

CIRCULATION

TOPIC REPORT

TRENTON250
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CONTENTS

| | |
|---------------------------------------------------------------------------------|-----------|
| PLAN OVERVIEW | 1 |
| TOPIC REPORTS | 1 |
| TERMINOLOGY | 1 |
| PRIORITY INVESTMENT NEIGHBORHOODS | 1 |
| LONG-TERM CATALYTIC PROJECT AREAS | 2 |
| DISTRICT PLANS | 2 |
| INTRODUCTION | 3 |
| BACKGROUND | 5 |
| MULTI-MODAL TRANSPORTATION NETWORK | 6 |
| LEGIBILITY | 7 |
| LAND-USE AND TRANSPORTATION CONNECTIONS | 8 |
| ACCESS TO JOBS | 8 |
| RELEVANT GOALS | 9 |
| INITIATIVES | 11 |
| A. FOUNDATIONAL INITIATIVE | 11 |
| 1 <i>Infrastructure Maintenance, Prioritization, and Management Initiative</i> | 11 |
| B. MULTI-MODAL TRANSPORTATION | 13 |
| 1 <i>Comprehensive Capital City Regional Trail Network Initiative</i> | 13 |
| 2 <i>Implement Complete Streets Policy Initiative</i> | 14 |
| 3 <i>Make Trenton Roads Safer for All Initiative</i> | 18 |
| 4 <i>Improve Network Connectivity Initiative</i> | 20 |
| 5 <i>Enhanced Transit Initiative</i> | 22 |
| 6 <i>Manage the Safe Movement of Freight and Goods</i> | 22 |
| C. LEGIBILITY | 24 |
| 1 <i>Make Trenton Easy to Understand and Navigate</i> | 24 |
| D. LAND-USE AND TRANSPORTATION CONNECTION | 26 |
| 1 <i>Trenton Transit Center Connection Initiative</i> | 26 |

| | | |
|-----------------------|-------------------------------------------------------------------------------------------|-----------|
| 2 | <i>RiverLINE Stations Transit Oriented Development Initiatives</i> | 28 |
| 3 | <i>Convert Surface Parking to Productive Uses</i> | 30 |
| 4 | <i>Physically Connect Arts and Culture Assets</i> | 30 |
| E. | TRANSIT CONNECTIONS TO JOB CENTERS | 31 |
| 1 | <i>Create Affordable and Easy Access to Good-Paying Regional Jobs and Amenities</i> | 31 |
| IMPLEMENTATION | | 33 |

PLAN OVERVIEW

Trenton250 is Trenton’s long range Comprehensive Master Plan that will guide the City from now to the 250th Anniversary of its incorporation in 2042.

TOPIC REPORTS

The core recommendations for the Master Plan are organized in “Topic Reports”, commonly called Elements of the Master Plan. These reports take a particular perspective on trying to achieve the Vision and enact the Guiding Principles. They contain a background section that summaries the issues and opportunities relevant to that topic. The reports then enumerate a series of goals, initiatives, and actions that the City should implement to achieve the Vision.

TERMINOLOGY

The following terminology is helpful for understanding the Master Plan:

- **Action:** An individual policy, project, program, partnership, study, or advocacy position that the City and the community must execute to support an initiative to achieve a goal (e.g. Green Infrastructure Program, Assunpink Greenway Daylighting Project, or an Anti-Litter Campaign)
- **Initiative:** A collection of Actions (see above) to achieve a desired goal (e.g. Reduce Water Pollution and Enhance the Natural Environment).

PRIORITY INVESTMENT NEIGHBORHOODS

Trenton’s community-driven plan to create, “A Premier Economic and Cultural Center Built on Arts, Industry, and Education” is ambitious. Implementation will require

sustained long-term commitment. Moreover, the vision must be reconciled with the reality that the City and its partners have limited resources: all initiatives cannot be executed in all locations immediately.

To address this, the City has identified six neighborhoods throughout the City where neighborhood efforts should be concentrated to have the greatest impact. These areas, also known as “Priority Investment Neighborhoods”, are likely to see the fastest revitalization while catalyzing improvements in surrounding areas. Although this framework is laid out in greater detail in the Housing Report (see **Develop Housing Toolkit & Implement Prioritized Investment Framework Initiative**), the intent is for the city to prioritize its neighborhood investment - whether housing, economic development, circulation, environment, or education - in these areas. (See Priority Investment Framework Map for more details which neighborhoods have been identified for priority investment)

LONG-TERM CATALYTIC PROJECT AREAS

In addition to these strategic neighborhood investments, the City must continue to work diligently on long-term catalytic projects such as creating a Trenton Transit Center Transit-Oriented Development, Reclaiming and Redeveloping the Waterfront, and encouraging more active use of the Sun Center. These efforts are not likely to see year-to-year improvements, and the payoff for investments in these projects may not be realized for a number of years. Nonetheless, this is the benefit of long-range planning: it allows the City to see the long-term benefits of consistent investment in projects, even if they are unlikely to yield short-term results.

DISTRICT PLANS

Those interested in understanding how the recommendations made in the Topic-Focused Reports should be implemented “on the ground” should consult the District Plans. The Plans do not provide any additional initiatives or actions but instead provide insight on where those recommendations might best be implemented.

INTRODUCTION

The Circulation Report of the Trenton250 Master Plan addresses Trenton's transportation issues with strategies that will build on Trenton's strengths. Trenton's transportation infrastructure has grown and evolved over the city's long and productive history, leaving the modern city with a robust transportation system that can accommodate the city's growth well into the future. The region has decentralized over the past few decades which has contributed to longer commutes, increased peak period congestion, and poor air quality. To grow more effectively and efficiently, Trenton's downtown needs to reassert itself as a regional center and neighborhoods must be reinforced as high-quality places to live. To achieve this, the report outlines a four-part framework for improving transportation infrastructure:

- **Multi-Modal Transportation Network:** expanding and improving the options and efficient movements of people and goods throughout the City;
- **Legibility:** improving the ability of residents and visitors to understand and navigate the City;
- **Land-Use and Transportation Connections:** improving land use around key transportation nodes while ensuring that transportation infrastructure supports desired land use; and
- **Access to Jobs:** ensuring that residents have access to regional jobs

Though not without its flaws, Trenton's multi-modal network is a significant resource that will be able to sustain redevelopment efforts in the decades ahead. To achieve its vision of becoming an economic and cultural hub, Trenton must create a public realm that encourages its residents and workers to be outdoors and actively participate in civic life, spending time on Trenton's streets, plazas, and parks. With changing demographics and an increased interest in healthy and active transportation, Trenton is poised to take advantage of opportunities to improve conditions for bikers and walkers.

For too long, transportation decisions focused on accommodating the quick arrival of the automobile, with ample dedicated parking immediately adjacent to each land use. A prevailing mindset that institutional land uses were enough to sustain Trenton may have led to decisions that favored the quick arrival and departure of their workers. These decisions have resulted in roadways that have favored the automobile, severed the city's connection to its waterfront, and produces an abundance of surface parking that discourages the impulse to spend time enjoying what the City has to offer.

The Circulation Report outlines strategies that will allow Trenton to improve connectivity and access at various scales and for all travel modes. These strategies focus on Highways, Transit, Bicycles, and Pedestrians, and encourages parking strategies that will support active land uses.

BACKGROUND

The following section is based on the Trenton250 Issues and Opportunities Report, which compiled information from residents, previous plans, stakeholder interviews, and existing conditions analysis conducted by the City and its consultant team. A list of stakeholders interviewed is available in Appendix A of the Issues and Opportunities Report. The following previous plans and studies were reviewed:

- City of Trenton Access and Circulation Study (2004)
- Trenton Transportation Master Plan (City of Trenton, 2004)
- NJ Route 29 Boulevard Study - Phase 1, City of Trenton, Conceptual Development Memorandum (NJDOT, June 2005)
- Train Station Redevelopment Area - Station Area Analysis (2006)
- Trenton Station Linkage Plan (City of Trenton, 2006)
- Downtown Capital District Master Plan (2008)
- New Jersey's Long-Range Transportation Plan, Urban Supplement Report, City of Trenton (NJDOT & NJ Transit, September 2008)
- Downtown District Parking Ordinance and Sidewalk Design Standards
- Mercer County Master Plan – Mobility Element (2010)
- Route 1 Regional Growth Strategy (NJ Department of Transportation, 2010)
- Future Bus Plan Mercer County (DVRPC, April 2012)
- South Broad Street Vision Plan (Mercer County Improvement Authority, 2013)
- Ewing Town Center Transit Connection Feasibility Study (Mercer County, January 2014)
- Downtown Bicycle and Pedestrian Plan (City of Trenton & Delaware Valley Regional Planning Commission, 2016)

MULTI-MODAL TRANSPORTATION NETWORK

Trenton is a city that is endowed with significant locational advantages. It is conveniently located in the heart of the Northeast Corridor, only 60 miles from New York City and 35 miles from Philadelphia. Located on the Delaware River, and the NJ/PA border, Trenton is the logical urban center for Mercer and Bucks counties. It is highly accessible to the entire region, has abundant transportation infrastructure, and serves as the capital of New Jersey and the seat of Mercer County government.

