

City of Beverly Circulation Plan

February 2025





City of Beverly Circulation Plan

Burlington County, New Jersey

Prepared
February 2025

Adopted by the City of Beverly Use Board
on February 26, 2025

The original copy of this document was signed and sealed according to state requirements.

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*This plan was funded by a Transportation and
Community Development Initiative grant from:*





*City of Beverly Sign outside Family Dollar
Source: WSP*

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441
BEVERLY
FREE LIBRARY
Caring People & Knowledge First

City of Beverly Free Library
Source: WSP

Introduction

The City of Beverly (in Burlington County, New Jersey) is an historic community located on the banks of the Delaware River. Originally named “Dunks Ferry,” the City was settled as a ferry port in West Jersey, a district of the Province of New Jersey and a proprietary colony of England. In 1834, the southern Bordentown-Camden section of the Camden & Amboy Railroad was completed creating a 61-mile rail line that connected the City of South Amboy on the Raritan Bay with the City of Camden on the Delaware River. These two destinations offered ferry connections to Manhattan and Philadelphia. As a ferry port and stop on the Camden & Amboy Railroad, Beverly grew in importance as a center of commerce and transportation. With this rise in economic importance Beverly began to transform with the basis of a street grid network that supported new housing, businesses, and industry between river and rail.

On March 5, 1850, Beverly, named for Beverley, England, separated from Wellingborough Township and incorporated as a borough. By an act of the New Jersey Legislature, Beverly was incorporated as a city on April 13, 1857. Throughout the balance of the nineteenth century and the first half of the twentieth century, the City of Beverly continued to grow with housing, commerce and industry connected by the City’s street grid network.

Rail passenger service on the Camden & Amboy Railroad line ended June 28, 1963. On March 14, 2004, New Jersey Transit inaugurated the River Line light rail passenger service on the Camden and Amboy Railroad line, with a new station stop serving Beverly City and Edgewater Park Township at the intersection of Cooper Street (CR 630) and Railroad Avenue. Freight rail service remains active on the line, running during late evening and early morning hours to allow time separation from passenger service. Although the New Jersey Transit 419 bus line no longer serves the City, the Burlink B1 and B2 county-sponsored shuttle services originates at the Beverly River Line station and continue into

neighboring communities in Burlington County.

Today, with most of the City having been developed, development activities occur in the form of infill, rehabilitation, renovation, and redevelopment. According to the U.S. Census Bureau, the City’s population peaked at 3,400 in 1960, declined to 2,499 in 2020, and is estimated to have increased to 2,514 in 2023. The City of Beverly continues to be a compact, walkable community. Its street grid network traverses the City’s 0.54 square miles of land mass linking the riverfront with the light rail station and the neighborhoods, elementary school, parks, and city hall.

Over time, vehicular traffic volumes and patterns in the region have changed affecting the City of Beverly. Public transportation ridership, and the number and frequency of pedestrians and bicyclists in the City have changed as well. The use of e-bikes, scooters and similar devices in the City has increased. The City’s roadway and sidewalk infrastructure have aged requiring frequent maintenance and, in some instances, repair or replacement. Simultaneously, new methods and applications for addressing circulation issues and improving transportation systems are continually being developed for implementation.

The Circulation Plan Element of the City’s Master Plan was adopted in 1992. It classified the types of roads within the City: secondary arterials; major collectors; minor collectors, and local streets and local collectors. It briefly discussed roadway jurisdiction (county and municipal) and intersection problems associated with Warren Street. Data for three years of crashes (“vehicular and other”) were provided. NJ Transit bus line 419 was briefly mentioned. The City of Beverly’s 1992 Master Plan Circulation Plan Element provided an inventory of existing conditions, including sections briefly describing roadway jurisdiction, safety at intersections, and public transit. Recommendations consisted of recommending traffic controls at three intersections along Warren Street.

These recommendations have not been implemented. This 2024 Circulation Plan Element updates these sections and expands upon the evaluation of existing circulation in Beverly while also developing recommendations for several problem areas.

The City of Beverly Joint Land Use Board adopted the 2023 Reexamination of the Master Plan on June 21, 2023. This reexamination report made the following recommendation:

“Transportation and Circulation – Update the Circulation Element of the Master Plan with an emphasis on improving the City’s walkability by focusing on safety and accessibility for all residents. To fund a new Circulation Element, the City will apply to the Delaware Valley Regional Planning Commission’s Transportation Community Development Initiative [sic] grant program. Investigate options for on-street parking time limits and additional off-street parking spaces in the downtown district as well as locations for electric vehicle charging stations. Apply to the New Jersey Department of Transportation for Transit Village designation in order to be eligible for additional grant opportunities, such as wayfinding signage to direct residents and visitors to significant destinations in the community. Apply for Safe Routes to School and Small Cities grants to construct a parking lot adjacent to the school property, which will improve overall safety. Partner with the County to plan an off-road route for the Delaware River Heritage Trail through Beverly.”

In 2023, the City of Beverly submitted a Transportation and Community Development Initiative (TCDI) grant application for the preparation of a new circulation plan element to the Delaware Valley Regional Planning Commission (DVRPC) and was subsequently

awarded the TCDI grant. This Circulation Plan Element is funded by DVRPC’s TCDI grant program.

As identified in the City’s TCDI application the overarching goal for preparing the circulation plan element is to:

“Recommend ways to enhance the walkability, biking, access to public transport, and the practical use of motor vehicles for the City’s residents and visitors, while improving safety, equity and quality of life for them.”



Changes since Prior Circulation Plan

The City of Beverly's previous Circulation Plan was developed in 1992. Since then, the City and its circulation system have experienced numerous changes. Significant changes over the last decade are listed below:

- **2015** – parking on Laurel Street south of Warren Street was restricted for 35' on the west side of the roadway and 60' on the east side of the roadway.
- **2017** – parking was prohibited on the east side of Melbourne Avenue between Railroad Avenue and Pine Street between 7:30 AM-3:30 PM Monday-Friday.
- **2018** – parking was restricted on Perkins Street between Cooper Street and Wilmerton Street.
- **2018** – a Complete Streets policy was established. This policy is included in Appendix A.
- **2019** - Bentley Avenue between Cherry Street and Pine Street was converted to one-way southbound, and a stop sign was added for northbound traffic on Bentley Avenue at Cherry Street.
- **2019** – parking on Cooper Street between Front Street and Veterans Drive was restricted.
- **2021** – a No Parking zone was implemented on Cherry Street between Manor Road and Melbourne Avenue.
- **2023** – a No Parking zone was implemented on the west side of Walnut Street between Warren Street and the Delaware River.
- On Melbourne Avenue, parking is allowed on Election Day and during any Special Elections 6:00 AM-8:00 PM



Lee Avenue at Cherry Street
Source: WSP



Public Meeting held on March 12, 2024 at Beverly City Hall
Source: WSP

Stakeholder Coordination and Community Outreach

Actively engaging with stakeholders in Beverly is essential for understanding the community's needs, priorities, and preferences. The outreach process for the Beverly Circulation Plan update included two Steering Committee meetings, two public meetings, and a public survey.

Steering Committee

Two Steering Committee (SC) meetings occurred throughout the study period. The SC provided feedback and guidance at key milestones. The SC consisted of city staff, including representatives of the City Council, Fire Department, Police Department, Department of Public Works, and the Joint Land Use Board.

SC Meeting #1 (Kickoff Meeting)

The first SC meeting was held on January 24th, 2024, at Beverly City Hall. The meeting also served as a kickoff meeting to introduce the project to City staff. The meeting included a discussion of the project's purpose, schedule, project team roles, data needs, past planning efforts, existing circulation issues, and public engagement.

SC Meeting #2

The second SC meeting was held on May 14th, 2024, at Beverly City Hall. The focus of the meeting was to present initial findings from the existing conditions analysis, and share and discuss feedback received from the public survey.

Public Meetings

Public Meeting #1 occurred on March 11, 2024, at Beverly City Hall. Approximately 15 members of the public attended the meeting. The meeting began with a brief overview of existing conditions by the project team. Attendees then shared their circulation-related ideas and concerns to the project team, who transcribed them onto sticky notes and display boards. Various citywide and site-specific comments were provided, including the intersection of Warren Street and Cooper Street (Five Points) being difficult to cross, demand for additional retail uses in the City, and several roadways being too narrow to accommodate two-way traffic and on-street parking.

Public Meeting #2 occurred on June 18, 2024, at Beverly City Hall. Approximately five members of the public attended the meeting. The meeting began with a detailed analysis of existing conditions findings, followed by a summary of public survey results and an initial presentation of draft recommendations. The project team and public discussed the feasibility of converting Cooper Street and Laurel Street to one-way northbound between Warren Street and Second Street. Based on the dense roadway network in Beverly and low volumes along these roadways, it is expected that traffic diversions would be minimal and traffic would mainly be diverted to Broad Street.

Public Survey

A public survey was available online and in printed form from February 20, 2024, through March 28, 2024. The survey included a mix of 27 open-ended and close-ended questions asking about Beverly residents' circulation habits, preferences, and needs. The survey sought feedback about all modes of transportation in Beverly. The City of Beverly's website homepage provided a link to the online survey along with a printable PDF version. Postcards advertising the first Public Meeting, with a link to the Public Survey, were mailed to all homes in Beverly. A blank copy of the Public Survey is included in Appendix B.

The Public Survey received 103 responses. These results are summarized below and mapped by mode in the Existing Conditions sections.

