2002 Circulation Plan Element

Township of Westampton
Burlington County, New Jersey

Final Draft

Prepared by the Westampton Township Land Development Board
in consultation with Banisch Associates, Inc.

Prepared April 2002

The original of this report was signed and sealed
in accordance with N.J.A.C. 13:41-1.3

WESTAMPTON TOWNSHIP

2002 Circulation Plan Element

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WESTAMPTON TOWNSHIP

Circulation Plan Element

Introduction

This section of the Master Plan is prepared in accordance with the Municipal Land Use Law, as specifically referenced in N.J.S.A. 40:55D-28b.(4)):

(4) A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail.

This Circulation Plan Element responds to the proposals outlined in the Land Use Plan Element, as well as the regional context in which Westampton Township is located. The purpose of this Plan Element is to establish a program of circulation improvements and programs that will address the Township's needs into the future. The Township's 1997 Master Plan included the following local objectives relative to transportation:

- To encourage proactive planning and regulation to ensure the adequacy of transportation facilities for planned future development, including the establishment of appropriate street design standards, the establishment of public/private partnerships for funding mechanisms, the coordination of transportation modes to accommodate changing commuter patterns, and the establishment of park and ride facilities and shuttle service.

- To establish transportation policies and programs that improve connection between housing and employment, including vehicular and pedestrian travel and bicycle paths.

- To promote transit alternatives in new and existing development to reduce traffic congestion, including shared rides, taxis, car/van pools, dial-a-ride and flextime

- To manage and program development in rural areas so that traffic will not exceed the capacity of the existing rural road network to provide safe, efficient and convenient traffic movements during peak traffic periods.

- To promote the design and development of roadway improvements necessary to serve major population and employment sectors of the Township.

- To encourage transportation funding for maintenance of the existing transportation system, rather than encouraging new systems in rural areas.

The Township's transportation system is affected by major regional influences, both in terms of its location and the network of Federal, State and County roads that traverse the Township. Bisected by the N. J. Turnpike, which has an interchange at Route 541, and Interstate Route 295, which has an interchange at Rancocas Road, Westampton is one of only three municipalities in Burlington County that have interchanges on both roads. Connecting to these roads is a network of eight County roads that collect and disperse vehicular traffic through the Township, and provide both inter- and intra-County accessibility. The challenge facing the Township, which this Plan Element seeks to address, is to maintain the quality of life for residents and the motoring public in the face of these influences.

To address this regional context, the Circulation Plan Element has been developed with reference to the State Development and Redevelopment Plan (SDRP) and the Burlington County Highway Master Plan. The SDRP, which seeks to concentrate growth and development in order to reduce public investment and infrastructure costs, supports the Township's planning goals, and could be an effective planning tool to see some of the Township's goals effectuated on a larger planning field. The Burlington County Highway Master Plan's treatment of County roads in the Township is reviewed below in the section on the functional classification of roadways and elsewhere.

In abstract, this Plan Element addresses the classification of County and municipal roads; proposed roadway improvements and realignments; proposed intersection improvements; proposed roads; existing and proposed bikeways; public transportation; and, transportation demand strategies.

Functional Classification of Roadways

The starting point for an analysis of the functional classification of roadways is the road jurisdiction in the Township. Within Westampton are State and Interstate limited access highways (the N. J. Turnpike and I-295, respectively); County roads that provide inter-County service (Route 541, or any road in the "500 series"); County roads that provide intra-County service (all County roads in the "600 series"); and, local and private roads under the jurisdiction of the municipality. These road jurisdictions are depicted on the Road Jurisdiction Map (Figure 1).

The Burlington County Highway Master Plan (originally prepared in 1989, and as revised to date) establishes a functional classification of County roads according to the purpose that a particular route serves within the network. This classification system is depicted on the County Road Functional Classification Map (Figure 2). The established classifications are recognized by the Federal Highway Administration and are described as follows:

Principal Arterials. These are usually the highest traffic volume corridors with the longest trip desires. They commonly carry traffic across Counties and/or between States. They serve major centers of activity with emphases on mobility rather than access.

