

7. Close median openings as proposed by NJDOT Operations South – Implementation of the median openings project should begin as soon as possible. Replacing the majority of the median openings with one-way left turn slots should improve safety along the Route 70 corridor.

B. Long Range Improvement Concepts

Unlike short term improvements, long range improvements involve permanent measures to improve traffic flow and safety on Route 70. Potential long range concepts include the following:

1. Construct the proposed improvements at the 13 signalized intersections, as detailed in *Section VI. – B. Description of Concepts*. Analyses indicate that these concepts improve LOS and reduce overall delay along the Route 70 corridor. It is assumed that these improvements will not be constructed at the same time; therefore, NJDOT should prioritize the intersections to determine the order in which the intersections should be advanced to Feasibility Assessment. Under Short Term Improvements, it is recommended that Kingston Road and Covered Bridge Road be the first intersections advanced to Feasibility Assessment.
2. Complete the additional widening of Route 70 (as detailed in *Section VI. – B. Description of Concepts*) that is not included in the concepts for the 13 signalized intersections. This involves the section of Route 70 between Haddonfield Road and I-295. Completion of the roadway widening will eliminate potential bottlenecks along the corridor.
3. Enhance transit opportunities along Route 70 for Bus Route 406 by increasing the frequency (reducing headways) and/or adding additional buses. The use of express bus service along Route 70 should also be investigated.
4. Investigate implementation of SOV Reduction Strategies such as vanpool/carpool by working with Cross County Connection (Transportation Management Association for Camden County) and major Cherry Hill Township employers.

C. Phasing/Staging Opportunities

The proposed conceptual improvements will require traffic staging methods during construction. At the majority of the intersections, improvements may have a significant impact on traffic operations due to the proposed widening of Route 70. However, it is assumed that the construction will occur in sections and not the entire length of the corridor at one time. The existing cross section (either four lanes or six lanes) on Route 70 should be maintained during construction of the intersection improvements.