Mode Usage

- 96% of respondents reported driving a motor vehicle
- 50% of respondents reported walking
- 25% of respondents reported biking
- 16% of respondents reported taking light rail
- 80% of those using light rail reported walking to the light rail station
- 3% of respondents reported not having access to a vehicle. 67% reported having access to more than one vehicle.
- 70% of respondents indicated that they can park all of their vehicles on their property

Existing Infrastructure Concerns

- 60% of respondents said that the sidewalks in their neighborhoods require repair or replacement; a majority of these respondents reported uneven sections causing tripping hazards and broken sections that are difficult to walk on. Less than half of people reporting the need for sidewalk repair or replacement reported missing sidewalks.
- 11 people reported sidewalk issues at Melbourne & Cherry Streets (outside the American Legion building)
- 7 people reported sidewalk issues on Warren Street

Roadway Safety

- 61% of respondents reported being concerned about crossing intersections on foot because of safety concerns about vehicular traffic
- 10 people reported pedestrian safety concerns at Broad and Warren Streets, and 20 people at Warren and Cooper Streets
- A majority of respondents reported that motorists travel too fast, motorists do not stop for pedestrians at intersections, and motorists have difficulty seeing pedestrians crossing intersections

New Infrastructure

- 56% of respondents expressed interest in paint or signage for cyclists
- 21 people expressed a desire for bike facilities on Warren Street, 20 on Cooper Street, and 15 on Broad Street
- A majority of respondents expressed interest in installing bicycle racks at municipal parks & playgrounds, Beverly City Free Library, the Post Office, City Hall, municipal recreational fields, and the waterfront at Veterans Drive

Existing Conditions

Activity Generators

The City of Beverly contains several activity or trip generators that produce and attract motor vehicle, walking, biking, and transit trips. Understanding the presence of these generators is essential for understanding the wider circulation network and how people move throughout the city. Activity generators in Beverly are briefly summarized below:

- **Commercial Uses** – Retail and dining commercial uses are concentrated along Warren Street and a small segment of Cooper Street, particularly near the Five Points intersection (Warren Street at Cooper Street), with commercial uses extending west to Melbourne Avenue and east to Perkins Street. There are also several small light industrial sites along Railroad Avenue.
- **Public and Civic Uses** – Beverly public and civic sites include City Hall (446 Broad Street), Beverly City School (601 Bentley Avenue), Beverly Free Library (441 Cooper Street), the Post Office (417 Warren Street), and the Beverly Housing Authority (101 Magnolia Street).
- **Recreational Uses** – Beverly is home to four city parks: Riverfront Park on Veterans Drive, Lauinger Field next to Beverly City School, Talbot Hall Park located across the street from City Hall, and the Farnum Park Playground located at the corner of Pine Street and Jennings Street. The City is also home to a public basketball court next to the Hope Hose #2 Firehouse.
- **Public Transit** – The Beverly/Edgewater Park River Line station is a major activity generator in the city, with NJ TRANSIT operating nearly 50 trains in each direction each weekday. The BurLink shuttle also offers service at the River Line station and along parts of Warren Street and Broad Street. Public transit service in Beverly is described in more detail later in this document.
- **Ongoing and Proposed Land Development Projects** – The parcel at the southwest corner of Cooper Street and Pine Street has been identified for future land development. Additionally, the City of Beverly is seeking redevelopment opportunities along the Delaware River. Future development of these and other sites would create new activity generators.

Land Use

Land Use data for the most recent dataset available (2020) was obtained from the New Jersey Department of Environmental Protection (NJDEP). The primary land use in Beverly is medium-density residential. There are pockets of commercial & services around the intersection of Warren Street at Cooper Street and along Railroad Avenue. Industrial and mixed land uses are located along the Delaware River and Railroad Avenue. Forest and greenspace exist in municipal parks as well as several parcels in the northwest corner of the City. Land use in Beverly is displayed in Figure 1.

Roadway Circulation

Inventory

This section provides a summary of the characteristics of the roadway network in Beverly. Figure 2 displays a road map of the City of Beverly, as provided by the City. This official road map lists the rights-of-way for each roadway in Beverly.

Functional Classification

Functional classification establishes a hierarchy of roadways and indicates the type of service provided by the roadways within the overall roadway network. The hierarchy promotes safe and efficient circulation through and between municipalities and the region.

The 1992 Circulation Element discussed several roadway types in Beverly, including Regional Roadways, Primary Arterial Roadways, Secondary Arterial Roadways, Major Collector Roadways, Minor Collector Roadways, and Local Streets and Local Collectors. Table 1 lists functional class designations identified in the 1992 Circulation Element. All other roadways in Beverly not included in Table 1 were classified as Local Streets/Collectors.

Table 1 - 1992 Circulation Element Functional Classifications

Designation	Roadway
Secondary Arterial	Warren Street (County Route 543)
Secondary Arterial	Cooper Street (County Route 630)
Secondary Arterial	Broad Street (County Route 626)
Major Collector	Manor Road
Minor Collector	Pine Street
Minor Collector	Putnum Street

Source: City of Beverly

Following adoption of the 1992 Circulation Element, the New Jersey Department of Transportation (NJDOT) published a 2010 functional classification map, revising it in April 2017. Roadways in Beverly include Other Principal Arterials, Minor Arterials, Major Collectors, and Local Streets. These are described below:

- **Other Principal Arterials** – principal arterials serve the highest traffic volumes within and through urban areas, including Beverly. All non-Interstate principal arterials are considered “Other Principal Arterials.”
- **Minor Arterials** – these roadways connect to and enhance Principal Arterials to provide moderate length trips at a lower level of mobility than principal arterials.
- **Major Collectors** – these roadways provide service and traffic circulation within residential, commercial, and industrial areas and differ from arterials in that collectors enter and exit residential neighborhoods, distributing trips from arterials to destinations. Collectors likewise collect local traffic and channel it to arterials.
- **Local Streets** – these roadways provide direct access to adjacent lands and higher order roadways.

The functional classification of roadways in Beverly is listed in Table 2. All other roadways in Beverly not included in Table 2 are classified as local streets. Each of the Secondary Arterials from the 1992 Circulation Element now have a different classification per NJDOT. Additionally, roadways that were previously Major or Minor Collectors – such as Manor and Pine – are now Local Streets.

Table 2 - 2017 NJDOT Functional Classification

Designation	Roadway
Other Principal Arterial	Warren Street (County Route 543)
Minor Arterial	Broad Street (County Route 626)
Major Collector	Cooper Street (County Route 630)

Source: NJDOT

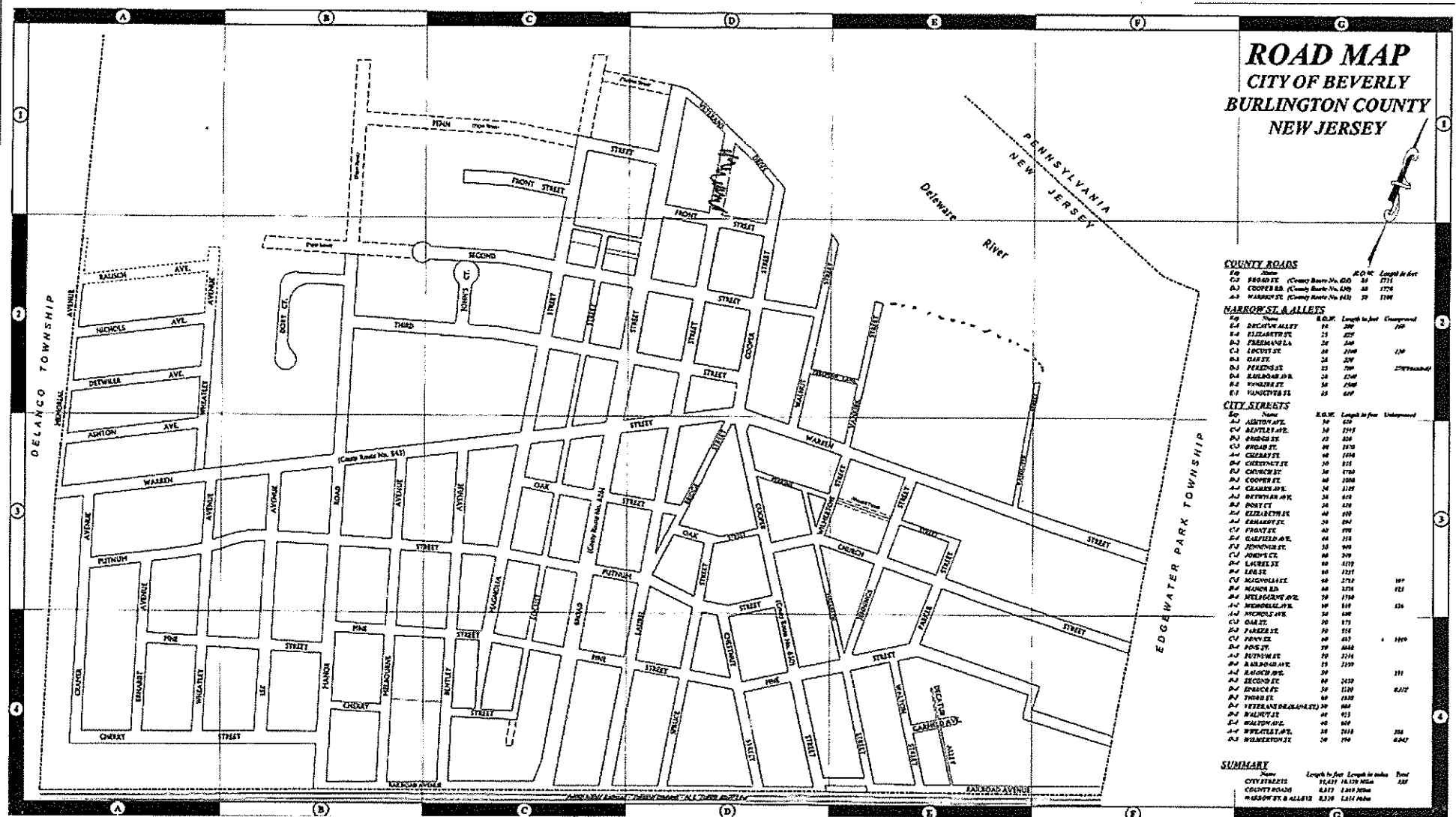


Figure 2 - Road Map

Source: City of Beverly

Jurisdiction

Roadway jurisdiction was discussed in the 1992 Circulation Element. Warren Street (County Route 543), Broad Street (County Route 626), and Cooper Street (County Route 630) were maintained by Burlington County. This continues to be the case. There are no State-maintained roadways in Beverly. The City of Beverly is responsible for all other public streets.

