

Trenton Trails Plan



SEPTEMBER 2024

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION



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Table of Contents

EXECUTIVE SUMMARY	3
INTRODUCTION	5
CHAPTER 1: PROJECT BACKGROUND	7
CHAPTER 2: EXISTING NETWORK	15
CHAPTER 3: POPULATION, ECONOMICS, & HEALTH	21
CHAPTER 4: SAFETY ANALYSIS	27
CHAPTER 5: LEVEL OF TRAFFIC STRESS	29
CHAPTER 6: TRAIL PROFILES	31
CHAPTER 7: SIGNAGE & WAYFINDING	141
CHAPTER 8: MULTI-JURISDICTIONAL COORDINATION	155
CHAPTER 9: PARTNER RESPONSIBILITIES	159
CHAPTER 10: CONCLUSION	161
APPENDICES	163

FIGURES

Figure 1: Existing Trail Network	16
Figure 2: Trail Surface Type	18
Figure 3: Multi-Use and Limited Use Trails	19
Figure 4: Trail Ownership	20
Figure 5: IPD Scores	25
Figure 6: High Injury Network	28
Figure 7: LTS Regional Connectivity Priorities	30
Figure 8: Proposed Trail Network	32
Figure 9: Existing Trail Network	34

Figure 10: Assunpink Greenway Trail Segments	37
Figure 11: Aerial Perspective of the Assunpink Greenway - New Plum Street to Enterprise Avenue	38
Figure 12: Assunpink Greenway - New Plum Street to Enterprise Avenue	39
Figure 13: Aerial Perspective of the Assunpink Greenway - Monmouth Street to Lincoln Avenue	40
Figure 14: Assunpink Greenway - Monmouth Street to Lincoln Avenue	41
Figure 15: Aerial Perspective of the Assunpink Greenway - Stockton Street to South Broad Street	42
Figure 16: Assunpink Greenway - Stockton Street to South Broad Street	43
Figure 17: Aerial Perspective of the Assunpink Greenway - South Warren Street to Memorial Drive	44
Figure 18: Assunpink Greenway - South Warren Street to Memorial Drive	45
Figure 19: Aerial Perspective of Cadwalader Park Trails	46
Figure 20: Cadwalader Park Trails	47
Figure 21: Aerial Perspective of Calhoun Street Bridge	48
Figure 22: Calhoun Street Bridge	49
Figure 23: Delaware River Heritage Trail Segments	51
Figure 24: Aerial Perspective of the Delaware River Heritage Trail - Riverview Plaza to South Riverwalk Park	52
Figure 25: Delaware River Heritage Trail - Riverview Plaza to South Riverwalk Park	53
Figure 26: Aerial Perspective of the Delaware River Heritage Trail - South Riverwalk Park	54
Figure 27: Delaware River Heritage Trail - South Riverwalk Park	55
Figure 28: Delaware & Raritan Canal Trail Segments	57
Figure 29: Aerial Perspective of the Delaware & Raritan Canal Trail - Abernethy Drive to Edgewood Avenue Playground	58
Figure 30: Delaware & Raritan Canal Trail - Abernethy Drive to Edgewood Avenue Playground	59
Figure 31: Aerial Perspective of the Delaware & Raritan Canal Trail - Edgewood Avenue Playground to North Willow Street	60
Figure 32: Delaware & Raritan Canal Trail - Edgewood Avenue Playground to North Willow Street	61

Figure 33: Aerial Perspective of the Delaware & Raritan Canal Trail - North Broad Street to Puritan Avenue	62
Figure 34: Delaware & Raritan Canal Trail - North Broad Street to Puritan Avenue	63
Figure 35: Aerial Perspective of Franklin Park Trails	64
Figure 36: Franklin Park Trails	65
Figure 37: Aerial Perspective of Greg Grant Park Trails	66
Figure 38 Greg Grant Park Trails	67
Figure 39: Aerial Perspective of George Page Park/Hetzel Pool Trails	68
Figure 40: George Page Park/Hetzel Pool Trails	69
Figure 41: Aerial Perspective of Lower Trenton “Trenton Makes” Bridge	70
Figure 42: Lower Trenton “Trenton Makes” Bridge	71
Figure 43: Aerial Perspective of Marion Street Trail	72
Figure 44: Marion Street Trail	73
Figure 45: Aerial Perspective of Mill Hill Park Trails	74
Figure 46: Mill Hill Park Trails	75
Figure 47: Aerial Perspective of Martin Luther King, Jr. Park Trails	76
Figure 48: Martin Luther King, Jr. Park Trails	77
Figure 49: Aerial Perspective of Prospect Street - North Olden Avenue to Parkway Avenue	78
Figure 50: Prospect Street - North Olden Avenue to Parkway Avenue	79
Figure 51: Aerial Perspective of Prospect Street - Spruce Street to Buttonwood Drive	80
Figure 52: Prospect Street - Spruce Street to Buttonwood Drive	81
Figure 53: Aerial Perspective of Stacey Park Trail	82
Figure 54: Stacey Park Trail	83
Figure 55: Aerial Perspective of Unity Square Park Trails	84
Figure 56: Unity Square Park Trails	85
Figure 57: Aerial Perspective of Villa Park Trails	86
Figure 58: Villa Park Trails	87
Figure 59: Aerial Perspective of the Trenton Wellness Loop	88
Figure 60: Trenton Wellness Loop	89
Figure 61: Upcoming Trail Network	91
Figure 62: Aerial Perspective of the Assunpink Greenway - Near North Olden Ave to Capital City Farm Connection	92

Figure 63: Assunpink Greenway - Near North Olden Avenue to Capital City Farm Connection	93
Figure 64: Aerial Perspective of the D&R Greenway Connector - Trenton Wellness Loop to Cooper Field	94
Figure 65: D&R Greenway Connector - Trenton Wellness Loop to Cooper Field	95
Figure 66: Aerial Perspective of the Old Warf Park Trail	96
Figure 67: Old Warf Park Trail	97
Figure 68: Aerial Perspective of the Delaware River Heritage Trail - Marine Terminal Park to Lamberton Road	98
Figure 69: Delaware River Heritage Trail - Marine Terminal Park to Lamberton Road	99
Figure 70: Aerial Perspective of the Cooper Field Connector	100
Figure 71: Cooper Field Connector	101
Figure 72: Aerial Perspective of Spruce Street	102
Figure 73: Spruce Street	103
Figure 74: Conceptual Trail Network	105
Figure 75: Aerial Perspective of the Assunpink Greenway - Enterprise Avenue	106
Figure 76: Assunpink Greenway - Enterprise Avenue	107
Figure 77: Aerial Perspective of the Assunpink Greenway - Enterprise Avenue to Near North Olden Avenue	108
Figure 78: Assunpink Greenway - Enterprise Avenue to Near North Olden Avenue	109
Figure 79: Aerial Perspective of the Assunpink Greenway - Monmouth Street to South Stockton Street	110
Figure 80: Assunpink Greenway - Monmouth Street to South Stockton Street	111
Figure 81: Aerial Perspective of the Assunpink Greenway - Trenton Wellness Loop to the Delaware River	112
Figure 82: Assunpink Greenway - Trenton Wellness Loop to the Delaware River	113
Figure 83: Aerial Perspective of Capital City Farm Connector	114
Figure 84: Capital City Farm Connector	115
Figure 85: Aerial Perspective of D&R Canal Trail & Assunpink Greenway Connector - Barlow Street to D&R Canal Trail near Perry Street	116
Figure 86: D&R Canal Trail & Assunpink Greenway Connector - Barlow Street to D&R Canal Trail near Perry Street	117
Figure 87: Aerial Perspective of Brunswick Ave Connector - Brunswick Avenue & Lincoln Hwy to Mulberry Street D&R Canal Entrance	118

Figure 88: Brunswick Avenue Connector - Brunswick Avenue & Lincoln Hwy to Mulberry Street D&R Canal Entrance	119
Figure 89: Aerial Perspective of Calhoun Street Connector	120
Figure 90: Calhoun Street Connector	121
Figure 91: Aerial Perspective of D&R Greenway Connector - Riverview Plaza	122
Figure 92: D&R Greenway Connector - Riverview Plaza	123
Figure 93: Aerial Perspective of D&R Greenway Connector - Cooper Field to South River Walk	124
Figure 94: D&R Greenway Connector - Cooper Field to South River Walk	125
Figure 95: Aerial Perspective of the Delaware & Bound Brook Trail - Homan Avenue & Hillcrest Avenue to Louise Lane & Calhoun Street	126
Figure 96: Delaware & Bound Brook Trail - Homan Avenue & Hillcrest Avenue to Louise Lane & Calhoun Street	127
Figure 97: Aerial Perspective of the Delaware & Bound Brook Trail - Louise Lane & Calhoun Street to Trenton Battle Monument	128
Figure 98: Delaware & Bound Brook Trail - Louise Lane & Calhoun Street to Trenton Battle Monument	129
Figure 99: Aerial Perspective of Martin Luther King, Jr. Blvd/Princeton Avenue - Pennington Avenue to Spruce Street	130
Figure 100: Martin Luther King, Jr. Blvd/Princeton Avenue - Pennington Avenue to Spruce Street	131
Figure 101: Aerial Perspective of Stacey Park Trail - Trenton Water Works to Old Warf Park	132
Figure 102: Stacey Park Trail - Trenton Water Works to Old Warf Park	133
Figure 103: Aerial Perspective of Stacey Park Trail Connector - Parkside Avenue	134
Figure 104: Stacey Park Trail Connector - Parkside Avenue	135
Figure 105: Aerial Perspective of Stacey Park Trail Connector - Hermitage Avenue	136
Figure 106: Stacey Park Trail Connector - Hermitage Avenue	137
Figure 107: Aerial Perspective of Stacey Park Trail - Riverside Drive to Abernethy Drive	138
Figure 108: Map of Stacey Park Trail - Riverside Drive to Abernethy Drive	139

TABLES

Table 1: Indicators of Potential Disadvantage Assunpink Greenway - New Plum Street to Enterprise Avenue	39
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Table 2: Indicators of Potential Disadvantage Assunpink Greenway - Monmouth Street to Lincoln Avenue	41
Table 3: Indicators of Potential Disadvantage Assunpink Greenway - Stockton Street to South Broad Street	43
Table 4: Indicators of Potential Disadvantage Assunpink Greenway - South Warren Street to Memorial Drive	45
Table 5: Indicators of Potential Disadvantage Cadwalader Park	47
Table 6: Indicators of Potential Disadvantage Calhoun Street Bridge	49
Table 7: Indicators of Potential Disadvantage Delaware River Heritage Trail - Riverview Plaza to South Riverwalk Park	53
Table 8: Indicators of Potential Disadvantage Delaware River Heritage Trail - South Riverwalk Park	55
Table 9: Indicators of Potential Disadvantage Delaware & Raritan Canal Trail - Abernethy Drive to Edgewood Avenue Playground	59
Table 10: Indicators of Potential Disadvantage Delaware & Raritan Canal Trail - Edgewood Avenue Playground to North Willow Street	61
Table 11: Indicators of Potential Disadvantage Delaware & Raritan Canal Trail - North Broad Street to Puritan Avenue	63
Table 12: Indicators of Potential Disadvantage Franklin Park	65
Table 13: Indicators of Potential Disadvantage Greg Grant Park	67
Table 14: Indicators of Potential Disadvantage George Page Park/Hetzel Pool	69
Table 15: Indicators of Potential Disadvantage Lower Trenton “Trenton Makes” Bridge	71
Table 16: Indicators of Potential Disadvantage Marion Street Trail	73
Table 17: Indicators of Potential Disadvantage Mill Hill Park	75
Table 18: Indicators of Potential Disadvantage Martin Luther King, Jr. Park	77
Table 19: Indicators of Potential Disadvantage Prospect Street - North Olden Avenue to Parkway Avenue	79
Table 20: Indicators of Potential Disadvantage Prospect Street - Spruce Street to Buttonwood Drive	81
Table 21: Indicators of Potential Disadvantage Stacey Park Trail	83
Table 22: Indicators of Potential Disadvantage Unity Square Park	85
Table 23: Indicators of Potential Disadvantage Villa Park	87
Table 24: Indicators of Potential Disadvantage Trenton Wellness Loop	89

Table 25: Indicators of Potential Disadvantage Assunpink Greenway - Near North Olden Avenue to Capital City Farm Connection	93
Table 26: Indicators of Potential Disadvantage D&R Greenway Connector - Trenton Wellness Loop to Cooper Field	95
Table 27: Indicators of Potential Disadvantage Old Warf Park	97
Table 28: Indicators of Potential Disadvantage Delaware River Heritage Trail - Marine Terminal Park to Lambertson Road	99
Table 29: Indicators of Potential Disadvantage Cooper Field Connector	101
Table 30: Indicators of Potential Disadvantage Spruce Street	103
Table 31: Indicators of Potential Disadvantage Assunpink Greenway - Enterprise Avenue	107
Table 32: Indicators of Potential Disadvantage Assunpink Greenway - Enterprise Avenue to Near North Olden Avenue	109
Table 33: Indicators of Potential Disadvantage Assunpink Greenway - Monmouth Street to South Stockton Street	111
Table 34: Indicators of Potential Disadvantage Assunpink Greenway - Trenton Wellness Loop to Delaware River	113
Table 35: Indicators of Potential Disadvantage Capital City Farm Connector	115
Table 36: Indicators of Potential Disadvantage D&R Canal Trail & Assunpink Greenway Connector - Barlow Street to D&R Canal Trail Near Perry Street	117
Table 37: Indicators of Potential Disadvantage Brunswick Avenue Connector - Brunswick Avenue & Lincoln Hwy to Mulberry Street D&R Canal Entrance	119
Table 38: Indicators of Potential Disadvantage Calhoun Street Connector	121
Table 39: Indicators of Potential Disadvantage D&R Greenway Connector - Riverview Plaza	123
Table 40: Indicators of Potential Disadvantage D&R Greenway Connector - Cooper Field to South River Walk	125
Table 41: Indicators of Potential Disadvantage Delaware & Bound Brook Trail - Homan Avenue & Hillcrest Avenue to Louise Lane & Calhoun Street	127
Table 42: Indicators of Potential Disadvantage Delaware & Bound Brook Trail - Louise Lane & Calhoun Street to Trenton Battle Monument	129
Table 43: Indicators of Potential Disadvantage Martin Luther King, Jr. Blvd/Princeton Avenue - Pennington Avenue to Spruce Street	131
Table 44: Indicators of Potential Disadvantage Stacey Park Trail - Trenton Water Works to Old Warf Park	133

Table 45: Indicators of Potential Disadvantage Stacey Park Trail Connector - Parkside Avenue	135
Table 46: Indicators of Potential Disadvantage Stacey Park Trail Connector - Hermitage Avenue	137
Table 47: Indicators of Potential Disadvantage Stacey Park Trail - Riverside Drive to Abernethy Drive	139

APPENDICES

APPENDIX A: FUNDING SOURCES 165

Table A-1: Local Bicycle/Pedestrian Planning Assistance Program (LBPPAP)	A-1
Table A-2: Safe Routes to School (SRTS)	A-2
Table A-3: Transportation Alternatives Set Aside Program (TASA)	A-3
Table A-4: Bikeway Grant Program	A-4
Table A-5: Congestion Mitigation and Air Quality Program (CMAQ)	A-5
Table A-6: Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE) ..	A-6
Table A-7: Reconnecting Communities Pilot Program	A-7

APPENDIX B: OUR STREETS, VISION ZERO, AND TRENTON TRAILS OPEN HOUSE EVENTS 173

Figure B-1: April Open House: Dot Exercise Results	174
Figure B-2: May Open House: Dot Exercise Results	B-2
Figure B-3: August Open House: Dot Exercise Results	B-3

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Organizations

East Coast Greenway Alliance
 East Trenton Collaborative
 Greater Mercer Transportation Management Association
 Greater Trenton
 Isles, Inc.
 New Jersey Conservation Foundation
 Rails-to-Trails Conservancy
 Trenton Cycling Revolution
 Trenton Health Team
 Tri-State Transportation Campaign

Agencies

City of Trenton Department of Recreation, Natural Resources, and Culture
 City of Trenton Department of Public Works
 City of Trenton Division of Planning
 Delaware and Raritan Canal Commission
 Delaware River Joint Toll Bridge Commission
 Mercer County Park Commission
 Mercer County Planning Department
 New Jersey Department of Transportation
 New Jersey State Park Service



D&R Canal Trail

Executive Summary

The Trenton Trails Plan provides a detailed examination of existing, proposed, and conceptual trail infrastructure within the City of Trenton and recommends strategies for expanding the network. This study provides a comprehensive and unified view of what a complete trail network in Trenton would look like, including existing connections and those that can be built or improved upon.

This plan was created in partnership with municipal officials and staff, and aligns with the goals outlined in the Trenton250 long-range Comprehensive Master plan, the Downtown Trenton Bicycle and Pedestrian Plan, Mercer County 2020 Bicycle Master Plan, and DVRPC's Connections 2050: Plan for Greater Philadelphia. Specifically, this plan aligns with the Trenton250 plan for a proposed bicycle network (February 2017) that incorporates multi-use trails and the Mercer County 2020 Bicycle Master Plan, which provides recommendations for incorporating bicycle facilities, such as bike lanes, into roadways owned by Mercer County. This plan also aligns with DVRPC's Long-Range Plan goals to expand the Circuit Trail network and pedestrian and bicycle facilities, increase multimodal use, and limit the environmental impact caused by transportation.

The primary intent of this plan is to provide an inventory of existing, in-progress, and conceptual trails highlighting the current condition of existing trail assets, as well as providing recommendations for future facilities. Chapters 1–6 of the plan provide an overview of the project background, existing conditions, and safety analyses completed to date. Chapter 7 includes detailed descriptions of every existing, upcoming, and conceptual trail segment. Chapters 8–10 look at best practice case studies and propose recommendations for the City of Trenton and its partners to consider. The recommendations made are aimed at improving connectivity, accessibility, and enhanced safety throughout the network. The envisioned network will connect pedestrians and cyclists to destinations within Trenton as well as to trails throughout Mercer County and the region.

To help move projects into the future phases of prioritization and selection, the plan provides basic recommendations for improvements and coalition building among the many trail owners and local stakeholders. This document can serve as a basis for prioritizing future trail segments for further investment, ultimately leading to design and implementation.



Stacey Park | DVRPC

Introduction

The transition point from the tidal Delaware to the river's upstream environment has a long history as an important location for the movement of people and goods throughout the mid-Atlantic region. In pre-colonial times this transportation was human-powered or depended on the natural flows of the river or nearby creeks. These natural routes were echoed in the development of infrastructure, even as that infrastructure became more and more mechanized. Today, several of these routes have returned to their human-powered states as important trails, offering opportunities to walk and bicycle, not just for recreation and exercise, but also to connect to destinations, whether they be workplaces, businesses, neighborhoods, or natural areas.

The City of Trenton is located at an important hub in the region's multi-use trail network, the Circuit Trails. The existing D&R Canal Trail sweeps through Trenton from the northwestern neighborhoods of Hilltonia and Glen Afton through downtown, running adjacent to the Battle Monument and to the northeastern neighborhoods of East Trenton and Top Road. A variety of new connections under development will tie this existing corridor to the D&R Canal Trail segment in the south, providing new trail access for residents of Lambertton and South Trenton, and providing an essential connection to the envisioned Delaware River Heritage Trail. Elsewhere in Trenton, there are additional opportunities for trails along the Assunpink Creek and the currently unused Delaware & Bound Brook rail alignment. There are connections across the Delaware River to the Delaware & Lehigh Canal Trail, a major trail corridor in Pennsylvania. Finally, Trenton lies along the East Coast Greenway and 9/11 National Memorial Trail.

Future work to assess the feasibility and further develop the trail concepts presented in this plan should include robust community outreach and engagement. This is important to address neighbor and community concerns, as well as to ensure any developed trail meets the community's needs and serves to benefit those living and working near the trail.



Assunpink Greenway | DVRPC

Chapter 1



Project Background

An overview of the study area, regional trails, planning contexts, and the history of transportation in Trenton. This chapter also includes a brief description of different trail types.

STUDY AREA

The study area of this plan includes everything within the municipal boundaries of the City of Trenton. Municipalities that border Trenton include Ewing Township to the northwest, Lawrence Township to the east, and Hamilton Township to the southeast. Located directly across the Delaware River and bordering Trenton to the west are Yardley, Lower Makefield Township, and Morrisville PA.

The City of Trenton and DVRPC staff analyzed the existing trail network and made recommendations for future additions within the entirety of the city. In a few circumstances trails are shown extending beyond Trenton’s municipal boundaries, where a trail already exists or where a future trail would connect to an existing trail outside of the municipal boundaries.

REGIONAL TRAIL CONTEXT

Several regional and national trails and trail networks travel through the City of Trenton. These are significant long-distance trails with the propensity for both local use as well as travel to and from locations outside of the immediate area. These Trails include:

- *Circuit Trails Network*
- *East Coast Greenway*
- *9/11 National Memorial Trail*
- *Delaware River Heritage Trail*
- *D&R Canal Trail*
- *Assunpink Creek Greenway*

CIRCUIT TRAILS

The Circuit Trails network is an envisioned 800+ mile regional network of multi-use trails in the greater Philadelphia metropolitan area, including Mercer County and the City of Trenton. Several significant existing and proposed trails within Trenton are part of this network. These include the D&R Canal Trail, the Delaware River Heritage Trail, the D&R Greenway, and the D&R Canal Trail Connector. More information is available at: www.dvrpc.org/webmaps/thecircuit/.

EAST COAST GREENWAY

The East Coast Greenway is an envisioned off-road route extending from Key West, Florida to Calais, Maine. Many segments of the Greenway are currently complete, including several within Trenton. An existing portion of the Greenway enters the city from the north along the D&R Canal Trail near Puritan Avenue. The D&R Canal Trail connects the Greenway from this point to the vicinity of the Trenton Battle Monument where the Greenway utilizes the on-road bike lanes and sharrows of the Trenton Wellness Loop on Lincoln Highway/US206 to connect to bike lanes on New Warren Street. The Greenway splits into a New Jersey and Pennsylvania route at Bridge Street. The Pennsylvania route enters Morrisville, PA, via the Lower Trenton “Trenton Makes” Bridge, eventually connecting to Pennsylvania’s D&L Trail. The New Jersey route will proceed along the D&R Canal Trail Connector to the southern segment of the D&R Canal Trail in Hamilton, NJ, and continue along the alignment of the planned Delaware River Heritage Trail.

9/11 NATIONAL MEMORIAL TRAIL

The 9/11 National Memorial Trail is a 1,300-mile system of trails and roadways linking the September 11 Memorial and Museum in New York City, the National 9/11 Pentagon Memorial in Arlington, Virginia, and the Flight 93 National Memorial in Shanksville, Pennsylvania. The trail is a tribute to the victims and heroes who perished on September 11, 2001, and all who responded. Within Trenton, the 9/11 National Memorial Trail follows the D&R Canal Trail between the northern border of the city near Puritan Avenue and Calhoun Street. At Calhoun Street it follows the pedestrian path across the bridge to Pennsylvania.

DELAWARE RIVER HERITAGE TRAIL

The Delaware River Heritage Trail is a planned 60-mile-long loop trail, linking 24 communities, from Trenton to Camden on the New Jersey side of the Delaware River and from Morrisville to Philadelphia in Pennsylvania. Within Trenton several segments are complete and are managed by a variety of entities, including the City of Trenton, Mercer County Parks Commission, New Jersey Department of Transportation, and a private landowner. These segments include the existing portions of the D&R Canal Trail Connector as well as the Lower Trenton “Trenton Makes” Bridge. Other portions, like the remaining segments of the D&R Canal Trail Connector, are in planning and design phases.

D&R CANAL TRAIL

This trail, located within the Delaware and Raritan Canal State Park, runs the length of this 70-mile park connecting Milford, NJ, to the northwest of Trenton to New Brunswick, NJ, to the northeast of Trenton. The Milford to Trenton segment follows the historic feeder canal along the banks of the Delaware River while the Trenton to New Brunswick segment follows the main canal north to its connection with the Raritan River. Portions of the southern portion of the main canal and trail still exist in Hamilton, NJ, where the canal returned to the Delaware River at Crosswicks Creek. Except for missing portions to be filled by the D&R Canal Trail Connector, this trail is complete and substantially intact.