Minor Arterials. These roads interconnect and augment the principal arterial system. They connect cities and larger towns and other traffic generators.

Collectors, Major Collectors and Minor Collectors. These roads provide land access service by collecting traffic from local streets and channeling it into the arterial system. They serve County seats and other traffic generators not located on the arterial system.

Local. This system consists of all roads not included in higher classifications. They provide direct access to abutting lands, offering the lowest level of mobility. Roads which serve no other purpose than this should ideally not be part of the County highway system.

The following is a list of the routes in Westampton Township that are part of the Burlington County network:

County Route	Local Name	Functional Class
Route 541	Burlington-Mt. Holly Rd.	Principal Arterial
Route 626	Rancocas-Mt. Holly Rd.	Principal Arterial
Route 628	Mt. Holly-Jacksonville Rd.	Minor Collector
Route 630	Woodlane Road	Minor Arterial
Route 635	Centerton-Rancocas Rd.	Minor Arterial
Route 635	Springside-Rancocas Rd.	Minor Arterial
Route 637	Irick Road	Minor Arterial
Route 638	Burrs Road	Local
Route 639	Oxmead Road	Local

The Burlington County Highway Master Plan includes information on the highest volume County roads and segments. Importantly, three of the seven highest volume road segments occur in Westampton Township. These are Route 541 from Mt. Holly north to Route 130 (highest volume road segment in County); Route 626 (Rancocas Road) from Route 295 west (third highest volume road segment); and, Route 626 from Route 295 east to the Route 541 Bypass (seventh highest volume road segment). Additional information on traffic counts and volumes on County roads is provided in the Appendix, Circulation Plan Inventory.

The County's functional classification system deals only with County roads. Clearly, a major influence in the Township are the roadways under State and Federal jurisdiction, the N.J. Turnpike and Route 295, respectively. These roadways are classified as limited access highways in the functional classification system. The presence of these roadways is a double-edged sword: while providing an excellent transportation system with broad linkages, they also invite the potential for development impacts and traffic congestion. Balancing these two issues is fundamental to the quality of life in the Township and County.

The N. J. Department of Transportation (NJDOT) has available some traffic count data for portions of the Turnpike and I-295 within Westampton Township. The available data allows a comparison of both relative volumes and the changes in traffic volumes over time. Between 1991 and 2000 the volumes on the Turnpike increased by only 7%, from 58,322 trips to 62,320 trips, both directions, and actually has seen a decrease in trips from 1997 to 2000, probably corresponding to the completion of I-295. By contrast, over the same period of 1991-2000 the volumes on I-295 have increased by 46%, from 45,920 trips to 67,180 trips, so that in 2000 I-295 actually carried more traffic than the Turnpike. These increases are prompted by the completion of I-295 through northern Burlington County, as well as the lack of tolls on the Interstate highways. The data on traffic volumes on these roadways are presented in the Appendix, Circulation Plan Inventory.

Municipal Classification System

The municipal classification system, as provided in Chapter 215, Subdivision of Land, of the Westampton Municipal Code, includes a four-part classification system, based on existing conditions and anticipated functions. This classification system includes arterials, collectors and minor and marginal access roadways. This classification system takes into account the functional highway classification system of the Federal Highway Administration and the classification system established by Burlington County.

In the development of this Circulation Plan Element, the Township has analyzed the current designation of municipal roads according to the standards provided in Section 215-19 of the Township Code. This Section provides the following classification standards:

Type of Street	Right-of-Way (feet)	Cartway (feet)	Sidewalks Required
Arterial	86	46	Yes
Collector	60	44	Yes
Minor	50	30-34	Yes
Marginal access	50	30	Yes

The existing streets in the Township provide the following rights-of-way:

Arterials (86' right-of-way)

There are no existing municipal arterial streets.

Collectors (60' right-ofway)

Entrance of Meadowbrook Drive
Entrance of Sharpless Boulevard
Entrance of Rolling Hills Drive
Rolling Hills East
Western Drive

Entrance to Orchard Lane
Tarnsfield Road
Holly Lane
Lancaster Drive
Entrance of Greenwich Drive
Tallowood Drive
Kings Road (Proposed)

Minor and Marginal Access (50' right-of-way)

All other municipal streets are minor roads.

