Burlington County

DOWNTOWN ACCESS

Bicycle & Pedestrian Plan

JANUARY 2024

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Maple Shade | **Evesham** | **Mansfield**

The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

DVRPC is funded through 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 the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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Background and Scope

The Burlington County Downtown Access Bicycle and Pedestrian Plan focuses on three municipalities: Maple Shade, Mansfield, and Evesham. Evesham's downtown area is known as Marlton, and Mansfield's downtown is called Columbus. Stakeholders from the townships requested this study and helped identify study area boundaries. The project emphasizes connecting people to the downtown areas of each municipality by means of a safe and cohesive bicycle and pedestrian network. The report is organized in a way that each municipality has a discrete chapter, where existing conditions and recommendations can be found.

A steering committee was convened for the project that included representatives from:

- Maple Shade Township;
- Mansfield Township;
- Evesham Township;
- Burlington County;
- Cross County Connection Transportation Management Association;
- The Bicycle Coalition of Greater Philadelphia; and
- Rails to Trails Conservancy.

Project Goals

The steering committee identified three primary goals during the initial kickoff meeting:

- Greater connectivity to trail networks (both Circuit Trails and trails/connections on the County Bicycle Master Plan);
- Improved access to and from downtowns; and
- Improved safety for all road users, especially vulnerable users.

Planning Process

The project team conducted two rounds of community outreach—one in fall 2022, and one in spring 2023. DVRPC staff created a survey that was distributed online and at in-person events and collected 222 responses. The survey featured questions about barriers to walking and riding a bicycle, as well as locations that are unsafe or lack an important connection.

The project team developed recommendations to address concerns raised by the public and meet the project goals, with a focus on safe and connected bicycle and pedestrian facilities to connect people to and from downtown areas. The recommendations range from neighborhood greenways to off-street multi-use trails. As part of this project, the project team developed a methodology to prioritize bicycle segments, which used criteria such as population and employment that a segment would connect, if built. This was only developed for the street network; sidewalks were prioritized based on connectivity to downtown areas and schools. Outreach in the spring focused on sharing recommendations with community members.

After integrating stakeholder feedback, recommendations were then grouped with the goal of pre-sorting projects based on jurisdiction,

funding source, and project type for ease of implementation. For example, neighborhood greenways, which are a low-cost intervention, are best left to the municipalities to fund with local dollars, whereas multi-use trails are a better fit for Transportation Alternatives Set Aside (TA) because they can be more expensive and more complex in design and implementation.

The final section of the report details these project bundles, identifying which party is the ideal applicant or lead for each project. The recommendations presented in this report provide guidance to the County and municipalities as they continue efforts to expand safety, connectivity, and prosperity in their downtown areas.

Links to key components of the report are included below.

Project bundles table

Bicycle recommendations for Evesham

Pedestrian recommendations for Evesham

Bicycle recommendations for Mansfield

Pedestrian recommendations for Mansfield

Bicycle recommendations for Maple Shade

Pedestrian recommendations for Maple Shade

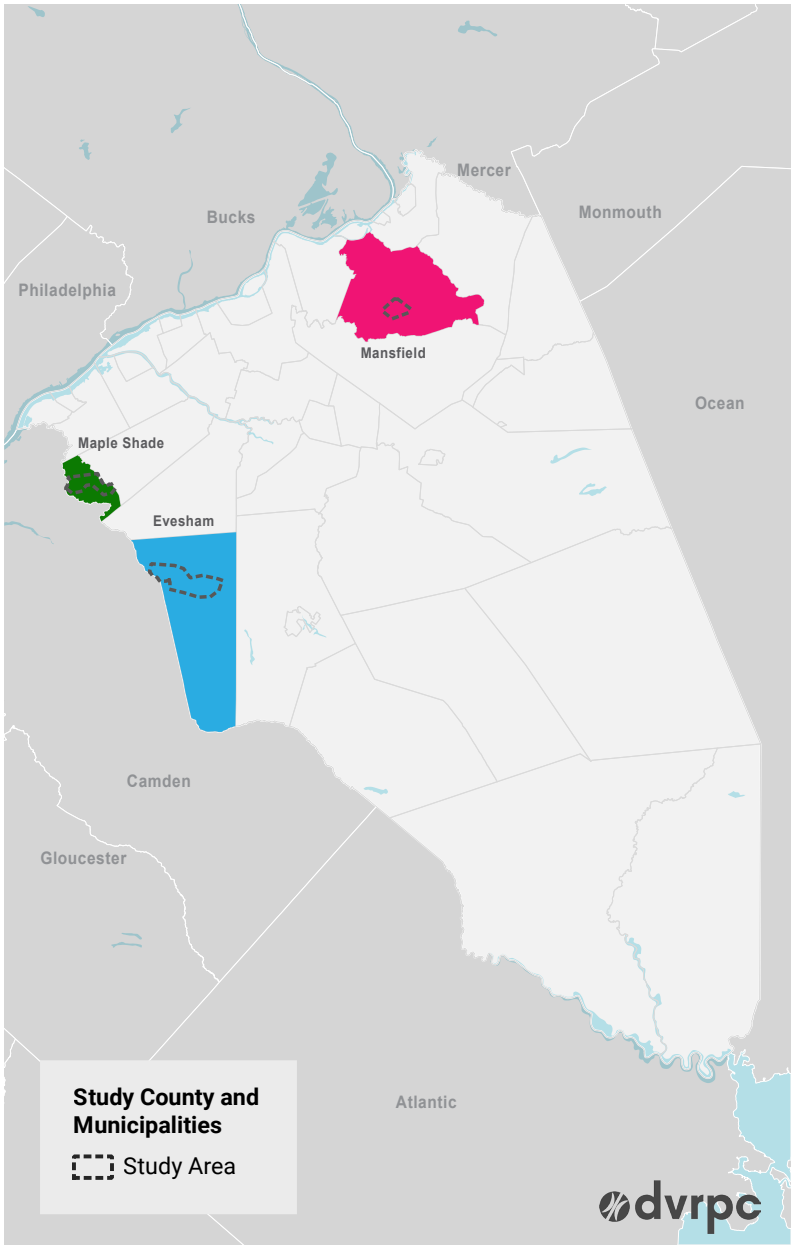


Figure 1: Burlington County and municipalities in this study

Source: DVRPC, 2023

CHAPTER 1:

Introduction

In 2022, Burlington County requested that the Delaware Valley Regional Planning Commission (DVRPC) perform a study on bicycle and pedestrian safety and accessibility in three municipalities: Maple Shade, Mansfield, and Evesham. The motivation for this study stems from the recent increase in housing and retail development along commercial corridors, coupled with Burlington County's continuous efforts to maintain roads that are safe and accommodating for all users, including pedestrians and cyclists.

This plan focuses on the unique challenges and opportunities facing multiple municipalities within Burlington County, centering on on Mansfield, Maple Shade, and Evesham. While each municipality has its own set of circumstances, there are overarching similarities.

Arterial roadways and state highways are common features that bisect residential zones from downtown areas across all three municipalities. In Mansfield, Route 206 serves as a barrier between neighborhoods. Similarly, in Maple Shade, Route 73 separates residential neighborhoods from commercial areas, posing safety concerns for pedestrians and cyclists alike. Evesham faces a similar issue with Routes 70 and 73, which act as barriers that limit access to essential services and recreational spaces.

Sidewalks are present in each municipality but are aging and in various stages of disrepair. Mansfield's sidewalk network is small, and there are gaps between the commercial center and some of the more populous neighborhoods. Maple Shade has a more extensive sidewalk network, but gaps exist, and crossing Route 73 remains an issue. Evesham has made strides in improving its sidewalk infrastructure around the Marlton area, but much work remains to be done to enhance connectivity to the downtown area.

Cyclists face their own set of challenges. Mansfield lacks dedicated bike lanes, forcing cyclists to share the road with motor vehicles, which can be hazardous. Maple Shade has some bike-friendly streets but lacks a cohesive network that connects to key destinations like schools. Evesham has some bike lanes along some roads, but Routes 70 and 73 prevent cyclists from accessing the downtown area.

To gain a better understanding of the existing conditions, GIS analysis and field work were conducted in each municipality. These findings are documented in individual chapters dedicated to Mansfield, Maple Shade, and Evesham.

By examining the commonalities and differences across these communities, this report aims to provide a holistic view of the transportation issues facing Burlington County's municipalities, laying the groundwork for future improvements that benefit all residents.

The next section will focus on existing transportation plans for Mansfield, Maple Shade, and Evesham. The remainder of the introduction documents public outreach and specific tools that were used to create or analyze the recommendations later in the report.

Previous Reports and Plans

This section of the study documents the current state of the transportation networks in each municipality.

County and State Plans

The Burlington County Highway Master Plan (2019) establishes a framework for maintaining and improving the County's roadway infrastructure in a way that sustainably supports long-term growth. The Highway Master Plan is designed to support improvements to traffic safety for all road users, incorporate highway design best practices, and link transportation to sustainable economic development. Some of the strategies identified to meet these objectives are relevant to improving pedestrian and bicycle access to downtown areas.

The Burlington County Bicycle Master Plan (2014) bases its comprehensive bicycle network on accomplishing the broad goals of connectivity, safety, and convenience. The plan emphasizes connections between town centers, road diets, and incorporating bicycle infrastructure into planned resurfacing projects where appropriate. The master plan includes information and recommendations related to the focus areas for this project. Maple Shade is identified as an area with a high concentration of bicycle crashes. At the time of the master plan, Evesham Township accounted for 72 percent of existing bike routes in Burlington County. The bicycle network adopted in the plan includes primary bikeway corridors through Maple Shade Township and Mansfield Township and secondary bikeway corridors through Evesham and Mansfield.

In 2017, the State of New Jersey released a Complete Streets Design guide to document and illustrate best practices for flexibly incorporating different approaches to designing streets that are safe for all users. The guide includes strategies for incorporating Complete Streets principles into project planning and design, as well as a toolbox of design treatments for sidewalks, roadways, and intersections.

The State of New Jersey also has a Bicycle and Pedestrian Master Plan (2016) that establishes a statewide vision, goals, and strategies for walking and biking in New Jersey. The plan's goals emphasize principles consistent with improved downtown access for people who walk and bike, including safety, connectivity and accessibility, health, a culture shift towards Complete Streets, and coordination across partners.

Local Plans

Evesham Township

The Open Space and Recreation Plan for the Township of Evesham (2012) identifies several needs for enhancing the township's open space and recreational assets through greater pedestrian connectivity among them, as well as between each asset and downtown Marlton. The document references the 2003 Evesham Township Bikeway Plan, noting that cycling in the area is constrained by network and road design factors like narrow rights of way, high speeds, and highways that serve as barriers. Approximately 70 percent of the township's roadways were found to be incompatible with the NJDOT Bicycle Compatible Roadways Guidelines.

The 2021 Evesham Township Downtown Vision Plan presents a concept plan for infill and streetscape improvements to enhance commercial and civic activity in Marlton. The plan focuses on redevelopment opportunities and land use changes to revitalize the downtown area and make the streetscape less auto-centric, including relocating parking to the rear of buildings and creating new infill opportunities by shrinking driveways. The vision includes a pedestrian bridge spanning Route 73 to connect Main Street and Old Marlton Pike. Evesham Township's 2021 General Reexamination and Master Plan Amendment mentions the need to change zoning to support mixed uses and pedestrian-oriented streetscapes like those outlined in the Downtown Vision plan.

Mansfield Township

Mansfield Township's 2022 Master Plan Reexamination Report emphasizes the desirability of traditional neighborhood design, historic preservation, and recreational opportunities, which are consistent with improvements to pedestrian and bicycle access to downtown Columbus. The report notes the challenge of managing the heavy truck traffic that traverses the township to connect with Route 206.

The Mansfield Township 2020 Third Round Housing Plan Element and Fair Share Plan highlights the importance of affordable housing in Columbus. Columbus is home to six of the township's seven multi-family (three or more unit) rental properties. In order to expand affordable housing opportunities, Columbus will serve as the target area for Mansfield's Market-to-Affordable Rental Rehabilitation Program. Complementing this residential redevelopment strategy is the Township of Mansfield Columbus Village Economic Opportunity - 2 Redevelopment Plan, which is intended to increase commercial density in the center of Columbus' business district.

Maple Shade Township

The Township of Maple Shade 2016 Master Plan Reexamination Report and Master Plan Amendment emphasizes increased mixed use in the downtown center and the application of smart growth principles to support sustainable development, both of which would be served by increasing opportunities to walk and bike in the area of Main Street.

An envisioned mixed use trail, the Burlington—Camden Connector, would travel through Maple Shade a few blocks to the north of the Main Street business district. Maple Shade and Pennsauken received technical assistance from the NJDOT Office of Bicycle & Pedestrian Programs to evaluate the potential for the portion of trail that would pass through their townships. The planning study presented concept designs for a rail-with-trail segment that would bring users in close proximity to Maple Shade's downtown commercial area.

Existing Conditions Process

As part of this study, existing conditions were evaluated through GIS analysis, field work, and a public engagement effort. Detailed existing conditions are available in each municipality's chapter, and include:

- Population density;
- Land use;
- Functional classification of roadways;
- Indicators of potential disadvantage (IPD);
- Transit lines;
- Active transportation infrastructure;
- Level of Traffic Stress (LTS) for cycling; and
- Crashes.

Existing conditions were then presented to the steering committee in a memo, where they were able to provide additional context or request additional information to be included in the final report. Existing conditions were coupled with feedback from community outreach to provide the project team with a broad understanding of the issues facing each township, as well as the possibilities for improvement.

Public Outreach

DVRPC had two phases of community engagement–one in the fall of 2022, and one in the spring of 2023. The fall outreach focused on understanding existing issues and problem areas, while the spring outreach focused on fine-tuning engagement and ensuring that residents felt that improvements addressed their concerns. Fall outreach had an extensive survey, while spring outreach had a comment form on the project website for residents to provide feedback.

Fall Public Outreach Summary

Outreach Overview

In an effort to learn more about residents' experiences walking and biking in their respective neighborhoods, the project team developed an online webmap and survey. In addition to the online survey, the study team administered paper surveys at various events and high-foot-traffic areas in each municipality. The paper surveys allowed for greater participation for individuals with less access to the internet.

- Evesham/Marlton (October 28th, 2022) - The project team conducted intercept surveys on October 28th at several locations, including the Evesham Library and around several shopping centers in the area. The project team virtually attended a school-wide meeting on November 2nd to promote the online survey. The survey was also shared with the Evesham District School Board meeting that week and sent to the school board email list with over 8,000 recipients.
- Mansfield/Columbus (October 22nd, 2022) - The project team talked to community members and administered surveys at Mansfield's Fall Festival (Figure 2).
- Maple Shade (October 29th, 2022) - The project team walked in Maple Shade's Halloween Parade with a banner promoting survey participation and then administered surveys at a table during the post-parade announcements/awards.

Who Participated

DVRPC recieved 222 respondents. A total of 165 responses were collected via the online survey and 57 were collected via paper surveys. Online contributors also contributed 59 pins to a webmap, where respondents were asked to add a pin at a specific location and a comment to help identify problem areas. Figures 4 through 6 show those pins by location and category. Responses are further analyzed in this chapter.

Figure 2: DVRPC Staff speaking with a community member

Source: DVRPC, 2022

Figure 3: Survey response webmap pins in or near Evesham

Source: DVRPC

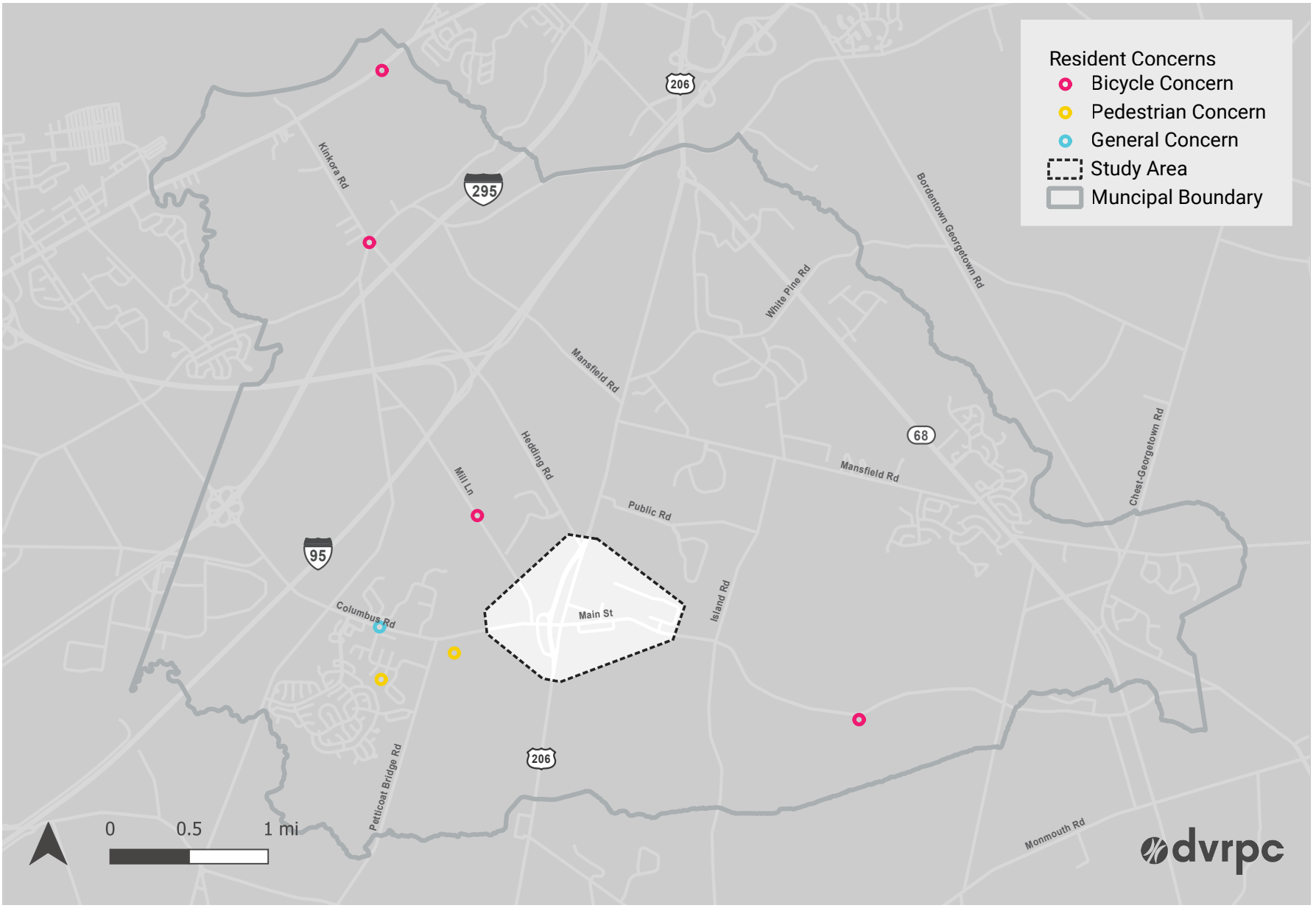


Figure 4: Survey response webmap pins in or near Mansfield

Source: DVRPC, 2022

Figure 5: Survey response webmap pins in or near Maple Shade

Source: DVRPC, 2022

Respondents who dropped a "pin" on the webmap were able to self-select the general category of their concern. The study team sorted written concerns into 16 categories, shown on the vertical axis of Figure 6.

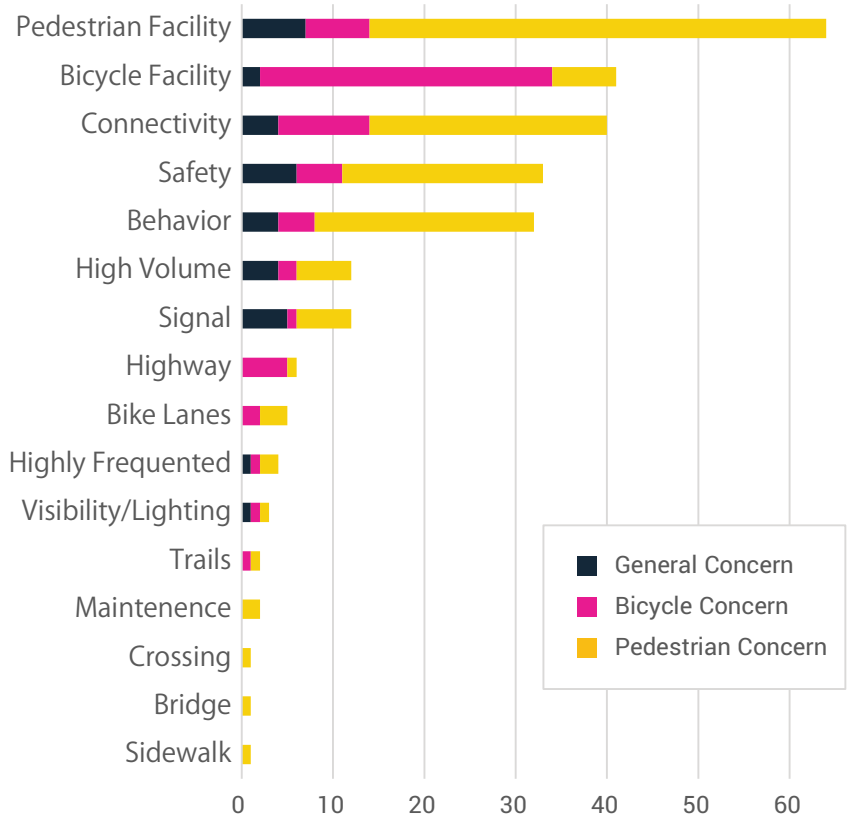


Figure 6: Breakdown of pins into more detailed categories
Source: DVRPC, 2022

The age of respondents varied greatly, with the greatest number of responses coming from 35- to 44-year-olds (Figure 7).

The majority of respondents said "no" to the question "are you Hispanic or Latino?" and only three respondents answered "yes" (Figure 8).Of the 135 respondents who chose to list their race, 92% identified as "White," which is about 10% higher than the 2020 Census average for the three municipalities (Figure 9). Black or African American respondents made up 1.4% of responses (7.9% in the 2020 Census), while Asian/Pacific Islander respondents made up 2.2% of responses (8% of the Census population). Some of this discrepancy may be due to a high volume of responses from Evesham Township, which has a higher percentage of white residents than the other townships.

Six respondents indicated that they had some form of disability, while 14 chose that they prefer not to answer (Figure 10).

Slightly more than half of respondents indicated "Female" as their gender, while 39% indicated male, and 8.5% (14 respondents) preferred not to answer (Figure 11).

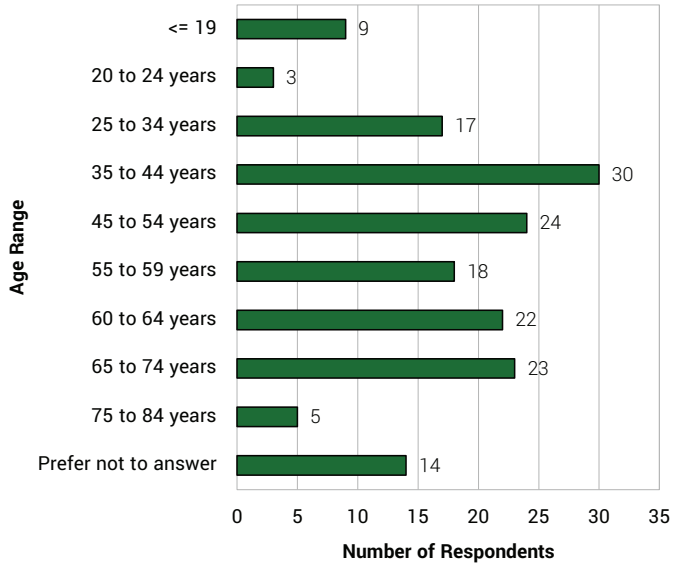


Figure 7: Age of survey respondents who responded to the question
Source: DVRPC

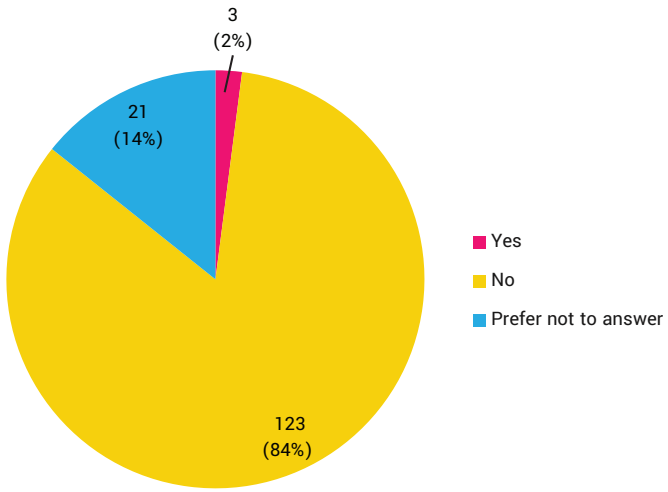


Figure 8: Respondents' answers to the question, "Are you Hispanic or Latino?"
Source: DVRPC, 2022

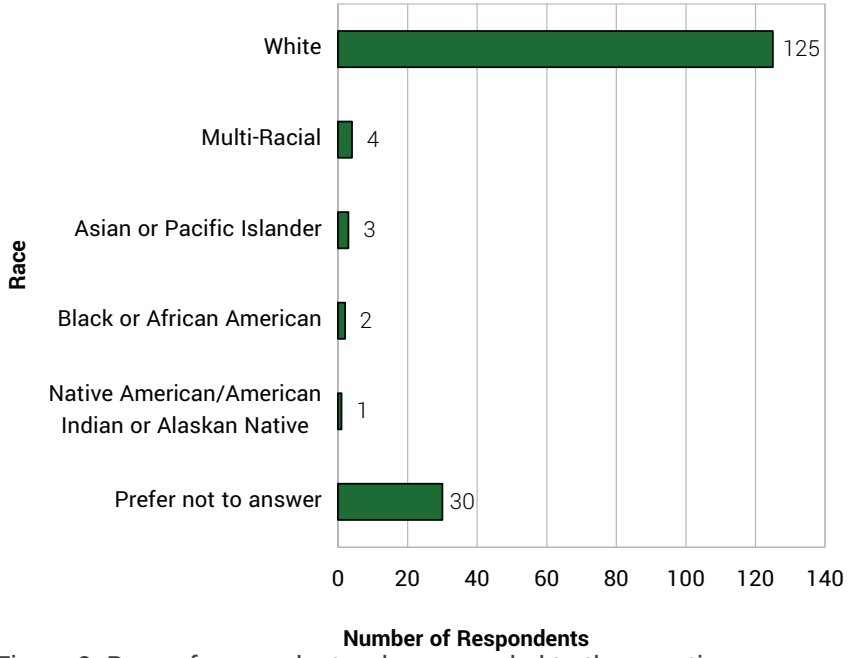


Figure 9: Race of respondents who responded to the question
Source: DVRPC, 2022

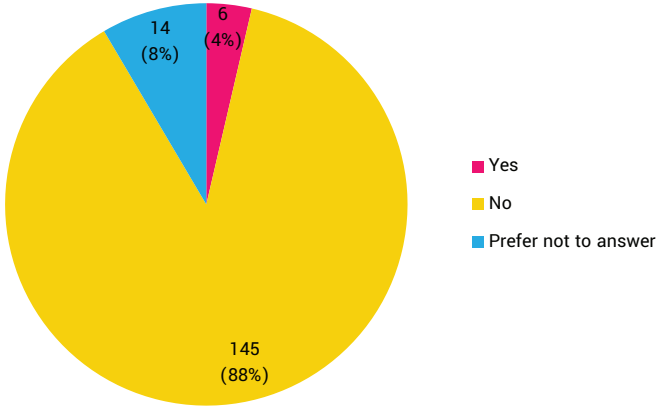


Figure 10: Disability status of respondents who self-identified
Source: DVRPC, 2022

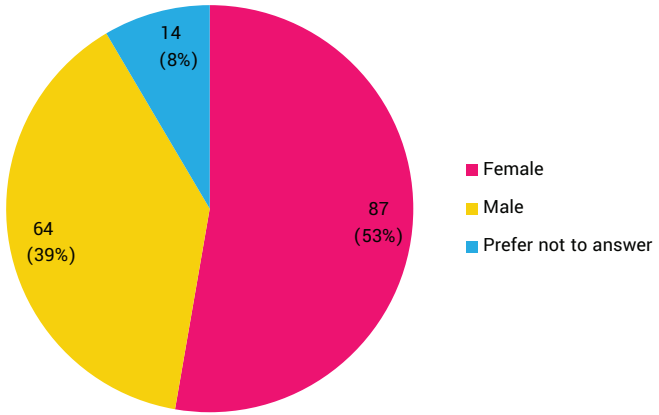


Figure 11: Gender of respondents who self-identified
Source: DVRPC, 2022

Summary of Findings

The walking survey had two sections—one focused on walking and the other focused on biking. It should be noted that the walking section was on the front of the paper survey, and had a higher response rate than the biking section, which was on the back and often left blank if the participant was in a rush or did not bike. This issue was less prevalent on the online survey, which required each section to be filled out entirely before submitting. The figures below are aggregated and include responses from all three municipalities.

Figure 12 highlights that many people walk at least occasionally to reach a destination within their municipality.

The convenience of driving, coupled with the lack of sidewalks connecting to desirable destinations were cited as major reasons not to walk (Figure 13). "Other" made up a significant portion of responses to this question, and many of the open-ended answers for this category echoed similar sentiments; driving is faster or safety/connectivity concerns precluded walking trips to the downtown area.

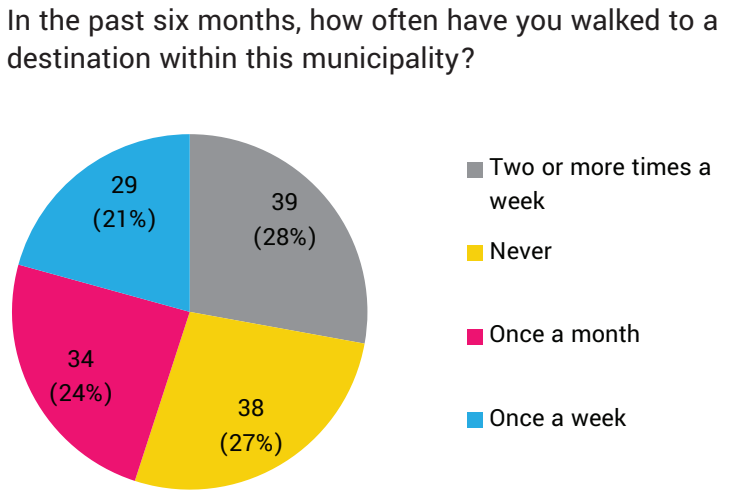


Figure 12: Walking frequency

Source: DVRPC, 2022

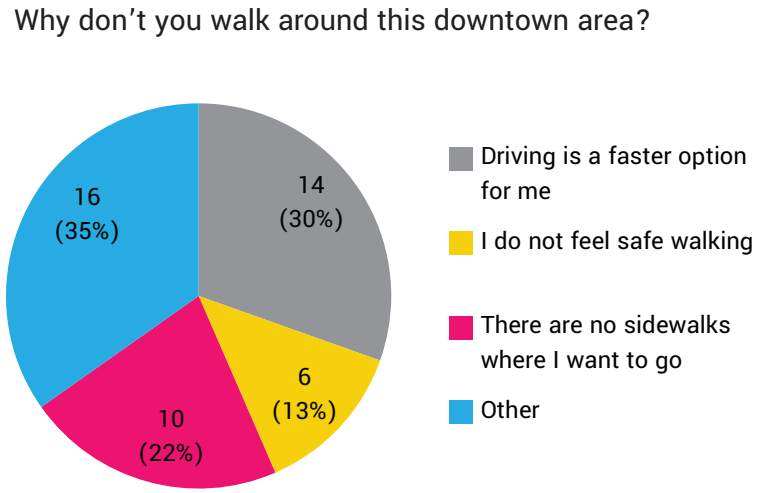


Figure 13: Reasons a resondent does not walk

Source: DVRPC, 2022

Recreational trips make up the greatest portion of walking trips in the survey, followed by shopping trips (Figure 14).

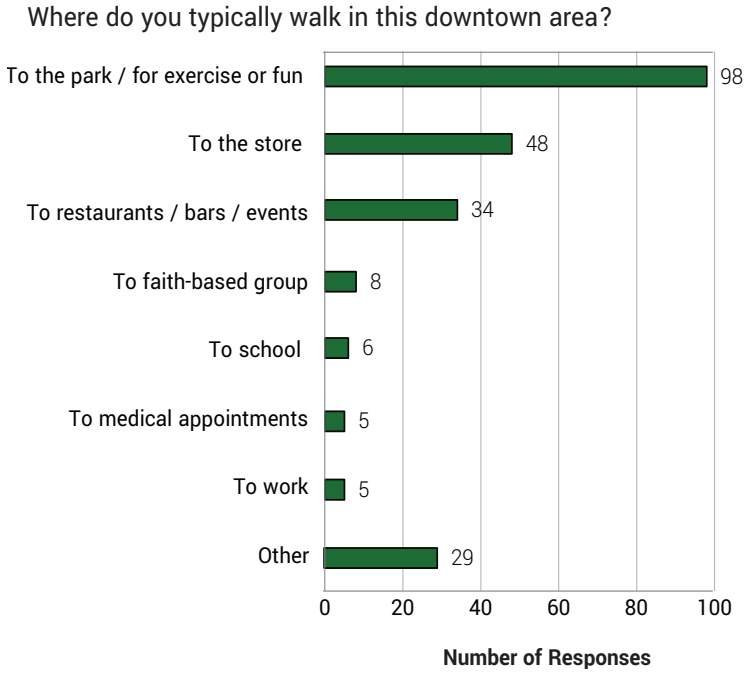


Figure 14: Location of typical walking trips
Source: DVRPC, 2022

High volume and high speed roadways, coupled with a distinct lack of sidewalks, were cited as the largest safety concerns related to walking (Figure 15).

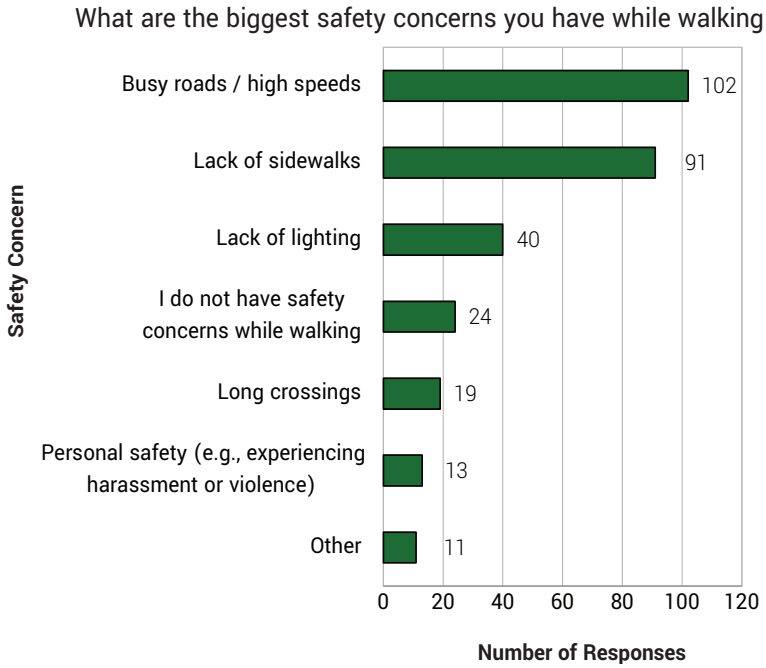


Figure 15: Safety concerns
Source: DVRPC, 2022

Many residents expressed interest in walking for exercise, but also to stores and restaurants. (Figure 16).

Figure 16: Desired walking locations precluded by safety

Source: DVRPC, 2022

Sidewalk maintenance was the most commonly selected option in terms of potential improvements related to walking (Figure 17).

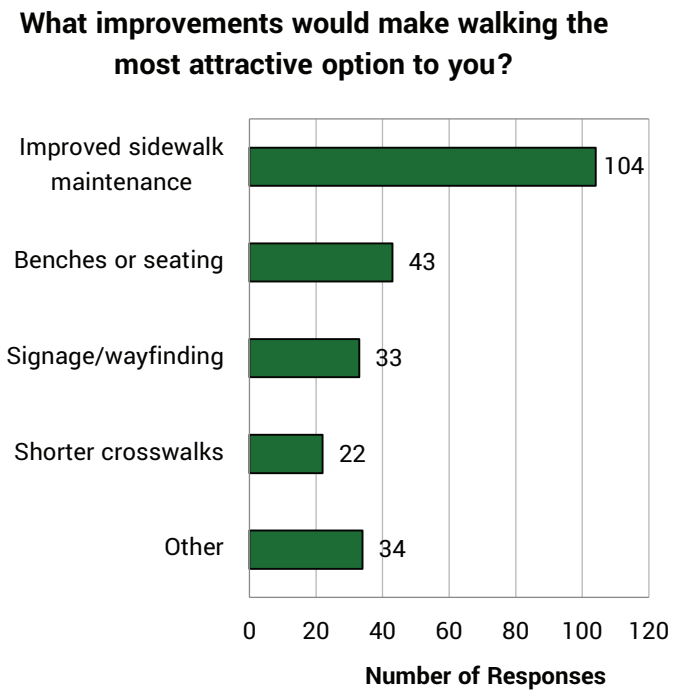


Figure 17: Attractive improvements

Source: DVRPC, 2022

Biking Survey

Nearly half of the respondents have biked to a destination within their municipality in the last six months (Figure 18).

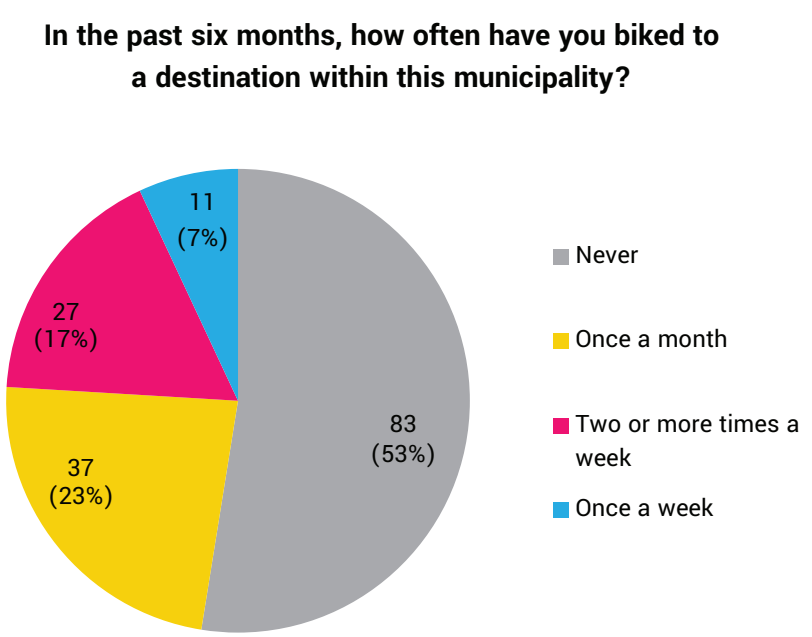


Figure 18: Frequency of biking

Source: DVRPC, 2022

Community members expressed that safety issues were the largest concern preventing them from biking around the downtown area, followed by a lack of bike ownership (Figure 19).

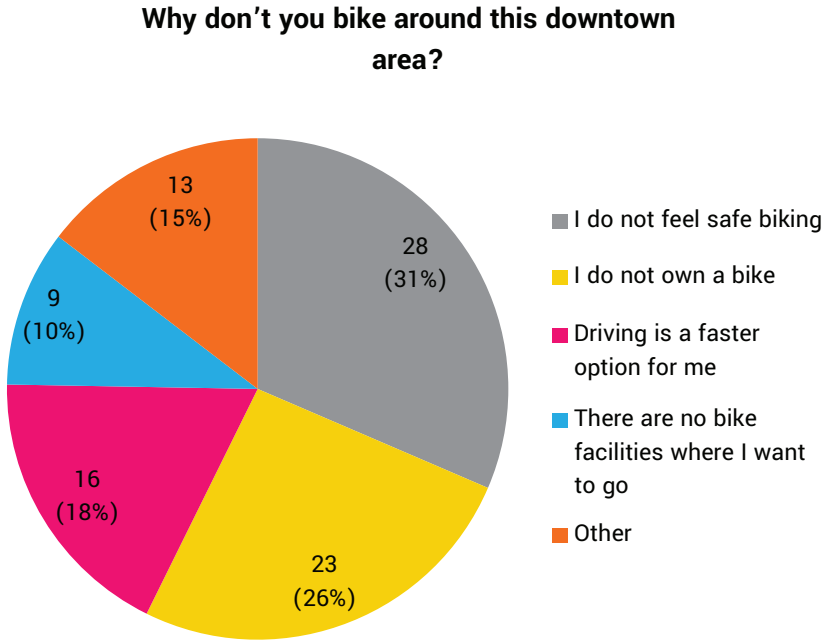


Figure 19: Reasons a respondent does not bike around downtown

Source: DVRPC, 2022

When asked about destinations for bike trips, the distribution was similar to walking trips, where bikes were most commonly used for recreation (Figure 20). Figure 21 shows results for the survey questions about safety concerns while biking. Only online survey results are included due to an error in the question wording on the paper survey.

