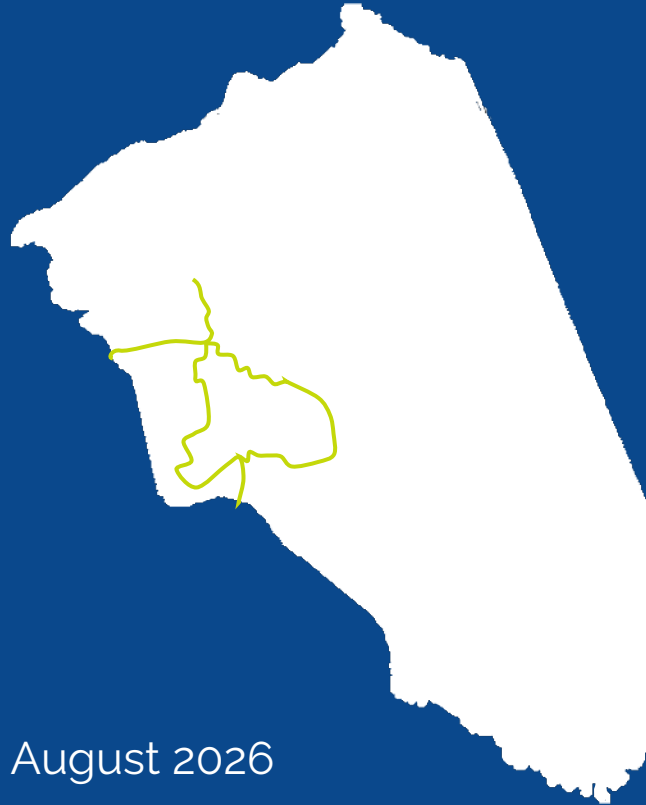


Burlington County

Rancocas Creek Greenway
Trail- Rt 130/Rancocas Creek
Crossing LCD

Public Information Center #2



August 2026



WHO?

INTRODUCTIONS



Matt Johnson, PP – Coordinator, Open Space Acquisition and Park Development, Dept of Resource Conservation