The City's overlapping highway, roadway, transit, bike and pedestrian systems create a "multi-modal" transportation network that allows residents, visitors, and those supporting business activity to move through the City. The following analysis breaks down that system into its component parts.

Highways

Highway capacity is capable of meeting current and future demands. However, there are circulation issues presented by incomplete or absent interchanges. In particular, North Trenton has a limited roadway network, few crossings of US Route 1, and no northbound US Route 1 access points between Perry Street and Mulberry Street, specifically at Olden Avenue. The current truck ban in the NJ Route 29 tunnel forces trucks through South Trenton, with undesirable results. Vehicles have difficulty moving between US Route 1 and NJ Route 129 due to an incomplete interchange. Northbound NJ Route 129 to southbound US Route 1, and northbound US Route 1 to southbound NJ Route 129, do not have direct connections. There are also missing connections between NJ Route 29 and US Route 1. There is no direct connection between NJ Route 29 and northbound US Route 1. Traffic from northbound US Route 1 must pass through residential blocks before reaching the signal at NJ Route 29.

Along the waterfront, NJ Route 29 is a limited access highway, which acts as a barrier between downtown and the river. The New Jersey Department of Transportation (NJDOT) has undertaken a feasibility analysis to convert NJ Route 29 to an Urban Boulevard, with a network of streets supporting a redeveloped center, and access to a park and trail system along the waterfront. The City of Trenton strongly supports this plan.

Transit

Trenton's Transit Center is an exceptional amenity, offering AMTRAK, NJ TRANSIT rail, River Line light rail, and SEPTA rail service. It is the third busiest station in the state of New Jersey, and the 26th busiest Amtrak station (13th busiest on the Northeast corridor). Although a number of NJ TRANSIT bus routes converge on the Transit Center, there is no designated central bus station within proximity of the Transit Center and it may not be clear to visitors how local bus service interfaces with the Transit Center. Equally important, the connection between the Station and the Downtown is wanting: though a number of NJ TRANSIT buses connect the Transit Center to State Street, there is no primary route to make this connection and the routes are not abundantly clear. Additionally, the Transit Center feels disconnected from downtown due to the barrier created by US Route 1. An extension of the River Line to the Capitol Complex

has been suggested to remedy this issue, and Trentonians recognize the importance of expanding a high-quality transit service further west to the Trenton-Mercer Airport (TTN).

Trenton has the opportunity to prepare for, and participate in, an express bus system serving the US Route 1 Corridor. The *Route 1 Bus Rapid Transit (BRT) Alternatives Analysis* (2006) recommends that Trenton will provide feeder routes to the BRT, but the southern terminus is planned to be north of the City. In 2012, DVRPC, working with Mercer County, developed the *Future Bus Plan – Mercer County*. This plan recommends near-term improvements to the bus network serving Trenton, and includes a recommendation for a trunk and feeder routes serving downtown Trenton. The Trenton Transit Center, which is adjacent to US Route 1, has the potential to integrate bus rapid transit into the City. Trenton should plan to support BRT service, and can prepare land for redevelopment using Transit-Oriented-Development principles.

The City of Trenton is already well-served by buses. However, having more reliable routes, more frequent service, and more convenient and safe stop locations could increase Transit use. Trentonians also have difficulty understanding the bus system, in part because it is very complex and transit routes are not clearly published, except online and at the Transit Center. Transfers are required to reach many destinations, and although a number of routes overlap in the downtown, there is no central location for these transfers to occur that could serve as a nucleus for regional transit.

Pedestrian and Bike Paths

Trenton has a complete sidewalk network throughout the City. There are existing bike lanes in the downtown on New Warren Street, Market Street, Lafayette Street, and Broad Street. Trenton has trails along the Delaware and Raritan (D&R) Canal, which are part of the Delaware River Heritage Trail, with connections to Lambertville to the northwest, and Bordentown to the southeast. The D&R Canal also extends through North Trenton to reach New Brunswick; this section features a trail along US Route 1 and is part of the East Coast Greenway. There are opportunities to design improved connections to these existing trails, while adding new segments of trail along the Assunpink Creek and Delaware River Waterfronts. On-road bicycle and pedestrian sidewalk improvements can further enhance the experience and recreation opportunities. Land redevelopment should consider bicycle and pedestrian mobility as part of the development plan.

LEGIBILITY

Although highly connected to the region, downtown redevelopment and major road infrastructure projects have destroyed much of Trenton's traditional urban fabric. As a result, Trenton is a city that is often difficult to comprehend and navigate. The street pattern is a composition of competing grids and radial routes approaching from all directions. Broad Street and State Street have strong identities across the city, but their changing orientations can be confusing. Additional confusion is caused by occasional one-way streets and by streets changing names. Without a comprehensive and easy-to-

understand wayfinding system, entering Trenton can be very confusing and lead people to avoid the City and/or not explore it more fully. As such, Trenton needs a strategy that will make the City easier to understand and navigate when driving, biking, walking, or taking transit.

LAND-USE AND TRANSPORTATION CONNECTIONS

A transportation system does not exist in isolation, and the connection between land use and circulation cannot be understated in Trenton. One of the most egregious examples of how that is currently failing in Trenton is the over-abundance of surface parking lots, especially downtown, which results in a built environment that is fragmented and often incoherent. Parking is not well-managed and enforced by a central agency, and there are opportunities to convert surface parking to more active uses. The City is currently undertaking a Downtown Parking Management Plan. The findings of that study should be incorporated into this Master Plan.

For Trenton to realize its vision of being an economic and cultural hub, the City will have to leverage its transit assets as development opportunities. Unfortunately, the City has not fully capitalized on its key transit nodes as development opportunities, especially the area around the Trenton Transit Center. As mentioned above, the Transit Center feels disconnected from downtown, due in part to the barrier created by US Route 1. Despite prior efforts to encourage development around the Transit Center, little headway has been made. This was due, in part, to the lack of appropriate incentives. The City should determine the necessary incentives, convene and renegotiate with developers, or identify new developers who may be more motivated to break ground.

ACCESS TO JOBS

Trenton's median income of \$37,219 is less than half of any other municipality in Mercer County, and 30% of residents do not own a car. Affordable transportation options, providing access to jobs both in the City and suburbs, are essential to Trenton's residents. Stakeholders have indicated that suburban job centers, including those along US Route 1, are underserved by transit. Recently, the Greater Mercer TMA added the Z-line between the Hamilton Marketplace (NJ Route 130/I-195 interchange) and the Amazon facility at the Matrix business park (Old York Road/I-195 interchange). Similar services may be needed to access other suburban destinations. Additional transit opportunities include better connections to the West Trenton Railroad Station and the Trenton-Mercer Airport. The US Route 1 BRT system offers the opportunity to connect Trenton to suburban destinations by using the system's planned transfer centers.

RELEVANT GOALS

1. **Multi-modal Transportation:** Trenton residents and visitors will characterize the City as “bikeable” and “walkable.” Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.
2. **Legibility:** Trenton will be a city that is easy to understand and navigate when driving, biking, walking, or taking transit.
3. **Land Use and Transportation Connection:** Trenton will have walkable neighborhoods and an active downtown that are supported by a multi-modal transportation system that includes, but is not limited to, high quality transit-oriented developments. Parking will no longer be a dominant land use in the City’s downtown and will be managed effectively to support active land uses, streetscapes and economy, in accordance with Trenton’s multi-modal objectives.
4. **Job Access:** Trentonians will have reliable and affordable transportation options to local and regional job centers and destinations.