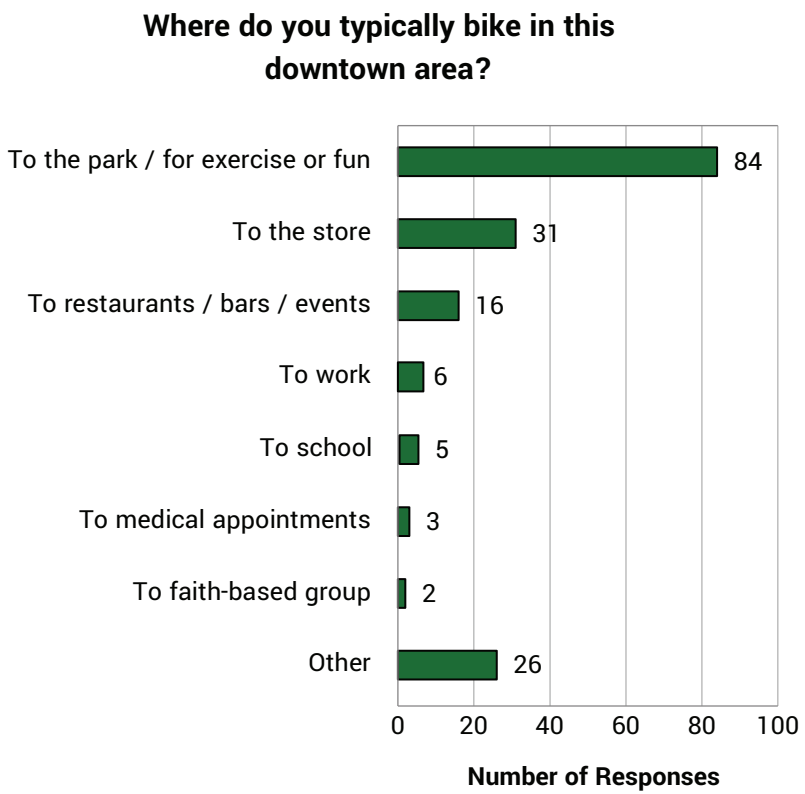


Figure 20: Typical biking trip locations

Source: DVRPC, 2022

Overall, participants were most concerned with high vehicular speeds and volumes, lack of bicycle facilities, and difficult intersections.

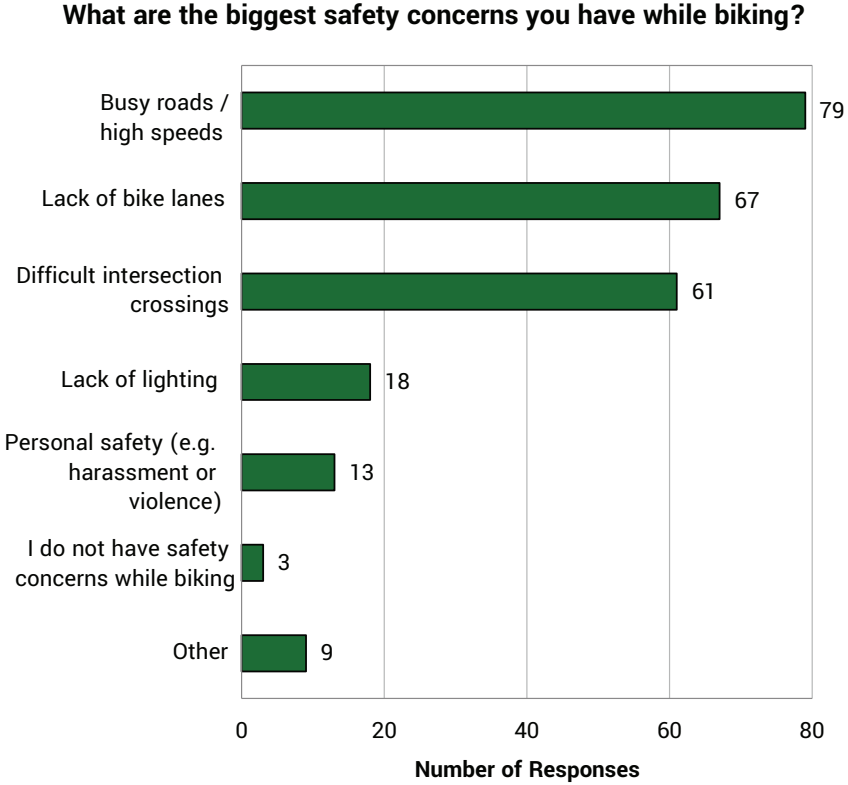


Figure 21: Safety concerns for people who bike

Source: DVRPC, 2022

Respondents indicated a desire for safer connections to parks, stores, and restaurants/bars/events (Figure 22). Bike lanes and trails, along with safer crossings, were the most important improvements rated by respondents. Other amenities such as bike parking and signage were mentioned, but there is a strong desire for safe and separated facilities (Figure 23).

Figure 22: Desired bike trips precluded by safety

Source: DVRPC, 2022

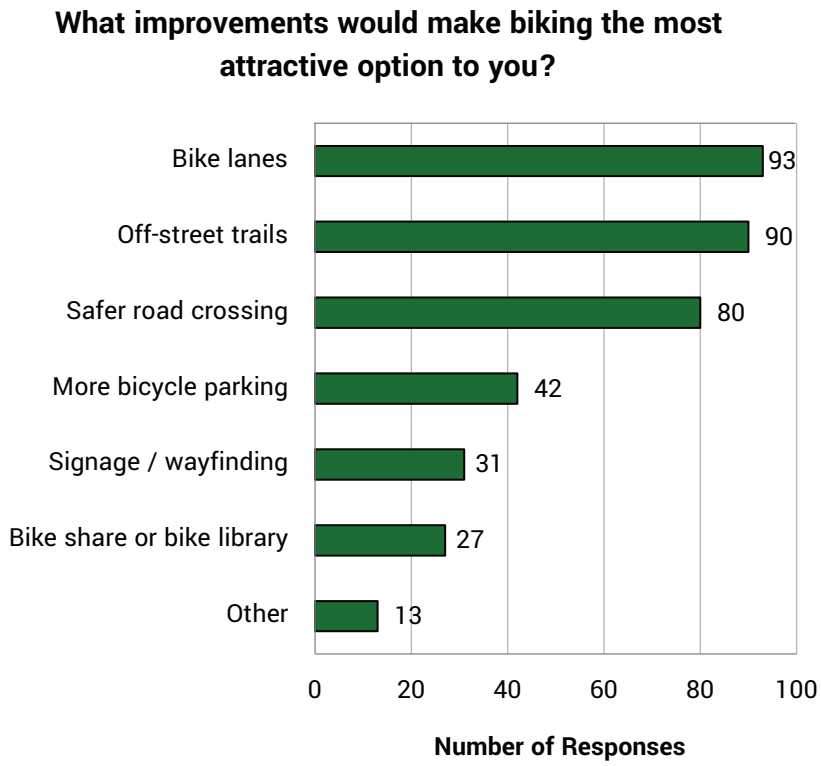


Figure 23: Desired improvements for biking

Source: DVRPC, 2022

Spring Public Outreach Summary

Outreach Overview

Following the fall public engagement effort, the project team developed bicycle and pedestrian recommendations for improvements based on the feedback from residents. After sharing the initial draft recommendations with the project's steering committee, the project team conducted a second outreach effort consisting of three in-person open houses and a guided online forum where residents could express support or concerns (Figure 24).

IN-PERSON OPEN HOUSE EVENTS

- Evesham (May 11th, 2023) - The project team visited Evesham Library and attended two parent–teacher association meetings.
- Mansfield (May 12, 2023) - The project team tabled in front of a local ice cream shop.
- Maple Shade (April 30th) - The project team tabled at Sustainable Maple Shade's Second Chance Yard Sale.

Summary of Engagement

Mirroring the results from the fall engagement, residents in all municipalities generally expressed support for the connectivity and safety improvements to the bicycle and pedestrian networks. Many residents asked for additional connections and traffic calming measures. Residents also advocated for increased separation from vehicles where possible.

Community members showed interest in following the development of this project. The following sections detail community-specific suggestions and concerns.

Let us know if these recommendations would make it easier or safer for you to access [Community's] downtown on foot or on a bicycle. Here are a few questions to keep in mind:

- Do these recommendations address your safety concerns? If not, where would you like to see further safety improvements?
- Are there any additional connections that you would like to see? For example, is there a missing sidewalk that we didn't include on the map that would be useful to you?
- Do you have any additional thoughts or concerns about the project?

Figure 24: Online forum prompt

Source: DVRPC, 2022

Evesham

Similar to the other municipalities, residents expressed interest in increased separation from vehicles and safer crossings on or across higher stress roadways. Some residents expressed concern about traffic calming measures along Tomlinson Mill Road. Most participants expressed excitement about a potential multi-use path from Evans Road to New Road and a potential connection next to Virtua Hospital. Listed below are some specific suggestions from community members:

- Additional traffic calming measures: Residents expressed support for additional traffic calming measures at various intersections or roads:
  - Evesboro-Medford Road
  - The intersection of Brick Road and Evans Road
  - Tomlinson-Mill Road
  - Elmwood Road (at the bend)
- Additional separated bicycle facilities: Taunton Road from Kings Grant to Tomlinson-Mill Road, and northern Maple Avenue until

Greentree Road.

- Additional pedestrian facilities: Eastbound on Main Street at Evans Road and northern Maple Avenue until Greentree Road, connection through Savich Tract Field to Route 70, and connection to Marlton Street Hockey Rink walking path.
- Continuous pedestrian scale lighting is needed along bicycle and pedestrian facilities in areas with increased conflicts with vehicles and near schools; some of these areas include Evans Road, North Maple Avenue, and parts of Main Street.

Some residents expressed concern about a roundabout at Evans Road, Willow Bend Road, and Main Street. Residents raised concerns about exacerbated congestion caused by the introduction of a road diet on Maple Avenue. Although residents are concerned about an improved crossing at the high-volume intersection, many agree that a safer crossing is needed across Route 73. One resident suggested a lower stress crossing at Radnor Road.

Mansfield

Many participants are concerned about traffic safety along Main Street, particularly the intersection at Atlantic Avenue, and strongly support traffic calming and a separated multi-use trail. Some residents expressed interest in crossing Route 206, which would likely require larger infrastructure and investment that is outside the scope of this study. Residents also support safer bicycle and pedestrian connections to local trails and open space such as along Island Road, which experiences increased vehicular traffic from Mansfield park users. Bike racks and a future connection of Northern Burlington County Regional High School were suggested in the downtown area.

Figure 25: DVRPC staff outside of Lexylicious Ice Cream in Mansfield

Source: DVRPC, 2022

Maple Shade

Residents supported the expanded bicycle and pedestrian network, especially in areas near schools. Many are also excited about the proposed rails-to-trails project. Participants recommended increased protection in the form of buffers or delineators, where feasible, and a southern extension to the proposed Forklanding Road bike lane. In addition to the proposed speed cushions, further traffic safety measures were suggested, such as pedestrian beacons and speed cushions on Main Street, Mill Road, and Forklanding Road around Howard R. Yocum Elementary School.

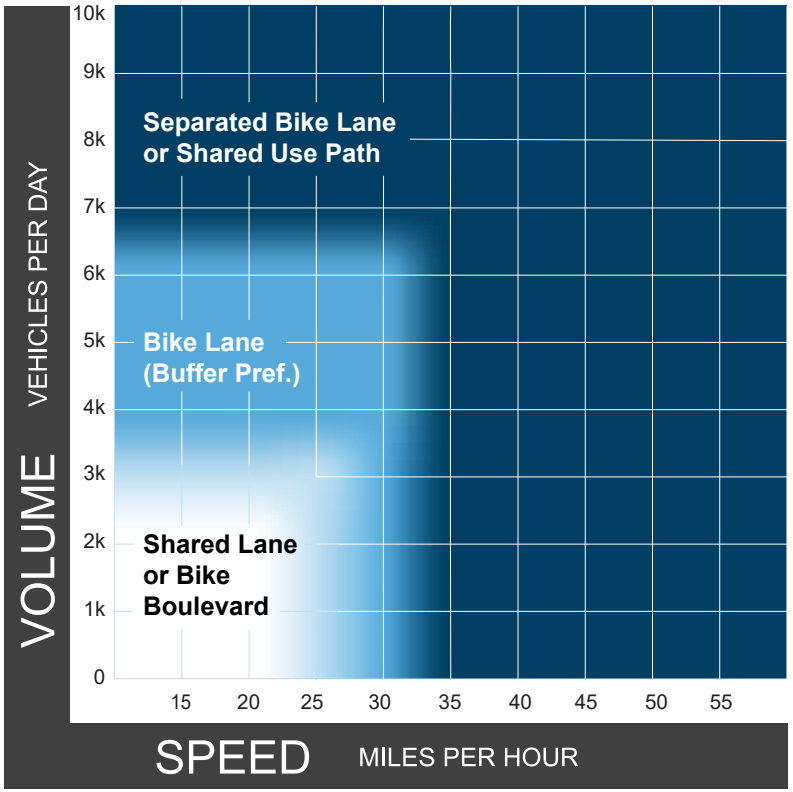
Feedback from the spring outreach was incorporated into recommendations, including new recommendations for lighting, additional crossing locations, and additional speed humps.

Figure 26: DVRPC and community members discussing recommendations in Maple Shade
Source: DVRPC, 2023

Creating Recommendations

After reviewing the existing conditions and conducting outreach to identify issue areas, DVRPC created a set of recommendations for each municipality. Recommendations focus on improving access to downtowns for people who walk and bike and addressing safety issues raised by members of the public.

Pedestrian recommendations prioritize sidewalks and crossings in high-conflict areas, on main streets, and near essential services like schools. Bicycle recommendations were developed using New Jersey Department of Transportation (NJDOT)[1] and Federal Highway Administration (FHWA)[2] standards. These standards indicate that higher vehicle speeds require more separation for bicycles sharing the road (Figure 27). DVRPC used the matrix in Figure 27 to select bicycle facilities based on the posted speed and traffic volume of the roadways. Bicycle recommendations were prioritized using a connectivity analysis, detailed on page 22. Detailed recommendations are available in each municipality's chapter.



Notes

1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

2 Advisory bike lanes may be an option where traffic volume is <3K ADT.

Figure 27: Preferred bikeway type for urban, urban core, suburban, and rural town contexts
Source: FHWA

[1] State of New Jersey Complete Streets Design Guide (2017).

[2] U.S. Department of Transportation Federal Highway Administration "Bikeway Selection Guide" (2019).

Bicycle Connectivity Analysis

Recommendations for cyclists were identified using a new tool that builds on DVRPC's existing Level of Traffic Stress (LTS) analysis. This tool scores every road segment in the region with a number from one to four (Table 1). LTS maps for each municipality can be found in the existing conditions section of each municipality's chapter.

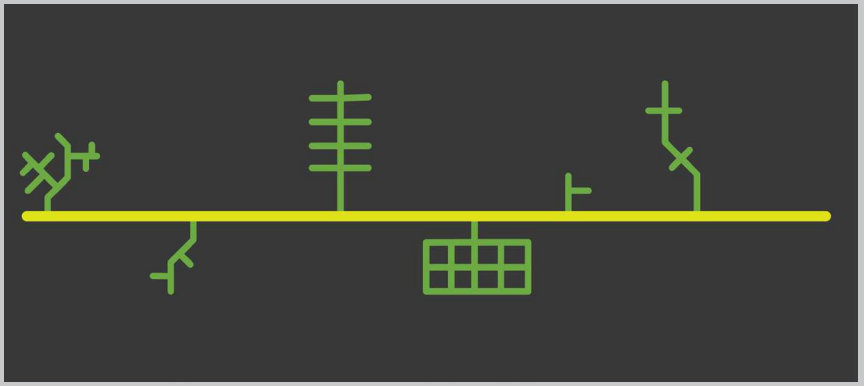
LTS	Comfortable Enough	Characteristics
1	Most people	Lowest stress Comfortable for most ages and abilities
2	Interested, but concerned	Suitable for most adults Presenting little traffic stress
3	Enthused and confident	Moderate traffic stress Comfortable for those already biking in American cities
4	Strong and fearless	High traffic stress Multi-lane, fast moving traffic

Table 1: Level of Traffic Stress

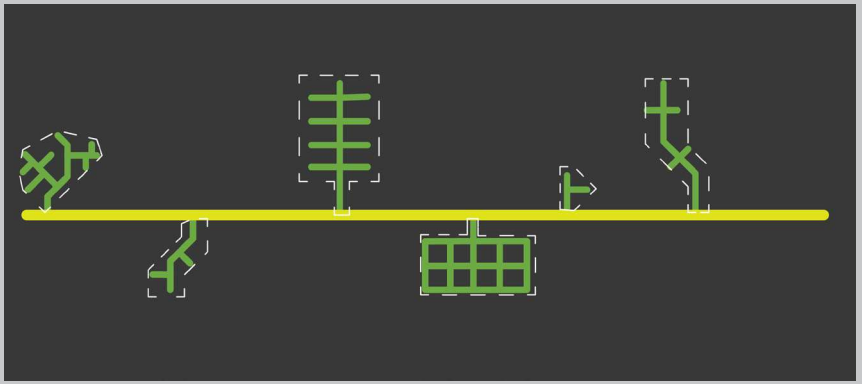
Source: DVRPC

For this analysis, DVRPC explored hypothetical improvements to high stress segments in each municipality, and how those improvements would increase connectivity for people biking (Figure 28).

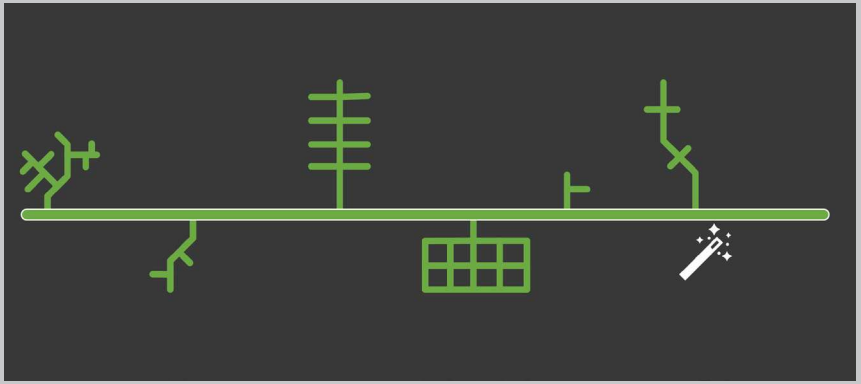
Here is an example study segment. The yellow, or relatively high-stress, segment (LTS 3) is an arterial road, with two lanes in each direction. The green, low-stress roads (LTS 1 or 2) are neighborhood streets, and are primarily residential.



Right now, each collection of green streets is an "island" for people who are only comfortable biking on low stress (LTS 1 or 2) roads or trails. They would not consider biking on the yellow segment, as it would feel unsafe or stressful.



If it was possible to convert the yellow LTS 3 segment into an LTS 1 or 2 segment, by building a safer bicycle facility (whether that be a protected bike lane, a roadside trail, or some other measure), all of the neighborhood streets would now be connected via the newly converted low-stress segment.



By pulling census block information, it is possible to create an estimate for how many people live in each low stress island.

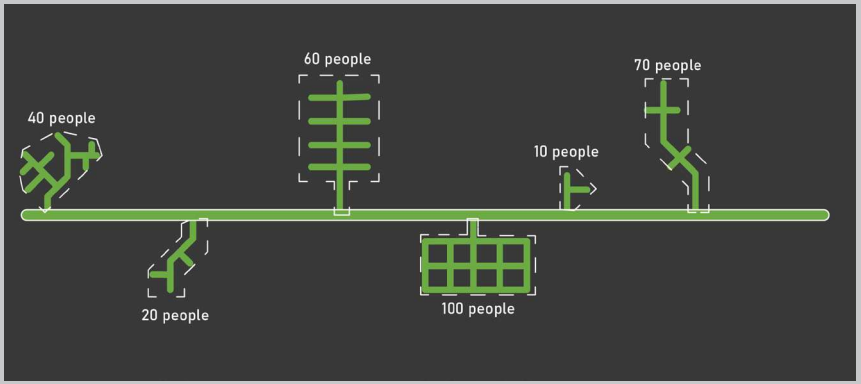
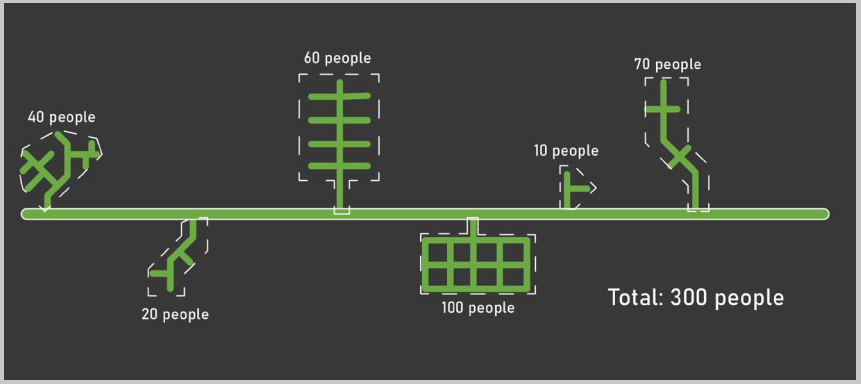
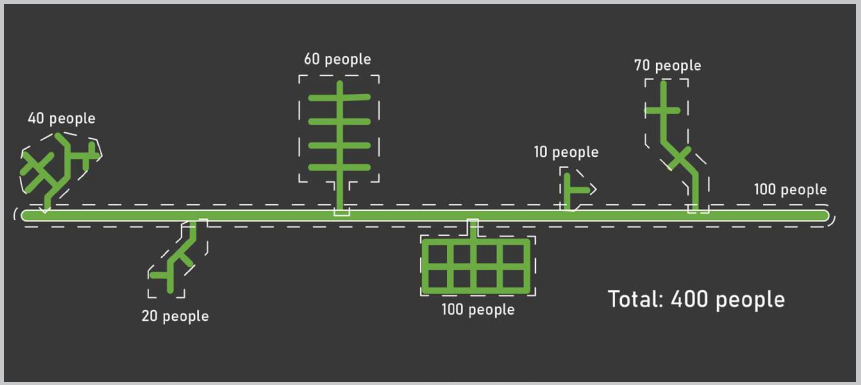


Figure 28: LTS connectivity analysis
Source: DVRPC

By totaling the number of people in each island, a high level estimate of the connectivity benefit can be calculated.



There are also people living along the study segment being improved, not just in the islands. Those individuals are added here, bringing the total number of people connected via the newly improved segment from 300 to 400.



The same process outlined in Figure 28 can also identify other factors along the segment and any proximate islands, identifying the:

- Number of people newly connected along a segment;
- Number of jobs;
- Number of nonwhite and Hispanic individuals;
- Number of essential services;
- Mileage of adjacent circuit trails;
- Presence of adjacent rail stations; and
- Crash information along the segment.

Recommendations to the bicycle network in each municipality were prioritized using this tool, purely based on the population metric. However, if municipalities have a desire to prioritize based on other factors, or to fold in information from the analysis into grants, segment-specific analysis information, including the factors listed above, is available in Appendix A.

Recommendations are organized by municipality, and specific projects are outlined in the Next Steps chapter of this report on page 85.

CHAPTER 2:

Pedestrian and Bicycle Infrastructure Tools

This chapter includes all treatments recommened throughout the report, and provides reference images, descriptions, and benefits of each. Treatments can be iterative; for instance, a municipality may install buffered bike lanes at first, and then add in a vertical barrier at a later time to create separated bike lanes, improving the safety and comfort level of the facility.

Bicycle Treatment	Image	Description	Benefit
Bike Lanes (Minimum 5 feet wide)		Bike lanes use painted lines and bike symbols to provide a separate space on the roadway for bicyclists adjacent to the vehicle travel lane. They are typically used on lower-speed roadways with speed limits of 35 mph or less.	Partial separation from vehicles
Buffered Bike Lanes (Minimum 2 foot buffer)		Buffers further separate bike lanes from vehicles.	Partial separation from vehicles
Separated Bike Lanes (Minimum 2 foot buffer)		Separated bike lanes are buffered bike lanes with a physical barrier located in the buffer to increase separation. If desired, any buffered bike lane can be transformed into a separated bike lane. Separation can be created with paint, delineators, jersey barriers, or concrete.	Vertical separation from vehicles
Advisory Bike Lanes		Advisory bike lanes are delineated by dashed lines. Vehicles are only allowed to transverse the bike lane when there is oncoming traffic from the opposite direction and no bicyclists in the bike lane.	Creates awareness of potential bicyclists; partial separation from vehicles

Table 2: Bicycle treatments included in recommendations

Sources (from top to bottom): Carl Sundstrom (PBIC Images), David Schalliol (Wiki Commons), Paul Krueger (Attribution 2.0 Generic, CC BY 2.0), DVRPC

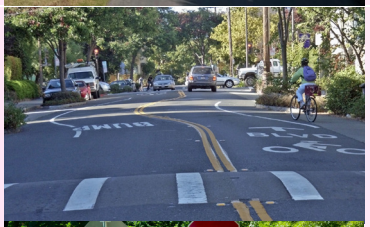
Bicycle Treatment	Image	Description	Benefit
Multi-Use Path		Off-street path permitting pedestrian and bicycle travel	Complete separation from vehicles; safest and most comfortable facility for cyclists of all ages and abilities; also accomodates pedestrians
Neighborhood Greenways	 	A neighborhood greenway (first image) is a type of bicycle facility primarily recommended on low-speed, low-volume roadways. It typically includes signage and pavement markings to guide cyclists along neighborhood streets to nearby destinations. If traffic volumes are a concern, traffic diverters may be used (second image) to route vehicle traffic onto other streets. Speed humps can also be used to keep traffic slow, so that bicyclists can comfortably use the road.	Increase the reach of other bicycle facilities by providing safe and well-marked avenues to direct cyclists to key destinations
Wayfinding and Signage		Wayfinding through signage and pavement markings navigates bicyclists through the bicycle network.	Increases awareness and network navigation

Table 3: Bicycle treatments included in recommendations (continued)

Sources (from top to bottom): Reed Huegerich (PBIC Images), Russ Roca (PBIC Images), Payton Chung (Attribution 2.0 Generic, CC BY 2.0), Brad Crawford (PBIC Images)

Pedestrian Treatment	Image	Description	Benefit
New and Restriped Crosswalks		New crosswalk locations in areas with minimal crossing opportunities to enhance pedestrian connectivity. Areas with faded crosswalks should be repainted to increase drivers' awareness of pedestrian crossings.	Increases visibility of pedestrians and promotes safer crossings
Curb Extensions		Curb extensions increase the sidewalk width by reducing the width of the roadway's shoulder or parking lane, while also decreasing turning radii, requiring vehicles to navigate turns more slowly and carefully. In the long-term, a curb extension should be formalized with concrete, but can be implemented in the interim with paint and delineators. Complementary treatment includes street furniture.	Increases pedestrian infrastructure and shortens pedestrian crossings; can provide space for street furniture
Straighten Intersections		Diagonal intersections are re-oriented so that vehicles enter the intersection perpendicular to the intersecting roadway.	Increases visibility of bicyclists, pedestrians, and other vehicles; reduces crossing distance
New Sidewalk Connections		The pedestrian network is expanded by filling in critical sidewalk gaps and formalizing cut-through paths.	Increases the usability of the pedestrian network

Table 4: Pedestrian treatments included in recommendations

Source (from top to bottom): Dan Burden (PBIC Images), DVRPC, Carolyn Klamm (PBIC Images), DVRPC (2023

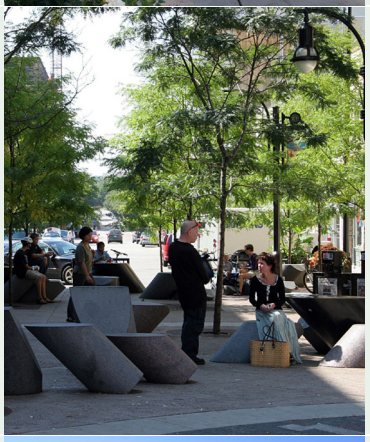
Street Furniture Treatment	Image	Description	Benefit
Bicycle Parking		Bike parking provides bicyclists a place to secure their bike.	Prevents bike theft and encourages biking to an area
Street Furniture		Benches, trash cans, and practical art installations are types of street furniture that can be installed along the pedestrian network and public gathering spaces.	Provides spaces for pedestrians to linger for longer periods of time
Street Lighting		Pedestrian-scale street lighting allows for better visibility of pedestrians and bicyclists.	Increases awareness; increases personal safety

Table 5: Street furniture treatments included in recommendations

Sources: Dan Burden (PBIC Images), Ibid., Ibid.

Traffic Calming Treatment	Image	Description	Benefit
Speed Cushions		Speed cushions necessitate vehicles to slow down in anticipation of a slight vertical incline. These treatments are often used in areas prioritizing safe pedestrian crossing and complement on-road bicycle facilities. Permanent and temporary speed cushions are possible.	Discourages speeding
Roundabout		Roundabouts simplify traffic movement by guiding vehicles around a small, structured concrete circle. Vehicles entering the roundabout must yield to traffic within the circle. Roundabouts can be modified to safely permit truck movement with a mountable truck apron. Pedestrians and bicycles can navigate the roundabout at short crosswalks and along separate off-road facilities.	When converted from traditional signalized intersections, roundabouts have been shown to offer a: 90 percent reduction in fatal crashes, 75 percent reduction in injury crashes, 30-40 percent reduction in pedestrian crashes, and 10 percent reduction in bicycle crashes
Rectangular Rapid Flash Beacon		The flashing sign indicates to vehicles that they should slow down for pedestrians crossing. Complementary treatment may include curb extension and speed cushions.	Increases awareness; encourages slower travel speeds

Table 6: Traffic calming treatments included in recommendations

Source (from top to bottom): Toole Design Group (PBIC Images), Dan Burden (PBIC Images), Ibid.

Traffic Calming Treatment	Image	Description	Benefit
Signage		Vehicle oriented signage makes motorists aware of pedestrians and bicyclists. Municipalities should refer to FHWA guidance.	Increases awareness of pedestrians
Reduce Curb Radii		Radius of the curb at the intersection is reduced in size to slow down turning vehicles. This can be achieved with curb extensions, delineators, or mountable curb (to allow trucks to still make turns). This generally also has the effect of reducing pedestrian crossing distances. This should always include ADA ramps and colored tactile warning strips.	Encourages slower turning speeds for vehicles

Table 7: Traffic calming treatments included in recommendations (continued)

Source (from top to bottom): Dan Burden (PBIC Images), Ibid.

CHAPTER 3:

Evesham Township

Existing Conditions

Evesham Township, colloquially known as Marlton, is a township in the southwestern part of Burlington County. Evesham's ~48,000 residents are largely concentrated in the northern part of the township. Routes 70 and 73 cross in the Township, providing vehicular access to shops and other destinations but limiting people who walk and bike from accessing the downtown area. Main Street is growing, with new multifamily housing and a growing number of shops and destinations, but a lack of sidewalk and bicycle connections to surrounding neighborhoods make accessing downtown difficult without a private vehicle.

Figure 29: Main Street in Evesham Township

Source:Google, 2023

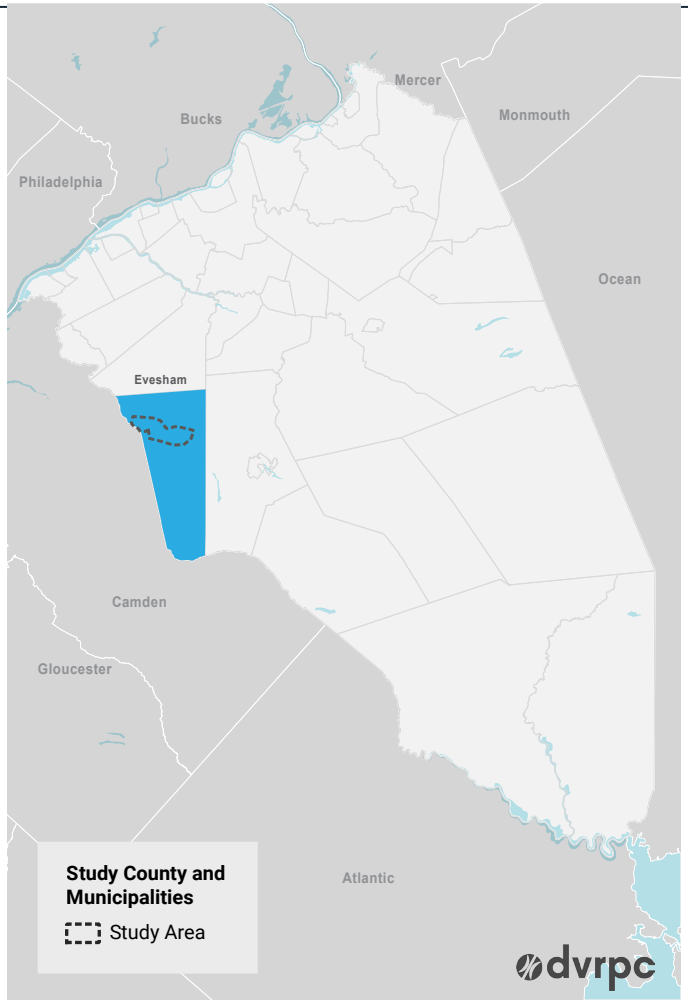


Figure 30: Evesham Township within Burlington County

Source: DVRPC, 2015

Population Density and Land Use

Within the study area of Evesham/Marlton, the majority of residences are located on the western half of the study area. Density generally decreases to the east and south of the study area. (Figure 31).

Evesham has approximately 48,000 residents, and many are concentrated in and around the study area.

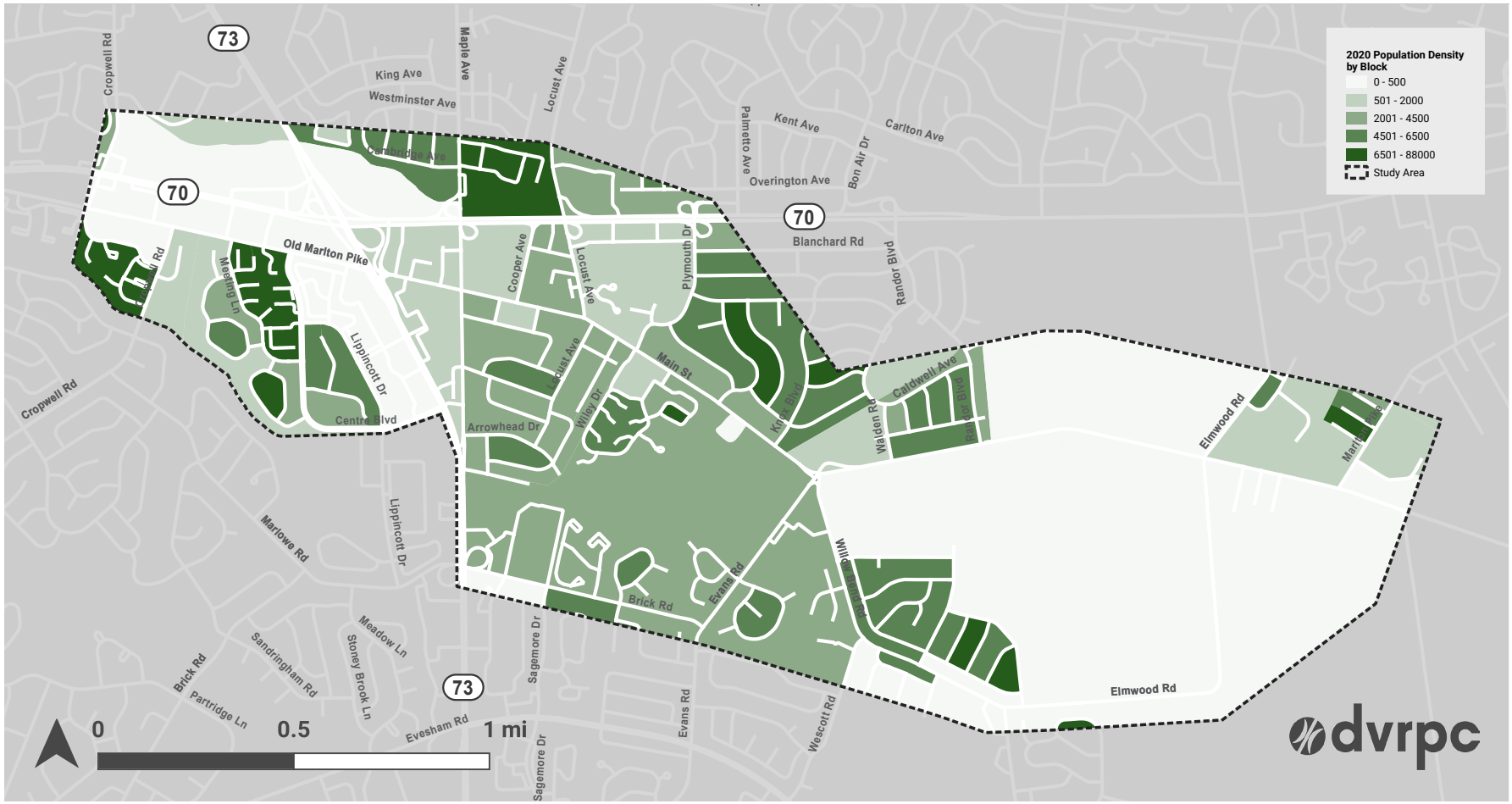


Figure 31: Evesham population density

Source: DVRPC, 2023, US Census, 2020

The municipality has a large commercial area where Routes 70 and 73 converge, with residential areas surrounding that district and transitioning into open space (Figure 32).

Main Street, east of route 73 and south of route 70, is home to a growing commercial corridor.

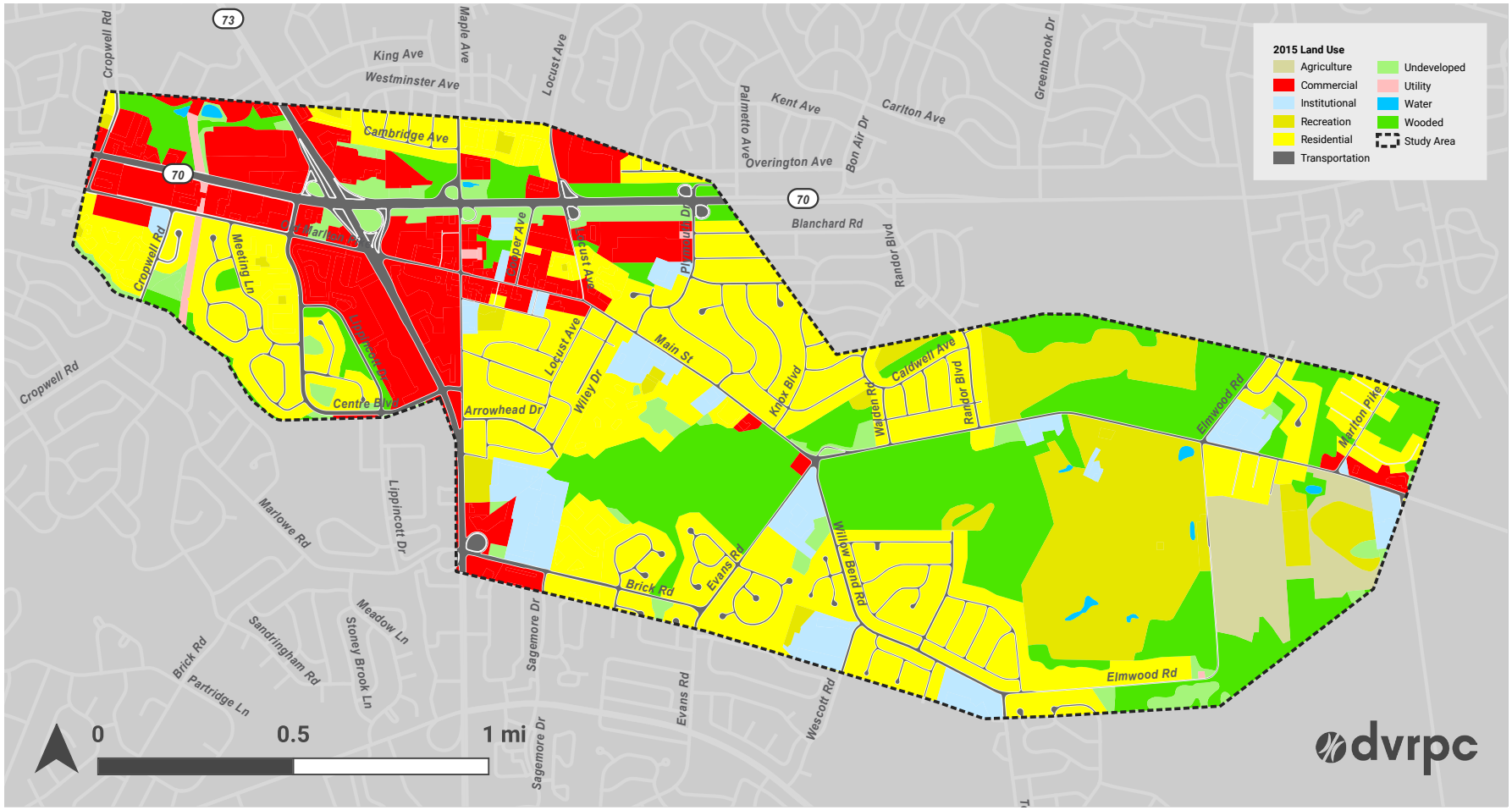


Figure 32: Evesham study area land use

Source: DVRPC, 2015

Route 70 and Route 73 are two principal arterial roads that serve as Marlton's commercial corridor (Figure 33). Parallel to Route 70, Main Street serves as a secondary commercial district and downtown area.

