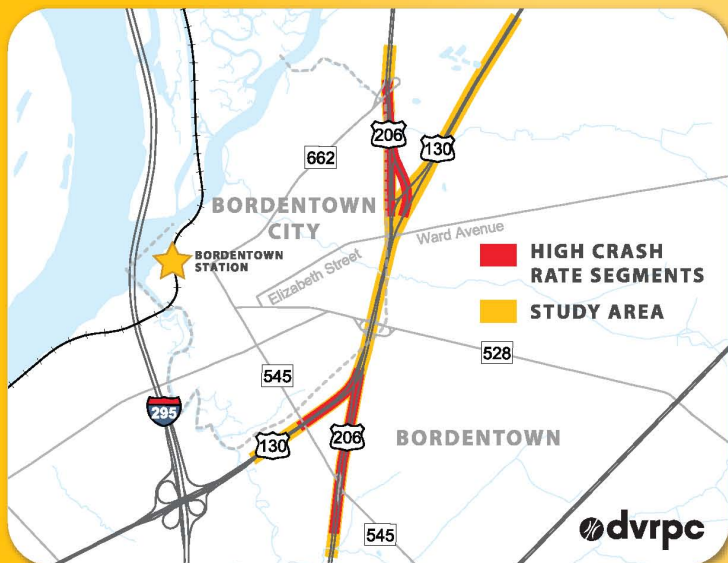


Can We Reduce Congestion in New Jersey?

Focus: US 130 / US 206 Corridor



The Answer is Yes!

Together we can make your community and the region a better place to live and work. The Congestion Management Process (CMP) helps people and goods get to where they need to go. It uses all modes of transportation in coordination with land use planning to move the region toward a better future.

DVRPC is studying traffic and circulation issues on US 130 and US 206 near their crossing in Bordentown, New Jersey, building on a bicycle and pedestrian safety study by the New Jersey Department of Transportation (NJDOT) and a Road Safety Audit by DVRPC. The study area is a major regional crossroads with access to the New Jersey Turnpike and I-295, and high volumes of daily traffic along US 130 and US 206. Temporary disruptions that take away part of the roadway from use are called "nonrecurring" congestion. High crash rates in the study area, as seen in the map to the left, contribute to significant nonrecurring congestion in the corridor. Many pedestrians and bicyclists also travel along and across the highways to access jobs, services, and shopping in downtown Bordentown City, despite the dangerous nature of these busy roads.

What Can I Do as a Citizen?

- ▶ When walking or bicycling, cross at designated crosswalks.
- ▶ When driving, watch for others, use caution when merging, and observe posted speed limits.
- ▶ Combine trips when you can, take transit, carpool, or join a local ridesharing program.
- ▶ Get involved with planning the future of your community. For more information, call Jane Meconi, DVRPC Public Involvement Manager, at 215.238.2871.

High Crash-Rate Segments (see map above)

ROAD	SECTION	ACTUAL CRASH RATE ¹	STATEWIDE CRASH RATE ¹
US 130	CR 545 TO INTERSECTION OF US 130 & US 206	4.43	1.83 ²
US 206	SOUTH OF CR 545 TO INTERSECTION OF US 130 & US 206	2.98	2.12 ³
	INTERSECTION OF US 206 / ELIZABETH STREET / WARD AVENUE TO CR 662	2.93	2.12 ³

SOURCE: NJDOT STATEWIDE CRASH 2009 DATA

¹ CRASH RATES CALCULATED PER MILLION VEHICLE MILES.

² STATEWIDE CRASH RATE FOR ROADWAYS WITH FOUR OR MORE LANES, BARRIER MEDIAN WITH SHOULDER.

³ STATEWIDE CRASH RATE FOR ROADWAYS WITH FOUR OR MORE LANES, GRASS MEDIAN WITH SHOULDER.

What Can I Do

as a Municipal Official or Staff Person?

- ▶ Review your community's comprehensive plan, zoning, and land use regulations to ensure they reinforce each other, work toward common goals, and accommodate all modes of travel.
- ▶ Coordinate with municipal and county studies.
- ▶ Encourage adoption of a local "Complete Streets" policy.
- ▶ Complete the local sidewalk and bicycle network, as recommended in the *Route 130/Route 206 Bicycle and Pedestrian Plan* (NJDOT, May 2011).
- ▶ Communicate with your county representatives on the DVRPC Board (see "About Us" at www.dvrpc.org).
- ▶ There may be more ways to fund transportation and land use improvements than you realize. The DVRPC *Municipal Resource Guide* (Pub #12003) and *Funding Transportation Safety Improvements* brochure (Pub #10018) are great sources of information. Another resource is *Funding Pedestrian and Bicycle Planning, Programs and Projects* which is available at www.njbikeped.org under "Clearinghouse."