The municipal classification system extablished by the Township is consistent with the functional classification system of the Federal Highway Administration and that of the Burlington County Planning Board.

The above classification system addresses existing municipal streets. For new streets the adoption of the Residential Site Improvement Standards (RSIS) by the N. J. Department of Community Affairs (NJDCA) in 1997 established a statewide set of regulations that govern a wide range of local improvements, including the provision of new streets. When implementing the RSIS, municipalities may seek exceptions and waivers to the standards, and may establish standards for a wide variety of special areas. When a new street is proposed that is a continuation of an existing street, the right-of-way and cartway widths of the new street shall be at least the same widths as the existing street, as provided in the RSIS

Proposed Improvements and Realignments

This section addresses and recommends improvements and realignments to County and Township roads. Given the Township's location in Burlington County and the intricate network of County roads in the Township, and the growth which has occurred in this part of the County over the last 15 years, the road system has been unable to keep pace with development impacts. The Appendix includes data on the number of traffic accidents in the Township in one fourteen month period by street and intersection. The Map of High Accident Intersections (Figure 3) identifies the location and number of accidents at specific intersections. The recommendations of this section relative to proposed improvements and realignments are intended to produce safer conditions for the traveling public. These improvements and realignments are also shown on the Circulation Plan Map (Figure 4), which also depicts proposed intersection improvements, proposed roads, and existing and proposed bicycle paths.

1. Revise the alignment of Woodlane Road at the intersection with the Irick Road overpass at the N. J. Turnpike. As Woodlane Road approaches Irick Road and the Turnpike overpass from the west, it makes a 90° turn before joining with Irick Road. There is very poor visibility at this intersection for the Woodland Road traffic, and for the traffic turning at the Irick Road stop sign on the overpass, due to the vertical and

horizontal alignment. Current plans are to realign Woodlane Road to provide greater sight distances at the intersection. A longer range, more comprehensive plan would be to construct a new overpass.

2. Complete the realignment of Springside Road at Main Street, and the necessary intersection improvements. The Springside Road realignment has been ongoing for many years, with recent delays apparently caused by the need for condemnation of properties to complete the improvement. The Township has discussed this project with the County Engineer's office and expects the project's completion in the short term.

3. Improve Rancocas Road from the Middle School to the Mt. Holly boundary with three lanes, shoulders and bike lanes or paths. This stretch of road has some of the highest traffic volumes in the County, is intersected by several local streets, and connects the two Township schools and municipal building, yet remains essentially a two-lane road. The Township has spoken with the County Engineer's office about reactivating planning studies for this road segment. The profile of three lanes, shoulders and bike lanes or paths is a preliminary recommendation intended to convey the Township's objectives to improve conditions on this road segment.

4. Install guide rail on Oxmead Road between Jacksonville and Burrs Road. This stretch of road is crowned, narrow and has deep ditches on either side. The Township Police Department indicates that a relatively high volume of accidents occurs on this road segment, especially during the winter months, when vehicles slide into the ditches during icy conditions. The installation of guide rail by the County would increase public safety in the area.

Intersection Improvements

All intersections in the Township should be properly engineered for safe traffic movements with adequate sight distances, good geometrics of design, suitable horizontal and vertical alignments, and appropriate lighting, signing and marking. The map of High Accident Intersections at the back of this Plan Element details the location of intersections which experience the most accidents. Improvements to the intersections with the two highest incidences of accidents are discussed below. The intersections noted below are also shown on the Circulation Plan Map at the back of this Plan Element.

1. Revise Route 541 jughandle at Woodlane Road opposite Orchard Avenue. This is the busiest intersection in the Township, and experiences delays at all entry points. One particular problem is the jughandle from Route 541 south to Woodlane Road, where traffic backs up on the jughandle because there is inadequate distance between the jughandle and the Route 541/Woodland Road intersection. The Township suggests that the jughandle be moved west to the west side of the Human Services Building opposite Tarnsfield Road in order to provide better stacking in the jughandle and greater distance to the intersection. An alternative proposal to address this concern is discussed below in the section on Proposed Roads.