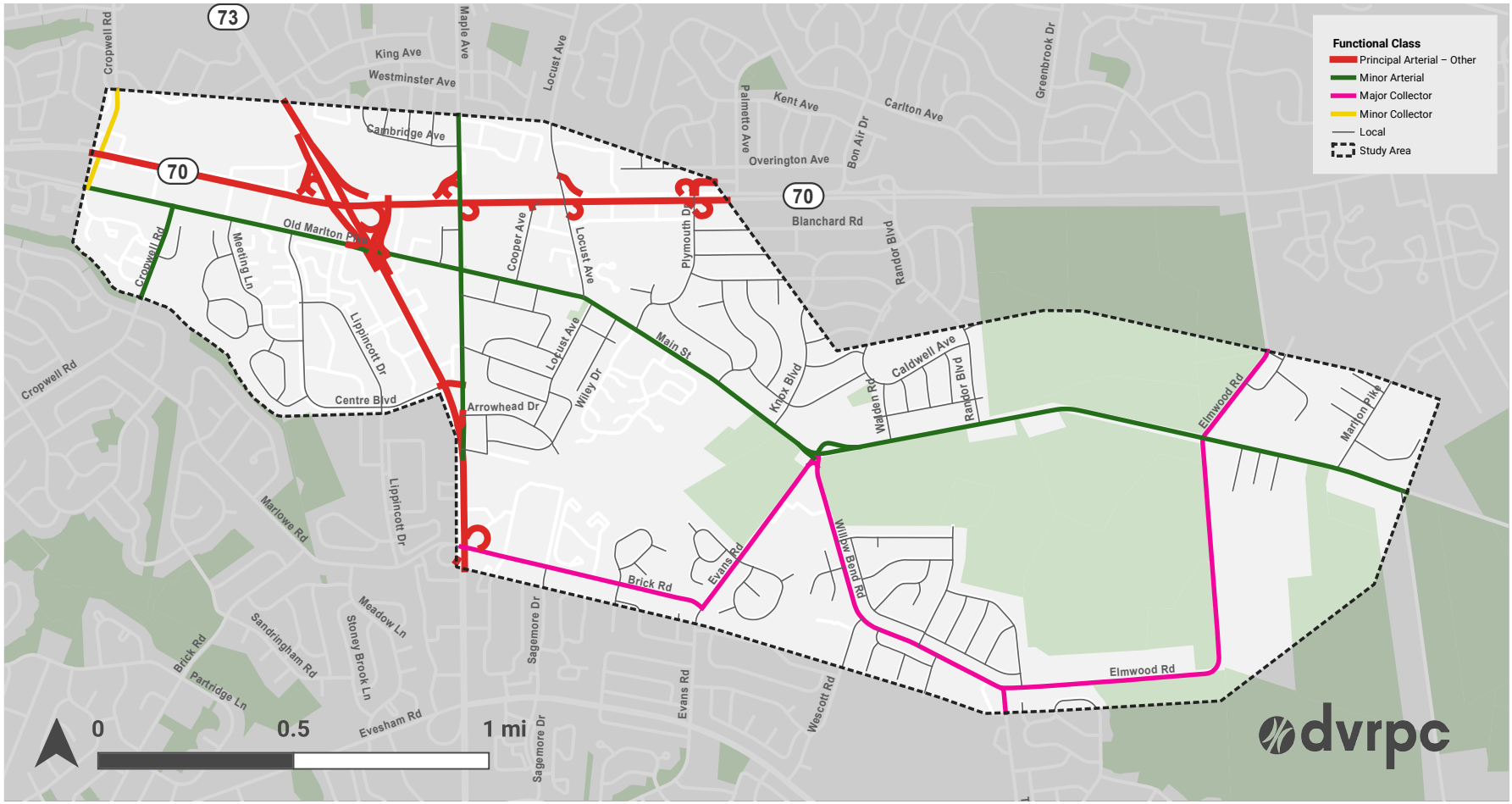


Figure 33: Evesham study area road network by functional classification

Source: NJDOT, 2019

Indicators of Potential Disadvantage

DVRPC's Indicators of Potential Disadvantage (IPD) analysis identifies populations of interest under Title VI of the Civil Rights Act (Title VI) and the Executive Order on Environmental Justice (EJ) using U.S. Census data. There are nine population groups referred to as indicators:

- Youth;
- Older adults;
- Female;
- Racial minority;
- Ethnic minority;
- Foreign-born;
- Limited English proficiency;
- Disabled; and
- Low income.

Higher presence of these groups indicates a higher potential of individuals that may be underserved. Figure 34 depicts the composite or overall score for each census tract in the study area, which highlights locations with high concentrations of potentially disadvantaged populations, compared to the regional average. Within Evesham Township, there are well above average populations of youth, older adults, and foreign-born individuals. There are also above average populations of disabled individuals.

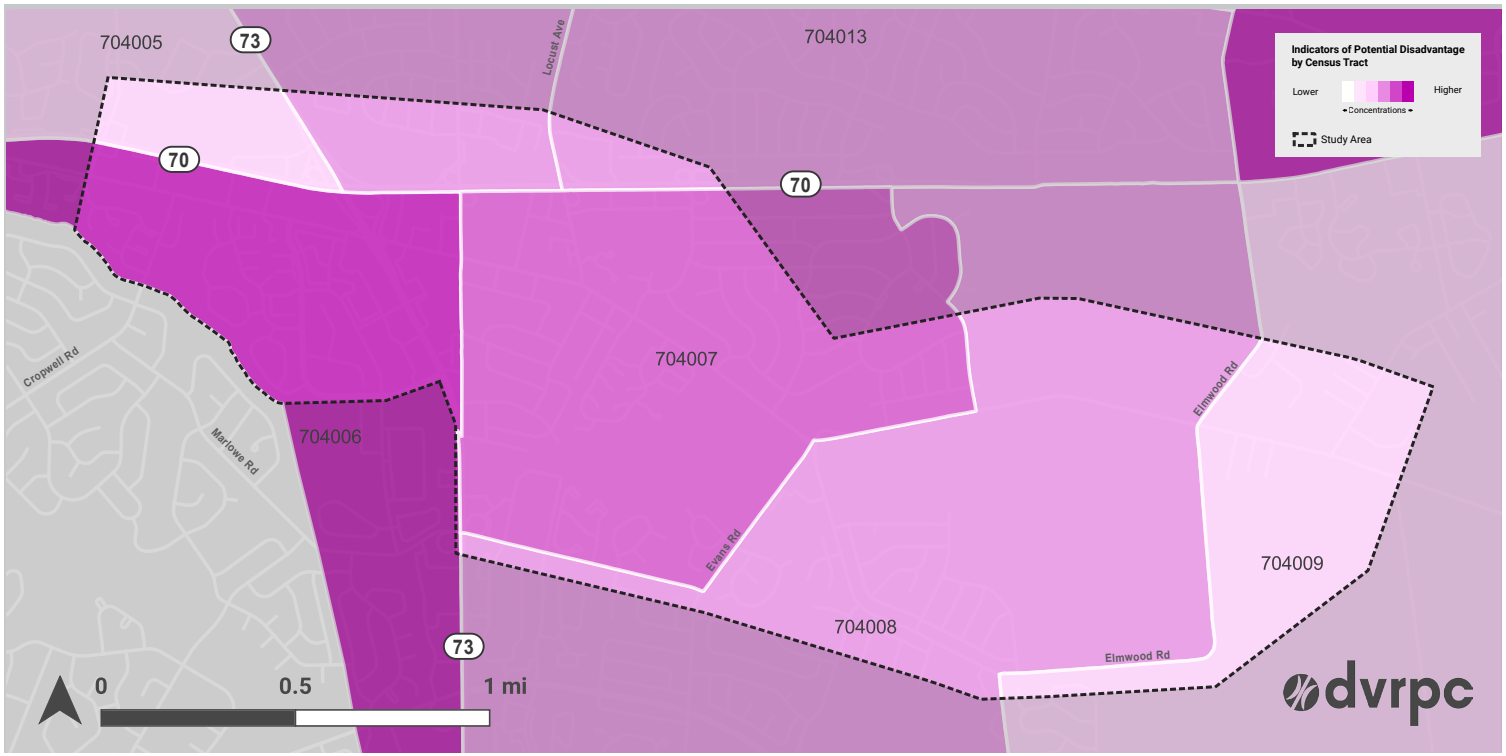


Figure 34: Evesham study indicators of potential disadvantage

Source: DVRPC, 2023, & US Census ACS, 2023

Transportation: Existing Bicycle and Pedestrian Infrastructure & Transit

Evesham is served by NJ Transit's Route 406 in the northeast portion of the Township, which connects Center City Philadelphia to Berlin, NJ (Figure 35).

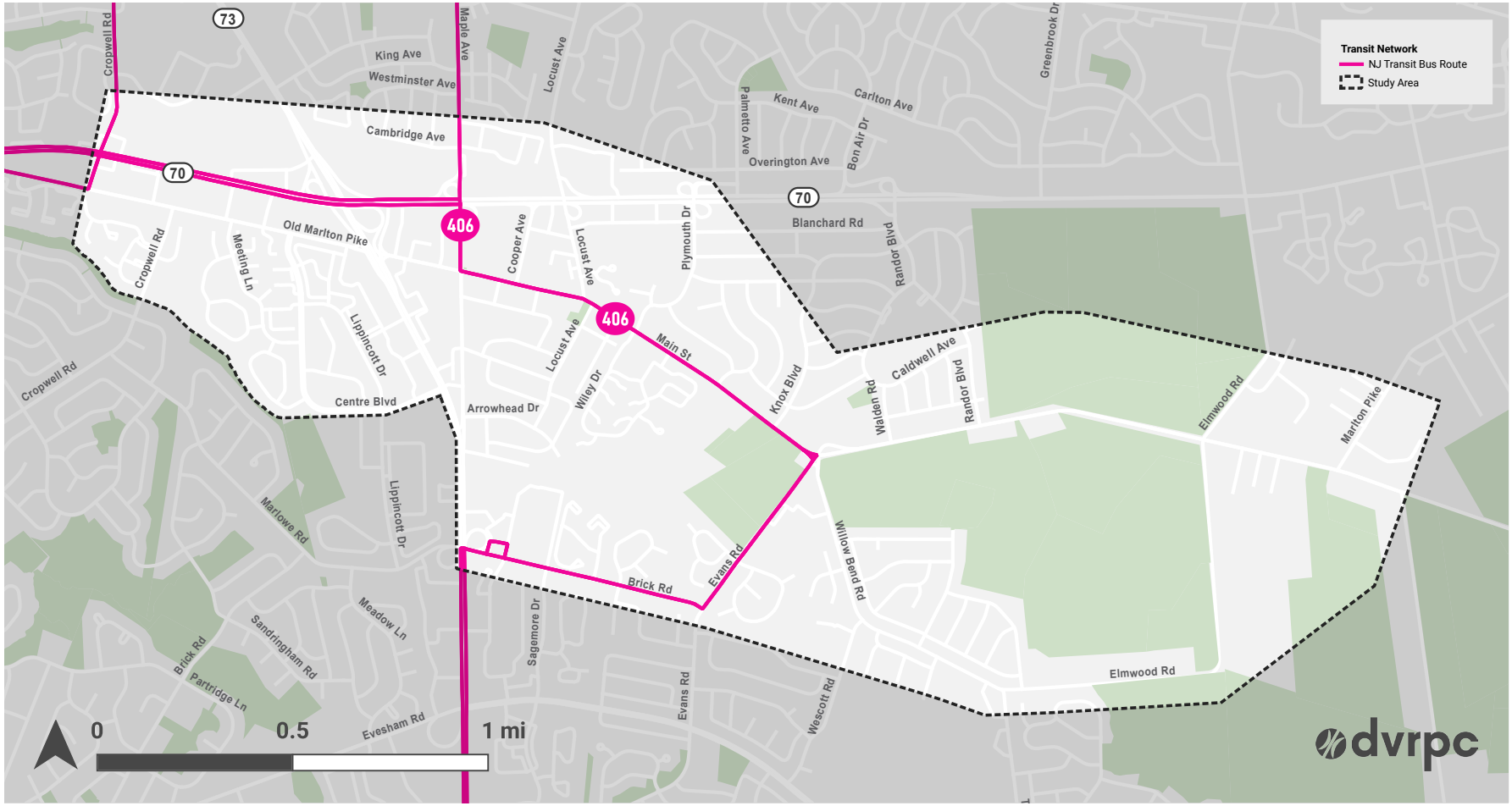


Figure 35: Transit routes in the Evesham study area

Source: DVRPC, 2023, & NJ Transit, 2023

Throughout all three municipalities, sidewalks tend to be within residential areas and commercial development. Evesham also has several bikeways (signed routes) interspersed throughout the municipality (Figure 36). Much of the study area's essential services, typically institutions like schools, appear to be accessible to pedestrians. This project also anticipates three new crosswalks on Main Street at Cooper Avenue, Munger Avenue, and 65 East Main Street.

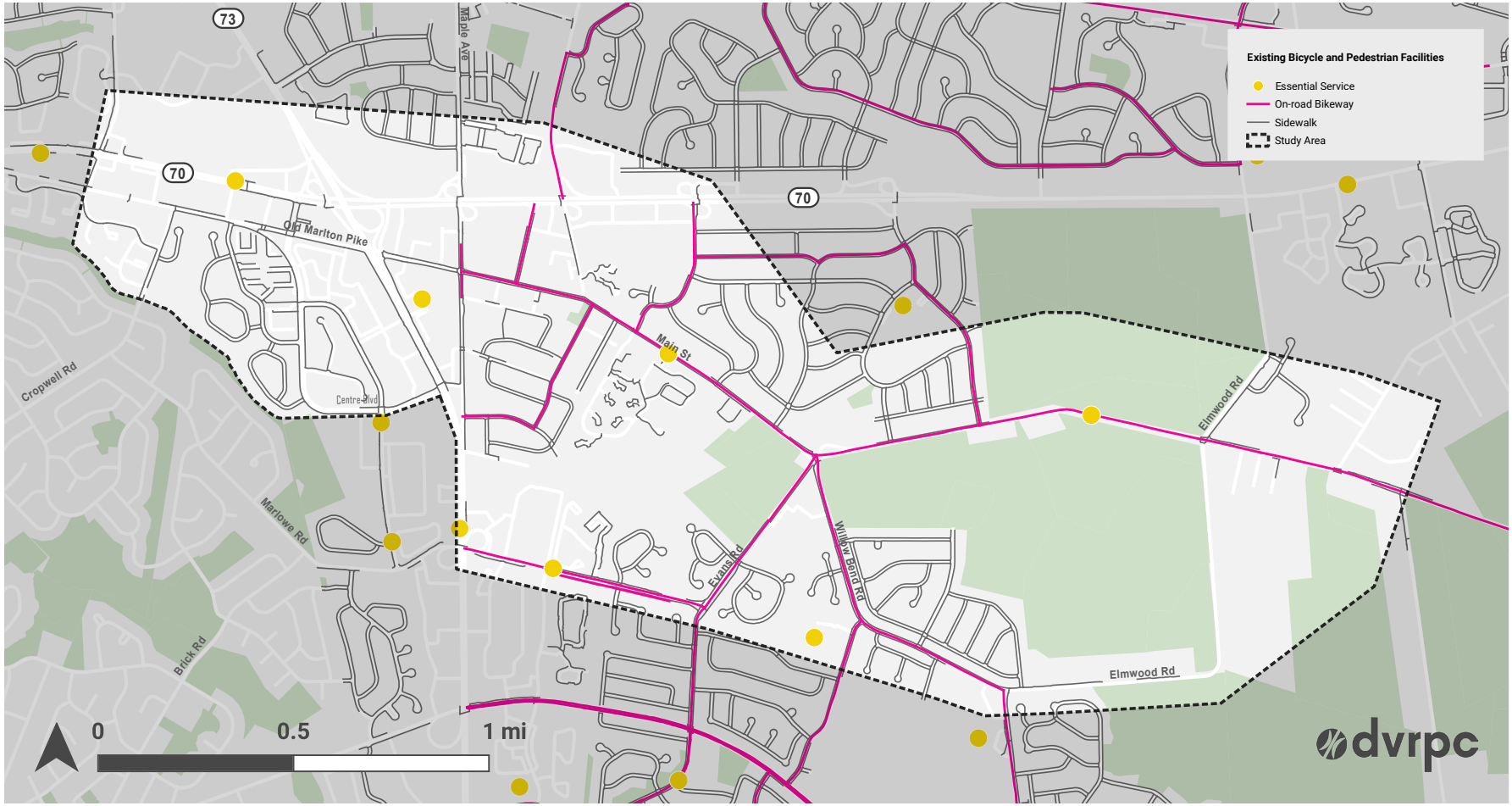


Figure 36: Evesham study area active transportation facilities

Source: DVRPC, 2023

Main Street, Routes 70, and Route 73 are some of the highest-stress roads in the area for people who bike (Figure 37). These roads separate lower stress areas, shown by groups of green (low-stress) roads, preventing safe or comfortable travel to other parts of the municipality by bicycle. LTS 1 and 2 roads are generally most comfortable for all people, whereas LTS 3 and 4 are only comfortable for confident cyclists.

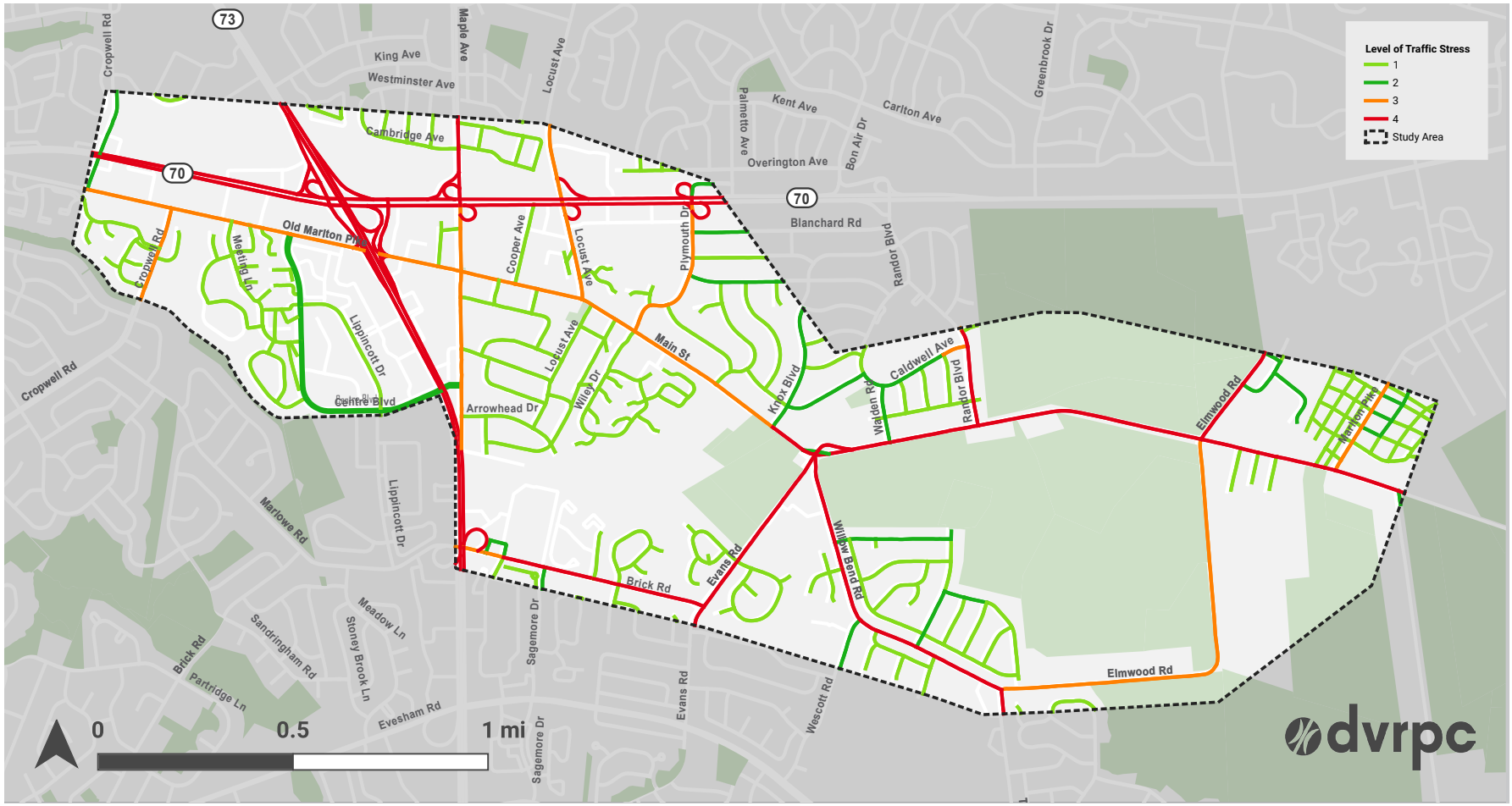


Figure 37: Level of Traffic Stress in the Evesham study area

Source: DVRPC, 2023

Crashes

Evesham was the site of 11 crashes that injured or killed pedestrians from 2017 through 2020, with three resulting in fatalities (Figure 38). Of those 12, four took place on either Route 70 or Route 73. Two occurred on County Road 607 (North Maple Avenue) and another on County Road 620 (Tuckerton Road), near the municipal sports complex (Figure 39). Nine of the crashes occurred on roads with speed limits of 35 miles per hour or greater, and all three fatalities were on roads with speed limits of 45 miles per hour or greater. All of the fatal crashes took place at night and in areas where street lights were off or not present.

Twelve crashes involving bicycles took place in Evesham from 2017 through 2020, with half resulting in injury and the other half in property damage only. Of the six bicycle-involved crashes that caused injuries, two took place on state roads (Routes 70 and 73), with the remaining on municipal or county roads.

Note that the crashes in Figure 38 are for the entire township, while those mapped in Figure 39 are only for the study area within Evesham.

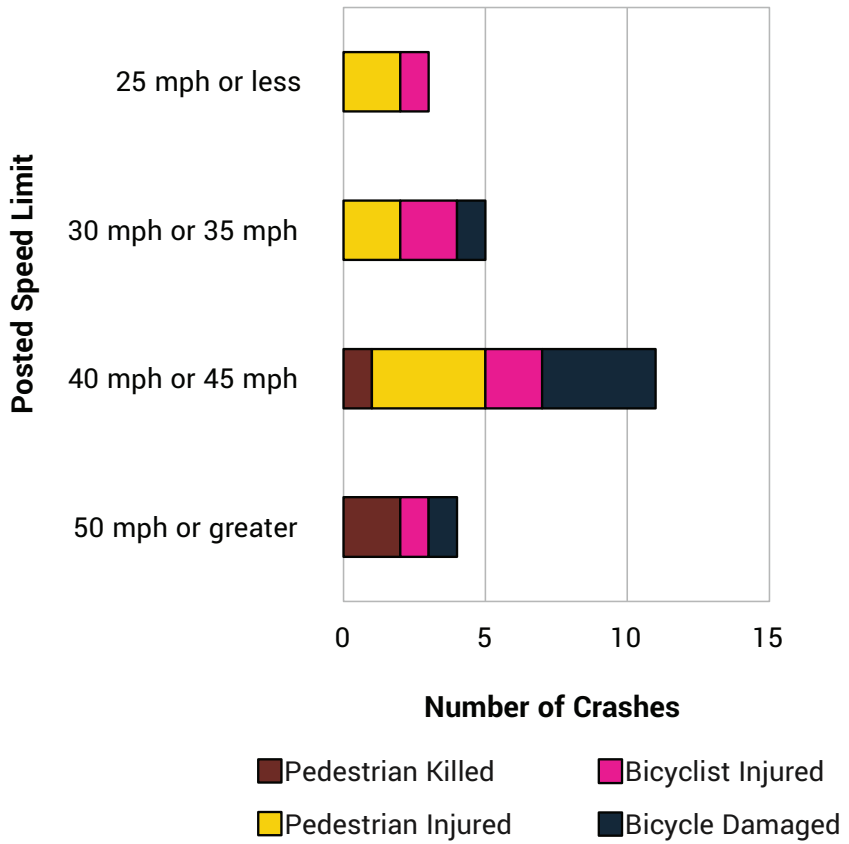


Figure 38: Posted speed by crash type, Evesham Township, 2017-2020

Source: New Jersey Department of Transportation, 2022

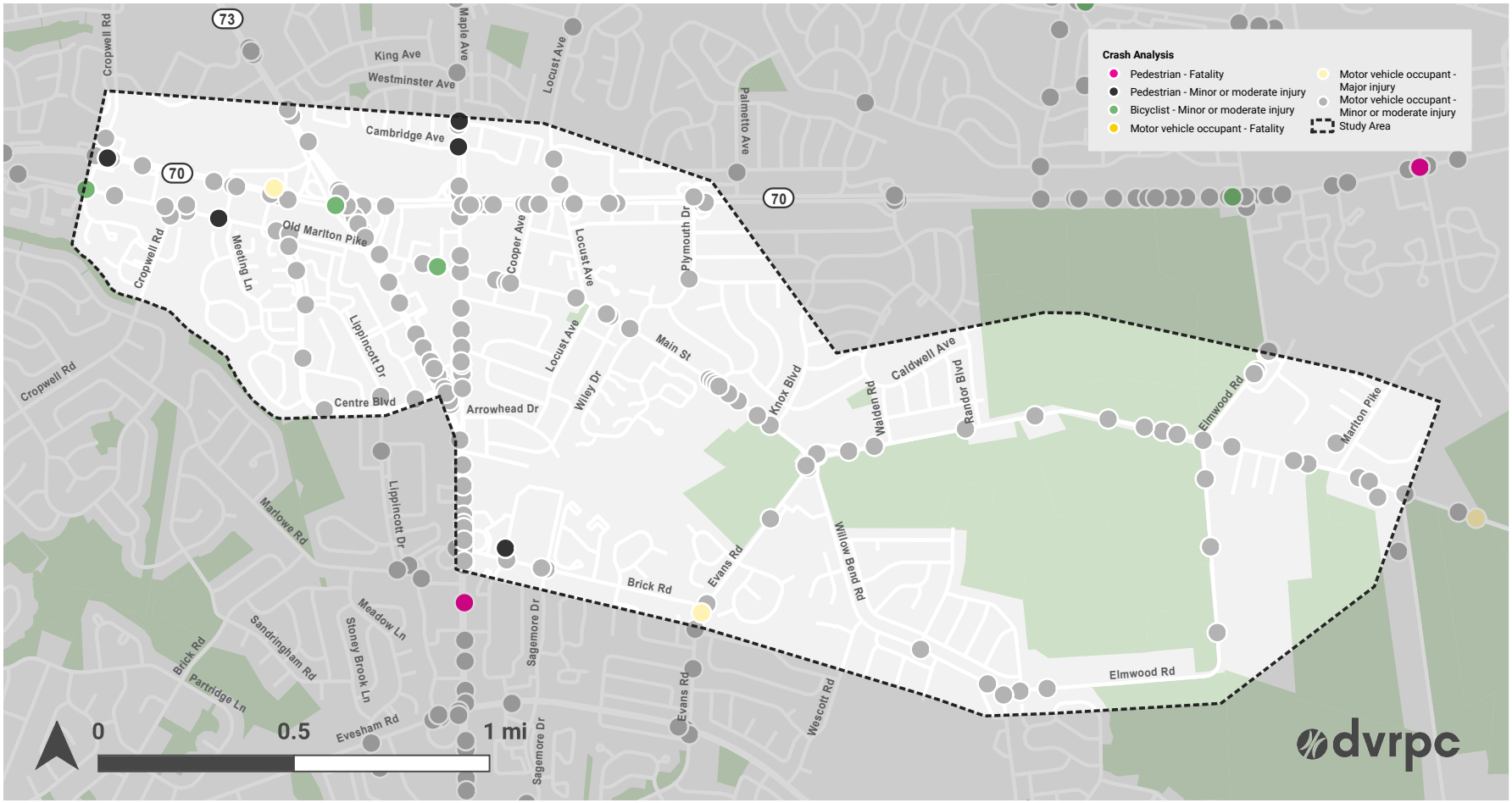


Figure 39: Crashes in Evesham study area (2017–2020)

Source: NJDOT, 2020 & DVRPC, 2023

Evesham Recommendations

RECOMMENDATION SUMMARY

- 26.2 miles of buffered bike lane
- 7.2 miles of conventional bike lane
- 15.3 miles of neighborhood greenway
- 3.1 miles of sidewalk
- 21 crosswalks

BICYCLE CONNECTIVITY SUMMARY

- 14,600 people
- 790 jobs
- 14 essential services

Pedestrian Recommendations

Recommendations for pedestrian improvements in Evesham focus on increasing connectivity to important destinations, such as schools or parks, by adding new sidewalks or multi-use paths along key corridors. Outside of the Main Street area, Evesham's development pattern is largely suburban, defined by cul-de-sacs and a lack of a consistent street grid. Recommendations in this section focus on connecting neighborhoods, either with new sidewalks along roadways, filling in sidewalk gaps, or creating new cut-throughs (which involve short paths between neighborhoods) for people who walk and bike, allowing them to move between neighborhoods more safely, easily, and directly.

Recommendations are numbered in the text and correspond to a numbered circle on the map, and are ordered in terms of priority.

1. **Construct crosswalks and sidewalks at Maple Avenue and Route 70:** North Maple Avenue was the site of two pedestrian crashes involving injuries and one motorist fatality between 2017 and 2020 (Figure 39 on page 42). Route 70 divides Evesham's downtown area from neighborhoods to the north, and creating safe crossings over Route 70 was a priority for both Burlington County and local residents. Wide crossings and high speeds impede pedestrian and bicycle access between neighborhoods. Several community members mentioned needing to cross Route 70 to reach the bus stop on North Maple Avenue. It is recommended that crosswalks be installed on the southern and eastern legs of the intersection (as the other two legs already have crosswalks), with new sidewalks to fill existing gaps. It should be noted that Evesham received one million dollars from a Safe Streets to Transit grant for sidewalk improvements on North Maple Avenue.[2] These recommendations focus on filling in gaps not covered by the grant, including the necessary crosswalks and ADA ramps at the crossing of Route 70.
2. **Build three cut-throughs:** Evesham's development patterns necessitate creating connections between neighborhoods to avoid circuitous pedestrian routes.
   - A: The first cut-through already connects two neighborhoods. The current path connects **Atlanta Drive and Annapolis Drive** (Figure 41) and is owned by Evesham Township (see Appendix B). It is included here because curb ramps are needed at access points so that users do not have to use driveway curb cuts for access to the cut-through.
   - B: The second cut-through would connect **Overington Avenue to the Alison Apartments** by way of a new multi-use path behind Walmart and a new raised mid-block crossing with pedestrian-actuated Rectangular Rapid Flashing Beacons (RRFBs).

[2] Jim Walsh, "Evesham largest recipient for statewide sidewalk-improvement program," *Cherry Hill Courier Post*, 16 February 2022, https://www.courierpostonline.com/story/news/2022/02/15/evesham-sidewalk-improvements-north-maple-avenue-safe-streets-to-transit/6801641001/.

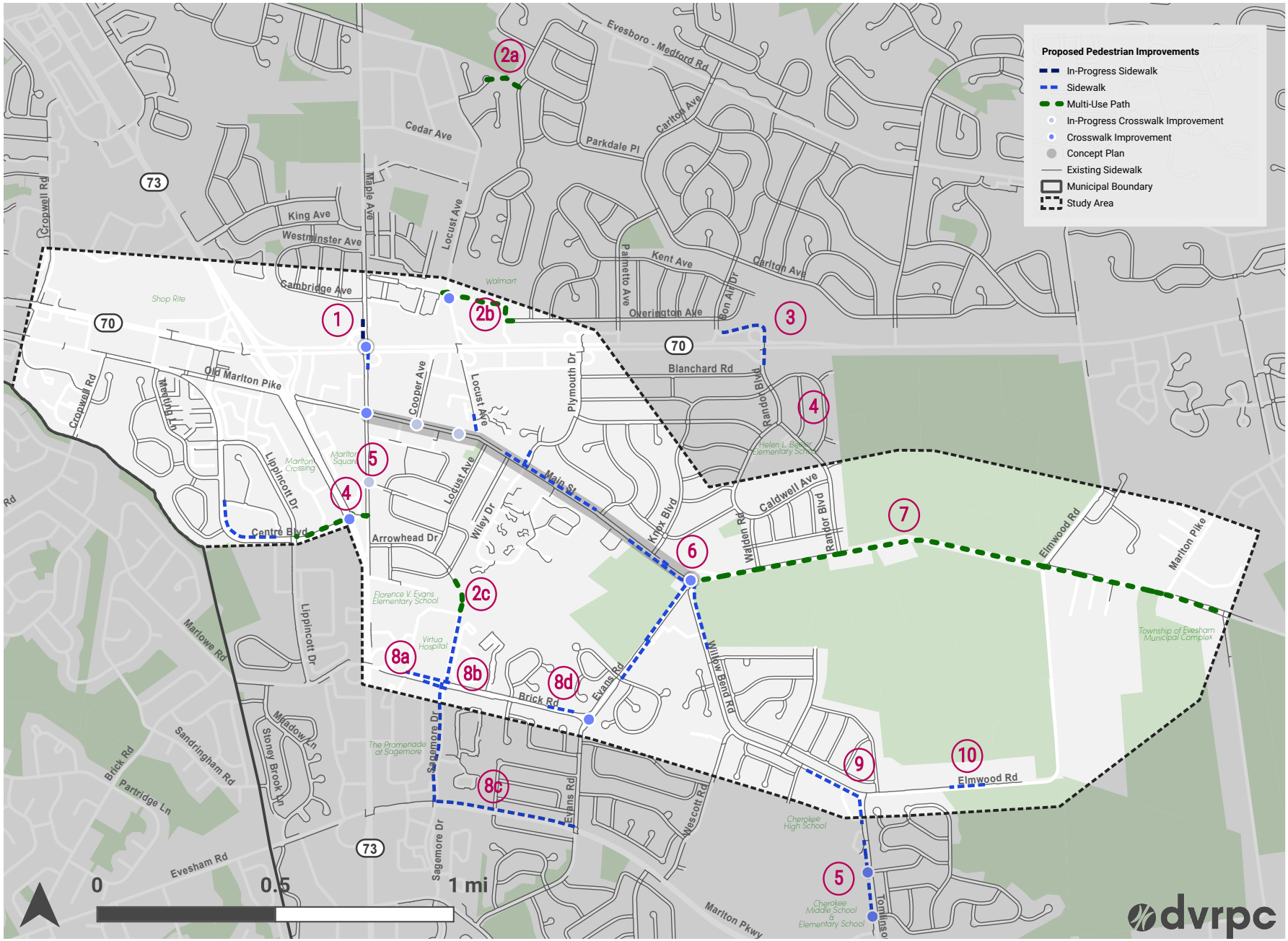


Figure 40: Proposed pedestrian improvements, Evesham

Source: DVRPC, 2023

Figure 41: Existing cuthrough connecting Annapolis Drive to Atlanta Drive, Evesham, NJ.

Source: Google, 2023

Figure 42: Sidewalk gap on Main Street east of Knox Road, Evesham, NJ, where a small bridge crosses a stream.

Source: Google, 2023

- C: The third cut-through would connect **Virtua Hospital (on Brick Road) to neighborhoods near Main Street**, via a new multi-use path through the woods behind the hospital and Florence V. Evans elementary school.

3. **Build sidewalks at Radnor Boulevard at Route 70:** Radnor Boulevard at Route 70 has crossings with pedestrian-actuated signals, but no sidewalks leading to the crossing. Building the sidewalks would improve accessibility and make the crossing safer and more approachable for pedestrians.
4. **Build a trail and sidewalks on Centre Boulevard at Route 73:** The recommendations for this intersection are to:
   - Convert the sidewalk on the north side of Centre Boulevard to a trail that accommodates both bicyclists and pedestrians;
   - Increase the signal length for bike and pedestrian crossings; and
   - Build new sidewalks on the north side of Centre Boulevard west of Route 73, to bridge a gap where the sidewalk ends west of Lippincott Drive.
5. **Fill in sidewalk gaps on Main Street:**
   There are three priority gap areas along Main Street:
   - Between Bettlewood Road and Locust Avenue, on the north side of Main Street;
   - Between Marlton Gateway Apartments and Evans Road on the south side of Main Street; and
   - East of Knox Road on the north side of Main Street, where a small bridge crosses a stream (Figure 42). Filling both sidewalk gaps, on the north and south sides of the road at this bridge, would likely require widening the bridge, whereas filling just the gap on the north and improving crossings for access points on the south side would likely fit within the existing width of the bridge.

Figure 43: Existing intersection at Willow Bend Road, Evans Road, and Main Street

Source: DVRPC 2023, created using Remix

Figure 44: Proposed roundabout, Evesham

Source: DVRPC 2023, created using Remix

6. **Construct a roundabout at Willow Bend Road, Evans Road, and Main Street:** The intersection of Willow Bend Road, Evans Road, and Main Street is complex and has long crossing distances and a lack of facilities for people who walk and bike (Figure 43). There are five schools within a 20-minute walk of this intersection, and it is a primary gateway into the downtown area. The roundabout, shown in Figure 44, is designed to fully separate bicyclists and pedestrians from motor vehicles, by directing them into a multi-use path around the outside of the circle. Crossing distances for bicyclists and pedestrians would be reduced from five travel lanes to one or two. The roundabout would be complemented by new sidewalks on the south and west legs of the intersection, and a new multi-use path on the eastern leg. Public comment during the spring outreach also found that additional lighting on Evans Road would help improve the visibility of pedestrians and their sense of safety.
7. **Construct a multi-use path on Main Street to connect bike infrastructure with the municipal sport complex:** This recommendation is for a 10-foot-wide asphalt multi-use path for bicyclists and pedestrians. It would begin at Willow Bend Road, at the eastern end of the proposed roundabout (#5), and would extend along the south side of Main Street/Tuckerton Road to the municipal sports complex. This trail would be 1.86 miles long and entirely separated from the roadway, making it an ideal place for bicyclists and pedestrians of all ages and abilities to access both the sports fields and the downtown area.

