

PROJECT SUMMARY

The plan seeks to create a safe and comfortable multimodal network between Collingswood and Haddon Township that balances the needs of everyone – pedestrians, bicyclists, public transit riders, people with disabilities, seniors and children. The plan will:



Gather feedback and **DEVELOP A VISION** for what bicycling and walking should be in Collingswood and Haddon Township



ANALYZE THE EXISTING BICYCLE AND PEDESTRIAN NETWORKS to identify and map potential locations for improvements



Work with stakeholders and the public to **DETERMINE A PRIORITY BICYCLE AND PEDESTRIAN NETWORK**



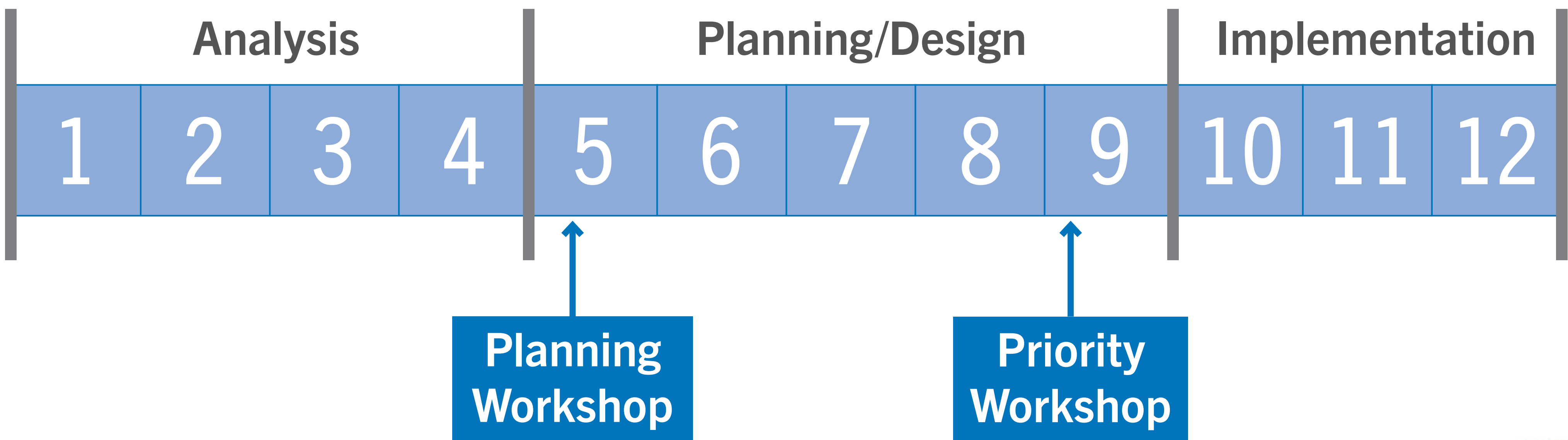
DEVELOP CONCEPTUAL DESIGNS, focusing on Haddon Avenue, key intersections, and other priority corridors



CREATE AN IMPLEMENTATION PLAN that each town can use to secure funding and guide improvements into the future

PROJECT SCHEDULE

The project is anticipated to be completed in 2020. Planning Analysis began in Fall 2019 and will continue into early 2020. Design recommendations and an implementation plan will be developed through Spring and Summer of 2020.