Speed Limits

Speed limit data is provided for State and County roadways by NJDOT Straight Line Diagrams. Speed limits for these roadways in Beverly are listed in Table 3. The speed limit for all other roadways is 25 mph. For most County routes, speed limits are reduced upon entering Beverly.

Table 3 - Speed Limits

Roadway	Extent	Speed Limit within Beverly	Speed Limit beyond Beverly
Warren Street (County Route 543)	Western city border to Jennings Street	30 mph	40 mph in Delanco
Warren Street (County Route 543)	Jennings Streets to eastern city border	35 mph	35 mph in Edgewater Park
Broad Street (County Route 626)	Entire extent within Beverly	25 mph	40 mph in Edgewater Park
Cooper Street (County Route 630)	Entire extent within Beverly	25 mph*	35 mph in Edgewater Park

* The NJDOT Straight Line Diagram does not provide a speed limit but existing signage indicates the speed limit is 25 mph within the City.

Source: City of Beverly

One-Way Streets

Portions of several roadways within the City of Beverly operate with one-way motor vehicle traffic. Listed in Table 4, these roadways are designated for one-way travel primarily due to their narrow width and/or to promote traffic safety and efficient circulation.

Table 4 - One-Way Streets

Roadway	Extent	Direction
Melbourne Avenue	Railroad Avenue to Pine Street	Toward River
Bentley Avenue	Pine Street to Cherry Street	Away from River
Bridge Street	Warren Street to Laurel Street	Away from River
Elizabeth Street	Railroad Avenue to Pine Street	Toward River
Walton Avenue	Pine Street to Railroad Avenue	Away from River
Railroad Avenue	Broad Street to Cooper Street	Northbound

Source: City of Beverly

Traffic Controls

There are no signalized intersections in the City of Beverly. Stop signs are typically located at intersections with Warren Street (County Route 543), Broad Street (County Route 626), and Cooper Street (County Route 630). Where Broad Street and Cooper Street intersect with Warren Street, stop controls are provided along Broad Street and Cooper Street. Traffic controls are mapped in Figure 3.

Traffic Volumes

Both the NJDOT and DVRPC conduct traffic counts in their respective jurisdictions. These sources were reviewed for traffic counts in Beverly and records for 15 traffic counts at 11 locations in Beverly were obtained. Additionally, records for two traffic counts at one location in Edgewater Park were obtained due to the site’s proximity to Beverly. These counts measure Average Annual Daily Traffic (AADT), which is the average number of bi-directional vehicles counted during a mid-week period (typically 48 hours). NJDOT and DVRPC applied various factors to the raw traffic counts to obtain more reliable figures. Factored traffic counts are mapped in Figure 4.

Roadway Safety Analysis

Beverly’s 1992 Circulation Element reports the number of “Vehicular” and “Other” crashes in 1989, 1990, and 1991. An average of 58 “Vehicular” crashes and three “Other” crashes occurred annually with minimal variation from year to year. The document also reported that there have been no traffic fatalities since 1985. Additionally, the 1992 Circulation Element discussed three dangerous intersections:

1. Warren Street at Manor Road
2. Warren Street at Cooper Street
3. Warren Street at Broad Street

The first two intersections were reported to pose sight issues, while traffic congestion posed an issue at Warren Street at Broad Street.

More recent crash data was obtained from the New Jersey Department of Transportation’s Safety Voyager database to inform this plan update. Data was obtained for 2017-2021, the most recently available and complete five-year dataset at the onset of this study. Roadway crashes for all modes of travel were reviewed. During the analysis period, there were 120 crashes in Beverly. As shown in Table 5, the number of crashes peaked in 2020 with 43 crashes, although that year had the lowest rate of injury crashes. The following sections summarize the characteristics of these crashes.

Table 5 - Crashes by Year

Severity Level	Crashes	Injury Rate
2017	27	19%
2018	28	29%
2019	13	23%
2020	43	12%
2021	9	22%

Source: NJDOT, WSP

Most crashes in Beverly occurred on Warren Street. Additionally, the major routes of Cooper Street and Manor Road had several crashes. These corridors provide the greatest connectivity for motorists, pedestrians, and cyclists within Beverly and between Beverly and neighboring communities. They also feature the highest traffic volumes and speed limits. Crash severity across these three corridors is summarized in Table 6.

Table 6 - Crashes by Corridor

Intersection	Warren Street	Cooper Street	Manor Road
No Apparent Injury	46	11	6
Possible Injury	13	1	2
Suspected Minor Injury	4	1	4
Fatal Injury	0	1	0

Source: NJDOT, WSP

Crashes by Intersection

The highest crash intersections are listed in Table 7. During the most recent 5-year period, the intersection of Warren Street and Broad Street had 16 crashes, including three resulting in a possible injury and one in a suspected minor injury, while the Five Points intersection (Warren Street, Cooper Street, Bridge Street) had 12 crashes, including two resulting in a possible injury.

Table 7 - Crashes by Intersection

Intersection	No Apparent Injury	Possible Injury	Suspected Minor Injury	Fatal Injury	Total
Warren St/ Broad St	12	3	1	0	16
Warren St/ Cooper St	10	2	0	0	12
Warren St/ Manor Rd	4	1	2	0	7
Warren St/ Laurel Rd	6	0	0	0	6
Cooper St/ Railroad Ave	5	0	0	0	5

Source: NJDOT, WSP

Severity

Most (81%) crashes in Beverly resulted in No Apparent Injury, while 13% of crashes resulted in a Possible Injury and 6% in a Suspected Minor Injury. One crash resulted in a Fatal Injury. This crash occurred at approximately 6:00 PM on a Saturday and involved a motorcycle striking a fixed object on Cooper Street, north of Pine Street. The crash occurred during daylight and in dry conditions. Injury crashes were far more likely to occur on County roadways. While 7% of crashes on Municipal roadways resulted in an injury, 27% of crashes on County roadways resulted in an injury. Crashes by severity are listed in Table 8 and mapped in Figure 5.

Table 8 - Crashes by Severity

Severity Level	Number	Percent
No Apparent Injury	97	81%
Possible Injury	15	13%
Suspected Minor Injury	7	6%
Fatal Injury	1	1%

Source: NJDOT, WSP

Crash Type

The most common vehicular crash types during the 5-year period were striking a parked vehicle (32% of crashes) and right-angle crashes (24%). There was one reported crash involving a cyclist and no reported crashes involving a pedestrian. While striking a parked vehicle accounted for the greatest number of crashes, this crash type had an 8% injury rate. Of the 29 right angle crashes, 34% resulted in an injury, accounting for 43% of all injury crashes in Beverly. Right angle crashes were more common on County roadways, accounting for 35% of crashes on County roadways. Striking a parked vehicle was more common on Municipal roadways, accounting for 55% of crashes. Crashes by type are listed in Table 9.

Table 9 - Crashes by Type

Crash Type	Crashes	Percent	Injury Crashes	Percentage of Injury Crashes
Struck Parked Vehicle	38	32%	3	13%
Right Angle	29	24%	10	43%
Fixed Object	17	14%	5	22%
Backing	12	10%	0	0%
Same Direction - Rear End	8	7%	2	9%
Same Direction - Sideswipe	7	6%	0	0%
Opposite Direction (Head On)	2	2%	0	0%
Non-fixed Object	2	2%	1	4%
Left Turn/U Turn	2	2%	0	0%
Other	1	1%	0	0%
Pedalcyclist	1	1%	1	4%
Opposite Direction (Sideswipe)	1	1%	1	4%

Source: NJDOT, WSP

Lighting Conditions

Most crashes (72%) occurred during daylight conditions. Sixteen percent occurred in the dark with street lights on. The remaining crashes occurred in the dark with street lights off, during the dark with no street lights present, or at dawn or dusk. Crashes by lighting condition are shown in Table 10.