Figure 45: Rectangular rapid flash beacons

Source: Dan Burden, pedbikeimages.org

8. **Fill gaps and improve crossings at Brick Road:** Recommendations in this area focus on filling in sidewalk gaps.
   - A: A new sidewalk should be built from the new connector trail (#2C) to Brick Road, through the Virtua Hospital Parking lot. There are some sidewalks in the hospital already, so this would involve filling in necessary gaps, such as portions near the hospital driveway.
   - B: Four-way stop signs would be needed at Brick Road and Sagemore Road, to create a safe environment for pedestrians to cross the road onto new sidewalks proposed south on Sagemore Road to Marlton Parkway.
   - C: Add a new sidewalk on the north side of Marlton Parkway, between Sagemore Road and Evans Road, completing a large gap in the sidewalk network.
   - D: A small gap also exists on the north side of Brick Road, where the road intersects with Evans Road. The intersection of Brick and Evans should also be stop controlled, with new crosswalks across Evans Road, and stop signs at new crossing locations. The geometry of the northwest corner of the intersection should be tightened by adding a bumpout, shortening the crossing distance and slowing turning movements.
9. **Fill gaps and improve crossings at Willow Bend Road / Tomlinson Mill Road:** This area has three schools, and the school district expressed a strong desire to improve pedestrian crossings at this location. The recommendation for this area includes filling in sidewalk gaps on the southern and western portions of the road, as well as re-striping one crosswalk and adding two others, coupled with speed humps and RRFBs (Figure 45). Comments from the spring public engagement indicate that congestion is present during pick-up and drop-off, and that an additional driveway for drop-off outflow onto Marlton Parkway might be beneficial. This would be the responsibility of Marlton Middle School and the school district. While congestion was expressed as an issue, slow speeds are ultimately safer, and the concentration of schools in this area only underscores the need for greater safety improvements.
10. **Fill Gap on Elmwood Road:** There is a small sidewalk gap on Elmwood Road, near Kirkdale Drive. The sidewalk on adjacent properties is set back and likely on private property, so it may require permission from the property owner and/or an easement to be obtained.

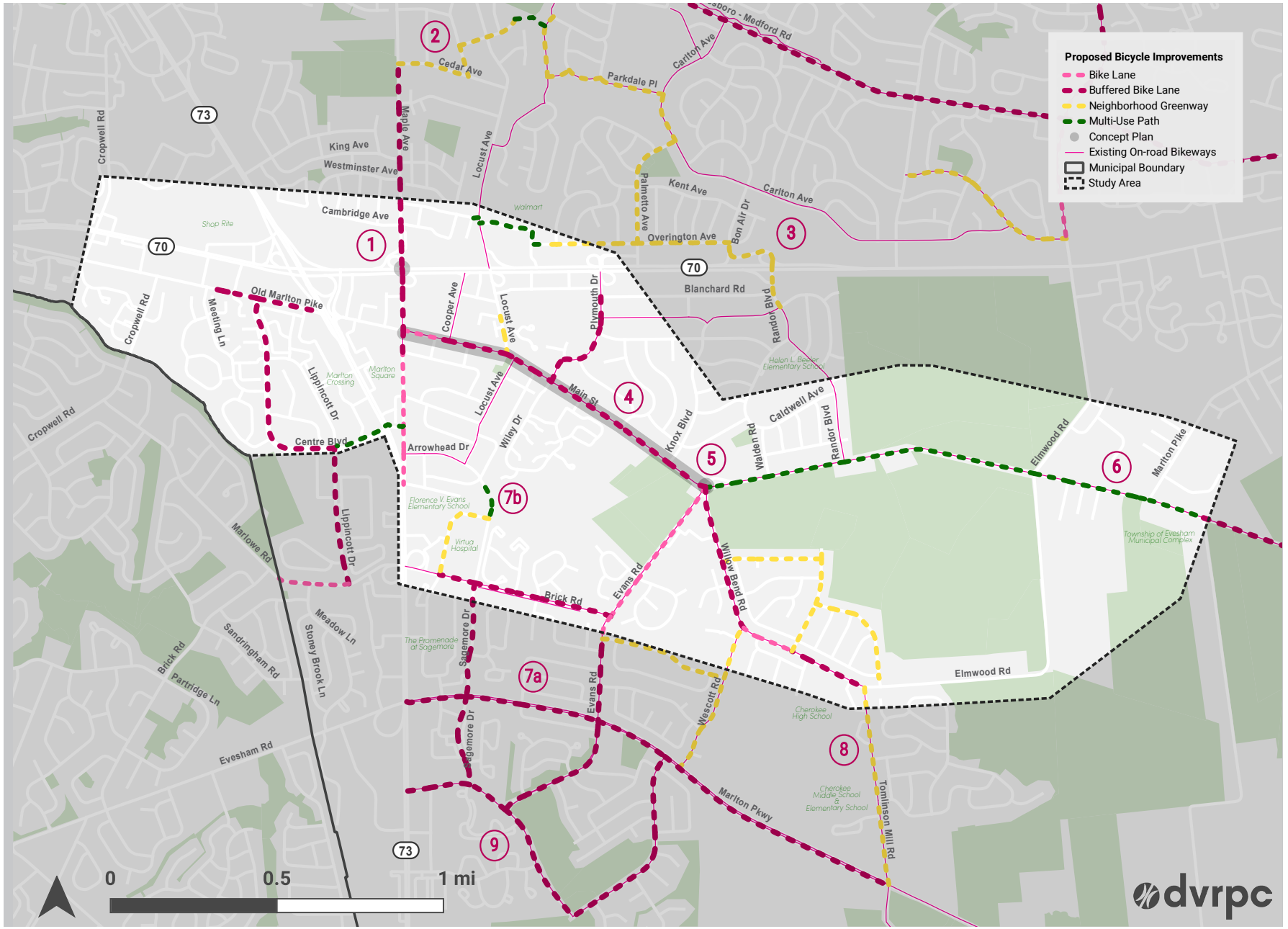


Figure 46: Proposed bicycle improvements, Evesham
Source: DVRPC, 2023

Bicycle Recommendations

1. **Improve crossing at Maple Avenue/Route 70:** This recommendation includes a road diet on the northern portion of Maple Avenue, as well as closing the two jughandles present on the northwest and southeast sides of the intersection (Figure 47). The road diet involves converting the outermost travel lanes into buffered bicycle lanes, ultimately narrowing the portion of the cartway used for motor vehicles, while adding space for a safe crossing for cyclists. The jughandle closure would require adding a left-turn signal on Route 70, to allow conventional left turns onto Maple Avenue and onto Main Street.
2. **Construct neighborhood greenways on Cedar Avenue/Parkside Place:** Recommendations in this area are primarily concerned with making connections between neighborhoods, and directing cyclists to higher-quality bicycle facilities by using low-stress streets, branded as neighborhood greenways. Neighborhood greenways are explained in Chapter 2. This neighborhood greenway would start at the intersection of Cedar Avenue and Maple Avenue, curving up to an existing sidewalk connection between two neighborhoods, then curving down to Palmetto Avenue, and eventually connecting to Walmart via a new multi-use path behind the building.
3. **Improve crossing at Radnor Boulevard/Bon Air Drive/Route 70:** Members of the public were concerned about Maple Avenue being the only improved crossing of Route 70, even if travel lanes were reduced. For this reason, Radnor Boulevard was also targeted for improvements, including adding bicycle actuation, which could use the same signal phase as the existing pedestrian actuation. This recommendation also includes the closure of both jughandles at this location, to make a safer crossing for people who walk and bike.
4. **Build Main Street bike lanes:** Main Street has existing striped shoulders. The cartway does not currently accommodate parking, except off-street or in locations where the sidewalk is narrowed to accommodate a few parking spaces, such as in front of the Main Street Apartments (between Cooper and Locust Avenues). For this reason, converting the existing 7' shoulders into bike lanes (5' lanes with 2' buffers) would be feasible without the removal of any parking. Bike lanes are recommended along Main Street from Maple Avenue to Willow Bend Road.
5. **Construct a roundabout on Main Street/Willow Bend Road/ Evans Road:** This recommendation for a roundabout, shown in Figure 44, includes multi-use paths for people who walk and bike, separating them from traffic except at crossings, rather than having them navigate the many conflict points present at the existing intersection. The multi-use trails around the roundabout connect to a proposed multi-use trail on the south side of the intersection, explained in detail below. Evans Road and Willow Bend Road both have shoulders that should be converted to bicycle lanes as part of this recommendation. Sections of Evans Road would require narrowing travel lanes to accommodate 5' bike lanes.

Figure 47: Proposed road diet and jughandle closure at Rt. 70 and N. Maple Ave.
Source: DVRPC, 2023, created using Remix

6. **Multi-use trail Main Street/Tuckerton Road:** The land use along East Main Street is much less dense, and much of the land is owned by the municipality. For this reason, a multi-use trail on the south side of the road is recommended. This asphalt trail would need to be at least 10' wide to accommodate bicyclists and pedestrians. Public engagement indicated a great deal of support for such a trail, as it would connect to the existing municipal complex and sports fields, while also providing a new safe place to walk, bike, and exercise.
7. **Marlton Parkway area:**
   A: Marlton Parkway has bicycle lanes, but they are directly adjacent to travel lanes, even though there is a large shoulder. This recommendation is to swap the bike lanes with the shoulder, creating more of a buffer for cyclists on the Parkway. Sagemore Drive has large travel lanes, and it is recommended that those lanes be narrowed, with bicycle lanes added.
   B: Additionally, formalizing a path in front of Virtua Hospital, toward the recommended cut-through (see page 45) between Virtua Hospital and Florence V. Evans Elementary school is part of this recommendation.
8. **Tomlinson Mill Area neighborhood greenways:** The neighborhoods near the three schools along Willow Bend and Tomlinson Mill Roads are composed of low-stress roads that lend themselves to neighborhood greenway treatments. Tomlinson Mill Road is often used as a cut-through for vehicles. Speed humps are recommended to both disincentivize this cut-through and calm traffic directly in front of the two schools on the road. The addition of speed humps, coupled with the pedestrian crossing improvements mentioned on page 43, would slow traffic and create a safer environment for children who live in the surrounding neighborhoods walking and biking to school.
9. **Bike lanes on Commonwealth Drive:** This road has very wide lanes in both directions, which encourages speeding. Adding bicycle lanes here would slow traffic by narrowing the vehicle travel lane, while providing a bicycle connection to some of the sports facilities along the road.

Figure 48: Segment of Main Street with proposed buffered bicycle lanes.
Source: DVRPC, 2023, Created using Remix

Prioritization of bicycle improvements can be determined by calculating a variety of metrics. For this report, population was used as the primary metric for prioritization. One of the goals defined for this project was to connect people to and from downtown areas, and one way to calculate that is to measure the number of people who live near a segment that will be newly connected to a downtown area. Population is not the only metric that can be used for prioritization, though. DVRPC created a process to determine the connectivity benefit of improving a chosen road segment and used this process for many of the segments recommended in this plan. The methodology is explained in greater detail on page 22.

For this section, segments are ranked by population connected. The other information is included in Appendix A, if the municipalities or county would like to prioritize on different factors, or if other information is useful in funding and grant applications.

Table 8 shows the individual segments and connections that make up the plan, ordered in terms of priority. Maps of all segments are in Appendix A.

Segment Extent	Approximate Number of People Connected
Maple Avenue (Between Route 73 and Locust Avenue)	8,900
Radnor Boulevard (Knox Boulevard to Bon Aire Drive)	7,900
Main Street (Maple Avenue to Willow Bend Road)	2,200
E Main Street / Tuckerton Road (Willow Bend Road to Sports Complex)	2,000
Evans Road (Main Street to Commonwealth Drive)	1,500
Willow Bend Road/Tomlinson Mill Road (Main Street to Marlton Parkway)	1,500
Marlton Parkway (Route 73 to Tomlinson Mill Road)	1,200
Commonwealth Drive (Route 73 to Willow Ridge Drive)	1,100
Willow Ridge Drive (Commonwealth Drive to Marlton Parkway)	800
Brick Road (Route 73 to Evans Road)	600

Table 8: Evesham bicycle improvements in order of priority

Not all project segments are included in Table 8, as some project segments, primarily those reserved for neighborhood greenways, are already low-stress roads as defined in DVRPC's LTS analysis. These segments are still important to the network, but they would not decrease stress levels in a way that increases connectivity from the perspective of the connectivity analysis. This does not mean that further improvement is not possible or desired on existing low-stress segments; it simply highlights the high-level scope of the screening tool. See the connectivity analysis on page 22 for more information.

Marlton Parkway, Main Street, Tuckerton Road, Marlton Pike, and Maple Avenue are County-owned roads. Most of the other roads are the responsibility of Evesham Township, while Routes 70 and 73 are the responsibility of NJDOT.

The two highest-priority segments, Maple Avenue and Radnor Boulevard, both crossing Route 70, would require coordination with NJDOT.

Figure 49: Existing Marlton Parkway bike lane
Source: Google, 2023

Segments are analyzed individually; for example, population cannot be added between Maple Avenue and Radnor Boulevard in Table 8 if the municipality decides to pursue funding to build both; they both connect largely the same areas. To understand the combined benefit of segments, segments must be run through the analysis at the same time. DVRPC ran all bicycle recommendations that would lower the stress level of mid- to high-stress roadways at once to understand the total benefit of the project without double-counting population. The results of that total-project analysis, including factors beyond population, can be found in Table 9.

Population	14,600
Nonwhite Population	3,100
Hispanic/Latino Population	800
Mileage of Nearby Circuit Trails	0
Number of Jobs	790
Essential Services	Activity Center for Seniors or Disabled Individuals: 2 Food Store: 2 Health Facility: 1 School (Private): 2 School (Public): 7
Rail Stations	0

Table 9: Connectivity benefits of improving bicycle facilities on all recommended segments in Evesham

Source: DVRPC

CHAPTER 4:

Mansfield Township

Existing Conditions

Mansfield Township is a township in the northeastern part of Burlington County. This study focuses on the Columbus area, which is a downtown area in the center of the township. Southwest of Columbus is a large housing development called Homestead, which is a 55+ community. Homestead is not currently accesible by walking or biking from the downtown area. The Kinkora Trail, a part of the region's Circuit Trail network, connects to a park in the downtown area, and is planned to extend along Mill Road, northwest of the downtown area. The township has seen new development in recent years and a greater number of local businesses opening in historic buildings downtown. Community members have expressed interest in expanding the trail system, reducing truck traffic from nearby highways, and creating safer spaces to walk and bike. Mansfield's ~9,000 residents are concentrated in Georgetown, east of Columbus, and in Country Walk/Homestead, where a large number of residents live. Land use is largely agricultural and residential.

Figure 50: Sidewalk in Downtown Mansfield

Source: DVRPC, 2022

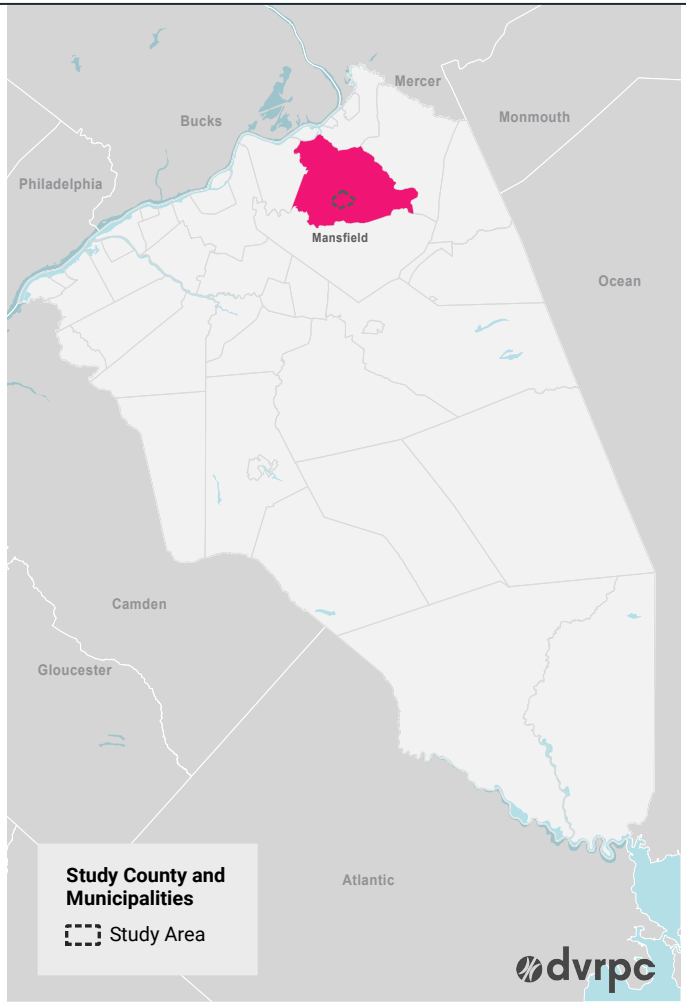


Figure 51: Mansfield Township within Burlington County

Source: DVRPC, 2015

Population Density and Land Use

Mansfield, NJ, is a fairly low-density, rural community with a small downtown area known as Columbus (Figure 52). Roughly 9,000 people live in Mansfield.

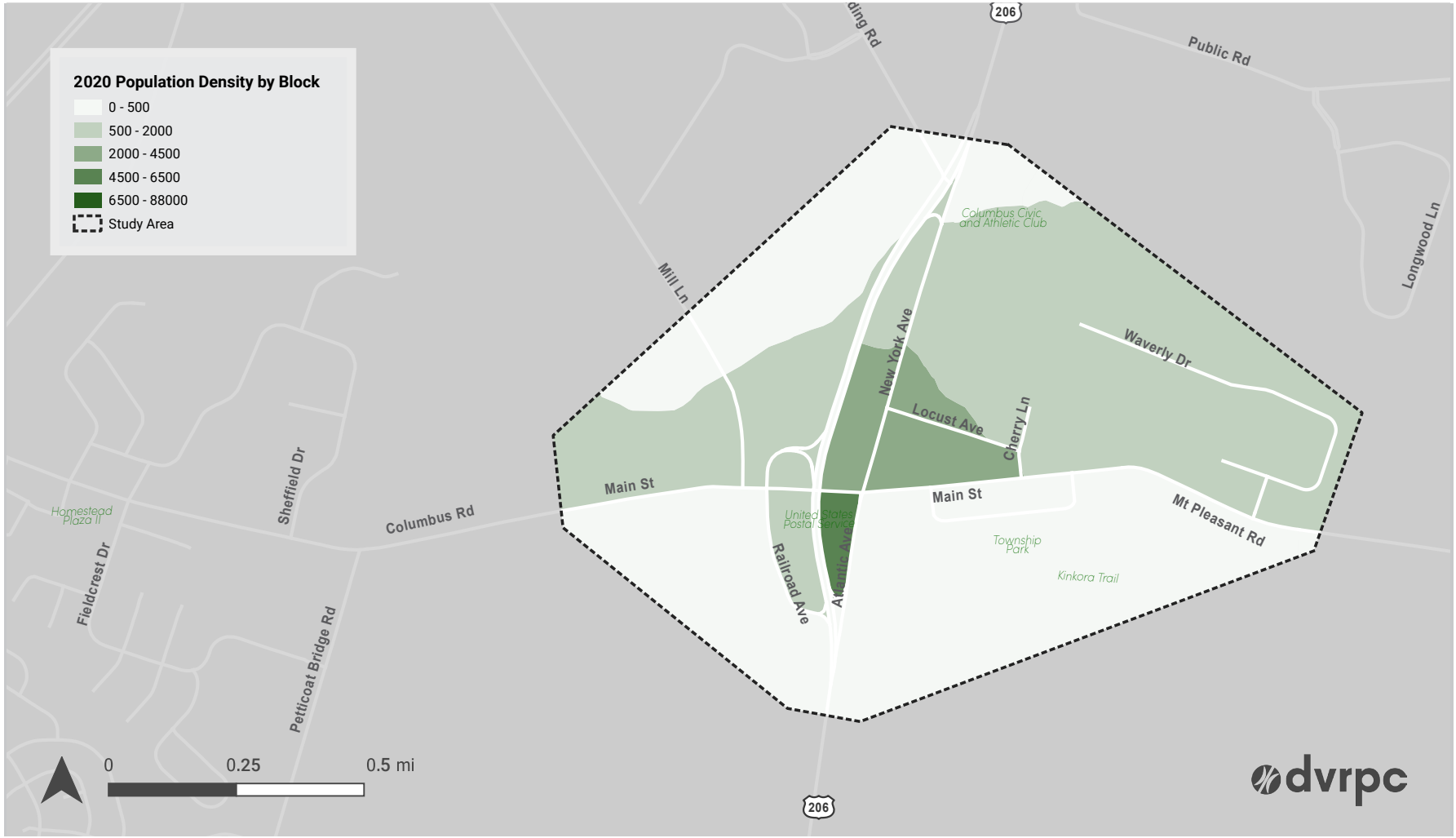


Figure 52: Population density in Mansfield study area

Source: DVRPC, 2023, US Census, 2020

Second to agriculture, land use throughout the study area is primarily residential. Columbus' Main Street area is home to several small businesses and institutional uses. Much of the Main Street corridor is residential, as shown in Figure 53.

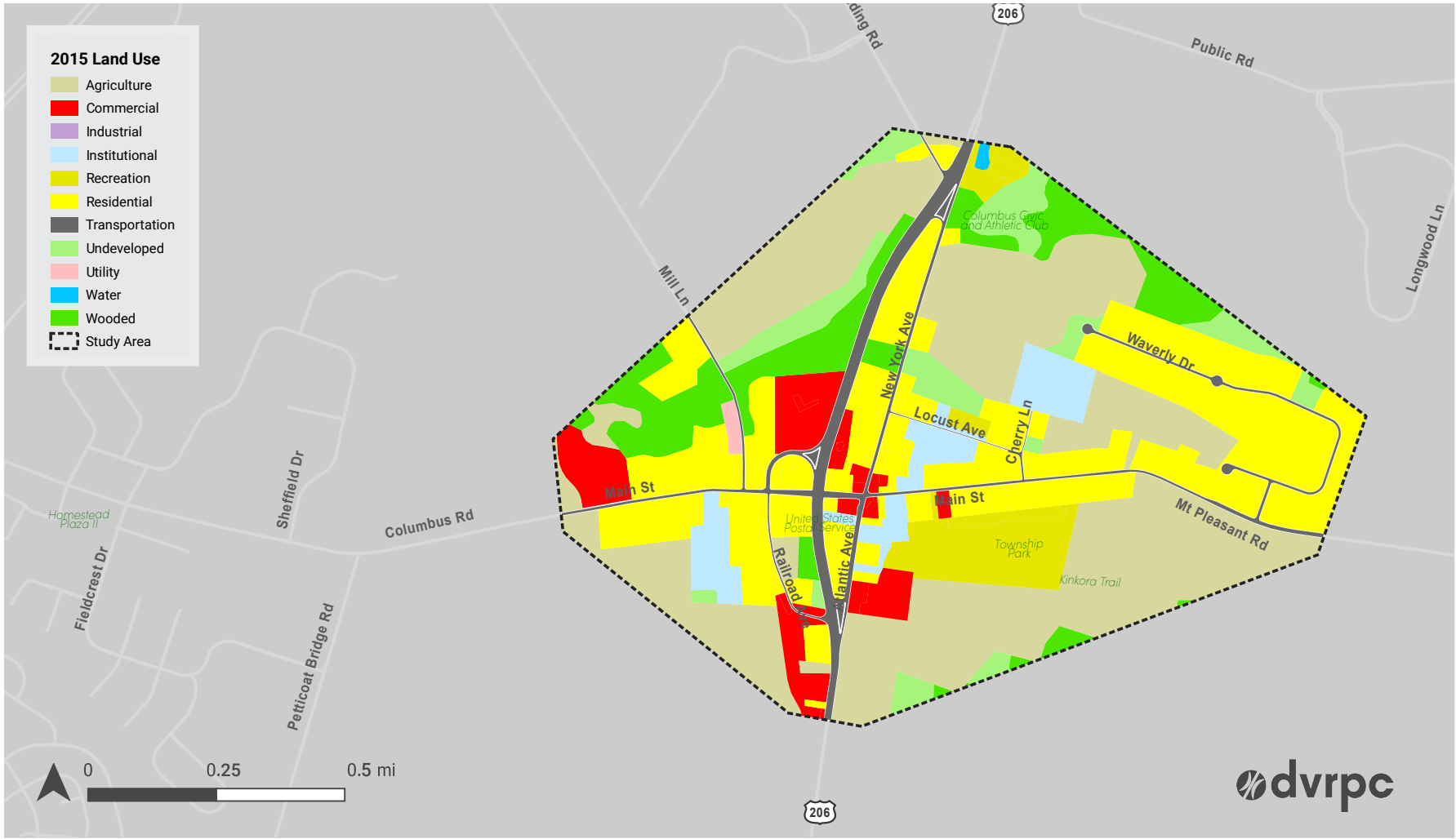


Figure 53: Mansfield study area land use
Source: DVRPC, 2023

The study area includes one principal arterial (US 206), which crosses over Main Street, a major collector (Figure 54). Local roads connect residential areas to these roadways, but high volumes and a lack of sidewalk facilities limit the utility of these connections for pedestrians and bicyclists.

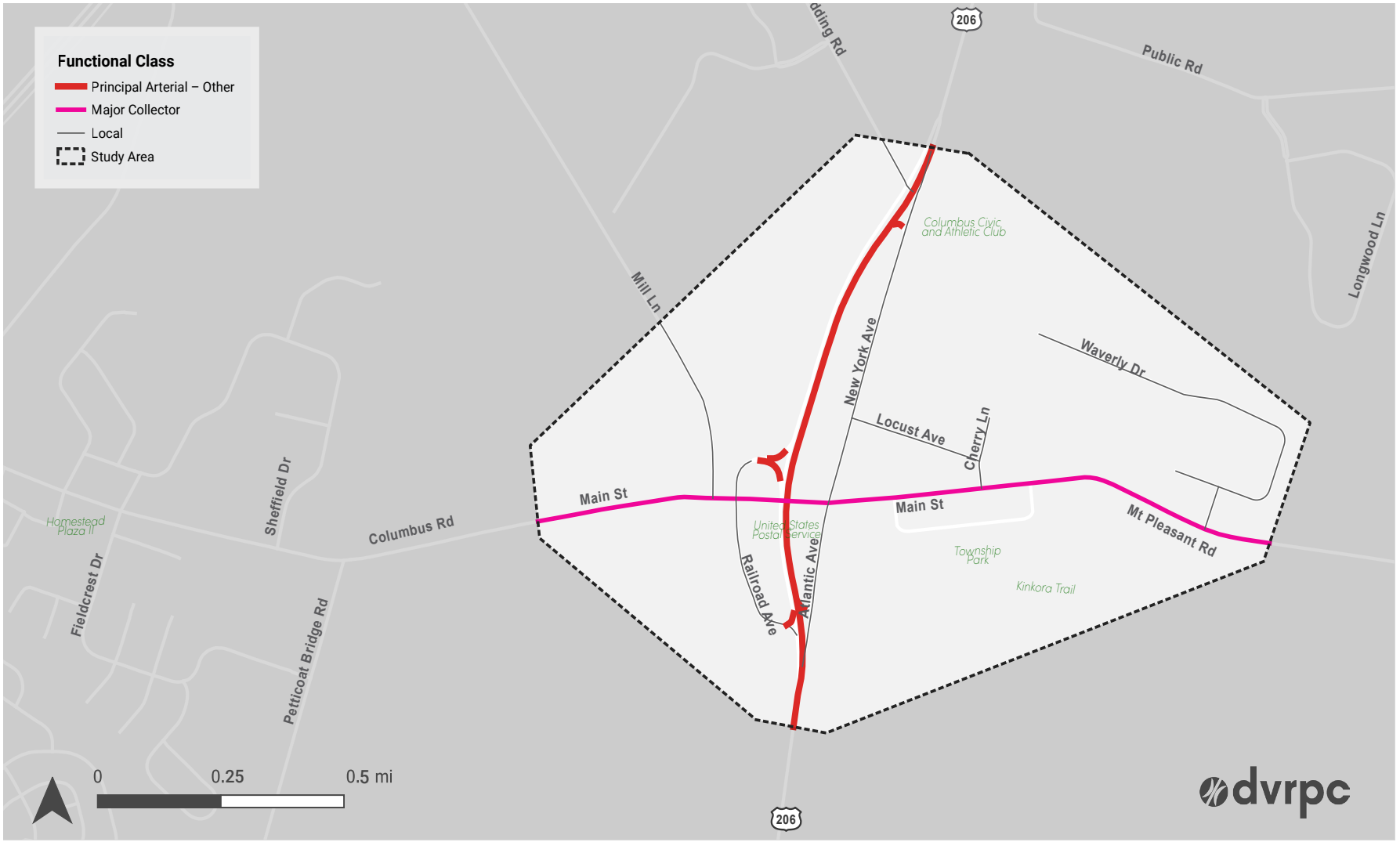


Figure 54: Mansfield study area road network by functional classification
Source: NJDOT, 2019

Indicators of Potential Disadvantage

According to 2020 IPD data, Mansfield is home to well-above-average concentrations of older adults, women, and disabled individuals. The 55+ community is located southwest of the study area and is home to many of these populations.

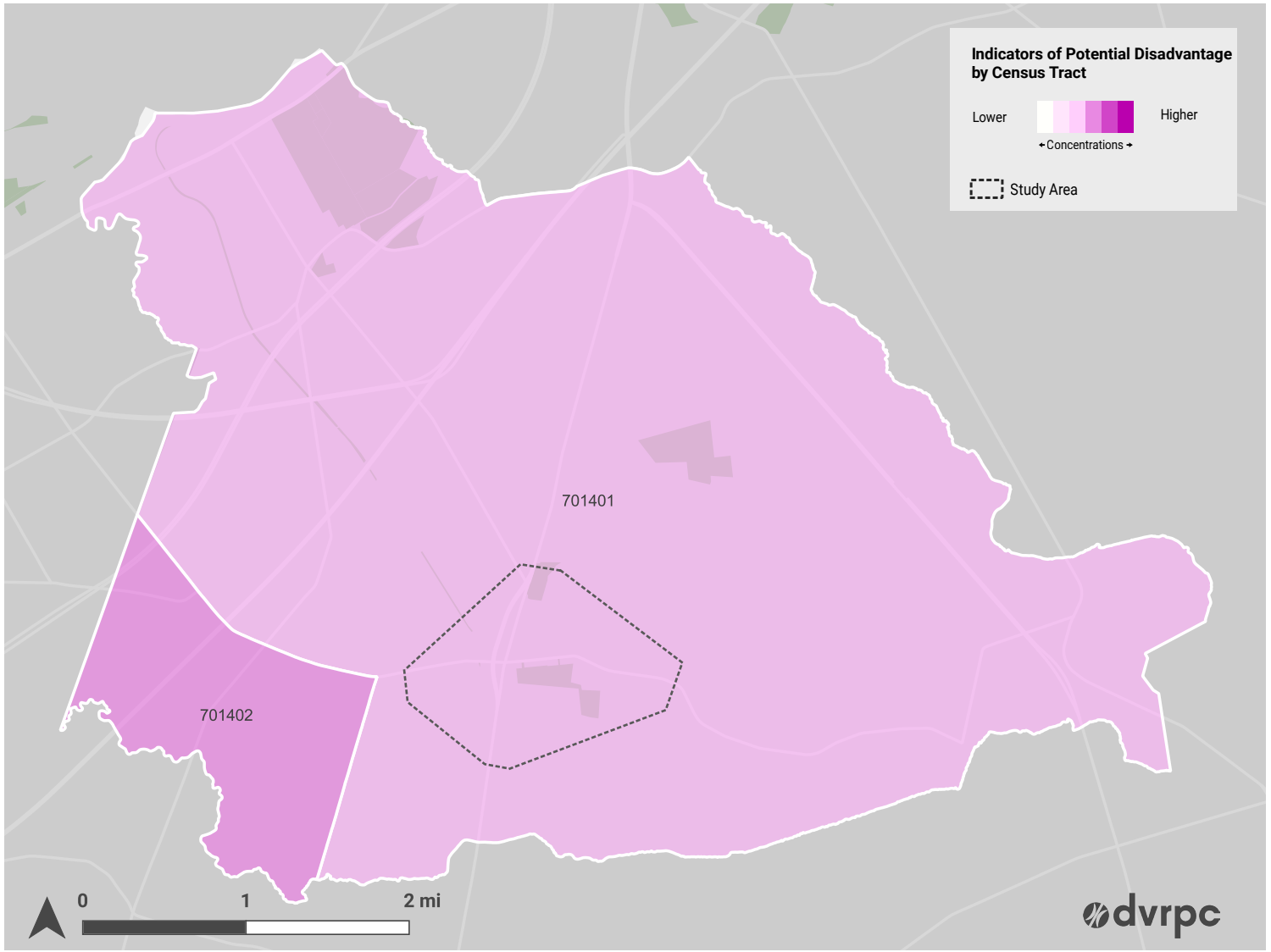


Figure 55: Mansfield study indicators of potential disadvantage

Source: DVRPC, 2023, & US Census ACS, 2023

Transportation: Existing Bicycle and Pedestrian Infrastructure and Transit

At the northern and southern end of Mansfield is the Delaware River Heritage Trail and Kinkora Trail, shown in Figure 56. A circuit trail is proposed that will eventually connect the two trails near the downtown area.

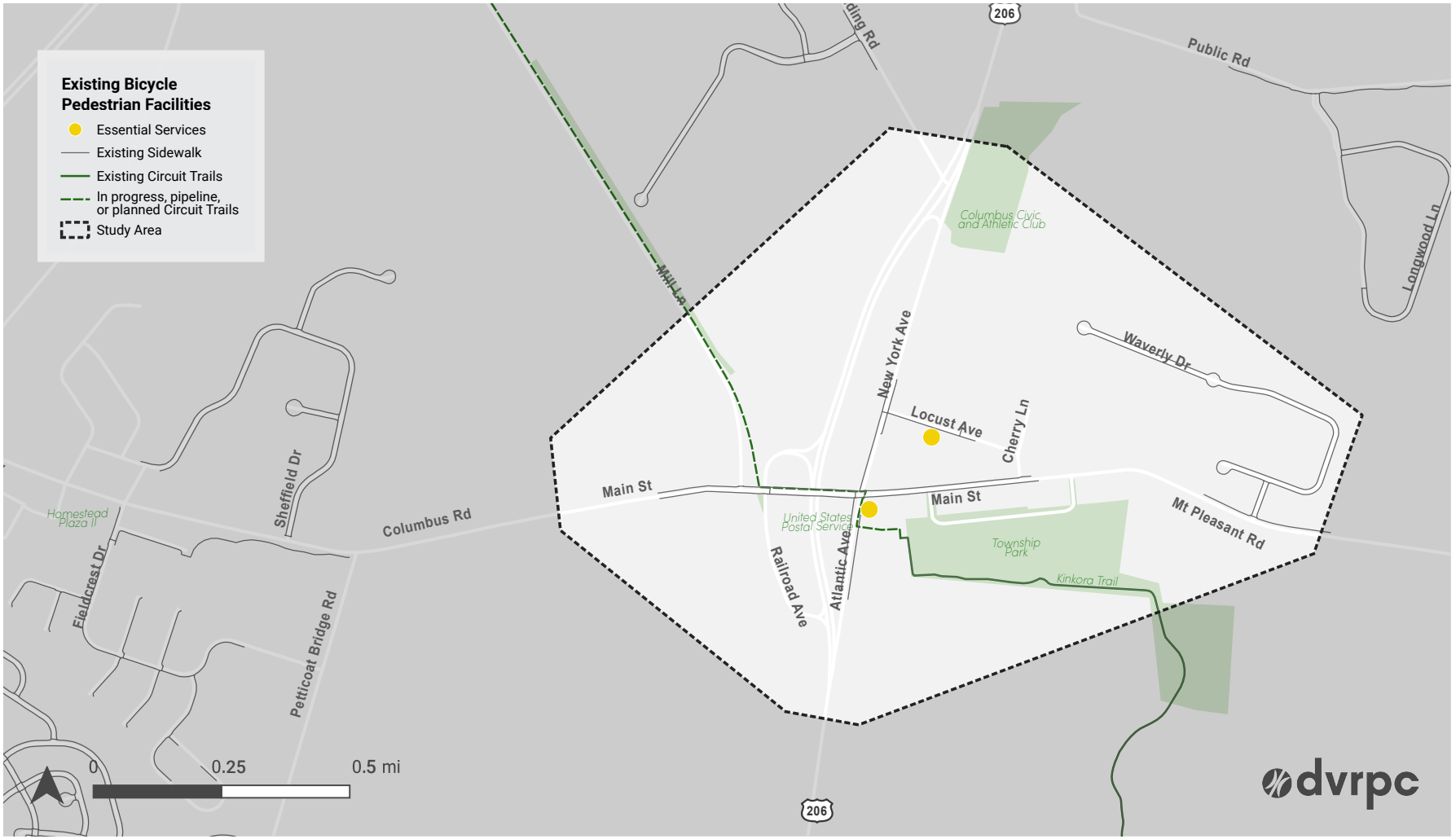


Figure 56: Active transportation network in Mansfield study area

Source: DVRPC, 2023

There are no existing bicycle facilities in the Columbus study area or in Mansfield Township. Sidewalks often end abruptly, creating a discontinuous pedestrian network.

While the study area itself is not served by any transit services, Mansfield is served by the following NJ Transit bus routes (Figure 57):

- 409, which connects 8th and Vine Streets in Philadelphia to Trenton; and
- 418, which makes express stops from Camden to Trenton.

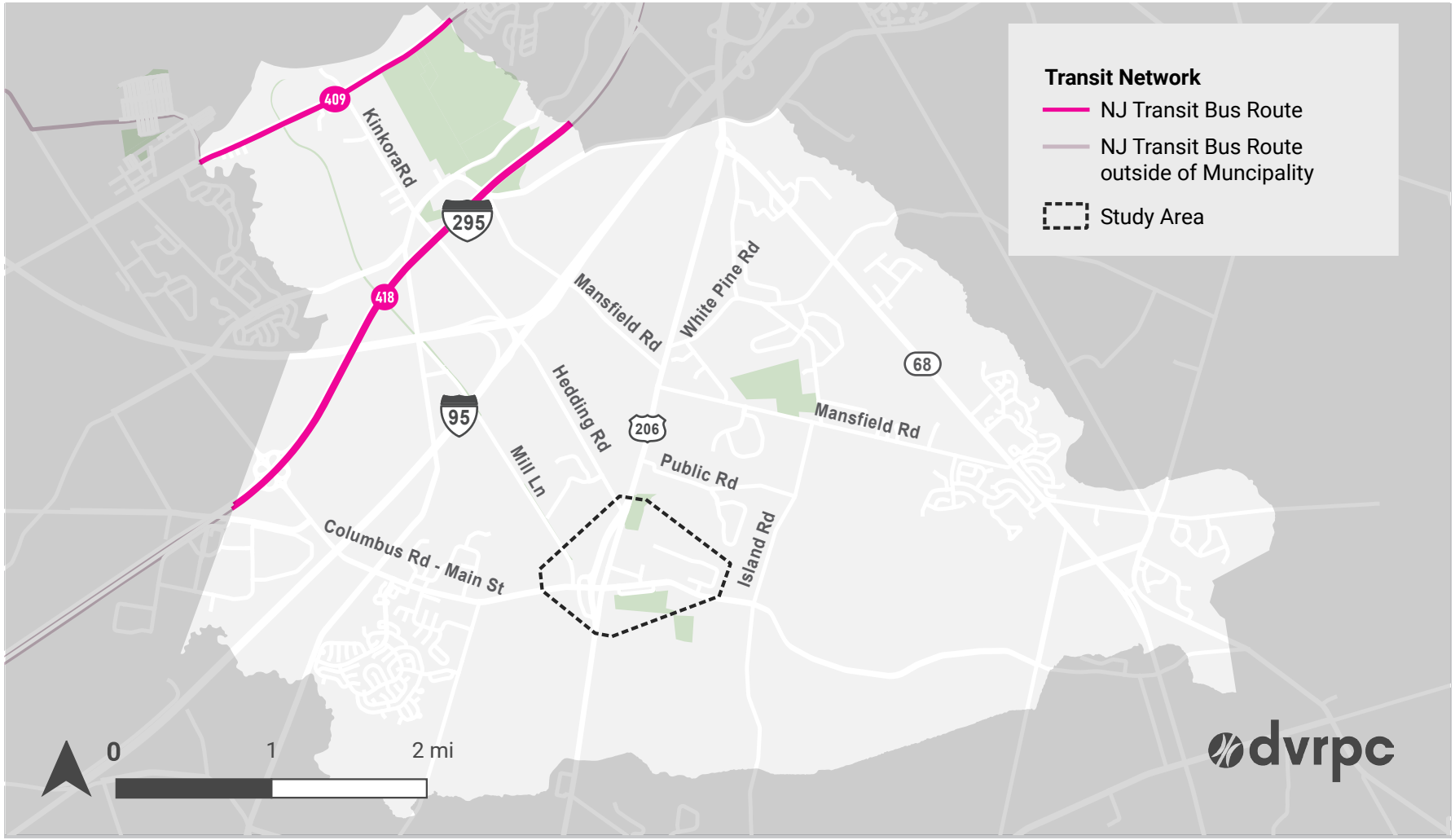


Figure 57: Transit network in Mansfield study area

Source: DVRPC, 2023, NJ Transit, 2023

Main Street and Route 206 intersect on the western portion of the downtown area. Both are considered high-stress roads for cyclists (Figure 58). Main Street has high truck volumes, especially coming from the west, which may add stress to cyclists on the roadway. There are several residential areas with lower-stress roadways that would benefit from greater connectivity. Southwest of the study area is a large development that would benefit from greater connectivity to the downtown core.