Potential Strategies for this Congested Corridor

Very Appropriate Strategies

(Definitions of these strategies and many more are in the CMP Report - Publication #09028B)

Signal Improvements

Parking Operations

Changes to parking intended to improve the operation of roadways, such as relocating parking spaces near dangerous intersections, or incentives to keep short-term parking used as such.

Modifications to Existing Transit Routes or Services

Transit Infrastructure Improvements

Turning Movement Enhancements

Improve Circulation



Secondary Strategies

(There are many more listed in the CMP.)

Traveler Information Services

Provision of pretrip and en route information to travelers on current traffic and other conditions and real-time guidance on route information. This includes advisory services to warn of traffic or transit delays.

Walking and Bicycling Improvements

Improve safety and convenience for bicyclists and pedestrians of all types (such as able-bodied or handicapped, young or old people).

Environmentally Friendly Transportation Policies

Strategies that seek to minimize the impact of transportation on the natural environment. Includes programs or projects that help reduce flooding to prevent roads from closing or becoming unsafe during rainstorms or other weather events.

Engineering for Smart Growth

Strategies to promote and enable smart growth using engineering solutions such as Traffic Calming or Context-Sensitive Design.

Land Use - Transportation Policies

Strategies that reduce congestion by changing land use and development patterns to encourage mobility options and limit new trip generation.