Stacey Park | DVRPC

ASSUNPINK CREEK GREENWAY

This envisioned greenway trail would follow the Assunpink Creek along its length from the Delaware River through Trenton to Hamilton, Lawrence, and West Windsor townships in the north. Mercer Lake would serve as a northern destination. A few scattered portions of the Assunpink Creek Greenway are completed in Trenton. These include multi-use trails in Mill Hill Park, a multi-use trail between Monmouth Street and Lincoln Avenue, and a trail in a former industrial tract in East Trenton.

REGIONAL PLANNING CONTEXT

The City of Trenton’s trails have been the subject of several planning efforts such as the Trenton250 long-range comprehensive planning effort to the Greater Mercer Trails Plan at the county level and the Downtown at the local level through the Trenton Bicycle & Pedestrian Plan. These planning efforts informed the Trenton Trails Plan.

TRENTON250

Trenton250 is Trenton’s long-range Comprehensive Master Plan that will help guide the city from the present to the 250th anniversary of its founding in 2042.¹ The plan is guided by a vision and guiding principles that culminate in a list of initiatives and actions to

achieve the City’s goals and help articulate what Trenton should look like in 2042. The plan includes a Proposed Bicycle Network (February 2017) that includes multi-use trails.

DOWNTOWN TRENTON BICYCLE & PEDESTRIAN PLAN

DVRPC’s Downtown Trenton Bicycle and Pedestrian Plan (July 2016) created for the City of Trenton, proposes a series of bicycle, pedestrian, intersection, and trail interventions within downtown Trenton. Portions of this plan were incorporated into Trenton’s *Trenton250* master plan.

DELAWARE RIVER SCENIC BYWAY: CORRIDOR MANAGEMENT PLAN

The corridor management plan for the Delaware River Scenic Byway in New Jersey includes several recommendations for improvements to the trail network in Trenton, including providing a linkage between Stacey Park and the D&R Canal Trail making a trail connection between Stacey Park and Old Warf Park.

GREATER MERCER TRAILS PLAN

The *Greater Mercer Trails Plan*² (December 2019), led by the Greater Mercer Transportation Management Association, proposed a county-wide trail network, including several trails within

the City of Trenton. In addition, the plan identified Trenton and its immediate neighbors as having “the greatest concentration of potential bicyclists...[and] alternative modes of transportation - including walking, biking, or transit”³ and found that “communities in the study area with the highest bicycle demand tend to be those with the highest population density and economic opportunities, namely Trenton and central Princeton.”

MERCER COUNTY 2020 BICYCLE MASTER PLAN

The *Mercer County 2020 Bicycle Master Plan* (March 2020), developed by the Mercer County Planning Department, provides recommendations for incorporating bicycle facilities, such as bike lanes, into roadways owned by Mercer County. There are some off-road facilities proposed in the City of Trenton, including along a portion of Parkside Avenue.

HISTORICAL CONTEXT

Prior to European colonization, the area of current-day Trenton supported indigenous people. As early as 4000 BCE, this included the Sanhican group of the Lenape people.⁴ This location, at the furthest reaches of the tidal Delaware, was an important hub for activity, transportation, and trade. This gave rise to land and water trails along key corridors that we still identify today, such as along the Delaware River and between the areas that would come to be Trenton and New Brunswick.⁵

Under European colonization these transportation and trade routes persisted and were modified for different types of travel, including development of a “byway” along the Delaware River, most likely along a pre-existing trail.⁶ Another road was constructed between Trenton and New Brunswick.⁷ The Delaware & Raritan Canal was completed in 1834, introducing a water-based route between these points. The canal route included a main stem between the Bordentown area in the south and New Brunswick in the north. A feeder canal, to supply water to the system, was constructed from Bull’s Island in Hunterdon County and connected to the main stem in Trenton. Both the main stem and feeder canal were used for transportation. This branching route is familiar today as the Delaware & Raritan Canal State Park and trail.

In the 1860s and 1870s, the economic high point of the canal, about 80 percent of traffic was dedicated to transporting coal to New York

City.⁸ The Belvidere Delaware Railroad completed a new railroad line along the feeder canal in 1855, with the Trenton-Lambertville section opening in 1851.⁹ This railroad transported iron to mills in the Trenton area, including General Ironworks and Roebing Wire Mills.¹⁰ This right-of-way, along the canal, is the basis for the D&R Canal Trail and D&R Greenway Trail from the western border of Trenton to the Trenton Battle Monument.

The D&R Canal Trail is one example of the evolution of a corridor’s use over time. This document presents possibilities for conversion of similar currently unused transportation corridors.

NEW JERSEY ROUTE 29 (NJ 29) AND URBAN RENEWAL

Like many other major cities in the United States, Trenton went through a period of “urban renewal” during the 1950s and 1960s. The City’s top-down approach to redevelopment resulted in the social dislocation of local communities and reduced riverfront access and green space. In the late 1950s, Mahlon Stacey Park was demolished to make way for NJ 29, a four-lane divided highway separating residents from the riverfront. Today, Trenton’s waterfront is dominated by state-owned buildings, parking lots, and NJ 29. NJ 29 is an impediment to trail development along the river side. Reclaiming the waterfront is now a top priority highlighted in the City’s long-term plan, *Trenton250*.¹¹

Like so many urban renewal projects across the United States, NJ 29 displaced and destroyed

predominantly residential communities of color, and severed connectivity from the city to the waterfront.¹² Recent calls for the removal or redesign of NJ 29 date back to 1988, and several plans have been drawn up by the City of Trenton, including a memorandum of Understanding (MOU) that was signed in 2009. The MOU “expresses the commitment of state agencies to replace NJ 29 with a boulevard and waterfront park that will promote development and create better pedestrian and car linkages between the waterfront and the rest of the city.”¹³ Though this plan was stymied by the 2008 economic recession, interest still remains and in 2016 DVRPC issued a \$100,000 grant to Trenton’s Downtown Trenton Waterfront Reclamation Redevelopment Project. Today, the plan to convert NJ 29 is a key component of *Trenton250*.¹⁴

The Mill Hill neighborhood was also heavily impacted by “urban renewal.” Mill Hill, once a predominantly single-family, owner-occupied community was transformed to a majority multi-family, renter population. The number of vacant properties increased from 3% in 1952 to 17% in 1970.¹⁵ Restoration of the historic Mill Hill neighborhood continues to this day. Mill Hill now hosts completed portions of the proposed Assunpink Greenway Trail in Mill Hill Park.

WHAT IS A TRAIL?

In everyday conversation, a trail generally refers to any narrow transportation or recreation

facility used by pedestrians or non-motorized wheeled vehicles, like bicycles. In conversation, trails can also be used to refer to linear facilities for motorized vehicles smaller than cars, such as ATVs and dirt bikes. Some trails serve multiple types or users, while others are dedicated to single or a small number of uses such as hiking or horseback riding. Trails are generally separate, but may be parallel to roadways used by motor vehicles.

MULTI-USE TRAILS/SHARED USE PATHS

This plan focuses on “multi-use trails” or “shared use paths,” which are generally defined as off-road facilities that often accommodate all types of non-motorized uses (and, increasingly common, lower-speed motorized uses, such as e-bikes). They can be paved or unpaved, but are typically at least 10 feet wide in order to accommodate users passing in either direction while maintaining space for lower speed travelers. Multi-use trails are typically compliant with the Americans with Disabilities Act (ADA).

Multi-use trails can serve multiple purposes, but their accessibility and accommodation of multiple user types means that they can serve as recreational facilities as well as provide access to transit, employment, retail, education, or other services depending on the context. It is not uncommon for one trail to serve multiple community needs. Their separation from higher-speed motorized traffic means that trails

provide comfort and safety and less stress for users. Because of these factors, trails can also often be destinations in and of themselves where friends, neighbors, and family can gather.

Guidelines for shared use path design are found in the American Association of State Highway and Transportation Officials’ *Guide for the Development of Bicycle Facilities*. The U.S. Access Board also provides important guidance for compliance with the ADA. Most federal and state funding sources require adherence to these guidelines.

PEDESTRIAN PATHS

Pedestrian paths are generally expected to only be used by users on foot or in some cases by users with mobility devices. Cyclists and other users may be prohibited. Sidewalks are a good example of this type of facility, but they can also include narrower paths in parks or other areas. Generally speaking, a width of about six feet is suitable and comfortable for expected users. Sometimes pedestrian paths or sidewalks along roadways supplement bicycle facilities, such as bike lanes or cycle tracks, making for a combined facility that serves multiple non-motorized user types.

TRAIL SURFACE TYPES

Trail surface types can have an important influence on the trail experience and the types of trail users that gravitate toward them.

Asphalt - When designed and built well, maintained, and replaced as needed, asphalt trails provide the most consistent, predictable surface. They are also extremely durable. Asphalt serves the widest variety of trail users and they can be built and maintained to ADA standards. For these reasons, asphalt is the preferred surface type for many multi-use trails.

Concrete - Concrete is another hard surface that enhances accessibility. However, generally speaking, it is not the preferred surface for most multi-use trails, except in special circumstances. Concrete is generally associated with sidewalks, and therefore pedestrian travel. The joints used in concrete construction can reduce the comfort of those on wheeled vehicles, such as bicyclists. However, concrete is sometimes used on bridges and in other circumstances based on structural needs. Concrete can also be used to signal a change in condition, such as entering a more heavily used pedestrian area.

Soft-Surface - So called “soft-surface” trails can be constructed out of a variety of materials, such as gravel or stone fines, with a variety of vernacular names. For this plan and in common use, soft surface refers to any trail surface that is not asphalt or concrete. These trails can still be built to multi-use standards as long as the surface is still accessible to a common road or hybrid bike and all other specifications for width, slope and other dimensions are maintained. They can also still meet ADA guidelines if designed accordingly and materials that are used provide for a harder surface. In some circumstances, such as in historic areas, soft-

surface trails may be required to meet specific needs or guidelines.

Soft-surface trails generally require more regular monitoring and maintenance to resolve drainage, erosion, and other issues, but a well-designed trail can be durable. Some users may avoid soft-surface trails due to mud or the possibility of inconsistent or unpredictable conditions.

Many single-use trails, such as hiking trails, are also soft-surface trails. In those circumstances, these trails are built to the specifications needed for the intended user.

TRAILS AND RESILIENCE

Trails play a role in climate mitigation, adaptation, and in making communities more resilient. Multi-use trails function both as a recreational opportunity as well as a transportation alternative to fossil fuel-based modes. As a result, trails reduce the impact of our transportation system on the local environment and global climate if used as an alternative to single-occupancy vehicles.

Thoughtful planning, design, and materials used can ensure speedy recovery and resilience to climate events. Trails can do this through stormwater management by incorporating natural water control methods through trail and greenway infrastructure. Trails development often protects or includes landscaping and tree cover which can help mitigate the urban heat

island effect by providing shade and passive cooling on hot days. Trails can also be a way to provide the public with access to open green space that has been set aside from development, providing a layer of protection for surrounding communities.





Stacey Park Trail | DVRPC



Delaware River Heritage Trail | DVRPC

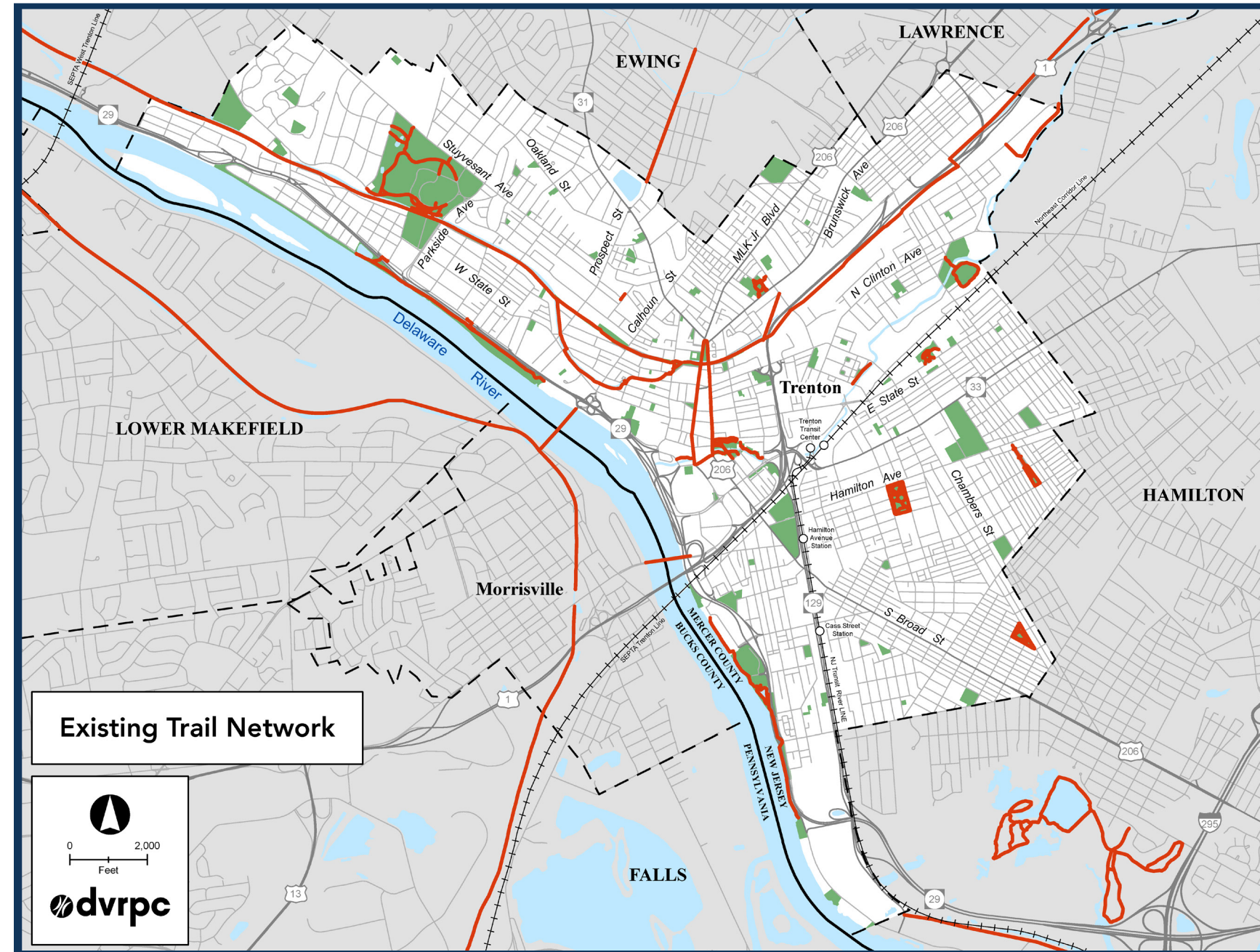
Chapter 2



Existing Network

This chapter describes, in detail, Trenton's existing trail network. Some of the characteristics discussed include classification and mapping by surface type, multi-use vs. limited use status, and ownership and maintenance responsibility.

Figure 1: Existing Trail Network, Source: DVRPC, 2023



EXISTING NETWORK

Trenton has approximately 29 miles of existing trails (see Figure 1). These trails differ in their dimensions and surface types. Some are multi-use and some are for pedestrians only. They are also managed by a wide variety of local, county, and state agencies, as well as private partners in some circumstances.

SURFACE TYPES

Trenton's existing trails include a variety of surface types (see Figure 2). In keeping with the historic nature of the facility, more than half of Trenton's longest continuous trail, the D&R Canal Trail, is a soft-surface trail. A compacted stone surface is the standard for this trail, but in some locations this surface has degraded to match more closely the natural ground surface or has become overgrown by grass and other vegetation. In the vicinity of the Trenton Battle Monument, the trail has a mix of surface types, including concrete and decorative pavers. From the trail's crossing of U.S. Route 1 (US 1) to Mulberry Street, about one and a quarter miles, it is paved with asphalt.

Along the waterfront, in the vicinity of Riverview Plaza and South Riverview Park, trails typically have hard surfaces. These include concrete, pavers, and brick. Structures, such as the ramps on the north and south sides of South Riverwalk Park, carry concrete-surfaced trails.

Most of the trails in Trenton's parks, such those

in Stacey Park, Unity Square Park, Franklin Park, and Mill Hill Park are paved with asphalt or are otherwise hard surfaces. However, Cadwalader Park hosts trails with several different surface types, including asphalt, dirt, and mowed grass.

MULTI-USE OR LIMITED USE

Trenton's existing trails can be classified as either multi-use or limited use (see Figure 3). A majority of these trails are multi-use trails intended for wheeled vehicles, such as bicycles, as well as pedestrians. Standards for multi-use trails, including *AASHTO Guide for the Development of Bicycle Facilities* guidelines, specify that shared use path design must meet ADA guidelines. In addition to meeting design guidelines, standard trail rules and regulations will not prohibit cyclists.

Limited use trails are either restrictive by design or by regulation. Certain surface types, such as loose gravel or mowed grass, are not comfortable for users of bicycles or mobility devices designed for harder surfaces. Sharp corners, steep slopes, and narrow widths also do not lend themselves to bicycling or some mobility devices. Stairwells prevent the use of bicycles and most wheelchairs. Even when trail conditions would otherwise accommodate these devices some trails require that cyclists walk their bikes or prohibit certain types of use.

Examples of limited use trails in Trenton, include:

- Pedestrian bridges over NJ 29 adjacent to Stacey Park: Cyclists are required to walk their bicycles; trail width is less than AASHTO

guidelines and ramps feature 90-degree turns.

- Calhoun Street and Lower Trenton bridges: Cyclists are required to walk their bicycles
- Greg Grant Park: Cyclists are required to walk their bicycles
- Villa Park and Franklin Park: Trail width is less than AASHTO guidelines

TRAIL OWNERSHIP

Trenton's existing trails are owned and maintained by a number of entities (see Figure 4). These include state agencies, such as the New Jersey Department of Transportation (NJ DOT) and the New Jersey Department of Environmental Protection (NJ DEP). NJ DOT owns several trail bridges and ramps adjacent to NJ 29. NJ DEP oversees the D&R Canal Trail and associated state park. A county agency, the Mercer County Parks Commission, owns and maintains some trails in Trenton along the waterfront, while the city itself owns others.

The Trenton Department of Recreation, Natural Resources, and Culture owns and maintains many of the city's park trails. The Department of Public Works owns and maintains some facilities, particularly those that are on-road, such as the Trenton Wellness Loop. The Housing Authority oversees a portion of the Assunpink Creek Trail on their property. And finally, a few trail segments are owned and maintained by private landowners for public use.

