM	677	661			
6 PM	795	694			
7 PM	464	586			
8 PM	330	384			
9 PM	256	318			
10 PM	207	335			
11 PM	122	223			
12 AM	89	112			
		<u>8,303</u>			

SEASONAL FACTOR: .946 AADT: **7,533** AM PEAK %: 7.2 HOUR ENDING: 9:00 AM
 AXLE CORR. FACTOR: .959 PM PEAK %: 8.4 HOUR ENDING: 6:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 SB MAIN ST FROM: FRANKLIN CORNER RD TO: MONROE AVE
 COUNTY: MERCER MCD: 347 - LAWRENCE TOWNSHIP SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: SOUTH TRAFFIC DIR: BOTH SPEED LIMIT: 30 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38853 COUNTER: 509 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		64	79		
2 AM		35	50		
3 AM		16	11		
4 AM		29	20		
5 AM		38	37		
6 AM		111	102		
7 AM		331	292		
8 AM		697	651		
9 AM		747	812		
10 AM		649	641		
11 AM		557	571		
12 PM		609	614		
1 PM		666			
2 PM	783	729			
3 PM	917	853			
4 PM	837	906			
5 PM	937	921			
6 PM	907	877			
7 PM	687	412			
8 PM	441	585			
9 PM	377	438			
10 PM	270	368			
11 PM	180	271			
12 AM	128	146			
		<u>11,055</u>			

SEASONAL FACTOR: .946 AADT: **10,029** AM PEAK %: 6.8 HOUR ENDING: 9:00 AM
 AXLE CORR. FACTOR: .959 PM PEAK %: 8.3 HOUR ENDING: 5:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 NB LAWRENCEVILLE RD FROM: LOMBARD AVE TO: SKILLMAN AVE
 COUNTY: MERCER MCD: 347 - LAWRENCE TOWNSHIP SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: NORTH TRAFFIC DIR: BOTH SPEED LIMIT: 30 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38854 COUNTER: 9994 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		62	40		
2 AM		34	33		
3 AM		37	33		
4 AM		33	27		
5 AM		72	60		
6 AM		156	157		
7 AM		554	559		
8 AM		887	852		
9 AM		737	760		
10 AM		666	654		
11 AM		517	527		
12 PM		587	581		
1 PM	620	607			
2 PM	644	694			
3 PM	758	765			
4 PM	724	748			
5 PM	811	790			
6 PM	842	853			
7 PM	537	631			
8 PM	326	379			
9 PM	300	345			
10 PM	259	282			
11 PM	187	207			
12 AM	82	93			
		<u>10,736</u>			

SEASONAL FACTOR: .946 AADT: **9,740** AM PEAK %: 8.3 HOUR ENDING: 8:00 AM
 AXLE CORR. FACTOR: .959 PM PEAK %: 7.9 HOUR ENDING: 6:00 PM

DVRPC – Travel Monitoring

DATE: 10/31/2005

ROAD: US 206 SB LAWRENCEVILLE RD FROM: LOMBARD AVE TO: SKILLMAN AVE
 COUNTY: MERCER MCD: 347 - LAWRENCE TOWNSHIP SR/SEG/OFF: // FC: 14
 PROJECT: 661-070 COUNT DIR: SOUTH TRAFFIC DIR: BOTH SPEED LIMIT: 30 LOOP OR CLASS:
 STATION ID: DVRPC FILE #: 38855 COUNTER: 9995 WEATHER: F

Hour Ending	Monday 10/31/05	Tuesday 11/01/05	Wednesday 11/02/05	Thursday 11/03/05	Friday 11/04/05
1 AM		89	77		
2 AM		34	34		
3 AM		28	19		
4 AM		21	30		
5 AM		18	17		
6 AM		52	63		
7 AM		242	242		
8 AM		823	821		
9 AM		760	698		
10 AM		565	579		
11 AM		470	488		
12 PM		536	561		
1 PM	614	635			
2 PM	603	622			
3 PM	730	669			
4 PM	762	786			
5 PM	892	885			
6 PM	870	895			
7 PM	595	601			
8 PM	418	608			
9 PM	350	384			
10 PM	386	360			
11 PM	202	213			
12 AM	159	149			
		<u>10,445</u>			

SEASONAL FACTOR: .946 AADT: **9,476** AM PEAK %: 7.9 HOUR ENDING: 8:00 AM
 AXLE CORR. FACTOR: .959 PM PEAK %: 8.6 HOUR ENDING: 6:00 PM

APPENDIX B

Level of Service Summaries

- I. Lawrence Township
- II. Princeton Borough/Township

Lawrence Township AM Peak Levels of Service (LOS)