Figure 58: Level of Traffic Stress (LTS) in Mansfield study area

Source: DVRPC, 2023

Crashes

Mansfield was the site of six crashes with a pedestrian injury or death from 2017 through 2020 (none of which took place in the study area). Four of these crashes, including the sole fatality, took place on either I-295, I-95, or the NJ Turnpike. All of the reported crashes that resulted in pedestrian injury or death took place on roads with a speed limit of 45 or greater. There was one collision involving a bicyclist who sustained minor injuries during the same time period. The collision took place outside of the study area on County Road 678 (Kinkora Road), west of I-295.

Figure 59: Crashes in Mansfield study area (2017–2020)

Source: NJDOT, 2020, DVRPC, 2023

Mansfield Recommendations

RECOMMENDATION SUMMARY

- 3.2 miles of advisory bike lane
- 1.2 miles of buffered bike lane
- 1.1 miles of multi-use path
- .8 miles of sidewalk
- 8 crosswalks

BICYCLE CONNECTIVITY SUMMARY

- 1,300 people
- 33 jobs
- 1 essential service

Pedestrian Recommendations

Recommendations for pedestrian improvements in Mansfield focus on connecting the town's commercial areas and nearby residential developments. These connections are made through a combination of multi-use trails and sidewalks. Pedestrian crossing safety can be improved by straightening and restricting crosswalks. Curb extensions also reduce crossing distances for pedestrians while calming vehicular turning movements. Because of the rural nature of the municipality, recommendations in this section are focused on main roads. Recommendations are numbered in the text, and each number corresponds to a numbered circle on the map (Figure 61).

There are no pedestrian connections between Mansfield's two commercial areas. For this reason, the multi-use path and crossing improvements that allow for pedestrian travel from Atlantic Avenue to Fieldcrest Drive receive the highest priority. The second-highest priority is to create sidewalk connections on Main Street/Mt. Pleasant Road. This will improve connectivity with the main downtown area.

1. **Main Street/Columbus Road Multi-Use Path:** Mansfield's downtown area has two commercial hubs at Atlantic Avenue/Main Street and Fieldcrest Drive/Columbus Road. An off-road multi-use path is recommended on the south side of Main Street/Columbus Road to connect pedestrians and bicyclists from the downtown area to large residential neighborhoods and shopping centers west of downtown.
2. **Sidewalks on east Main Street/Mt. Pleasant Road:** Sidewalks are recommended in both directions on Main Street between Cherry Lane and Waverly Drive. This connection allows residents of Waverly Drive and East Main Street to walk to the John Hydock Elementary School and Kinkora trail and park. Future studies could evaluate the benefit of extensions further east along Main Street.
3. **Sidewalks near John Hydock Elementary School:** In order to support a safer walking environment for students commuting to

Figure 60: Proposed site of sidewalks to school (Locust Avenue)

Source: DVRPC, 2022

Figure 61: Proposed pedestrian improvements

Source: DVRPC, 2023

and from school, sidewalks are recommended along the south side of Locust Avenue leading to proposed sidewalks on Cherry Lane (Figure 60).

Bicycle Recommendations

In order to increase bicycle access between Mansfield's commercial areas, trails, and open space, the project team developed recommendations to improve conditions for people who bike. The Kinkora Trail acts as an anchor, bringing people who walk and bike to the downtown area from Mansfield and other municipalities, so increasing the utility and reach of the trail is an important component of this plan. Because of the rural nature of the municipality, recommendations are focused on main roads. Recommendations are numbered in the text, and each number corresponds to a numbered circle on the map.

1. **Main Street/Columbus Road Multi-Use Path:** Mansfield's downtown area has two commercial hubs at Atlantic Avenue/ Main Street and Fieldcrest Drive/Columbus Road. A fully vehicle-separated, multi-use path is recommended on the south side of Main Street and Columbus Road to connect pedestrians and bicyclists between each commercial area.
2. **Mill Road Advisory Bike Lane:** Burlington County is proposing an extension of the Kinkora Trail along Mill Road that would connect to the existing Delaware River Heritage Trail. To facilitate this same connection in the interim, advisory bike lanes are proposed on Mill Road from Heddings Jacksonville Road to Main Street. Advisory bike lanes function similar to regular bicycle lanes. However, vehicles are allowed to drive in the bike lanes only when there is oncoming traffic from the opposite direction and no one in the bike lane. Ultimately, the long-term recommendation is for the total construction of the trail along Mill Road, as the County already owns much of the right-of-way.
3. **Main Street/New York/Atlantic Avenue Bike lanes:** Buffered bike lanes will connect the new multi-use path with the school and park on New York Avenue, creating an important connection for access and recreational opportunities. Note that the nortnernmost section, connecting to the athletic club/park, has a channelized right turn. It is recommended that this turn lane be closed, to reduce potential conflicts with cyclists on the new bike lanes. Speed humps and yield signage are also recommended north of the park to slow vehicles approaching from 206 where cyclists would be crossing to head south towards downtown. DVRPC traffic counts from 2019 indicated only 304 vehicles per day in the southbound direction of New York Avenue, so traffic impacts would be minimal. Note that this recommendation is purely for access to the Columbus Civic and Athletic club, not for crossing Route 206, which would require a traffic signal and other crossing infrastructure.

South of Main Street, Burlington County has proposed adding a buffered two-way bike lane on the east side of the road, connecting to a new County-owned parcel that will connect to the Kinkora Trail. This will likely replace the segment of Circuit Trails across from the post office.

Figure 62: Concept plan of Main Street and Mill Road
Source: DVRPC, 2023, created using Remix

Figure 63: Proposed bicycle improvements, Mansfield

Source: DVRPC, 2023

As in the other municipalities, population was used to prioritize which segments to focus investment on (page 22).

Analysis suggests that the greatest connectivity benefit would be created by constructing a new multi-use trail on the south side of Main Street, coupled with a small section of buffered bike lanes to connect to the rest of the downtown (Table 10).

Segment Extent	Approximate Number of People Connected
Main Street (Between Atlantic Avenue and Homestead Drive)	1,300
Mill Lane (Between Main Street and Jacksonville Road)	<100
New York Avenue (Between Main Street and Hedding Road)	<100

Table 10: Mansfield bicycle improvements in order of priority

Source: DVRPC

New York Avenue and Mill Lane could not be measured in terms of population connected due to the low number of people in surrounding census blocks; the margin of error negates any useful comparisons being made between segments with such small populations. Municipal priorities can supplement this analysis.

Mill Lane is a higher regional priority due to the possibility of expanding the circuit trail network via the County-owned abandoned freight corridor, but the improvements are more costly than striping bike lanes on New York Avenue.

Main Street and Mill Lane both have the added benefit of dual accessibility by being open for pedestrians as well as cyclists, and are therefore recommended as priorities for Mansfield Township and the County to advance.

Main Street and New York Avenue are both County roads, whereas Mill Lane is municipally owned. In the short term, Mansfield should re-stripe Mill Lane with advisory bike lanes, but in the long term should work with the County to build the facility on the County-owned freight ROW.

In an effort to understand the total benefit of the recommendations, all bicycle recommendations that would lower the stress level of mid to high-stress roadways were run in the analysis at once. The connectivity benefit is shown in Table 11, including all factors (beyond just population). The 1300 residents who would be connected by the proposed projects represent approximately 15% of all Mansfield residents.

Population	1,300
Nonwhite Population	<100
Hispanic/Latino Population	<100
Mileage of Nearby Circuit Trails	2.7 miles (pipeline)
Number of Jobs	33
Essential Services	Food store: 1
Rail Stations	0

Table 11: Connectivity benefits of improving bicycle facilities on all recommended segments in Mansfield

Source: DVRPC, 2023

CHAPTER 5:

Maple Shade Township

Existing Conditions

Maple Shade is a township in western Burlinton County, close to Cherry Hill and Pennsauken. Maple shade has a grid-like development pattern, with sidewalks connecting most neighborhoods in the area. The concentration of low-stress, neighborhood streets mean that biking is safer and more comfortable than in other suburban environments, though some streets are still stressful and unsafe. Route 73 is a barrier for people who walk and bike, as it is wide and very high-speed. There are apartment buildings and neighborhoods east of 73 that have limited access to the jobs, services, and amenities in the downtown area due to the highway. Maple Shade also has active freight tracks just north of Main Street, where there are plans to eventually build a multi-use trail.

Figure 64: Neighborhood streets near downtown Maple Shade
Source: DVRPC, 2022

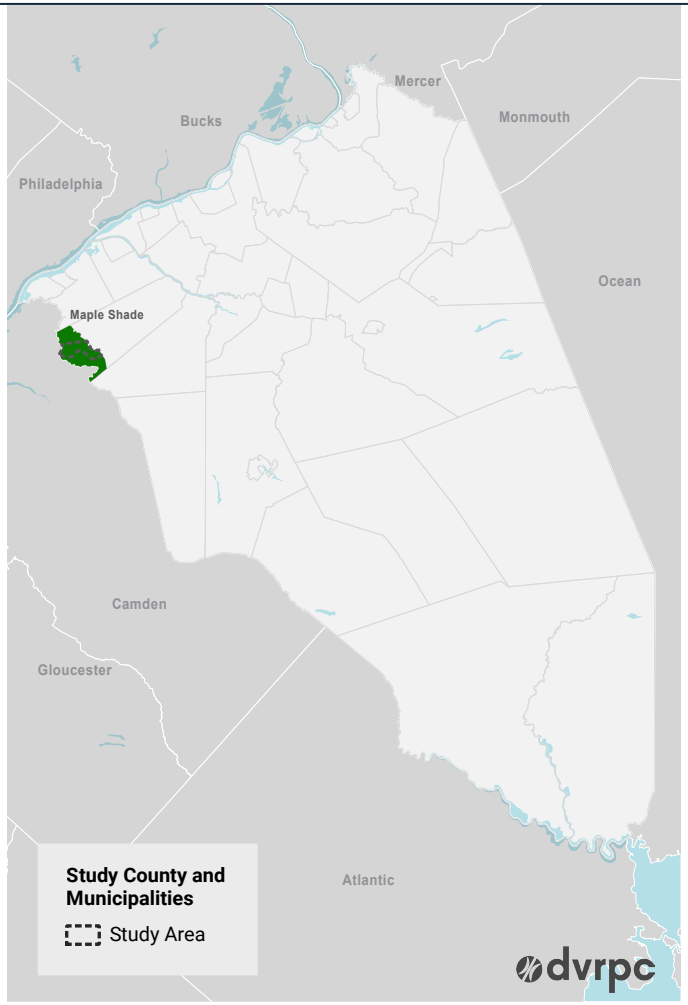


Figure 65: Maple Shade within Burlington County
Source: DVRPC, 2023

Population Density and Land Use

Population density is relatively evenly distributed throughout the study area. Route 73 separates a few dense census blocks from the core downtown area (Figure 66). There are approximately 20,000 residents in Maple Shade.

Figure 66: Population density in the Maple Shade study area

Source: DVRPC, 2023, US Census, 2020

Maple Shade is a dense, primarily residential municipality, with a small commercial district along the western portion of Main Street (Figure 67).

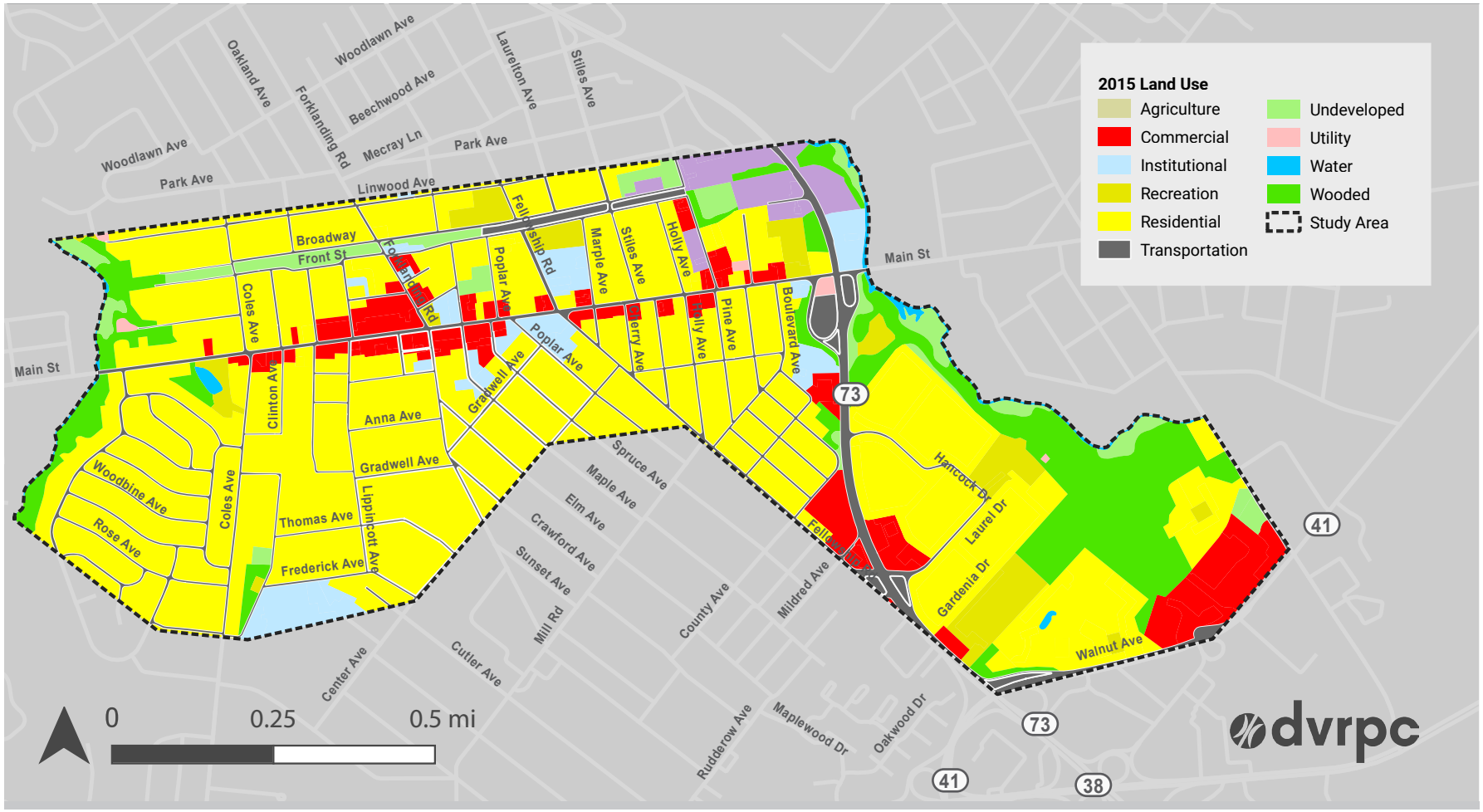


Figure 67: Maple Shade study area land use

Source: DVRPC, 2023

Route 73 acts as a barrier between many apartments and services to its east, preventing access to the downtown area (Figure 68)*. Main Street is a minor arterial.

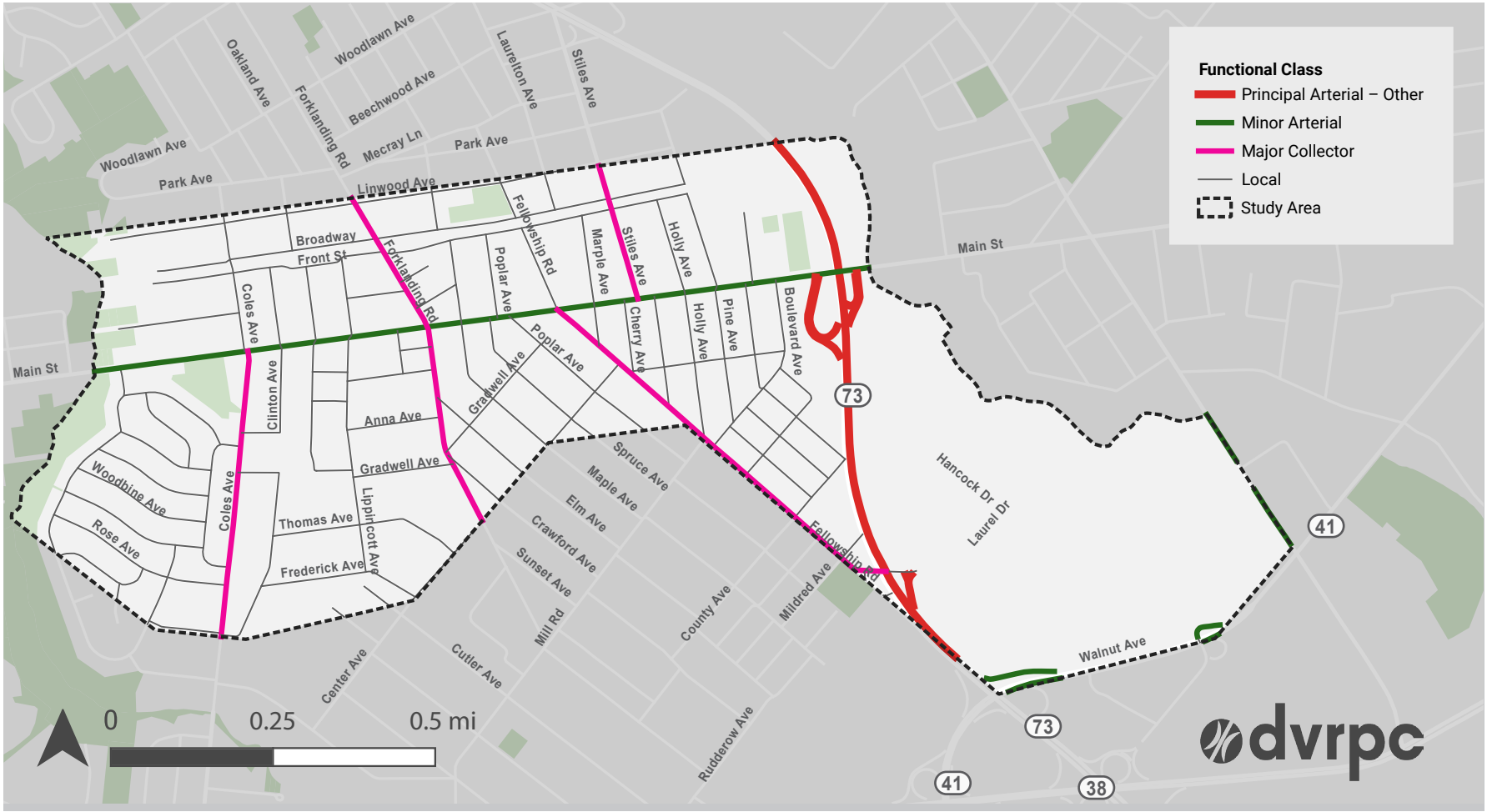


Figure 68: Maple Shade study area road network by functional classification

Source: NJDOT, 2019

*Note that roads east of Route 73 do not exist in the functional classification dataset. They are primarily local-access roads for apartment buildings.

Indicators of Potential Disadvantage

Maple Shade has higher concentrations of potentially disadvantaged residents than the surrounding area, especially in the southern part of the municipality. There are well-above-average concentrations of foreign-born individuals, and above-average concentrations of youth, older adults, racial minorities, ethnic minorities, people with disabilities, and those with limited English proficiency.

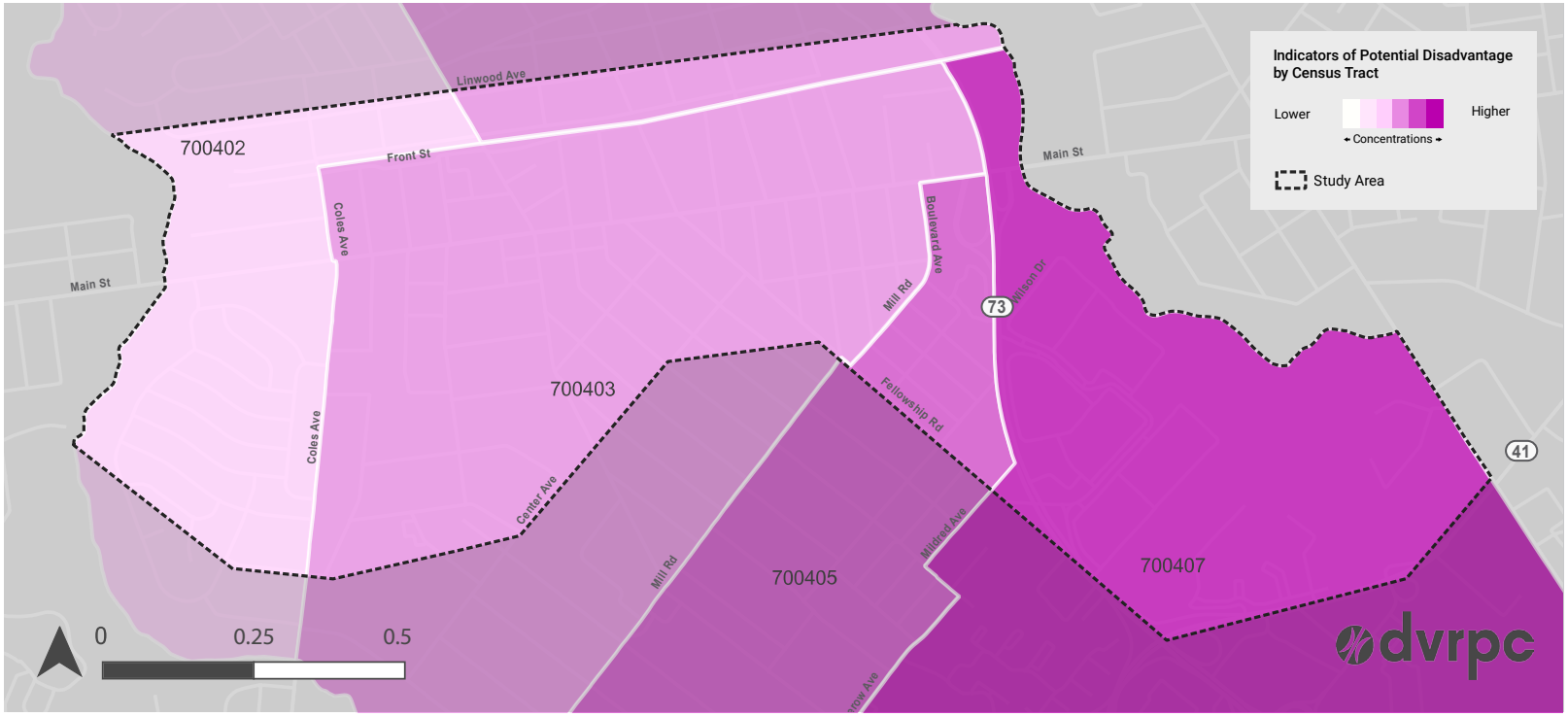


Figure 69: Maple Shade study indicators of potential disadvantage

Source: DVRPC, 2023

Transportation: Infrastructure and Transit

Maple Shade has a fairly robust sidewalk network, especially in the areas near Main Street (Figure 70). However, there are currently no bicycle facilities within Maple Shade. Essential services such as medical offices, schools, and grocery stores are dispersed throughout Maple Shade, but Route 73 is a barrier to access.

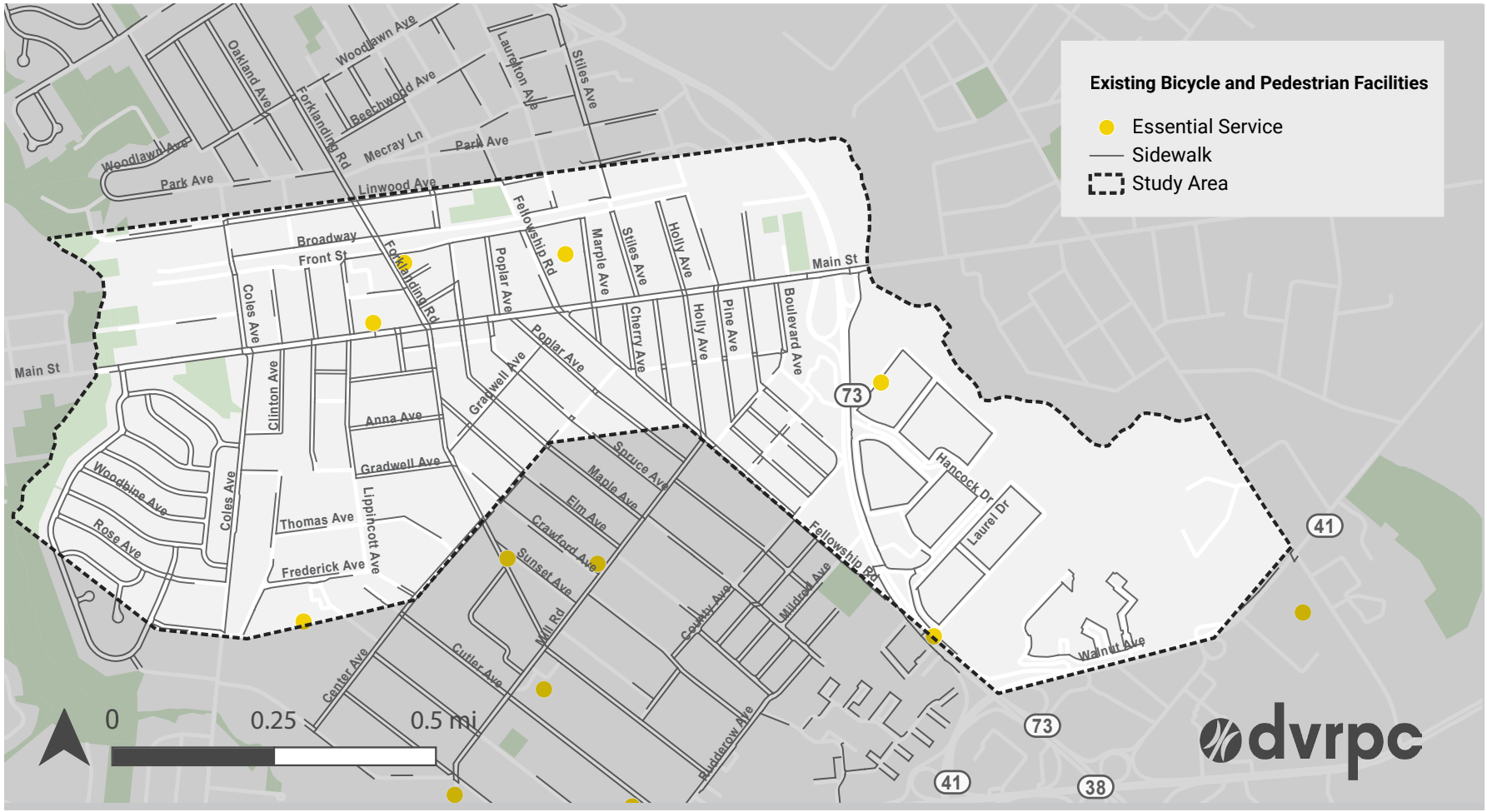


Figure 70: Active transportation network in Maple Shade study area

Source: DVRPC, 2023

The study area is served by NJ Transit's 407 bus, which connects Camden to the Moorestown Mall, and the 414 bus, which connects 30th Street Station in Philadelphia to Moorestown (Figure 71).

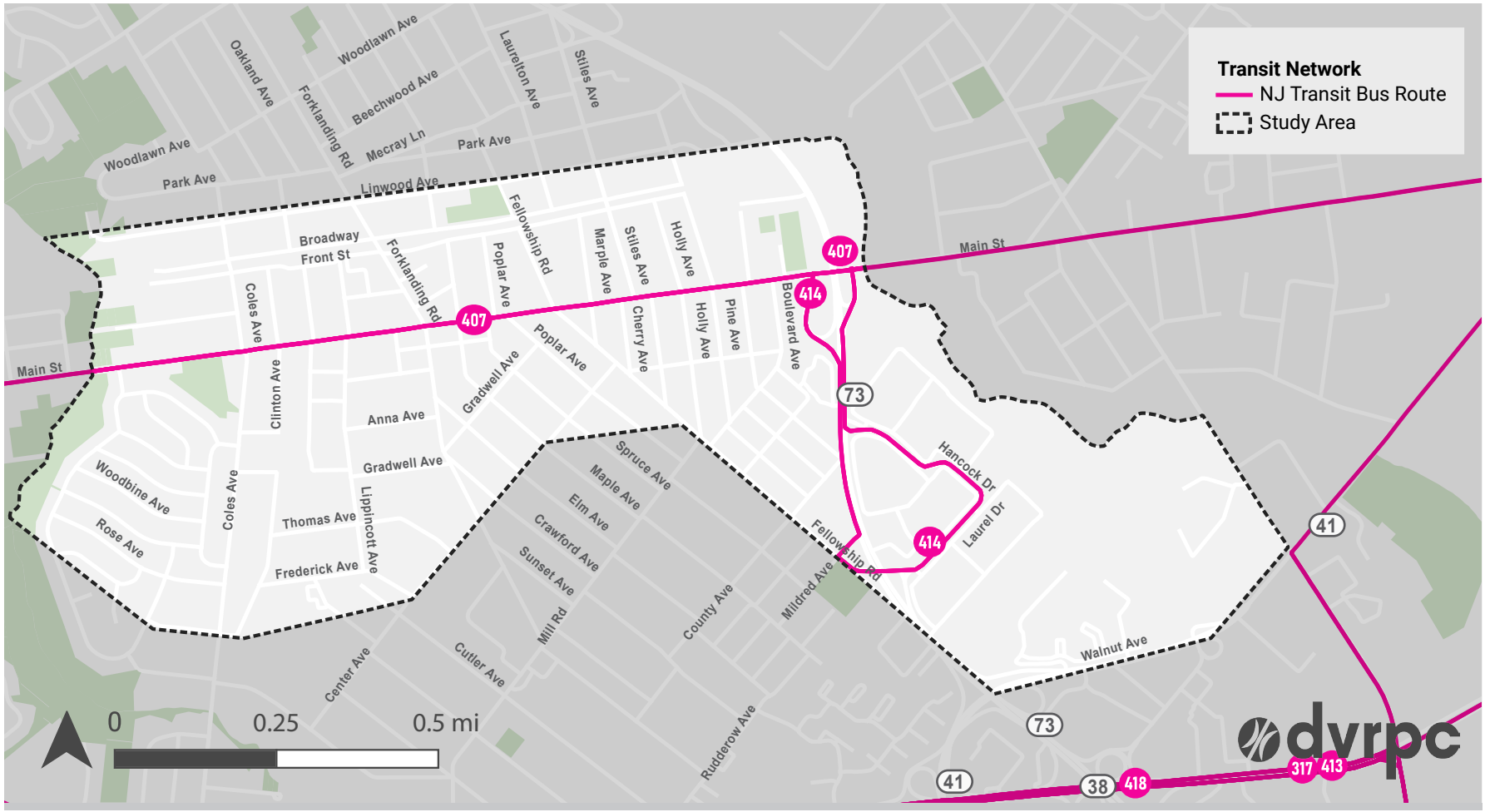


Figure 71: Transit routes in Maple Shade study area

Source: DVRPC, NJTransit, 2023

The study area is mostly composed of low-stress streets, though Main Street and Route 73 are higher stress (Figure 72). Main Street has high speeds, but has the potential to be safer and less stressful for cyclists with minimal intervention. Route 73 is primarily vehicular and would be difficult to improve without total grade separation for cyclists.

Figure 72: Level of Traffic Stress (LTS) for biking in Maple Shade study area

Source: DVRPC, 2023

Crashes

There were 20 crashes reported in Maple Shade from 2017–2020 in which a pedestrian was injured, and five in which a pedestrian was killed. In each instance where a pedestrian-involved crash resulted in a fatality, the speed limit of the road was 50 miles per hour or greater (Figure 73).

All of the incidents of pedestrian deaths took place on Route 73 or Route 38. Seven of the pedestrian injury crashes took place on Main Street, with an additional three within one block of Main Street (Figure 74).

From 2017 through 2020, there were six reported collisions between bicycles and automobiles, five of which injured a bicyclist. Three of those crashes took place on Main Street.

Note that the crashes in Figure 73 are for the entire municipality, while those in Figure 74 are only for the study area.

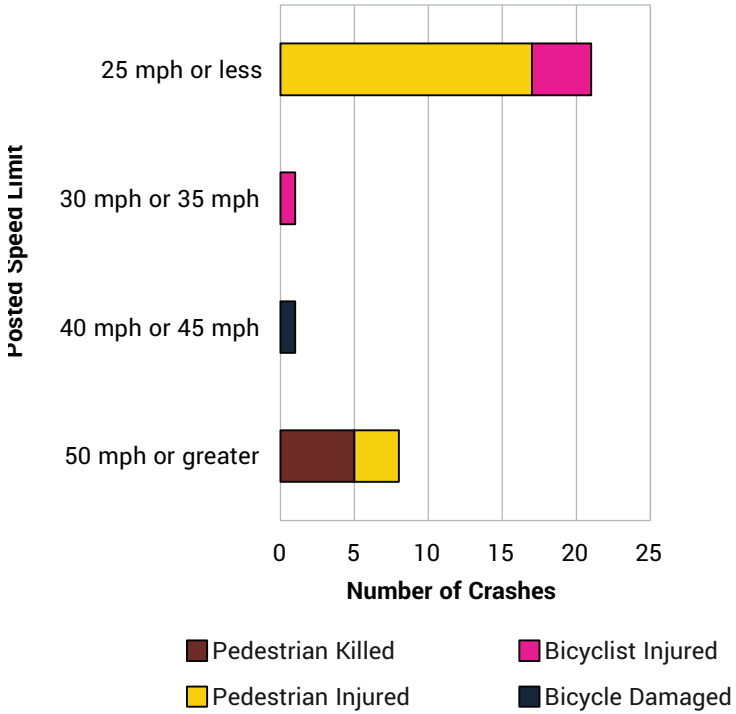


Figure 73: Posted speed by crash type, Maple Shade Township, 2017-2020

Source: New Jersey Department of Transportation, 2022

Figure 74: Crashes in Maple Shade study area (2017-2020)

Source: NJDOT, 2020, DVRPC, 2023

Maple Shade Recommendations

RECOMMENDATION SUMMARY

- 2.2 Miles of buffered bike lane
- 4.4 Miles of conventional bike lane
- 8.1 Miles of neighborhood greenway
- 2.1 Miles of multi-use path
- 5.0 Miles of sidewalk
- 12 crosswalks

BICYCLE CONNECTIVITY SUMMARY

- 25,500 people
- 647 jobs
- 20 essential services

Pedestrian Recommendations

Recommendations for Maple Shade focus on improving connections to the downtown area and important destinations, such as schools or parks. Maple Shade's grid-like street network is conducive for walking trips. Constructing sidewalks along corridors like Lippincott Avenue and Country Avenue allows for increased access to Main Street and other community resources. Improvements like curb extensions and high visibility pedestrian beacons facilitate safe crossing at higher-stress intersections. Recommendations are numbered in the text, and each number corresponds to a numbered circle on the map (Figure 77).

1. **Rails to Trails Multi-use Path parallel to Broadway and Front Street:** The New Jersey Department of Transportation (NJDOT) is exploring the implementation of the Burlington–Camden (B–C) Connector, a multi-use path adjacent to a freight rail route that spans from Pennsauken to Mt. Laurel. A 2.2-mile segment of the trail in Maple Shade has already been evaluated for feasibility. This project

Figure 75: Current slip lane at Fellowship Road

Source: DVRPC 2023, created using Remix

Figure 76: Proposed improvements at Main Street and Fellowship Road

Source: DVRPC 2023, created using Remix

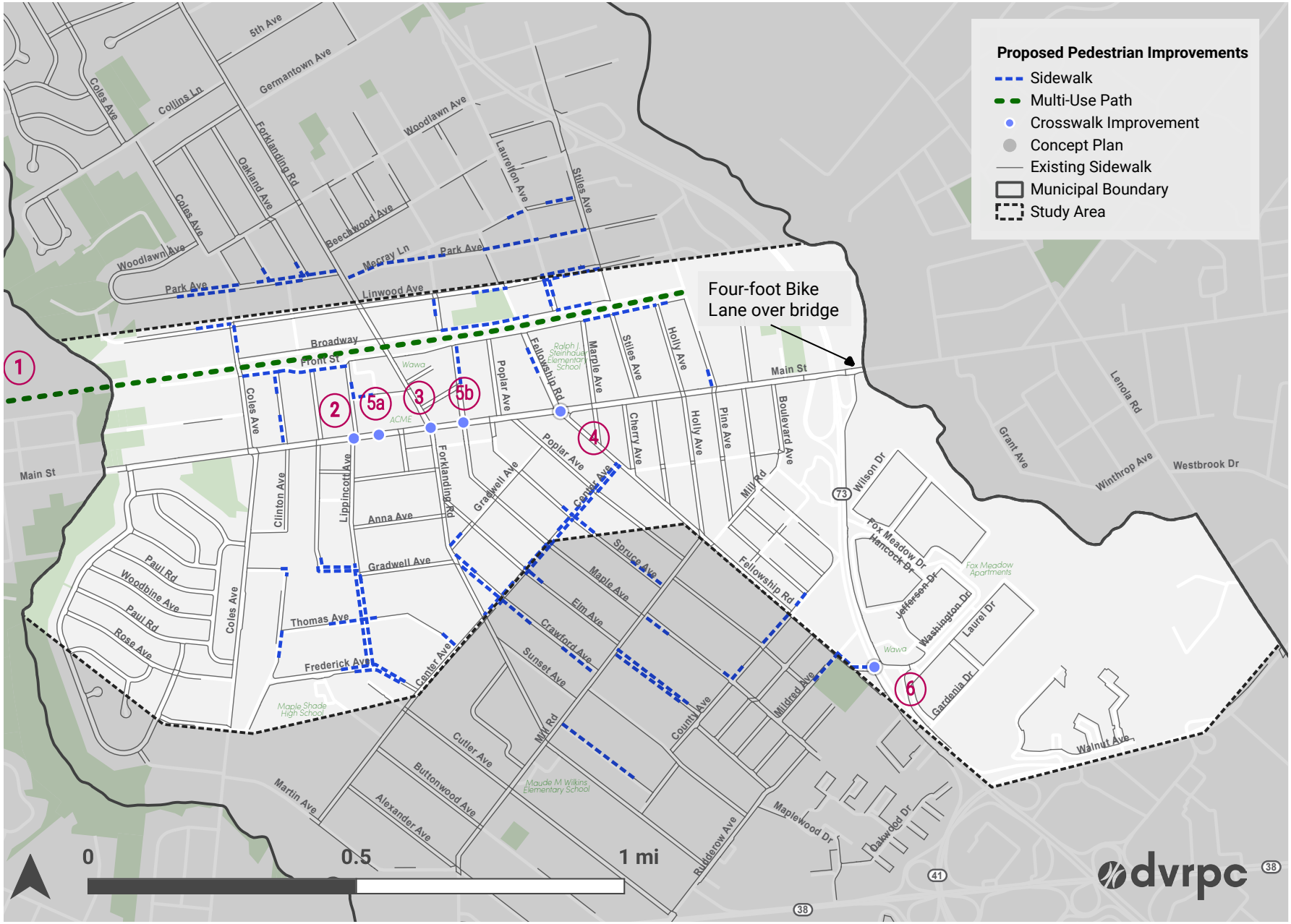


Figure 77: Proposed pedestrian improvements, Maple Shade

Source: DVRPC, 2023

anticipates the development of this trail as a potential expansion of the existing pedestrian and bicycle network.