Dale Foster, PE, CME - Vice President/Senior Project Manager



Charles Calimer, PE –Civil/Highway Engineer

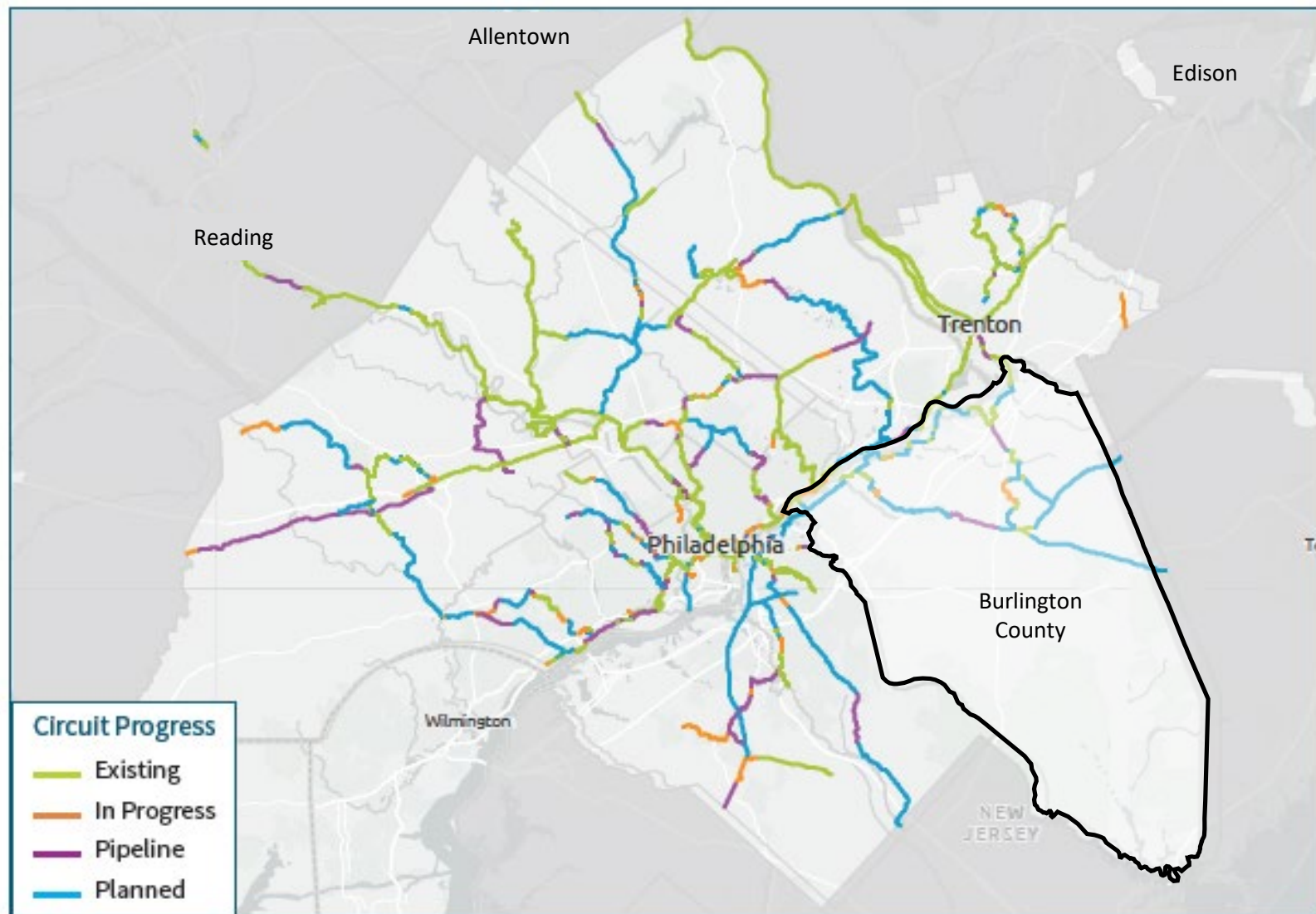


Steven Lennon, LLA, PP, ASLA – Director of Projects, Taylor Design Group

WHERE?
WHAT?



CIRCUIT TRAIL NETWORK: INTERCONNECTION OF PARKS & RECREATIONAL SPACE



WHERE?
WHAT?