		Short-Term Improvement						
Intersection	Lane Group	Existing Intersection Configuration						
		Current Signal Timing			Optimized Signals (1)			
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS	
Princeton Pike	206	NB-TR	0.95	43.1	D	0.83	20.3	C
		SB-TR	0.52	16.7	B	0.46	9.4	A
		NE-L	0.51	30.1	C	0.68	30.4	C
		NE-T	0.50	29.8	C	0.66	29.5	C
		NE-R	0.02	0.0	A	0.02	0.0	A
		SW-L	0.31	29.0	C	0.52	27.8	C
		SW-T	0.43	30.1	C	0.72	37.9	D
		All	0.73	29.5	C	0.78	19.5	B
Gainsboro Rd	US 206	NB-TR	0.59	13.5	B	0.56	11.1	B
		SB-L	0.67	8.7	A	0.65	7.2	A
		SB-T	0.91	18.9	B	0.89	15.0	B
		EB-LTR	(3)	(3)				
		WB-LR	0.78	50.3	D	0.88	67.7	E
		All	0.89	19.6	B	0.89	19.0	B
Franklin Corner Rd	US 206	NB-T	1.04	71.8	E	1.06	65.8	E
		SB-L	1.49	321.2	F	0.95	97.4	F
		SB-TR	0.88	38.1	D	0.89	30.2	C
		EB-L	0.68	38.6	D	0.79	42.6	D
		EB-TR	1.06	103.0	F	1.08	96.1	F
		WB-L	0.85	56.0	E	0.98	81.4	F
		WB-TR	0.87	57.7	E	0.91	49.1	D
		All	1.33	71.2	E	1.06	60.5	E
Carter Rd	US 206	NB-L	0.43	3.7	A	0.45	2.7	A
		NB-T	0.61	6.8	A	0.62	5.7	A
		SB-L	(4)	(4)				
		SB-T	0.34	10.3	B	0.36	7.1	A
		SB-R	0.13	14.0	B	0.13	7.7	A
		SE-L	0.56	37.2	D	0.77	39.1	D
		SE-R	0.22	24.4	C	0.25	16.1	B
		NW-L	(4)	(4)				
		NW-T	(4)	(4)				
All	0.60	10.9	B	0.64	8.7	A		
Province Line Rd	US 206	NE-L	0.09	10.3	B	0.12	13.4	B
		NE-TR	0.74	19.4	B	0.86	31.0	C
		SW-L	0.27	15.3	B	0.41	22.4	C
		SW-TR	0.51	16.9	B	0.60	20.0	B
		NB-L	1.21	114.4	F	0.89	39.9	D
		NB-TR	0.69	29.0	C	0.60	20.2	C
		SB-L	0.18	23.7	C	0.14	18.5	B
		SB-TR	0.95	62.0	E	0.89	42.5	D
		All	0.89	40.5	D	0.86	29.7	C

Notes:

- (1) Optimized signal timings for each intersection are detailed separately.
- (2) Intersections reconfigurations are detailed separately. Shaded areas were not analyzed.
- (3) No traffic recorded at this approach during peak hour counts.
- (4) Lane group does not exist in current intersection configuration.

AM Peak	Existing Intersection Configuration						Intersection Reconfiguration		
	Current Signal Timing			Optimized Signals			Type (2)	Cycle	Offset
	Type (2)	Cycle	Offset	Type (2)	Cycle	Offset			
Princeton Pike	SA	75-93	N/A	SA	60	N/A	(3)		
Gainsboro Rd	SA	81-94	N/A	SA	81-85	N/A	(3)		
Franklin Corner Rd	SA	92-129	N/A	SA	61-80	N/A	SA	60-75	N/A
Carter Rd	AC	90	0	SA (4)	55	N/A	AC	100	0
Province Line Rd	AC	90	86	SA (4)	58-75	N/A	AC	100	96

Notes:

- (1) Timings are for cycles without pedestrian actuation
- (2) AC = Actuated-Coordinated Controller, SA = Semi-Actuated Controller
- (3) Not analyzed
- (4) Recommend operating as independent, uncoordinated signals

Lawrence Township PM Peak Levels of Service (LOS)