2. **Crossing improvements at Main Street/Lippincott Avenue:** Lippincott Avenue is a low speed road connecting Maple Shade High School to the Main Street area as well as the proposed Burlington–Camden Connector. Curb extensions at Lippincott Avenue would reduce the amount of time pedestrians spend in conflict with vehicles. Complementing these sidewalk improvements, the project team recommends crosswalks to facilitate safe pedestrian crossings on Main Street.
3. **Curb extensions at Main Street/Forklanding Road:** Gazebo Park at the intersection of Forklanding Road serves as a gateway into the Main Street area. Straightening crosswalks and curb extensions are recommended at this intersection to reduce crossing distances and increase pedestrian safety.
4. **Close slip lane at Main Street/Fellowship Road:** The intersection at Fellowship Road bookends Maple Shade's downtown area and provides connections to several local schools including Ralph J. Steinhauer Elementary School and Our Lady of Perpetual Help School. As it currently functions, the northbound vehicular slip lane diminishes pedestrian safety by increasing turning speeds and pedestrian crossing times. Removing the slip lane, expanding the sidewalk area at the intersections, and straightening crosswalks reduces pedestrian conflicts with vehicles (Figure 75 and Figure 76).
5. **Main Street crossings:** There are two pedestrian-actuated crossings along Main Street, one at Lippencott Avenue at Acme (5a) and one at Maple Avenue (5b.) Although these crossings are aided by high visibility beacons, public engagement participants noted a desire for more comfortable pedestrian crossings. These crossings can be improved by shortening the crossing distance with curb extensions. Regularly-spaced speed humps on Main Street can also help reduce vehicular travel speeds.
6. **Improve Route 73 Crossing at Fellowship Rd:** Route 73 was identified as a major barrier, isolating the residents of Fox Meadow from the Main Street area. In order to facilitate safer pedestrian crossings, a leading pedestrian interval signal is recommended to allow pedestrians to cross the road several seconds ahead of turning vehicular traffic.

Maple Shade has a robust pedestrian network. Pedestrian connectivity can be greatly enhanced by prioritizing pedestrian improvements at several key segments downtown and near essential services. Intersection treatments and crossings on these roads are vital to facilitate connections. Generally, sidewalk gaps located farther from the downtown area are the least prioritized.

1. The highest priority is infilling sidewalks on side roads of Main Street such as Clinton Avenue, Maple Avenue, and Fellowship Road.
2. Additional priority areas for infilling include those along Lippincott Avenue, Gradwell Avenue, Thomas Avenue, and Frederick Avenue from the northeast and along Clinton Avenue to the west.

Figure 78: Temporary curb extension in a downtown area
Source: DVRPC, 2021

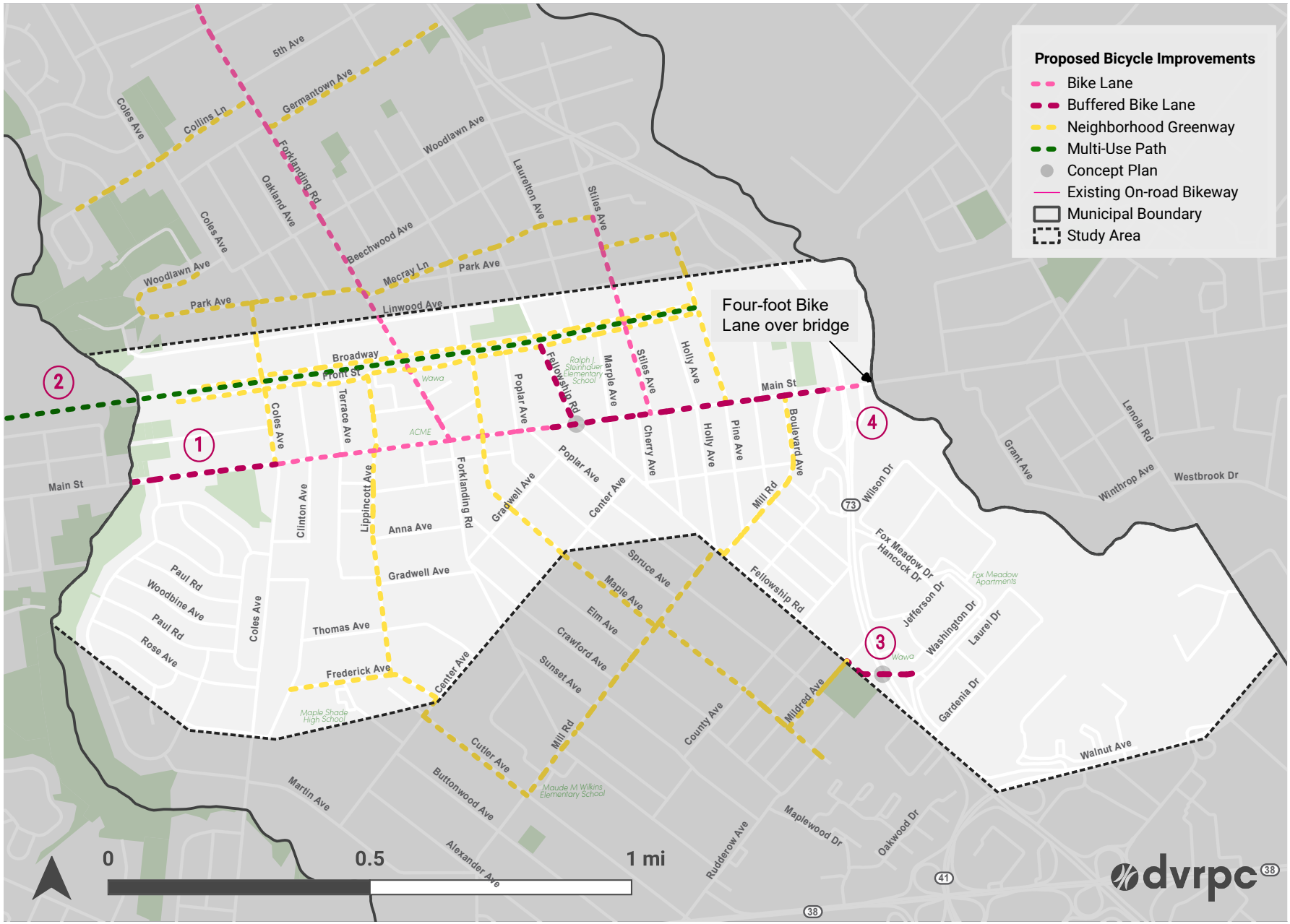


Figure 79: Proposed bicycle improvements, Maple Shade

Source: DVRPC, 2023

3. Center Avenue serves as another connection to the downtown area and Maple Shade High School. Sidewalk gaps on intersecting roads should then be infilled to support safer travel (e.g., Spruce Avenue, Maple Avenue, Elm Avenue, and Crawford Avenue).

Bicycle Recommendations

Maple Shade does not currently have bicycle facilities. To address residents' bicycle concerns, the project team developed a proposed bicycle network, which aims to connect residents to the downtown area and essential services. Maple Shade's collection of low-stress streets lends itself well to neighborhood greenways. Neighborhood greenways account for a large part of the proposed network, with bike lanes recommended on higher-stress roads to provide a safe, separated space for cyclists.

Neighborhood greenways are low-stress roads where bicyclists share the road with vehicles (see page 27 for more information). Corresponding with state guidance, these facilities are only recommended on roads with speeds below 25 mph (see Figure 27 on page 21). Vehicle speeds along neighborhood greenways are slowed using traffic calming

Figure 80: Concept design, Main Street at Fellowship Road
Source: DVRPC, 2023, created using Remix

measures such as speed humps, while traffic volumes are controlled using traffic diverters. Signage and pavement markings help to guide cyclists to other bike facilities or to key destinations. Although traffic calming is recommended on all neighborhood greenways, speed cushions are strongly recommended on Main Street, Lippincott Avenue, Maple Avenue, Mill Road, and Collins Lane. Recommendations are numbered in the text, and each number corresponds to a numbered circle on the map (Figure 79).

1. **Main Street bike lane:** Main Street is a 25 mph roadway with 10-foot-wide parking lanes throughout most of the downtown area. Parking lane widths should be reduced to provide space for conventional bike lanes. At pinch point points, where there is less public parking demand, the parking lanes are removed and buffered bike lanes are recommended (Figure 80). If further conversations indicate that private residential parking is insufficient, the design can be switched to conventional bike lanes with parking. For safety purposes, buffered bike lanes are preferred.
2. **Rails-to-Trails multi-use path:** The New Jersey Department of Transportations (NJDOT) is exploring the implementation of the Burlington–Camden (B–C) Connector, a multi-use path adjacent to the freight rail route spanning from Pennsauken to Mt. Laurel. A 2.2 mile segment of the trail in Maple Shade has already been

Segment Extent	Approximate Number of People Connected
Rail-to-Trail along freight tracks	39,800
Main St. (entirety of municipality)	21,700
Fellowship Rd. (Mildred Ave. to Forklanding Rd.)	20,100
Forklanding Rd. (Main St. to Park Ave.)	17,000

Table 12: Maple Shade bicycle improvements in order of priority
Source: DVRPC

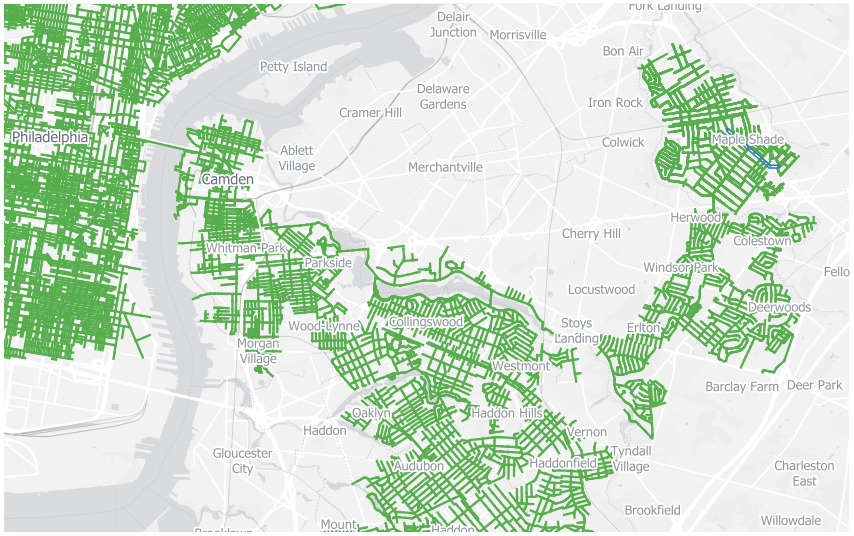


Figure 81: Low-stress roads connecting Maple Shade to Philadelphia
Source: DVRPC, 2023

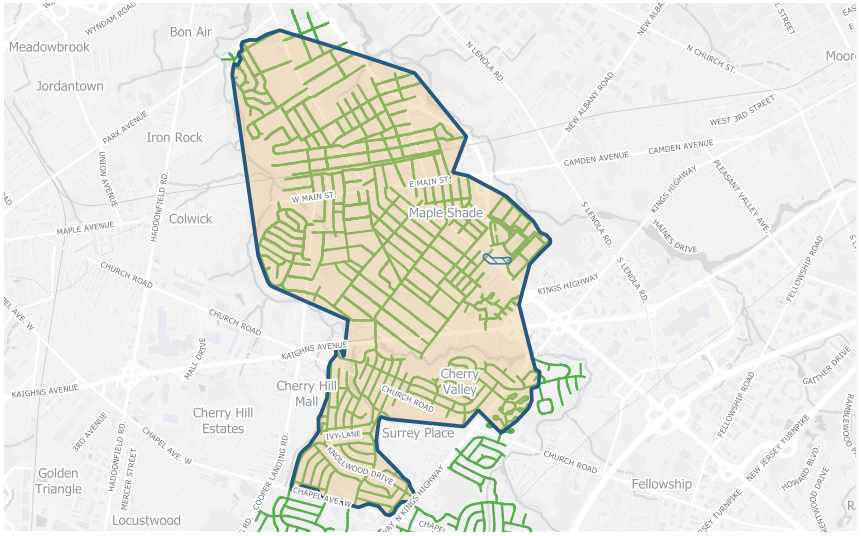


Figure 82: Three-mile bikeshed around Maple Shade

Source: DVRPC, 2023

evaluated for feasibility. These recommendations anticipate the development of this trail as a potential expansion of the existing pedestrian and bicycle network.

3. **Crossing of Route 73:** Complementing proposed pedestrian facilities, bicycle lanes are recommended on Fellowship Road guiding bicyclists through the intersection at Route 73.
4. **Main Street/Route 73 Overpass:** Four-foot-wide bike lanes are recommended over the bridge to increase separation between bicyclists and vehicles. Wider bike lanes are not possible without widening the bridge or eliminating turn lanes onto the ramps for Route 73.

As in the other municipalities, population connected via a segment was used to prioritize which segments to prioritize for investment. The LTS prioritization methodology can be found on page 22. Maple Shade is connected directly to Philadelphia via low-stress streets, so the analysis was constrained to a 3-mile bike ride around Maple Shade. See Figures 82 and 83.

Building a multi-use path alongside the freight rail corridor would have the greatest connectivity benefit, due to the immediate low-stress connection it would provide to adjacent towns, and eventually to the full regional Circuit Trail network. Note that the trail along the freight corridor is a new segment, not an existing trail or roadway. For this reason, the analysis includes a proxy study segment, composed of a few on-street connections paralleling the rail corridor, to produce an approximation where the rail trail would connect. In the coming year, DVRPC will have a tool to accurately add segments to the network for this type of analysis.

Table 12 shows each segment and the approximate number of people that live along low-stress areas that could be accessed by the segment. Population cannot be added when considering constructing multiple segments; that would double-count people who live in Maple Shade. Any segment built within Maple Shade would connect approximately

Population	25,500
Nonwhite Population	8,700
Hispanic/Latino Population	3,300
Mileage of Nearby Circuit Trails	.35 (Pipeline trail)
Number of Jobs	647 in Burlington County, 806 in Camden County
Essential Services	Activity Center for Seniors or Disabled Individuals: 1 Food Store: 8 Health Facility: 4 University: 1 School (private): 1 School (public): 1
Rail Stations	0

Table 13: Connectivity benefits of improving bicycle facilities on all recommended segments in Maple Shade

Source: DVRPC, 2023

17–18,000 people (the population of Maple Shade), while segments that connect to other municipalities would increase that number.

It is not possible to simply add the total number of people connected in Table 12 to come up with a total project benefit. That must be performed at the analysis level. In an effort to understand the total benefit of the recommendations here, all bicycle recommendations that would lower the stress level of mid-to high-stress roadways were run in the analysis at once. The connectivity benefit is shown in Table 13, including all factors (beyond just population).

CHAPTER 6:

Next Steps

Project Bundles

It is unlikely that all of these projects could be pursued at once due to differing timescales, funding eligibility and availability, and project complexity. Rather, it is suggested that projects be bundled where their scope, jurisdiction, or general project area overlap. One example of a potential bundle is neighborhood greenways, which are recommended on local roads and are inexpensive to implement. Table 14 shows all recommended bundled projects, with their relative cost, implementation period, and responsible party.

County-Owned Roads

The first bundle pertains to County roads. Many of the recommendations in this report are on County-owned roads, particularly along the main street of each municipality. Rather than initiate three separate projects in each municipality competing for similar funding sources, the County could consider bundling all on-street recommendations within County jurisdiction into its standard resurfacing processes, using NJDOT's County Aid program.

Roadway Resurfacing

Many of the recommendations involve simple restriping of the roadway, and therefore could be folded into Burlington County's routine roadway resurfacing projects, with assistance from DVRPC. DVRPC has a work program item for technical assistance in designing bike facilities to incorporate into resurfacing projects. County Aid is often used to fund re-striping and resurfacing. In their 2020 funding guide, Cross County Connection Transportation Management Association (CCCTMA) writes "Incorporating bikeways into these projects [restriping and resurfacing] can maximize the effectiveness of this grant with little additional cost." Roadway resurfacing would only cover on-street portions of work, so trails or sidewalk improvements would not be included.

NJDOT Local Aid Bikeways Program

For recommendations that cannot be folded into routine resurfacing, such as building off-street bikeways or trails, NJDOT Local Aid Bikeways Program is an alternative that could address some of the bicycle recommendations. One of the key selection criteria is connectivity, which this report addresses in detail with information about the quantifiable connectivity benefit of each segment proposed. Connectivity benefit was only calculated for biking connections, but for off-road facilities, the benefits would also include pedestrians. The County is an eligible applicant for this funding source, and the application could benefit from the scale of combining recommendations across the three municipalities.

Recommendations in this plan were made on the following County-owned segments:

- Evesham
  - Main Street;
  - Marlton Pike;
  - Maple Avenue (involves lane consolidation, likely would include capacity analysis);
  - Marlton Parkway; and
  - Evesboro Medford Road.
- Mansfield
  - Main Street; and
  - Atlantic/New York Avenue.
- Maple Shade
  - Main Street;
  - Fellowship Road; and
  - Stiles Avenue.

Project Bundle	Relative Cost ($-$$$$)	Implementation Period	Responsible Party	Primary Funding Source
County-Owned Roads Resurfacing and Bikeways	Resurfacing: $ Bikeways: $$$	Resurfacing: rolling/ variable Bikeways: medium / long term	Burlington County	County aid, NJDOT Local Aid Bikeways Program
Evesham Cut-Throughs	$$$	Medium term	Evesham Township	Municipal aid / Municipal capital dollars
Evesham Jughandle Closure(s)	$$$$	Medium term	Evesham Township / NJDOT	STBGP-PHILA
Maple Shade Crossing Improvements at Route 73	$$$$	Medium term	Maple Shade / NJDOT	STBGP-PHILA
Main Street Trail - Evesham	$$$$	Long term	Evesham Township	TASA
Main Street Trail - Mansfield	$$$$	Long term	Mansfield Township	
Mill Road Trail - Mansfield	$$$$	Long term	Mansfield Township	
Rail-by-Trail - Maple Shade	$$$$	Long term	Maple Shade Township	
Safe Routes to Schools - Evesham	$$	Short/medium term	Evesham Township	SRTS
Safe Routes to Schools - Mansfield	$$	Short/medium term	Mansfield Township	
Safe Routes to Schools - Maple Shade	$$	Short/medium term	Maple Shade Township	

Table 14: Bundled projects with relative costs, implementation periods, responsible parties, and potential funding sources

Source: DVRPC

Project Bundle	Relative Cost ($-$$$$)	Implementation Period	Responsible Party	Primary Funding Source
Expo - Evesham	$	Short term	Evesham Township	Expo
Expo - Mansfield	$	Short term	Mansfield Township	
Expo - Maple Shade	$	Short term	Maple Shade Township	
Neighborhood Greenways - Evesham	$	Short term	Evesham Township	Municipal capital dollars
Neighborhood Greenways - Maple Shade	$	Short term	Maple Shade Township	
Municipal Bike Lanes - Evesham	$	Short/medium term	Evesham / Mansfield / Maple Shade Townships	Municipal aid
Municipal Bike Lanes - Mansfield	$	Short/medium term	Evesham / Mansfield / Maple Shade Townships	
Municipal Bike Lanes - Maple Shade	$	Short/medium term	Evesham / Mansfield / Maple Shade Townships	

Cost Key

$	Utilizes minimal resources; primarily labor for simple enhancements such as painting bumpouts.
$$	Requires moderate resources; includes material and labor costs for small-scale improvements.
$$$	Demands significant resources; involves both material and labor for complex enhancements.
$$$$	Extensive resource usage; encompasses high material, labor, and possibly land costs.

Implementation Period

Short term	0-2 years
Medium term	2-5 years
Long term	5+ years

Trails

The recommendation for building the trail segments in each municipality is for each municipality to apply for Transportation Alternative Set Aside (TASA) funding due to the cost and complexity of trail projects. Alternatively, the County could bundle the projects and apply, but this would require the County to be the primary applicant.
If TASA funding is used for design, it is wise to ensure funding is secured for construction, otherwise the municipality would be required to fund construction.

Evesham Cut-throughs

The cut-throughs recommended in Evesham, shown in item 2 in Figure 40 on page 44, are all small and relatively low-cost compared to longer or more capital-intensive projects. It is therefore recommended that Evesham pursue building these improvements using Municipal Aid, or otherwise programming municipal capital dollars toward these improvements. The cut-throughs are important for connecting neighborhoods that would otherwise require long and circuitous sidewalk connections to bridge them. These cut-throughs are an efficient way to achieve the same goal—connecting disconnected neighborhoods to each other and to the downtown area. Certain cut-throughs, such as behind Virtua Hospital, are on private land, and will likely require coordination with the property owner.

Evesham Jughandle Closure(s)

This report recommends two crossing improvements over Route 70—one on Maple Avenue, and the other on Radnor Boulevard. Both represent important connections, but for the purposes of prioritization, the Radnor Boulevard crossing is perhaps more feasible due to the low-stress nature of the streets it connects, and therefore the reduction of traffic impact if the jughandles at the crossing were closed. At either crossing, closing jughandles would require extensive coordination with NJDOT, but the benefit would be increased pedestrian and bicycle safety at the crossing. It would also require a municipal letter of support from Evesham Township to NJDOT indicating that the Township desires the jughandle closure. This project would be the responsibility of NJDOT.

Maple Shade Crossing Improvements at Route 73

This recommendation requires NJDOT coordination with Maple Shade for the purposes of increasing bicycle and pedestrian safety crossing Route 73. STBGP funds are probably the most realistic for this crossing, as HSIP money requires a high-crash threshold that this intersection may not meet.

Safe Routes to Schools (SRTS)

Schools were a large focus of this study, and it is recommended that each municipality pursue SRTS funding for locations near schools.

In Evesham, the primary focus area of the application should be around Tomlinson Mill Road and Willow Bend Road, where there are three schools. Both bicycle and pedestrian recommendations (page 43 and page 49) should be included in this recommendation.

In Maple Shade, the application should focus on the neighborhood greenway proposed on Frederick Avenue and Lippincott Avenue, as well as filling the sidewalk gaps on the same streets, as well as on Thomas and Clinton Avenues. The application should also include the crossing improvements recommended at the intersection of Lippincott Avenue and Main Street.

In Mansfield, the application should focus on filling in sidewalk gaps on Locust Avenue and New York Avenue.

SRTS application cycles open every two years. CCCTMA has a Safe Routes Coordinator who can provide free technical assistance for municipalities applying for SRTS. The next application window opens in July of 2023.

Expo

DVRPC's Expo: Experimental Pop-ups program offers assistance to communities (counties, municipalities, community/neighborhood groups, or partnerships therein) in the region to test innovative solutions to transportation problems through demonstration, or pop-up projects on non-state, non-federal aid roads.

Pop-up projects serve as a way to educate the public, as well as fine-tune a project before a major capital expenditure. The use of paint, flex-posts, and other temporary materials allow for planners to test a concept, while educating the public and showcasing what a facility would look like on the ground.

In Evesham, good candidates for Expo include:

- Bike lanes on Main Street, to showcase benefits to the public;
- Bike lanes on Willow Bend Road, to showcase benefits along a school corridor; and
- Bumpouts with shortened crosswalks at the intersection of Brick and Evans Roads, to showcase the benefits of safer pedestrian crossings and to test turning radii.

In Mansfield, good candidates include:

- The intersection of Main Street and New York Avenue, where bumpouts could be painted and tested to ensure that truck turning radii are maintained, while highlighting the benefit of shortened crossings for pedestrians;
- The County's proposal of a two-way cycletrack along Atlantic Avenue connecting from Main Street to the recently acquired right-of-way for the Circuit Trails; and
- Bike lanes on New York Avenue, north of Main Street.

In Maple Shade, good candidates for Expo include:

- The closure of the Fellowship Road slip lane onto Main Street, replacing it with a pop-up park or art space; and
- Bike lanes on Main Street, showcasing the typical cross section for 1—2 blocks and illustrating trade-offs in terms of space given to cyclists with and without parking removal.

Neighborhood Greenways

Neighborhood Greenways are low-cost and typically involve paint, signage, and occasionally speed humps or volume diverters. For this reason, the neighborhood greenways recommended in Maple Shade and Evesham can be implemented with municipal funds. Neighborhood greenways are low-cost and are recommended on roads that are already low-stress. For this reason, municipal funds should be used to create these improvements, with applications for other funding sources going toward addressing bike lanes, trails, or other improvements with greater connectivity or safety benefit.

Bike Lanes on Municipal Roads

While Main Street areas are generally County roads in each of the three municipalities, other bike lanes are recommended on municipal roads. Where possible, bike lanes can be folded into existing resurfacing projects. Guidance is limited here as municipalities differ in how they approach resurfacing.

For bike lanes that cannot be folded into a routine resurfacing, Municipal Aid is also an option. Applications for municipal aid receive points based on various criteria including existing conditions, Average Daily Traffic (ADT), safety improvements, and access to services to public, and information for many of those factors is available in this report, including segment-specific connectivity information (Appendix A).

In addition to Municipal Aid, NJDOT administers a competitive program for building new bikeways called NJDOT Local Aid Bikeways Program. One of the key selection criteria is connectivity, which this report addresses in detail with information about the quantifiable connectivity benefit of each segment proposed.

Funding Sources

There are a variety of funding sources that should be considered for this project. CCCTMA has created a funding guide that is helpful for municipalities navigating different funding sources; that guide is viewable at the CCCTMA website. The guide also features a table showing which activities are eligible for which funding sources, and which entities can apply. For convenience, this table has been included in Appendix BC. Many of the funding sources listed can be used for multiple activities.

Federal

Surface Transportation Block Grant Program (STBG)

The STBG provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. This funding source may be useful particularly at crossings of large federal-aid highways, such as Routes 70 and 73. STBG would require additional feasibility studies and/or concept development before moving to the design stage. Maple Shade and Evesham should coordinate with the County to advance concept development with DVRPC, as all of the Local Concept Development projects funded by DVRPC so far have been in coordination with counties.

State

Transportation Alternatives Set-Aside Program (TASA)

TASA is administered by NJDOT. TASA provides federal funds for community-based "non-traditional" surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system. Projects must be directly related to surface transportation and be accessible to the public. TASA funds are provided on a reimbursement basis. Eligible projects include design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Projects must be authorized for construction within two years of the grant notification, and they must have formal community support.

NJDOT Local Aid Bikeways Program

NJDOT administers a competitive program for building new bikeways. One of the key selection criteria is connectivity, which this report addresses in detail with information about the quantifiable connectivity benefit of each segment proposed. Information about the program can be found here. Counties and municipalities are both eligible.

Regional

Regional Streetlight Procurement Program (RSLPP)

DVRPC's RSLPP assembles the resources needed to design, procure, and finance the transition to light-emitting-diode (LED) street lighting at the municipal level. The RSLPP is designed to help municipalities overcome the barriers of implementing an LED conversion project, such as navigating the conversion process, identifying the best solutions, finding trusted project partners, and paying for the upfront cost of the project. The RSLPP is organized in four phases: 1) Feasibility, 2) Project Development, 3) Construction, and 4) Post Construction Operations and Maintenance. Municipalities are responsible for the project implementation and maintenance costs. However, they benefit from cost savings in all four steps due to the pooling of municipal resources. In addition, DVRPC manages the program and guides municipalities through each step of the process. The RSLPP has assisted municipalities in installing new LED street lights in certain cases.

RSLPP is recommended here due to public interest in increased lighting on certain corridors, such as around Evans Road and Willow Bend Road in Evesham, and along multi-use paths recommended in each municipality.

Transportation and Community Development Initiative (TCDI)

The TCDI is an opportunity for DVRPC to support growth in individual municipalities of the Delaware Valley through planning initiatives that implement the region's long-range plan. TCDI grants support early stage planning, design, and feasibility studies. Eligible projects reinforce

and implement improvements in designated centers and improve the overall character and quality of life within the region. Among the eligible activities are wayfinding plans and mobility elements of master plans. More information about TCDI can be found here.

County

County Resurfacing Program

Burlington County and DVRPC are working to develop a program to incorporate multimodal transportation options during routine resurfacing of county roads. On-street bicycle facilities make up many of the recommendations in this plan, and this program could advance some of these projects. Note that only county roads are eligible for this upcoming program. See a list of county roads here.

Municipal

Municipalities may also consider funding projects with municipal funds, earmarking projects based on planning goals. Developer fees or special assessment district fees may also be used to fund these projects.

Nonprofit

PeopleForBikes Community Grants

The PeopleForBikes Community Grant Program provides funding for important projects that make bicycling better in communities across the U.S. These projects include (but are not limited to) bike paths, lanes, and trails; mountain bike and BMX facilities; Bike parks and pump tracks; bike racks and bike repair stations; and large-scale bicycle advocacy initiatives.

Community Transportation Association of America Grant Programs (CTAA)

CTAA administers four active grant programs with a focus on improving the transit for all Americans, regardless of geography, ability, age, or income level.

Appendices

A: LTS Prioritization Recommendations

B: Evesham Recreation and Open Space Map

C: Grant Funding Program Matrix

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

APPENDIX A:

LTS Prioritization Recommendations

Roadway segments were prioritized for cyclists using the methodology described on page 22. The maps in Appendix A show an analysis of each segment where recommendations would connect new low-stress islands. Note that this means that neighborhood greenways, or similar segments, where the study segment is low-stress, do not show up in this appendix, as they would not connect new areas via a new low-stress segment. This does not negate the benefit of neighborhood greenways or otherwise improving low-stress road segments.

Each map in Appendix A reports out:

- The mileage of proximate low-stress streets (DVRPC, 2017)
- Nearby population characteristics (Census, 2020)
- Circuit Trails (DVRPC, 2022)
- Jobs within study segment or low-stress areas (NETS, 2015)*
- Bicycle and pedestrian crashes along the study segment (NJDOT, 2017–2022)
- Essential services:
    - Parks/Open Space, 2016
    - HRSA (2020)
    - NCES (2017-2018)

*Jobs data based on NETS 2015 estimates.

In general, these maps provide rounded estimates for population, jobs, and other factors. Block-level Census data were used for this analysis, which can have a higher margin of error than higher-level geographies, particularly in rural areas. For this reason, study segment information should be compared in a relative sense; differences in 100 or 200 people between segments are likely within the margin of error.

Additionally, when considering the segments in Appendix A, segment level data cannot be added between segments. In other words, if there are two segments in a study area, they likely overlap in terms of people or jobs connected, and adding them together to report out in a grant would double-count data. But figures called “All Segments” were created for each municipality, which can safely be used to report out a study-level connectivity benefit of building all of the recommended segments (that would reduce the LTS level only) in each municipality.