Figure 2: Trail Surface Type, Source: DVRPC, 2023

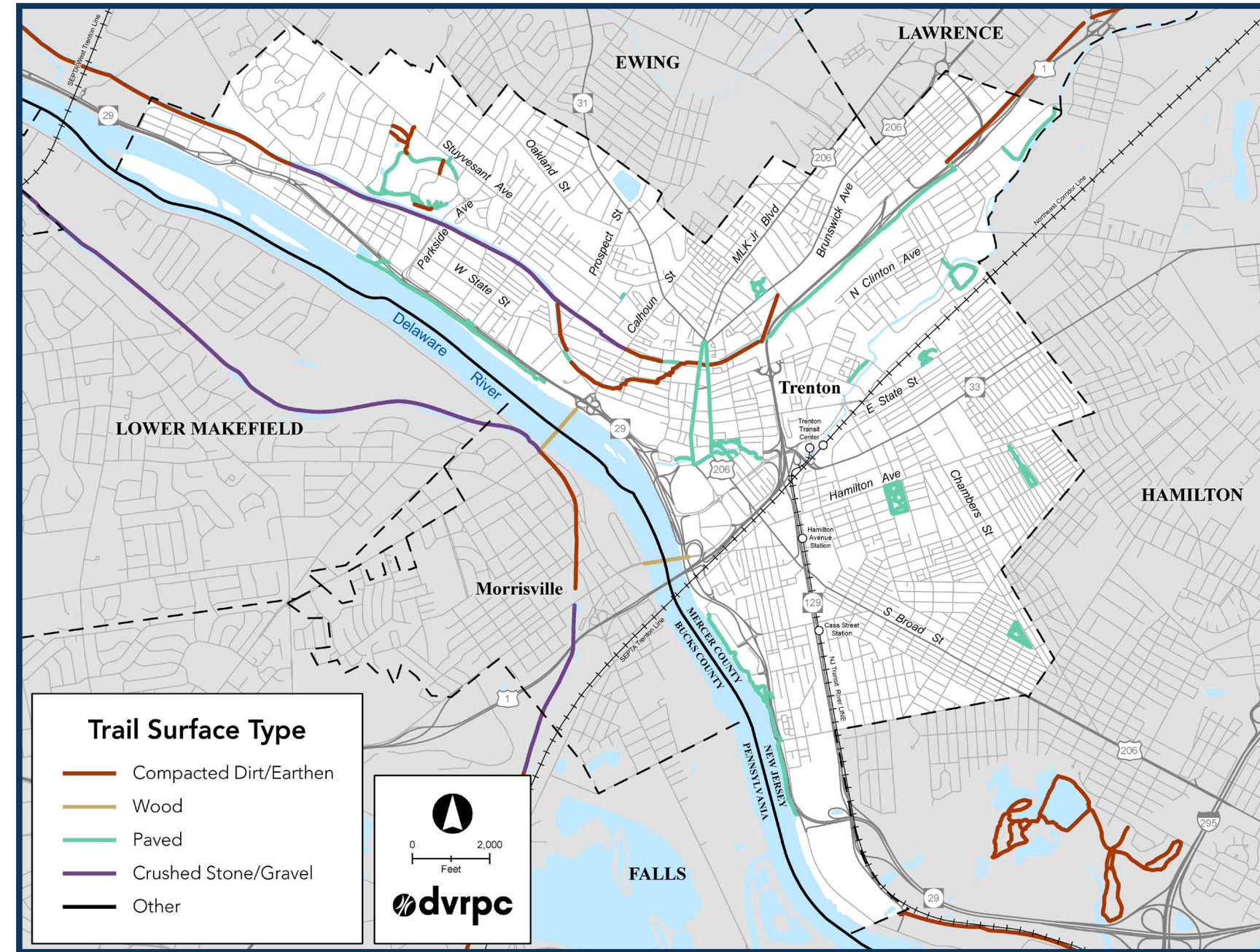


Figure 3: Multi-Use and Limited Use Trails, Source: DVRPC, 2023

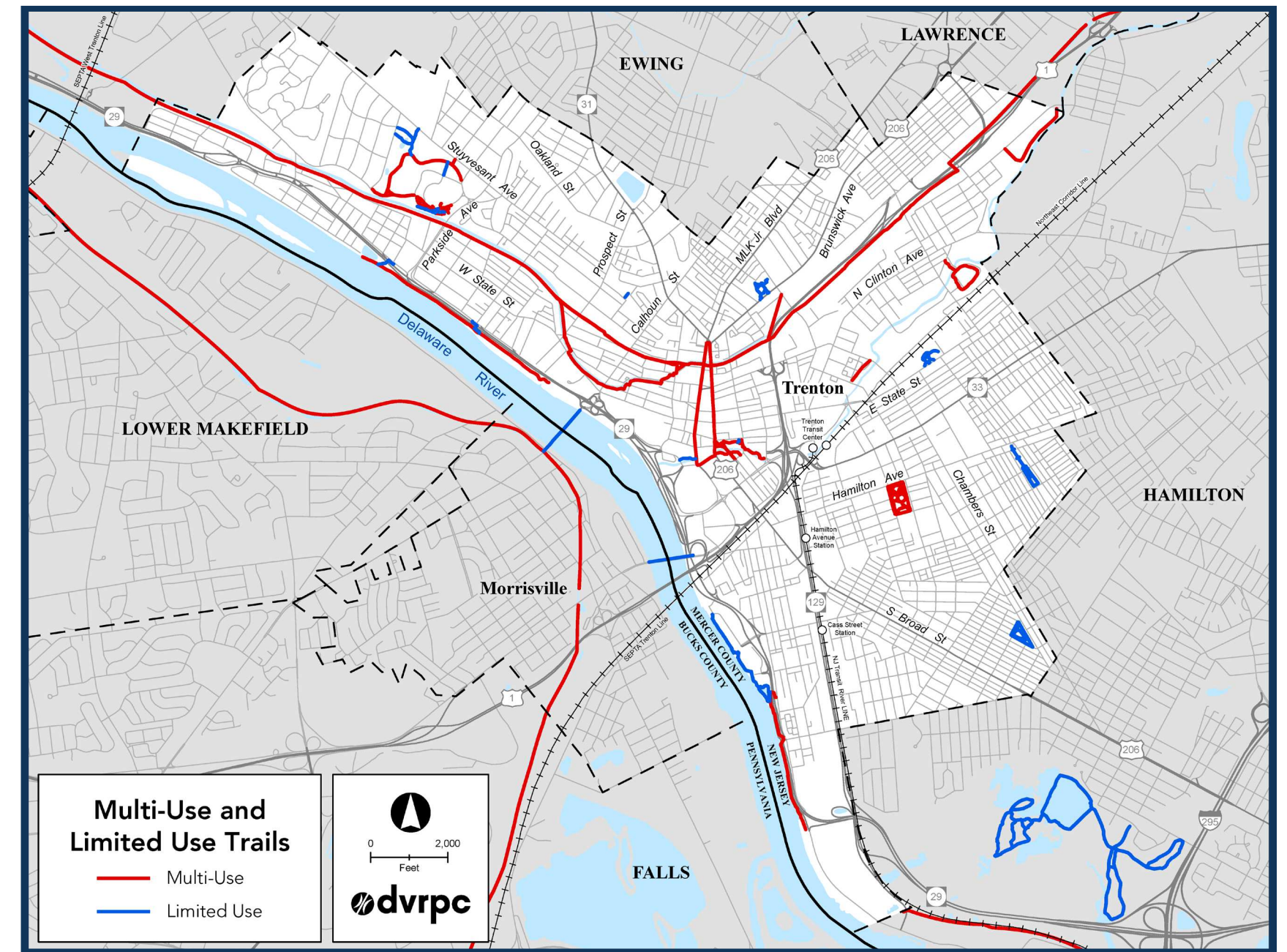
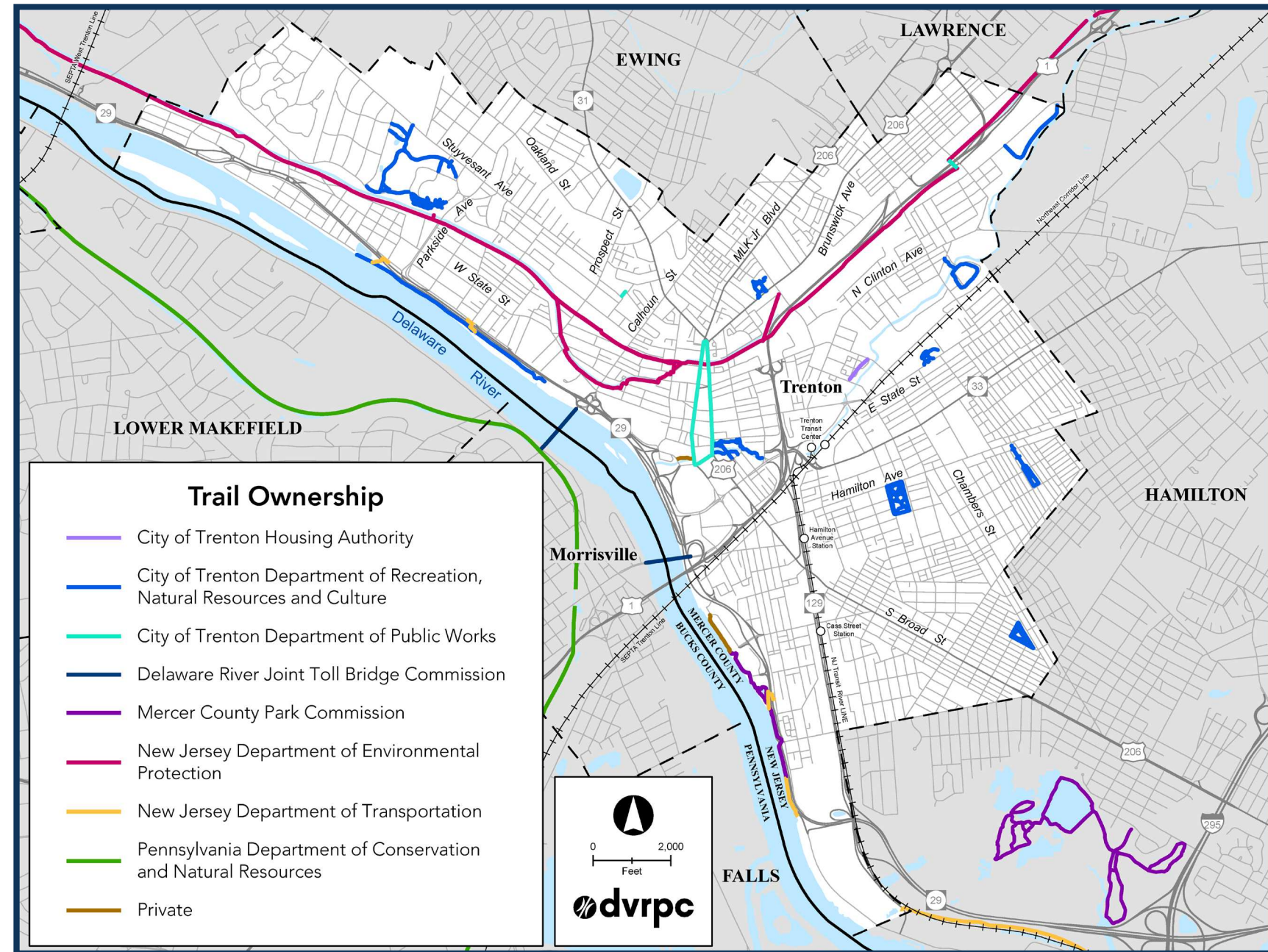


Figure 4: Trail Ownership, Source: DVRPC, 2023



Marine Terminal Park | DVRPC

Chapter 3

Population, Economics, & Health



Chapter 3 focuses on the social context for trail development in Trenton, including population demographics and trends, income and housing, and health statistics.

Trenton is home to an ethnically diverse and relatively young population. The 2020 census showed that, “New Jersey is among the most diverse states in the union, its populations buoyed over the last decade by immigrants and people of color moving to its large cities and towns.”¹⁶ This is part of a larger trend in the United States that saw an increase in diversity in urban centers when compared to the 2010 census.¹⁷

Currently, Trenton faces challenges with high levels of unemployment, poverty, housing affordability, and health. Improvement to these conditions requires multi-faceted, community-based approaches within which trails can play an important role. For example, trails have the potential to improve public health by increasing physical activity opportunities and providing safer transportation routes for pedestrians and cyclists. Obesity, hypertension, and diabetes are all chronic conditions that can be improved or alleviated with consistent physical exercise.¹⁸ In Morgantown, West Virginia, one quarter of Caperton and Deckers Creek trail users reported not being regularly active before the respective trails were built. For many of these newly active residents, the trail was the only place where they exercised and they cited the trail’s safety, paved surface, and convenience as the most important factors in determining use of the trail.¹⁹

POPULATION AND TRENDS

Trenton, the state capital and seat of Mercer

County, experienced significant growth through the late 19th and early 20th century. During this industrial period, the population grew rapidly due to increased employment opportunities in manufacturing, with a peak of 129,781 residents around 1950. However, in the years following, Trenton saw a large decline in population. In 2010, with 84,913 people, Trenton had its lowest Census population count since 1900.²⁰ In 2020, the population had risen again to 90,871.²¹ Trenton comprises about a quarter of Mercer County’s total population of about 380,000.²²

Trenton is home to an ethnically and racially diverse population. According to the five-year American Community Survey estimates (2017–2021), 36.7% of the population identified as being Hispanic or Latino and 69.5% identified as belonging to a racial minority or two or more races.²³ In Mercer County as a whole, 19.4% of the population identifies as Hispanic or Latino and 42.6% identify as belonging to a racial minority or two or more races.²⁴

Within Trenton, a little less than half of residents, 48.4%, identify as Black or African American alone. About 17.4% identify as white alone and less than one percent identify as American Indian or Alaska Native, Asian, or Native Hawaiian or Other Pacific Islander. However, about 24.4% identify as some other race, indicating they identify as a race not specifically provided as a choice in the American Communities Survey, and about 9.4% identify as belonging to two or more races.²⁵

Approximately 26% of Trenton’s population is under the age of 18.²⁶ This is higher than Mercer County as a whole, in which 21.5% of the population is

estimated to be under 18.²⁷ The median age in Trenton is 36.1 compared to 38.9 years old in Mercer County and 40.0 in New Jersey.²⁸

HOUSING

New Jersey is the most densely populated state in the country and is currently ranked one of the top ten most expensive states to live in. Based on data gathered in 2022, the National Low Income Housing Coalition ranked New Jersey the seventh most expensive rental housing market in the country.²⁹ At the state’s 2022 minimum wage of \$13.00 an hour, an individual would need to work 80 hours a week to afford a modest one-bedroom rental apartment/home at fair market rent.³⁰ Median housing costs in Trenton, \$1,109 per month, are lower than in Mercer County as a whole, \$1,568 per month. However, household income is also substantially lower, \$39,618 per year versus \$85,687 per year.³¹

COMMUTING

Approximately 12.5% of Trenton’s population does not have access to a vehicle.³² While about 81.2% of Trenton’s workers drove alone or carpooled according to five-year American Community Survey estimates, about 7.7% took transit and 4.6% walked or bicycled to work.

INCOME & UNEMPLOYMENT

According to five-year American Community Survey estimates (2017–2021), the median household income in Trenton, \$39,618, falls far below the state average at \$89,703, and also well below the US average income at \$69,021.³³ As a relatively low-income city, Trenton faces high rates of poverty (27.7%) when compared to both the state and national levels, at 9.8% and 12.6%, respectively.³⁴ All except two of Trenton’s Census tracts qualify as “areas of persistent poverty,” which means poverty rates exceed 20%.³⁵

According to the Bureau of Labor Statistics, the unemployment rate in Trenton in March 2023 was 5.9%, higher than New Jersey’s statewide rate of 3.5% and the Mercer County rate of 3.2%.³⁶

HEALTH

The chronic disease burden in Trenton is disproportionately high relative to county, state, and national levels. Obesity and obesity-related diseases are a major health concern in Trenton. In 2016, the obesity rate for adults in Trenton was 38.9%.³⁷ This was higher than the county rate of 29.6%.³⁸ Meanwhile, “childhood obesity in Trenton (30.5 percent in 2015) is among the highest in New Jersey cities.”³⁹

Hypertension is also prevalent in Trenton with 35.4 people per 10,000 impacted compared to the national rate of 31.9 per 10,000. The age-

adjusted prevalence for “emergency room visits and inpatient hospitalizations for hypertension-related illness are approximately twice as high in Trenton compared to the rest of Mercer County.”⁴⁰ In 2019, the Trenton Health Survey revealed that more than 35% of respondents identified hypertension as their most pressing medical condition.⁴¹

Diabetes impacts 13 percent of adults in Trenton, which is higher than both the national rate of 10.8% in 2016 and the New Jersey rate of 11% in 2018.⁴² In the 2019 Trenton Health Survey, more than 21 percent of residents surveyed identified diabetes as a primary health concern.⁴³

Lastly, about 14.8% of the population in Trenton live with a disability, which is much higher than the county average (10.2 percent) and the state average (10.4 percent).⁴⁴ The rate of Trenton residents without health insurance is also very high at 15.0 percent, with county and state averages at 7.1 percent and 7.6 percent respectively.

INDICATORS OF POTENTIAL DISADVANTAGE

The Indicators of Potential Disadvantage (IPD) analysis is used by DVRPC as a starting point to support equity and environmental justice. It identifies populations of interest in carrying out DVRPC’s obligations under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (#12898) to ensure that equity issues are investigated and evaluated in transportation decision-making. The dataset has been continually updated to include the most recently available

data from the U.S. Census Bureau’s American Community Survey (ACS). The indicators in the analysis have also been refined as needed.

Using ACS five-year estimates data, DVRPC’s IPD analysis classifies census tracts by the relative proportion of the following population or household groups compared to the proportion of the group in the Greater Philadelphia region as a whole:

- *Youth*
- *Older Adults*
- *Female*
- *Racial Minority*
- *Ethnic Minority*
- *Foreign Born*
- *Limited English Proficiency*
- *Disabled*
- *Low Income*

Census tracts are categorized as being well below average, below average, average, above average, or well above average in relationship to the average regionwide.

Youth: Of the 24 census tracts in Trenton, 13 have a youth (under 18 years old) population above or well above the regional average. These tracts are spread throughout the city with groupings concentrated in the southwest and northeastern parts of the city.

Older Adults: Concentrations of older adults (65 years and older) are less prevalent throughout the city, and above or well above regional

proportions of the population can be found in only two out of the 24 census tracts. The largest concentrations can be found in Census Tracts 1 and 11.01, located in the western side of the city that runs along the Delaware River.

Female: Nearly 40% of the census tracts in Trenton have an above or well above the regional average proportion of female population, at 9 out of 24 census tracts. These tracts are dispersed throughout the city, with a slight concentration just north of the city center. Notably, there are several census tracts that have a below average or well below average proportion of female population.

Racial Minorities: Twenty of the 24 census tracts have a proportion of minority population that is above or well above the regional average. Only a few tracts in the southwestern-most part of the city are closer to the regional average.

Ethnic Minority: 17 of the 24 census tracts have a proportion of ethnic minority population above or well above the regional average. The well above average tracts are concentrated almost exclusively in the city center, south of the city center in Census Tracts 1 through 10, and in the easternmost census tracts.

Foreign Born: 15 of the 24 census tracts in Trenton have a proportion of foreign born population that is above or well above the regional average. Many of these census tracts are concentrated in the same tracts that have above or well above regional average of ethnic minorities, specifically in Census Tracts 4, 5, 6, 7, 18, and 30. These census tracts are

concentrated in the southern half of the city along the river, near the downtown core and east toward Hamilton Township.

Limited English Proficiency: 16 of the 24 Census tracts have an above or well above regional average proportion of populations with limited English proficiency. High concentrations of well above the regional average proportions of populations with limited English proficiency can be found in Census Tracts 1–9, located in the southern half of the city and near the downtown core. Another large concentration of these census tracts can be found expanding east from the city center, bordering Lawrence and Hamilton Townships.

Disabled: 11 of the 24 Census tracts have a proportion of disabled population above or well above the regional average. These census tracts are dispersed throughout the city.

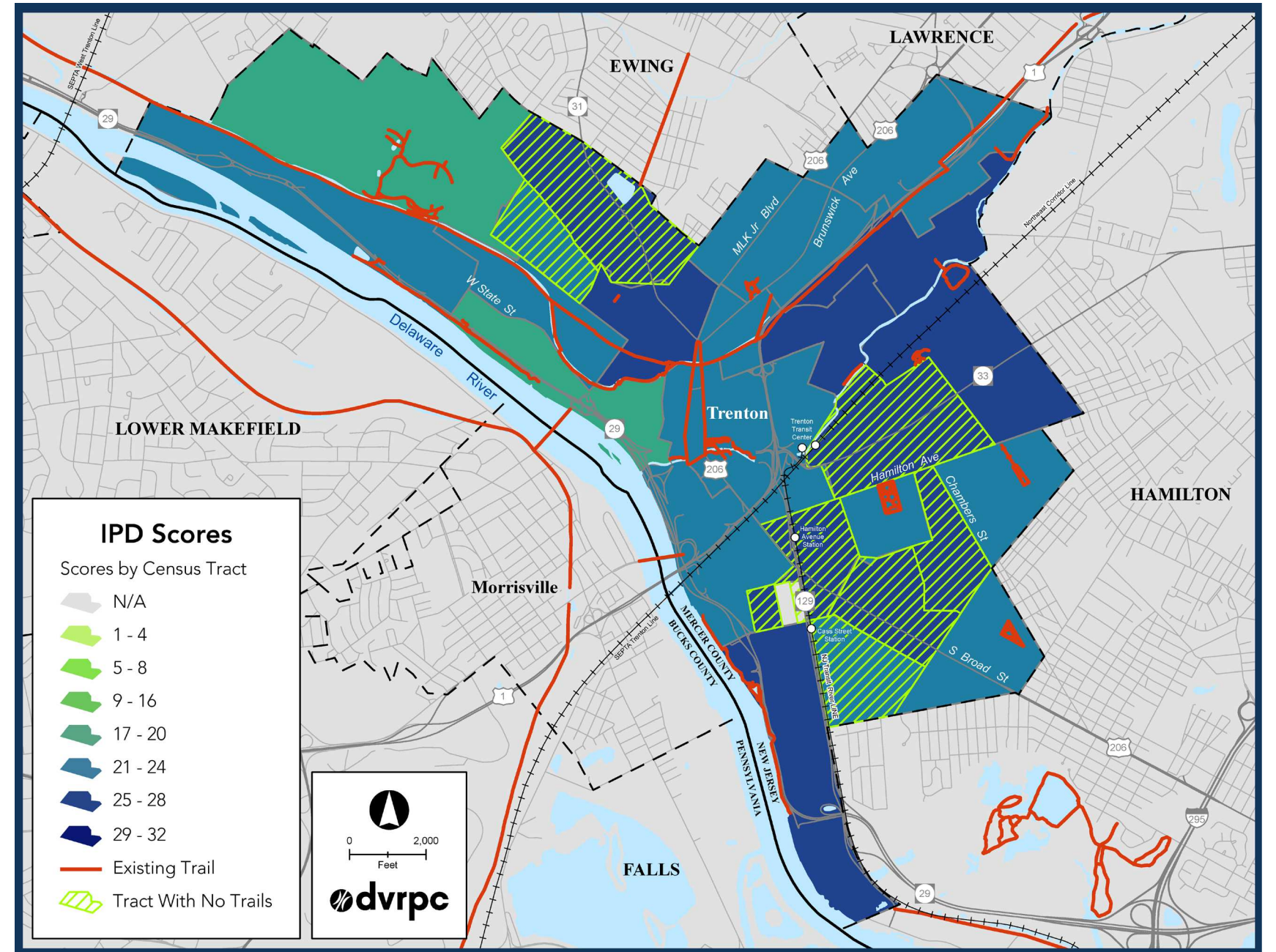
Low-income: 23 of 24 or 95% of all census tracts in Trenton have a proportion of low income population of above or well above the regional average. High proportions of low-income households are located throughout the city. The lone census tract, Census Tract 6, with an “average” proportion of low-income population is located in the southeastern part of the city, bordering Hamilton Township.

As can be seen in Figure 5, seven tracts, Census Tracts 2, 4, 5, 8, 14.01, 14.02, and 21, do not have any existing trail connections or routes. Of these six tracts, all have above regional average proportions of low-income populations and five have well above average proportions of limited English proficient populations.

Five have above average or well above average proportions of foreign born populations. Five have well above average proportions of ethnic minority populations and five have above or well above average proportions of racial minority populations.

See Figure 5 for IPD scores by census tract.

Figure 5: Indicators of Potential Disadvantage (IPD) Scores, Source: DVRPC, 2023



NEW JERSEY'S OVERBURDENED COMMUNITIES

In New Jersey, all residents have the right to “live, learn, work and recreate in a clean and healthy environment.”⁴⁵ By executive order, all executive branch departments and agencies must seek to achieve environmental justice “when implementing their statutory and regulatory responsibilities.”⁴⁶ The Environmental Protection Agency, cited by New Jersey in its interagency guidance, defines environmental justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies”.⁴⁷

To work toward environmental justice and implement the state’s Environmental Justice Law, New Jersey has mapped communities of concern. New Jersey’s Environmental Justice Mapping, Assessment, and Protection Tool identifies these as “Overburdened Communities” and “Adjacent Block Groups.”⁴⁸ A community that is determined to be overburdened is comprised of census block groups in which, according to the most recent U.S. Census:

- At least 35% of the households qualify as low-income households (at or below twice the poverty threshold as determined by the U.S. Census Bureau);

- At least 40% of the residents identify as minority or as members of a State-recognized tribal community; or
- At least 40% of the households have limited English proficiency (without an adult that speaks English “very well” according to the U.S. Census Bureau).

A census block group only needs to meet one of the three criteria to be designated as an overburdened community. Census block groups with zero population and located immediately adjacent to an Overburdened Community are categorized as “adjacent block groups.” All census block groups within the municipal boundaries of Trenton are classified as either overburdened communities or adjacent block groups. The vast majority of the block groups within Trenton are designated as overburdened because at least 35% of the households are low-income or 40% of the residents identify as a member of a minority group.

Almost all of Trenton’s overburdened communities or adjacent block groups rank higher on a combined measurement of environmental health stressors than the median combined measurement of those stressors for communities not overburdened in Mercer County and statewide. Only one block group in Trenton had fewer stressors present. In addition, Trenton has 10 existing facilities regulated by New Jersey’s Environmental Justice Law: three “major sources of air pollution,” one transfer station, and six scrap metal facilities.⁴⁹

Chapter 4



Safety Analysis

This chapter discusses the goal of eliminating all traffic related fatalities through the collaborative campaign known as “Vision Zero,” and how it can be applied to Trenton’s High Injury Network roadways.

Multi-use trails and side paths are one strategy to protect vulnerable road users, such as cyclists and pedestrians. They should be considered as part of a comprehensive approach that looks at all strategies to prevent fatal and serious injury-causing collisions.

According to the Center for Disease Control and Prevention (CDC), “road traffic collisions are a leading cause of death in the United States for people aged 1-54”. Between 2016 and 2020, 31 people lost their lives on Trenton’s roads. A total of 13 people in 2021 and 11 people in 2022 died in car crashes. One of the top 50 deadliest intersections in the United States is the New Jersey Route 129 and Lalor Street intersection in Trenton, NJ.

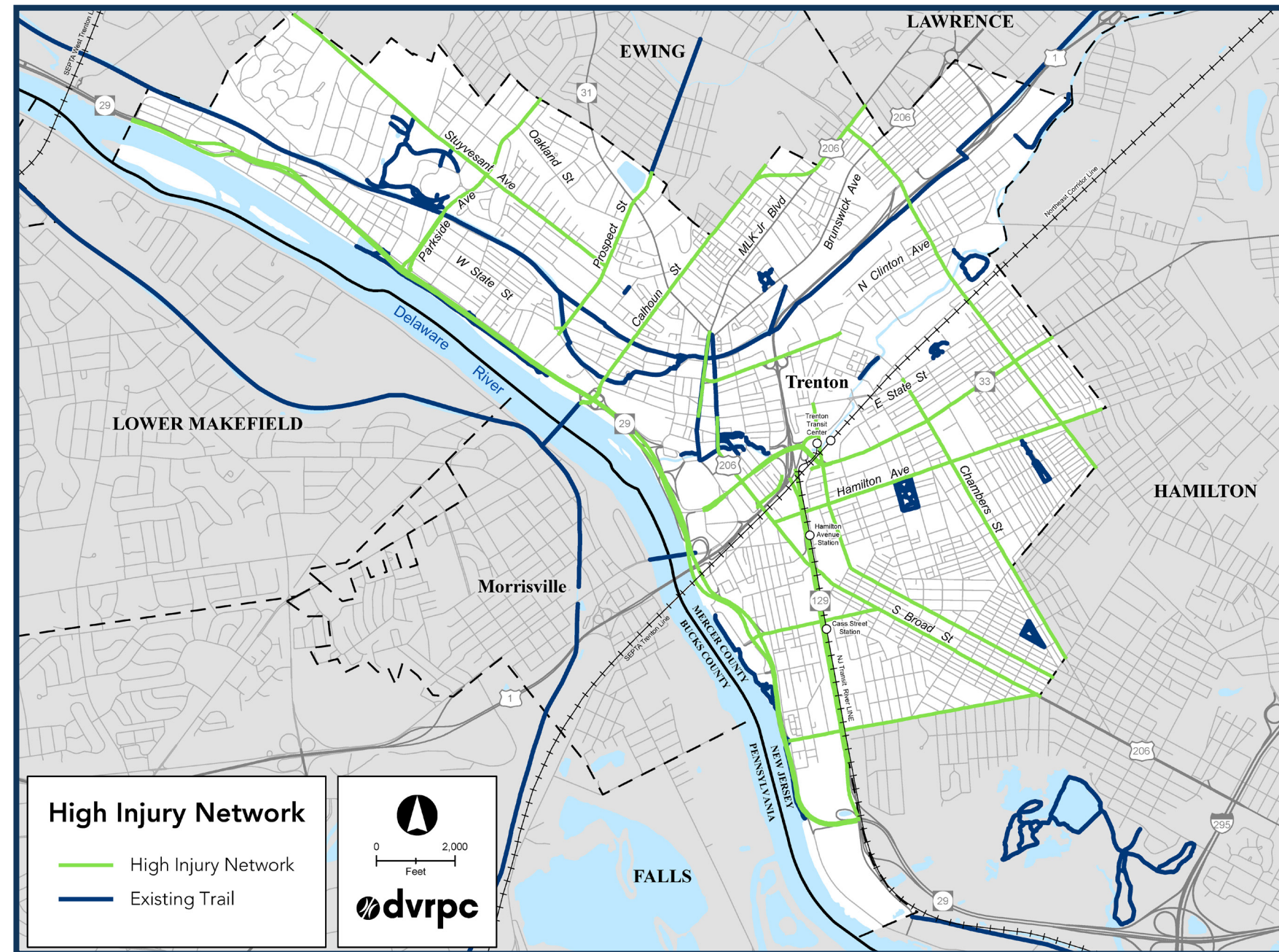
Due to high mortality rates caused by motor vehicle crashes, many major cities and metropolitan areas in the United States have begun to adopt a safety initiative referred to as “Vision Zero.” Vision Zero is a strategy to end all traffic deaths and serious injuries. The strategy is premised on the idea that any loss of life due to motor vehicle crashes is unacceptable, and that crashes are not “accidents,” but rather are preventable. It also assumes that humans make mistakes, but that a mistake on the road shouldn’t cost lives or result in severe injury. The road can and should be designed to do more to protect us.

