

## **X. CONCLUSIONS AND RECOMMENDATIONS**

### **A. Identify Potential Short-Term Improvements**

The following short term improvements may be implemented to improve existing traffic operations and safety along Route 70 in the project area:

1. Advance Kingston Road intersection improvements to Feasibility Assessment – The Kingston Road intersection currently operates at LOS F with delays greater than 100 seconds. During the peak hours, queues from this intersection often extend back to the adjacent Kings Highway and Covered Bridge Road intersection. It is recommended that Kingston Road improvements be advanced to Feasibility Assessment as soon as possible.
2. Advance Covered Bridge Road intersection improvements to Feasibility Assessment – Cherry Hill Township officials have identified Covered Bridge Road as a high priority intersection because of the excessive queuing that occurs on the southbound approach. Additionally, the four-lane cross section on Route 70 contributes to delays and queuing for mainline traffic. It is recommended that Covered Bridge Road improvements be advanced to Feasibility Assessment as soon as possible.
3. Traffic Signal Improvements – Modify traffic signal timings and coordinate traffic signals to provide more efficient traffic flow and reduce delay along the Route 70 corridor.
4. Pedestrian Improvements – Improve pedestrian crossing facilities (e.g., crosswalks, pedestrian signal heads) at signalized intersections to help increase pedestrian safety. Additionally, pedestrian connectivity to existing NJ Transit bus stops on Route 70 should be enhanced through the addition of sidewalks where they currently do not exist.

An at-grade railroad crossing is proposed (by the developer) to provide a pedestrian connection between the Garden State Park development and the NJ Transit Rail Station. NJDOT should communicate with the developer to determine if additional pedestrian facilities between Route 70 and the Garden State Park are feasible.

5. Signing Improvements – Improve existing signage in the vicinity of the Route 70 westbound and Old Cuthbert Road intersection (M.P. 5.29). Local residents have stated that the current location of a sign for Old Cuthbert Road is located just prior to a driveway. This causes confusion for motorists destined for Old Cuthbert Road who often turn into the driveway instead. Motorist confusion may also contribute to the high number of rear-end crashes on this section of Route 70.
6. Access Improvements – Existing access driveways along Route 70 should be further evaluated to determine if consolidation or relocation of driveways is feasible. Driveway consolidation should be considered for properties with multiple access points to reduce the number of driver conflict points along Route 70. Additionally, driveway relocation should be evaluated for access points located too close to signalized intersections to help reduce conflicts at the intersections.