Table 10 - Crashes by Lighting

Lighting Conditions	Crashes	Percent	Injury Crashes	Percentage of Injury Crashes
Daylight	86	72%	19	83%
Dark (street lights on, Cont)	12	10%	2	9%
Dark (street lights on, Spot)	7	6%	1	4%
Dark (street lights off)	2	2%	0	0%
Dark (no street lights)	1	1%	0	0%
Dawn	4	3%	1	4%
Dusk	3	3%	0	0%

Source: NJDOT, WSP

Proximity to Intersections

Most (63%) crashes occurred in between intersections. Crashes occurring at intersections had a higher injury rate (25%) than crashes not at intersections (16%). This is expected due to many non-intersection crashes consisting of striking a parked vehicle (where typically, nobody is inside the parked vehicle) or a rear-end crash where motorists are less likely to be injured. Intersection crashes are more likely to result in crashes because both vehicles tend to be moving at higher speeds at intersections and strike one another at an angle or head-on. Most (86%) crashes on Municipal roadways occurred away from an intersection, and most crashes (51%) on County roadways occurred at an intersection.

Public Parking

Most public parking in Beverly occurs on-street, since there are few off-street public parking lots. There is no metered parking in Beverly. There is a municipal parking lot at the corner of Cooper Street and Third Street, on Block 1056, Lot 3. Much of the parking demand in Beverly is met via residential driveways and/or garages, and several multi-family and renter-occupied buildings offer parking behind buildings. No parking is allowed on Bentley Avenue or Pine Street outside of the Beverly City School between 7:30 AM-3:30 PM.

Additionally, adjacent to the Beverly border, in Edgewater Park, an NJ TRANSIT parking lot provides 201 free parking spaces. Overnight parking here is not allowed.

Attendees at Public Meeting #1 and survey respondents provided feedback related to a shortage of parking in Beverly, particularly along the Cooper Street business corridor. A lack of parking was also identified at the Beverly City School during drop-off and pick-up. To improve parking near the school, the City is attempting to acquire three lots to provide staff parking, easing the supply of on-street parking for residents and pick-up/drop-off. The City anticipates acquiring these lots in 2025.

On-street parking can also impact vehicle circulation and safety. Several intersections were identified as being difficult to make turns because of vehicles parking too close to the intersection. Also, vehicles parked too close to the intersection can block motorists' views of pedestrians crossing the street.

Freight and Goods Movement

Truck routes in New Jersey include the National Highway Freight Network, which consists primarily of Interstate highways, and the New Jersey Access Network, which comprises mainly State highways. Beverly does not have any roadways on the National Highway Freight Network. Beverly does not have any roadways on the National Highway Freight Network. Warren Street is a designated New Jersey Access Network route. Truck trips off the National Highway Freight Network and New Jersey Access Network onto all other local unrestricted roadways should only be for the purpose of accessing a destination on those roadways by the shortest distance.

There is currently "Truck Route" signage on northbound Manor Road pointing to eastbound Railroad Avenue and on southbound Broad Street pointing to westbound Railroad Avenue. Despite this signage, Railroad Avenue is not a part of any designated truck route. Gray Trucking is located on Railroad Avenue across from the Beverly City School, and trucks use Railroad Avenue to reach its site. There is also a "No Trucks" sign on Perkins Street eastbound behind Family Dollar.

Burlington County is currently (as of August 2024) planning on implementing weight restrictions and installing signage on Warren Street at Manor Road that will restrict trucks and limit vehicles to four tons. Vehicles traveling east on Warren Street will be prompted to turn right onto Broad Street instead and vehicles traveling north on Manor Road into Beverly will be prompted to turn right onto Railroad Avenue.

Roadway Network Conclusions

The City of Beverly contains a mix of County and local roadways, with the County roadways exhibiting higher volumes, higher speeds, and allowing greater connectivity for motorists, pedestrians, and cyclists. These County roadways also experience more crashes, including more severe ones, and can act as barriers to bicycle and pedestrian travel.

The City's residential local streets generally exhibit lower traffic volumes and speeds. Beverly contains a fairly dense roadway grid, including numerous one-way streets. The grid network allows for easy access throughout the City with minimal need for lengthy diversions. Beverly has no traffic signals, and stop controls are mainly located at the intersection of local and County roads. Parking occurs mainly on-street, but several privately owned lots supplement public on-street parking. Warren Street is the City's only designated truck route although the other County roads in Beverly carry lower truck volumes.

A map summarizing the results of the Roadway Circulation existing conditions analysis, including stakeholder input and feedback from the public outreach process, is displayed in Figure 6.



*Railroad Avenue at Beverly City School
Source: WSP*



Figure 6 - Existing Conditions Analysis - Roadway Network

Source: NJDOT, NJ TRANSIT, WSP

Pedestrian Circulation

Sidewalk and marked crossing data was obtained from the DVRPC for all roadways in Beverly. The DVRPC data specifies the side of the roadway where sidewalks are present and for which legs of an intersection crosswalks are present. The accuracy of this data was reviewed and updated using Google Maps Streetview, aerial imagery, and fieldwork.

Inventory

Sidewalks are present on both sides of the roadway throughout most of Beverly. The City's four thru-routes connecting to adjacent municipalities (Warren Street, Cooper Street, Broad Street, and Manor Road) have sidewalks on both sides. Elsewhere, various roadway segments lack sidewalks on one or both sides of the roadway. Sidewalk condition was observed but not inventoried in detail. In general, most City sidewalks are passable but there are some sections of deteriorated sidewalk that the City will look to address.

Marked crossings are located at select intersections along major routes in Beverly, including at intersections along Warren Street, Broad Street, and Cooper Street. At some intersections, crosswalks are only marked for some legs/crossings. The only intersections with marked crossings on all legs are Warren Street and Cooper Street (Five Points), Broad Street and Putnum Street, Broad Street and Pine Street, and Pine Street and Bentley Avenue (near the Beverly City School).

Pedestrian Circulation Analysis

Sidewalk Gap Assessment

The presence of sidewalks is mapped in Figure 7. Several streets lack sidewalks on both sides, including parts of Pine Street and Putnum Street. Some streets, such as Locust Street, lack sidewalks on both sides but function more as alleys than roadways. With low traffic speeds and volumes, these streets generally allow for safe and comfortable walking without sidewalks.

Pedestrian Crossing Assessment

The presence of crosswalks is mapped in Figure 7. Notably, the half-mile stretch of Warren Street between Bentley Avenue and the Delanco Township line lacks any marked crossings. There are several other corridors lacking crossings for significant lengths, including Laurel Street, Pine Street, Broad Street, and Putnum Street, although these areas contain lower volumes and speeds and are thus more easily and safely accessible for pedestrians to cross.

Pedestrian Circulation Conclusions

A map displaying the results of the Pedestrian Circulation existing conditions analysis, including stakeholder input and feedback from the public outreach process, is displayed in Figure 8.