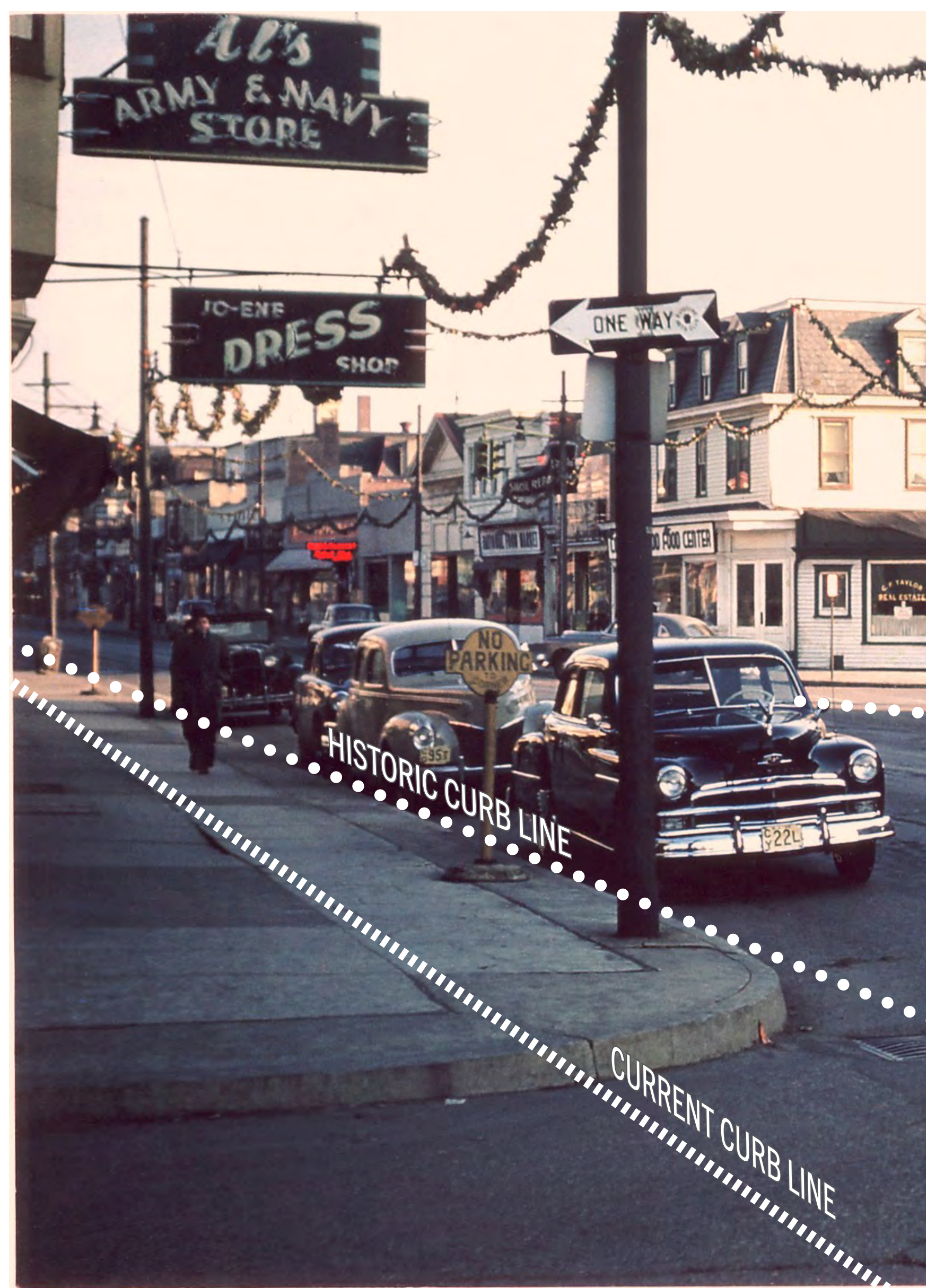


VIEW CIRCA 1940

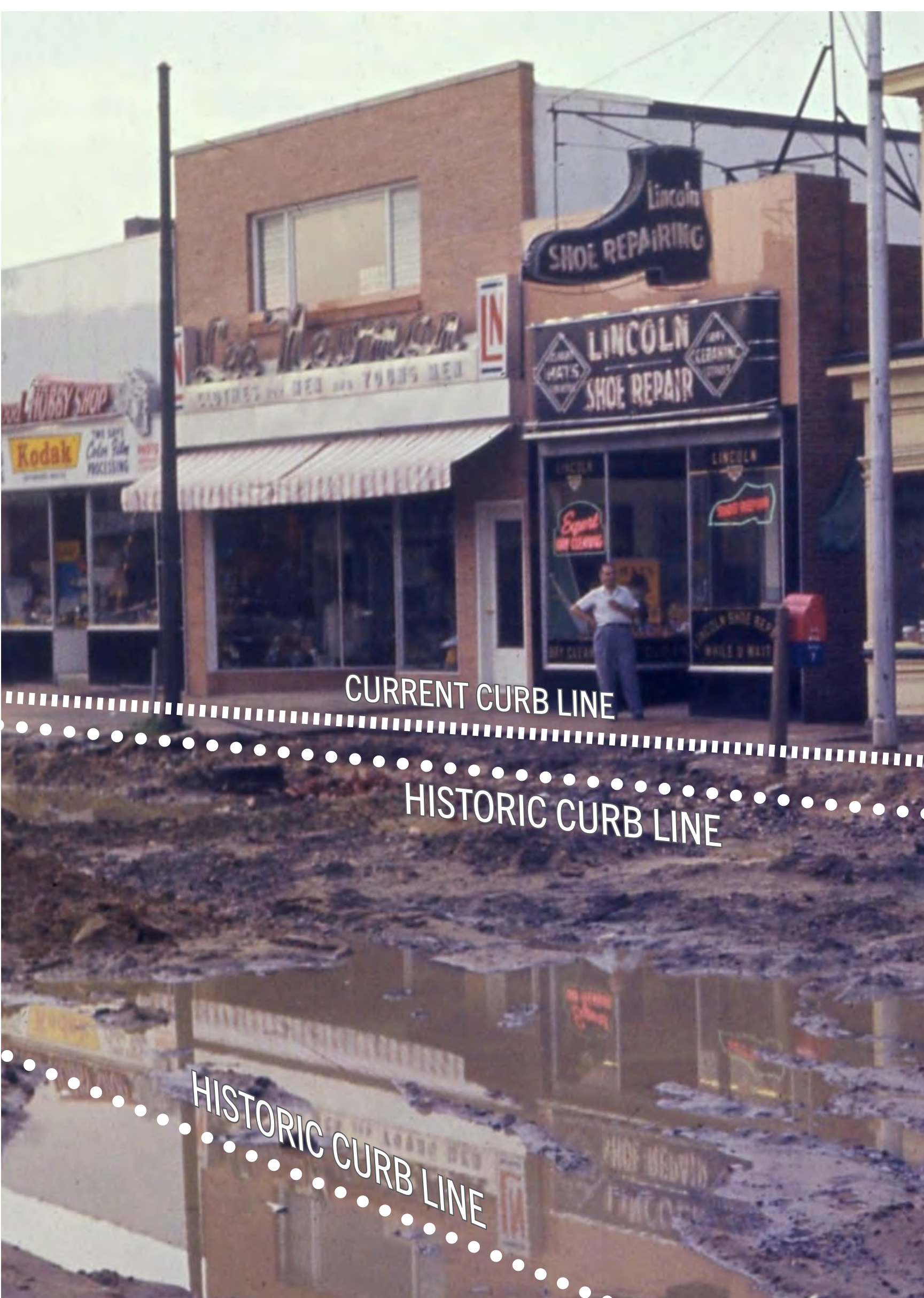


PRESENT DAY VIEW

NORTHEAST CORNER OF HADDON AVE AND COLLINGS AVE



VIEW CIRCA 1938



VIEW UNDER CONSTRUCTION

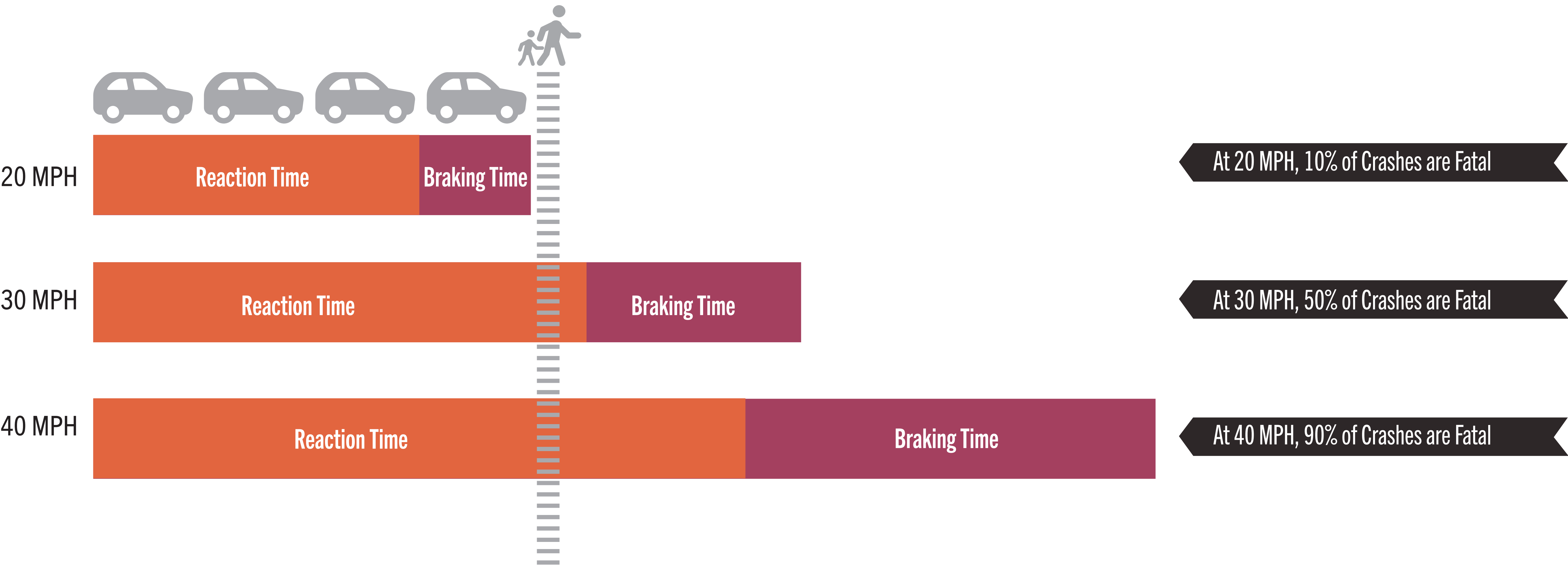


PRESENT DAY VIEW

1959 WIDENING OF HADDON AVE

WHY IS REDUCING SPEED IMPORTANT?

REDUCING SPEED PREVENTS CRASHES AND SAVES LIVES



WHY DOES ROAD WIDTH MATTER?