The Township has met with County traffic engineering professionals to review the County's traffic model as it pertains to the Route 541 and Woodlane Road intersection. The County's immediate plans are to revise the signal phasing at this intersection to provide additional time for critical traffic movements. However, the County's traffic model did not address the impact of increased levels of traffic at this intersection.

2. Revise the jughandle that connects northbound Route 541 and westbound Woodlane Road on the east side of Route 541. Vehicles using this jughandle have difficulty merging into westbound Woodlane Road. In addition, it is especially difficult for a vehicle exiting the jughandle to get into the left hand turn lane to travel southbound on Route 541. The jughandle should be improved to provide greater stacking and an easier merge at the intersection.

3. Revise Rancocas and Irick signal and timing to promote smoother flow on Rancocas Road. During morning and evening rush hours the Rancocas Road traffic backs up at the traffic signal, particularly the traffic proceeding westbound on Rancocas Road. The Township recommends that the County examine the timing of the traffic signal in order to increase the through time allotted to vehicles on Rancocas Road.

4. Improve intersection of Stemmer's Lane and Woodlane Road. The intent of this improvement is to encourage truck traffic to access Woodlane Road toward Route 541, the N. J. Turnpike and I-295 northbound. Included in the improvement is the need to adjust the vertical alignment of Woodland Road to the west of the intersection. The implementation of this improvement would relieve some of the traffic congestion at Springside Road and Ikea Drive for trucks that want to go north.

Proposed Roads

In order to complete the major street and highway pattern and establish an effective circulation system that will adequately carry future traffic, two new roads are proposed, one of which is an alternative to the Route 541/Woodland Road jughandle improvement outlined above. These roads are intended to address the goals outlined for the Township's circulation system. The conceptual alignment of these roads is shown on the Circulation Plan Map included at the back of this Plan Element.

1. Construct new roadway in OR-1 District northeast of Route 541. This proposal includes a new municipal collector street accessing Route 541 and connecting Hancock Lane to Burr's Road. This new road would permit signalized access into the OR-1 District from Route 541 and/or Hancock Lane and Burr's Road and would serve to keep internal traffic within the district. The intent of this new road is also to limit the number of driveways and access points to Route 541 as a matter of traffic safety and good site design, so that deep setbacks and extensive landscaped buffers can be maintained.

2. Construct a new roadway to connect the Burr's Road jughandle to Woodlane Road opposite Tamsfield Road. This new roadway is proposed as an alternative to the

relocation of the Route 541 south jughandle to the west of the Human Services Building (see discussion under Intersection Improvements), and is intended to achieve the same objective, i.e. the elimination of lengthy queues and stacking in the jughandle and on Woodlane Road. This alternative is proposed in case the geometry or right-of-way that currently exists is inadequate to accommodate the relocated jughandle.

Bicycle/Pedestrian Paths

The Township's residential neighborhoods provide attractive opportunities for pathway (pedestrian and bikeway) circulation. However, the major roads in the Township, which provide linkages among community facilities, open space and recreational facilities, commercial areas, residential neighborhoods and employment sites, are hazardous to non-motorized transportation. Bicycle/pedestrian paths (off-street paths physically separated from motorized traffic), bicycle lanes (a portion of the roadway designated by striping and pavement markings) and bicycle routes (roadways designated for bicycle use through the installation of directional and informational signage) provide a wide range of alternatives to increase connectivity and recreational opportunities. A bicycle path currently exists on the east side of Springside Road, extending from Mill Creek to Woodlane Road past the Rolling Hills developments. The following recommendations are also displayed on the Circulation Plan Map.

1. Complete Woodlane Road bicycle path from Human Services Building to Burlington County Library. The County is finalizing plans to construct a bicycle path from the Human Services Building to Burlington County Library. This path will provide an important linkage for Westampton residents seeking to utilize the County facilities, and will keep pedestrians and bicyclists off a heavily traveled road.