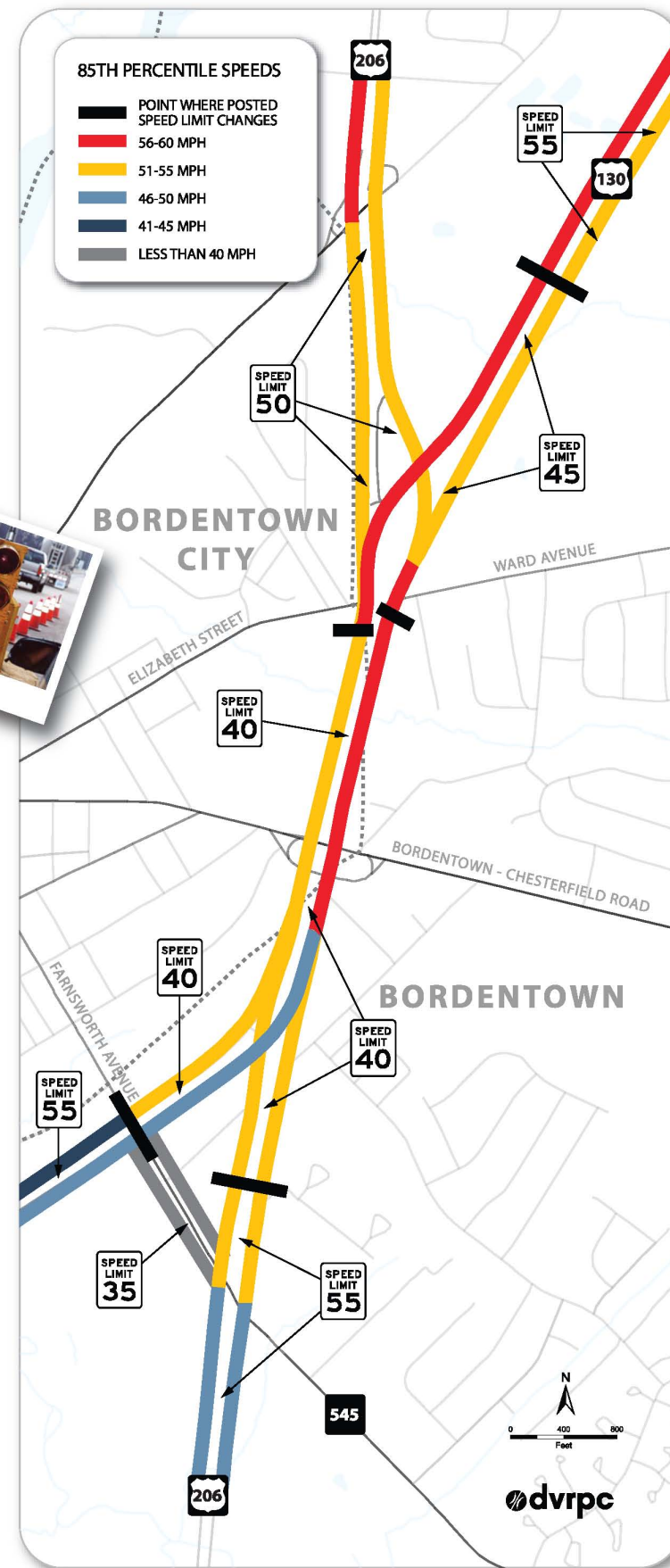
Transit First Policy

Transit-Oriented Development (TOD)

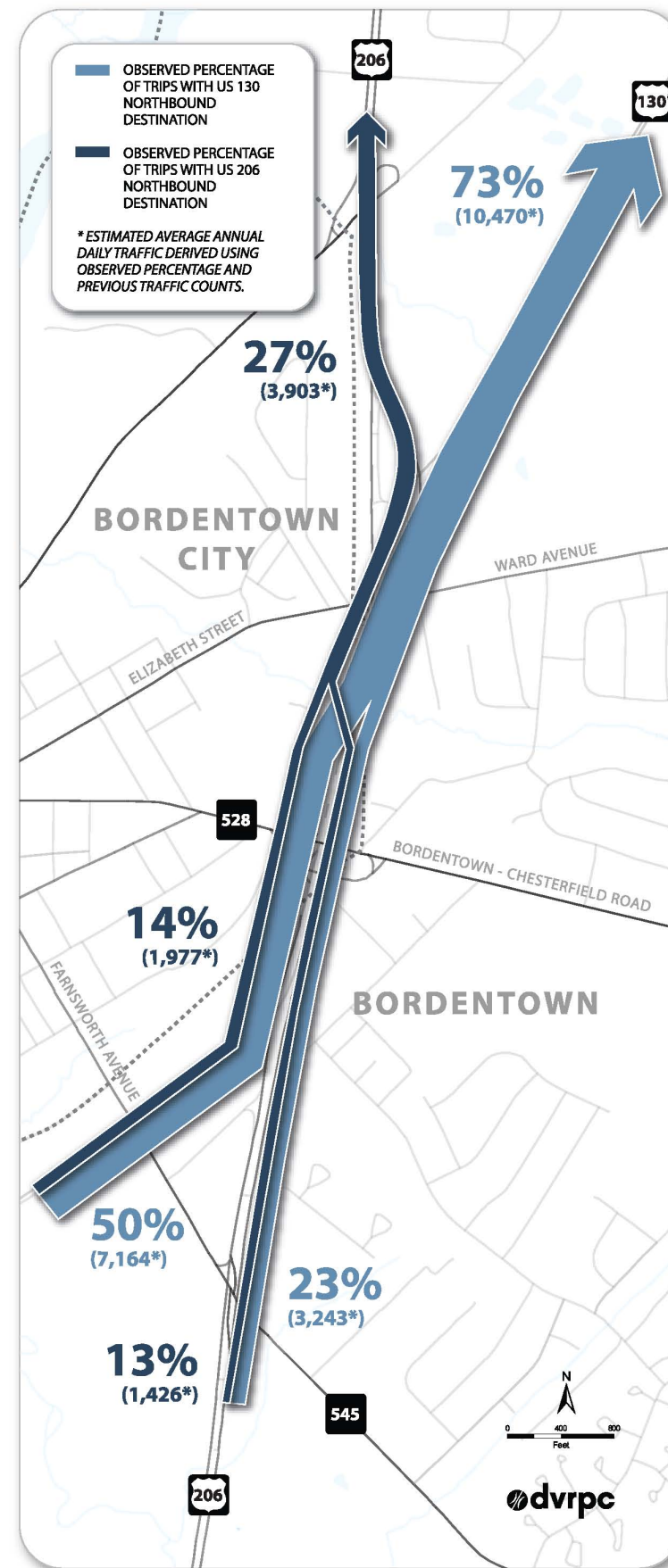
Shuttle Service to Stations

US 130 / US 206 Traffic Circulation Study

Speed by Section



Northbound Weave



What Do the Maps Show?