WIDER ROADS NATURALLY ENCOURAGE FASTER SPEEDS



HADDON AVE
CAN FEEL LIKE A
RACETRACK WITH
LANES WIDER THAN
LANES ON I-95



WITH NARROWER LANES,
HADDON AVE “FEELS” SLOWER

EXISTING LANE WIDTH ON HADDON AVE: 16'

FAQ

WHY IS PHYSICAL PROTECTION IMPORTANT?

ONLY PHYSICAL PROTECTION CAN KEEP CARS, BIKES, AND PEDESTRIANS APART



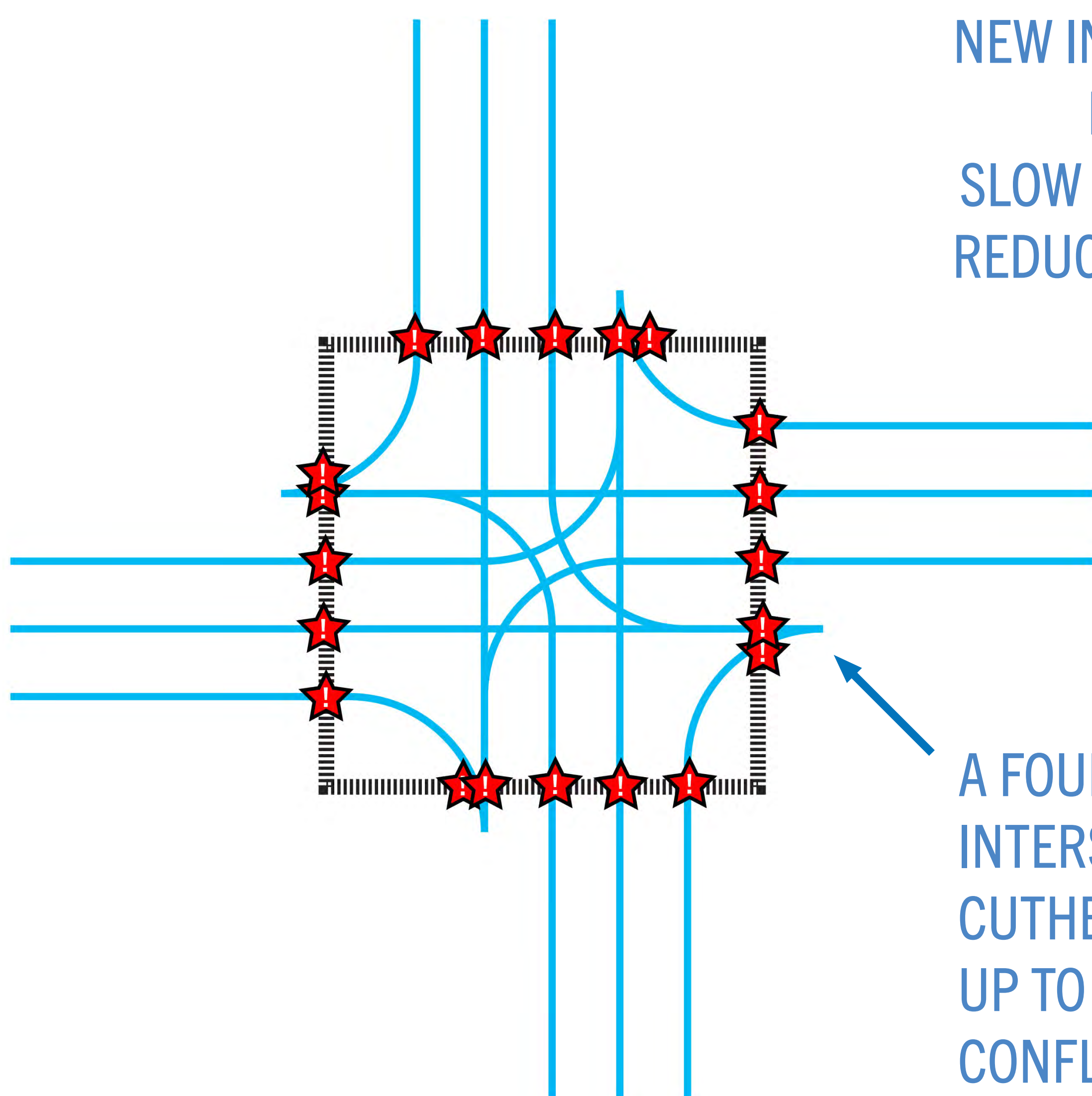
CARS ARE
ABLE TO
ENTER THE
BIKE LANE

CARS CAN'T
EASILY ENTER
BIKE LANE



WHY FOCUS SO MUCH ON INTERSECTIONS?