2. Investigate bicycle path/lane for Rancocas Road to link Holly Hills School to Rancocas Park, Municipal Building and Middle School. Many of the Township's community facilities, including the Community Center, Municipal Complex, and elementary and middle schools, are located along Rancocas Road. The stretch of road from the Middle School to the Holly Hills School also carries high volumes of motor vehicle traffic. Any planning or proposals for future improvements to this road should include bicycle paths or bicycle lanes, depending on the availability of right-of-way.

3. Extend Springside Road bicycle path to the Village of Rancocas. The County has recently completed a bicycle path on the east side of Springside Road from Amara Lane to Woodlane Road. Continuing south from the current terminus are some commercial services, the Spring Meadow development, and eventually the Village of Rancocas. The connection of these residential developments, commercial uses and the historic Village of Rancocas via a bicycle path provides an attractive option in this part of the Township. On this type of higher volume road a bicycle path is usually the safest alternative to separate motor vehicle traffic from bicycle/pedestrian traffic.

4. In addition to the bicycle paths/lanes outlined above, it is also recommended that some of the major subdivision roads, such as Tallowood Drive, Tarnsfield Road and Greenwich Drive, be identified as bicycle routes.

Public Transportation

The BurLink Shuttle service is provided by the Burlington County Freeholders and operated by the Burlington County Office of Transportation Services. The Shuttle service operates between Mt. Holly and Pemberton, and Mt. Holly and Willingboro. Westampton residents are served by three established stops: Tarnsfield Road at Woodlane Road; Bloomfield Drive at Whitlow Drive; and, Lambert Drive at Price Drive. Westampton residents not within walking distance to a stop can call customer service to request flex service. BurLink operators try to accommodate residents living ¾ mile from the route. BurLink passengers can also transfer to N. J. Transit buses and receive a free one-zone ride.

The BurLink provides accessibility to destinations such as Burlington County College, Fairgrounds Plaza, Willingboro Town Center, and Virtua Memorial, Deborah and Buttonwood Hospitals. Within Westampton Township several County facilities are also served by the Burlink, including the County Library, County Health Department and County Human Services buildings along Woodlane Road.

The Cross County Connection Transportation Management Association (TMA), a non-profit organization developed to aid in addressing transportation issues, is also active in the region in assisting with carpooling, vanpooling and shuttle service. In order to promote additional usage of public transportation in the Township, it is recommended that the Township contact the BurLink Shuttle and the Cross County Connection TMA to determine the feasibility of extending service to Hampton Hospital, Catholic Charities and other current or future high visitation sites in the Township.

Transportation Demand Management Strategies

Transportation Demand Management (TDM) refers to the collection of strategies available to improve the functioning of existing transportation systems by reducing the demand for and increasing the efficiency of particular facilities. TDM techniques are most widely used to reduce the demand related to single occupant vehicle travel, and can be voluntary or regulatory and cover a wide range of activities. TDM strategies usually create a partnership among the public, private and non-profit sectors to accomplish the identified transportation demand goal. The following table summarizes the most commonly used TDM strategies and the partners which contribute to their successful implementation.

TDM Stategies	Implementation
Alternative work schedules (flextime/compressed work weeks)	Employers, Transportation Management Associations (TMAs)
Ride-sharing (carpooling and vanpooling)	Individuals, employers, TMAs

Bus service (subscription and on-demand)	Employers, TMAs, counties, transit operators
Parking management (Preferential parking, parking ratios, park and rides)	Municipalities, employers, developers, counties, transit operators
Preferential road treatments	DOT, road authorities, counties
Transit incentives (Employer subsidized transit, employer sponsored transit)	Employers, transit operators, TMAs
Trip reduction ordinances	Municipalities
Land use and zoning regulations (mixed use development, bicycle, pedestrian and transit friendly site design)	Municipalities

In terms of the existing and potential development in Westampton, most existing non-residential uses are predominantly warehouse type uses, so the management of truck movements is essential to the maintenance of the transportation system. Efforts to manage truck movements involve a coordinated approach among Federal, State, County and municipal governments. Future uses in the Township may include more office and commercial uses, which require different management approaches. Both uses could benefit from additional public transportation opportunities, while demand strategies for office uses generally relate to issues such as staggered work hours and work at home programs, and for commercial uses relate to peak hour management. The menu of TDM strategies and implementation organizations offered above provides an assortment of techniques that should be explored.