		Short-Term Improvement						
Intersection	Lane Group	Existing Intersection Configuration						
		Current Signal Timing			Optimized Signals (1)			
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS	
Princeton Pike	206	NB-TR	1.77	378.6	F	1.24	139.6	F
		SB-TR	0.37	17.9	B	0.26	11.3	B
		NE-L	0.27	26.8	C	0.37	43.8	D
		NE-T	0.82	42.7	D	1.12	133.5	F
		NE-R	0.02	0.0	A	0.02	0.0	A
		SW-L	0.39	32.1	C	0.67	61.6	E
		SW-T	0.53	34.0	C	0.93	97.7	F
		All	1.23	202.7	F	1.18	102.8	F
Gainsboro Rd	US 206	NB-TR	0.53	10.3	B	0.52	9.5	A
		SB-L	0.45	5.0	A	0.46	4.8	A
		SB-T	0.70	13.8	B	0.69	12.6	B
		EB-LTR		(3)			(3)	
		WB-LR	0.39	33.9	C	0.39	33.4	C
		All	0.63	15.3	B	0.62	14.5	B
Franklin Corner Rd	US 206	NB-T	0.76	29.5	C	0.88	30.4	C
		SB-L	0.47	28.2	C	0.56	30.1	C
		SB-TR	0.87	36.9	D	1.00	50.0	D
		EB-L	0.59	38.3	D	0.81	62.6	E
		EB-TR	0.94	73.9	E	0.95	58.9	E
		WB-L	0.94	77.6	E	0.88	45.8	D
		WB-TR	1.06	98.2	F	0.97	56.1	E
		All	0.93	55.7	E	0.96	47.4	D
Carter Rd	US 206	NB-L	0.41	9.2	A	0.48	7.6	A
		NB-T	0.41	11.7	B	0.38	5.3	A
		SB-L		(4)			(4)	
		SB-T	0.68	16.5	B	0.78	18.2	B
		SB-R	0.06	8.4	A	0.05	8.1	A
		SE-L	0.69	37.7	D	0.74	30.2	C
		SE-R	0.27	22.1	C	0.37	15.4	B
		NW-L		(4)			(4)	
		NW-T		(4)			(4)	
All	0.65	17.7	B	0.70	15.0	B		
Province Line Rd	US 206	NE-L	0.17	13.6	B	0.17	13.6	B
		NE-TR	0.71	21.2	C	0.75	23.1	C
		SW-L	0.59	26.5	C	0.58	26.3	C
		SW-TR	0.77	23.5	C	0.82	26.9	C
		NB-L	0.81	40.8	D	0.96	79.6	E
		NB-TR	0.47	25.0	C	0.50	26.5	C
		SB-L	0.36	24.8	C	0.35	22.0	C
		SB-TR	1.12	111.6	F	1.04	82.4	F
		All	0.88	42.3	D	0.90	40.6	D

(5)

Notes:

- (1) Optimized signal timings for each intersection are detailed separately.
- (2) Intersections reconfigurations are detailed separately. Shaded areas were not analyzed.
- (3) No traffic recorded at this approach during peak hour counts.
- (4) Lane group does not exist in current intersection configuration.
- (5) No changes to Province Line Rd configuration. Only signal timing optimized as a result of Carter Rd realignment.

PM Peak	Existing Intersection Configuration						Intersection Reconfiguration		
	Current Signal Timing			Optimized Signals			Type (2)	Cycle	Offset
	Type (2)	Cycle	Offset	Type (2)	Cycle	Offset			
Princeton Pike	SA	75-93	N/A	SA	111-120	N/A	(3)		
Gainsboro Rd	SA	81-94	N/A	SA	82-85	N/A	(3)		
Franklin Corner Rd	SA	92-129	N/A	SA	64-80	N/A	SA	69-90	N/A
Carter Rd	AC	90	0	SA (4)	55-60	N/A	AC	100	0
Province Line Rd	AC	90	86	SA (4)	72-90	N/A	AC	100	6

Notes:

- (1) Timings are for cycles without pedestrian actuation
- (2) AC = Actuated-Coordinated Controller, SA = Semi-Actuated Controller
- (3) Not analyzed
- (4) Recommend operating as independent, uncoordinated signals

Princeton AM Peak Levels of Service (LOS)