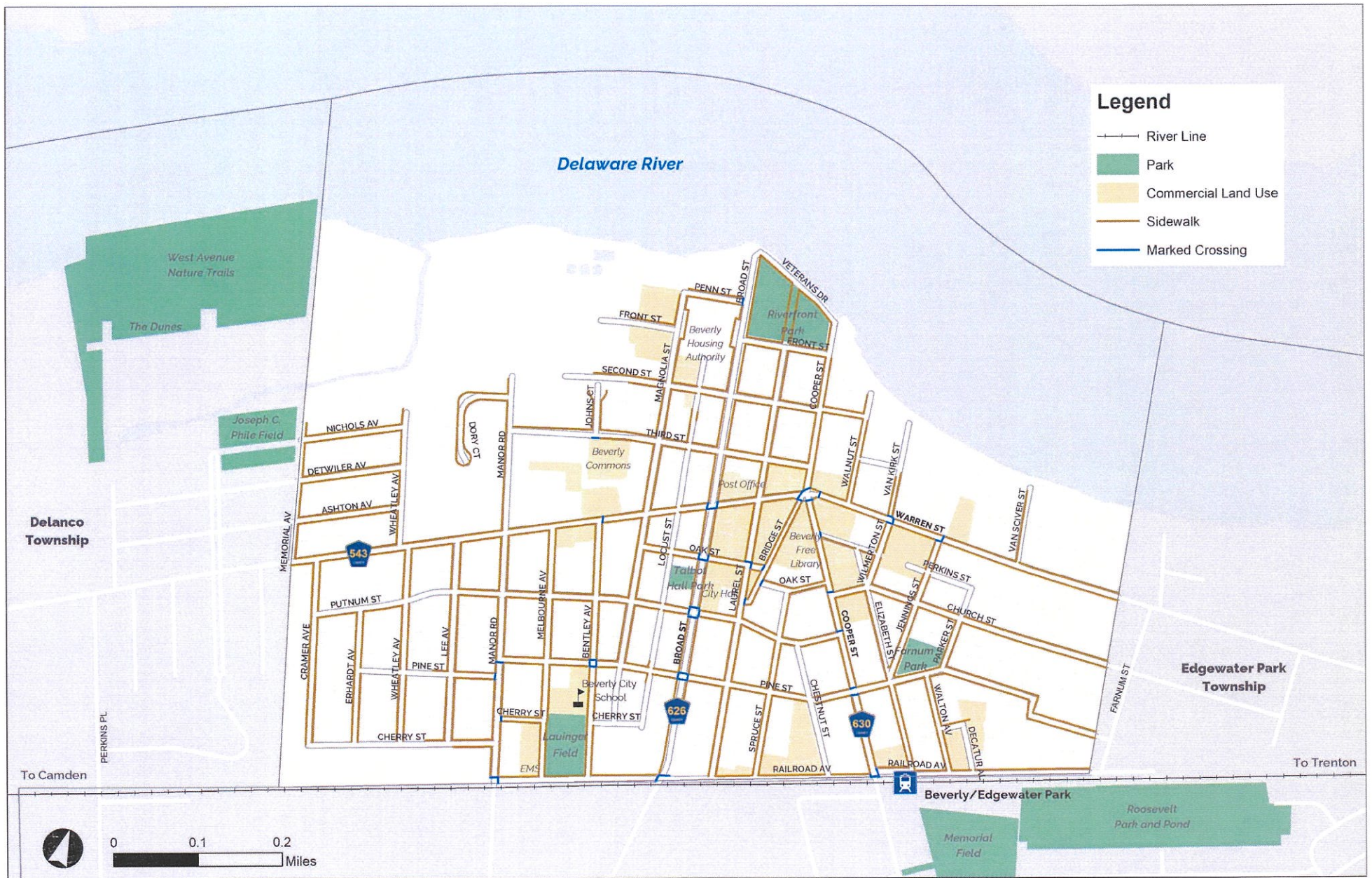


Figure 7 - Sidewalk and Crosswalk Inventory

Source: NJDOT, NJ TRANSIT, DVRPC, WSP

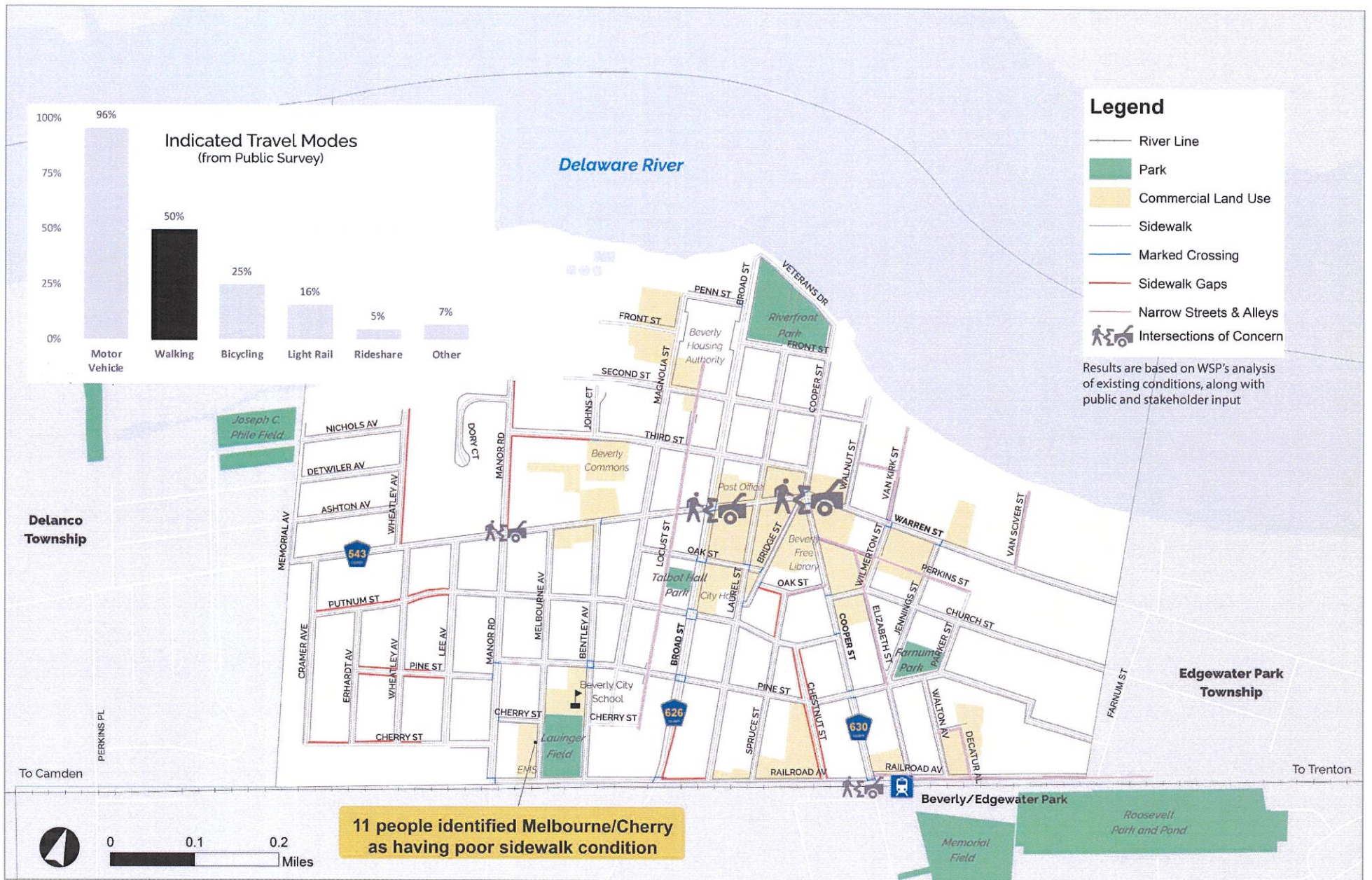


Figure 8 - Existing Conditions Analysis - Pedestrian Network

Source: NJDOT, NJ TRANSIT, DVRPC, WSP

Bicycle Circulation

Inventory

There are currently no marked bike lanes in Beverly. Bike parking is currently provided at the Beverly City School (approximately 15-20 spots using a Comb-type bike rack) and River Line station (approximately five spots using a Wave-style bike rack),

Delaware River Heritage Trail

The Delaware River Heritage Trail (DRHT) is envisioned as a 60-mile loop highlighting the cultural and natural resources along the Delaware River in the New Jersey counties of Camden, Burlington, and Mercer and Pennsylvania counties of Bucks and Philadelphia. The trail's first segment was completed in 2013 in Bordentown City, Bordentown Township, and Fieldsboro (all in Burlington County). The trail currently exists in Burlington City to the northeast and is in the planning stage in Riverside to the southwest. Various routes have been discussed for the trail passing through Beverly. Potential alignments for the DRHT through Beverly are discussed further in the Recommendations section.

Bicycle Circulation Analysis

Bicycle Level of Traffic Stress

Bicycle level of traffic stress (LTS) data was obtained from the Delaware Valley Regional Planning Commission for all roadways in Beverly. LTS indicates the expected comfort level of biking along a given roadway. The highest LTS (4) provides less protection from motor vehicle traffic than the lowest LTS (1). Since LTS methodologies can vary slightly between sources, it's important to note that DVRPC's methodology assigns LTS based on the number of travel lanes, vehicle speeds, and the presence and type of existing bicycle facility.

As shown in Figure 9, most municipal roadways in residential neighborhoods have an LTS of 1, indicating anticipated comfort for all cyclists. The following roadways have an LTS higher than 1:

- LTS 2 – Cramer Avenue, Cherry Street (west of Manor Road), and Pine Street (between Manor Road and Cooper St)
- LTS 3 – Manor Road (south of Warren Street), Broad Street (south of Warren Street), and Cooper Street (south of Warren Street).
- LTS 4 – Warren Street

Roadways with a higher LTS can act as a barrier between low-LTS areas, making crossing the roadway difficult for bicyclists. This is a particular concern in Beverly, where there are no signalized intersections and thru-routes generally are not stop controlled.

Bicycle Circulation Conclusions

Public outreach and evaluation of existing roadway conditions, geometry, and activity generators led to the identification of four desired bike routes: Warren Street, Broad Street, Cooper Street (south of Warren Street), and Railroad Avenue (Between Lauinger Field and Beverly/Edgewater Park River Line station). A map displaying the results of the Bicycle Circulation existing conditions analysis, including stakeholder input and feedback from the public outreach process, is displayed in Figure 10.