APPENDIX

Table 1
Motor Vehicle Accidents
Westampton Township
(January 1, 2000 through and including February 20, 2001)

Street Name	Number of Accidents
Burlington-Mt. Holly Rd./Route 541	100
Woodlane Rd.	86
Rancocas Rd.	69
Irick Rd.	19
Oxmead Rd.	16
Main St.	13

Table 2
Motor Vehicle Accidents at Intersection Locations
(January 1, 2000 through and including February 20, 2001)

Intersection	Number of Accidents
Rancocas Rd./Blue Jay	5
Rancocas Rd./Bridge	4
Rancocas Rd./Bypass	3
Rancocas Rd./Centerton	2
Rancocas Rd./Holly	1
Rancocas Rd./Irick	3
Rancocas Rd./Indell	11
Rancocas Rd./Jacksonville	2
Rancocas Rd./Kanabe	2
Rancocas Rd./Lambert	1
Rancocas Rd./Lancaster	1
Rancocas Rd./Main	4
Rancocas Rd./Municipal	1
Rancocas Rd./Tallowood	1
Rancocas Rd./Woodlane	1
Rancocas Rd./Rt. 295	1
Rt. 541/Burrs Rd.	6
Rt. 541/Hancock	8
Rt. 541/Irick	6
Rt. 541/Western	3
Rt. 541/Woodlane	19
Rt. 541/Exit 5 (NJ Turnpike)	1
Woodlane Rd./Greenwich	1
Woodlane Rd./Jacksonville	2
Woodlane Rd./Indel	3
Woodlane Rd./Irick	5
Woodlane Rd./Orchard	4
Woodlane Rd./Pioneer	1
Woodlane Rd./Springside	9
Woodlane Rd./Stemmers	1
Woodlane Rd./Tarnsfield	1
Woodlane Rd./Woodpecker	1
Main St./Bridge	2
Main St./Ikea	1
Main St./Springside	4
Burrs Rd./Oxmead	1
Burrs Rd./Roberts	1
Burrs Rd./Tree Top	1
Oxmead Rd./Jackonsville	1
Oxmead Rd./King	1
Oxmead Rd./Manor	1
Bridge/Second	1
Centerton/Tiffany	1
Holly/Seeley	1
Jacksonville/Mews	1
Sharpless/W. Wind	1

Table 3
Traffic Volumes in Westampton Township (1980-2000)
AADT

Location	1980	1991	2000
Rt. 630 East of Rt. 541	No data	14,760	No data
Rt. 630 West of Rt. 541	7,913	13,270	No data
I-295	32,220	45,920	67,180
NJ Turnpike	36,510	58,322	62,320
Rt. 541 North of Woodlane Rd.	No data	16,840	No data
Rt. 541 South of Woodlane Rd.	No data	22,290	No data

Figure 1
Road Jurisdictions
Westampton Township, NJ

Legend

- *INTERSTATE*
- *COUNTY 500 SERIES*
- *COUNTY 600 SERIES*
- *LOCAL*
- *PRIVATE*

0 0.5 1 Miles

Data Sources:
Burlington Co. Data Processing

BANISCH
ASSOCIATES, INC.
PLANNING/DESIGN
P.O. BOX 154, SERGEANTSVILLE, NEW JERSEY 08557-0154
908-782-0835 / 7636 (FAX) BANISCH@EARTHLINK.NET