Intersection	Lane Group	Existing Intersection Configuration			Intersection Reconfiguration (2)			
		Current Signal Timing			v/c	Delay (s)	LOS	
		v/c	Delay (s)	LOS				
US 206 & Nassau St	US 206	NE-L	0.63	61.3	E			
		NE-R	0.79	24.5	C			
		SB-L	0.88	43.8	D			
		SB-R	0.80	39.3	D			
		WB-L	0.47	21.2	C			
		WB-R	0.63	25.7	C			
		All	0.83	36.4	D			
Nassau St & Mercer Rd (3)	Nassau	EB-TR	0.61	0.0	A			
		WB-L	0.33	13.0	B			
		WB-T	0.29	0.0	A			
		NB-L (5)	1.84	551.2	F			
		NB-R	0.72	38.3	E			
		All	(4)	34.1	D			
Nassau St & University PI / Bank St	Nassau St	EB-L	0.19	11.5	B			
		EB-TR	1.29	156.7	F			
		WB-L	0.83	73.9	E			
		WB-TR	0.96	42.0	D			
		NB-LT	0.54	36.7	D			
		NB-R	0.90	63.8	E			
		All	1.15	94.2	F			
206 & Valley Rd (3)	US 206	NB-TR	0.70	0.0	A			
		SB-T	0.53	0.0	A			
		WB-R	0.09	19.6	C			
		All	(4)	0.2	A			
206 & Terhune Rd (3)	US 206	NB-TR	0.64	0.0	A			
		SB-LT	0.04	1.3	A			
		WB-L (5)	2.14	768.6	F			
		WB-R	0.06	19.1	C			
All	(4)	28.7	D					
206 & Cherry Hill Rd	US 206	NB-L	0.24	12.8	B			
		NB-TR	0.98	47.7	D			
		SB-L	0.76	57.7	E			
		SB-TR	0.58	16.9	B			
		EB-L	0.15	18.6	B			
		EB-TR	0.72	27.7	C			
		WB-LT	1.66	350.2	F			
		WB-R	0.09	18.1	B			
		All	1.27	70.2	E			
206 & Ewing St (3)	US 206	NB-TR	0.54	0.0	A	1.02	54.2	D
		SB-L				0.86	40.4	D
		SB-T	0.46	13.6	B	0.70	7.6	A
		WB-L (5)				0.14	32.4	C
		WB-R	2.21	614.4	F	0.19	32.8	C
		All	(4)	89.3	F	0.87	32.6	C
206 & Cherry Valley Rd	US 206	NB-LTR	1.11	84.7	F			
		SB-LTR	1.03	61.5	E			
		EB-LTR	1.70	356.6	F			
		WB-LTR	0.94	50.3	D			
		All	1.35	118.2	F			

Notes:

- (1) Optimized signal timings for each intersection are detailed separately.
- (2) Intersections reconfigurations are detailed separately. Shaded areas were not analyzed.
- (3) Unsignalized intersection
- (4) Not calculated for unsignalized intersections
- (5) V/C and delay calculated by HCM method are generally overstated for minor approaches with high conflicting traffic volume

AM Peak	Existing Intersection Configuration						Intersection Reconfiguration		
	Current Signal Timing			Optimized Signals			Type (2)	Cycle	Offset
	Type (2)	Cycle	Offset	Type (2)	Cycle	Offset			
Princeton Pike									

Notes:

- (1) Timings are for cycles without pedestrian actuation
- (2) AC = Actuated-Coordinated Controller, SA = Semi-Actuated Controller
- (3) Not analyzed

Princeton PM Peak Levels of Service (LOS)

Intersection	Lane Group	Existing Intersection Configuration			Intersection Reconfiguration (2)			
		Current Signal Timing			v/c	Delay (s)	LOS	
		v/c	Delay (s)	LOS				
US 206 & Nassau St	US 206	NE-L	0.60	59.6	E			
		NE-R	0.62	17.9	B			
		SB-L	0.90	46.7	D			
		SB-R	1.00	70.8	E			
		WB-L	0.62	19.4	B			
		WB-R	0.55	18.5	B			
		All	0.77	39.9	D			
Nassau St & Mercer Rd (3)	Nassau	EB-TR	0.76	0.0	A			
		WB-L	0.85	39.6	E			
		WB-T	0.47	0.0	A			
		NB-L	(5)		F			
		NB-R	1.46	255.9	F			
		All (6)	(4)	461.0	F			
Nassau St & University PI / Bank St	Nassau St	EB-L	0.27	17.1	B			
		EB-TR	1.22	128.5	F			
		WB-L	1.34	210.0	F			
		WB-TR	1.49	246.8	F			
		NB-LT	1.18	141.2	F			
		NB-R	1.05	98.5	F			
		All	1.40	177.9	F			
206 & Valley Rd (3)	US 206	NB-TR	0.53	0.0	A			
		SB-T	0.65	0.0	A			
		WB-R	0.16	16.9	C			
		All	(4)	0.5	A			
206 & Terhune Rd (3)	US 206	NB-TR	0.73	0.0	A			
		SB-LT	0.05	2.0	A			
		WB-L	(5)		F			
		WB-R	0.20	25.5	D			
		All (6)	(4)	720.8	F			
206 & Cherry Hill Rd	US 206	NB-L	0.56	22.7	C			
		NB-TR	1.02	56.2	E			
		SB-L	1.16	168.2	F			
		SB-TR	0.73	21.6	C			
		EB-L	0.24	20.7	C			
		EB-TR	0.42	21.2	C			
		WB-LT	1.80	396.9	F			
		WB-R	0.07	17.9	B			
		All	1.43	22.7	C			
206 & Ewing St (3)	US 206	NB-TR	0.42	0.0	A	0.96	37.9	D
		SB-L	0.19	6.4	A	0.81	33.0	C
		SB-T				0.68	6.9	A
		WB-L				0.16	37.4	D
		WB-R	1.85	442.2	F	0.19	37.7	D
		All	(4)	72.2	F	0.83	26.0	C
206 & Cherry Valley Rd	US 206	NB-LTR	1.25	144.0	F			
		SB-LTR	1.70	341.3	F			
		EB-LTR	0.92	48.1	D			
		WB-LTR	0.77	31.3	C			
		All	1.37	182.1	F			