CRASHES, PARTICULARLY FATAL CRASHES, DISPROPORTIONATELY OCCUR AT INTERSECTIONS



NEW INTERSECTION
DESIGNS CAN
SLOW TRAFFIC AND
REDUCE CONFLICTS

A FOUR-WAY
INTERSECTION, LIKE
CUTHBERT, CAN HAVE
UP TO 24 POINTS OF
CONFLICT

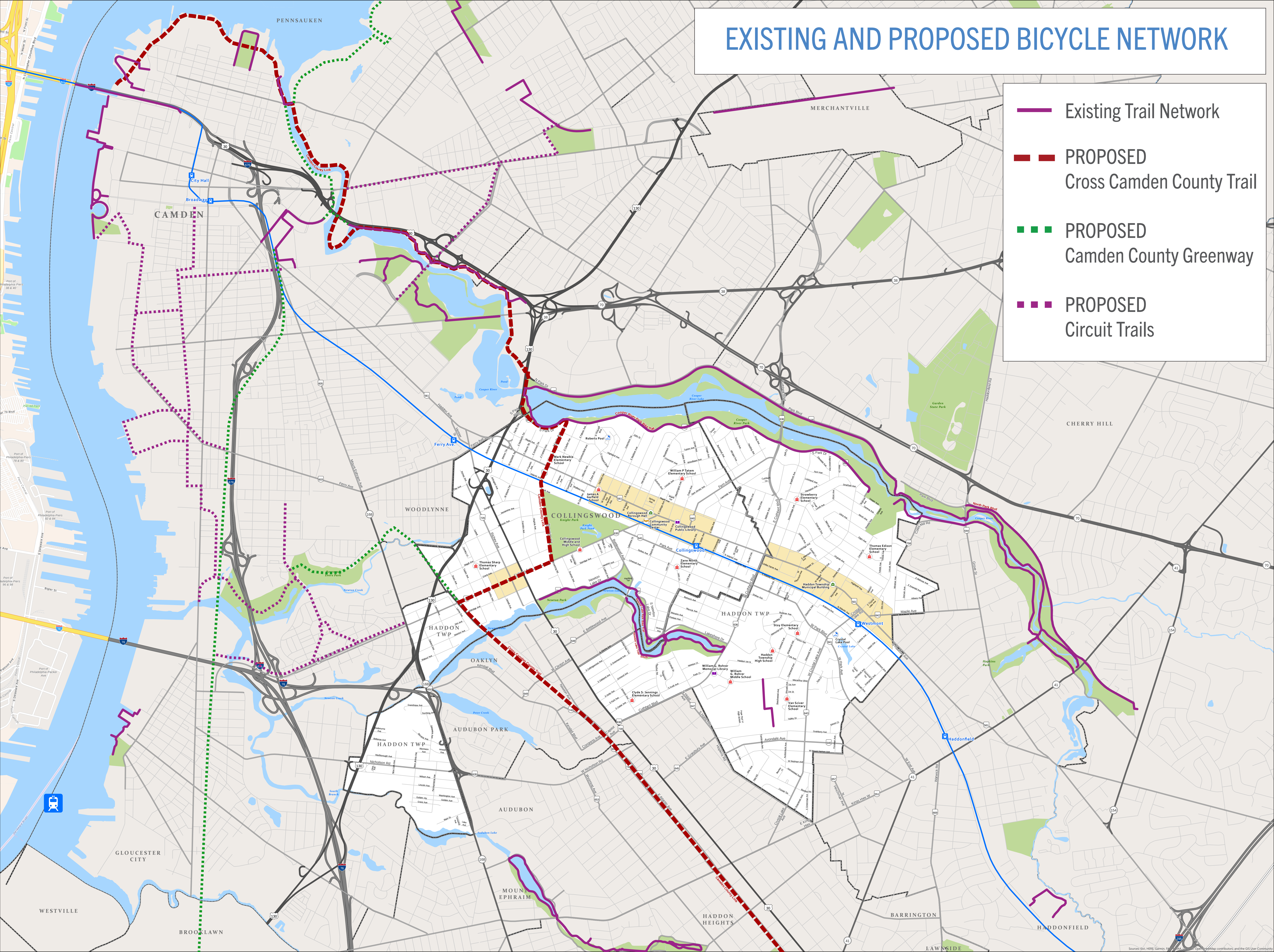


FAQ

BIKE & PEDESTRIAN MASTER PLAN

COLLINGSWOOD AND HADDON TOWNSHIP

CONNECT 2020





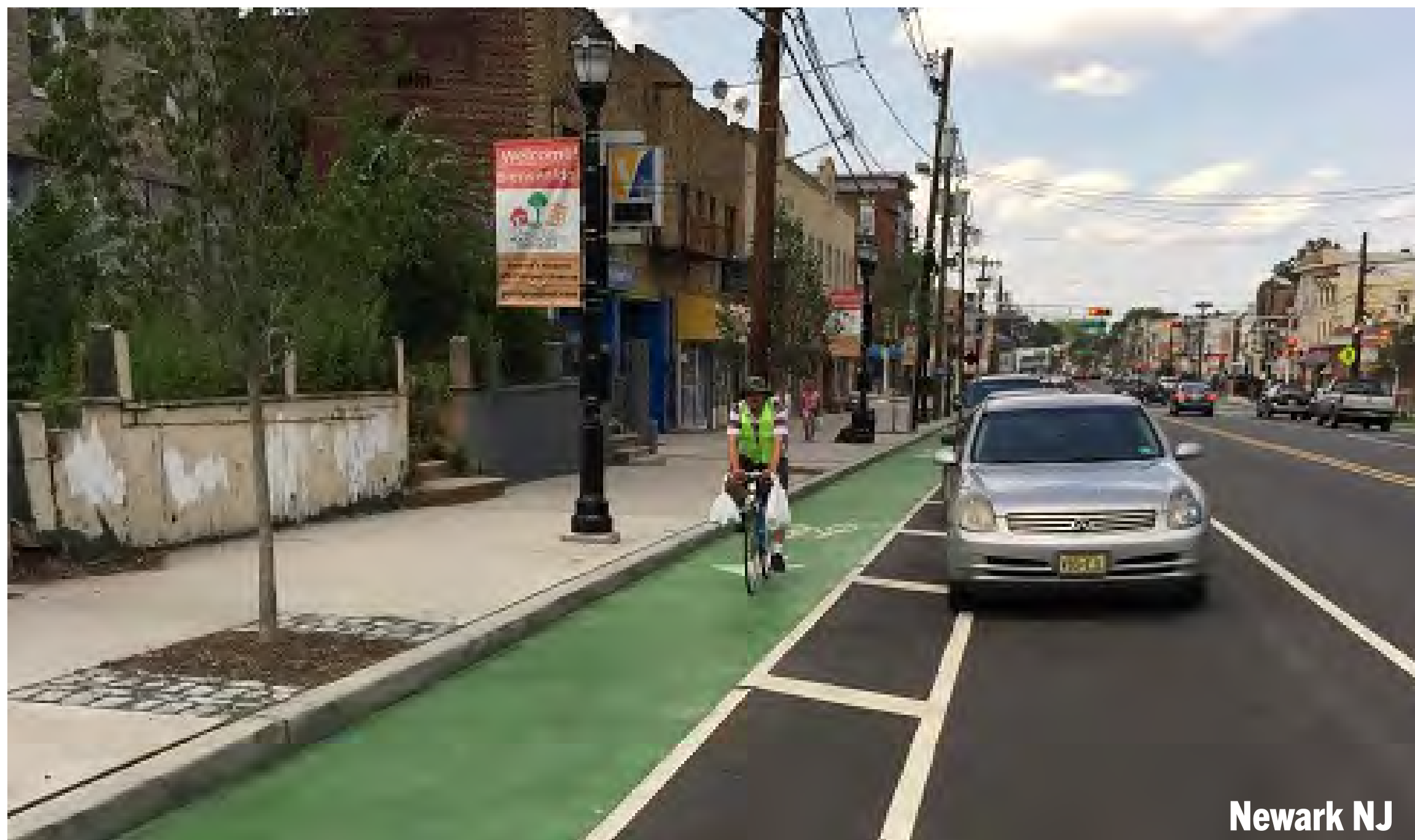
CONVENTIONAL BIKE LANES

Exclusive space for bicyclists designated through the use of pavement markings and signage.



BUFFERED BIKE LANES

Conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.



PROTECTED BIKE LANES

Bicycle facility that is physically separated from motor traffic and distinct from the sidewalk.



BICYCLE BOULEVARDS

Streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority.



SHARED USE PATHS

Bike and pedestrian facility that is physically separated from motorized vehicular traffic by an open space or barrier.



SAFE INTERSECTION CROSSING MARKINGS

Intersection crossing markings indicate the intended path of bicyclists. They guide bicyclists on a safe and direct path through intersections, including driveways and ramps.