Using speed data collected along US 130, US 206, and a portion of Farnsworth Avenue, the map to the far left illustrates the fact that 85th percentile speeds in the study area exceeded posted speed limits by margins as great as 20 miles per hour (MPH). The 85th percentile speed on a given roadway is normally considered safe under ideal conditions. In this case, excessive average speeds and high crash rates indicate the need for traffic calming or other strategies to encourage safer speeds. The map on the right shows the results of origin-destination data collected using Bluetooth tracking devices, which monitored unique signals from individual vehicles as they entered and exited specific points along US 130 and US 206. This data helps build a clear understanding of how people and goods move through the corridor. The order of strategies to the left of the maps reflects the priorities in DVRPC's Perspective on Transportation Planning, first adopted in 2006 and readopted in 2009 and 2011. General strategies that can apply almost everywhere are listed below. For more about the CMP, visit our website at www.dvrpc.org/CongestionManagement.



The visualization above illustrates a potential traffic calming and gateway treatment on Elizabeth Street.

Inexpensive Strategies that Help Almost Everywhere

(Definitions of these strategies and dozens more are in the CMP Report - Publication #09028B)

- ▶ Safety Improvements and Programs
- ▶ Signage
- ▶ Basic Upgrading of Traffic Signals
- ▶ Signal Preemption for Emergency Vehicles
- ▶ Environmental Justice Outreach for Decision-Making
- ▶ Intersection Improvements of a Limited Scale
- ▶ Access Management
- (both engineering and policy strategies)
- ▶ Bottleneck Removal of a Limited Scale, Vehicle or Rail
- ▶ Marketing/Outreach for Transit and TDM Services (including carpool, vanpool, and ride-matching programs, alternative work hours, telecommuting, emergency ride home, TransitChek, and car sharing)
- ▶ Revisions to Existing Land Use / Transportation Regulations
- ▶ Growth Management and Smart Growth
- ▶ Context-Sensitive Design
- ▶ Improvements for Walking and Bicycling

Quick Introductions:

Congestion Management Process (CMP)

The CMP is a systematic process for managing congestion. It provides information on transportation system performance and a range of strategies to minimize congestion and to help people and goods reach their destinations. The CMP advances the goals of DVRPC's Long-Range Plan and strengthens the connection between the Plan, the Transportation Improvement Program (TIP), and other Commission efforts.

Long-Range Plan

Connections 2035 – The Regional Plan for a Sustainable Future (Publication #09047) was adopted by the DVRPC Board on July 23, 2009 as the long-range plan for the Greater Philadelphia region. The *Connections* Plan puts a strong emphasis on creating livable communities, managing growth and protecting resources, building an energy-efficient economy, and creating a modern multimodal transportation system. Metropolitan planning organizations like DVRPC are key actors in regions across the country, responsible for coordinated, comprehensive, and continuing transportation planning. For more information, visit www.dvrpc.org/Connections.

Transportation Improvement Program (TIP)

The TIP is the regionally agreed-upon list of priority projects, as required by federal law. The TIP must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Projects address highway, transit, bicyclist, pedestrian, and freight-related needs. For more information, visit www.dvrpc.org/TIP.

Bordentown US 130/US 206 Circulation Study

At the request of local elected officials, Burlington County, and NJDOT, DVRPC is studying potential circulation improvements for Bordentown in the vicinity of the intersection of US 130 and US 206. Goals include making recommendations to reduce excessive speeding and improve safety for pedestrians and bicyclists traveling along and across US 130 and US 206. For more information, contact David Anderson, Manager, Office of Corridor Planning, at 215.238.2825 or danderson@dvrpc.org.



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Abstract The CMP newsletter series focuses on congested subcorridors in the Delaware Valley, alternating between New Jersey and Pennsylvania. This edition highlights the US 130/US 206 area in Bordentown, New Jersey. For more information about any of these programs, please visit www.dvrpc.org.



LET US KNOW what YOU think!

This newsletter is part of a series which focuses on a selected subcorridor in the Delaware Valley. This is the third to focus on a subcorridor in New Jersey. The series includes an introduction to the Congestion Management Process (Publication #NL09007). Help make this a useful resource for other communities by sending any comments to Jesse Buerk, Transportation Planner at 215.238.2948 or jbuerk@dvrpc.org.



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning

professionals and the public with the common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC documents and publications can be translated into alternate formats or languages, if requested. For more information, visit the DVRPC website at www.dvrpc.org or call 215.238.2871.