Notes:

- (1) Optimized signal timings for each intersection are detailed separately.
- (2) Intersections reconfigurations are detailed separately. Shaded areas were not analyzed.
- (3) Unsignalized intersection
- (4) Not calculated for unsignalized intersections
- (5) HCM output exceeds the range of valid values
- (6) V/C and delay calculated by HCM method are generally overstated for minor approaches with high conflicting traffic volume

PM Peak	Existing Intersection Configuration						Intersection Reconfiguration		
	Current Signal Timing			Optimized Signals			Type (2)	Cycle	Offset
	Type (2)	Cycle	Offset	Type (2)	Cycle	Offset			
Princeton Pike									

Notes:

- (1) Timings are for cycles without pedestrian actuation
- (2) AC = Actuated-Coordinated Controller, SA = Semi-Actuated Controller
- (3) Not analyzed

APPENDIX C

Crash Summaries

**US 206 Corridor
(MP 45.01 - 57.23)
Crash Summary
Year 2002 - 2005**

Total: 1,155

Collision Type	Count	% of Total
Same Direction - Rear End	553	47.88%
Same Direction - Sideswipe	96	8.31%
Angle	187	16.19%
Left Turn	51	4.42%
Head On	31	2.68%
Overtuned	0	0.00%
Pedestrian	14	1.21%
Fixed Object	136	11.77%
Animal	25	2.16%
Parked Vehicle	11	0.95%
Pedalcycle	5	0.43%
Other or Unknown	46	3.98%
Severity	Count	% of Total
Fatal	4	0.35%
Injury	335	29.00%
Property Damage	816	70.65%
Light	Count	% of Total
Day	894	77.40%
Night/Dawn/Dusk	253	21.90%
Unknown	8	0.69%
Intersection	Count	% of Total
At Intersection	609	52.73%
Not at Intersection	546	47.27%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	821	71.08%
Wet Surface	282	24.42%
Snow or Ice	45	3.90%
Unknown or Other	7	0.61%

Source: NJDOT, 2006

**US 206 Corridor - Lawrence Township
(MP 45.01 - 51.59)
Crash Summary
Year 2002 - 2005**

Total: 616

Collision Type	Count	% of Total
Same Direction - Rear End	292	47.40%
Same Direction - Sideswipe	61	9.90%
Angle	105	17.05%
Left Turn	20	3.25%
Head On	10	1.62%
Overturned	0	0.00%
Pedestrian	10	1.62%
Fixed Object	81	13.15%
Animal	2	0.32%
Parked Vehicle	10	1.62%
Pedalcycle	3	0.49%
Other or Unknown	22	3.57%
Severity	Count	% of Total
Fatal	3	0.49%
Injury	175	28.41%
Property Damage	438	71.10%
Light	Count	% of Total
Day	476	77.27%
Night/Dawn/Dusk	139	22.56%
Unknown	1	0.16%
Intersection	Count	% of Total
At Intersection	336	54.55%
Not at Intersection	280	45.45%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	451	73.21%
Wet Surface	141	22.89%
Snow or Ice	21	3.41%
Unknown or Other	3	0.49%

Source: NJDOT, 2006

**US 206 at Princeton Pike (MP 45.4-45.5)
Crash Summary
Year 2002 - 2005**

Total: 17

Collision Type	Count	% of Total
Same Direction - Rear End	9	52.94%
Same Direction - Sideswipe	1	5.88%
Angle	3	17.65%
Left Turn	1	5.88%
Head On	0	0.00%
Overtuned	0	0.00%
Pedestrian	0	0.00%
Fixed Object	0	0.00%
Animal	0	0.00%
Parked Vehicle	1	5.88%
Pedalcycle	0	0.00%
Other or Unknown	2	11.76%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	3	17.65%
Property Damage Only	14	82.35%
Light	Count	% of Total
Day	14	82.35%
Night/Dawn/Dusk	3	17.65%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	2	11.76%
Not at Intersection	15	88.24%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	13	76.47%
Wet Surface	3	17.65%
Snow or Ice	1	5.88%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