DVRPC has committed to a Regional Vision Zero goal of zero traffic deaths by 2050. The forthcoming Trenton Vision Zero Action Plan, facilitated by DVRPC, provides analysis and data-driven strategies to help Trenton and outside partners eliminate

severe crashes on Trenton’s streets. One Vision Zero strategy is to identify and make substantial safety improvements to Trenton’s most dangerous roadways. By mapping all crashes between 2016 and 2020, DVRPC identified a group of roadways, just 16% of all street mileage, that account for 75% of all crashes resulting in death or serious injury. By focusing on this High Injury Network, Trenton can save lives.

Looking at Figure 6, it is easy to see that there are a number of trails that provide parallel or alternative routes to the High Injury Network (HIN) in Trenton. These alternative and parallel routes allow vulnerable road users, like cyclists, to safely traverse parts of the city and avoid conflicts with motor vehicles.

Figure 6: High Injury Network | Source: DVRPC, 2023



Chapter 5



This chapter focuses on the existing low stress bicycle network and the prioritization of on-street connections between low stress areas.

Level of Traffic Stress

Analysis of existing “low stress” bicycle routes can be used to assess needs for greater network connectivity. DVRPC inventoried road conditions regionwide, including in Trenton, based on their Bicycle Level of Traffic Stress (LTS). Essentially, the LTS measures a cyclist's expected comfort given the current conditions of the roadway. The LTS metric evaluates the road network from the cyclist's perspective. As a result, it accounts for the ability of a cyclist to move between points unimpeded by high traffic stress roads.

DVRPC's LTS measurement is based on the number of motorized traffic lanes, effective vehicle speed, and the presence and type of bicycle facility on the road segment.⁵⁰ The LTS for a given roadway segment is classified into one of four categories:

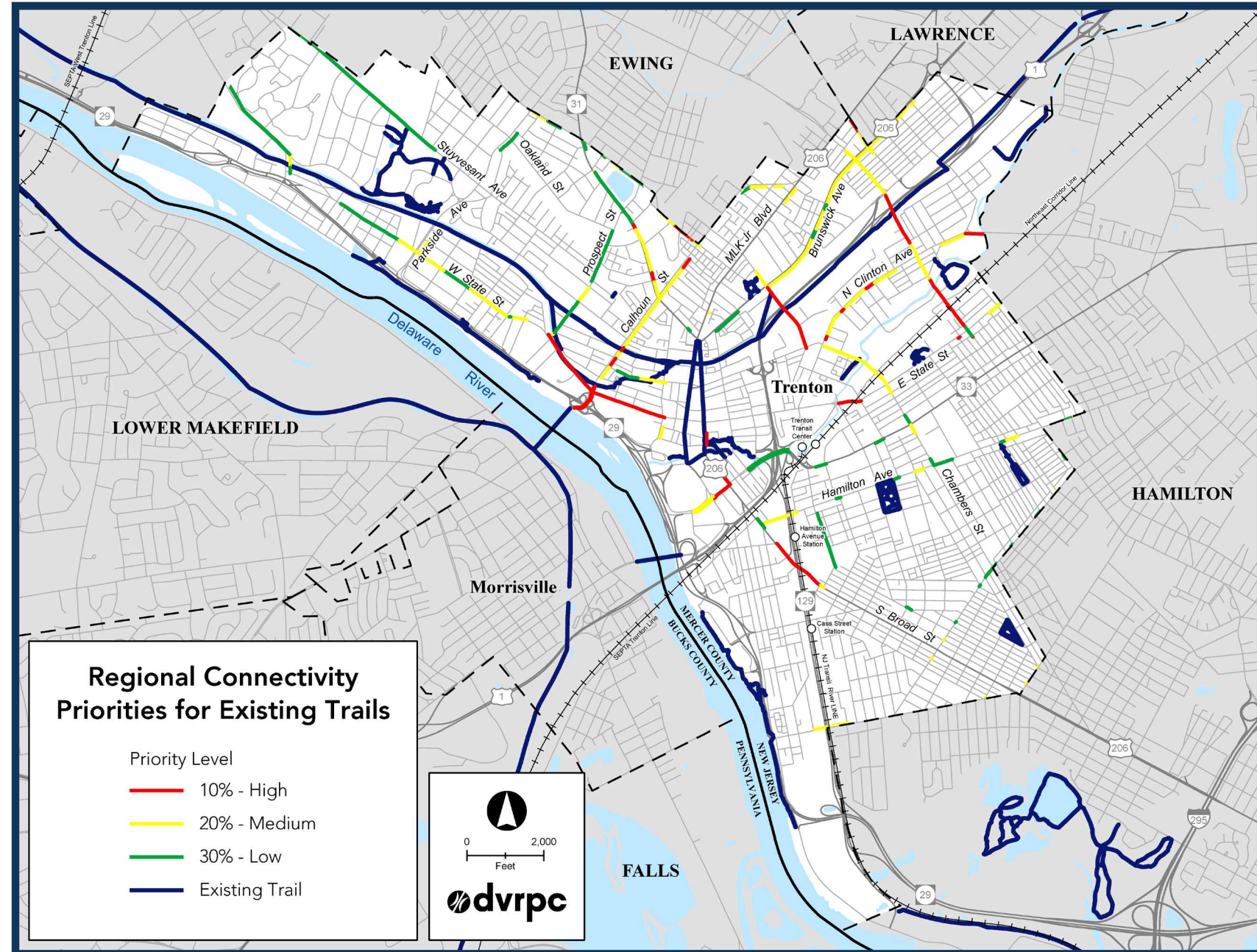
- LTS 1: Lowest stress, conditions are acceptable for even the most vulnerable users who often have limited mobility (including children, seniors, and those with disabilities)
- LTS 2: Conditions acceptable for most adults among the general population
- LTS 3: Moderate traffic stress, comfortable for riders who can tolerate most roadways but might still prefer dedicated facilities away from traffic
- LTS 4: High traffic stress, tolerated by only the most experienced riders

With all road segments assigned to a LTS category, DVRPC identified areas of low-stress connectivity, LTS 1 or LTS 2, as well as key gaps that, if filled,

could expand areas of low-stress connectivity. Priority is assigned to segments which, if improved, could provide access to the most census blocks via low-stress connections.

Multi-use trails and side paths are one means of providing low stress connections and should be considered, along with roadway improvements, to connect low stress areas, particularly along identified priority routes (see Figure 7).

Figure 7: LTS Regional Connectivity Priorities | Source: DVRPC, 2023



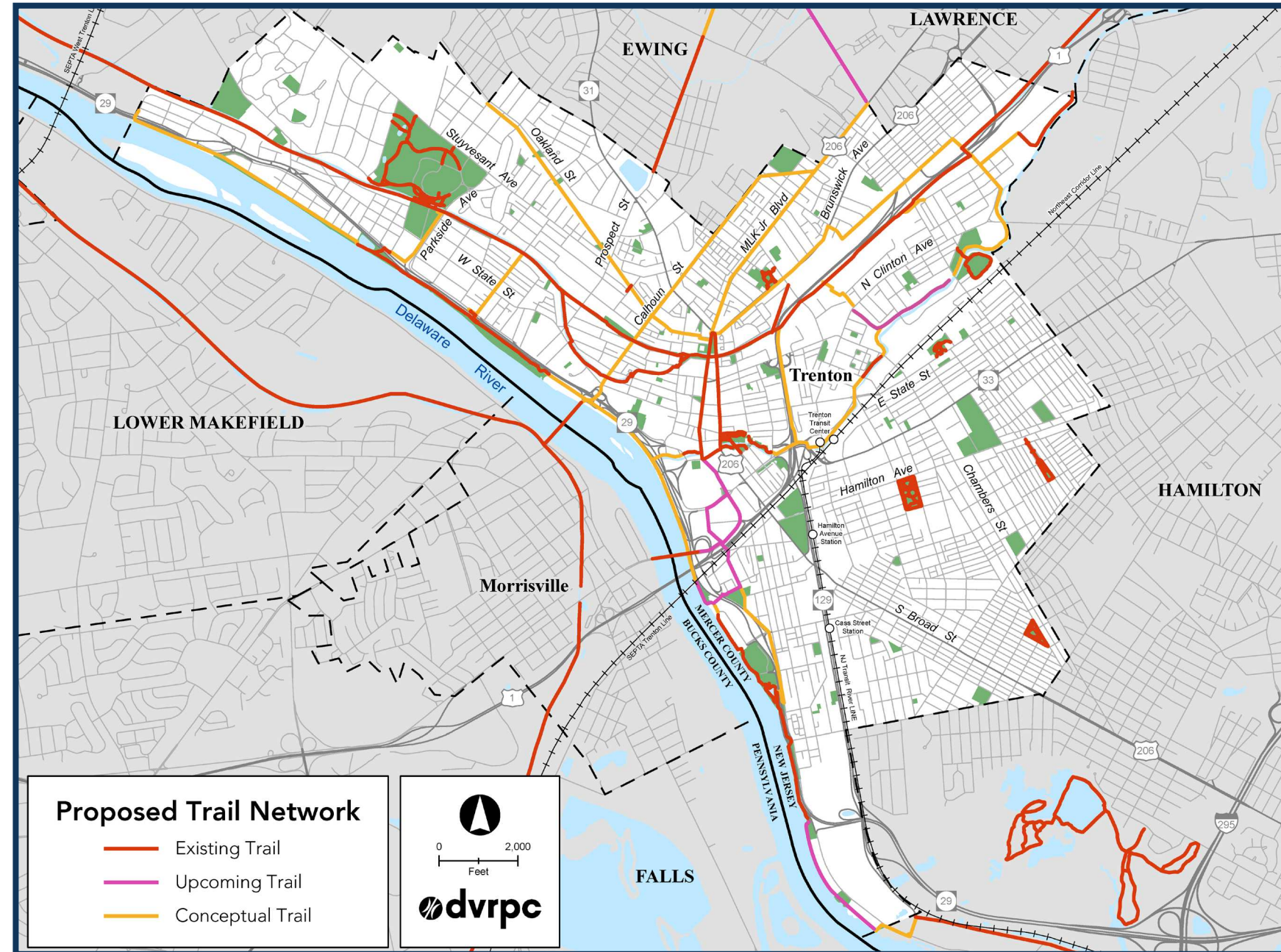
Chapter 6



Trail Profiles

This chapter includes detailed descriptions of every existing, upcoming, and conceptual trail segment in Trenton, including key characteristics.

Figure 8: Proposed Trail Network | Source: DVRPC, 2023

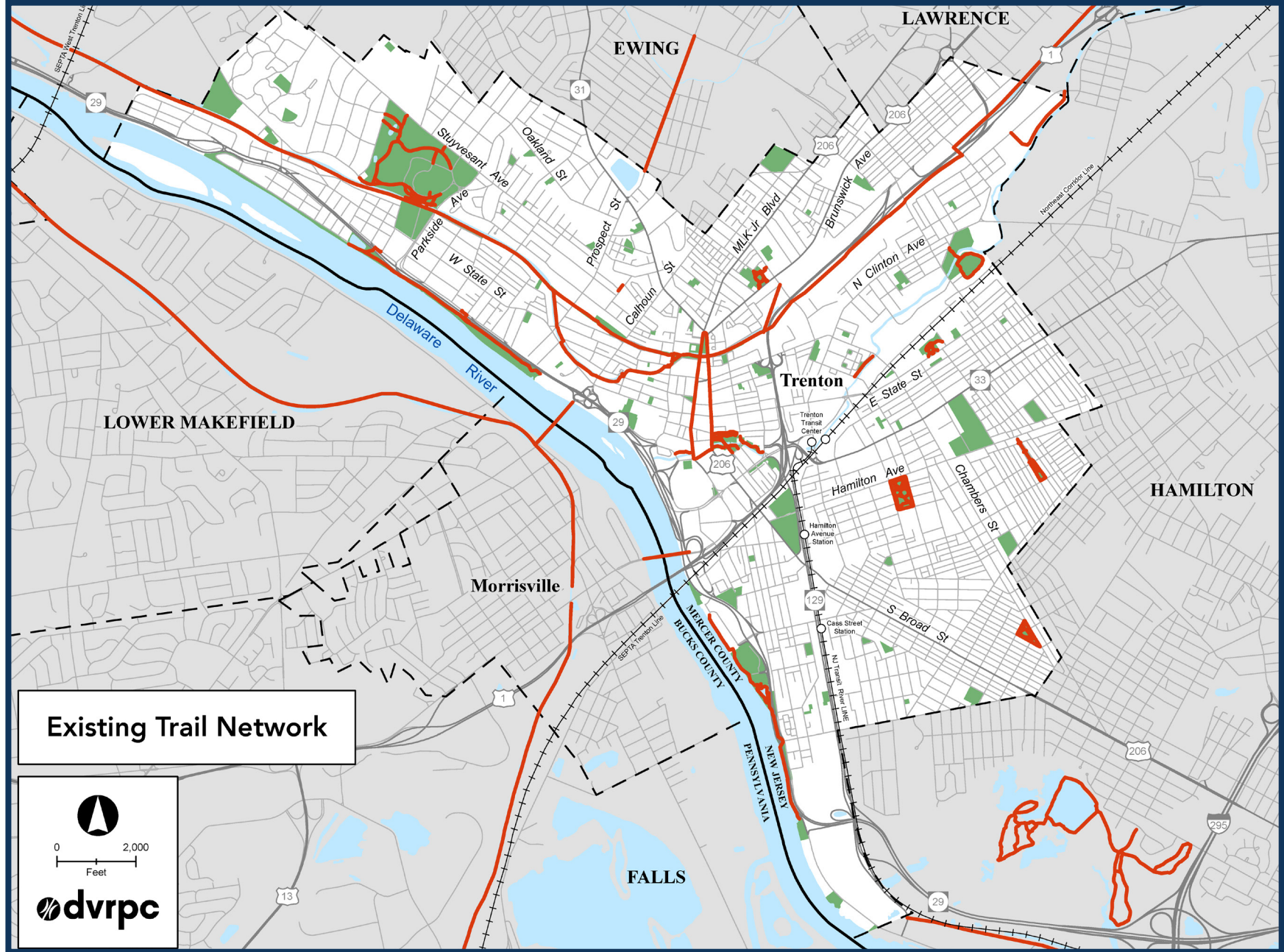


Existing Trails

The City of Trenton’s existing trail network is varied (see Figure 9). Some trails are suitable for bicycle use, while others are for pedestrians only. Trenton’s trails feature a variety of surface materials from dirt and grass to asphalt and concrete. In some circumstances on-road bicycle facilities provide connection between off-road trail segments. They run through and connect to different neighborhoods throughout the city. A variety of agencies at multiple levels of government, from the City of Trenton’s Department of Recreation, Natural Resources, and Culture to the State of New Jersey’s State Park Service and Department of Transportation, each have ownership and maintenance responsibility for portions of the network.

The following trail profiles describe these characteristics and others for each existing trail that makes up part of Trenton’s trail network.

Figure 9: Existing Trail Network | Source: DVRPC, 2023



Waterfront Park | DVRPC

The Assunpink Greenway

TRAIL DESCRIPTION

The Assunpink Greenway is a planned trail located along the Assunpink Creek, which bisects the City of Trenton. The overall project area includes former industrial properties held by both public and private owners, as well as parcels still in active use. By beginning to transform and remediate abandoned and contaminated sites within this corridor, Trenton returned these parcels to productive use, including publicly accessible trail segments. Such work can provide co-benefits, such as restoration of the creek’s natural floodplain. Four segments of the Assunpink Greenway are currently open to the public.

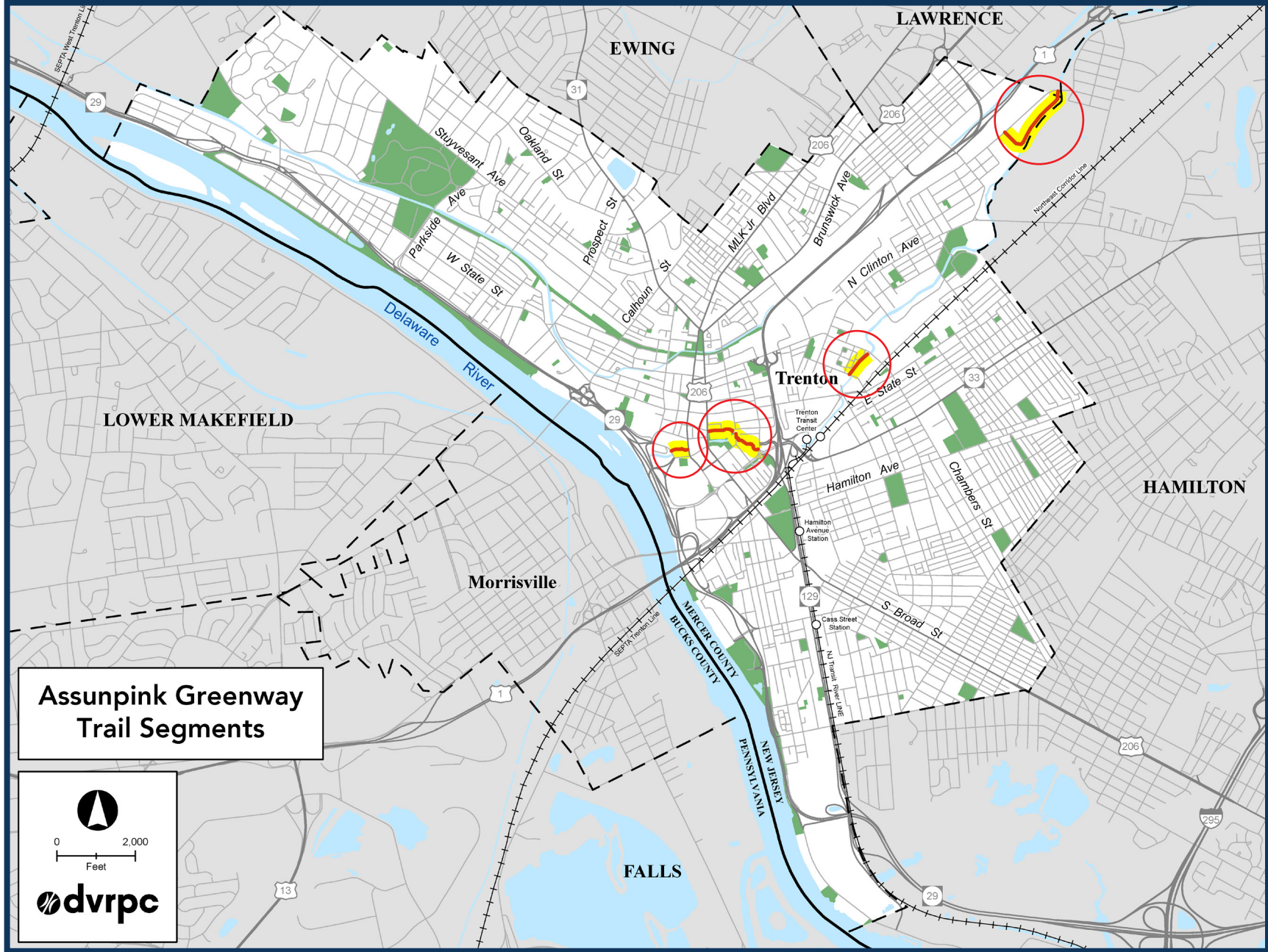


Assunpink Creek | Photo by New Jersey Future



Assunpink Creek | Photograph by Brandon J. McKoy

Figure 10: Assunpink Greenway Trail Segments, Source: DVRPC, 2023



The Assunpink Greenway

New Plum Street to Enterprise Avenue

TRAIL DESCRIPTION

One segment of the Assunpink Greenway, located north of Mulberry Street, hugs the northwestern edge of the Assunpink Creek and terminates near where Enterprise Avenue crosses the creek into Hamilton Township. This 1,700-foot segment allows trail users to travel closely along the bank of the Assunpink Creek on a pathway separated from vehicle traffic and the heavy industrial uses along Enterprise Avenue. The pathway exceeds 12 feet in width and can accommodate both cyclists and pedestrians. There is a 2,000-foot gap with no dedicated bicycle facilities and inconsistent sidewalk between this segment's southern terminus and the nearby D&R Trail, the closest existing trail.

Figure 11: Aerial Perspective of the Assunpink Greenway - New Plum Street to Enterprise Avenue | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Length:** 1,700 ft.
- **Trail Type:** Multi-use trail
- **Surface Type:** Compacted dirt/earthen and pavement
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** City of Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

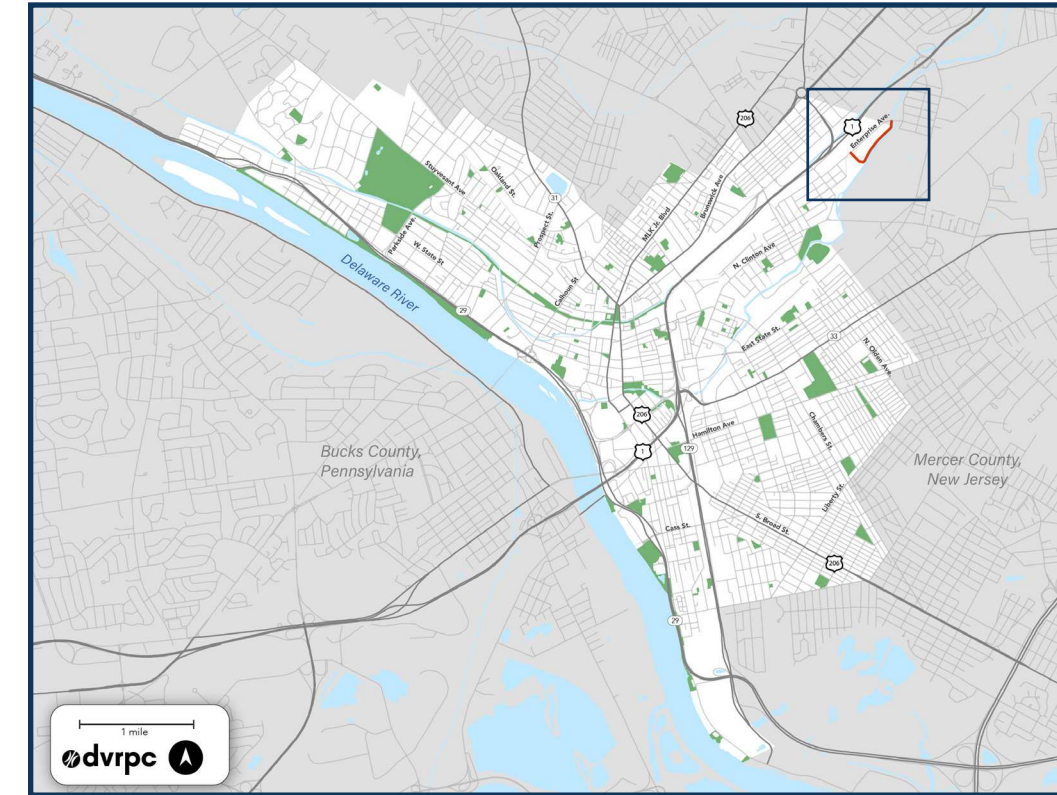


Figure 12: Assunpink Greenway - New Plum Street to Enterprise Avenue. Source: DVRPC, 2023



Table 1: Indicators of Potential Disadvantage | Assunpink Greenway - New Plum Street to Enterprise Avenue

	CENSUS TRACT 18	CENSUS TRACT 19
Youth	13.3 % (below average)	24.7% (above average)
Older Adults	19.5 % (average)	4.2% (well below average)
Female	44.5% (well below average)	60.8% (well above average)
Racial Minority	60.9% (above average)	70.4% (above average)
Ethnic Minority	23.4% (above average)	50.2% (well above average)
Foreign-Born	30.4% (well above average)	23.3% (above average)
Limited English Proficiency	19.8% (well above average)	24.2% (well above average)
Disabled	14.1% (average)	10.3% (average)
Low-Income	50.2% (above average)	62.8% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Assunpink Greenway

Monmouth Street to Lincoln Avenue

TRAIL DESCRIPTION

Another segment of the Assunpink Greenway runs along the north side of the creek between Lincoln Avenue and Monmouth Street near the Rush Crossing Apartments. Including a widened sidewalk on the north end, this pathway is about 700 feet long and provides an alternative to the residential streets nearby. The paved surface is nine feet in width and is suitable for both pedestrian and cyclist use. There is a small playground and lawn space located about halfway along this trail's length. There are no adjoining dedicated bicycle facilities; however, there are sidewalks located along both Monmouth Street and Lincoln Avenue.

