

- Excerpts from the 206 Study

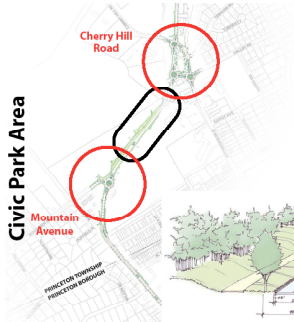


Figure 15: Civic Park Area Vision

Civic Park Area
 The Vision Plan proposes replacing the existing right-of-way and signalized intersection of the Mountain Avenue intersection with a roundabout. The proposed roundabout would make pedestrian crossings safer and easier, reduce speeding, create additional park land, and improve the intersection's overall aesthetics.

The plan creates for this area a roadway cross-section with a 24-foot curb-to-curb street width. A pedestrian median refuge would be created along Mountain Avenue between Mountain Avenue and Valley Road where the park-lands is at its broadest point, a good place for pedestrians to cross between the "active park" on the west side of Route 206 and the "passive park" along the east side of the road. The median refuge would be completed with a linear shrub. Raising the roadway shoulder on this section would not only highlight the pedestrian crossing and better connect the park, it would also provide visual interest as it breaks up the visual continuity of the curve in the road, the current configuration encourages speeding.

The signalized intersection at Cherry Hill Road would be replaced with a roundabout, as would the two unsignalized intersections along Valley Road at Route 206 and Witherspoon Street. Mount Lucas Road and Terhune Road would form T-intersections with Witherspoon Street between the proposed roundabouts. Whereas multiple turning restrictions exist today at these intersections, the proposed roundabouts would allow all of the turning movements at each intersection. This configuration would also create a civic space in the large center island.

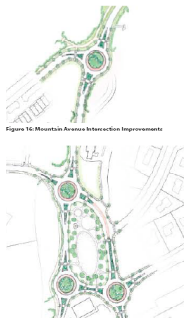


Figure 16: Mountain Avenue Intersection Improvements

In-Town Residential Area
 A vision plan developed for this area to reflect its in-town residential nature. The plan calls for a roadway cross-section with a 24-foot curb-to-curb street width of 19 feet. The sidewalk cross-section would be made continuous, the plan calls for creating a retaining wall to raise up the hill to the rear side of the lot and provide construction of the new sidewalk.

The plan proposes five landscaped median refuges with medians between Mountain Avenue and Mountain Avenue. These refuges would be used as pedestrian crossings to the active park and the passive park. Median refuges would encourage drivers to slow down by creating a sense of enclosure. Median refuges also would be used as a point where they could be used to create a left turn lane to create other vehicle traffic. Finally, these refuges would provide "shelter" for pedestrians from vehicles traveling through the intersection at a distance as opposed to the full length of the street.

The plan proposes a landscaped median island just east of Boulder Street as a way of reducing the speed from the north and south directions. The roadway at Mountain Avenue is wide, the median island is a desirable feature. By incorporating a landscaped island, the island would also serve to calm traffic.

The plan proposes a landscaped median refuge through the area just north of Boulder Street. In addition to increasing pedestrian crossing, the island would serve the quiet residential area in providing a sense of enclosure within the area. An island in this location would also provide space for an entry feature into Princeton through for vehicles heading south on Route 206.