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INITIATIVES

A. FOUNDATIONAL INITIATIVE

To successfully build a Premier Economic and Cultural Center, the City, County and State must coordinate their transportation investments to build a sustainable multi-modal transportation system that meets the needs of all users. The following initiatives are organized according to the goals framework (Multi-Modal Transportation Network; Legibility: Land-Use and Transportation Connections; and Access to Jobs). In addition, the City has added a “foundational initiative” which will facilitate the implementation of all circulation initiatives.

1 | INFRASTRUCTURE MAINTENANCE, PRIORITIZATION, AND MANAGEMENT INITIATIVE

The City of Trenton should develop a data management system of transportation infrastructure to track spending and the expectation of repairs. The city should use data to inform decisions about the development of new infrastructure and transit route planning. This system can be used to track transportation facilities including traffic signals, crosswalks, bus shelters, and bicycle facilities. The database would also include a prioritized schedule for roadway resurfacing and restriping. The database will help the City determine and secure funding for projects. The City will complete Local Public Agency Certification with NJDOT to be eligible for Federal Aid. The database would be used to inform the need for and schedule of transportation projects in the Capital Improvement Plan.

Among other efforts, the data management system could include information from, and coordinate decisions for, the following programs:

- Great Streets Program
- Multi-Modal Roadway Classification System
- Prioritized Sidewalk Repair Study
- Street Trees Maintenance and Planting Program
- Safe Routes to Schools (SRTS)
- Safe Streets to Transit (SSTT)
- Trail Maintenance Program
- Trails Gateway Projects
- Traffic Signal Improvements and Maintenance

This data management system should be used to overlay priorities from various studies and programs in order to develop a master prioritization list. After taking on the task of developing the database, the City should consider pursuing a Smart Cities Program. Given Trenton's fiscal constraints, the investment and use of technology to guide infrastructure improvements has the opportunity to improve the quality of services provided by the City. Nonetheless, this Program will require vision, advocacy, leadership, and capital that entail a high degree of inter-departmental and inter-governmental coordination and a certain level of political will to derive a consensus regarding strategies, funding mechanisms, policies, or overall programs.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation¹**
- ▶ **Legibility²**
- ▶ **Land Use and Transportation Connection³**
- ▶ **Job Access⁴**

The City should implement the following actions to execute this initiative:

- ▶ **Capital Improvement Plan**
- ▶ **Local Public Agency Certification**
- ▶ **Infrastructure Maintenance and Prioritization Database**
- ▶ **Smart Capital City Program**

- 1. Trenton residents and visitors will characterize the City as "bikeable" and "walkable." Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.*
- 2. Trenton will be a city that is easy to understand and navigate when driving, biking, walking, or taking transit*
- 3. Trenton will have walkable neighborhoods and an active downtown that are supported by a multi-modal transportation system that includes, but is not limited to, high quality transit-oriented developments. Parking will no longer be a dominant land use in the City's downtown and will be managed effectively to support active land uses, streetscapes and economy, in accordance with Trenton's multi-modal objectives*
- 4. Trentonians will have reliable and affordable transportation options to local and regional destinations*

B. MULTI-MODAL TRANSPORTATION

The following strategies work together to ensure that Trenton meets its goals of creating a multi-modal transportation system.

1 | COMPREHENSIVE CAPITAL CITY REGIONAL TRAIL NETWORK INITIATIVE

The City of Trenton should develop, design, and construct the missing segments to complete a Comprehensive Capital City Regional Trail Network in partnership with the Delaware Valley Regional Planning Commission (DVRPC), New Jersey Department of Transportation (NJDOT), Mercer County, the Delaware and Raritan (D&R) Canal Commission, the D&R Greenway Land Trust, and adjacent municipalities. This network will include the Assunpink Creek Greenway, the Delaware Canal Towpath, the Downtown Wellness Loop, the Trenton to Princeton Rail Trail, the Delaware and Bound Brook Rail Trail, sections of the Delaware River Heritage Trail, East Coast Greenway, and any necessary on-road connections. The approach to the Calhoun Street Bridge must improve bicycle and pedestrian connectivity along this critical portion of the East Coast Greenway.

Trails along the D&R Canal make up a large portion of the City's trail network. The East Coast Greenway enters the city from the north along the D&R Canal. At Battle Monument, the D&R Canal Trail connects to the Belvidere Greenway, and both continue west to the City's Cadwalder Park and further to Lambertville. At the south end of the City, an additional portion of the D&R Canal connects trail users to Bordentown. Trenton's Delaware River and Assunpink Creek waterways have historically defined the City and should be reestablished as major connection paths in the City. There are portions of the Delaware River Heritage Trail along the river, and Mill Hill Park has pathways along the Assunpink Creek. Further north, additional parks along the Assunpink Creek serve residents of North Trenton, although the parks are quite disconnected.

The City's trail networks are not integrated into a unified and comprehensive system. Between Battle Monument and Calhoun Street, the D&R Canal Path is narrow, unpaved, and poorly marked. Trail markings and crosswalks should be installed at all roadway crossings. The Belvidere Greenway provides a direct connection between Cadwalder Park and Battle Monument, but it could be improved with better lighting and trail maintenance. Along the Delaware River, NJ Route 29 blocks Trentonians from the waterfront, and interferes with the completion of the Delaware River Heritage Trail.

In addition to helping the City meet its multi-modal goals, an enhanced greenway and trail system will help residents of the City gain active lifestyles and access to natural environments. These greenways and trails can combine utility and amenity in the form

of storm-mitigating wetland parks and/or green infrastructure opportunities. As such, efforts to establish connections through greenways and trails must be coordinated with efforts to buffer the threats of flooding. As part of its implementation initiative, the City must establish a policy of prioritizing infrastructure improvements that connect residents to the natural environment. Projects such as the Waterfront Reclamation and Redevelopment Project and Assunpink Creek Greenway and Park Plan show the potential of major combined utility and amenity projects.

A map of the proposed bike network is provided in Figure 1.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation⁵**

The City should implement the following actions to execute this initiative:

- ▶ **Assunpink Creek Greenway and Park Plan**
- ▶ **Assunpink Creek Parkway**
- ▶ **Bike-Share Feasibility Study**
- ▶ **Bicycle Parking Audit of Land Development Ordinance**
- ▶ **Calhoun Street Bridge Approach Project**
- ▶ **D&R Canal Connection Project**
- ▶ **Delaware River Heritage Trail Project**
- ▶ **East Coast Greenway Project**
- ▶ **Great Connector Greenway Project**
- ▶ **Market Street Corridor Project**
- ▶ **Play Play-Street-Scape Pilot**
- ▶ **Trail Repairs and Maintenance Program**
- ▶ **Trails Gateway Projects**
- ▶ **Rails to Trails Project**
- ▶ **Wayfinding Projects**
- ▶ **Wellness Loop**

2 | IMPLEMENT COMPLETE STREETS POLICY INITIATIVE

Trenton should embrace and celebrate its walkable network, and work to design and implement complete streets throughout the City. The City needs to identify and prioritize improvements that will bring about Complete Streets, achieving the goals set out in its Complete Streets Policy. To determine priorities for implementation, the City of Trenton should complete a Complete Streets Implementation Action Plan to study, inventory, and overlay desired outcomes from all previous planning efforts plans. This plan should prioritize on-road and trail routes in order to seek State and Federal funding for implementation. These on-road and trail routes should be reflected in the City's Infrastructure Maintenance and Prioritization Database.

5. *Trenton residents and visitors will characterize the City as "bikeable" and "walkable." Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.*

As part of this effort, the City should take note of the fact that some local roads in Trenton are oversized. The City should investigate where it can implement a road diet to convert roadway space to bicycle facilities, pedestrian space, bulb-outs, raised medians, and landscaped areas to calm traffic. Figure 2 shows the proposed and potential complete streets network in Trenton. See also the **Make Trenton Roads Safer Initiative** for more details.

The City should also identify which streets might benefit from the proposed Great Streets Program, which applies a multi-disciplinary approach to corridor improvement. A Great Streets Program would include public realm investments, land use plans, public safety strategies, urban design standards, and economic development assistance.