Figure 13: Aerial Perspective of the Assunpink Greenway - Monmouth Street to Lincoln Avenue | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Length:** 700 ft.
- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Housing Authority
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

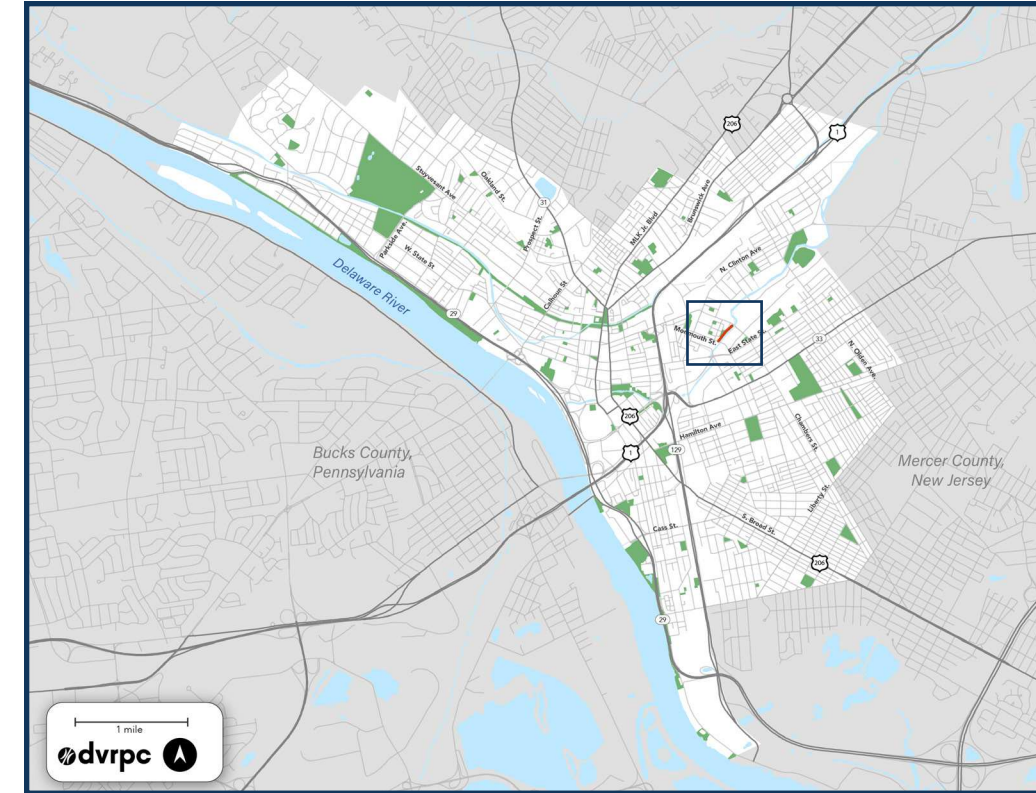


Figure 14: Assunpink Greenway - Monmouth Street to Lincoln Avenue. Source: DVRPC, 2023

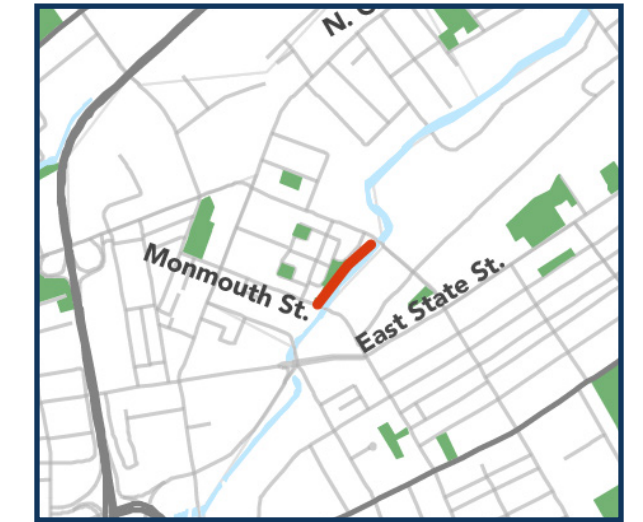


Table 2: Indicators of Potential Disadvantage | Assunpink Greenway - Monmouth Street to Lincoln Avenue

	CENSUS TRACT 20	CENSUS TRACT 21
Youth	31.7% (well above average)	27.0% (above average)
Older Adults	6.8% (below average)	13.3% (average)
Female	52.9% (average)	45.2% (below average)
Racial Minority	92.6% (well above average)	70.7% (above average)
Ethnic Minority	28.9% (above average)	44.3% (well above average)
Foreign-Born	17.6% (above average)	21.1% (above average)
Limited English Proficiency	16.5% (above average)	23.2% (well above average)
Disabled	16.8% (above average)	21.5% (above average)
Low-Income	55.4% (well above average)	62.7% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Assunpink Greenway

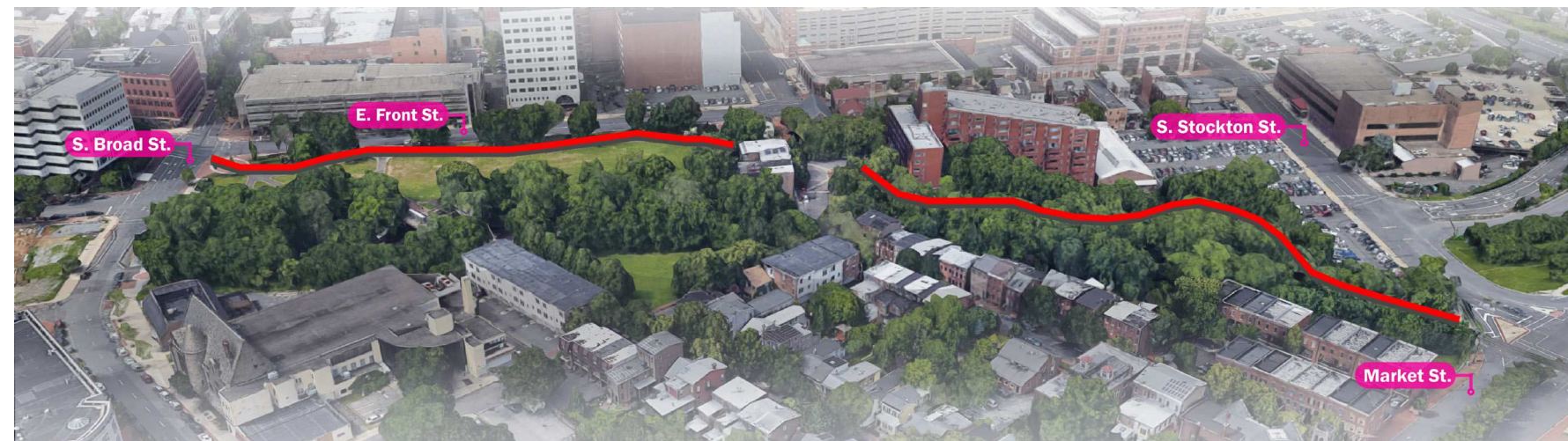
Stockton Street to South Broad Street

TRAIL DESCRIPTION

A third segment of the Assunpink Greenway consists of trails running through Mill Hill Park, between Stockton Street and South Broad Street. An entry to Mill Hill Park on Stockton Street north of the Assunpink Creek but near Market Street links users to a 650-foot creekside trail segment. This segment connects to the South Montgomery Street plaza. From there users can access a trail segment off South Montgomery Street that skirts the north side of Mill Hill Park's central lawn and connects to Broad Street, another 700 feet. Both pathways are at least 10 feet in width and suitable for bicycles and pedestrians.

Mill Hill Park is well integrated with Trenton's sidewalk network. There are also a handful of entrances and other park trails suitable for bicycles, including the Jackson Street Bridge. The trail connects directly to Broad Street, which features a mix of on-road bicycle facilities that are part of the Trenton Wellness Loop.

Figure 15: Aerial Perspective of the Assunpink Greenway - Stockton Street to South Broad Street | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Length:** 1,350 ft.
- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** City of Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

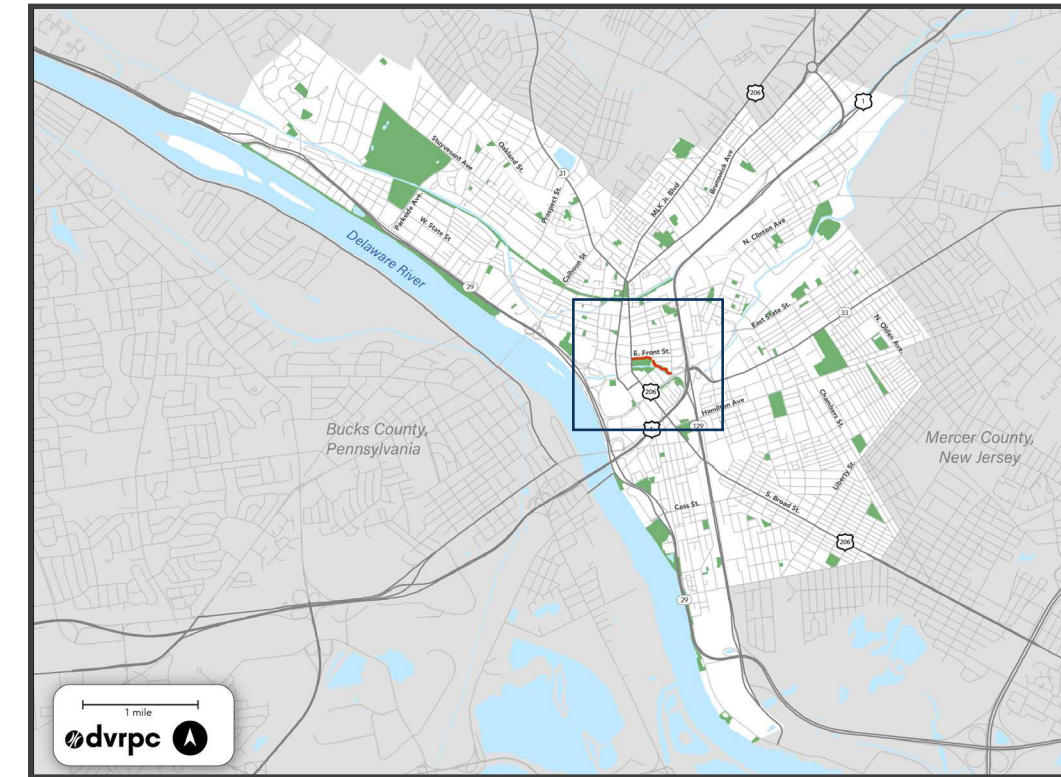


Figure 16: Assunpink Greenway - Stockton Street to South Broad Street. Source: DVRPC, 2023



Table 3: Indicators of Potential Disadvantage | Assunpink Greenway - Stockton Street to South Broad Street

CENSUS TRACT 9	
Youth	22.3% (average)
Older Adults	11.0% (below average)
Female	47.2% (below average)
Racial Minority	68.3% (above average)
Ethnic Minority	47.2% (well above average)
Foreign-Born	13.5% (average)
Limited English Proficiency	18.8% (well above average)
Disabled	22.3% (well above average)
Low-Income	50.4% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Assunpink Greenway

South Warren Street to Memorial Drive

TRAIL DESCRIPTION

The southernmost existing segment of the Assunpink Greenway is located between South Warren Street and Memorial Drive. The trail is roughly 350 feet in length and is entirely paved, running along the northside of the creek near John Fitch Plaza. This segment is roughly six feet wide and therefore does not meet American Association of State Highway and Transportation Official (AASHTO) guidelines for a shared use path. This trail segment connects to sidewalks on Warren Street and Memorial Drive. Warren Street is part of the Trenton Wellness Loop, featuring southbound sharrows immediately adjacent to this trail segment and bike lanes to the south. The northbound side of Warren Street features a standard bike lane. John Fitch Plaza across the creek also features bike lanes. There are no dedicated bicycle facilities on Memorial Drive.

Figure 17: Aerial Perspective of the Assunpink Greenway - South Warren Street to Memorial Drive | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Trail Type:** Not AASHTO-compliant for a shared use path
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Privately owned
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

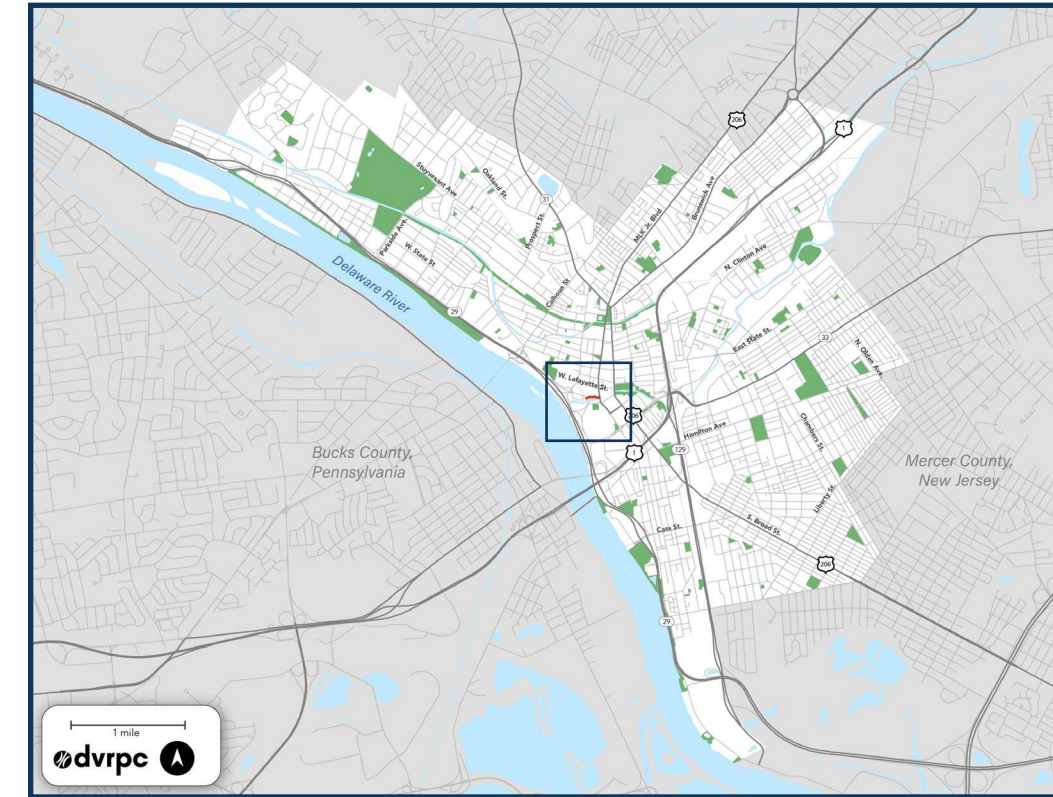


Figure 18: Assunpink Greenway - South Warren Street to Memorial Drive. Source: DVRPC, 2023



Table 4: Indicators of Potential Disadvantage | Assunpink Greenway - South Warren Street to Memorial Drive

	CENSUS TRACT 9	CENSUS TRACT 10
Youth	22.3% (average)	28.7% (above average)
Older Adults	11.0% (below average)	12.4% (below average)
Female	47.2% (below average)	51.4% (average)
Racial Minority	68.3% (above average)	75.9% (above average)
Ethnic Minority	47.2% (well above average)	20.0% (above average)
Foreign-Born	13.5% (average)	9.3% (average)
Limited English Proficiency	18.8% (well above average)	16.1% (above average)
Disabled	22.3% (well above average)	18.4% (above average)
Low-Income	50.4% (above average)	65.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Cadwalader Park

TRAIL DESCRIPTION

Cadwalader Park is one of the largest urban parks in Trenton at roughly 109 acres. The park, home to the Trenton City Museum in the Ellarslie House, is a large recreation space in the city with wide sweeping lawns and an abundance of mature trees and shade cover. Playing fields and tennis courts between Lenape Avenue and Parkside Avenue are located across the Delaware & Raritan (“D&R”) Canal from the park. Cadwalader Park contains a variety of trails, including internal roads, wide paved trails suitable for cyclists, and a variety of walking paths.

The main entrance to the park is located on Parkside Avenue and is open to both pedestrians and cyclists as well as cars and trucks. Pedestrians can enter the park from multiple entrances, both informal and formalized, along Cadwalader Drive and Stuyvesant Avenue. A pedestrian bridge connects the park to the D&R Canal Trail. In addition to the vehicle entrance on Parkside Avenue, bikes are limited to formalized access from Stuyvesant Avenue across from Hillcrest Avenue and via Hilvista Boulevard.

Figure 19: Aerial Perspective of Cadwalader Park | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use & limited-use trails
- **Surface Type:** Paved, compacted dirt/earthen, and grass
- **Bicycle Use:** Bikes are allowed on the main paved trails
- **Trail Owner:** Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trail Network
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

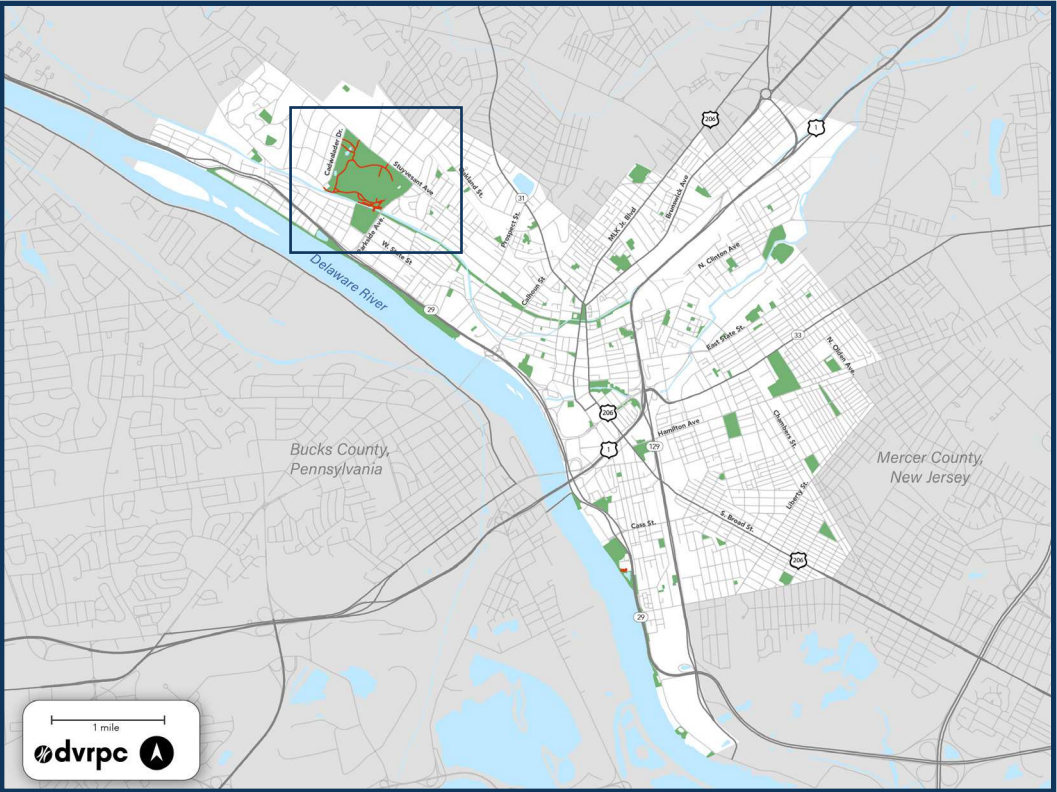


Figure 20: Cadwalader Park. Source: DVRPC, 2023



Table 5: Indicators of Potential Disadvantage | Cadwalader Park

	CENSUS TRACT 12	CENSUS TRACT 13
Youth	22.8% (average)	18.3% (average)
Older Adults	9.4% (average)	15.3% (average)
Female	54.7% (above average)	44.6% (well above average)
Racial Minority	87.1% (well above average)	77.9% (above average)
Ethnic Minority	1.4% (below average)	10.2% (average)
Foreign-Born	17.6% (above average)	15.1% (average)
Limited English Proficiency	7.2 (average)	4.6% (average)
Disabled	14.1 (average)	17.2% (above average)
Low-Income	40.6% (above average)	45.8 (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Calhoun Street Bridge

TRAIL DESCRIPTION

The Calhoun Street Bridge, also known as the Calhoun Street Toll Supported Bridge or the Trenton City Bridge, is one of the major bridges that spans the Delaware River in Trenton, connecting to Morrisville, Pennsylvania. The bridge is located north, or upriver, from the Lower Trenton Bridge. The Calhoun Street Bridge provides a six-foot-wide separated path for pedestrians on the north side of the bridge. Cyclists are required to dismount. The bridge is about 1,350 feet in length and the path terminates in Trenton at a standard parallel open crosswalk across a paired entrance and exit ramp for southbound NJ 29. There is no stop sign or signal at this crossing and no warning signage indicating an upcoming pedestrian crossing. From the crosswalk, trail users can connect via sidewalk to West State Street.

There is a 1,000-foot gap lacking sidewalk or bicycle facilities between the separated path on the bridge and the Stacey Park Trail, which is located upriver. This space is occupied by the Trenton Water Works Filtration Plant and associated parking lots and access roads. There is also a ladder-style crosswalk across Calhoun Street at the bridge, but no continuous bicycle or pedestrian facility on the southside of the roadway. In Pennsylvania, the path on the Calhoun Street Bridge connects via two crosswalks to the Delaware & Lehigh Canal Trail.