Figure 17: Key Intersection Improvements with New Civic Space

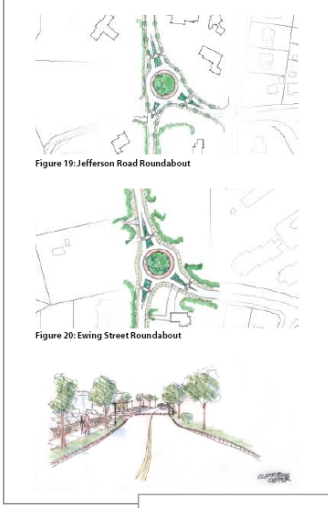


Figure 19: Jefferson Road Roundabout

Figure 20: Ewing Street Roundabout

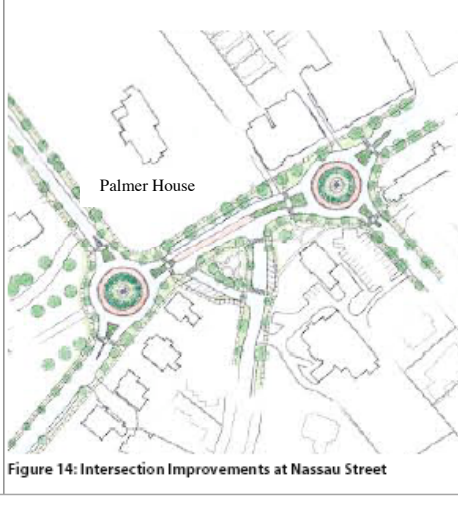


Figure 14: Intersection Improvements at Nassau Street

Related Regional Initiatives
 Princeton Borough and Township, the overall CJTF program has important relevance on decisions to advance regional mobility, manage growth and address network needs. Two future activity areas important for future performance of the Vision Plan are:

- The Route 1 Bus Rapid Transit Study is investigating a high level bus system aimed at providing rapid transit alternatives for the region and modeling auto travel patterns and characteristics. This is a multi-year task.
- The Route 1 Smart Growth Study, sponsored by NJDOT, is investigating the regional economy, land use and the transportation framework, with the objective of developing a balanced plan and guide for land use and transportation decision-making. This study is in the first year of a multi-year effort. Major investment in new transportation initiatives, particularly along Route 1, will likely not advance until this study is complete. The study took a collective review of the economic, structure and transportation systems, and reconfirmed the poor east-west access conditions in the Princeton area. The Borough and Township should monitor activities, maintain active participation, voice opinions on "last-mile" issues and advocate for regional solutions.

The goals of the Vision Plan will be strengthened by enhancing the regional network. Alternative access to Route 27, Route 1 and additional connections across the Millstone River are important potential components to the regional network. Although outside of Princeton Borough and Township, the figure at right shows potential conceptual opportunities to add network and upgrades that provide regional capacity to Central Jersey.

Regional Actions to Support the Vision Plan
 NJDOT Desirable Typical Section
 The NJDOT State Highway Access Management Code, Administrative Code

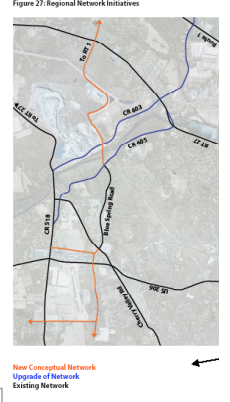


Figure 27: Regional Network Initiatives

Table 5: Action Plan

Actions	Lead	Support	Pipeline	Timeframe	Cost (in Thousands of \$)
In-Town Residential Area					\$2,430
Nassau Street / University Place / Mercer Street Intersections	NJDOT	County	1	M	\$1,210
New Street through Seminary	NJDOT		2	L	\$195
Sidewalk, Retaining Walls & Pedestrian Refuge Islands	NJDOT		2	S	\$1,025
Civic Park Area					\$2,210
Mountain Avenue Roundabout	NJDOT		1	M	\$500
Park Connector Refuge Island	NJDOT		2	M	\$45
Cherry Hill Road / Valley Road / Terhune Road Roundabouts	NJDOT		1	M	\$1,665
Rural Residential Area					\$1,570
Clifftown Shopping Center Improvements	LOCAL		n/a	M	\$80
Jefferson Road Roundabout	NJDOT		1	L	\$510
Ewing Street Roundabout	NJDOT		1	S	\$530
Sidewalk & Retaining Wall between Jefferson & Ewing	NJDOT		2	S	\$450
Woodlands Area					\$550
Arreton Road Roundabout	NJDOT		1	L	\$190
Multi-Use Trail & Pedestrian Refuge Islands	LOCAL		n/a	L	\$360
Northern Commercial Area					\$2,380
Gateway Center Roundabout	NJDOT		1	M	\$1,445
Cherry Valley Road Intersection	NJDOT		1	S	\$470
Sidewalk & Pedestrian Refuge Islands	NJDOT		2	S	\$465
Total					\$8,205
Other Initiatives					
Desirable Typical Section Update on Route 206	LOCAL	NJDOT		S	
Research/Change Cell Classifications	LOCAL	NJDOT		S	
Monitor 102' / 53' and Double Bottom truck activity on Route 206	LOCAL	NJDOT		S	
Drainage Projects incorporating the Vision Plan	LOCAL	NJDOT		S	
Participate in the Central Jersey Transportation Forum	LOCAL	DVRPC		L	