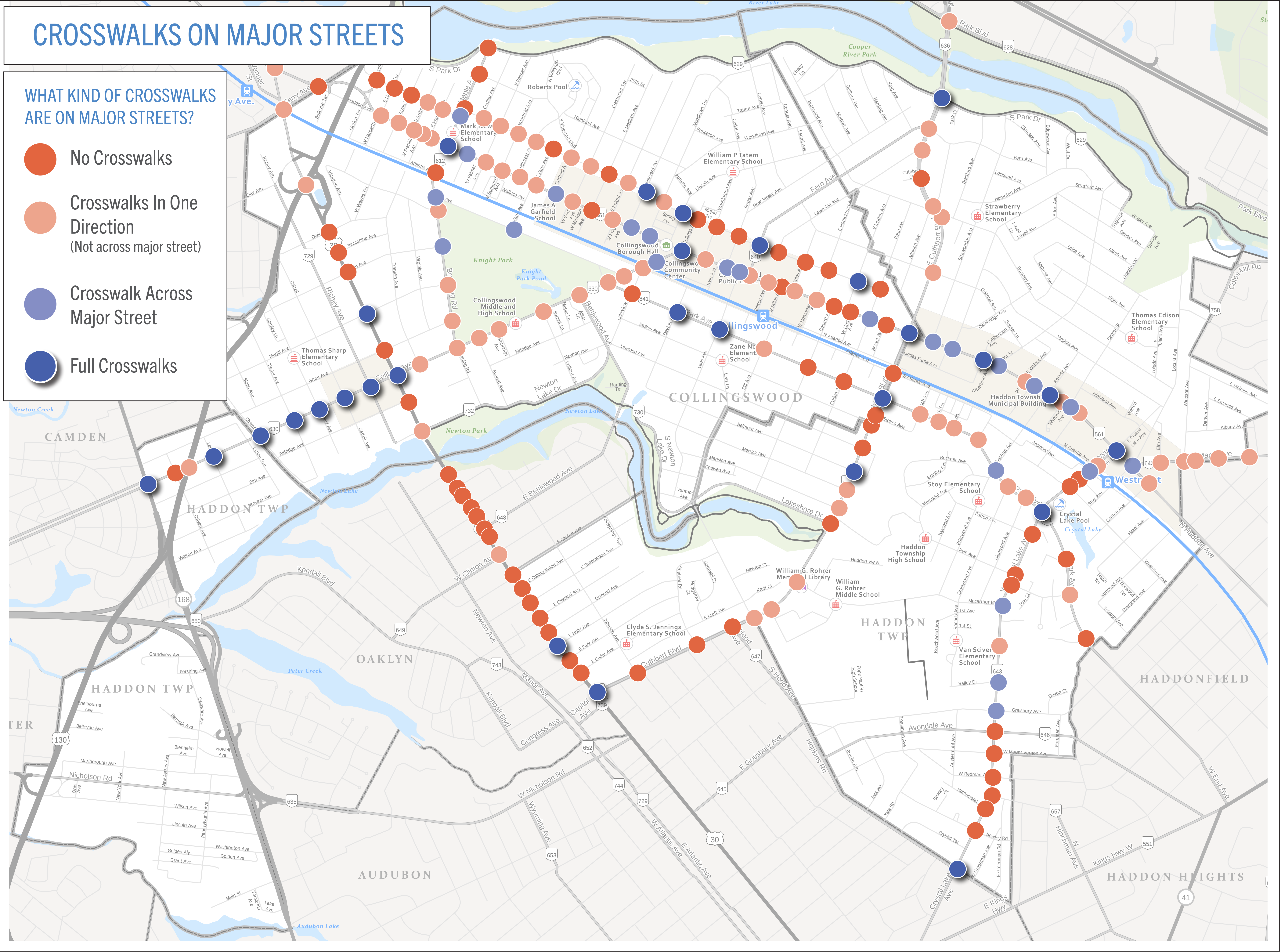
EXAMPLES OF BICYCLE FACILITIES

Source of facility definitions: NACTO.org

BIKE & PEDESTRIAN MASTER PLAN

COLLINGSWOOD AND HADDON TOWNSHIP

CONNECT 2020





UNMARKED CROSSING

No delineation of where pedestrians are expected to be.



PARALLEL LINES

Minimal delineation of the pedestrian crossing. Can fade over time, making more difficult to locate.



DIAGONAL STRIPES - ZEBRA

Moderate delineation of the pedestrian crossing.



CONTINENTAL

Clear delineation of the pedestrian crossing.



PAINTED/TEXTURED

Crossing is developed with a unique material or finish in the crossing. Most commonly found along commercial corridors or major pedestrian crossings.



FLASHING BEACONS/SIGNAGE

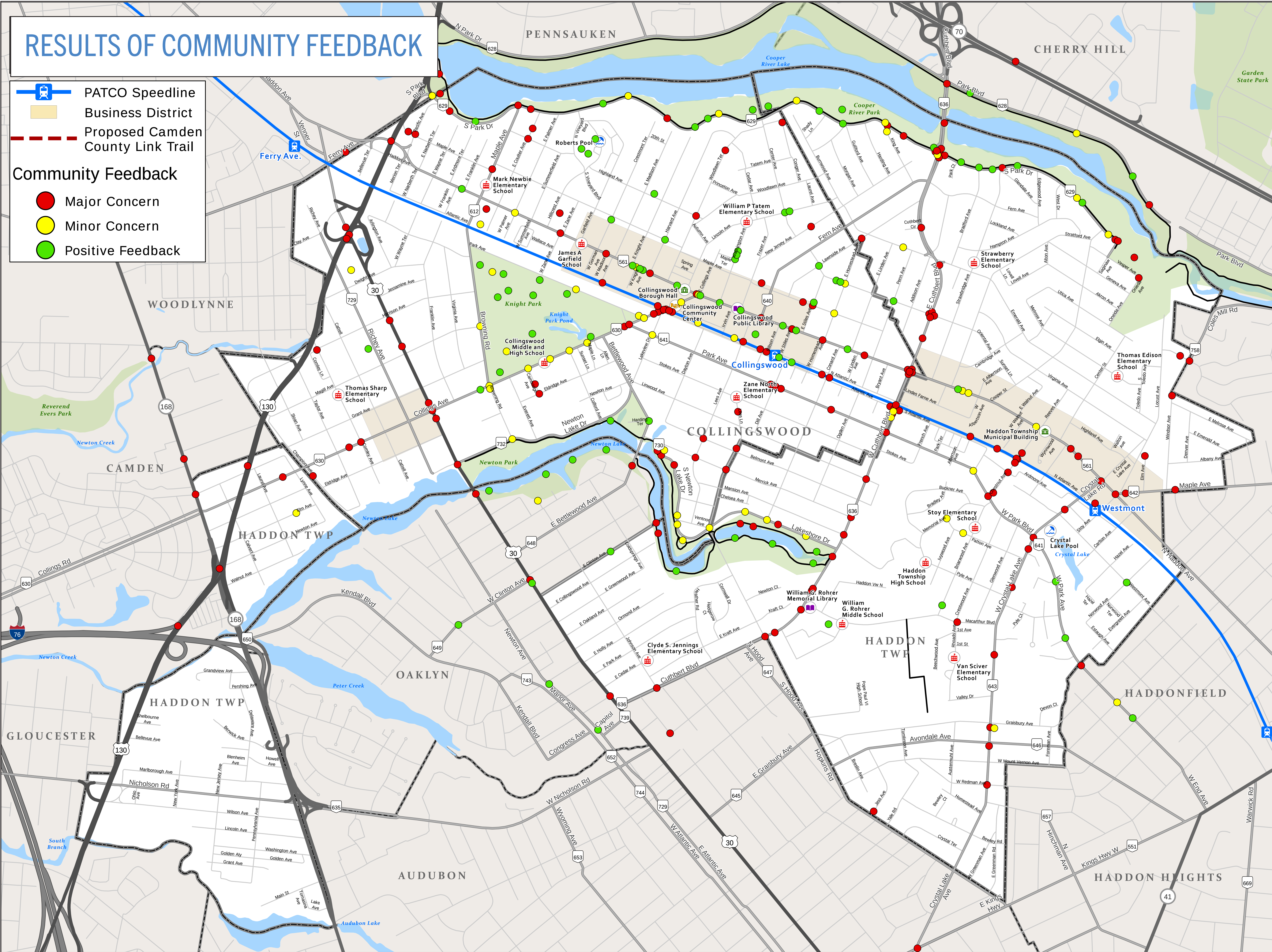
Additional signage and lights are used to further alert drivers to a pedestrian crossing.