BURLINGTON COUNTY REGIONAL **TRAIL** PROJECT AREAS

DELAWARE
RIVER
HERITAGE
TRAIL

**BARKER'S
BROOK**

JOINT BASE
MDL

**RANCOCAS
CREEK
GREENWAY
TRAIL**

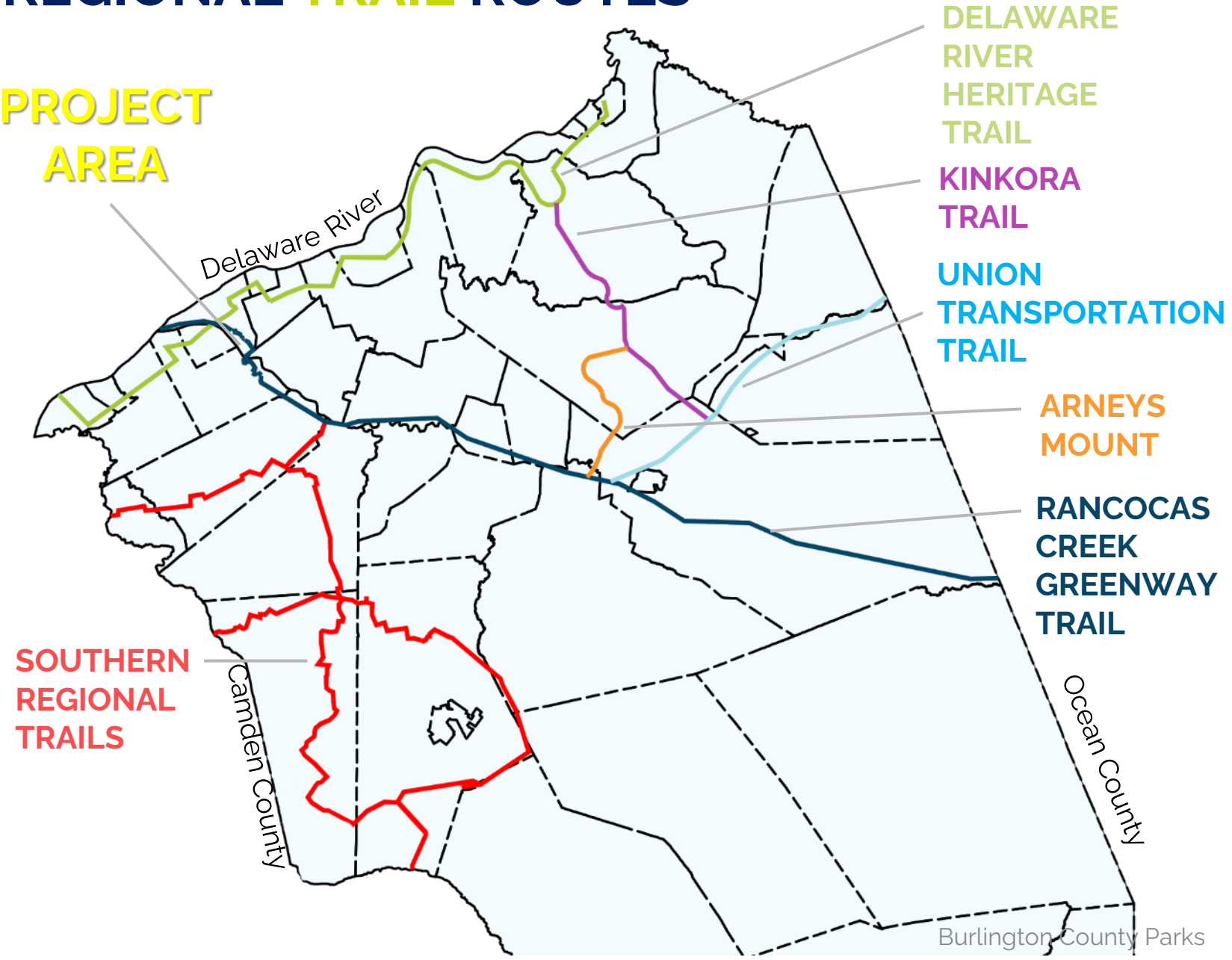
**SOUTHERN
REGIONAL
TRAILS**

PINELANDS

WHERE?
WHAT?

BURLINGTON COUNTY REGIONAL **TRAIL** ROUTES

**PROJECT
AREA**



WHAT?

INTERSECTION STUDY FOR RANCOCAS CREEK GREENWAY TRAIL: Route 130/Rancocas Creek Crossing

LOCAL CONCEPT DEVELOPMENT STUDY



WHY?

PURPOSE

The purpose of this project is to **identify, evaluate, and advance a safe and feasible alternative to extend the Rancocas Creek Greenway Trail across State Route 130 and the Rancocas Creek**. The project seeks to connect three (3) Burlington County Park properties—Pennington Park, Willingboro Lakes Park, and Rainbow Meadow Park (formerly Laurel Run Park)—to adjacent neighborhoods and the regional Circuit Trails network. The project will result in a Preliminary Preferred Alternative that reflects public and agency input, technical feasibility, and environmental and economic considerations, while addressing critical safety, mobility, and connectivity needs.

NEED

This segment of the Rancocas Creek Greenway Trail presents the most significant challenge to provide a continuous, safe alignment for bicyclists and pedestrians due to **physical barriers created by Route 130 and the Rancocas Creek**.

Addressing safety and connectivity deficiencies along Route 130 will improve equitable access to transportation options, recreational assets, and commercial areas for nearby communities.



PARK MAP



WHY?

GOALS AND OBJECTIVES

The goal of this project is to **extend Rancocas Creek Greenway Trail to three (3) Burlington County Park properties** and to **improve bicycle and pedestrian safety along Route 130 between Bridgeboro Street to Beverly Road / Mt. Holly Road** that enhances the quality of life and active transportation access while minimizing environmental, right of way and utility impacts. Proposed improvements will consider impacts to local residents, business owners, and emergency. The design of the project will also consider additional goals and objectives obtained via stakeholder and public outreach. While the project may not be able to fully satisfy all the goals and objectives, as many as possible should be addressed. **Specific objectives include:**

- **Improve bicycle and pedestrian access across Route 130 and Rancocas Creek.**
- Consider the context of the project area and identify opportunities for **aesthetic enhancements**.
- **Incorporate context-sensitive design** and aesthetic enhancements that reflect the surrounding environment.
- **Provide access** to recreational, economic, and transportation opportunities for all users.
- **Consider stakeholder and public input** throughout the design and decision-making process.
- **Minimize impacts** during construction.
- **Support Burlington County's and DVRPC's regional transportation goals** by preserving and enhancing existing infrastructure, promoting safety, and improving system connectivity.



WHAT?



Note: Segments with on road bicycle facilities require a separate sidewalk for pedestrians to provide a complete trail.

TRAIL DEFINITIONS

SHARED USE PATH:

A bikeway, also used by pedestrians, that is separated from motor vehicles either in a right-of-way or within an independent alignment.



BUFFERED BICYCLE LANES:

A bicycle lane that is separated from the adjacent travel lane with pavement markings or physical demarcation.