**US 206 at Princeton Pike (MP 45.4-45.5)
Crash Summary
Year 2002 - 2005**

Total: 17

Collision Type	Count	% of Total
Same Direction - Rear End	9	52.94%
Same Direction - Sideswipe	1	5.88%
Angle	3	17.65%
Left Turn	1	5.88%
Head On	0	0.00%
Overtuned	0	0.00%
Pedestrian	0	0.00%
Fixed Object	0	0.00%
Animal	0	0.00%
Parked Vehicle	1	5.88%
Pedalcycle	0	0.00%
Other or Unknown	2	11.76%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	3	17.65%
Property Damage Only	14	82.35%
Light	Count	% of Total
Day	14	82.35%
Night/Dawn/Dusk	3	17.65%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	2	11.76%
Not at Intersection	15	88.24%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	13	76.47%
Wet Surface	3	17.65%
Snow or Ice	1	5.88%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 at Fairfield Ave (MP 45.6-45.8)
Crash Summary
Year 2002 - 2005

Total: 12

Collision Type	Count	% of Total
Same Direction - Rear End	6	50.00%
Same Direction - Sideswipe	1	8.33%
Angle	2	16.67%
Left Turn	1	8.33%
Head On	0	0.00%
Overtuned	0	0.00%
Pedestrian	1	8.33%
Fixed Object	0	0.00%
Animal	0	0.00%
Parked Vehicle	0	0.00%
Pedalcycle	1	8.33%
Other or Unknown	0	0.00%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	4	33.33%
Property Damage Only	8	66.67%
Light	Count	% of Total
Day	9	75.00%
Night/Dawn/Dusk	3	25.00%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	1	8.33%
Not at Intersection	11	91.67%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	11	91.67%
Wet Surface	1	8.33%
Snow or Ice	0	0.00%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

**US 206 Corridor - Meadowbrook Ave to Piedmont Ave (MP 46.19-46.64)
Crash Summary
Year 2002 - 2005**

Total: 50

Collision Type	Count	% of Total
Same Direction - Rear End	24	48.00%
Same Direction - Sideswipe	6	12.00%
Angle	11	22.00%
Left Turn	1	2.00%
Head On	0	0.00%
Overtuned	0	0.00%
Pedestrian	1	2.00%
Fixed Object	3	6.00%
Animal	0	0.00%
Parked Vehicle	1	2.00%
Pedalcycle	0	0.00%
Other or Unknown	3	6.00%
Severity	Count	% of Total
Fatal	1	2.00%
Injury	16	32.00%
Property Damage Only	33	66.00%
Light	Count	% of Total
Day	34	68.00%
Night/Dawn/Dusk	16	32.00%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	40	80.00%
Not at Intersection	10	20.00%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	35	70.00%
Wet Surface	14	28.00%
Snow or Ice	1	2.00%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 - Darrah Lane (MP 47.08-47.18)
Crash Summary
Year 2002 - 2005

Total: 17

Collision Type	Count	% of Total
Same Direction - Rear End	4	23.53%
Same Direction - Sideswipe	1	5.88%
Angle	5	29.41%
Left Turn	3	17.65%
Head On	1	5.88%
Overtuned	0	0.00%
Pedestrian	0	0.00%
Fixed Object	1	5.88%
Animal	0	0.00%
Parked Vehicle	0	0.00%
Pedalcycle	0	0.00%
Other or Unknown	2	11.76%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	5	29.41%
Property Damage Only	12	70.59%
Light	Count	% of Total
Day	15	88.24%
Night/Dawn/Dusk	2	11.76%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	13	76.47%
Not at Intersection	4	23.53%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	15	88.24%
Wet Surface	1	5.88%
Snow or Ice	1	5.88%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 - Skillman Ave to Vanderveer Ave (MP 47.3-47.5)
Crash Summary
Year 2002 - 2005

Total: 17

Collision Type	Count	% of Total
Same Direction - Rear End	8	47.06%
Same Direction - Sideswipe	0	0.00%
Angle	7	41.18%
Left Turn	0	0.00%
Head On	0	0.00%
Overtuned	0	0.00%
Pedestrian	0	0.00%
Fixed Object	2	11.76%
Animal	0	0.00%
Parked Vehicle	0	0.00%
Pedalcycle	0	0.00%
Other or Unknown	0	0.00%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	4	23.53%
Property Damage Only	13	76.47%
Light	Count	% of Total
Day	14	82.35%
Night/Dawn/Dusk	3	17.65%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	6	35.29%
Not at Intersection	11	64.71%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	13	76.47%
Wet Surface	4	23.53%
Snow or Ice	0	0.00%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 Corridor - West Long Drive to I-95 (MP 47.7-48.0)
Crash Summary
Year 2002 - 2005

