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 rideshare program.
► Get involved with planning the future of your community. For more information, call Jane Meconi, DVRPC Public Involvement Manager, at 215.238.2871.

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 bike 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.”

High Crash-Rate Segments (see map above)

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<th>ROAD</th>
<th>SECTION</th>
<th>ACTUAL CRASH RATE</th>
<th>STATEWIDE CRASH RATE</th>
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<td>US 130</td>
<td>CR 545 TO INTERSECTION OF US 130 &amp; US 206</td>
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<td>SOUTH OF CR 545 TO INTERSECTION OF US 130 &amp; US 206</td>
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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.
US 130 / US 206 Traffic Circulation Study

What do the Maps Show?

Using speed data collected along US 130, US 206, and a portion of Farnsworth Avenue, the map on the far left illustrates the fact that 85th percentile speeds in the study area exceed 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 clearer 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.

Inexpensive Strategies that Help Almost Everywhere

 › 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

Potential Strategies for this Congested Corridor

Very Appropriate Strategies

 › 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

 › 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
   - Improves 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 rain storms 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

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

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.