Figure 83: Connectivity analysis: Evesham, All Segments

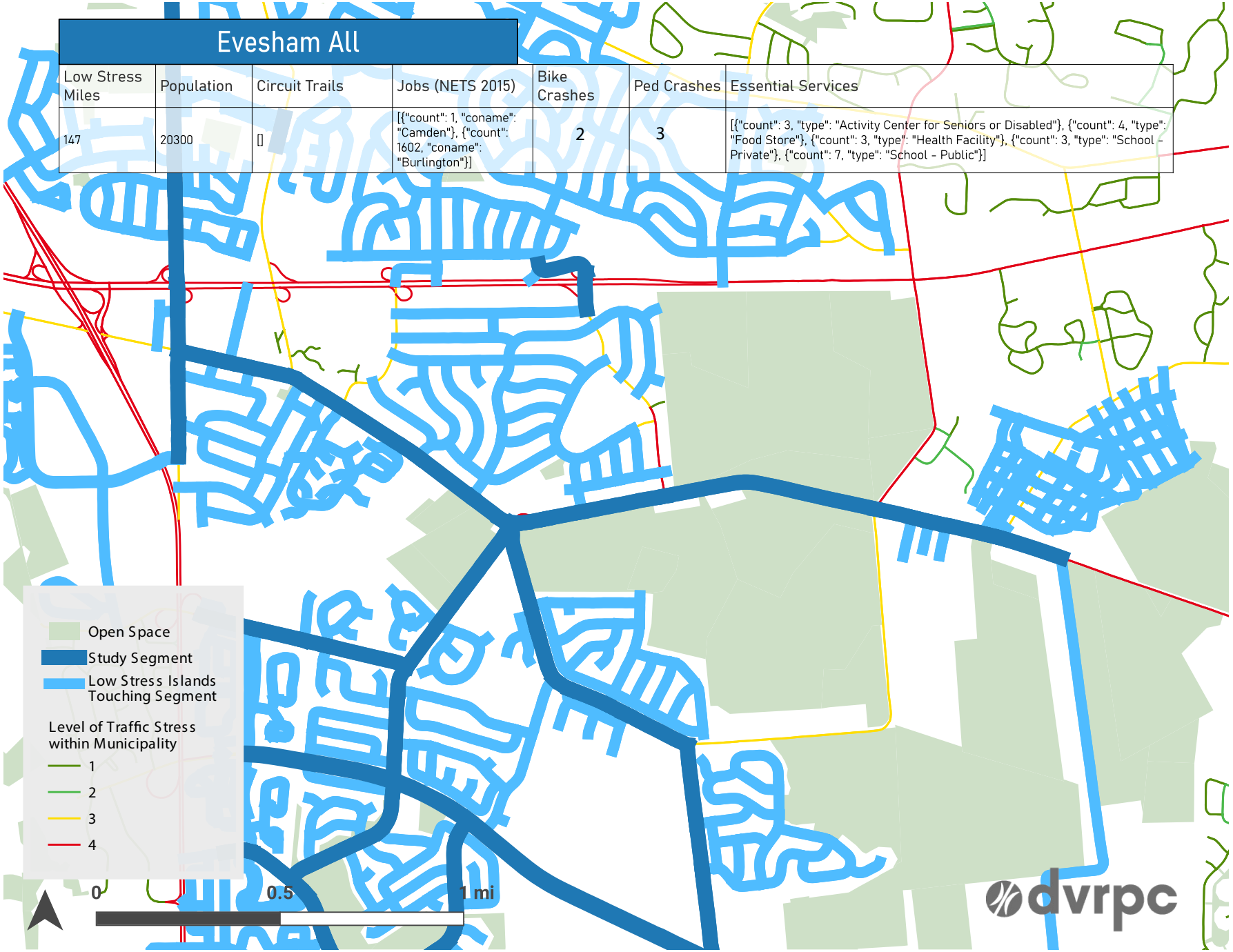


Figure 84: Connectivity analysis: Evesham, Brick Road

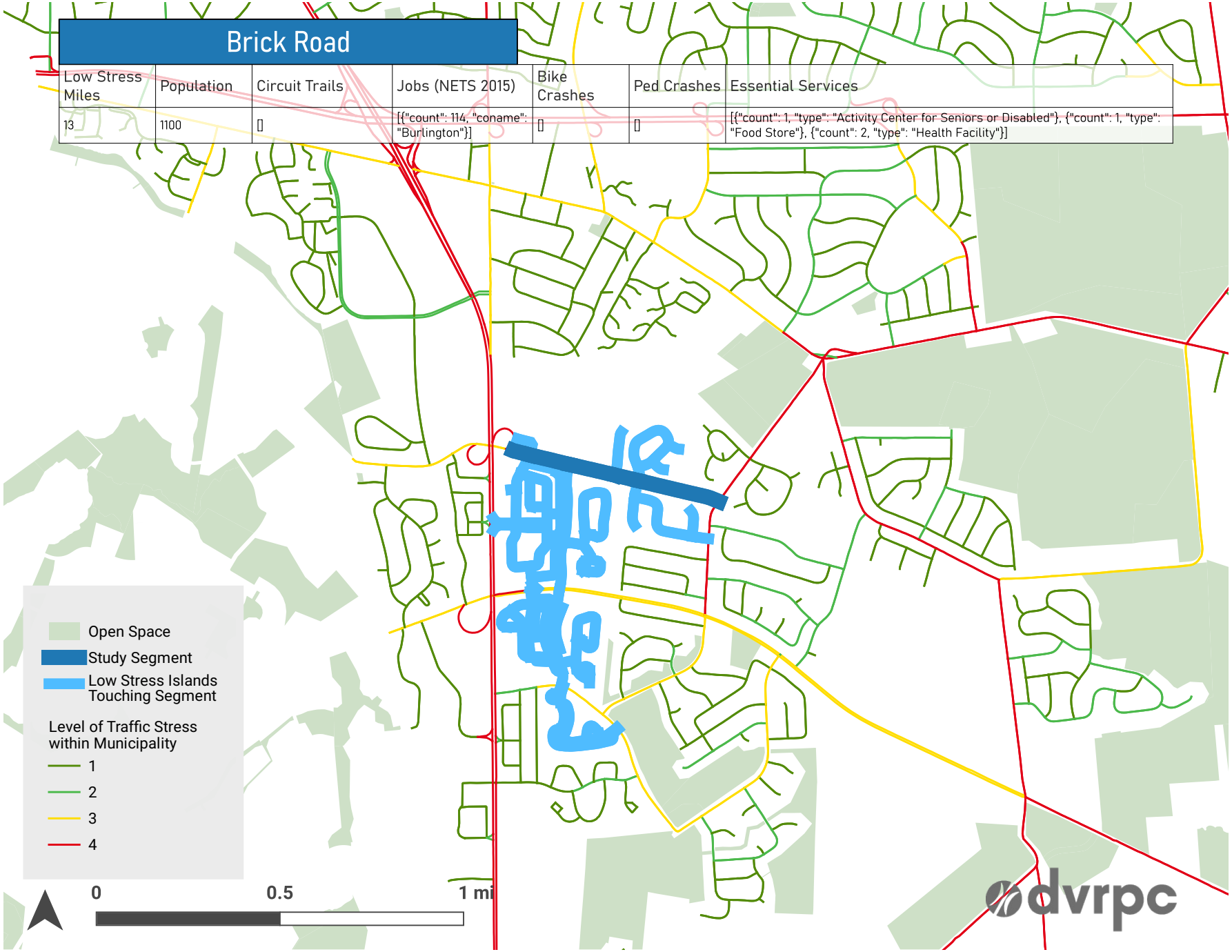


Figure 85: Connectivity analysis: Evesham, Commonwealth Drive

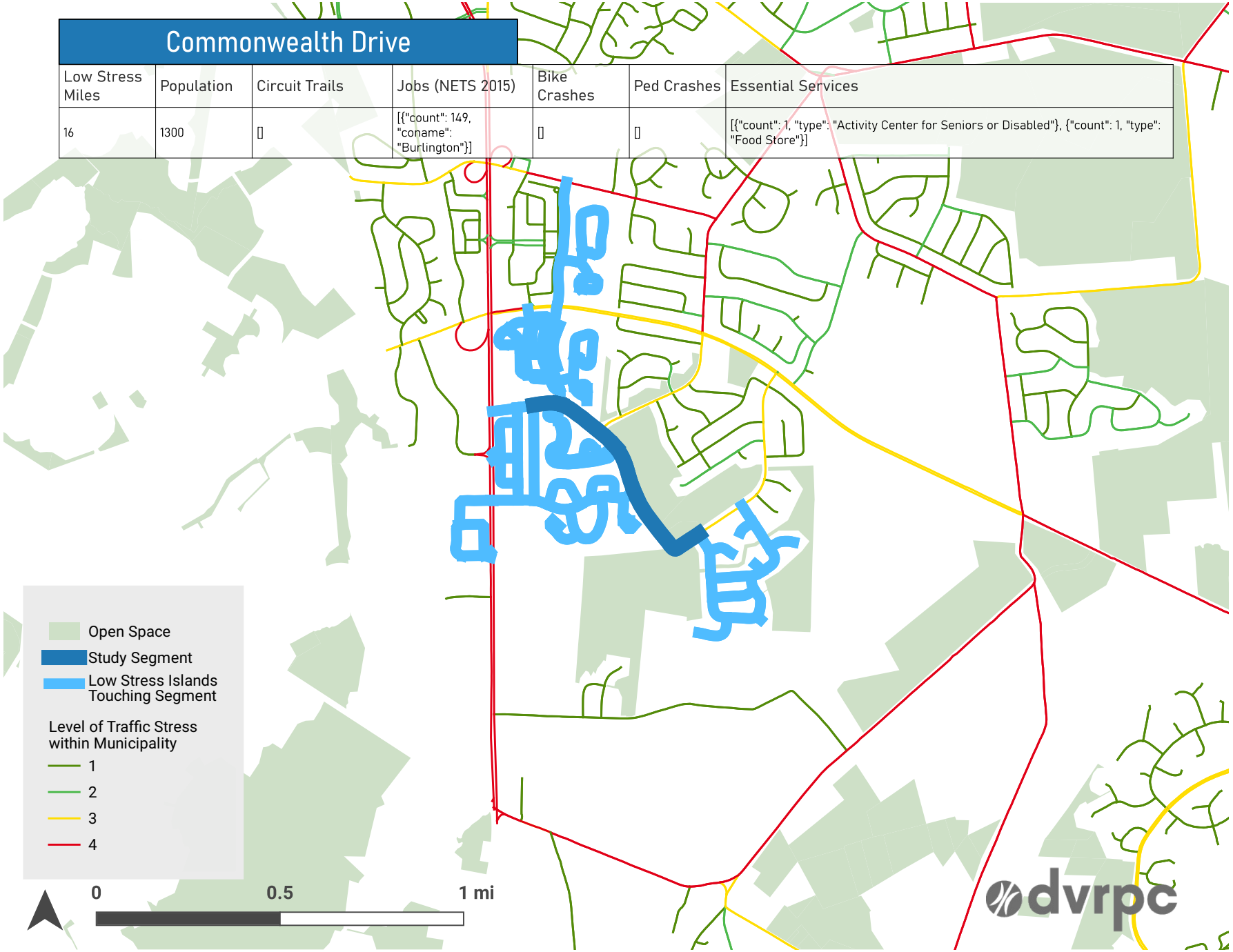


Figure 86: Connectivity analysis: Evesham, Evans Road

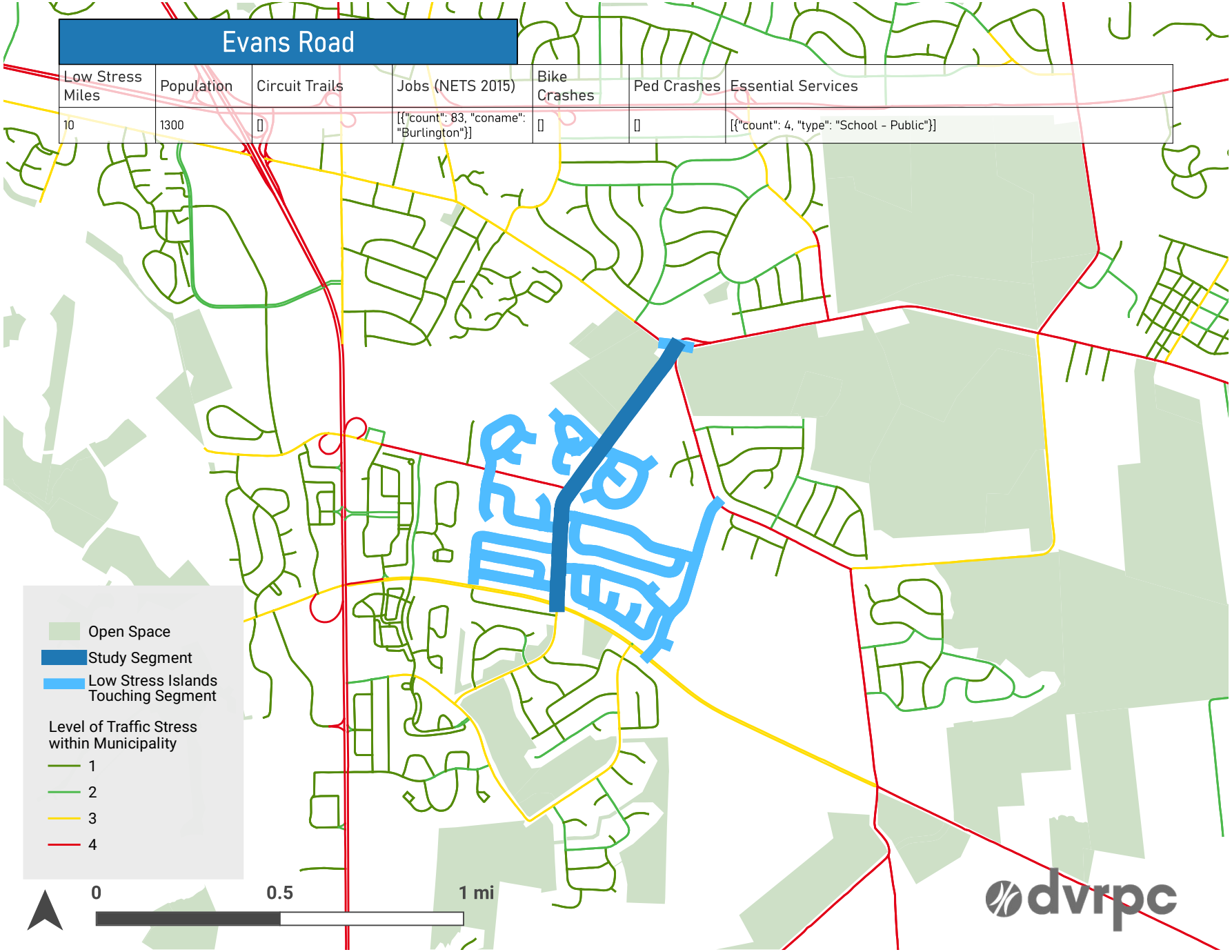


Figure 87: Connectivity analysis: Evesham, Main Street East

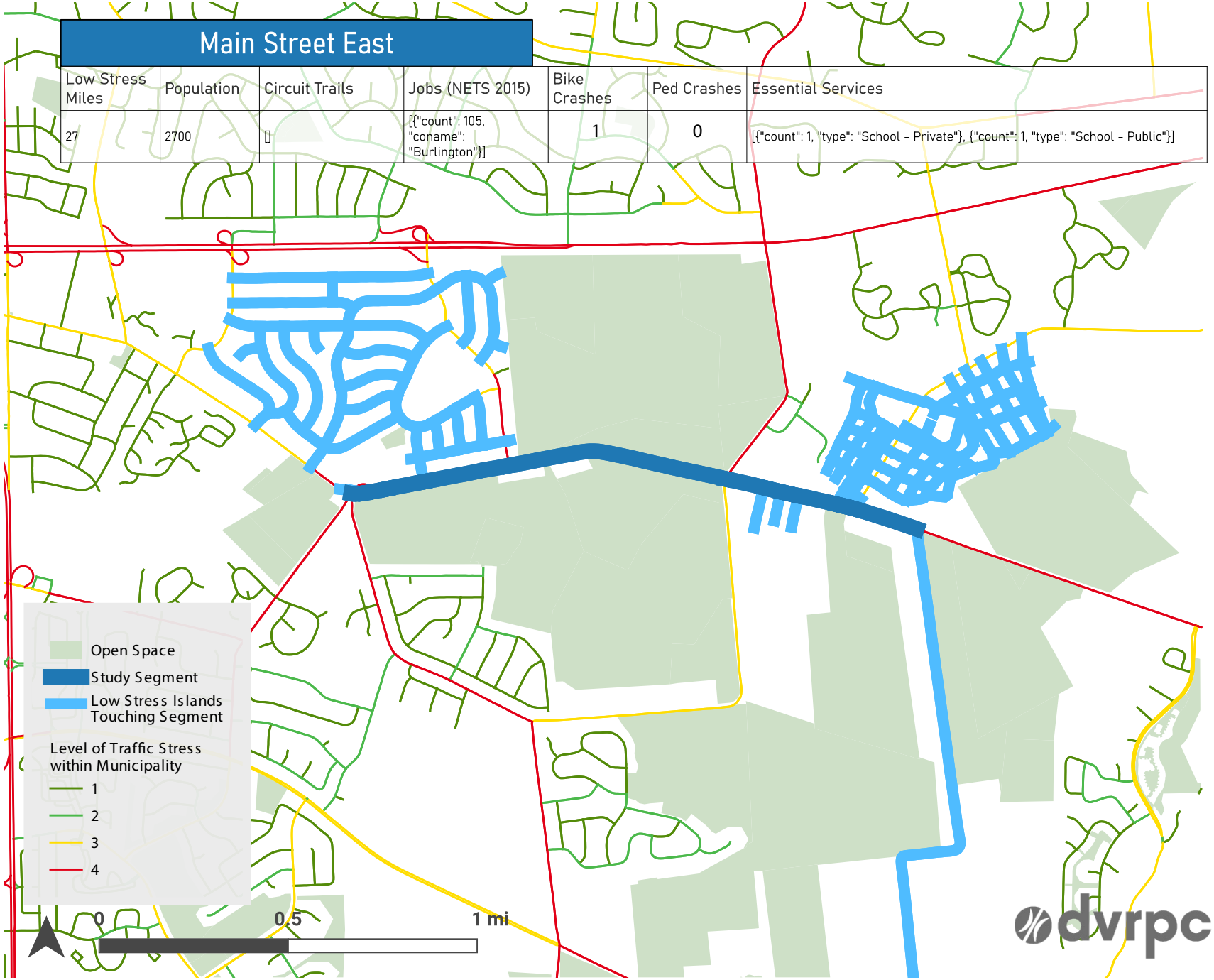


Figure 88: Connectivity analysis: Evesham, Main Street West

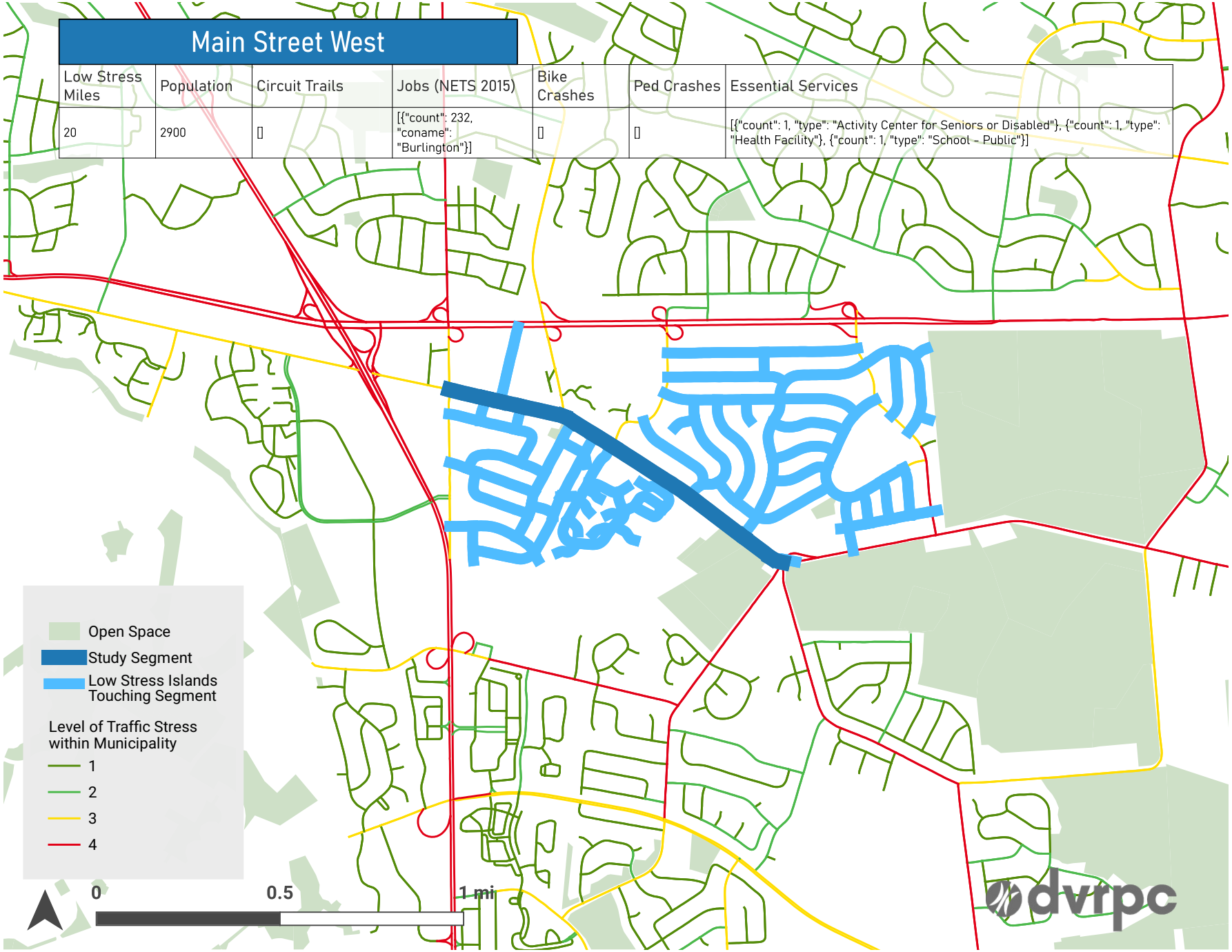


Figure 89: Connectivity analysis: Evesham, Maple Avenue North

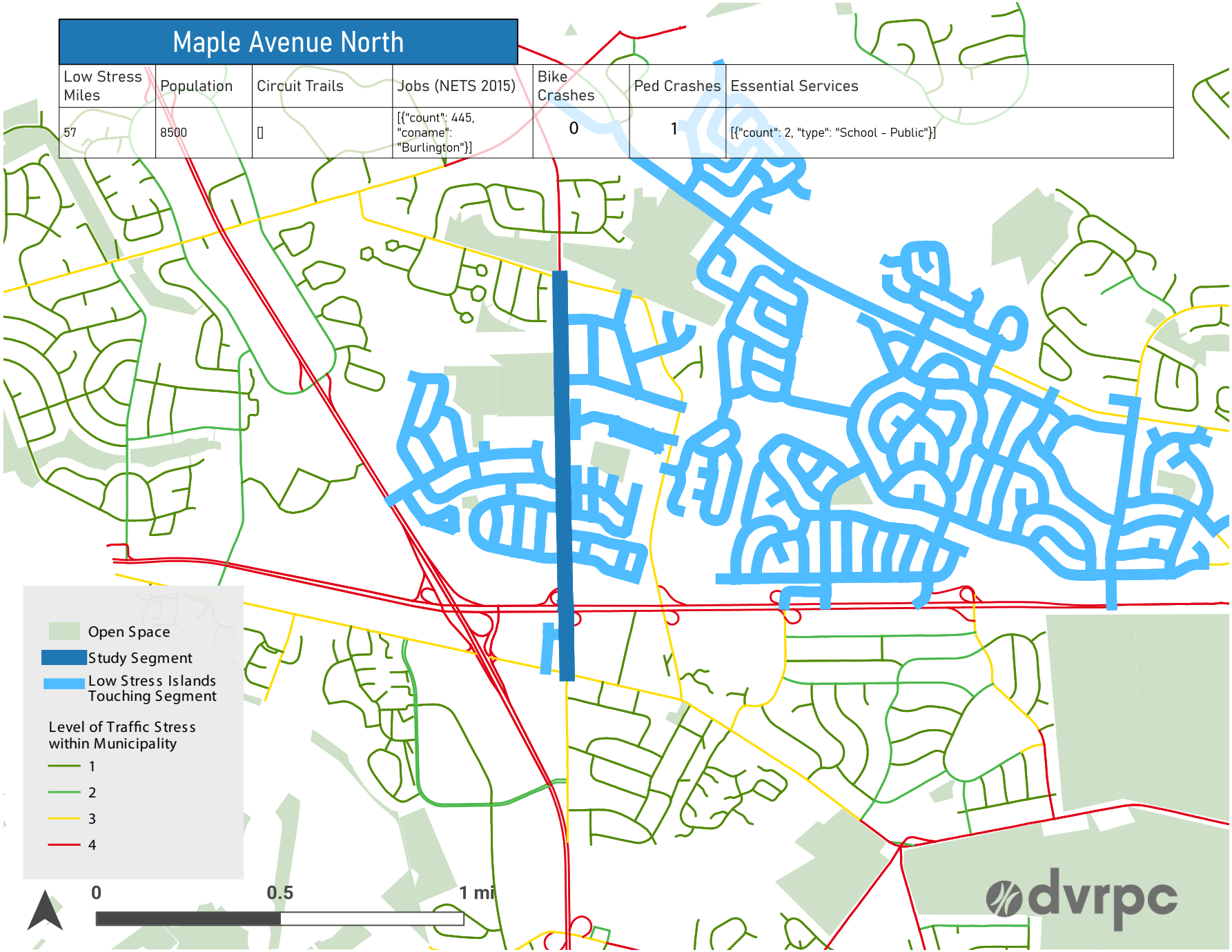


Figure 90: Connectivity analysis: Evesham, Maple Avenue South

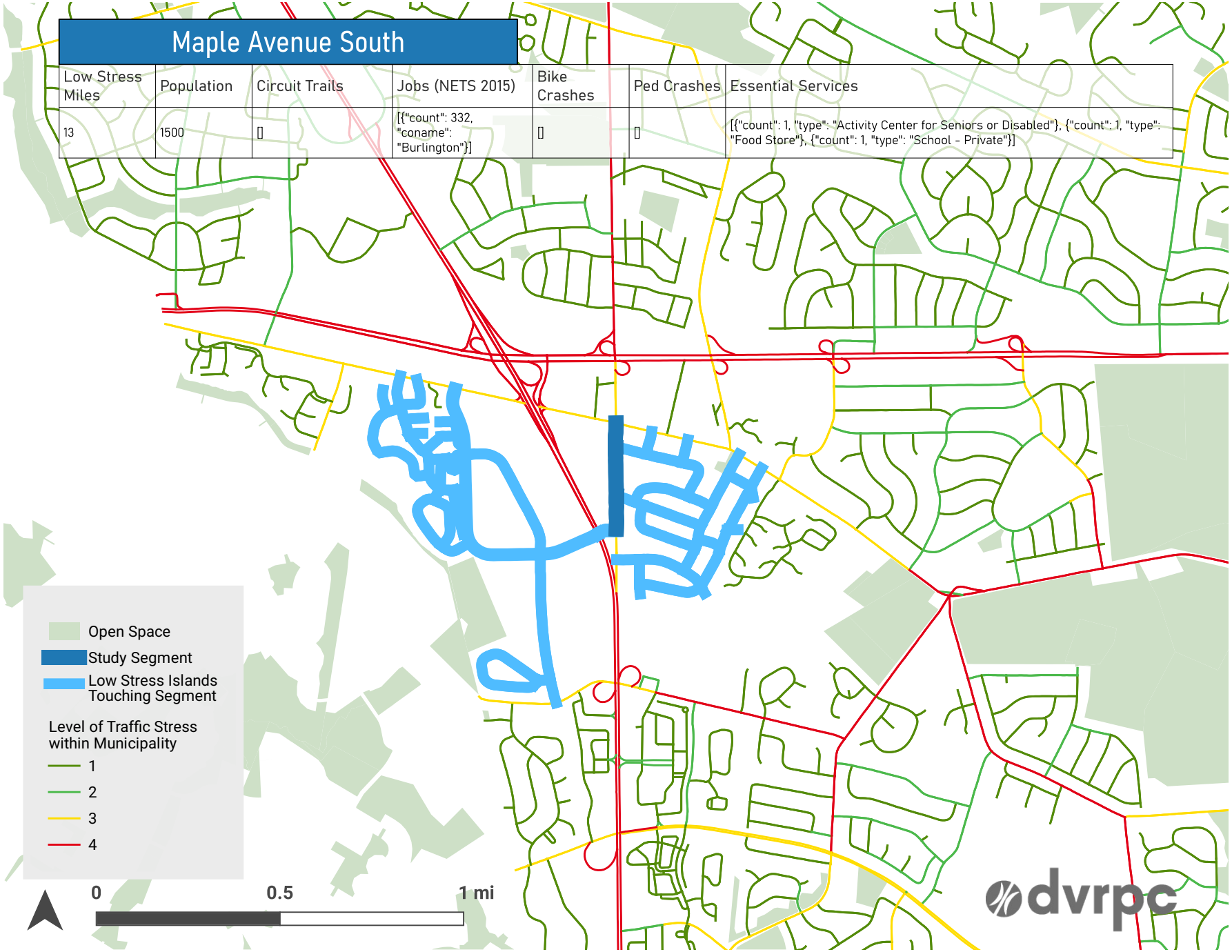


Figure 91: Connectivity analysis: Evesham, Marlton Parkway

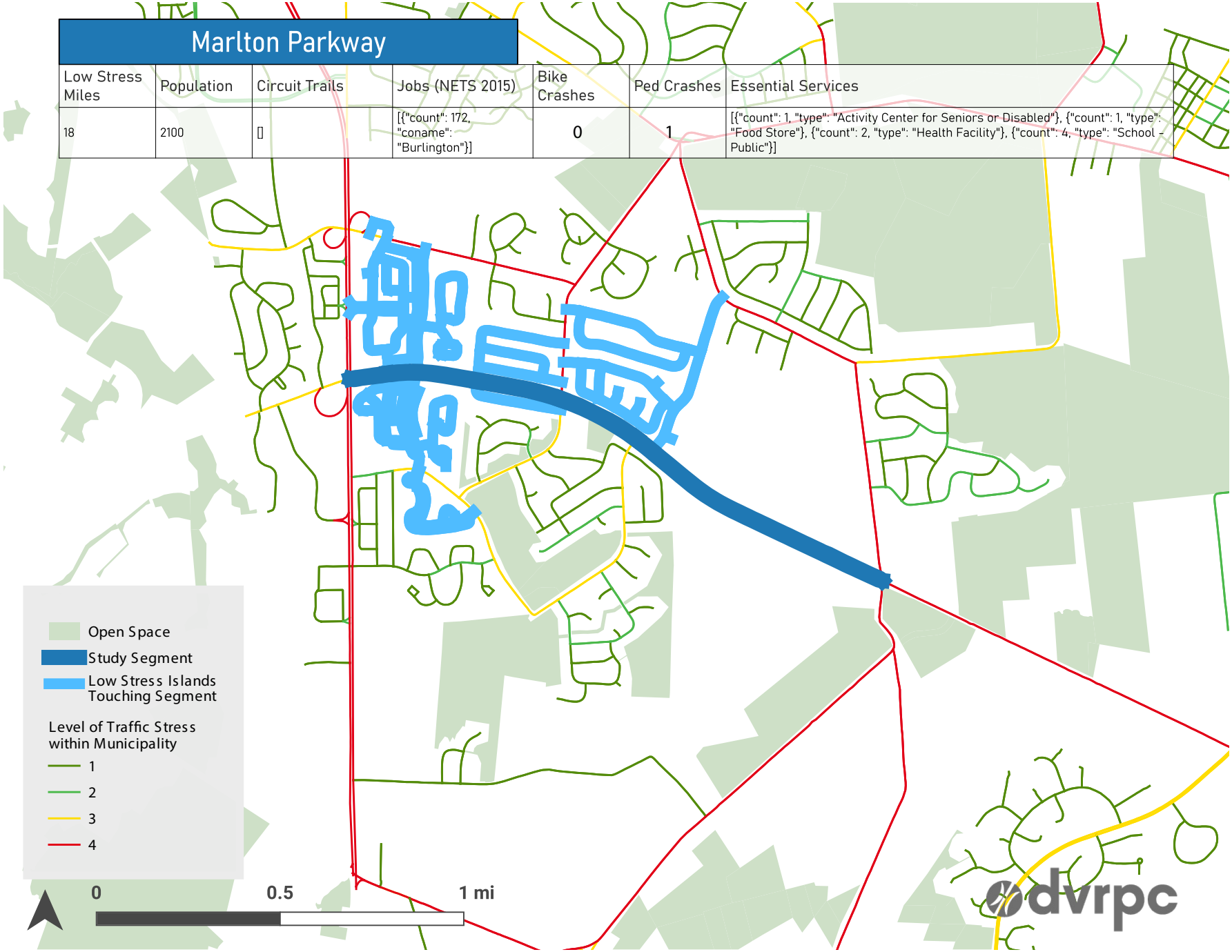


Figure 92: Connectivity analysis: Evesham, Radnor Boulevard

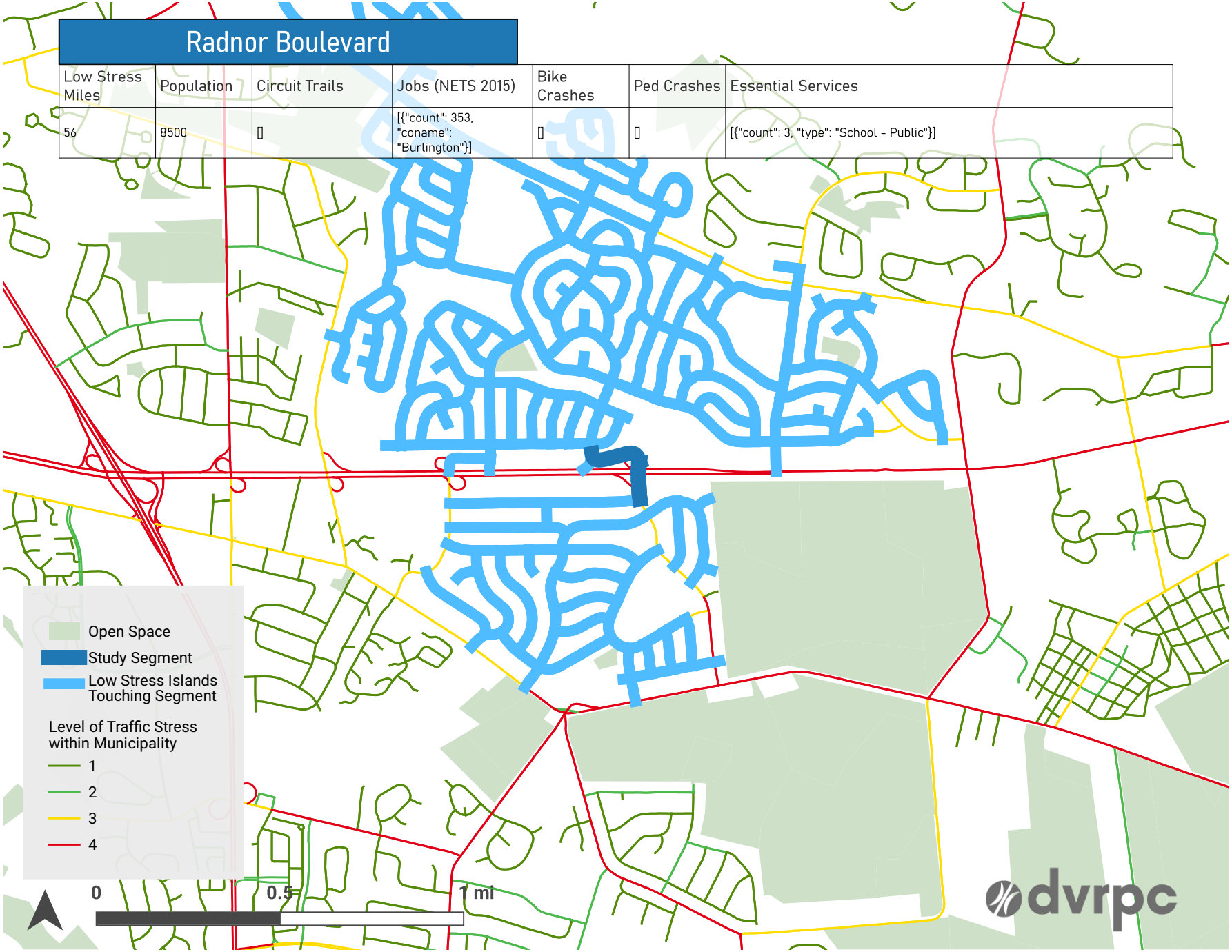


Figure 93: Connectivity analysis: Evesham, Willow Bend Road

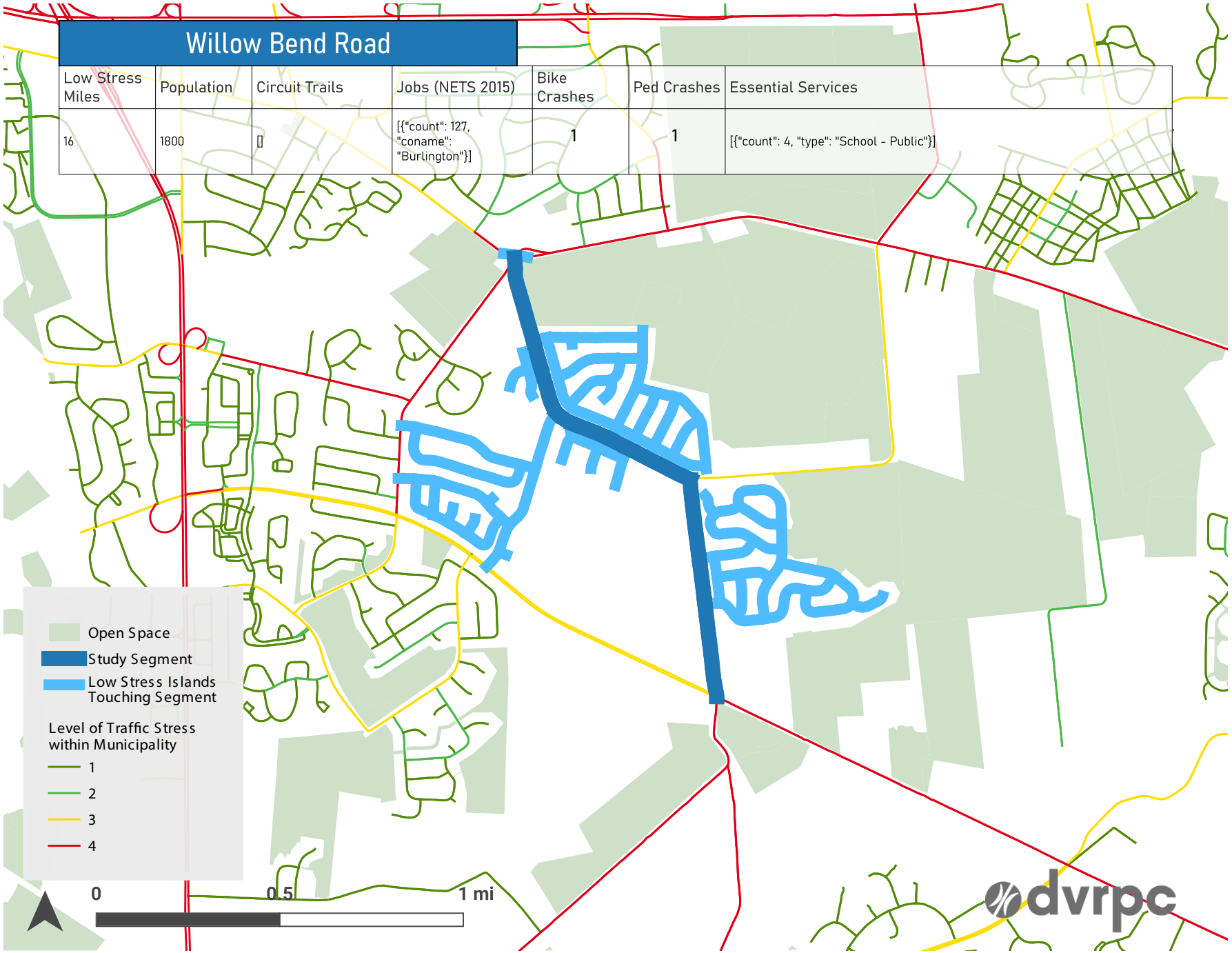


Figure 94: Connectivity analysis: Evesham, Willow Ridge Drive

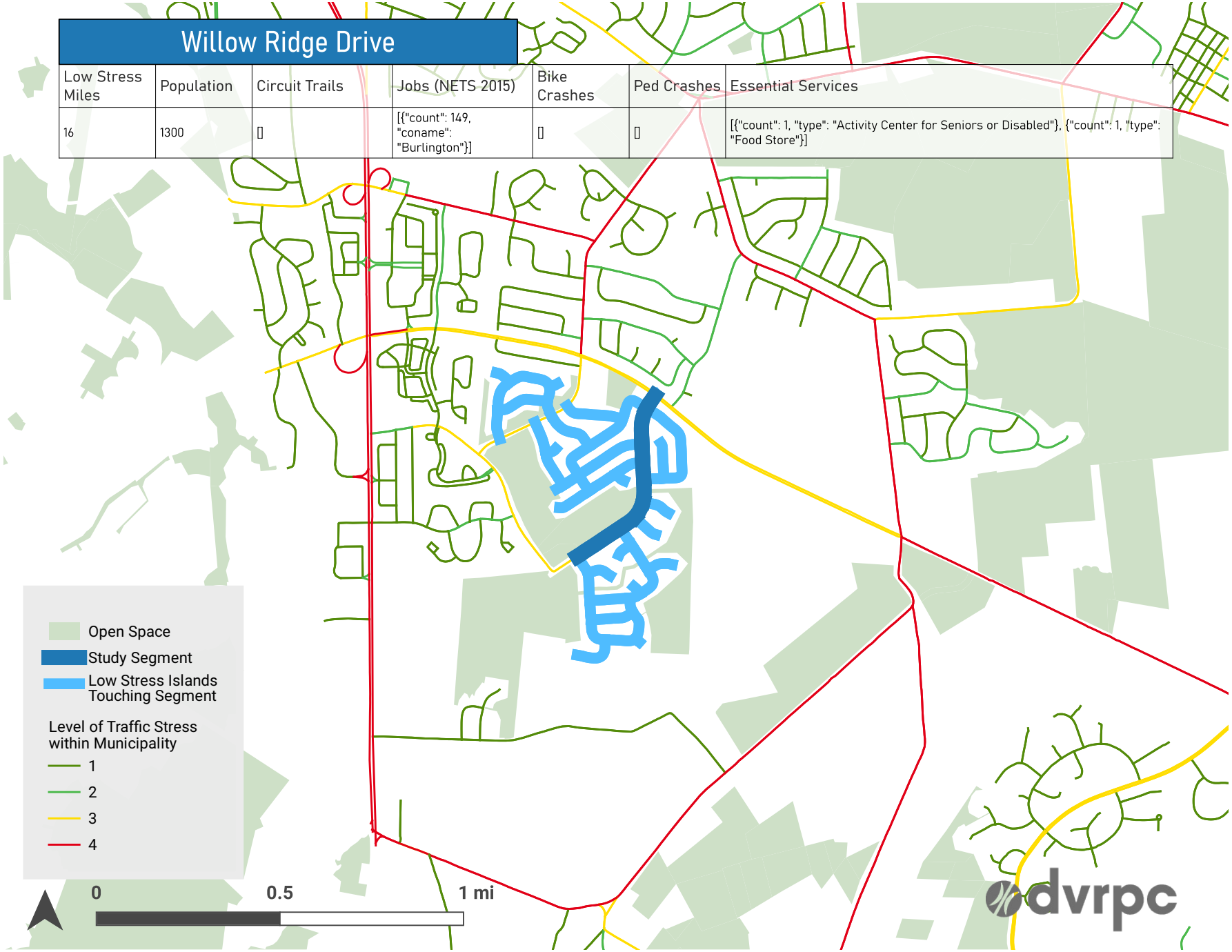


Figure 95: Connectivity analysis: Mansfield, All Segments

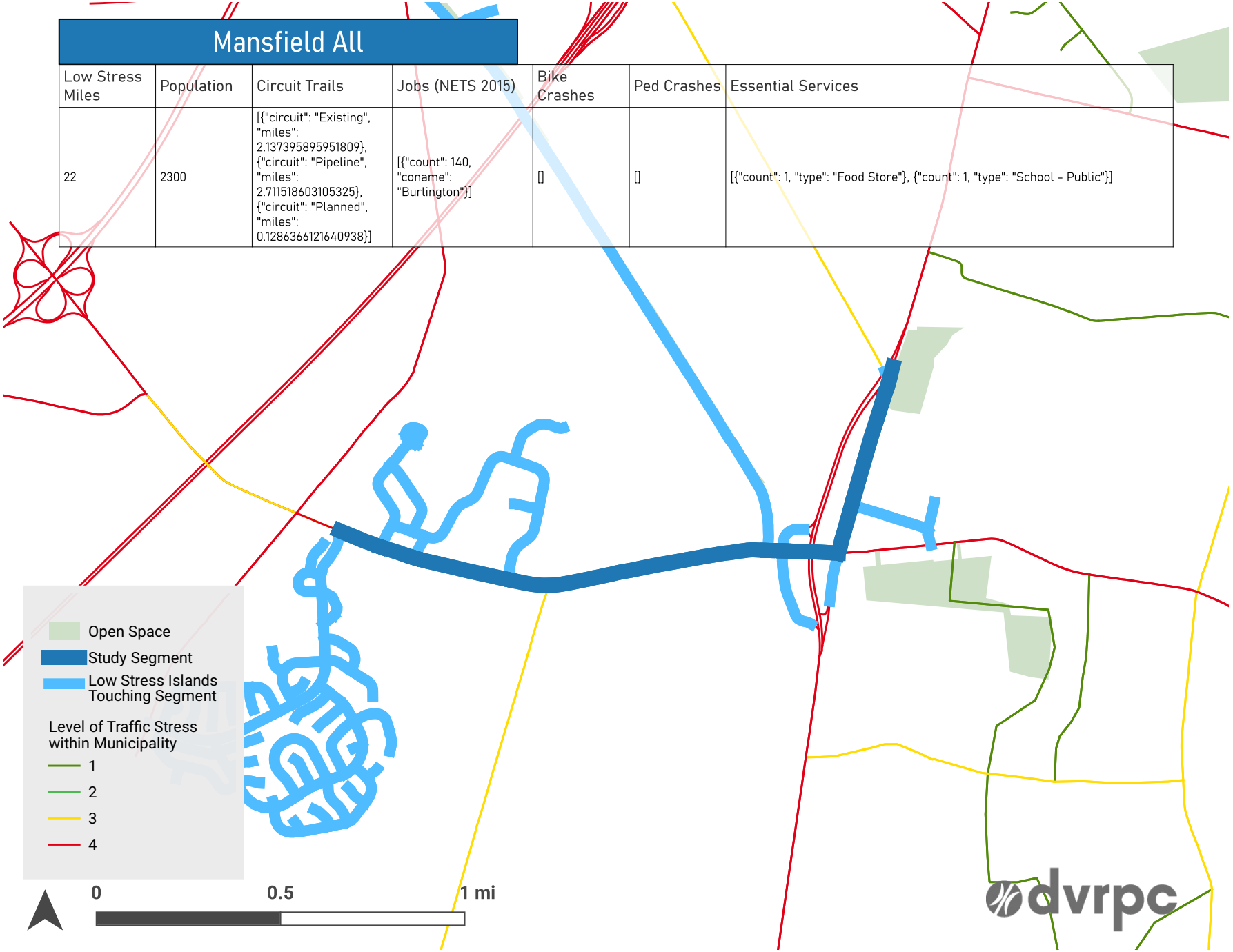


Figure 96: Connectivity analysis: Mansfield, New York Avenue

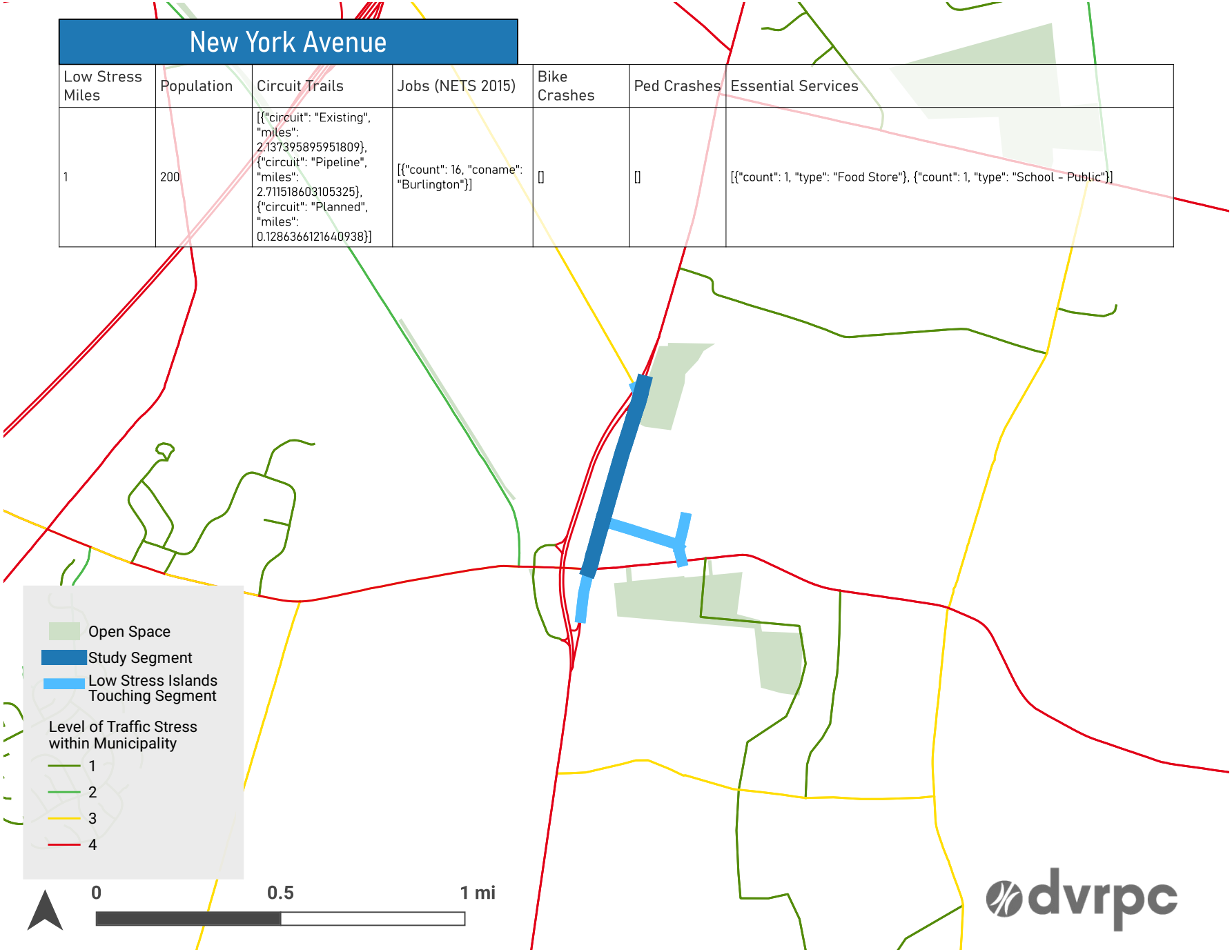


Figure 97: Connectivity analysis: Mansfield, Columbus Road Trail

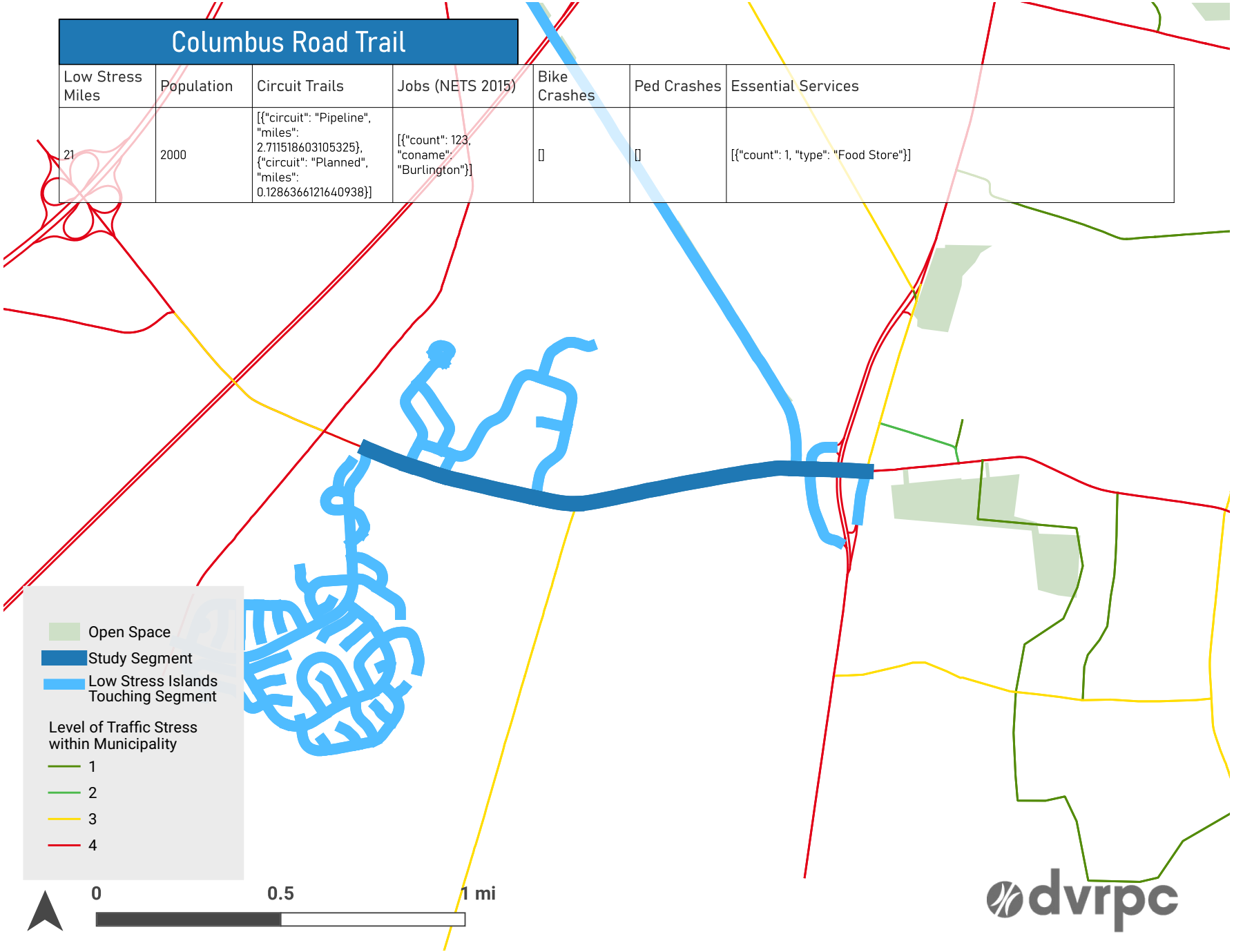


Figure 98: Connectivity analysis: Maple Shade, All Segments

Maple Shade All						
Low Stress Miles	Population	Circuit Trails	Jobs (NETS 2015)	Bike Crashes	Ped Crashes	Essential Services
4913	22100	[{"circuit": "Pipeline", "miles": 0.3580380255551851}]	[{"count": 584, "coname": "Camden"}, {"count": 596, "coname": "Burlington"}]	4	10	[{"count": 1, "type": "Activity Center for Seniors or Disabled"}, {"count": 8, "type": "Food Store"}, {"count": 1, "type": "Health Facility"}, {"count": 1, "type": "School - College, University"}, {"count": 1, "type": "School - Private"}, {"count": 8, "type": "School - Public"}]