Total: 23

Collision Type	Count	% of Total
Same Direction - Rear End	12	52.17%
Same Direction - Sideswipe	6	26.09%
Angle	3	13.04%
Left Turn	0	0.00%
Head On	0	0.00%
Overtuned	0	0.00%
Pedestrian	0	0.00%
Fixed Object	2	8.70%
Animal	0	0.00%
Parked Vehicle	0	0.00%
Pedalcycle	0	0.00%
Other or Unknown	0	0.00%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	3	13.04%
Property Damage Only	20	86.96%
Light	Count	% of Total
Day	19	82.61%
Night/Dawn/Dusk	4	17.39%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	5	21.74%
Not at Intersection	18	78.26%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	17	73.91%
Wet Surface	6	26.09%
Snow or Ice	0	0.00%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 at Franklin Corner Road (MP 48.1-48.4)
Crash Summary
Year 2002 - 2005

Total: 44

Collision Type	Count	% of Total
Same Direction - Rear End	17	38.64%
Same Direction - Sideswipe	3	6.82%
Angle	10	22.73%
Left Turn	5	11.36%
Head On	1	2.27%
Overturned	0	0.00%
Pedestrian	0	0.00%
Fixed Object	6	13.64%
Animal	1	2.27%
Parked Vehicle	1	2.27%
Pedalcycle	0	0.00%
Other or Unknown	0	0.00%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	12	27.27%
Property Damage Only	32	72.73%
Light	Count	% of Total
Day	34	77.27%
Night/Dawn/Dusk	10	22.73%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	24	54.55%
Not at Intersection	20	45.45%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	32	72.73%
Wet Surface	8	18.18%
Snow or Ice	4	9.09%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 Corridor - Franklin Corner Road to Gordon Ave (MP 48.5-48.8)
Crash Summary
Year 2002 - 2005

Total: 46

Collision Type	Count	% of Total
Same Direction - Rear End	29	63.04%
Same Direction - Sideswipe	2	4.35%
Angle	6	13.04%
Left Turn	0	0.00%
Head On	1	2.17%
Overtuned	0	0.00%
Pedestrian	1	2.17%
Fixed Object	6	13.04%
Animal	0	0.00%
Parked Vehicle	0	0.00%
Pedalcycle	1	2.17%
Other or Unknown	0	0.00%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	14	30.43%
Property Damage Only	32	69.57%
Light	Count	% of Total
Day	42	91.30%
Night/Dawn/Dusk	4	8.70%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	22	47.83%
Not at Intersection	24	52.17%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	35	76.09%
Wet Surface	10	21.74%
Snow or Ice	1	2.17%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 at Gordon Ave (MP 48.9-49.0)
Crash Summary
Year 2002 - 2005

Total: 38

Collision Type	Count	% of Total
Same Direction - Rear End	17	44.74%
Same Direction - Sideswipe	1	2.63%
Angle	11	28.95%
Left Turn	0	0.00%
Head On	1	2.63%
Overtaken	0	0.00%
Pedestrian	3	7.89%
Fixed Object	4	10.53%
Animal	0	0.00%
Parked Vehicle	0	0.00%
Pedalcycle	0	0.00%
Other or Unknown	1	2.63%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	10	26.32%
Property Damage Only	28	73.68%
Light	Count	% of Total
Day	24	63.16%
Night/Dawn/Dusk	14	36.84%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	21	55.26%
Not at Intersection	17	44.74%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	25	65.79%
Wet Surface	11	28.95%
Snow or Ice	0	0.00%
Unknown or Other	2	5.26%

Source: NJDOT, 2006

US 206 at Carter Rd/Fackler Rd (MP 50.3-50.4)
Crash Summary
Year 2002 - 2005

Total: 12

Collision Type	Count	% of Total
Same Direction - Rear End	4	33.33%
Same Direction - Sideswipe	2	16.67%
Angle	2	16.67%
Left Turn	1	8.33%
Head On	0	0.00%
Overturned	0	0.00%
Pedestrian	0	0.00%
Fixed Object	3	25.00%
Animal	0	0.00%
Parked Vehicle	0	0.00%
Pedalcycle	0	0.00%
Other or Unknown	0	0.00%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	4	33.33%
Property Damage Only	8	66.67%
Light	Count	% of Total
Day	8	66.67%
Night/Dawn/Dusk	4	33.33%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	7	58.33%
Not at Intersection	5	41.67%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	6	50.00%
Wet Surface	6	50.00%
Snow or Ice	0	0.00%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