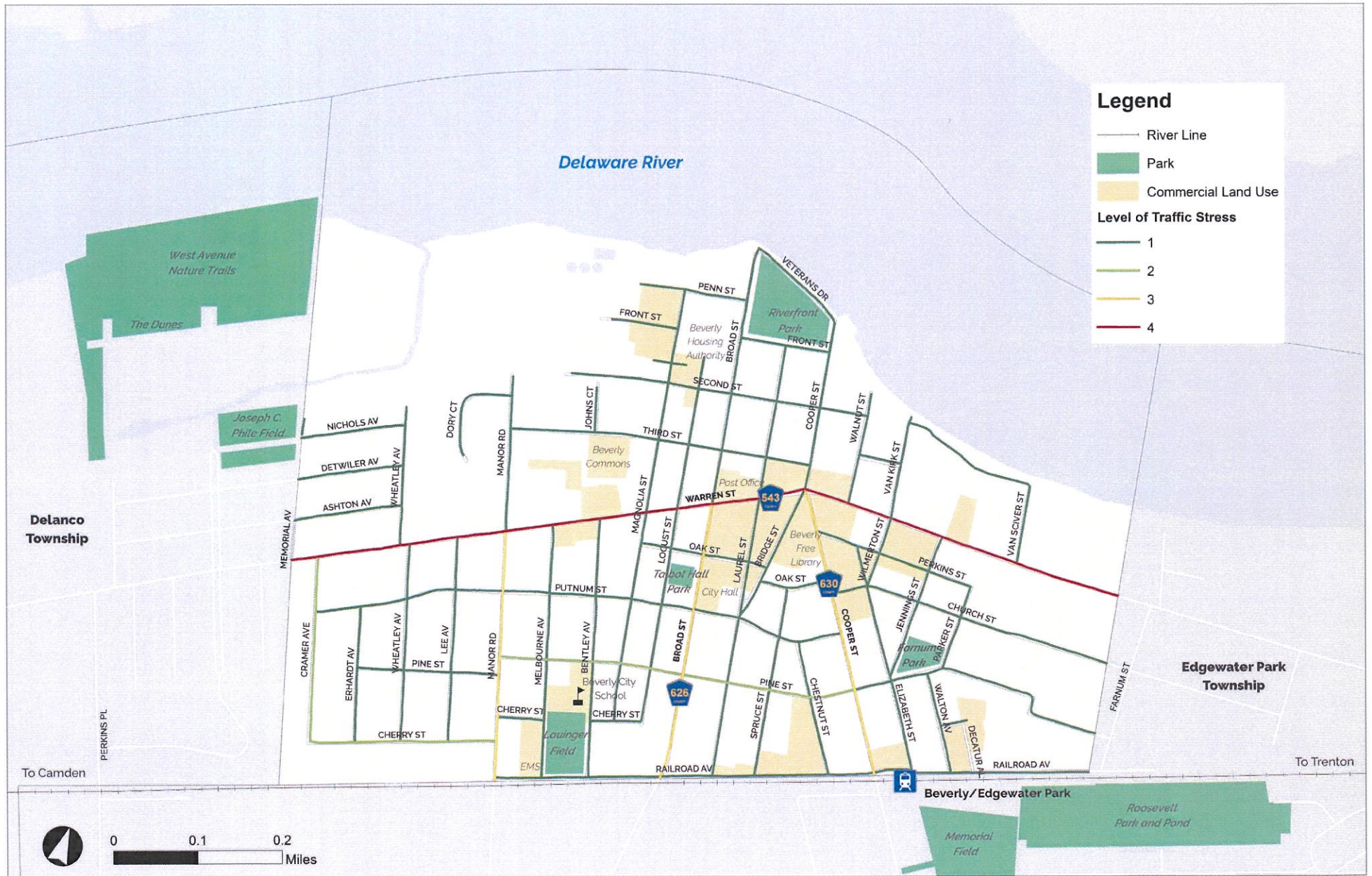


Figure 9 - Bicycle Level of Traffic Stress

Source: NJDOT, NJ TRANSIT, DVRPC, WSP



Figure 10 - Existing Conditions Analysis – Biking Network

Source: NJDOT, NJ TRANSIT, DVRPC, WSP

Transit Service

Existing Conditions

At the time of the 1992 Circulation Element, NJ TRANSIT provided regional bus service on U.S. Route 130. Additionally, NJ TRANSIT route 419 ran through Beverly between the Burlington Center Mall and Philadelphia. By taking NJ TRANSIT route 419, connections were available to NJ TRANSIT route 409, which traveled north to the Trenton Transit Center and Quakerbridge Mall in Mercer County and south to the PATCO Speedline and Atlantic City Rail Line in Camden County. NJ TRANSIT no longer operates bus service in Beverly.

Beverly is served by public transit via NJ TRANSIT's River Line and Burlington County's BurLink. These are discussed below and mapped in Figure 13.

NJ TRANSIT River Line

NJ TRANSIT operates a light rail line, the River Line, through the City of Beverly. The River Line runs between Camden and Trenton and service began in March 2004. One-way fare for any trip length is \$1.80 (as of August 2024). Within Beverly, the River Line operates with at-grade crossings at Manor Road, Broad Street, and Cooper Street.

The Beverly-Edgewater Park station is located on the boundary between the two municipalities. Vehicular and pedestrian access is provided via Railroad Avenue in Beverly. Within Beverly, the station provides two short-term drop-off/pick-up parking spots in front of the station and seven handicapped parking spaces.

As of the current River Line schedule (viewed on July 26, 2024), the Beverly-Edgewater Park station serves 43 northbound trips and 47 southbound trips each weekday. Service operates between approximately 6:00 AM and 10:00 PM. Minimum headways are thirty minutes, with additional frequency provided during peak hours. On Saturdays, the station is served by 37 northbound trips

and 36 southbound trips. On weekdays, except for two trains operating before 6:00 AM and the final train after 9:00 PM, all trains stop at Beverly-Edgewater Park and trains stop at all other stations. On weekends, all trains stop at Beverly-Edgewater Park and trains stop at all other stations (as of August 2024).

BurLink

BurLink is a deviated fixed route service administered by Burlington County and currently operated by Stout's Transportation. Two of the three BurLink routes serve Beverly. Fares are \$2 each way (as of August 2024) with a free transfer to NJ TRANSIT bus or River Line. In addition to signed stops, BurLink will stop at intersections between stops if the rider hails the driver by waving. The two routes in Beverly are summarized below:

- **B1** – The B1 route operates between Pemberton and Beverly, additionally serving Edgewater Park, Willingboro, Westampton, Lumberton, Mt. Holly, Hainesport, and Eastampton. The route provides access to Deborah Hospital in Browns Mills, Burlington County Community College in Pemberton, Virtua Memorial Hospital, Fairgrounds Plaza and the County Seat in Mount Holly, and Lourdes Hospital and Willingboro Town Center in Willingboro. Service terminates at the Beverly-Edgewater Park River Line station. The route operates Monday-Friday with 12 round trips between 6:40 AM-11:50 AM and 12:40 PM-7:50 PM. The route enters Beverly on Cooper Street and stops at the Beverly-Edgewater Park River Line station.
- **B2** – The B2 route operates between Westampton and Beverly, additionally serving Willingboro and Westampton. The route provides access to Willingboro Town Center, Lourdes Hospital, and the Municipal Building in Willingboro. Service terminates at the Beverly-Edgewater Park River Line station. The route operates Monday-Friday with five round trips between 6:00 AM-9:00 AM and 4:00 PM-6:00 PM. The route enters Beverly on Warren Street east of the City, traveling along parts of Broad Street, Pine Street, Walton Avenue, Railroad Avenue, and Cooper Street.

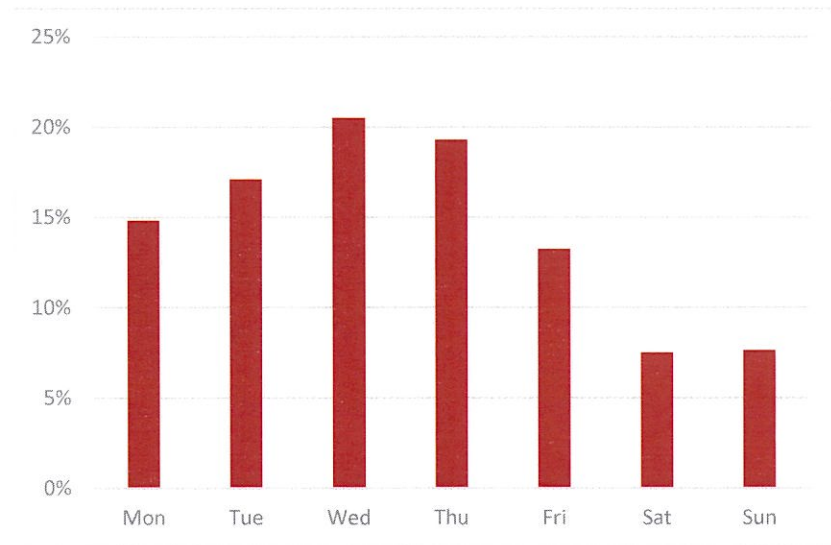
Analysis

Ridership data for the Beverly-Edgewater Park River Line station was obtained from NJ TRANSIT. Key conclusions are summarized below and depicted in the following charts/figures:

- The station serves 2-3 times as many riders on weekdays as the weekend. Wednesday and Thursday are the busiest days (see Figure 11).
- Daily weekday boardings have decreased by 40% since pre-pandemic levels, maintaining steady around 300 since 2021 (see Table 11).
- Most riders board at the station during the AM peak period, 7:00-9:00 AM, and disembark during the PM peak period, 6:00-8:00 PM (see Figure 12).

At the time of this analysis, ridership data for BurLink were unavailable.

Figure 11 - Beverly-Edgewater Park River Line Station Ridership by Day of Week



Source: NJ TRANSIT, FY 2024 Q3, WSP

Table 11 - Beverly River Line Station Ridership by Year

Year	Average Weekday Boardings	Change from 2019	Change from Previous Year
FY 2024*	301	-40%	4%
FY 2023	289	-42%	-5%
FY 2022	305	-39%	5%
FY 2021	291	-42%	-25%
FY 2020	389	-22%	-22%
FY 2019	500	-	-