EXAMPLES OF STREET CROSSINGS

BIKE & PEDESTRIAN MASTER PLAN

COLLINGSWOOD AND HADDON TOWNSHIP

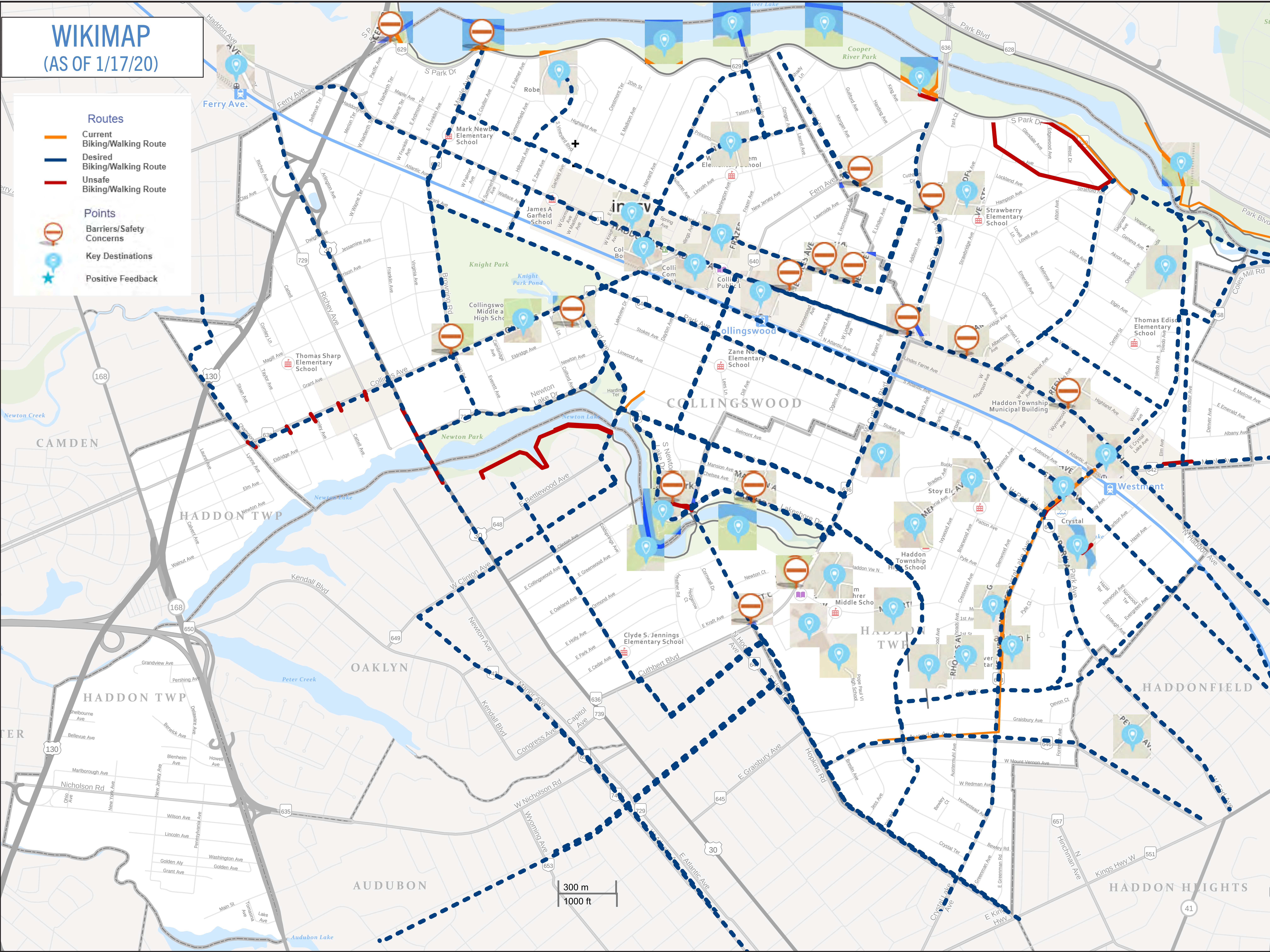
CONNECT 2020



BIKE & PEDESTRIAN MASTER PLAN

COLLINGSWOOD AND HADDON TOWNSHIP

CONNECT 2020





HOW DO YOU MOVE THROUGH
THIS INTERSECTION?