Figure 2
County Roads
Functional Classifications

Westampton Township, NJ

Legend

- Principal Arterial
- Minor Arterial
- Minor Collector
- Local

Data Sources:
Burlington Co. Data Processing

BANISCH
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PLANNING/DESIGN
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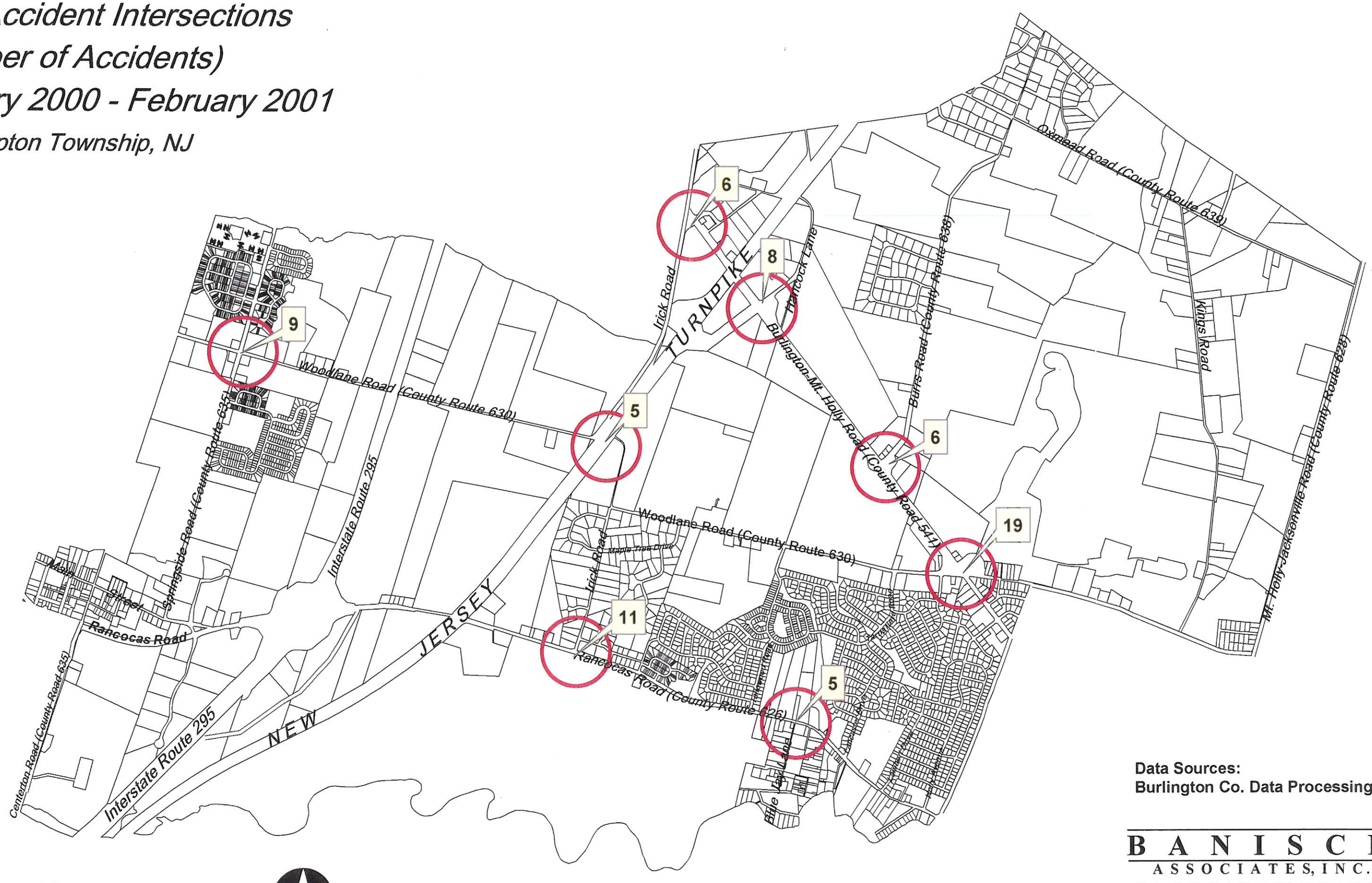
Figure 3
High Accident Intersections
(Number of Accidents)
January 2000 - February 2001
Westampton Township, NJ



Data Sources:
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Figure 4
Circulation Plan
Westampton Township, NJ

Legend

- *Proposed Improvements and Realignments*
- *Proposed Intersection Improvements*
- *Proposed Road*
- *Existing Bicycle Path*
- *Proposed Bicycle Path*

Data Sources:
Burlington Co. Data Processing

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