Figure 21: Aerial Perspective of Calhoun Street Bridge | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Length:** 1,350 ft.
- **Trail Type:** Limited-use only
- **Surface Type:** Wooden surface
- **Bicycle Use:** Bike riding is not allowed
- **Trail Owner:** Delaware River Joint Toll Bridge Commission
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

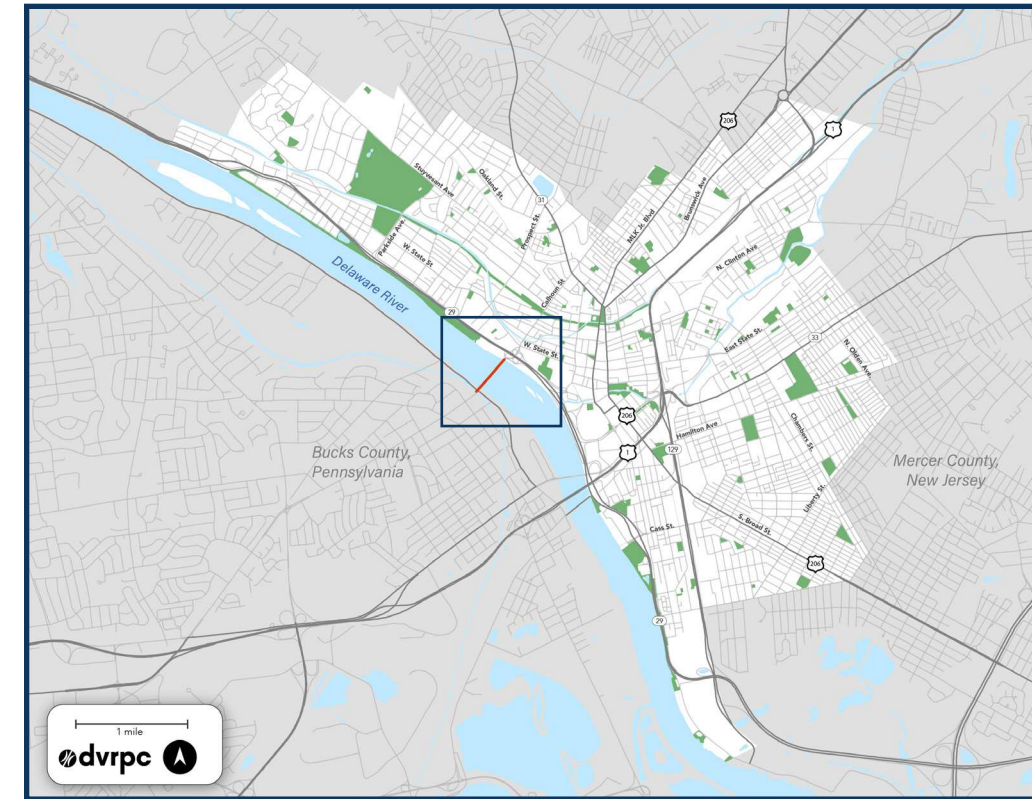


Figure 22: Calhoun Street Bridge. Source: DVRPC, 2023



Table 6: Indicators of Potential Disadvantage | Calhoun Street Bridge

CENSUS TRACT 11.01	
Youth	20.5% (average)
Older Adults	20.0% (above average)
Female	51.4% (average)
Racial Minority	86.5% (well above average)
Ethnic Minority	0.0% (well below average)
Foreign-Born	5.7% (below average)
Limited English Proficiency	1.8% (below average)
Disabled	21.6% (above average)
Low-Income	45.7% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Delaware River Heritage Trail

TRAIL DESCRIPTION

The Delaware River Heritage Trail is envisioned as a 60-mile-long loop, linking 24 communities, from Trenton to Camden on the New Jersey side of the Delaware River and from Morrisville to Philadelphia on the Pennsylvania side. Within Trenton the existing segments are managed by a variety of entities, including the City of Trenton, Mercer County Parks Commission, New Jersey Department of Transportation, and a private landowner. Completed segments are located near the Delaware River south of US 1.

In Trenton the trail runs along the east side of the Delaware River. This stretch of trail is 1.9 miles in length and is a multi-use trail, open to both pedestrians and cyclists. The trail is a mixture of paved and crushed stone surfaces and varies in width from six feet to 13 feet.

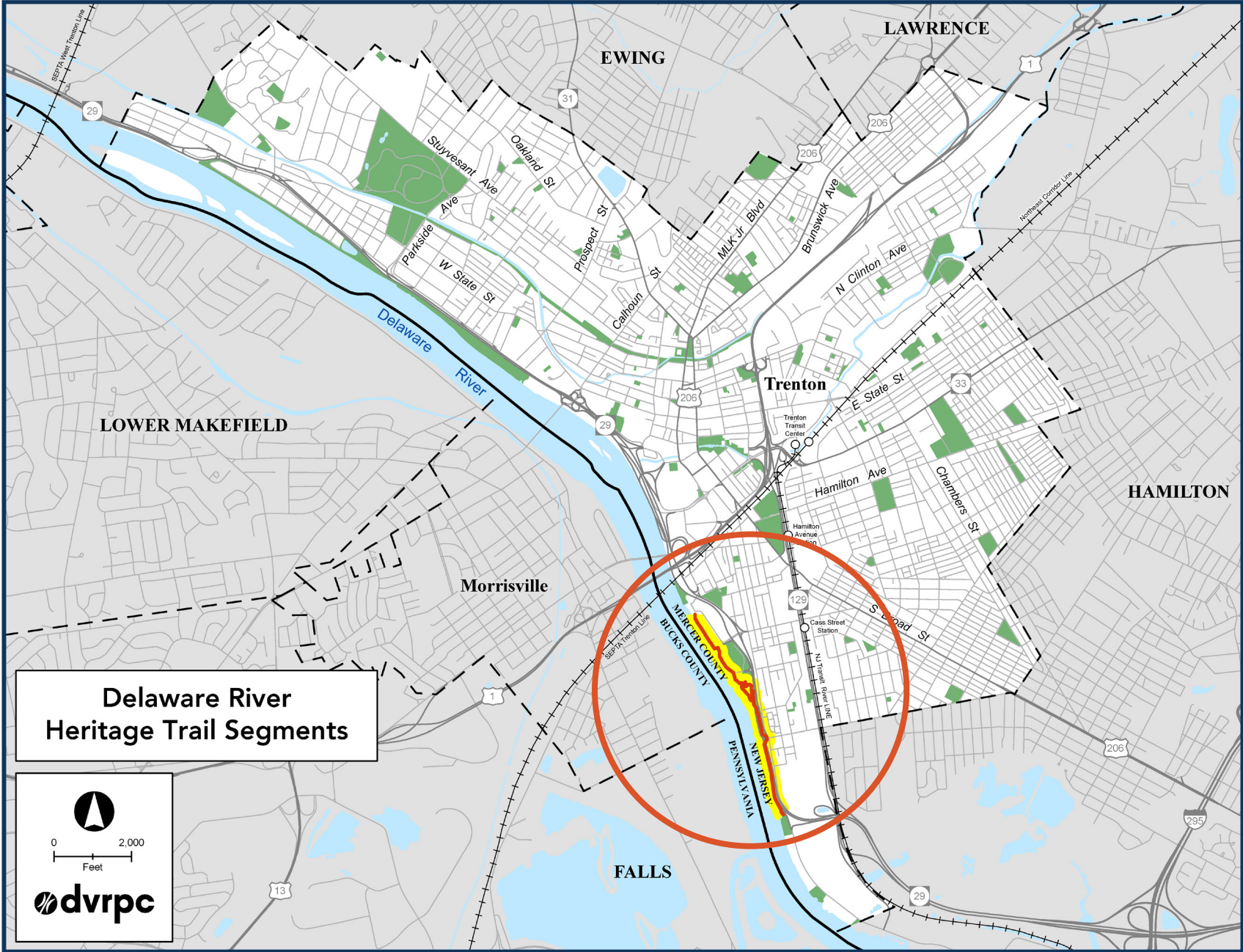


South River Walk Park | DVRPC



D&R Trail | Photo by Thom Carroll

Figure 23: Delaware River Heritage Trail | Source: DVRPC, 2023



The Delaware River Heritage Trail

Riverview Plaza to South Riverwalk Park

TRAIL DESCRIPTION

The northernmost segment of the existing trail stretching from Riverview Plaza to South Riverwalk Park is just a little over a half-mile in length and is paved from start to finish. The width of the path varies from about six feet at the narrowest point in the path to over 16 feet at its widest. This segment of the trail can be accessed directly from Riverview Plaza at Thunder Road and from the parking lot adjacent to Arm & Hammer Park. There are sidewalks connecting to crosswalks across NJ 29 at Thunder Road and Riverview Plaza, but no dedicated bicycle facilities. Both of these crossings are signalized. The trail can also be accessed from South Riverwalk Park where the Delaware River Heritage Trail continues.

TRAIL CHARACTERISTICS

- **Length:** 2,800 ft.
- **Trail Type:** Portions not AASHTO-compliant for a shared use path
- **Surface Type:** Asphalt
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Riverview Plaza to Arm & Hammer Park (Privately-owned) and Arm & Hammer Park to South Riverwalk Park (Mercer County Park Commission)
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** An alternative to NJ 29, a High Injury Network roadway

Figure 24: Aerial Perspective of the Delaware River Heritage Trail - Riverview Plaza to South Riverwalk Park | Source: DVRPC, 2023

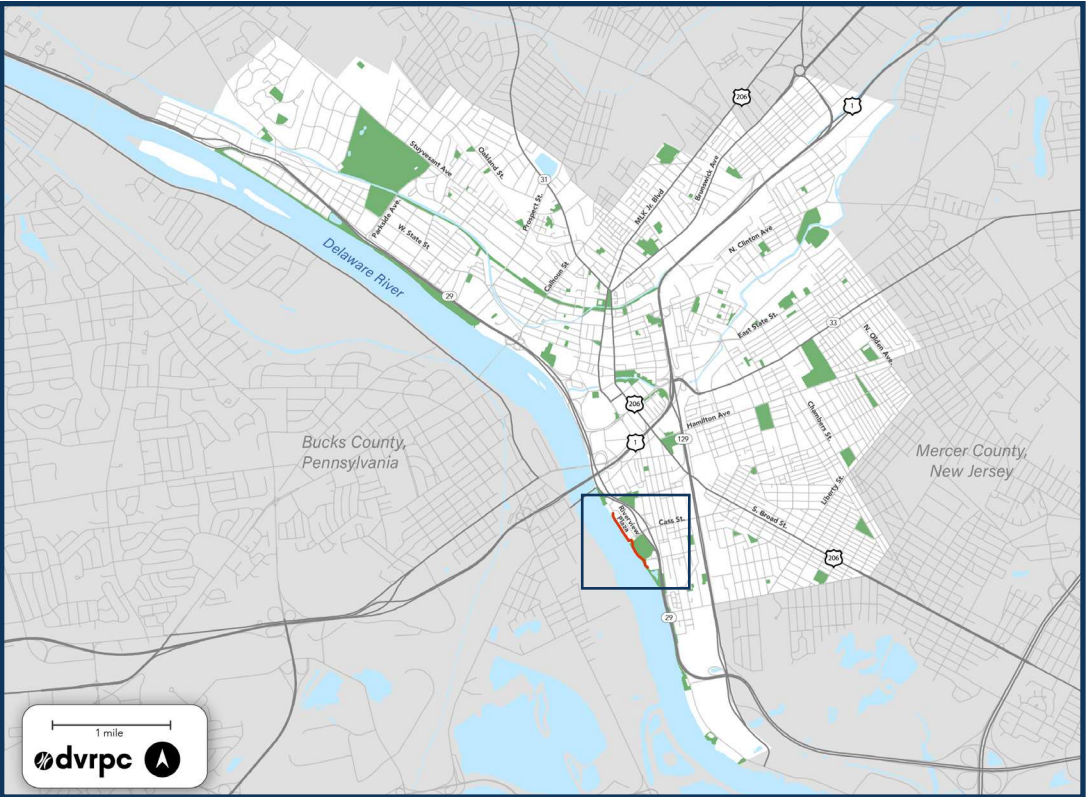


Figure 25: Delaware River Heritage Trail - Riverview Plaza to South Riverwalk Park. Source: DVRPC, 2023



Table 7: Indicators of Potential Disadvantage | Delaware River Heritage Trail - Riverview Plaza to South Riverwalk Park

	CENSUS TRACT 1	CENSUS TRACT 10
Youth	24.9% (above average)	28.7% (above average)
Older Adults	20.4% (above average)	12.4% (below average)
Female	53.4% (above average)	51.4% (average)
Racial Minority	48.5% (average)	75.9% (above average)
Ethnic Minority	50.0% (well above average)	20.0% (above average)
Foreign-Born	10.1% (average)	9.3% (average)
Limited English Proficiency	17.6% (above average)	16.1% (above average)
Disabled	18.2% (above average)	18.4% (above average)
Low-Income	58.8% (above average)	65.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Delaware River Heritage Trail

South Riverwalk Park

TRAIL DESCRIPTION

Another segment of the Delaware River Heritage Trail extends three-quarters of a mile along the length of South Riverwalk Park, an elevated 6.5 acre park built on top of the NJ 29 Tunnel along the Delaware River. South Riverwalk Park offers residents and visitors to Trenton several amenities and facilities, including bicycle and pedestrian walkways, a pavilion, a playground, places to sit and gather, and large vegetated areas and shade trees.

South Riverwalk Park connects to the northward Delaware River Heritage Trail via steps and an ADA-compliant ramp. Lalor Street bisects the park roughly halfway along its length. The intersection of Lalor Street and Lambertson Street is signalized and features in-laid brick crosswalks but no dedicated bicycle facilities. There are two formal entrances to the park from Lambertson Street north of Lalor Street and two to the south. At the southwesternmost corner of the park, there is a ramp that allows users to connect to Marine Terminal Park to the south. The trail is primarily composed of brick throughout the elevated portion of the park and concrete on the two ramps. It is wide enough to accommodate both cyclists and pedestrians.

Figure 26: Aerial Perspective of the Delaware River Heritage Trail - South Riverwalk Park | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Length:** 2,500 ft.
- **Trail Type:** Multi-use trail
- **Surface Type:** Brick Pavers/Concrete
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Park (Mercer County Parks Commission) and ramps (New Jersey Department of Transportation)
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** An alternative to NJ 29, a High Injury Network road

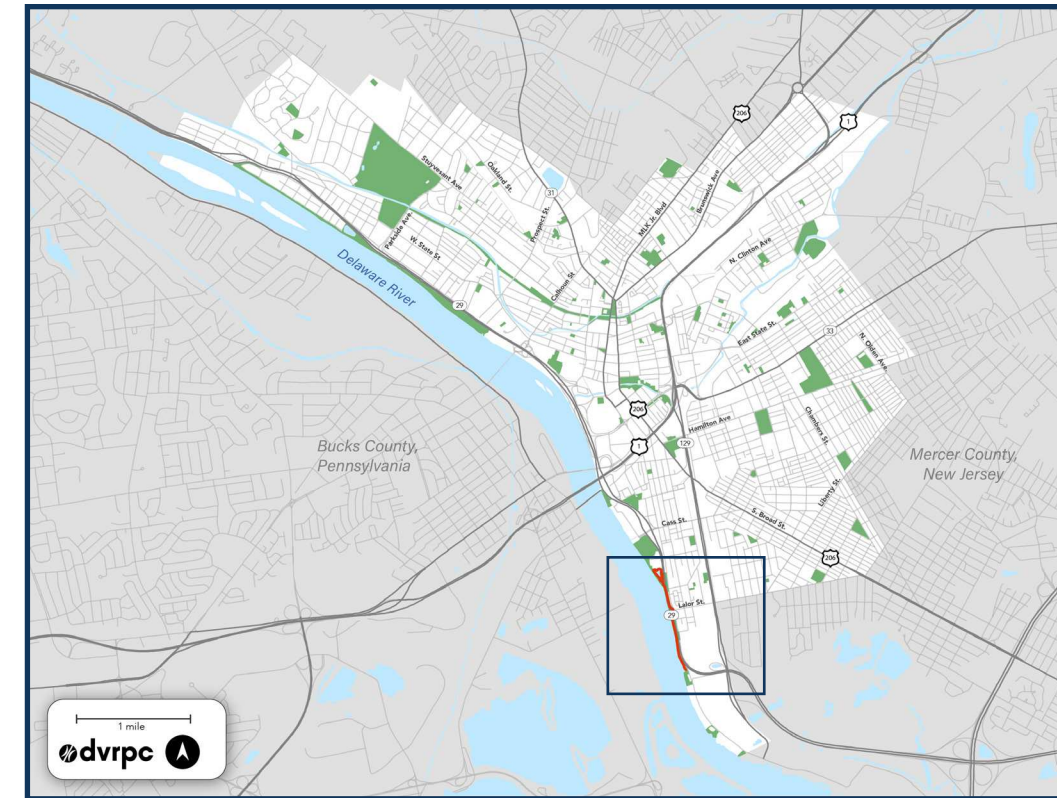


Table 8: Indicators of Potential Disadvantage | Delaware River Heritage Trail - South Riverwalk Park

CENSUS TRACT 1	
Youth	24.9% (above average)
Older Adults	20.4% (above average)
Female	53.4% (above average)
Racial Minority	48.5% (average)
Ethnic Minority	50.0% (well above average)
Foreign-Born	10.1% (average)
Limited English Proficiency	17.6% (above average)
Disabled	18.2% (above average)
Low-Income	58.8% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Figure 27: Delaware River Heritage Trail - South Riverwalk Park. Source: DVRPC, 2023



The Delaware & Raritan Canal Trail

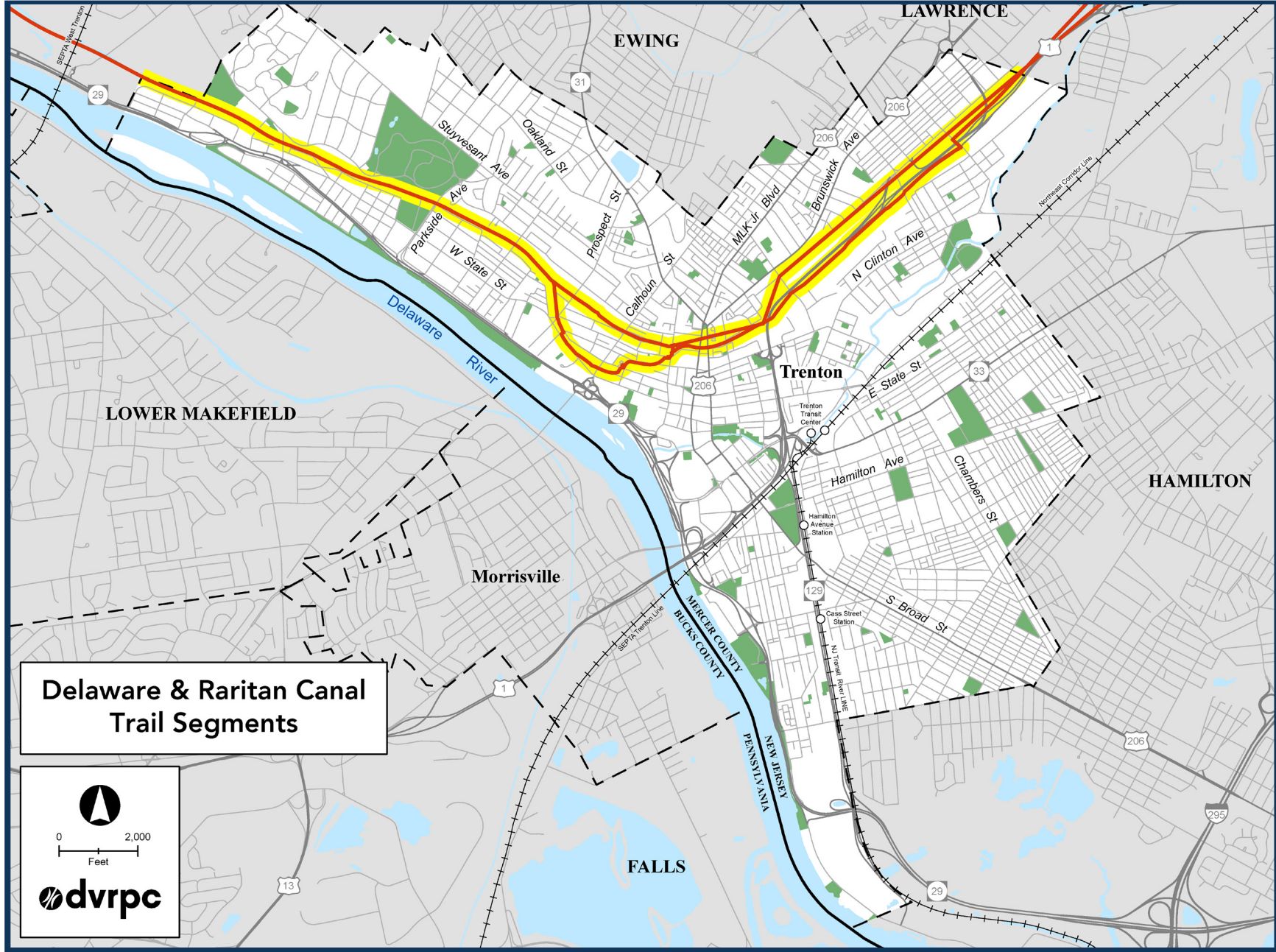
TRAIL DESCRIPTION

The historic Delaware and Raritan Canal runs through the heart of Trenton, both bisecting the city north to south and east to west. The D&R Canal Trail is part of the larger Delaware and Raritan Canal State Park, one of New Jersey’s “most popular recreational corridors for canoeing, jogging, hiking, bicycling, fishing and horseback riding.”⁵¹ The state park is 70 linear miles in length and is an important wildlife corridor that connects adjacent natural resources to one another.

Historically, the canal was created and used as a transportation corridor for industrial goods between the Upper Delaware and New York and Philadelphia during the 19th century. Inspired by the opening and overwhelming success of the Erie Canal, the Delaware and Raritan Canal Charter was passed in 1830. For nearly 50 years after its opening, the canal remained one of the nation’s busiest navigation canals. Transportation on the canal was finally replaced by railroad in the late 19th century. The waterway was preserved thanks to strong local efforts and was officially entered into the National Register of Historic Places in 1973.



Figure 28: Delaware & Raritan Canal Trail | Source: DVRPC, 2023



The Delaware & Raritan Canal Trail

Abernethy Drive to Edgewood Avenue Playground

TRAIL DESCRIPTION

The D&R Canal Trail crosses Trenton's northwestern border near Abernethy Drive, running along the western side of the canal by the Trenton Country Club. Just north of the Trenton border in Ewing, the trail can be accessed via the shoulder of Lower Ferry Road. The first public access point in Trenton is located off of a footpath that can be accessed from the corner of School Lane and Mill Road. Other access points include the recreation fields at Parkside Avenue and State Street, the pedestrian bridge from Cadwalader Park, the Hermitage Avenue road crossing, and a stairwell in the Edgewood Avenue Playground. This 2.2-mile stretch of the trail varies in width but typically remains at least 8–10 feet in width, accommodating both bicycles and pedestrians. The path is a mixture of crushed stone and compacted earth.

Figure 29: Aerial Perspective of the Delaware & Raritan Canal Trail - Abernethy Drive to Edgewood Avenue Playground | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Length:** 2.2 Miles
- **Trail Type:** Multi-use trail
- **Surface Type:** Crushed stone/compacted dirt/earthen
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** New Jersey Department of Environmental Protection
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** With accessible connections for cyclists and pedestrians could serve as a low traffic stress connector near the State Street corridor.
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

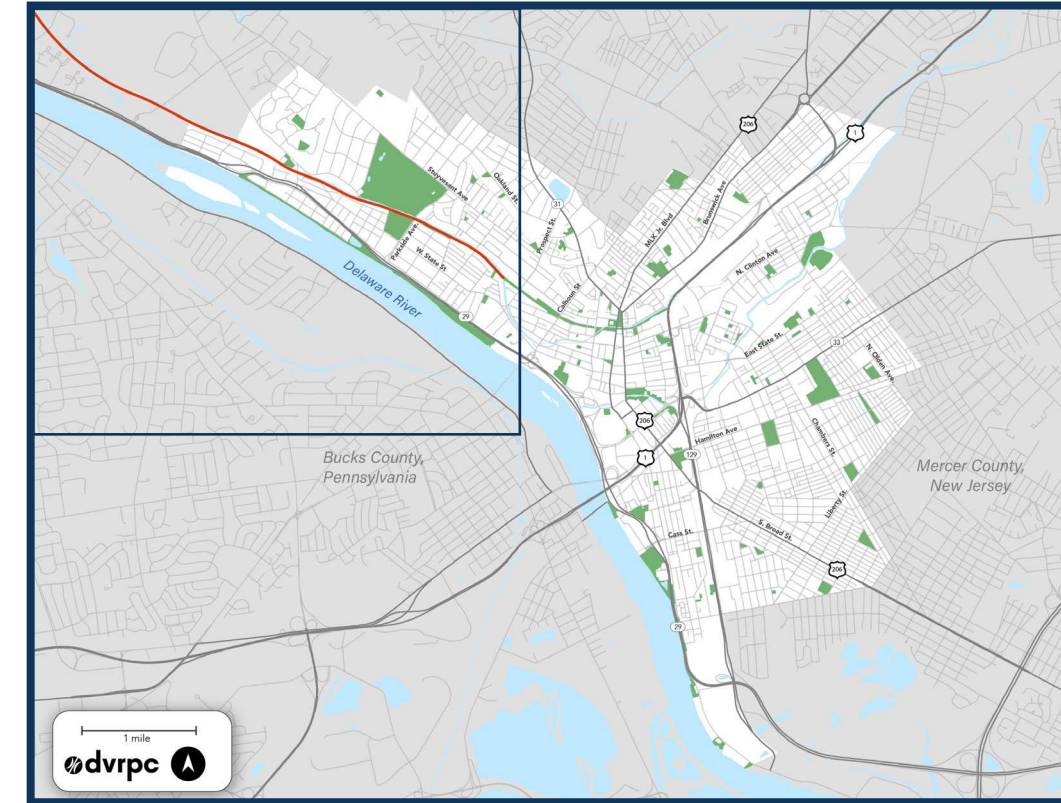


Figure 30: Delaware & Raritan Canal Trail - Abernethy Drive to Edgewood Avenue Playground. Source: DVRPC, 2023

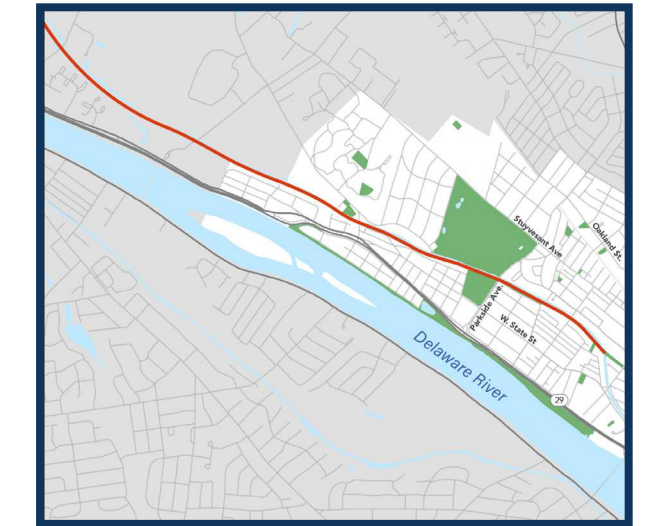


Table 9: Indicators of Potential Disadvantage | Delaware & Raritan Canal Trail - Abernethy Drive to Edgewood Avenue Playground

	CENSUS TRACT 11.02	CENSUS TRACT 12
Youth	24.3% (average)	22.8% (average)
Older Adults	14.2% (average)	9.4% (below average)
Female	56.6% (above average)	54.7% (above average)
Racial Minority	93.0% (well above average)	87.1% (well above average)
Ethnic Minority	7.0% (average)	1.4% (below average)
Foreign-Born	18.7% (above average)	17.6% (above average)
Limited English Proficiency	1.7% (below average)	7.2% (average)
Disabled	18.4% (above average)	14.1% (average)
Low-Income	45.8% (above average)	40.6% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Delaware & Raritan Canal Trail

Edgewood Avenue Playground to North Willow Street

TRAIL DESCRIPTION

This segment of the D&R Canal Trail forks on the eastern side of a bridge over the canal east of the Edgewood Avenue Playground. Trail users can choose to either follow the canal towpath to the south or can continue along a shorter path following the historic Belvidere-Delaware Railroad alignment. Both routes come together again just west of the Trenton Wellness Loop and North Warren Street in the vicinity of the Trenton Battle Monument.