DRIVE

WALK

BIKE

PLACE A DOT ON THE MAP
WHERE YOU HAVE CONCERNS IN
THIS INTERSECTION

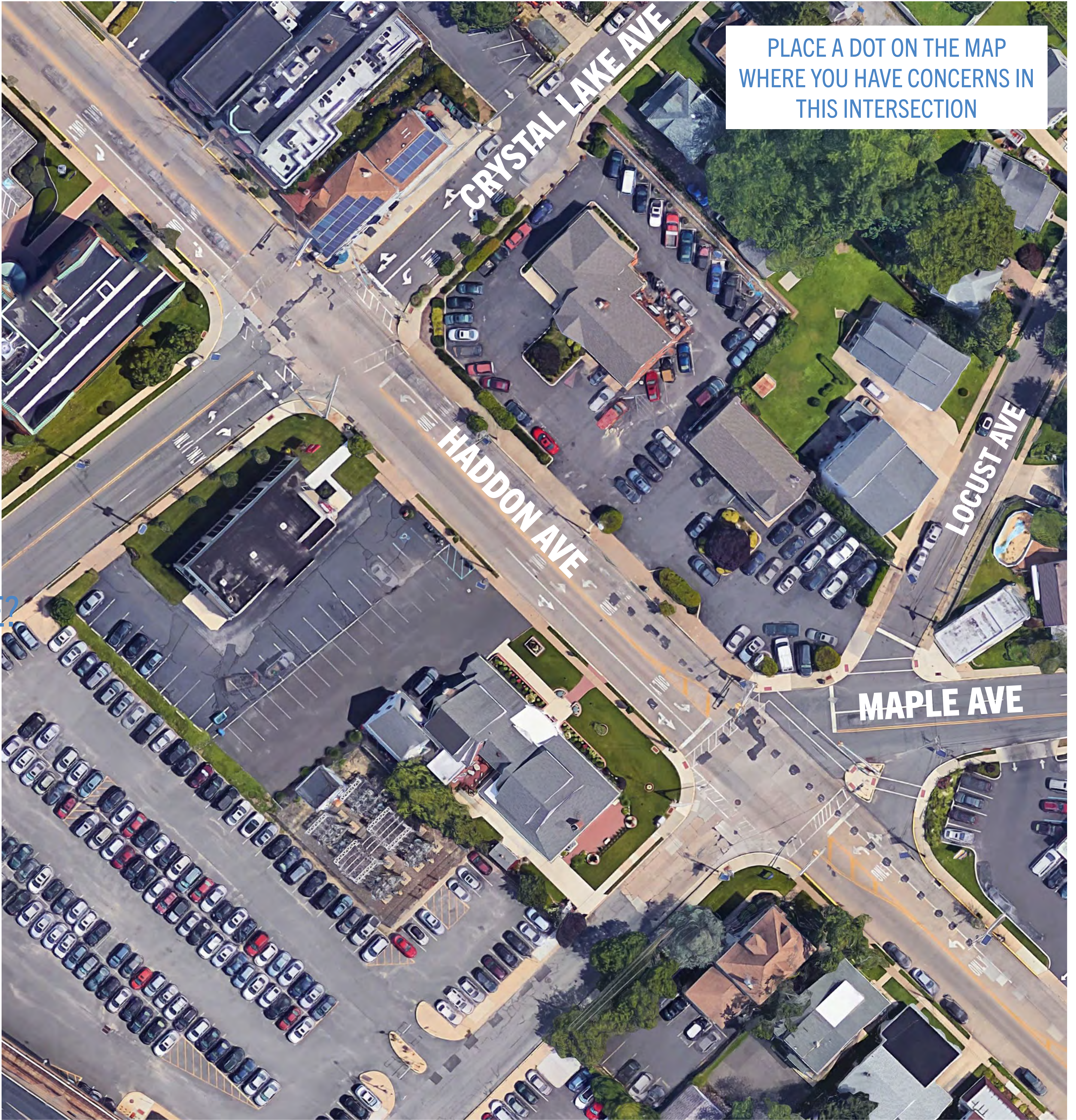


HOW DO YOU MOVE THROUGH
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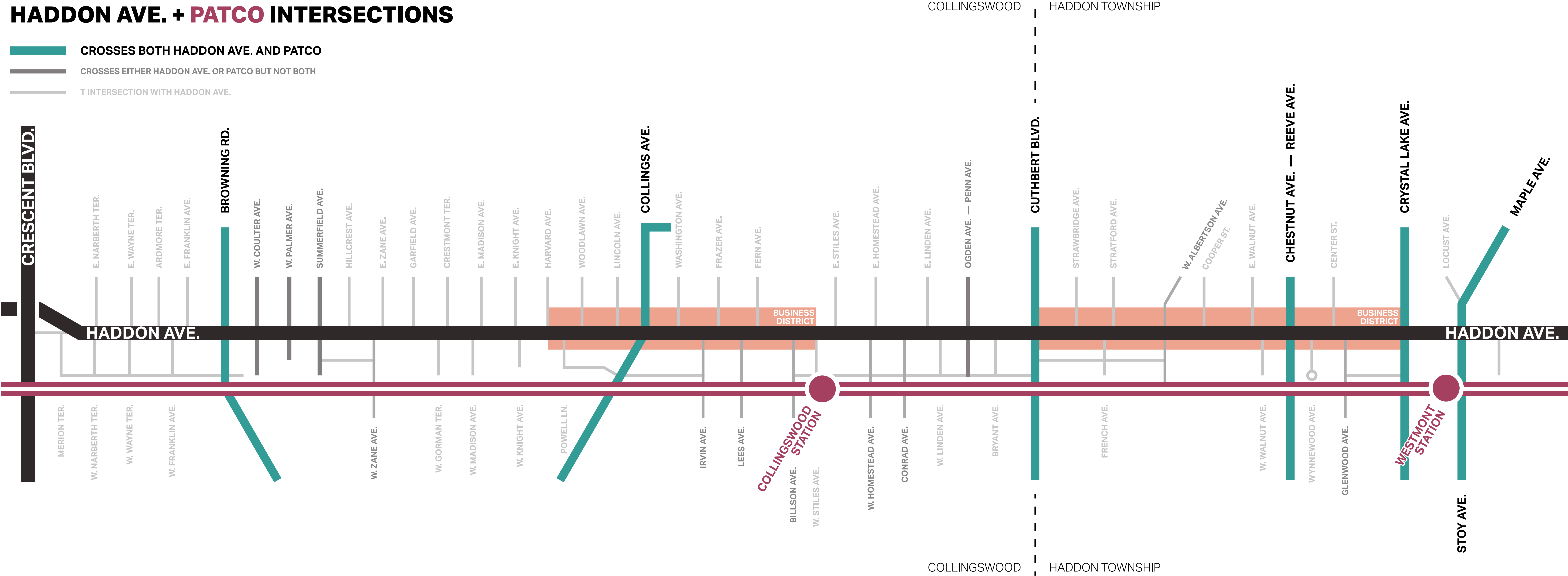
BIKE & PEDESTRIAN MASTER PLAN

COLLINGSWOOD AND HADDON TOWNSHIP

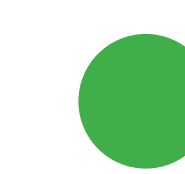
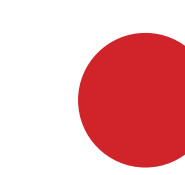
CONNECT 2020