The City must also integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of City and County roads, trail networks, transit facilities, public buildings, and parks. To knit together the various trail systems, Trenton should add bike lanes or shared lanes on roadways, and safe trail and street crossings with enhanced visibility. Work on this initiative must be closely coordinated with the recommendations made in the **Comprehensive Capital City Regional Trail Network Initiative**. Many on-road routes have already been identified in previous plans. Of particular note is the recently completed *Downtown Trenton Bicycle and Pedestrian Plan* (DVRPC: 2016). In addition, this Master Plan has identified a number of proposed multi-purpose Trails. For more information, see the **District Plans**.

Finally, the City of Trenton should provide, support, and promote Transportation Demand Management (TDM) programs aimed at reducing the number of car trips and miles driven to increase the efficiency of the transportation system. This will not only reduce the amount of congestion on roads but will also open up opportunities to dedicate road space to non-automotive transportation.

Early efforts that are likely to have large impacts include simple wayfinding, trail maintenance and repairs, and incorporating bicycle curb cuts at trail/road crossings, as well as undertaking a prioritized Sidewalk Repair Study. These actions would allow the City to make short-term gains while longer-term projects are developed, and are also closely related to actions identified in the **Make Trenton Roads Safer for All Initiative**.

Finally, complete streets implementation could be supported by pilot projects like the Play-Street-Scape Pilot Program in which the City develops a daily vehicular use closure plan along a street to connect schools to parks and open spaces after school. Coordinating this work through **the Infrastructure Maintenance, Prioritization, and Management Initiative** will increase effectiveness and efficiency.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation**⁶
- ▶ **Legibility**⁷

6. Trenton residents and visitors will characterize the City as “bikeable” and “walkable.” Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

7. Trenton will be a city that is easy to understand and navigate when driving, biking, walking, or taking transit

FIGURE 1. PROPOSED BIKE NETWORK

-  On-Street Bike Lanes OR Shared Lanes (Sharrows)
-  Potential On-Street or Shared Lane (Further Study Needed)
-  Existing Multi-Use Path
-  Proposed Multi-Use Path
-  Further Study Needed
-  East Coast Greenway
-  Proposed Market Street Corridor

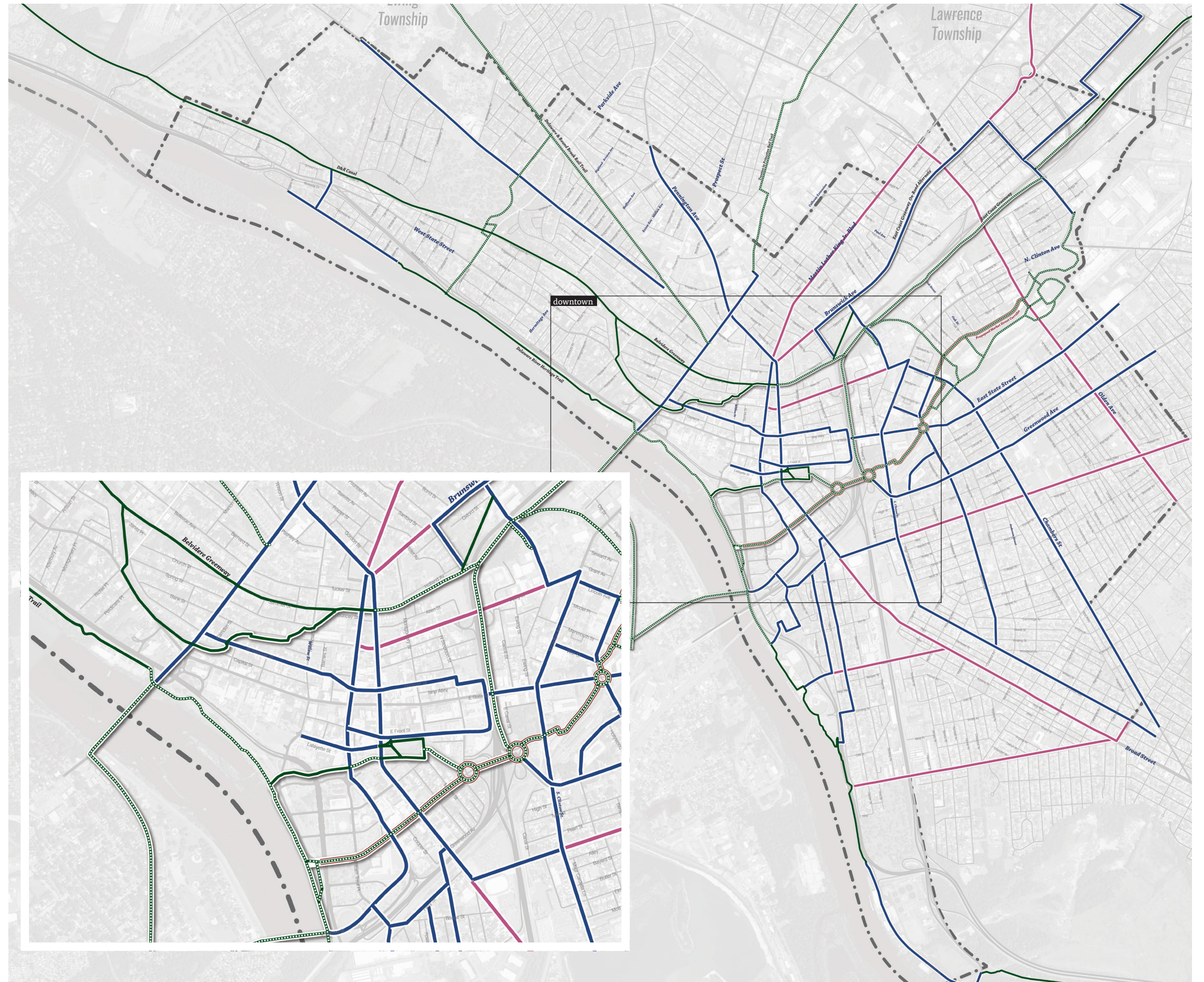




FIGURE 2. PROPOSED S MAP

- Proposed Complete Streets
- Potential Complete Street
(More Study Needed)

- ▶ **Safe Environment⁸**
- ▶ **Natural Resources and Open Space⁹**
- ▶ **Downtown¹⁰**
- ▶ **Neighborhood Commercial¹¹**

The City should implement the following actions to execute this initiative:

- ▶ **Bike-Share Feasibility Study**
- ▶ **Broad Street Bridge Project**
- ▶ **Calhoun Street Bridge Approach Project**
- ▶ **Complete Streets Implementation Plan**
- ▶ **Great Streets Program**
- ▶ **Infrastructure Maintenance and Prioritization Database**
- ▶ **Prioritized Sidewalk Repair Study**
- ▶ **Play-Street-Scape Pilot Program**
- ▶ **Intersection Improvements: Greenwood Avenue and Chambers Street**
- ▶ **Intersection Improvements: Hamilton Avenue and Anderson Street**
- ▶ **Intersection Improvements: NJ 129 and Hamilton Avenue**
- ▶ **Intersection Improvements: Perry Street/Lincoln Avenue and Clinton Avenue**
- ▶ **Intersection Improvements: State Street and Willow Street/Barrack Street**
- ▶ **Road Diet Projects**
- ▶ **Trail Repairs and Maintenance Program**
- ▶ **Trails Gateway Projects**
- ▶ **Transportation Demand Management (TDM) Program**
- ▶ **Wayfinding Projects**

3 | MAKE TRENTON ROADS SAFER FOR ALL INITIATIVE

Trenton’s roadways represent its largest investment in the public realm, and yet too often these roadways are foreboding. Trenton should strive to make all of its roads both safer, and more attractive for all road users. All roadways should adhere to the City’s Complete Streets Policy, and be safe and attractive for all modes. The City should adopt a Vision Zero Policy and develop an implementation plan through a Pedestrian Safety Study.

NJ Route 129

Pedestrian Safety along NJ Route 129 must be improved. It is a high-speed roadway without pedestrian facilities. However, there are key crossings of NJ Route 129 at Hamilton Avenue, Cass Street, and Lalor Street that need pedestrian enhancements. These three crossings are the only opportunities for pedestrians to cross over a 1.5

8. Trenton will have a safe environment where residents are free from the hazards of land, air, water, and building contamination

9. Trenton will protect and promote access to its natural resources and open space, including natural ecosystems.

10. Trenton’s downtown and waterfront will be the economic center of Mercer County and the Central Jersey Region

11. Trenton will have vibrant neighborhood business districts

mile stretch of roadway. The City of Trenton should work with NJDOT to make targeted pedestrian enhancements at each intersection. In addition, the entire corridor should be redesigned to reduce vehicle speeds and make the area more attractive.