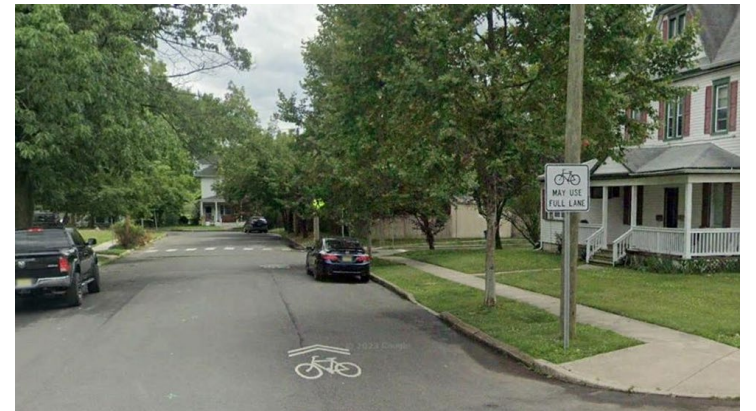
BICYCLE LANES:

A bicycle lane that is separated from the adjacent travel lane or parking with pavement markings.

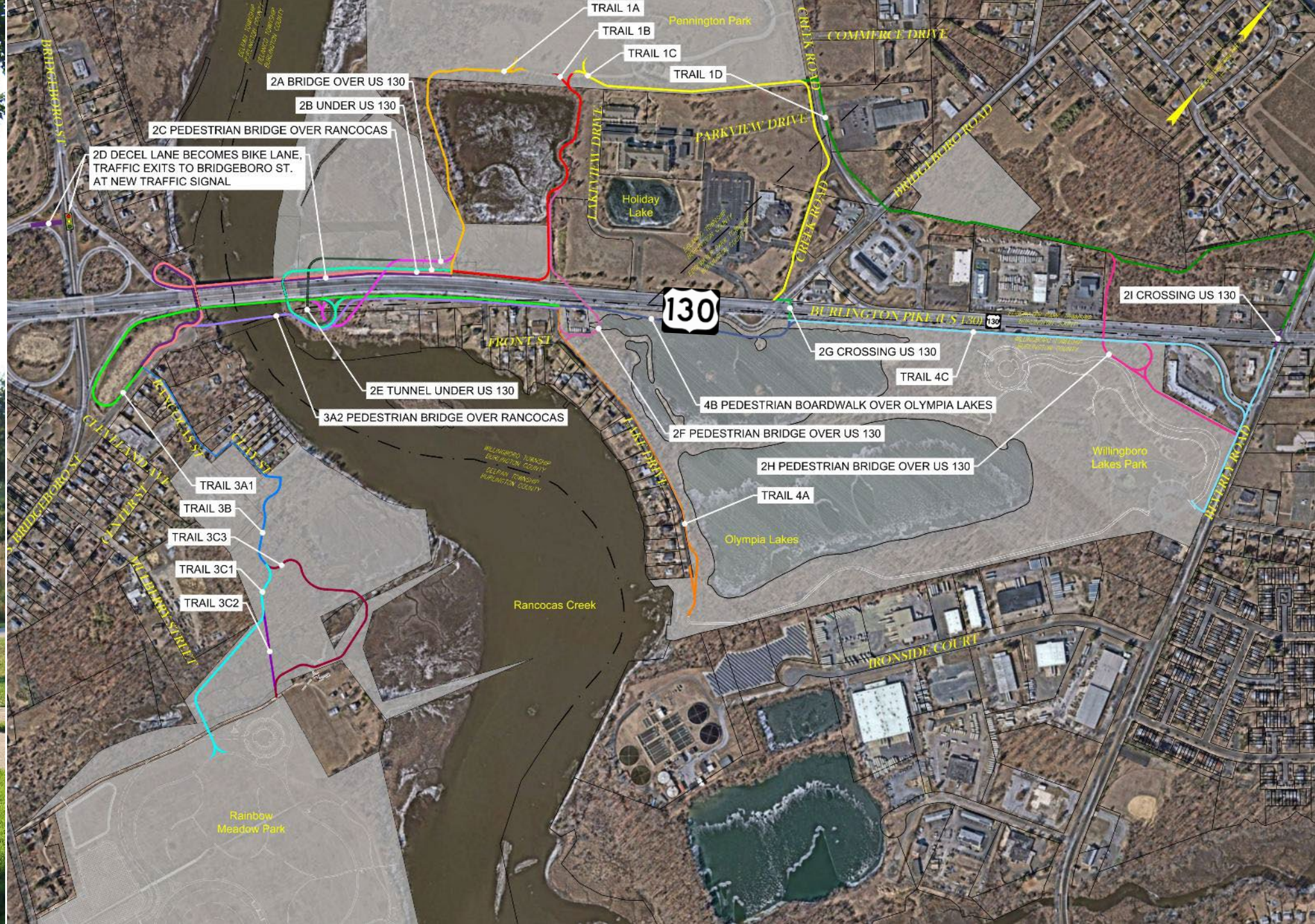


SHARED LANE/ROADWAY:

A lane/road where motor vehicles and bicycles share operating space.