*Through Quarter 3 of 2024

Source: NJ TRANSIT, WSP

Figure 12 - Beverly-Edgewater Park River Line Station Ridership by Time of Day



Source: NJ TRANSIT, FY 2024 Q3 Weekday, WSP

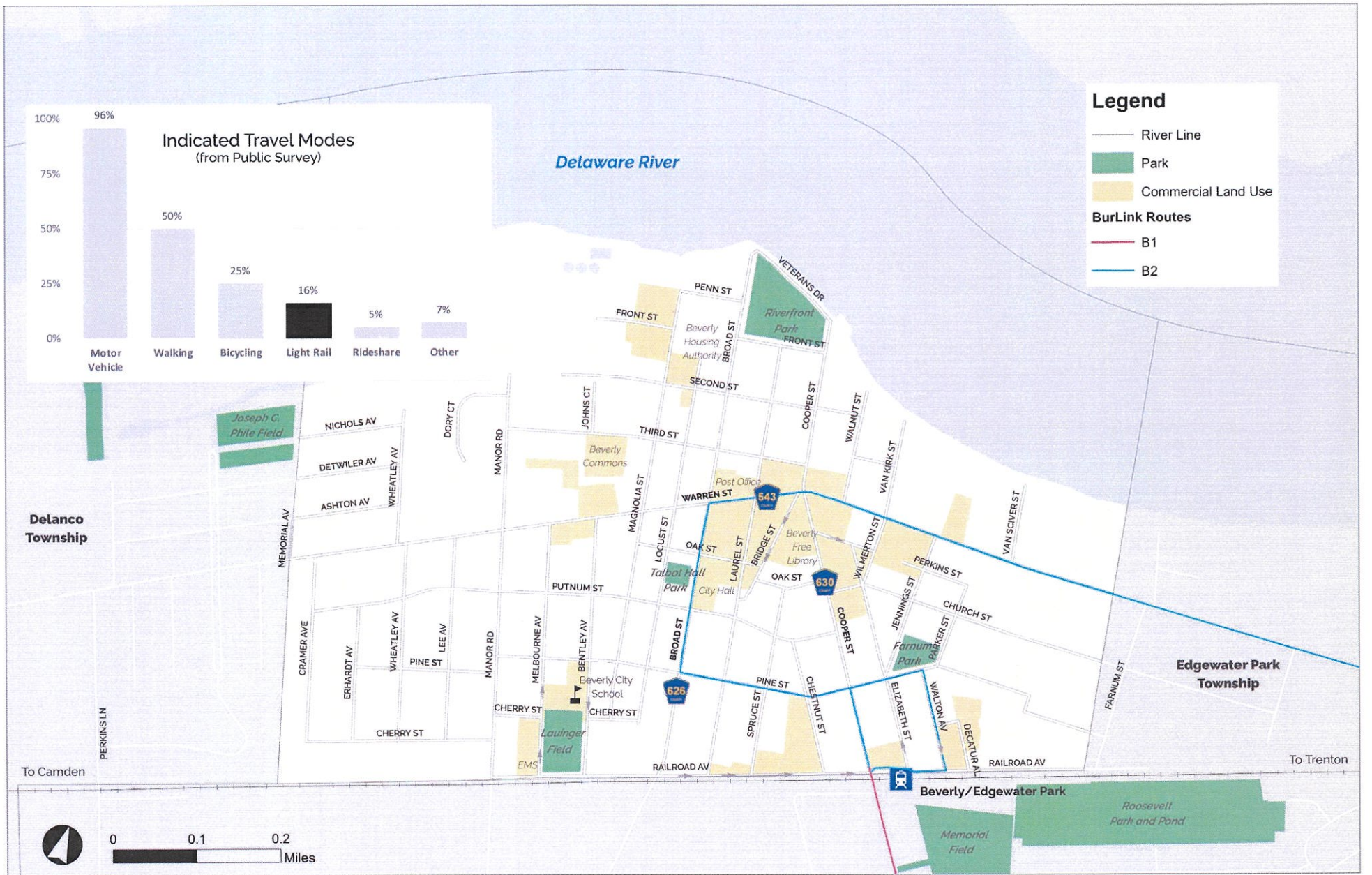


Figure 13 - Existing Conditions Analysis - Public Transit Network

Source: NJDOT, NJ TRANSIT, DVRPC, WSP

Recommendations

This chapter provides multimodal recommendations to improve the safety and comfort of motorists, pedestrians, cyclists, and transit riders in the City of Beverly. Recommendations are organized by specific user groups, while it is evident that many benefit multiple user groups. The chapter also presents focused multimodal recommendations for key high-priority intersections, as well as policy and program recommendations.

Roadway Circulation

Roadway circulation recommendations aim to improve the safety and efficiency of Beverly's street network. Recommendations were developed from evaluations of existing conditions, fieldwork assessments, public/stakeholder input, and comprehensive discussions with City staff. Numerous roadway circulation issues were identified across Beverly, including speeding, difficulty making turns, visibility issues at intersections, and inconsistent placement of traffic controls. The recommendations detailed in this section aim to alleviate these issues. The full set of roadway circulation recommendations is shown in Figure 14 and discussed below.

One-Way Conversions

Cooper Street and Laurel Street should be converted to one-way northbound travel between Warren Street and Second Street to improve safety and operations. The elimination of southbound turns from these roadways onto Warren Street, which have poor sight distances because of the close proximity of buildings to the intersections, would enhance safety and operations. With these conversions, it is anticipated that southbound motorists would use Broad Street – and to a lesser extent Walnut Street – to access Warren Street.

Oak Street between Spruce Street and Cooper Street should be converted to one-way westbound travel. Its existing 18-foot wide roadbed has insufficient width to accommodate two-way traffic and on-street parking. Under the new one-way configuration, parking should be maintained on one side. This roadway segment is recommended for westbound (rather than eastbound) travel to allow continued access to Cooper Street, which is an important inter-municipal roadway connection, as well as for school buses that are stationed on a lot located at the intersection of Oak Street and Spruce Street.

Railroad Avenue, which is approximately 13 feet wide between Broad Street and Cooper Street, is currently restricted to one-way eastbound travel. The City has expressed interest in widening this segment of Railroad Avenue to accommodate two-way traffic, which would enhance local circulation by providing additional access to/from the River Line station located at Cooper Street. Widening the Railroad Avenue corridor is constrained by several buildings located close to the north side of the roadway and the railroad tracks and parcels of land to the south. Further study is needed to determine the cost and feasibility of this widening. As an interim measure, Railroad Avenue should be converted to one-way westbound from Cooper Street to Broad Street. This would remove the eastbound movement from Railroad Avenue onto Cooper Street that has limited sight distance and is a busy intersection.

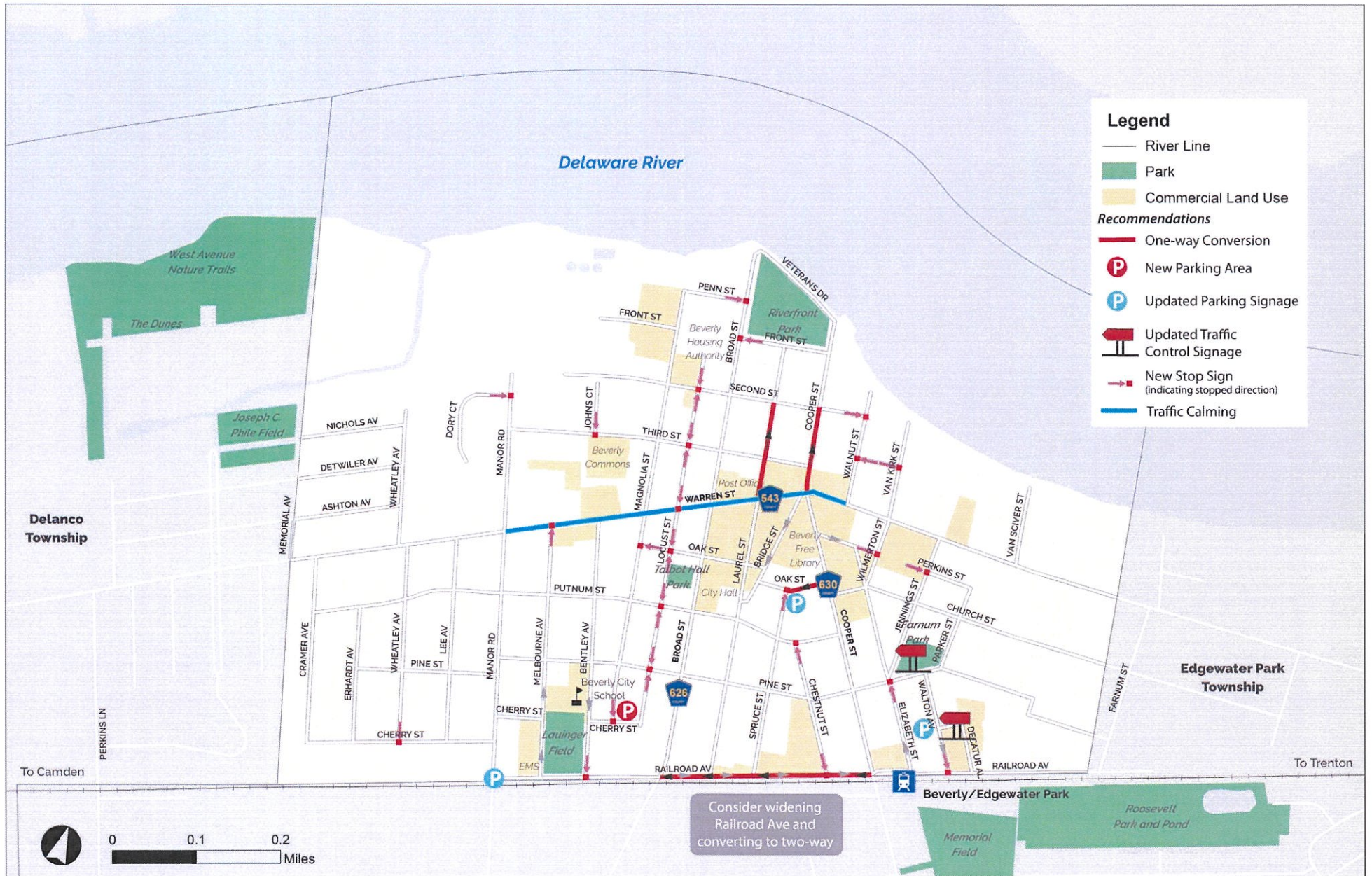


Figure 14 - Roadway Network Recommendations

Source: WSP, City of Beverly

New Parking Areas

New off-street parking is recommended for the following site:

Cherry Street at Magnolia Street—The City is actively pursuing acquisition of Lots 5.01, 5.02, and 5.03 on Block 845 to install a parking lot. Beverly City School staff would use the lot, increasing available on-street parking elsewhere in the neighborhood during schooldays. During off-school hours, the lot could potentially be used by residents or for event parking. The site could accommodate 54 parking spaces.