US Route 1

At the US Route 1 Interchange with Perry Street, active land uses including a public park, firehouse headquarters, and an approved charter school, all generate pedestrian traffic. In addition, the trail connection to the D&R Canal, and the potential extension along the rail corridor will also draw pedestrians and cyclists through this interchange. The interchange currently permits high-speed access to and from the slip ramps. Although pedestrian crossings are marked, the environment seems tailored to automobile traffic. Pedestrian and bicycle safety improvements are needed at this interchange. With the addition of the new charter school, improvements to the interchange should be considered as part of a Safe Routes to School plan.

NJ Route 29

The conversion of NJ Route 29 into a boulevard will have demonstrable impacts on driver and pedestrian safety and is a priority project. The potential of this project to transform Trenton's waterfront is profound. Further south on NJ Route 29, crossings at Cass Street and Warren Street/Riverview Plaza should be improved to better connect pedestrians to the waterfront. Careful detailing of the roadway and land-uses should be studied as part of a Great Streets Program.

Other Locations

Some local roads in Trenton are oversized. The City should investigate where it can implement a road diet to convert roadway space to bicycle facilities, pedestrian space, bulb-outs, raised medians, and landscaped areas to calm traffic. Of particular note are Southard and Perry Streets, West State Street (between Lee Ave and Overbrook Ave), and Broad Street (East of Liberty Street). Furthermore, investigating the removal of the truck weight ban along NJ Route 29 will reduce the number of large trucks that circulate on local roads, which should have an immediate impact on safety and aesthetics.

Finally, ensuring that residents have safe access to schools and transit is vital. The City of Trenton should develop both a Safe Streets to Transit (SSTT) Program and expand its Safe Routes to Schools (SRTS) program.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation**¹²
- ▶ **Neighborhood Commercial**¹³
- ▶ **Downtown**¹⁴

The City should implement the following actions to execute this initiative:

- ▶ **Calhoun Street Bridge Approach Project**
- ▶ **Emergency Evacuation Planning Study**

12. Trenton residents and visitors will characterize the City as "bikeable" and "walkable." Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

13. Trenton will have vibrant neighborhood business districts

14. Trenton's downtown and waterfront will be the economic center of Mercer County and the Central Jersey Region

- ▶ **Pedestrian Safety Priorities Study**
- ▶ **Perry Street Interchange Pedestrian Safety Improvement Study**
- ▶ **Road Diet Projects**
- ▶ **Route 129 Pedestrian Safety Plan**
- ▶ **Route 29 Runnel Ban Petition**
- ▶ **Safe Routes to Schools**
- ▶ **Truck Circulation Management Program**
- ▶ **Trenton250 Public Safety Report**
- ▶ **Vision Zero Policy**

4 | IMPROVE NETWORK CONNECTIVITY INITIATIVE

The City of Trenton should enhance connectivity by adding alternate routes of travel. The first step in accomplishing this initiative is completing an Improve Network Connectivity Study. The study would evaluate opportunities to add parallel roadways to alleviate congestion by providing additional circulation options. In addition to studying the impacts on the transportation network, the City should consider development or redevelopment opportunities adjacent to proposed roadways. Through this Master Planning Process, the following opportunities were identified but will need further study to determine preferred alternatives, impacts, costs, funding opportunities, and priorities:

- Assunpink Creek Parkway
- Calhoun Street Extension
- Connections across Delaware and Bound Brook Rail
- Market Street Corridor
- Oak Street Corridor Project in North Trenton

In addition to the above-noted connections, the Three Bridges adjacent to the Train Station (Chestnut, East State and Monmouth Street) are in need of replacement. In recent discussions, NJDOT has proposed to eliminate both the Monmouth Street and Chestnut Ave bridges to reduce costs further. All three of these bridges are critical to circulation adjacent to the Transit Station, and the City should advocate for all three to be repaired or replaced.

The City of Trenton should undertake a project to make Market Street a central north-south travel corridor for all modes from the Delaware River through the Transit Center to State Street. Extending Market Street northward to State Street, and giving the Trenton Transit Center a Market Street address, will enhance the prominence of this corridor. Moreover, extending this corridor as far north as Olden Avenue will connect the proposed Assunpink Creek Park to the Waterfront and create a strong north-south connection in Trenton. (See Figure 3: Market Street Corridor)



Figure 3: Market Street Corridor

Finally, the City must continue to advocate for the Waterfront Reclamation and Redevelopment Project that would turn NJ Route 29 from a limited access highway into a boulevard. The current NJ Route 29 would be re-designed as an urban boulevard that will move traffic efficiently, but at lower, safer speeds and allow the City to better connect to its the Waterfront.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation¹⁵**
- ▶ **Land Use and Transportation Connection¹⁶**
- ▶ **Overall Economic Development¹⁷**
- ▶ **Overall Housing¹⁸**

The City should implement the following actions to execute this initiative:

- ▶ **Assumpink Creek Parkway**
- ▶ **Calhoun Street Extension**
- ▶ **Connect across Delaware and Bound Brook Rail Project**
- ▶ **Improved Network Connectivity Study**
- ▶ **Intersection Improvements: NJ 29 and US Route 1**
- ▶ **Market Street Corridor Project**
- ▶ **Market Street Corridor Project**
- ▶ **Northeast Corridor Bridge Crossings Improvement Project**
- ▶ **Oak Street Corridor Project**
- ▶ **Waterfront Reclamation and Redevelopment Project**

15. Trenton residents and visitors will characterize the City as “bikeable” and “walkable.” Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

16. Trenton will have walkable neighborhoods and an active downtown that are supported by a multi-modal transportation system that includes, but is not limited to, high quality transit-oriented developments. Parking will no longer be a dominant land use in the City’s downtown and will be managed effectively to support active land uses, streetscapes and economy, in accordance with Trenton’s multi-modal objectives

17. Trenton will have a strong, diverse, and sustainable economy with a broad range of employment opportunities for residents

18. Trenton will provide a variety of quality for-sale and rental options for households of all types and residents at all income levels

5 | ENHANCED TRANSIT INITIATIVE

To ensure that Trentonians will have reliable and affordable transportation options to local and regional destinations, Trenton should improve its transit network. This can be accomplished by increasing the visibility of bus service between the Trenton Transit Center and the Downtown/Capital Complex, with additional connections to a redeveloped waterfront. Such an effort will support a stronger downtown, increase the value of a transit-oriented development at the Trenton Transit Center and RiverLINE stations, and better connect Trenton to the region.

Trenton should advocate for BRT (or BRT light) on the US Route 1 corridor with a hub station at the Transit Center. Additional access should be provided to the Capitol, downtown, waterfront, and North Trenton industrial areas. The Trenton Transit Center also needs enhanced bus stops to better coordinate transfers. Finally, Trenton should advocate for a transit network connector/jitney between Trenton Transit Center and the Trenton-Mercer Airport. In the interim, the City should encourage NJ Transit to modify Routes 607 or 608. Combined, these efforts will make the Trenton Transit Center a significantly enhanced multi-modal transportation node.

This initiative is closely associated with Trenton's efforts to improve Land Use and Transportation Connections. As such, the City must closely coordinate this initiative with the **RiverLine Stations TOD Initiative and the Transit Center TOD Initiative**.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation**¹⁹
- ▶ **Downtown**²⁰
- ▶ **Overall Housing**²¹

The City should implement the following actions to execute this initiative:

- ▶ **Bus Rapid Transit Advocacy**
- ▶ **Capital City Transit Map**
- ▶ **Enhance Bus Station Project**
- ▶ **Safe Streets to Transit**
- ▶ **Transit Center Connectivity Projects**
- ▶ **Transit to West Trenton Station and the Airport Study**
- ▶ **Special Needs Transit Partnership**

6 | MANAGE THE SAFE MOVEMENT OF FREIGHT AND GOODS

The City of Trenton should attempt to manage truck circulation to avoid negative impacts on residential streets. Trentonians are concerned about truck circulation on local roads. The highway network lacks complete interchanges causing truck traffic to use local roadways to traverse the City. The City should work with NJDOT to complete interchange movements wherever possible.