ALTERNATIVES INVESTIGATED



EXISTING
CROSSING
OF RANCOCAS





PROCESS

HOW IS PRELIMINARY PREFERRED ALTERNATIVE DETERMINED?

Use a Matrix with Weighted Values for the following:

- Meets the Purpose and Need
- Acceptable to NJDOT
- Community Support
- Right of Way Impacts
- Environmental Impacts
- Cultural Resources (Historic) Impacts
- Stormwater Impacts
- Utility Impacts
- Construction Costs

EXAMPLE SEGMENT 1A CRITERIA

Item / Criteria		
		1-A
Alternative Description	Description	Pennington Park to Route 130 via tidal pond frontage
Segment Type	Description	10' asphalt trail
A. Advantages	Description	- Establishes multi-park connectivity through connecting trail segment(s) - Very Low Traffic Stress for pedestrians and bicyclists - No utility impacts - Offers scenic nature-focused route along tidal pond frontage
B. Disadvantages	Description	- High ROW impact - Wetland-dominated site poses obstacles to staging/mobilization of equipment and construction - Environmentally sensitive and likely pre-contact - Requires structures over open water
Purpose & Need		
A. Enhance safety, mitigate congestion, and improve mobility for all road users. Provide a continuous safe alignment for pedestrians and bicycles.	Meets PN (Y/N)	Y
B. Multimodal	Pedestrian/bicycle compatible?	Y
Goals & Objectives		
A. Minimize environmental, quality of life, access, right of way and utility impacts.	Meets Element (Y/N)	Y
B. Improve bicycle and pedestrian access.	Meets Element (Y/N)	Y
C. Recreational Value (Traffic Stress) ^{1,2}	Description	PLTS: 1 BLTS: 1
D. NJDOT Acceptability	Meets Element (Y/N)	Y
E. Public Support	Y/N	Y
F. Community	Y/N	N

Item / Criteria		
		1-A
Environmental Impacts		
Permit Name	Permit Type	NJDEP: Waterfront Development Individual Permit, Coastal Wetlands Permit, Freshwater Wetlands Individual Permit, and Tidelands Conveyance. USACE: Section 404 Nationwide Permit
A. NJDEP Flood Hazard Area	Y/N - Type	Yes. Included in the Waterfront Development Permit
Flood Hazard Area	Y/N	Yes. Tidal Floodplain. Outside of FEMA floodway
Riparian Zone	Y/N	Yes. 150 ft. Mitigation not expected (0.36 AC)
B. NJDEP Freshwater Wetlands / Waterways	Y/N - Type	Yes - Individual Permit
Approx Impact Acres	Ac.	0.36 AC
Wetland Mitigation	Y/N	Yes
Wetland Mitigation Area	area in acres	0.72 AC
C. NJDEP Waterfront Development	Y/N - Type	Yes. Individual Permit
D. NJDEP Coastal Wetlands Permit	Y/N	Yes. Included in Waterfront Development. Approx 0.10 AC
E. NJDEP Tidelands	Y/N - area in acres	Yes. 0.01 AC
F. T&E Species	Y/N - State/Federal	Yes. State / Yes Federal
G. US Army Corps of Engineers Section 404 Permit	Y/N	Yes
H. Cultural/Historic Resource	Low/High	High - Eligible archeological sites grid
I. Air/Noise	Y/N	No
J. Hazardous Waste	Y/N	No
I. 4(f) Impacts / Green Acres	Y/N	Y Block 2200/Lot 2
Stormwater Management	Major Development (Y/N)	Y
A. Total Disturbance	area in acres	0.575 AC
B. Net New Impervious	area in acres	0.411 AC
C. New Motor Vehicle Surface	area in acres	0.000 AC
Other Impacts		
Right of Way Impacts	Number of parcels,	3
Block/Lot/Area	Description	Block 2200/Lot 3, 6, 9
Access Impacts	Access process invoked	N
Structures Impacts	Description	Segment contains approximately 280 LF of boardwalk structure through a tidal marsh and 120 LF of bridge structure crossing a tidal stream.
Utility Impacts	Description	None