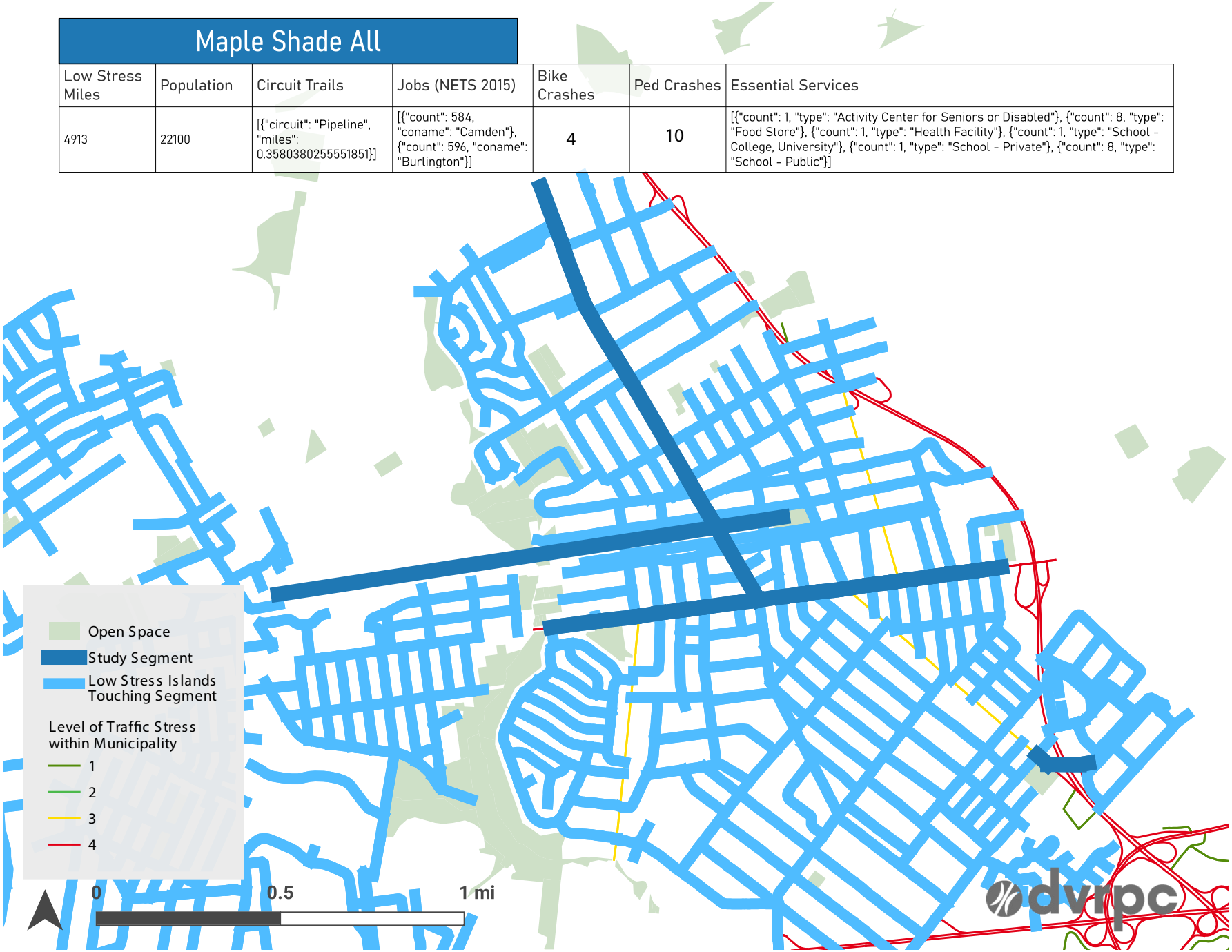


Figure 99: Connectivity analysis: Maple Shade, Fellowship Road

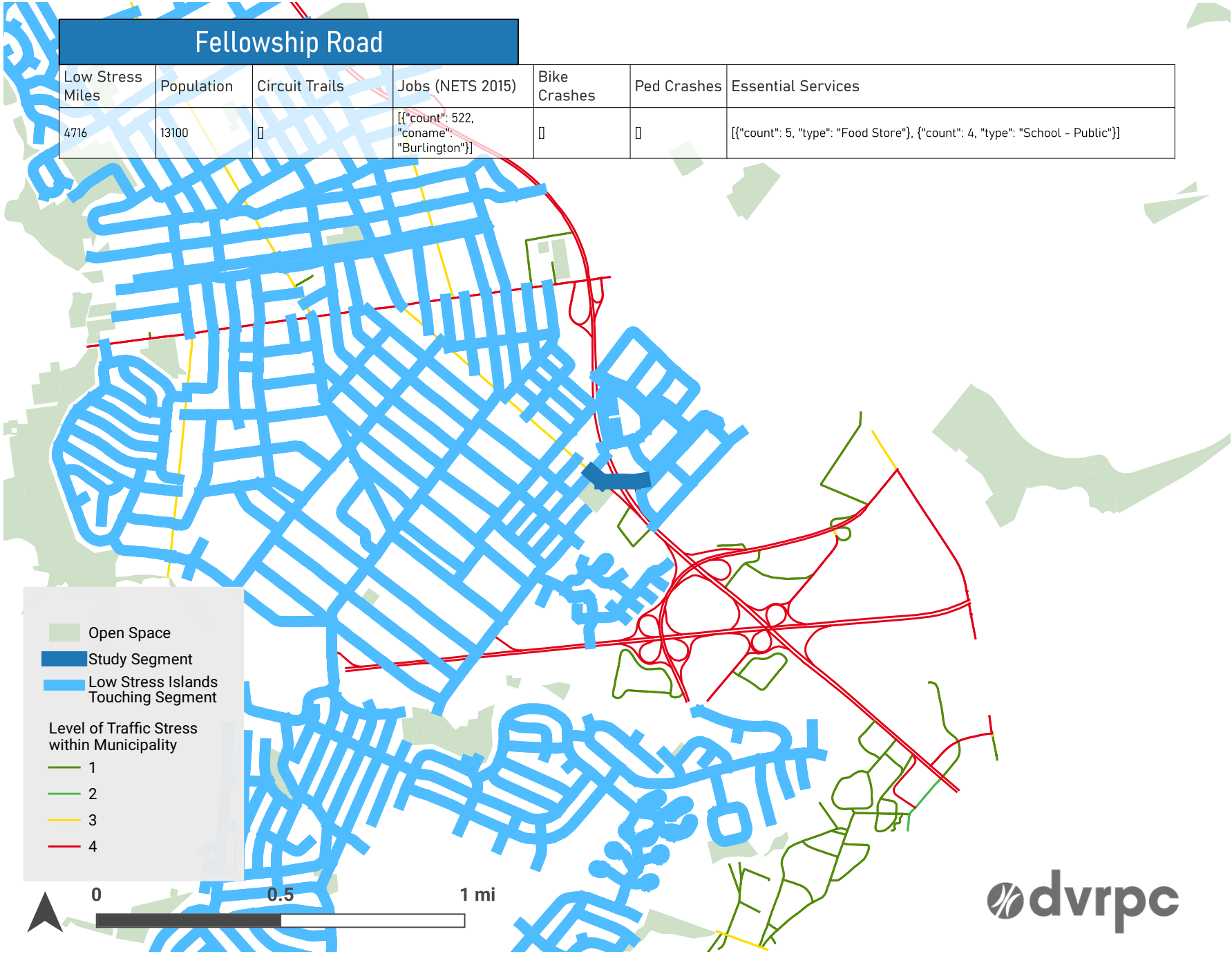


Figure 100: Connectivity analysis: Maple Shade, Forklanding Road

Forklanding Road						
Low Stress Miles	Population	Circuit Trails	Jobs (NETS 2015)	Bike Crashes	Ped Crashes	Essential Services
4710	11900	[]	[{"count": 527, "coname": "Burlington"}]	1	1	[{"count": 4, "type": "Food Store"}, {"count": 1, "type": "Health Facility"}, {"count": 4, "type": "School - Public"}]

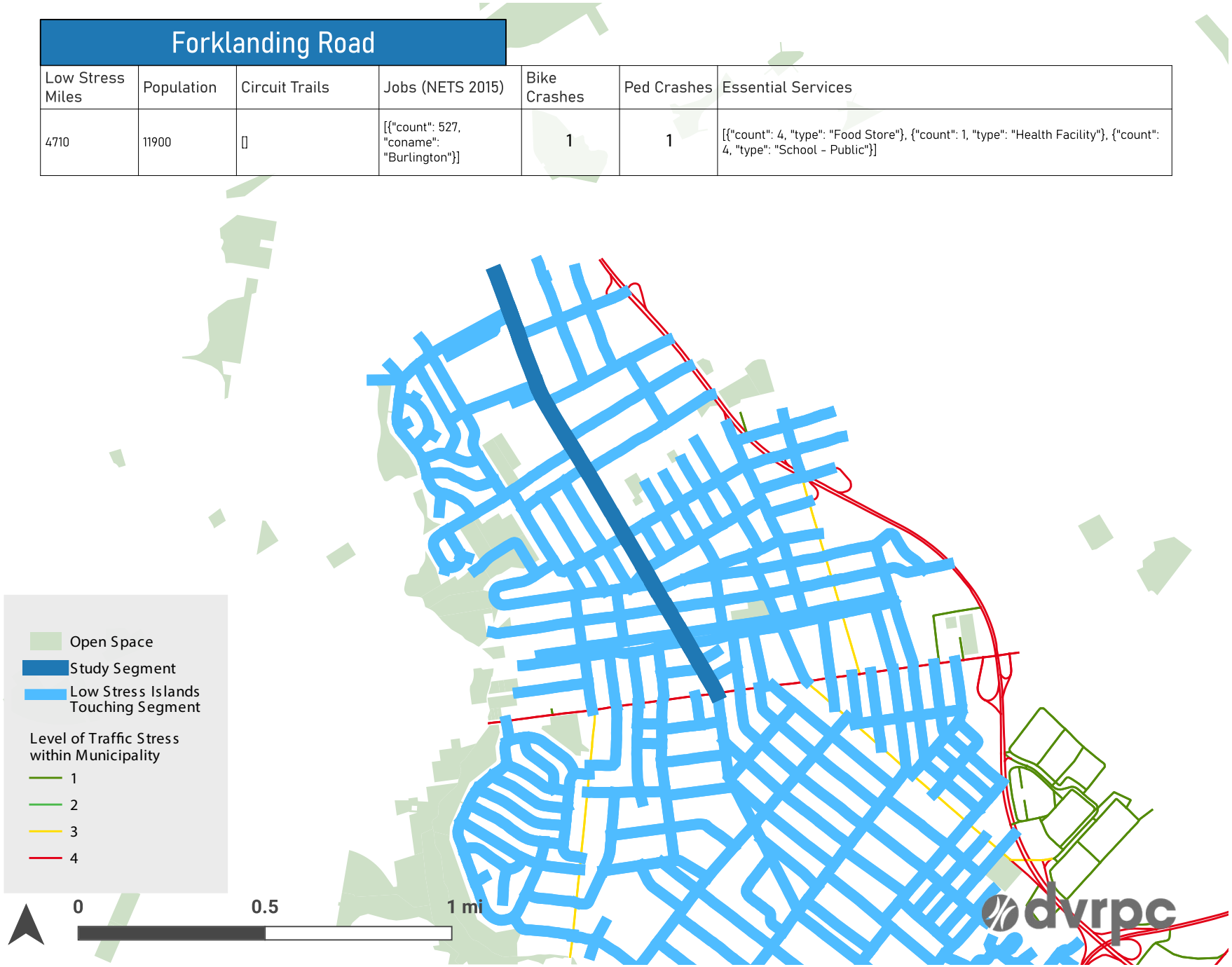


Figure 101: Connectivity analysis: Maple Shade, Main Street

Main Street						
Low Stress Miles	Population	Circuit Trails	Jobs (NETS 2015)	Bike Crashes	Ped Crashes	Essential Services
4709	12000	[]	[{"count": 543, "coname": "Burlington"}]	3	9	[{"count": 4, "type": "Food Store"}, {"count": 1, "type": "Health Facility"}, {"count": 4, "type": "School - Public"}]

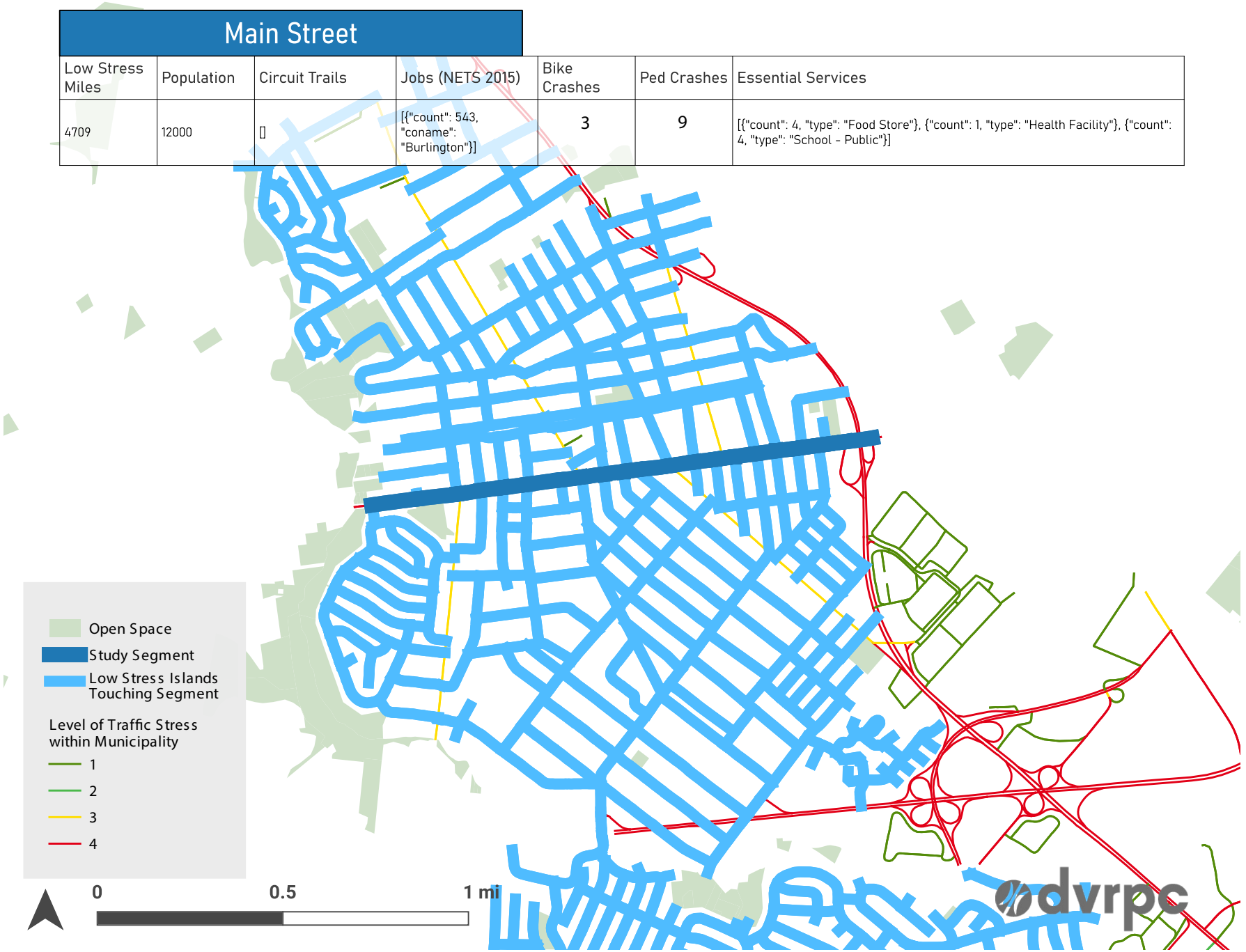
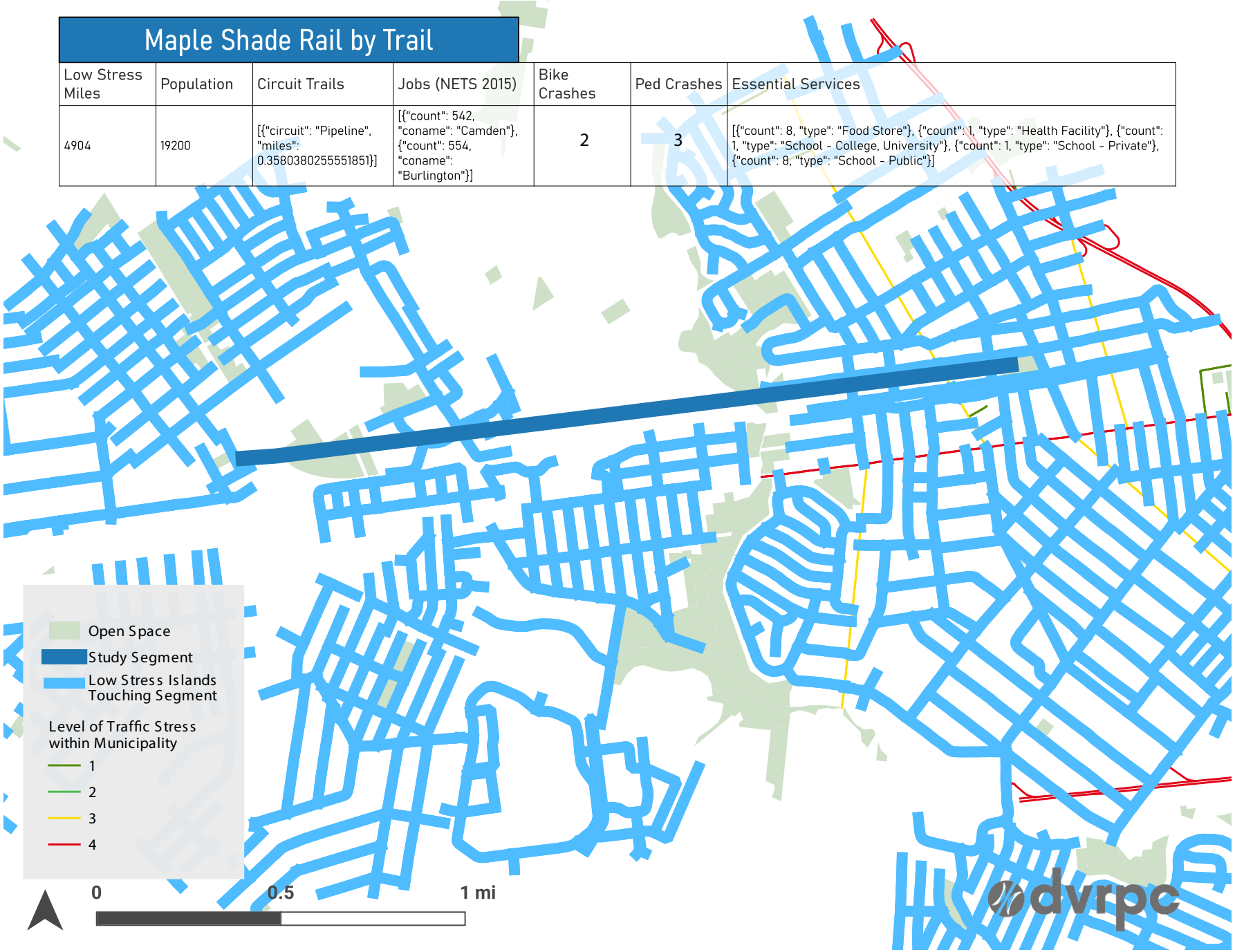


Figure 102: Connectivity analysis: Maple Shade, Rail by Trail

Maple Shade Rail by Trail						
Low Stress Miles	Population	Circuit Trails	Jobs (NETS 2015)	Bike Crashes	Ped Crashes	Essential Services
4904	19200	[{"circuit": "Pipeline", "miles": 0.3580380255551851}]	[{"count": 542, "coname": "Camden"}, {"count": 554, "coname": "Burlington"}]	2	3	[{"count": 8, "type": "Food Store"}, {"count": 1, "type": "Health Facility"}, {"count": 1, "type": "School - College, University"}, {"count": 1, "type": "School - Private"}, {"count": 8, "type": "School - Public"}]



APPENDIX B:

Evesham Recreation and Open Space Map

General Notes & Data Sources:

This Geographic Information System (GIS) Recreation and Open Space Inventory (ROSI) Map is for demonstration purposes only, any use of this product with respect to accuracy and precision shall be the sole responsibility of the end user.

The areas shown on this ROSI map are referenced, in part, from ground surveys, aerial surveys and recorded plans, and documents, and are to be used for approximate location purposes only.

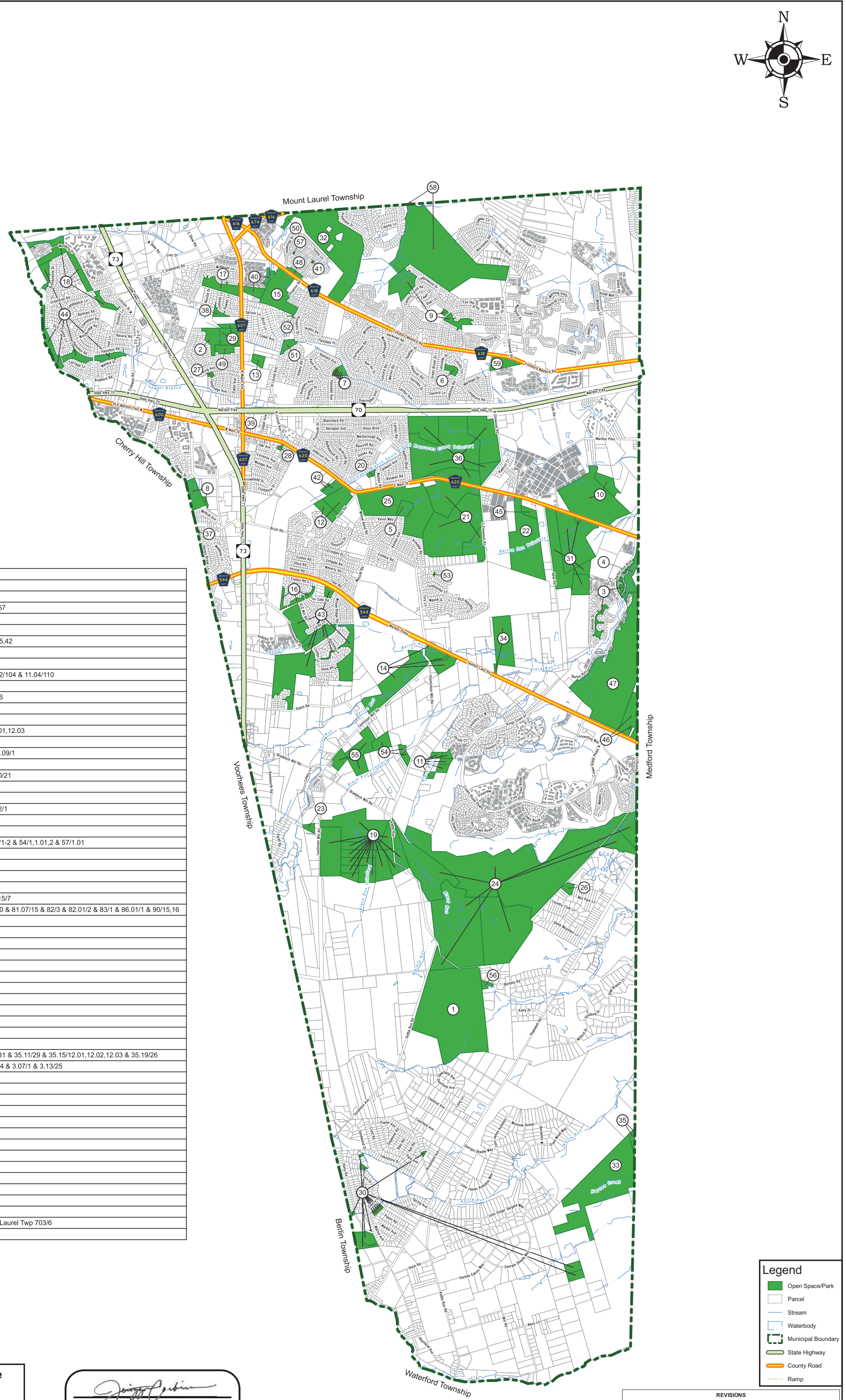
Water bodies: NJDEP NHD Dataset, 2002.
NJDOT Roads: NJGIN, 2017.

Additional cadastral GIS mapping data, such as, waterways, roadways, etc. was obtained from the New Jersey Geographic Information Network (NJGIN), the New Jersey Department of Transportation (NJDOT), the New Jersey Department of Environmental Protection (NJDEP), the New Jersey Office of Information Technology (NJOIT), and the New Jersey Office of GIS (NJOGIS). The data was obtained and provided by the various New Jersey Departments at the New Jersey Geographic Information Network (NJGIN) https://njogis-newjersey.opendata.arcgis.com. This secondary product has not been verified by (NJGIN/NJOIT/NJOGIS/NJDOT/NJDEP) and is not state-authorized.

All positions are based on the following:

- NAD 83 (horizontal datum)
- New Jersey State Plane Coordinate System
- English units (feet)

The geodetic accuracy and precision of the Geographic Information System (GIS) data contained in this mapping has not been developed nor verified by a professional licensed land surveyor and shall not be nor is intended to be used in matters requiring delineation and location of true ground horizontal and/or vertical controls.



Map Key	Park Name	BlockLot
1	Aerohaven	57/1
2	Baker Tract	20.15/6
3	Barton Run	44.17/1 & 44.19/57
4	Barton Run Lake	44.23/2.04
6	Heathrow Park	13.23/33
7	Cambridge Park	13.06/22,23,24,25,42
5	Brush Hollow	29/2
8	Carrefour	24.24/2.02,101
9	Country Farms	11.01/174 & 11.02/104 & 11.04/110
10	Croft Farm	31/8.07,9
11	Density Transfer	41/19,20,21,23,26
12	Downs Tract	26/10-11
13	Eisenhower Park	10/3.06
14	Evans Tract	40/2 & 41/12,12.01,12.03
15	Evesboro Downs	9/9.02
16	Glen Eayre	33.07/28,29 & 33.09/1
17	Greenlane Farms	7.04/41
18	Greentree Village	1.08/34,76 & 3.30/21
19	Hamilton Georgetown Road	47/2 & 48/4-16
20	Heritage	28.16/10
21	Indian Springs	29/3,3.01 & 29.12/1
22	Johnston Tract	30/2
23	Kenilworth	49/5
24	Kings Grant II	47/1 & 52/1 & 53/1-2 & 54/1,1.01,2 & 57/1.01
25	Koppenhaver Tract	29/1
26	Little Mill	54.04/22
27	London Square Park	20.11/25
28	Kain Memorial Park	4.11/5
29	Marlgreen Tract	6.17/11.01 & 20.15/7
30	Marlton Lakes	81.04/18-22,56,60 & 81.07/15 & 82/3 & 82.01/2 & 83/1 & 86.01/1 & 90/15,16
31	Memorial Park	44/5-8,11.01
32	Musulin	11/1
33	Pachoango	90/11
34	Project Heal Camp	38/6,16.01
35	Rancocas Watershed	90/9,9.01
36	Savich Tract	28.20/6-10
37	Tara	34.07/7
38	The Maples	6.15/1
39	Town Clock	4.05/17.05
40	Vineyards	9.01/124,190
41	Westbury Chase Park	8.06/18
42	Wiley Tract	26/8-9
43	Willow Ridge	35.03/4 & 35.09/31 & 35.11/29 & 35.15/12.01,12.02,12.03 & 35.19/26
44	Woodstream	1.01/2 & 3.01/1,44 & 3.07/1 & 3.13/25
45	Morrison Parcel	30/2.04
46	Barton Road	44.31/2-3
47	Vacant Land	44.26/110
48	Open Space	8.07/26
49	Open Space	20.07/1
50	Church Rd Farm	8.18/5
51	Park	13.64/13
52	Open Space	13.64/53
53	Vacant Land	38.02/1
54	Density Transfer	42/16,18,23
55	Density Transfer	46/1,3,4
56	Open Space	57/3.04
57	Tot Lot	8.02/30
58	Park (Formally Beagle Club)	11.52/2 & Mount Laurel Twp 703/6
59	Open Space	18/3

EVESHAM TOWNSHIP
INTEGRITY EXCELLENCE PUBLIC SERVICE
Burlington County, New Jersey, Est. 1692

Recreational and Open Space

Evesham Township

Burlington County — New Jersey
September 17th, 2021 — Scale 1:1500

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Page 1/2

DATE: 12/15/2022

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NJ PROFESSIONAL PLANNER NO. 33LI00651200

0 — 1,500 — 3,000 — 4,500 — 6,000 ft

REVISIONS				
NO.	DESCRIPTION	DATE	BY	CHK
1	Added Former Beagle Club & 387 Evesboro-Medford Road	Dec 7th, 2022	ES	KZ
2				
3				
4				

Printed On: 12/20/2022

P:\GIS Projects\NJ\Burlington County\Evesham Township\0313T191\03_Maps\ROSI.qgz

APPENDIX C:

Grant Funding Program Matrix

Program	Program Administrator	Funding Source	Typical Deadline (Subject to Change)	Annual Total	Allotments in south Jersey	Percent Funded	Eligible Projects			Eligible Entities			Program Description	Program Website
							Construction	Planning	Other	Municipalities	Counties	Other		
Transportation Alternatives Set-Aside Program (TA Set-Aside)	NJDOT	Federal	October	$19.2M (FY 2018)	$127,000 - $1.2M (FY 2018)	6% 4 of 64 (FY 2015)	✓		✓	✓	✓		Funds non- traditional surface transportation projects, including design and construction of on-road and off-road bikeways.	https://www.njdotlocalaidrc.com/federally-funded-programs/transportation-alternatives
Safe Routes to School Infrastructure Program	NJDOT	Federal	June	$8.6M (FY 2018)	$156,000 - $502,000 (FY 2018)	16.7% 25 of 150 (FY 2012)	✓			✓	✓	✓	Funds for infrastructure projects that facilitate walking and bicycling within 2 miles of K-8 schools.	https://www.njdotlocalaidrc.com/federally-funded-programs/safe-routes-to-school
Recreational Trails Program (RTP)	NJDEP	Federal	February	$1.1M (FY 2015)	$800 - $24K (max.) (FY 2016)	N/A	✓		✓	✓	✓	✓	Funds to improve access to open space and provide additional biking and hiking opportunities. A 20% match is required.	https://www.state.nj.us/dep/greenacres/trails/grants.html
Better Utilizing Investments to Leverage Development (BUILD)	USDOT	Federal	May	$1.5 billion (FY 2018)	69% rural, 31% urban	9.0% 72 of 797 (FY 2014)	✓			✓	✓		Non-competitive discretionary funds to address emergency and regional transportation needs. Bikeways projects are eligible for funding.	https://www.transportation.gov/BUILDgrants
Congestion, Mitigation, and Air Quality Program (CMAQ)	DVRPC	Federal	May	$3.9M (FY 2018)	$124,440 - $958,500 (FY 2018)	N/A	✓	✓	✓	✓	✓	✓	Funds projects that demonstrably reduce air pollution emissions or reduce traffic congestion.	http://www.dvrpc.org/CMAQ/
Highway Safety Improvement Program (HSIP)	DVRPC	Federal	March	$7M (FY 2018)	N/A	N/A	✓		✓	✓	✓		Funds projects that contribute to a significant reduction in crash frequency and/or severity on public roads.	https://www.dvrpc.org/Transportation/Safety/
Transportation and Community Development Initiative (TCDI)	DVRPC	Federal	February	$507,000 (FY 2019)	$50,000 - $100,000 (FY 2019)	N/A		✓		✓			Supports smart grwoth initiatives that implement the goals of DVRPC's regional long range plan.	https://www.dvrpc.org/TCDI/

Source: CCCTMA, 2020, http://www.driveless.com/wp-content/uploads/sites/5/2020/05/CCCTMA-Funding-Guide-2020.pdf

Program	Program Administrator	Funding Source	Typical Deadline (Subject to Change)	Annual Total	Allotments In South Jersey	Percent Funded	Eligible Projects			Eligible Entities			Program Description	Program Website
							Construction	Planning	Other	Municipalities	Counties	Other		
Bikeway Grant Program	NJDOT	State	June	$16.7M (FY 2014)	$150K - $1M (recommended) (FY 2014)	N/A	✓			✓	✓		**Funds projects that promote bicycling as an alternative mode of transportation. Priority is given to the construction of dedicated bicycle paths.**	https://www.njdotlocalaidrc.com/state-funded-programs/bikeways
Municipal Aid	NJDOT	State	October	$161.2M (FY 2019)	$68,000 - $1M (FY 2019)	59.7% 37 of 630 (FY 2014)	✓			✓			Funds appropriated to municipalities based on a formula for transportation projects, including the construction of bikeways.	https://www.njdotlocalaidrc.com/state-funded-programs/municipal-aid
County Aid	NJDOT	State	February	$161.2M (FY 2019)	$3.5M - $10.6M (FY 2019		✓				✓		Funds formulaically appropriated to every county for projects included on the Annual Transportation Program (ATP).	https://www.njdotlocalaidrc.com/state-funded-programs/county-aid
Local Aid Infrastructure Funds (LAIF)	NJDOT	State	Rolling	$7.5M (FY 2014)	$30K -$400K (FY 2014)	N/A	✓	✓		✓	✓	✓	Funds road, rail, transit, and port projects. A 20% match is required for applicants from urban areas while no match is required for rural areas.	https://www.njdotlocalaidrc.com/state-funded-programs/local-aid-infrastructure
Safe Streets to Transit	NJDOT	State	February	$1M (FY 2019)	$90,000 - $410,000 (FY 2019)	N/A	✓			✓	✓		Provides funding for municipalities to improve walking and biking around transit facilities.	https://www.njdotlocalaidrc.com/state-funded-programs/safe-streets-to-transit
Transit Village	NJDOT	State	October	$1.0M (FY 2018)	$70,000 - $370,000 (FY 2018)	45.5% 5 of 11 (FY 2014)	✓			✓			Funds for the design and construction of bicycle and pedestrian projects within 1/2 mile of transit station. A community must be a desginated Transit Village to be eligible for funding.	https://www.njdotlocalaidrc.com/state-funded-programs/transit-village
Sustainable Jersey Small Grant Program	Sustainable Jersey	Walmart, PSE&G	January	$400K (2013)	$2,000 - $20,000 (2013)	N/A		✓	✓	✓			Funds to implement Sustainable Jersey action items. A municipality must be registered with the Sustainable Jersey program.	http://www.sustainablejersey.com/grants-resources/sustainable-jerseysmall-grants-program/

Downtown Access Bicycle & Pedestrian Plan

Publication Number
23014

Date Published
January 2024

Geographic Area Covered
Maple Shade Township, New Jersey

Mansfield Township, New Jersey

Evesham Township, New Jersey

Burlington County, New Jersey

Key Words
Bicycle, pedestrian, connectivity

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Abstract
The Burlington County Downtown Access Bicycle and Pedestrian Plan focuses on three municipalities: Maple Shade, Mansfield, and Evesham. The goals identified for the study include improving connectivity, access, and safety in each of the municipalties. The plan identifies a series of treatments for each municipality and explores various packages of projects, with identified funding sources for each.

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