19. Trenton residents and visitors will characterize the City as "bikeable" and "walkable." Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

20. Trenton's downtown and waterfront will be the economic center of Mercer County and the Central Jersey Region

21. Trenton will provide a variety of quality for-sale and rental options for households of all types and residents at all income levels

To remove trucks from local roads in South Trenton, the City should petition NJDOT about removing the truck ban on the NJ Route 29 tunnel. As trucks approach the city on NJ Route 29, they are directed to use NJ Route 129 instead of 29, due to a 13-ton truck ban in the NJ Route 29 tunnel. Continued movement is restricted as northbound NJ Route 129 does not have a direct connection to southbound US Route 1, or southbound NJ Route 129 to reach northbound NJ Route 29. Removing the tunnel restriction could move truck circulation off of local roads.

The interchange of US Route 1 and NJ Route 129 with Market Street could be improved by completing the missing highway movements as part of the Market Street Corridor Project. In North Trenton, the city should consider additional roadway network and a new interchange with US Route 1 at Oak Street, to improve truck circulation to the industrial area. With a new interchange, this location has the potential to be a significant freight center in the region.

Loading and delivery have increased in importance as more goods are being delivered directly to customers – a trend that is expected to increase. The City of Trenton should develop a plan to incorporate loading zones near businesses to ease delivery and prevent circulation blockage. Some of this work may be accomplished as part of the Downtown Parking Management Plan.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation**²²
- ▶ **Downtown**²³
- ▶ **Overall Housing**²⁴
- ▶ **Neighborhood Commercial**²⁵

The City should implement the following actions to execute this initiative:

- ▶ **Downtown Parking Management Plan**
- ▶ **Freight Movement & Delivery Study**
- ▶ **Market Street Corridor Project**
- ▶ **Oak Street Corridor Project**
- ▶ **Parking Plan**
- ▶ **NJ Route 29 Tunnel Ban Petition**
- ▶ **Truck Circulation Management Program**

22. Trenton residents and visitors will characterize the City as “bikeable” and “walkable.” Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

23. Trenton’s downtown and waterfront will be the economic center of Mercer County and the Central Jersey Region

24. Trenton will provide a variety of quality for-sale and rental options for households of all types and residents at all income levels

25. Trenton will have vibrant neighborhood business districts

C. LEGIBILITY

1 | MAKE TRENTON EASY TO UNDERSTAND AND NAVIGATE

City-Wide Efforts

Downtown redevelopment and major road infrastructure projects have destroyed much of Trenton's traditional urban fabric. The street pattern is a composition of competing grids and radial routes approaching from all directions which can be confusing to visitors. The first step in addressing this issues is undertaking a Legibility Study (see Legibility Study) to assess current issues and opportunities across the City. However, it is clear that without a comprehensive and easy-to-understand wayfinding system, entering Trenton will continue to be very confusing, which leads people to avoid the City and/or not explore it more fully. At the same time, residents and visitors have noted that the bus system is confusing in Trenton. Making a Capital City Regional Transit Map more available would ensure that residents and visitors have a strong understanding of the network of transit options.

The Waterfront Reclamation and Redevelopment Project

On a larger scale, the **Waterfront Reclamation and Redevelopment Project** (also known as the NJ Route 29 Boulevard Project) offers a major opportunity to reconstitute a grid downtown and better connect the waterfront to the City's core. With a more organized waterfront in the downtown, those entering the City off of NJ Route 29 are likely to be better oriented and have a clearer understanding of how to navigate the City. For more information on this effort, see the corresponding Initiative under Land-Use and Transportation Connection in this Report as well as in the Economic Development and Housing Reports.

Market Street Corridor

Efforts to improve understanding and navigation will be aided by re-establishing Market Street as a central travel corridor for all modes. Extending Market Street to State Street, and giving the Trenton Transit Center a Market Street address, will enhance the prominence of this corridor. Market Street should be emphasized as the most direct connection to the waterfront.

In conjunction with this effort, the City should make improvements at the US Route 1 and Market Street interchange. These improvements will serve as gateways to those entering and leaving the City and allow visitors to quickly establish their bearings. Moreover, they will make the area significantly safer for pedestrians. (See Figure 4. Market Street Corridor)

This momentum should be carried further north of E. State Street along the Assunpink Creek Greenway and the Rush Crossing Homes to better connect neighborhoods from the North to the Transit Center and the waterfront. Extensions to Oak Street, including



Figure 4: Market Street Corridor

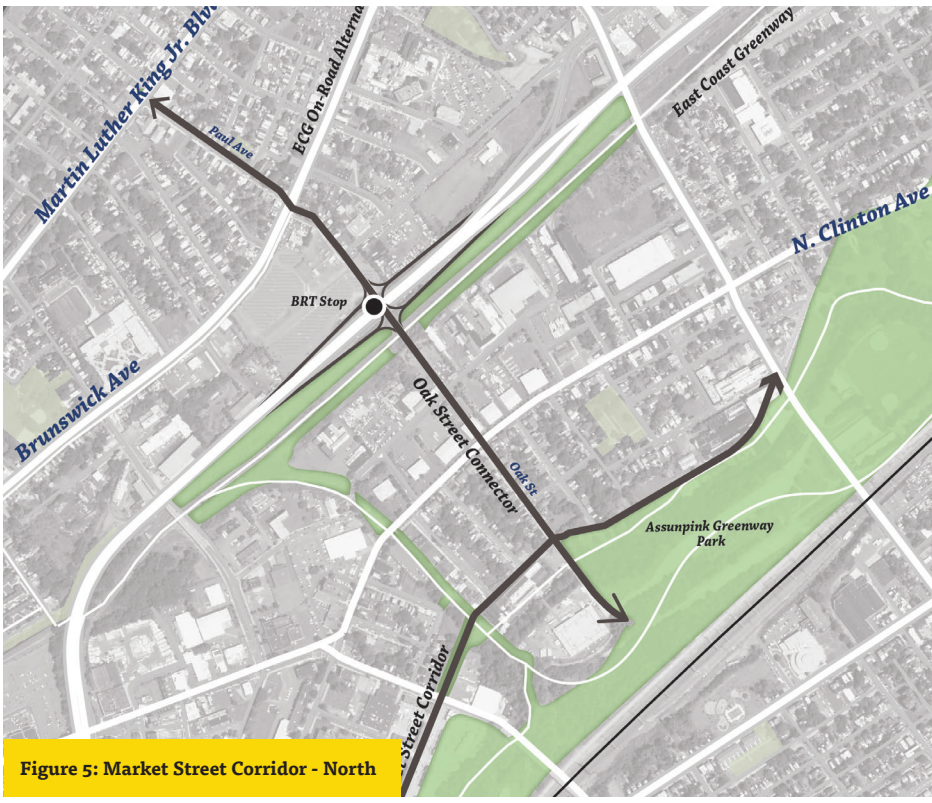


Figure 5: Market Street Corridor - North

a new interchange with US Route 1 and possible BRT stops could stimulate industrial redevelopment in North Trenton and offer an east/west alternative to Olden Avenue (See Figure 5: Market Street Corridor North)

This initiative is closely related to the **Improve Network Connectivity Initiative**: by adding additional connections and improving connectivity, the City will be easier to understand and navigate. As such, work on these two initiatives should be closely coordinated.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation**²⁶
- ▶ **Downtown**²⁷
- ▶ **Overall Housing**²⁸

The City should implement the following actions to execute this initiative:

- ▶ **Assunpink Creek Parkway**
- ▶ **Broad and Warren Two-Way Street Study**
- ▶ **Broad Street Bridge Project**
- ▶ **Capital City Regional Transit Map**
- ▶ **Legibility Study**
- ▶ **Oak Street Corridor Project**
- ▶ **Market Street Corridor Project**
- ▶ **Wayfinding Project**
- ▶ **Waterfront Reclamation and Redevelopment Project**
- ▶ **Waterfront Reclamation and Revitalization Strategic Plan**
- ▶ **Calhoun Street Extension**

D. LAND-USE AND TRANSPORTATION CONNECTION

1 | TRENTON TRANSIT CENTER CONNECTION INITIATIVE

The Trenton Transit Center feels disconnected from downtown, due in part to the barrier created by US Route 1. The Transit Center is an exceptional amenity, offering AMTRAK, NJ TRANSIT rail and River Line light rail, and SEPTA rail service. Although a number of NJ TRANSIT bus routes also converge on the Transit Center, there is no designated central Bus Station and it may not be clear to visitors how local bus service interfaces with the Transit Center. The City of Trenton should improve the Trenton Transit Center's connection to the downtown through wayfinding and improvements to the pedestrian environment. Conceptual plans to connect the Transit Center to Downtown were previously developed as part of the Trenton Station Linkage Plan (2006). Pedestrian plazas and bus waiting areas in front of the station should be

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^{27.} Trenton's downtown and waterfront will be the economic center of Mercer County and the Central Jersey Region

^{28.} Trenton will provide a variety of quality for-sale and rental options for households of all types and residents at all income levels

carefully designed. Moreover, the City should examine parking in the area and implement any recommendations identified in the Downtown Parking Plan.