SCORING MATRIX

Alternative Scoring Matrix (0=low/unfavorable, 10 = high/favorable)											
Item / Criteria	Recreational Value (Traffic Stress/Safety)	Connectivity (Central Location / Distance)	Public Support	Environmental/ Permitting	Cultural Resources	Stormwater Management	Right of Way	Structures / Constructability	Access Process / Route 130 Impacts	Utility Impacts	Total Score
Weighted Percent	25%	5%	15%	10%	5%	5%	10%	10%	5%	10%	100%
No build	0.0	0.0	0.7	10.0	10.0	9.3	10.0	10.0	10.0	10.0	5.6
1A	9.2	8.0	10.0	4.3	7.0	6.3	4.7	6.3	10.0	9.7	7.9
1B	8.2	9.3	9.0	4.7	7.0	6.3	5.3	6.3	8.7	7.3	7.3
1C	4.2	6.0	7.3	9.0	7.0	5.7	7.0	9.7	7.0	5.7	6.6
1D	3.8	2.7	2.3	7.7	7.0	4.3	1.7	7.7	8.7	7.3	4.9
No build	0.0	0.0	0.7	10.0	10.0	9.3	10.0	10.0	6.7	10.0	5.4
2A	7.2	6.7	7.3	4.7	8.0	6.7	5.7	4.3	8.0	4.7	6.3
2B	9.2	7.7	7.3	3.3	8.0	6.3	6.3	6.3	7.0	7.3	7.2
2C	7.8	4.7	7.3	3.7	6.0	6.7	7.3	3.3	6.7	7.3	6.4
2D	4.0	4.3	7.3	6.3	8.0	7.0	8.0	7.3	1.3	7.7	6.1
2E	7.2	7.7	7.3	5.0	8.0	7.0	6.3	3.3	5.0	3.7	6.1
2F	6.8	9.3	7.3	4.7	7.0	6.7	5.7	6.0	8.3	4.0	6.4
2G	0.0	4.3	4.0	10.0	8.0	7.7	9.3	10.0	1.3	8.0	5.4
2H	6.2	4.0	5.7	9.0	8.0	6.3	5.3	6.0	8.3	4.0	6.2
2I	0.7	2.0	4.0	10.0	8.0	7.7	9.3	10.0	4.7	8.3	5.7
No build	0.0	0.0	0.7	10.0	10.0	9.3	10.0	10.0	6.7	10.0	5.4
3A1	4.3	7.3	4.0	7.3	5.0	5.3	7.3	4.0	2.7	4.7	5.0
3A2	9.2	8.0	7.3	3.7	6.0	5.7	7.0	3.7	7.3	7.3	6.9
3B	5.7	8.3	4.7	6.3	5.0	7.3	7.0	8.7	9.0	8.3	6.6
3C1	7.8	7.7	7.3	5.0	8.0	5.7	9.0	6.3	9.0	9.0	7.51
3C2	7.8	8.0	7.3	5.7	7.0	6.7	8.7	6.0	9.0	9.0	7.53
3C3	8.8	7.3	6.0	4.7	8.0	5.7	8.3	4.0	9.0	9.0	7.2
No build	0.0	0.0	0.7	10.0	10.0	9.3	10.0	10.0	6.7	10.0	5.4
4A	7.0	8.3	5.7	7.3	4.0	7.7	9.0	9.0	10.0	8.0	7.4
4B	6.0	5.0	7.3	4.0	6.0	6.3	8.0	3.3	6.7	7.7	6.1
4C	2.3	3.3	7.3	7.0	6.0	4.7	7.7	6.7	6.0	7.3	5.6

Alternative Combination Scoring Matrix												
Combination	No Build		Alternative Combination 1		Alternative Combination 2		Alternative Combination 3		Alternative Combination 4		Alternative Combination 5	
Alternate 1	No Build 1	5.6	1A	7.9	1B	7.3	1C	6.6	1D	4.9	1A	7.9
Alternate 2	No Build 2	5.4	2B	7.2	2F	6.4	2G	5.4	2H	6.2	2C, 2F	6.4
Alternate 3	No Build 3	5.4	3A2, 3B, 3C2	7.0	3A2, 3B, 3C2	7.0	3A2, 3B, 3C2	7.0	3A2, 3B, 3C2	7.0	3B, 3C2	7.1
Alternate 4	No Build 4	5.4	4A	7.4	4A	7.4	4B & 4C	5.8	4A	7.4	4A	7.4
Total Score	21.8		29.5		28.2		24.8		25.5		28.8	
Meets P/N?	No		Yes		Yes		No		Yes		Yes	
Estimated Cost by Phase/Item												
3. Construction (with contingencies and escalation) Co			\$24,892,000.00		\$27,688,000.00		\$22,470,500.00		\$25,779,000.00		\$34,126,000.00	