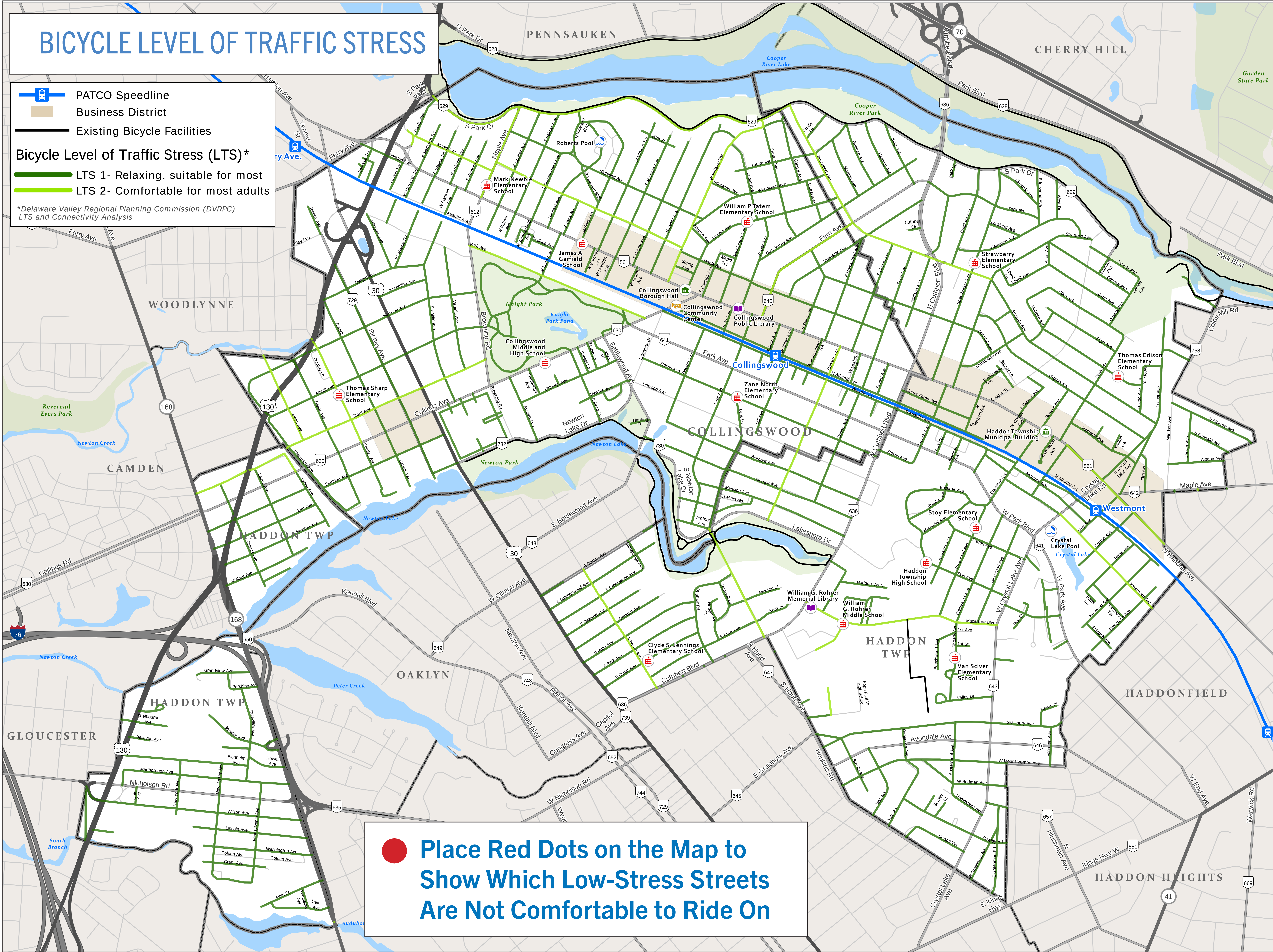
HADDON AVE. + PATCO INTERSECTIONS

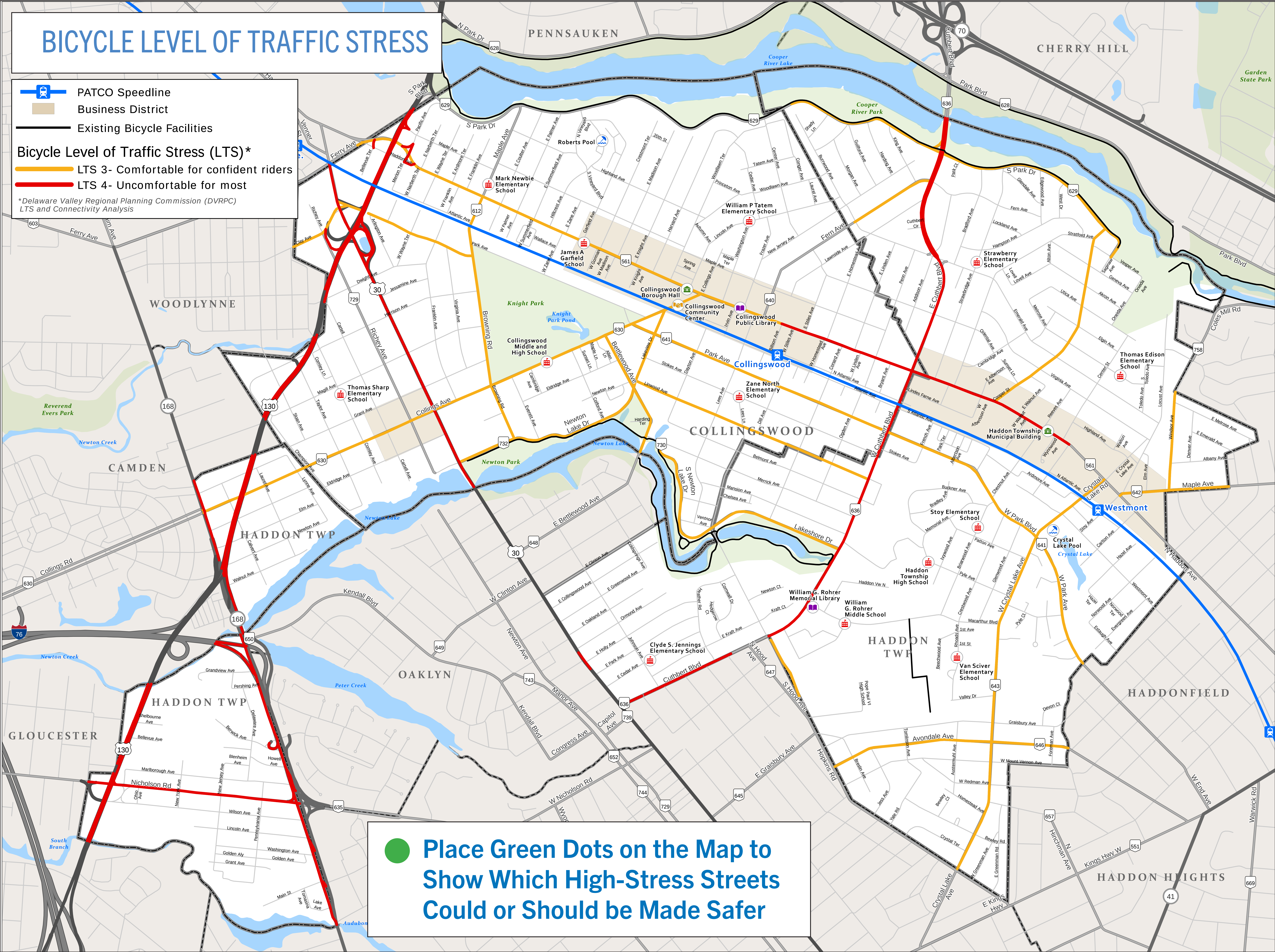
-  CROSSES BOTH HADDON AVE. AND PATCO
-  CROSSES EITHER HADDON AVE. OR PATCO BUT NOT BOTH
-  T INTERSECTION WITH HADDON AVE.



USE COLORED DOTS TO MARK UP THE MAP ABOVE.

-  I USE THIS INTERSECTION TO CROSS HADDON AVENUE
-  THIS INTERSECTION SHOULD BE A PRIORITY FOR REDESIGN





When a street is reconfigured, there are often tradeoffs between the different modes. We have listed the impacts to drivers, pedestrians, and bikers when certain parts of a street are changed.

IMPACT TO DRIVERS
IMPACT TO PEDESTRIANS
IMPACT TO BIKES

WIDTH OF TRAVEL LANES

NARROWER ← → WIDER

1	2	3	4	5	6	7	8	9	10
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SLOWER SPEEDS
SHORTER DISTANCE TO CROSS
ROOM FOR BIKE LANE

FASTER SPEEDS
LONGER DISTANCE TO CROSS
SHARE LANE WITH CARS

ON-STREET PARKING

LESS ← → MORE

1	2	3	4	5	6	7	8	9	10
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BETTER SIGHT LINES
LESS BARRIER TO TRAFFIC
ROOM FOR PROTECTED BIKE LANE

EASY ACCESS TO PARKING
OBSTRUCTED SIGHT LINES
“DOOR ZONE” DANGER

INTERSECTION DESIGN

BUMP OUTS AND ISLANDS ← → ADDITIONAL TURNING LANES

1	2	3	4	5	6	7	8	9	10
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MORE WAITING FOR TURNS
SHORTER DISTANCES TO CROSS
MAY HAVE TO MERGE WITH CARS

QUICKER PASSAGE
LONGER DISTANCE TO CROSS
MORE EXPOSURE TO TRAFFIC