Parking Signage Improvements

Members of the public, elected officials, and City staff identified the following locations as benefiting from improved parking signage:

Oak Street at Spruce Street—Oak Street is a two-way roadway that lacks parking regulation signage. It is only 18 feet wide, which is insufficient for two-way traffic and one parking lane. When vehicles are parked on Oak Street, turning right from Spruce Street is difficult.

- It is recommended that “No Parking” signage be installed on one side of Oak Street.

Walton Avenue at Garfield Avenue—There is currently a lack of parking regulations on the east side of Walton Avenue between Pine Street and Pennsylvania Avenue. Vehicles parked on the east side of Walton Avenue create poor visibility and significant difficulties for motorists turning left from westbound Garfield Avenue to southbound Walton Avenue.

- “No Parking” signage should be installed on the east side of the roadway.

Manor Road at Railroad Avenue—Parking is allowed on both sides of Manor Road north of Railroad Avenue. This creates visibility issues for motorists turning left from westbound Railroad Avenue to southbound Manor Road.

- A “No Parking Here to Corner” sign should be installed on the east side of Manor Road north of the intersection, pointing toward Railroad Avenue.

Upgraded Traffic Control Signage

Existing stop signs were inventoried as part of the Existing Conditions analysis for this Circulation Plan update. It was found that multiple intersections lack stop controls, which can create confusion over who has the right-of-way and result in a potentially unsafe condition. The City’s roadways should have a coordinated network of stop controls to efficiently and safely move traffic. It is important to note that the stop control recommendations outlined in this section would require an engineering study to determine if Manual of Uniform Traffic Control Devices (MUTCD) warrants are met.

New stops signs are recommended at the intersections listed in Table 12 to assign right-of-way and promote safety. In addition, several of these locations are described in more detail below.

Table 12 - Stop Sign Recommendations

Approach Street	At Street	Direction
Dory Ct	Manor Rd	Eastbound
Johns Ct	Third St	Southbound
Penn St	Broad St	Eastbound
Front St	Broad St	Westbound
Second St	Walnut St	Eastbound
Freemans Ln	Walnut St	Westbound
Wheatley Ave	Cherry St	Southbound
Melbourne Ave	Warren St	Northbound
Magnolia St	Cherry St	Southbound
Oak St	Magnolia St	Westbound

Approach Street	At Street	Direction
Locust St	Pine St	Northbound
Locust St	Pine St	Southbound
Locust St	Putnum St	Northbound
Locust St	Putnum St	Southbound
Locust St	Oak St	Northbound
Locust St	Oak St	Southbound
Spruce St	Oak St	Northbound
Chestnut St	Railroad Ave	Southbound
Chestnut St	Putnum St	Northbound
Perkins St	Wilmerton St	Eastbound
Perkins St	Jennings St	Eastbound
Elizabeth St	Pine St	Northbound
Walton Ave	Railroad Ave	Southbound

Source: WSP

Pine Street at Elizabeth Street – Southbound Jennings Street intersects Elizabeth Street with a stop sign. At the same intersection, Elizabeth Street has a yield control. Seventy-five feet to the south is the intersection of Pine Street and Elizabeth Street, where traffic on Pine Street continues uncontrolled and northbound traffic on Elizabeth Street is stop-controlled. There are also no traffic controls for Pine Street at this intersection. Once southbound vehicles on Elizabeth Street and Jennings Street continue south through the intersection of the two streets, there is no stop sign at Pine Street. The existing intersection configuration is shown in Figure 15.

- A stop sign should be installed for southbound traffic on Elizabeth Street at Pine Street, and the existing yield control should be removed.

Walton Avenue at Garfield Avenue –Traffic approaching the perpendicular intersection of Garfield Avenue at Walton Avenue is yield-controlled. A yield control here lessens the likelihood for vehicles turning from Garfield Avenue to see oncoming cyclists and pedestrians.

- To be consistent with other intersections in Beverly and to promote safety, this traffic control should be upgraded to a stop sign.

New Stop Signs

Locust Street – Locust Street is identified as a “Narrow Street or Alley” in the City of Beverly’s official road map. While the roadway is narrow, Locust Street does accommodate two-way motor vehicle traffic. There are currently no stop signs (in either direction) at any of the intersections of Locust Street. While local motorists may know to drive slowly and yield at intersections, others driving along the roadway may not be familiar and do not yield to oncoming vehicles. This lack of traffic controls has the potential to lead to serious crashes. It is recommended that stop control be installed at all intersections on Locust Street to create stops for vehicles traveling along Locust Street.

Speed Limit Transitions

The MUTCD allows a 15 mph transition in speed limit when entering lower speed areas. Per Table 3, all of the transitions into Beverly currently fall within this limit. However, in discussion with the Burlington County Division of Engineering, a “25 MPH AHEAD” sign is recommended along northbound Broad Street upon entering Beverly from Edgewater Park to advise motorists of the 15 mph speed limit transition.

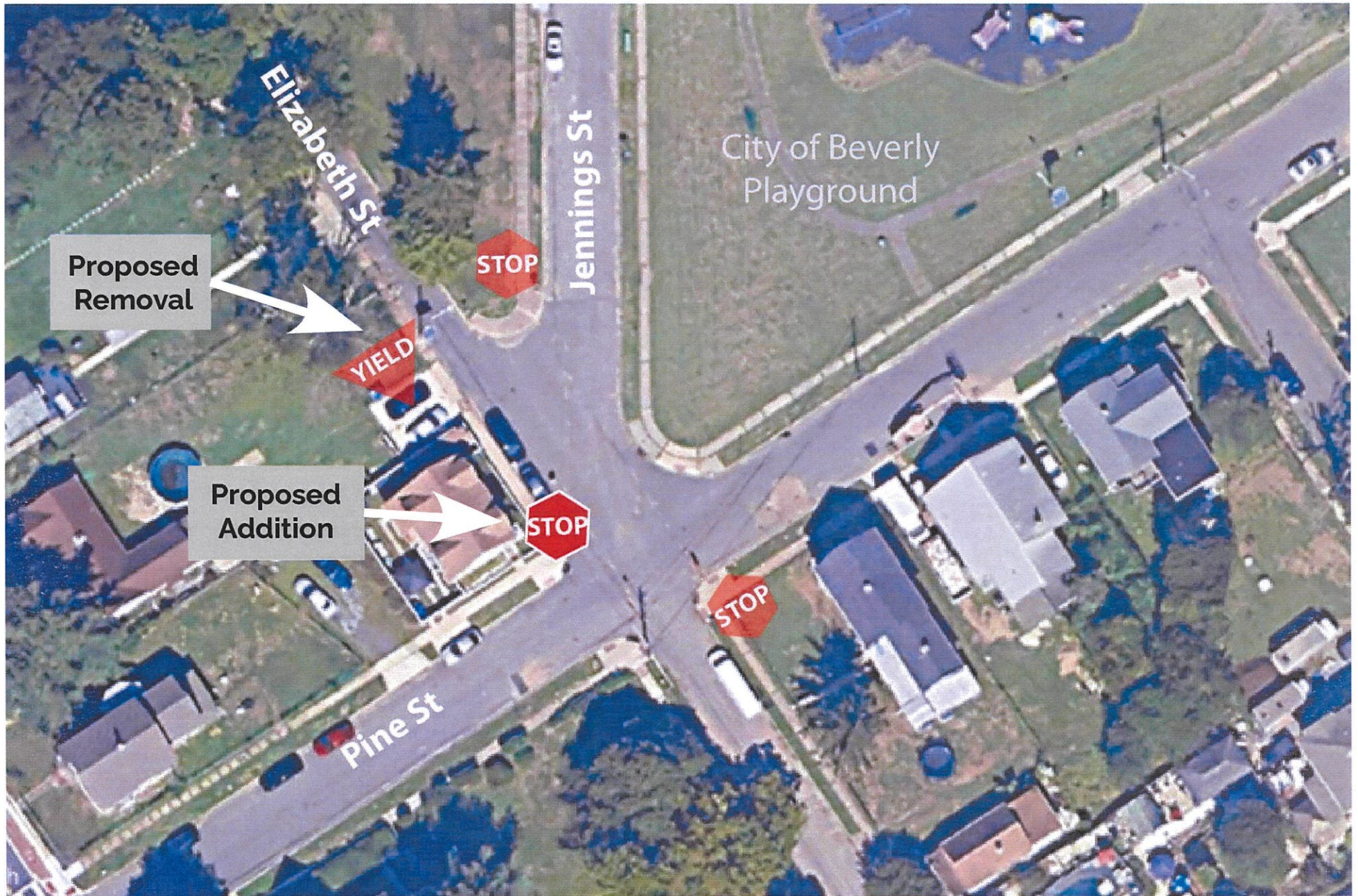


Figure 15 - Pine Street at Elizabeth Street - Existing Conditions and Recommendations

Source: Google Earth