PRELIMINARY PREFERRED ALTERNATIVE



**PRELIMINARY
PREFERRED
ALTERNATIVE**



Delanco
Township

Willingboro
Township

Rancocas Creek

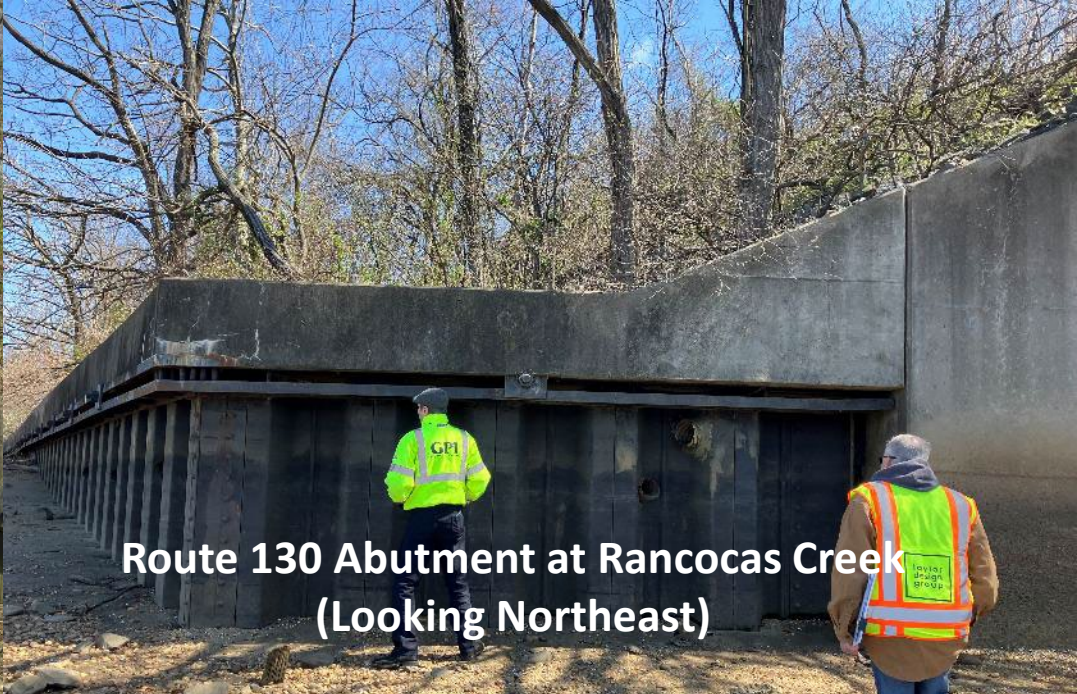


**PPA EXISTING
CONDITIONS
UNDER
ROUTE 130
(DELANCO)**



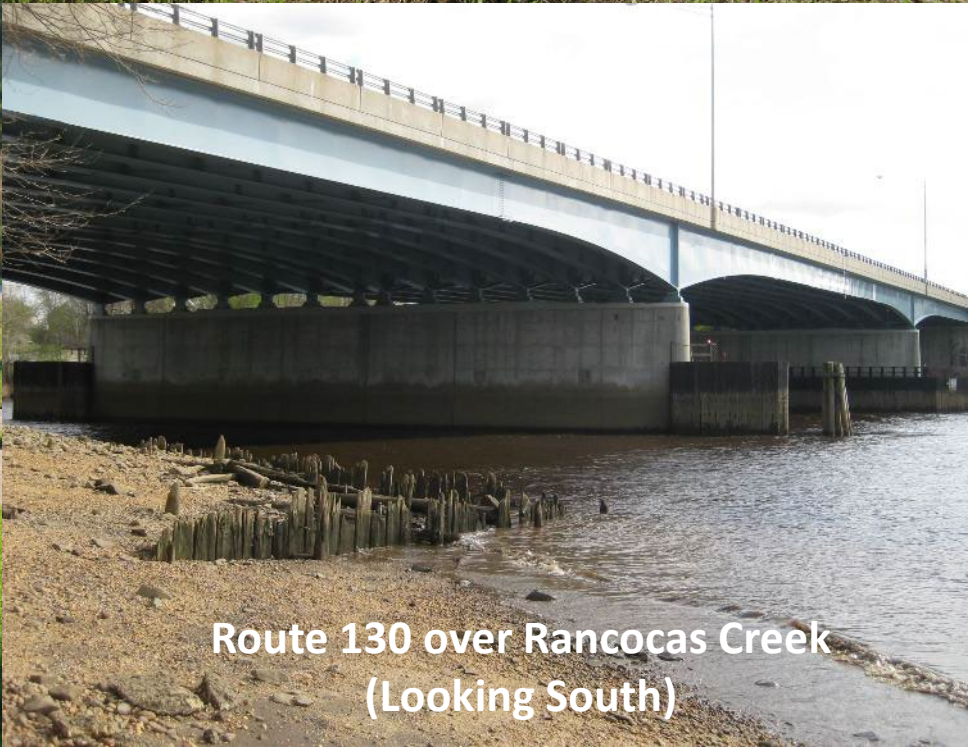
Route 130 Southbound embankment
(Looking Northeast)

A photograph showing a concrete retaining wall or embankment for Route 130. The wall is made of vertical concrete panels. To the left of the wall is a grassy area with some dry brush. In the background, there are trees and a clear blue sky with some clouds.