The City should study extending Market Street northward to State Street, giving the Trenton Transit Center a Market Street address. This will enhance the prominence of this corridor and the station. The Assunpink Creek Greenway will run along the Market Street corridor, providing a high-quality bicycle and pedestrian facility. The Great Connector Greenway (See Great Connector Greenway Project) will offer another bicycle and pedestrian connection close to the station. The City should plan for these two Greenways to intersect at Market Street. As the Great Connector Greenway crosses State Street, the pedestrian environment should be park-like, with wayfinding pointing towards Market Street and the Transit Center.

The connection between the Station and the Downtown is wanting: though a number of NJ TRANSIT buses connect the Transit Center to State Street, there is no primary route to make this connection and the routes are not abundantly clear. An extension of the River Line to the Capitol Complex has been suggested to remedy this issue, and Trentonians recognize the importance of expanding a high-quality transit service further west with a desire to connect to the Trenton-Mercer Airport (TTN).

This initiative supports the **Trenton Transit Center Transit-Oriented Development (Economic Development Report)**: improved connectivity to the station will enhance the market appeal of these parcels. Conversely, developing parcels adjacent to the station will require that it is better connected to the rest of the City.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation**²⁹
- ▶ **Land Use and Transportation Connection**³⁰
- ▶ **Downtown**³¹
- ▶ **Overall Economic Development**³²
- ▶ **Overall Housing**³³
- ▶ **Market-Rate Housing**³⁴
- ▶ **Conservation and Energy Efficiency**³⁵

The City should implement the following actions to execute this initiative:

- ▶ **Assunpink Creek Greenway and Park Plan**
- ▶ **Bus Rapid Transit Advocacy-Partnership**
- ▶ **Downtown Parking Management Plan**
- ▶ **Enhanced Bus Station Project**
- ▶ **Great Connector Greenway Project**
- ▶ **Safe Streets to Transit (SSTT)**
- ▶ **Transit to West Trenton Station and the Airport Study**
- ▶ **Intersection Improvements near Transit Center**

29. Trenton residents and visitors will characterize the City as “bikeable” and “walkable.” Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

30. Trenton will have walkable neighborhoods and an active downtown that are supported by a multi-modal transportation system that includes, but is not limited to, high quality transit-oriented developments. Parking will no longer be a dominant land use in the City’s downtown and will be managed effectively to support active land uses, streetscapes and economy, in accordance with Trenton’s multi-modal objectives

31. Trenton’s downtown and waterfront will be the economic center of Mercer County and the Central Jersey Region

32. Trenton will have a strong, diverse, and sustainable economy with a broad range of employment opportunities for residents

33. Trenton will provide a variety of quality for-sale and rental options for households of all types and residents at all income levels

34. Trenton will have a strong housing market and will be perceived as a choice location for residency

35. Trenton will be a leader in conservation by reducing its community wide carbon footprint and improve water conservation throughout the City.

- ▶ **Transit Center TOD Strategic Development Plan**
- ▶ **Intersection Improvements near Transit Center**
- ▶ **Market Street Corridor Project**
- ▶ **Wayfinding Project**

2 | RIVERLINE STATIONS TRANSIT ORIENTED DEVELOPMENT INITIATIVES

Trenton must also take advantage of transit-oriented development (TOD) opportunities at the Hamilton Avenue station and Cass Street station, both of which are served by NJ Transit’s RiverLINE service. These stops provide continuous service to South Jersey towns between Trenton and Camden. Furthermore, they provide easy access to the Trenton Transit Center, which provides service to the entire northeast. As a result, residents who live near these stations have a one-transfer access to New York, Philadelphia, Camden, and the rest of the northeast.

In addition, if the RiverLINE is further extended to West Trenton and the Trenton-Mercer Airport, these stations will become ideal locations for new residential and commercial development. If the Bus Rapid Transit service is extended to the Transit Center, these stations will provide nearby residents quick access to job centers along the US Route 1 corridor.

The first step in developing these stations as a TOD will be to undertake a RiverLINE TOD Strategic Plan that will allow the City to evaluate issues and opportunities and make recommendations on how the City can facilitate development in the area.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation³⁶**
- ▶ **Land Use and Transportation Connection³⁷**
- ▶ **Overall Economic Development³⁸**
- ▶ **Overall Housing³⁹**
- ▶ **Market-Rate Housing⁴⁰**
- ▶ **Conservation and Energy Efficiency⁴¹**

The City should implement the following actions to execute this initiative:

- ▶ **Bus Rapid Transit Advocacy-Partnership**
- ▶ **RiverLINE TOD Strategic Plan**
- ▶ **Safe Streets to Transit (SSTT)**
- ▶ **Transit to West Trenton Station and the Airport Study**

Reclaim and Redevelop the Waterfront

Currently, Trenton’s waterfront is overwhelmed by a sea of mostly state-owned parking lots and is further disconnected from Downtown by NJ Route 29. A reclaimed

36. Trenton residents and visitors will characterize the City as “bikeable” and “walkable.” Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

37. Trenton will have walkable neighborhoods and an active downtown that are supported by a multi-modal transportation system that includes, but is not limited to, high quality transit-oriented developments. Parking will no longer be a dominant land use in the City’s downtown and will be managed effectively to support active land uses, streetscapes and economy, in accordance with Trenton’s multi-modal objectives

38. Trenton will have a strong, diverse, and sustainable economy with a broad range of employment opportunities for residents

39. Trenton will provide a variety of quality for-sale and rental options for households of all types and residents at all income levels

40. Trenton will have a strong housing market and will be perceived as a choice location for residency

41. Trenton will be a leader in conservation by reducing its community wide carbon footprint and improve water conservation throughout the City.

waterfront will create the opportunity for development of a vibrant, mixed-use community that could offer new commercial and residential space, and serve as a magnet for new private investment. It could also become a regional destination as a great public space for creative patterns of use and define physical, cultural, and social identities as the heart of Trenton.

NJ Route 29 has been re-envisioned to be a very different facility – one that will fit into its context and better serve both the transportation needs and social and economic goals of the city. The current NJ Route 29 will be re-designed as an urban boulevard that will move traffic efficiently, but at lower, safer speeds. It will form the spine of the waterfront redevelopment area in the downtown and will provide physical and visual connections to the river. For more information on this Project, see the Waterfront Reclamation and Redevelopment Project action.

Reclaiming the waterfront is a major undertaking. It will require significant additional planning, property acquisition, and assembly, getting the NJ Route 29 project on the Transportation Improvement Program, engineering design, an environmental review process, significant stakeholder involvement, and substantial investment. In the short term, the City can begin moving the process forward by creating a Waterfront Reclamation and Revitalization Strategic Plan to guide the process. Once complete, Actions from that Plan can be added to this initiative.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation⁴²**
- ▶ **Land Use and Transportation Connection⁴³**
- ▶ **Overall Economic Development⁴⁴**
- ▶ **Overall Housing⁴⁵**
- ▶ **Market-Rate Housing⁴⁶**
- ▶ **Natural and Cultural Resources⁴⁷**

The City should implement the following actions to execute this initiative:

- ▶ **Downtown Parking Management Plan**
- ▶ **Waterfront Reclamation and Redevelopment Project**
- ▶ **Waterfront Reclamation and Revitalization Strategic Plan**

42. Trenton residents and visitors will characterize the City as “bikeable” and “walkable.” Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

43. Trenton will have walkable neighborhoods and an active downtown that are supported by a multi-modal transportation system that includes, but is not limited to, high quality transit-oriented developments. Parking will no longer be a dominant land use in the City’s downtown and will be managed effectively to support active land uses, streetscapes and economy, in accordance with Trenton’s multi-modal objectives

44. Trenton will have a strong, diverse, and sustainable economy with a broad range of employment opportunities for residents

45. Trenton will provide a variety of quality for-sale and rental options for households of all types and residents at all income levels

46. Trenton will have a strong housing market and will be perceived as a choice location for residency

47. Trenton will protect and promote access to its natural, cultural and historic resources, including natural ecosystems.