NJ 206 at Bristol Myers Squibb (MP 51.03-51.13)
Crash Summary
Year 2002 - 2005

Total: 12

Collision Type	Count	% of Total
Same Direction - Rear End	4	0.00%
Same Direction - Sideswipe	2	0.00%
Angle	2	0.00%
Left Turn	1	0.00%
Head On	0	0.00%
Overtaken	0	0.00%
Pedestrian	0	0.00%
Fixed Object	3	0.00%
Animal	0	0.00%
Parked Vehicle	0	0.00%
Pedalcycle	0	0.00%
Other or Unknown	0	0.00%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	4	0.00%
Property Damage Only	8	0.00%
Light	Count	% of Total
Day	8	0.00%
Night/Dawn/Dusk	4	0.00%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	7	0.00%
Not at Intersection	5	0.00%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	6	0.00%
Wet Surface	6	0.00%
Snow or Ice	0	0.00%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 at Province Line Road (MP 51.3-51.4)
Crash Summary
Year 2002 - 2005

Total: 20

Collision Type	Count	% of Total
Same Direction - Rear End	7	35.00%
Same Direction - Sideswipe	0	0.00%
Angle	5	25.00%
Left Turn	2	10.00%
Head On	1	5.00%
Overtuned	0	0.00%
Pedestrian	0	0.00%
Fixed Object	3	15.00%
Animal	0	0.00%
Parked Vehicle	1	5.00%
Pedalcycle	0	0.00%
Other or Unknown	1	5.00%
Severity	Count	% of Total
Fatal	1	5.00%
Injury	7	35.00%
Property Damage Only	12	60.00%
Light	Count	% of Total
Day	15	75.00%
Night/Dawn/Dusk	5	25.00%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	11	55.00%
Not at Intersection	9	45.00%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	15	75.00%
Wet Surface	4	20.00%
Snow or Ice	1	5.00%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 - State Rd & Mountain Ave (54.69-54.79)

Crash Summary

Year 2002 - 2005

Total: 13

Collision Type	Count	% of Total
Same Direction - Rear End	6	46.15%
Same Direction - Sideswipe	0	0.00%
Angle	2	15.38%
Left Turn	1	7.69%
Head On	1	7.69%
Overtaken	0	0.00%
Pedestrian	1	7.69%
Fixed Object	0	0.00%
Animal	2	15.38%
Parked Vehicle	0	0.00%
Pedalcycle	0	0.00%
Other or Unknown	0	0.00%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	3	23.08%
Property Damage Only	10	76.92%
Light	Count	% of Total
Day	11	84.62%
Night/Dawn/Dusk	2	15.38%
Unknown	0	0.00%
Intersection	Count	% of Total
At Intersection	8	61.54%
Not at Intersection	5	38.46%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	11	84.62%
Wet Surface	2	15.38%
Snow or Ice	0	0.00%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

US 206 Corridor - Ewing Street & State Rd (55.77 - 55.87)

Crash Summary

Year 2002 - 2005

Total: 47

Collision Type	Count	% of Total
Same Direction - Rear End	33	70.21%
Same Direction - Sideswipe	2	4.26%
Angle	3	6.38%
Left Turn	1	2.13%
Head On	0	0.00%
Overtaken	0	0.00%
Pedestrian	0	0.00%
Fixed Object	5	10.64%
Animal	2	4.26%
Parked Vehicle	0	0.00%
Pedalcycle	0	0.00%
Other or Unknown	1	2.13%
Severity	Count	% of Total
Fatal	0	0.00%
Injury	12	25.53%
Property Damage Only	35	74.47%
Light	Count	% of Total
Day	36	76.60%
Night/Dawn/Dusk	10	21.28%
Unknown	1	2.13%
Intersection	Count	% of Total
At Intersection	33	70.21%
Not at Intersection	14	29.79%
Railroad Crossing	0	0.00%
Surface Condition	Count	% of Total
Dry	24	51.06%
Wet Surface	20	42.55%
Snow or Ice	3	6.38%
Unknown or Other	0	0.00%

Source: NJDOT, 2006

Title of Report: *Route 206 Corridor Study*

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Geographic Area Covered:

The study area includes portions of the Mercer County municipalities of Princeton Township, Princeton Borough and Lawrence Township.

Key Words:

Traffic counts, traffic calming, intersection analysis, improvement options, level of service, sight distance, bicycle/pedestrian, bus transit, accidents

ABSTRACT: *This study was developed using a consensus-based, approach with input from the corridor communities as well as state, county and regional agencies in the identification of transportation problems. Detailed field views and technical analysis were conducted to identify and quantify the transportation problem areas and document practical solutions. A detailed write-up of the existing conditions, identified problems and potential improvement scenarios is presented. Current constraints and deficiencies to this route have been documented and necessary improvements identified. A strategic implementation plan was developed to be used as a dynamic long-range tool for the systematic selection of projects to create a significantly improved transportation system within the study area.*

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