Route 130 Abutment at Rancocas Creek
(Looking Northeast)

A photograph of a large concrete abutment structure for Route 130. Two workers in high-visibility vests are standing in front of the structure. The structure is made of dark concrete and has several circular openings. Trees are visible in the background.



Route 130 over Rancocas Creek
(Looking South)

A photograph of Route 130 crossing Rancocas Creek. The bridge is a concrete arch bridge. The water in the creek is brown and murky. There are some wooden pilings or debris in the water near the bridge.



View under Route 130 Bridge over Rancocas Creek
(Looking Southeast)

A photograph taken from underneath the Route 130 bridge. The view shows the concrete structure of the bridge and the rocky riverbed below. The water is brown and murky. There are some wooden pilings or debris in the water.

**PPA EXISTING
CONDITIONS**



**Willingboro View – Old Route 130 Alignment
(Looking South)**

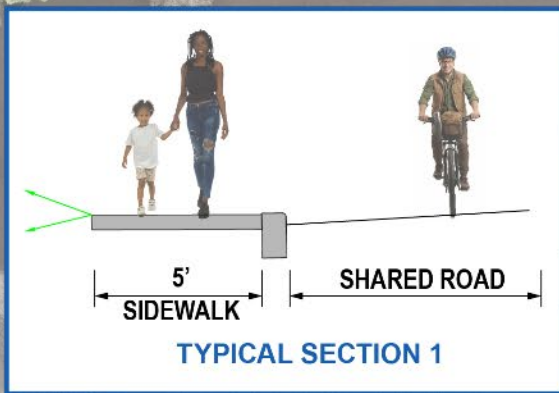


**Bridgeboro View – Old Route 130 Alignment
(Looking North)**

PRELIMINARY PREFERRED ALTERNATIVE



**PRELIMINARY
PREFERRED
ALTERNATIVE**



TYPICAL SECTION 1

RANCOCAS CREEK

**ANTICIPATED COUNTY TRAIL
BY OTHERS**



PROCESS

NEXT STEPS?

1. Secure Resolutions of Support
2. Present Preliminary Preferred Trail Alignment to Public
3. Finalize Local Concept Development (LCD) Report – Fall 2026
4. Preliminary and Final Design Engineering
5. Construction

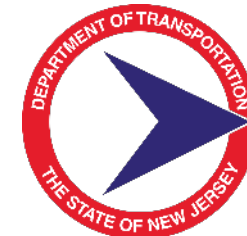
HOW ?

PARTNERS & FUNDING

"IT TAKES A VILLAGE"



Circuit Coalition



**FAST
FACTS:**
\$28.5
Million in
grants
received
to date!

**Burlington
County
Open Space
Trust
Fund (2036)**

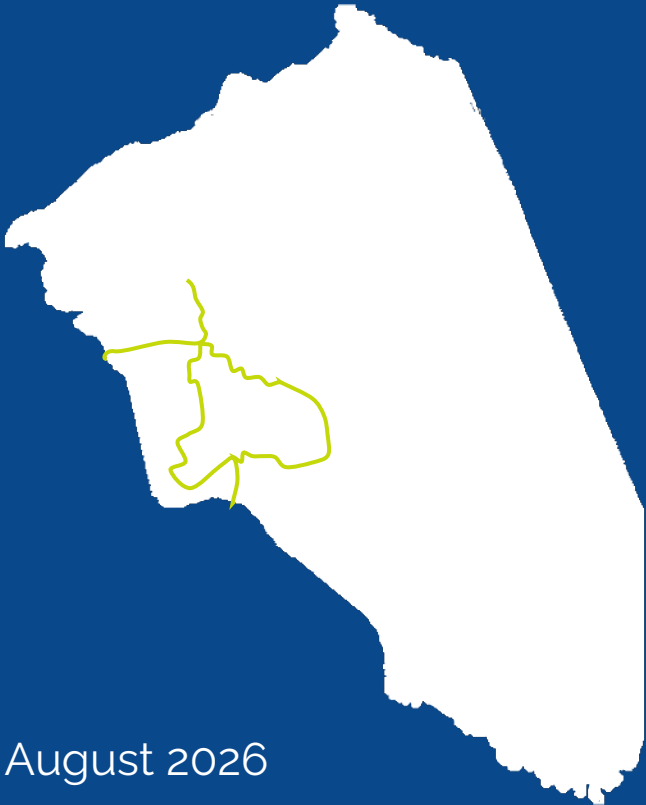
None of this could have happened without your continued support and advocacy!

Burlington County Parks

Burlington County

Rancocas Creek Greenway
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August 2026