3 | CONVERT SURFACE PARKING TO PRODUCTIVE USES

The City of Trenton is currently developing a Downtown Parking Management Plan. In that effort, the City should prioritize parking management that reduces the amount of land dedicated to parking. Moreover, it should investigate whether revenues generated from improved management should be focused on supporting redevelopment that converts parking into more active uses. Finally, the City must work with the State of New Jersey to reduce the amount of space downtown dedicated to parking. To maximize success, efforts to reduce parking must be coordinated with the Transportation Demand Management (TDM) Program, which aims to reduce the number of car trips and miles driven to increase the efficiency of the transportation system. This initiative is closely linked to the Reclaim and Redevelop the Waterfront Initiative, a larger effort to revitalize the waterfront.

This initiative will help the City meet the following goals:

- ▶ **Multi-modal Transportation⁴⁸**
- ▶ **Land Use and Transportation Connection⁴⁹**
- ▶ **Overall Economic Development⁵⁰**
- ▶ **Downtown⁵¹**

The City should implement the following actions to execute this initiative:

- ▶ **Downtown Parking Management Plan**
- ▶ **Redevelopment through Parking Fees Program**
- ▶ **Transportation Demand Management (TDM) Program**
- ▶ **Bicycle Parking Audit of Land Development Ordinance**

4 | PHYSICALLY CONNECT ARTS AND CULTURE ASSETS

In order to successfully make Trenton a destination for history, art, and culture, its arts and culture assets must be connected physically to encourage increased visitation. Visitors should - to the greatest extent possible - understand that they are entering into “districts” and/or are following “paths” that connect arts, cultural, and historical assets.

Wayfinding efforts should consider reinforcing the historical “triangle” in downtown, which contains many of Trenton’s major Revolutionary-era historical sites. The City should also create a “Historic Corridor” along Warren Street from the Battle Monument past State St. and down brick-topped Front Street to the Old Barracks. Obtaining State and/or National Historical Park designation, with suitable requirements on private property owners along the route, would ensure that the private realm maintains historically compatible standards.

As part of the Legibility Study, the City should evaluate the notion of returning Broad and Warren Street to their pre-colonial names: Queen and King Street, respectively. Broad and Warren are major urban arterials and changing their name is likely to cause

48. Trenton residents and visitors will characterize the City as “bikeable” and “walkable.” Trentonians will be able to safely walk, bike, access transit, and share the streets with motorized vehicles. A high-quality, safe, and clearly navigable trail system and in-street network will form the foundation for a comprehensive bicycle and pedestrian network. People and goods will efficiently move throughout the City and beyond its borders.

49. Trenton will have walkable neighborhoods and an active downtown that are supported by a multi-modal transportation system that includes, but is not limited to, high quality transit-oriented developments. Parking will no longer be a dominant land use in the City’s downtown and will be managed effectively to support active land uses, streetscapes and economy, in accordance with Trenton’s multi-modal objectives

50. Trenton will have a strong, diverse, and sustainable economy with a broad range of employment opportunities for residents

51. Trenton’s downtown and waterfront will be the economic center of Mercer County and the Central Jersey Region

some confusion. Nonetheless, changing their names would be an excellent way to brand this historic area. The city should also consider placement of historic markers and informational signage at the exit points from the Delaware and Raritan Canal Park path, as well as other trails in the bicycle-pedestrian network that lead to Trenton's historic sites.

This initiative will help the City meet the following goals:

- ▶ **Overall Economic Development**⁵²
- ▶ **Downtown**⁵³
- ▶ **Overall Housing**⁵⁴
- ▶ **Market-Rate Housing**⁵⁵

The City should implement the following actions to execute this initiative:

- ▶ **Legibility Study**
- ▶ **Wayfinding Projects**

E. TRANSIT CONNECTIONS TO JOB CENTERS

1 | CREATE AFFORDABLE AND EASY ACCESS TO GOOD-PAYING REGIONAL JOBS AND AMENITIES

To accomplish the goal of having a strong, diverse, and sustainable economy with a broad range of employment opportunities for residents, Trenton workers must have adequate transportation to get to their places of employment. Approximately 2/3 of Trenton residents leave the city for work and 30% of residents do not have a car. The City of Trenton's recent 5-year average unemployment rate has been significantly higher than that of all other Mercer County municipalities. Providing access to jobs in the surrounding municipalities is essential for Trenton's residents. This initiative focuses on creating the necessary connections to jobs, whether they are located in the city or outside.

To execute this initiative, the City must work with area organizations, Mercer County, the Greater Mercer Transportation Management Association, and regional employers to expand workforce shuttles to employment centers outside Trenton. At the same time, the City should provide information on regional employment opportunities with existing transit access.

A BRT connection into Trenton could improve the connection between the downtown and suburban destinations with a transfer location just off of US Route 1. As such, Transit access to suburban destinations can be accomplished by working with the Central Jersey Transportation Forum to ensure that the City of Trenton is represented in their planning for the US Route 1 BRT. Shuttle service to final destinations can be coordinated with Greater Mercer TMA.

52. Trenton will have a strong, diverse, and sustainable economy with a broad range of employment opportunities for residents

53. Trenton's downtown and waterfront will be the economic center of Mercer County and the Central Jersey Region

54. Trenton will provide a variety of quality for-sale and rental options for households of all types and residents at all income levels

55. Trenton will have a strong housing market and will be perceived as a choice location for residency

56. Trenton will have a strong, diverse, and sustainable economy with a broad range of employment opportunities for residents

57. Trentonians will have reliable and affordable transportation options to local and regional destinations

58. Trenton's diverse adult residents – including those involved in the correctional system - will have access to a wider range of quality jobs and high-demand career pathways

59. Trenton will have walkable neighborhoods and an active downtown that are supported by a multi-modal transportation system that includes, but is not limited to, high quality transit-oriented developments. Parking will no longer be a dominant land use in the City's downtown and will be managed effectively to support active land uses, streetscapes and economy, in accordance with Trenton's multi-modal objectives

This initiative will help the City meet the following goals:

- ▶ **Overall Economic Development⁵⁶**
- ▶ **Job Access⁵⁷**
- ▶ **Workforce Development⁵⁸**
- ▶ **Land Use and Transportation Connection⁵⁹**

The City should implement the following actions to execute this initiative:

- ▶ **Partnership to Connect Trenton to Suburban Job Centers**
- ▶ **Bus Rapid Transit (BRT) Advocacy/Partnership**

IMPLEMENTATION

These strategies will require substantial investment in transportation infrastructure to support land development. Property will need to be acquired to add additional roadway network and transit facilities. Transportation projects must be prioritized and added to DVRPC's Transportation Improvement Program (TIP). Partnerships will need to be established with Mercer County, DVRPC, and State agencies to implement strategies. The City will need to actively compete for Local Aid grants available by NJDOT. The City must complete Local Public Agency Certification with NJDOT in order to be eligible for Federal Aid. Moreover, the City will have to develop and execute a Capital Improvement Plan that provides long-term funding for many of the projects recommended in this Report.

Pedestrian Safety along NJ Route 129 could be studied and implemented through NJDOT's Pedestrian Safety Management Program (PSMS). Funding would likely be available as this corridor ranks #4 on NJDOT's PSMS priority list. A recent death of a crossing guard has prompted calls to improve pedestrian safety along the corridor.

Pedestrian and bicycle improvements should be added to existing streets by following Complete Streets principles in accordance with the City's Complete Streets policy. The city should prioritize on-road and trail routes in order to seek State and Federal funding for implementation.

There are corridors and intersections that are eligible for Highway Safety Improvement Program (HSIP) funding. DVRPC has identified and prioritized such corridors and intersections within the region.

Improvements near schools can be funded through Safe Routes to School (SRTS) grants. The City should work with Trenton Public Schools to develop SRTS programs for the schools, listing recommendations to improve pedestrian and bicycle safety.

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