The northern segment that follows the route of the railroad is also referred to as the D&R Greenway. This route has access points at Fowler and Willow streets. In addition, east of Calhoun Street, unobstructed grassy slopes provide access from Belvidere and Summer streets with the trail coming to grade at Fowler. This route is of variable width, but features crushed stone and compacted earth.

The southern segment runs along the canal near Jarvis Place, paralleling first Hanover Street and then W. State Street. This route crosses Calhoun St and then parallels Hanover and Passaic streets following the canal to the vicinity of the Trenton Battle Monument. The southern segment is almost continuously accessible from nearby streets and at street crossings with access points at Jarvis Place, Prospect Street, Calhoun Street, Hanover Street, Passaic Street, Spring Street, and Willow Street. The condition of this route is highly variable and does not meet AASHTO standards for a shared use path. Wayfinding is also lacking at points.

Figure 31: Aerial Perspective of the Delaware & Raritan Canal Trail - Edgewood Avenue Playground to North Willow Street | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Northern Segment Length:** 3,700 ft.
- **Southern Segment Length:** 4,800 ft.
- **Trail Type:** Multi-use trail
- **Surface Type:** Compacted dirt/earthen
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** New Jersey Department of Environmental Protection
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

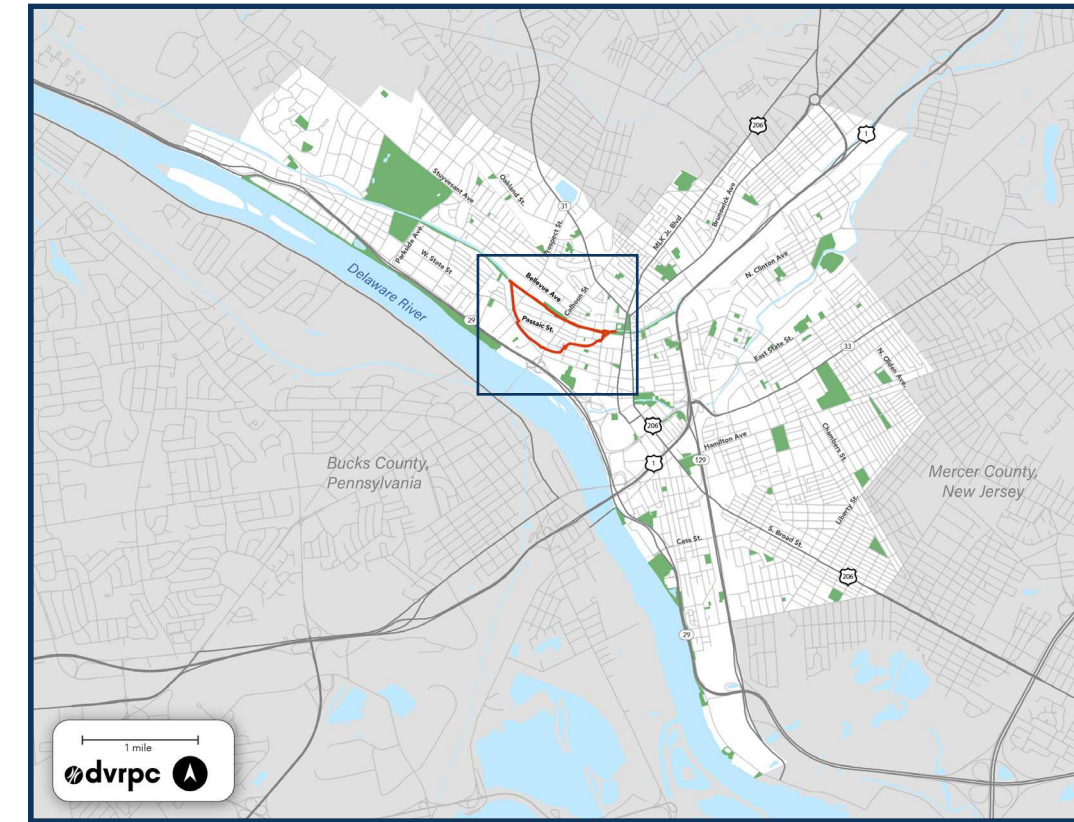


Figure 32: Delaware & Raritan Canal Trail - Edgewood Avenue Playground to North Willow Street. Source: DVRPC, 2023



Table 10: Indicators of Potential Disadvantage | Delaware & Raritan Canal Trail - Edgewood Avenue Playground to North Willow Street

	CENSUS TRACT 11.01	CENSUS TRACT 11.02	CENSUS TRACT 15
Youth	20.5% (average)	24.3% (average)	41.6% (well above average)
Older Adults	20.0% (above average)	14.2% (average)	8.2% (below average)
Female	51.4% (average)	56.6% (above average)	70.4% (well above average)
Racial Minority	86.5% (well above average)	93.0% (well above average)	96.0% (well above average)
Ethnic Minority	0.0% (well below average)	7.0% (average)	10.0% (average)
Foreign-Born	5.7% (below average)	18.7% (above average)	7.8% (average)
Limited English Proficiency	1.8% (below average)	1.7% (below average)	13.1% (above average)
Disabled	21.6% (above average)	18.4% (above average)	22.2% (above average)
Low-Income	45.7% (above average)	45.8% (above average)	41.4% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Delaware & Raritan Canal Trail

North Broad Street to Puritan Avenue

TRAIL DESCRIPTION

The Lincoln Highway northbound to Puritan Avenue segment of the D&R Canal Trail extends northeast from North Broad Street and continues to run adjacent to the canal, a large portion of which is underground in this area. The trail parallels the hidden canal and US 1 on the southern side until it reaches Mulberry Street. The path then switches to the northern side of the open canal and continues to the northeastern border of Trenton near Puritan Avenue. Three formal access points to this segment of the trail can be found at Montgomery Street near Broad Street, Mulberry Street, and near Holland Avenue where a trail spur splits off and runs northeast terminating and connecting with Southard Street. This stretch of the D&R Canal is roughly 1.5 miles in length and varies in surface types of crushed stone, asphalt, and compacted earth. The width of the trail remains consistent at 10 feet allowing for both cyclist and pedestrian use.

Figure 33: Aerial Perspective of the Delaware & Raritan Canal Trail - North Broad Street to Puritan Avenue | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved and compacted dirt/earthen
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** New Jersey Department of Environmental Protection
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

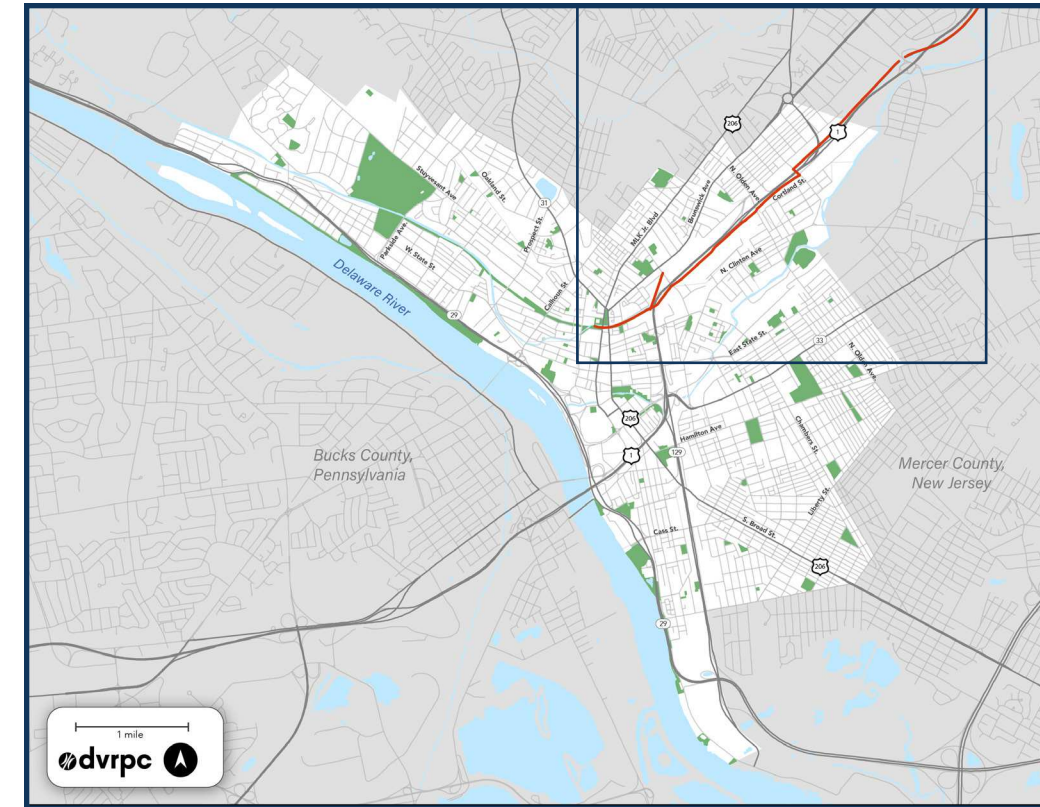


Figure 34: Delaware & Raritan Canal Trail - North Broad Street to Puritan Avenue. Source: DVRPC, 2023



Table 11: Indicators of Potential Disadvantage | Delaware & Raritan Canal Trail - North Broad Street to Puritan Avenue

	CENSUS TRACT 16	CENSUS TRACT 17	CENSUS TRACT 18	CENSUS TRACT 19	CENSUS TRACT 20
Youth	24.9% (above average)	21.4% (average)	13.3% (below average)	24.7% (above average)	31.7% (well above average)
Older Adults	3.3% (well below average)	14.9% (average)	19.5% (average)	4.2% (well below average)	6.8% (below average)
Female	53.1% (average)	56.3% (above average)	44.5% (well below average)	60.8% (well above average)	52.9% (average)
Racial Minority	92.8% (well above average)	93.7% (well above average)	60.9% (above average)	70.4% (above average)	92.6% (well above average)
Ethnic Minority	19.0% (above average)	17.7% (above average)	23.4% (above average)	50.2% (well above average)	28.9% (above average)
Foreign-Born	13.9% (average)	24.2% (above average)	30.4% (well above average)	23.3% (above average)	17.6% (average)
Limited English Proficiency	6.8% (average)	4.5% (average)	19.8% (well above average)	24.2% (well above average)	16.5% (above average)
Disabled	13.8% (above average)	14.3% (above average)	14.1% (average)	10.3% (average)	16.8% (above average)
Low-Income	57.0% (well above average)	49.5% (above average)	50.2% (above average)	62.8% (well above average)	55.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Franklin Park

TRAIL DESCRIPTION

Franklin Park is located within the Franklin Park neighborhood in southeast Trenton, a predominantly residential area. The park is roughly 3.3 acres of open space and has a playground and playing courts that are open to the public. The trail network in the park consists of 0.6 miles of walking paths, including a walking path that follows the perimeter of the park. The paths are all paved and are roughly five feet in width. Though biking is not prohibited, these paths do not meet AASHTO guidelines for shared use. There are two formal entrances to the park off of Franklin Street, one from Woodland Street, and another on the corner of Remsen Avenue and Woodland Street. There are no dedicated bicycle facilities on nearby streets, but the park is well-connected to the sidewalk network.

TRAIL CHARACTERISTICS

- **Trail Type:** Not AASHTO-compliant for a shared use path
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 35: Aerial Perspective of Franklin Park Trails | Source: DVRPC, 2023

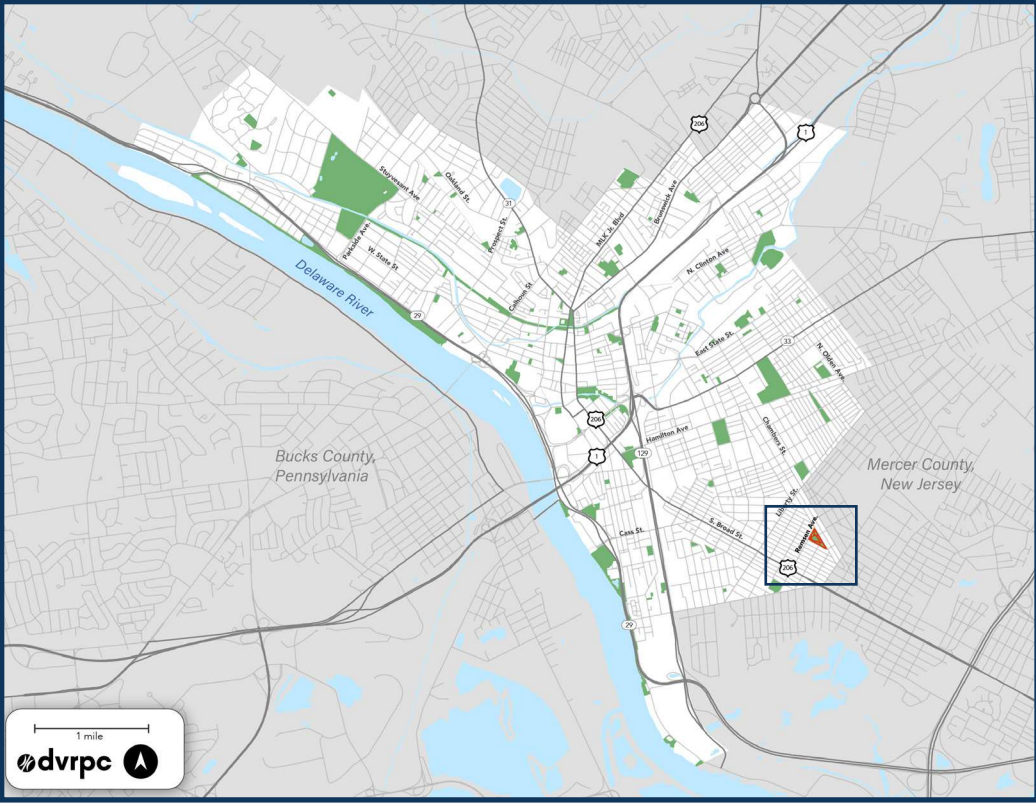


Figure 36: Franklin Park Trails. Source: DVRPC, 2023



Table 12: Indicators of Potential Disadvantage | Franklin Park Trails

CENSUS TRACT 3	
Youth	32.2% (well above average)
Older Adults	5.6% (below average)
Female	46.0% (below average)
Racial Minority	51.9% (above average)
Ethnic Minority	65.3% (well above average)
Foreign-Born	25.1% (above average)
Limited English Proficiency	27.9% (well above average)
Disabled	7.7% (below average)
Low-Income	40.8% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Greg Grant Park

TRAIL DESCRIPTION

Located at the corner of East State Street and Cook Avenue, Greg Grant Park was developed on a former industrial manufacturing site. The surrounding neighborhood, prior to the construction of the park, did not have any substantial recreational amenities. The former brownfield site was remediated and turned into a 1.45-acre park in 2013. The park is home to a playground, basketball court, short walking trail, and picnic pavilion. The short walking trail bisects the park and is a quarter-mile in length, 11 feet in width, and completely paved. However, bikes are prohibited from the park. The park serves PJ Hill Elementary School, which is one block away from the park, located on the corner of N. Cook Avenue and E. State Street. The park is well-connected to nearby sidewalks.

TRAIL CHARACTERISTICS

- **Trail Type:** Limited-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are not allowed
- **Trail Owner:** Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 37: Aerial Perspective of Greg Grant Park | Source: DVRPC, 2023

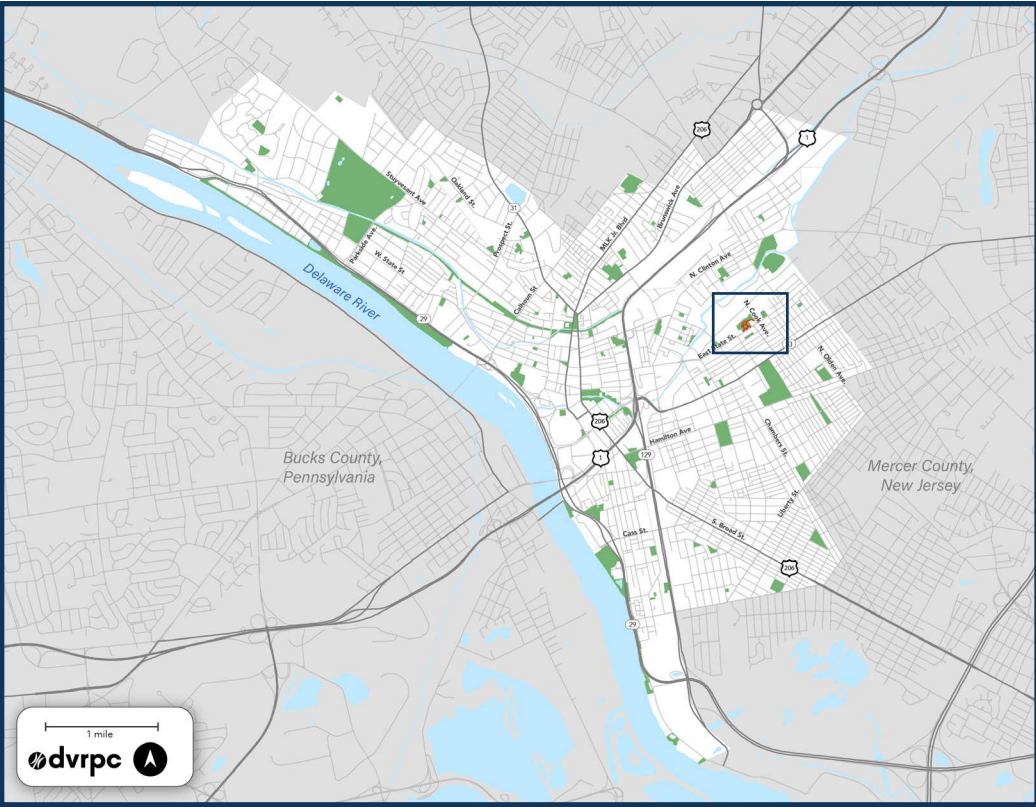


Table 13: Indicators of Potential Disadvantage | Greg Grant Park

	CENSUS TRACT 21	CENSUS TRACT 22
Youth	27.0% (above average)	25.4% (above average)
Older Adults	13.3% (average)	14.2% (average)
Female	45.2% (below average)	46.8% (below average)
Racial Minority	70.7% (above average)	82.0% (well above average)
Ethnic Minority	44.3% (well above average)	33.5% (well above average)
Foreign-Born	21.1% (above average)	32.8% (well above average)
Limited English Proficiency	23.2% (well above average)	20.5% (well above average)
Disabled	21.5% (above average)	12.0% (average)
Low-Income	62.7% (well above average)	46.8% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Figure 38: Greg Grant Park. Source: DVRPC, 2023



George Page Park/ Hetzel Pool

TRAIL DESCRIPTION

George Page Park is a 10-acre park near the Assunpink Creek. Located near several residential streets the park is home to a recently renovated picnic and restroom facility, an outdoor pool, and two softball fields. The park is home to 0.5 miles of paved trail that circles the ballfields, crosses over the Assunpink Creek, and connects to Lawrence Street. The trail is more than 10 feet in width and can accommodate both cyclists and pedestrians, though portions of the Assunpink Creek crossing are degraded by erosion. The park is accessible from N. Olden Avenue when the pool is open and from Lawrence Street. There are no dedicated bicycle facilities on these streets, but Lawrence features traffic calming speed humps. Both entrances are connected to sidewalks.

TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 39: Aerial Perspective of George Page Park/Hetzel Pool | Source: DVRPC, 2023

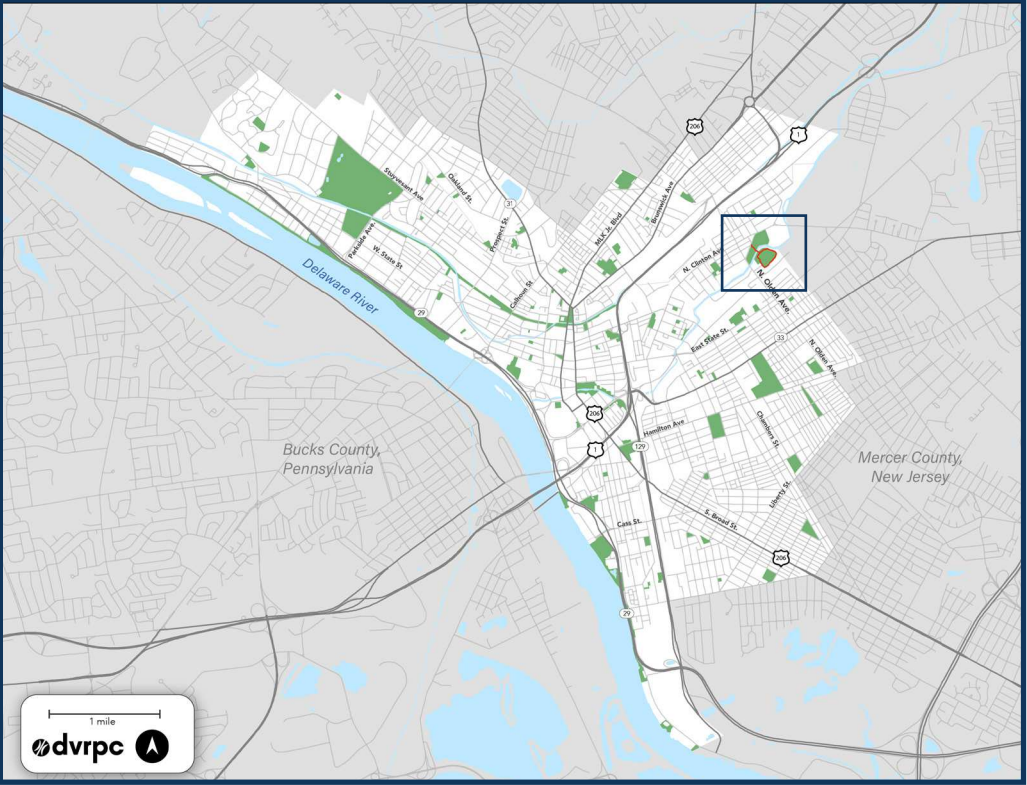


Figure 40: George Page Park/Hetzel Pool. Source: DVRPC, 2023

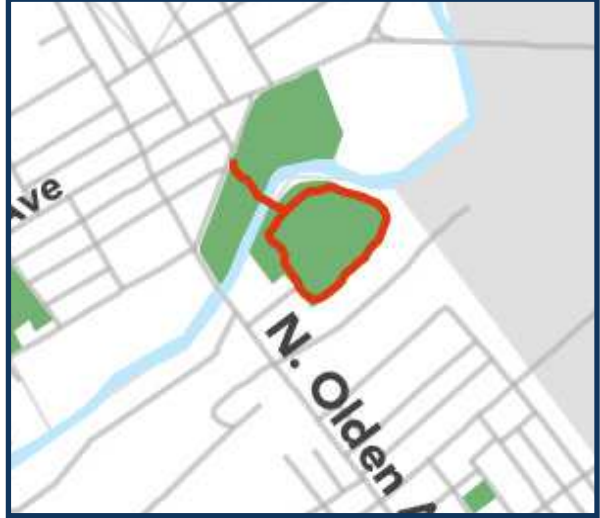


Table 14: Indicators of Potential Disadvantage | George Page Park/Hetzel Pool

	CENSUS TRACT 19	CENSUS TRACT 22
Youth	24.7% (above average)	25.4% (above average)
Older Adults	4.2% (well below average)	14.2% (average)
Female	60.8% (well above average)	46.8% (below average)
Racial Minority	70.4% (above average)	82.0% (well above average)
Ethnic Minority	50.2% (well above average)	33.5% (well above average)
Foreign-Born	23.3% (above average)	32.8% (well above average)
Limited English Proficiency	24.2% (well above average)	20.5% (well above average)
Disabled	10.3% (average)	12.0% (average)
Low-Income	62.8% (well above average)	46.8% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Lower Trenton “Trenton Makes” Bridge

TRAIL DESCRIPTION

The Lower Trenton “Trenton Makes” Bridge is another major bridge that spans the Delaware River, connecting New Jersey to Pennsylvania. The Lower Trenton Bridge provides a separated path for pedestrians only (cyclists must walk) on the northside of the bridge. The bridge is 925 feet in length and connects to a sidewalk on Bridge Street. This sidewalk connects to the intersection of William Trent Place, Bridge Street, and New Warren Street. This intersection features ladder-style crosswalks, and New Warren Street has standard bike lanes.

TRAIL CHARACTERISTICS

- **Trail Type:** Limited-use trail
- **Surface Type:** Paved and wooden path on bridge
- **Bicycle Use:** Bike riding is not allowed
- **Trail Owner:** Delaware River Joint Toll Bridge Commission
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 41: Aerial Perspective of Lower Trenton “Trenton Makes” Bridge | Source: DVRPC, 2023

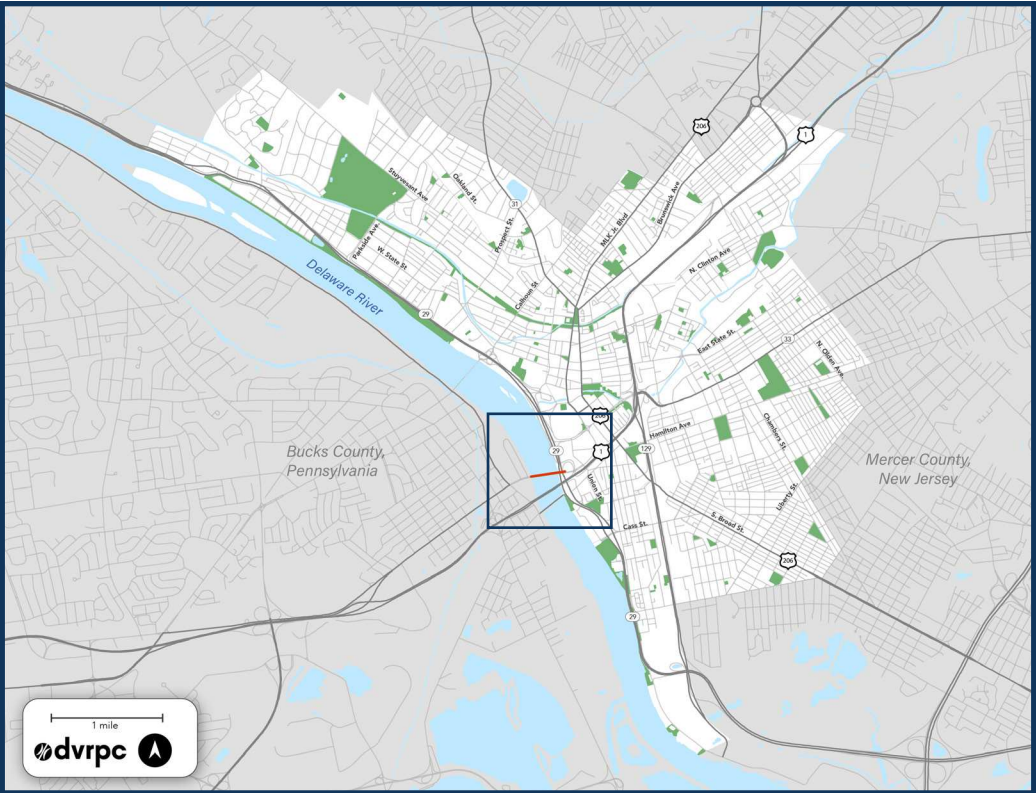
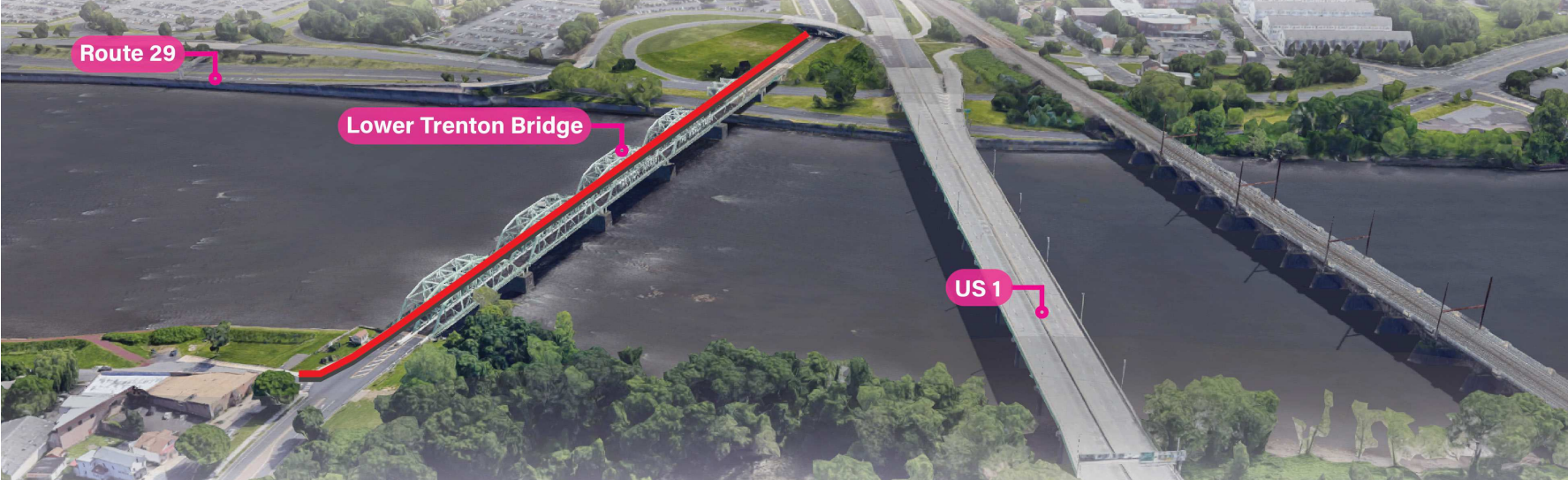


Figure 42: Lower Trenton “Trenton Makes” Bridge. Source: DVRPC, 2023



Table 15: Indicators of Potential Disadvantage | Lower Trenton “Trenton Makes” Bridge

CENSUS TRACT 10	
Youth	28.7% (above average)
Older Adults	12.4% (below average)
Female	51.4% (average)
Racial Minority	75.9% (above average)
Ethnic Minority	20.0% (above average)
Foreign-Born	9.3% (average)
Limited English Proficiency	16.1% (above average)
Disabled	18.4% (above average)
Low-Income	65.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Marion Street Trail

E. Stuyvesant Avenue to Louise Lane

TRAIL DESCRIPTION

The Marion Street Trail is a 150-foot path that connects E. Stuyvesant Avenue to Louise Lane in the Stuyvesant/Prospect neighborhood. The trail is roughly seven-feet-wide and paved, except for a segment of the trail that consists of a wooden bridge that crosses a small waterway. Small concrete bollards are placed on either end of the path to prevent vehicles from entering. The bollards are in need of repair and replacement.

TRAIL CHARACTERISTICS

- **Trail Type:** Not AASHTO-compliant for a shared use path
- **Surface Type:** Paved with wooden bridge
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Department of Public Works
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS Priority Connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 43: Aerial Perspective of Marion Street Trail | Source: DVRPC, 2023

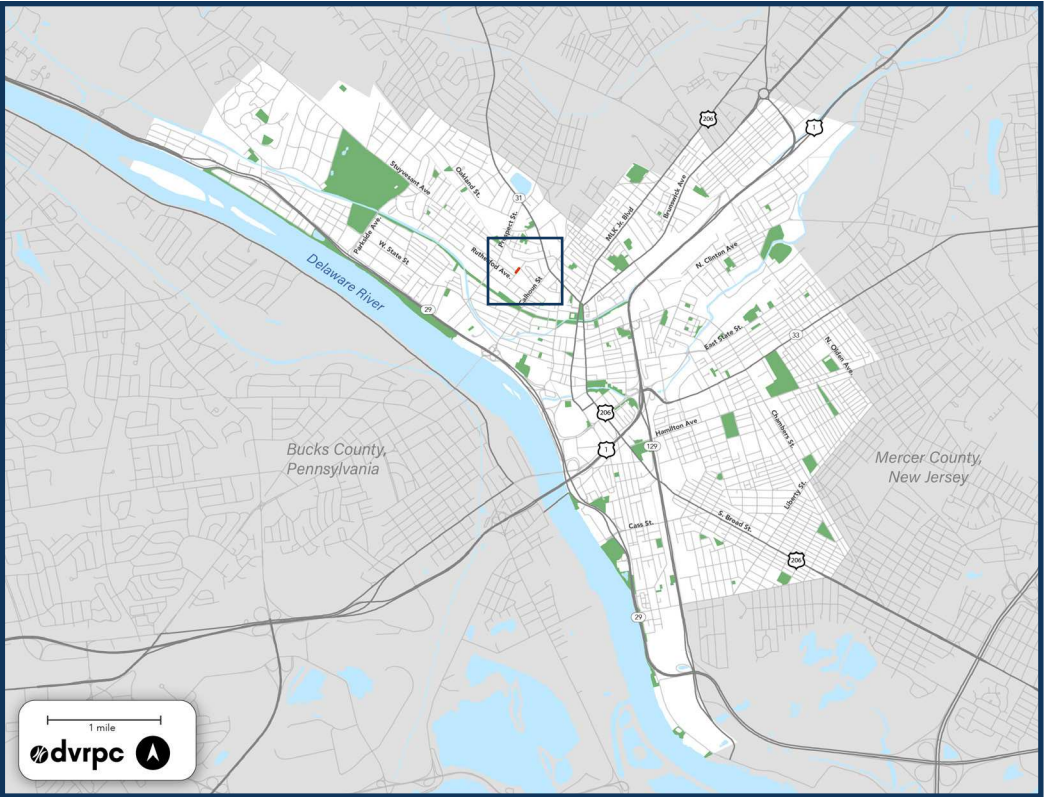


Figure 44: Marion Street Trail. Source: DVRPC, 2023

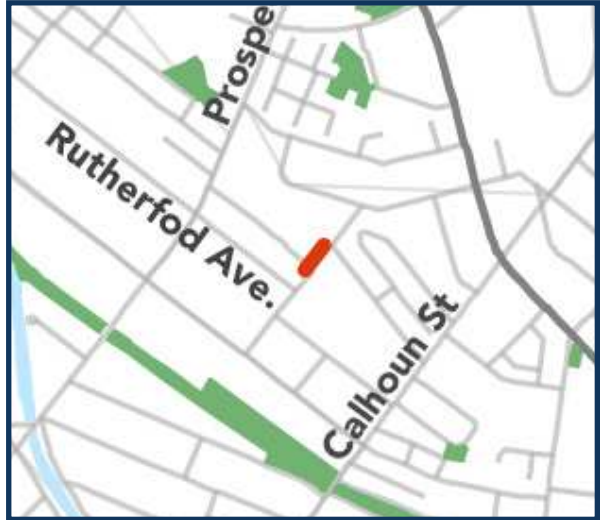


Table 16: Indicators of Potential Disadvantage | Marion Street Trail

CENSUS TRACT 15	
Youth	41.6% (well above average)
Older Adults	8.2% (below average)
Female	70.4% (well above average)
Racial Minority	96.0% (well above average)
Ethnic Minority	10.0% (average)
Foreign-Born	7.8% (average)
Limited English Proficiency	13.1% (above average)
Disabled	22.2% (above average)
Low-Income	41.4% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Mill Hill Park

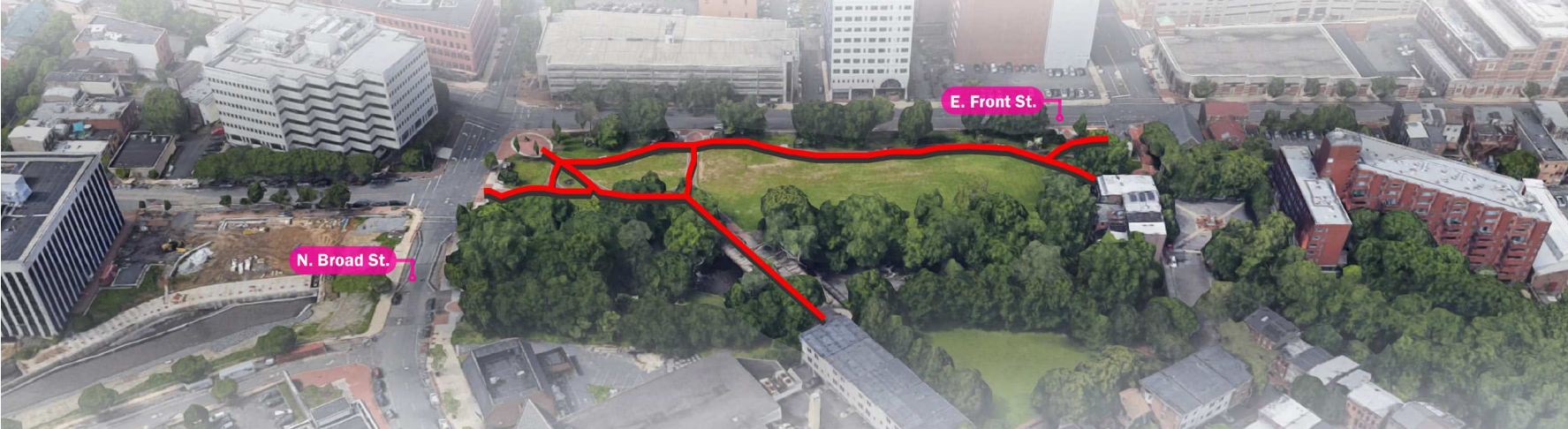
TRAIL DESCRIPTION

Mill Hill Park consists of 2.9 acres of open space and a half-mile of 8–9-foot-wide paved paths. The park is located in the Mill Hill neighborhood and serves not only the recreational needs of Mill Hill residents but also of downtown workers and visitors. Visitors to the park can access the trails from E. Front Street to the north, S. Broad Street to the west, S. Montgomery Street to the east, and Livingston Street to the south. The park is bisected by the Assunpink Creek and the 1888 Pratt Truss Iron Bridge provides a bicycle and pedestrian crossing of the creek.

Mill Hill Park is home to a regular Farmers Market that runs from May to October as well as a summer concert series. The park has been used for battle reenactments of the Battle of Trenton and is often chosen as the venue for local festivals and fundraisers such as Alexander’s 5K Run and the Pork Roll Festival.

East–west trails within the park serve as existing portions of the Assunpink Greenway Trail. In the west, these trails connect to the Trenton Wellness Loop on S. Broad Street.

Figure 45: Aerial Perspective of Mill Hill Park Trails | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trails
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

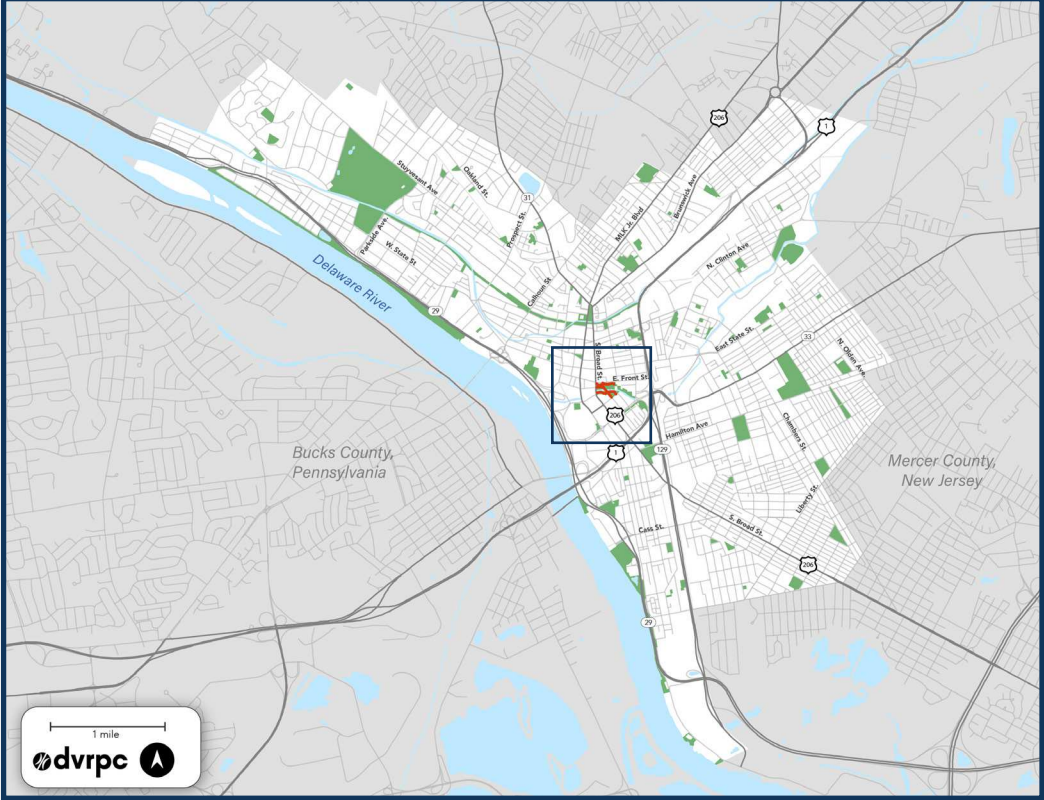


Figure 46: Mill Hill Park Trails. Source: DVRPC, 2023



Table 17: Indicators of Potential Disadvantage | Mill Hill Park

CENSUS TRACT 9	
Youth	22.3% (average)
Older Adults	11.0% (below average)
Female	47.2% (below average)
Racial Minority	68.3% (above average)
Ethnic Minority	47.2% (well above average)
Foreign-Born	13.5% (average)
Limited English Proficiency	18.8% (well above average)
Disabled	22.3% (well above average)
Low-Income	50.4% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Martin Luther King, Jr. Park

TRAIL DESCRIPTION

Martin Luther King, Jr. Park in North Trenton features a third-of-a-mile, five-foot-wide paved path. The park is home to a ballfield, basketball court, pool and pool-house complex, and a small picnic area next to a playground. There are three formal entrances to the park from Brunswick Avenue and one formal entrance each that can be accessed from both Southard Street and Proctor Avenue. There are no dedicated bicycle facilities on nearby streets, but each entrance can be accessed via sidewalk. While there is no direct connection to another trail, visitors to the park can travel via sidewalk along Southard Street 350 feet to the south and connect with the D&R Canal Trail spur that terminates on Southard Avenue.

TRAIL CHARACTERISTICS

- **Trail Type:** Not AASHTO-compliant for shared use paths
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 47: Aerial Perspective of Martin Luther King, Jr. Park Trails | Source: DVRPC, 2023

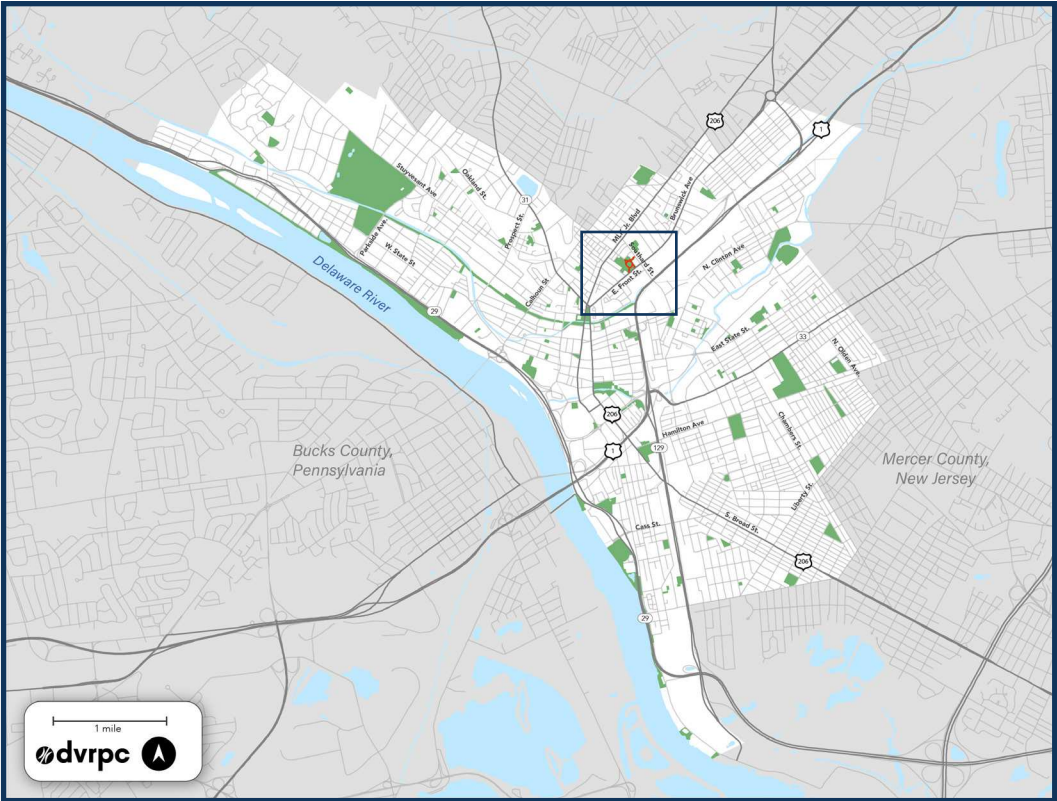


Figure 48: Martin Luther King, Jr. Park Trails. Source: DVRPC, 2023



Table 18: Indicators of Potential Disadvantage | Martin Luther King, Jr. Park

	CENSUS TRACT 16	CENSUS TRACT 17
Youth	24.9% (above average)	21.4% (average)
Older Adults	3.3% (well below average)	14.9% (average)
Female	53.1% (average)	56.3% (above average)
Racial Minority	92.8% (well above average)	93.7% (well above average)
Ethnic Minority	19.0% (above average)	17.7% (above average)
Foreign-Born	13.9% (average)	24.2% (above average)
Limited English Proficiency	6.8% (average)	4.5% (average)
Disabled	13.8% (average)	14.3% (average)
Low-Income	57.0% (well above average)	49.5% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Prospect Street

North Olden Avenue to Parkway Avenue

TRAIL DESCRIPTION

Buffered bicycle lanes run 0.65 miles along the length of Prospect Street between North Olden Avenue and Parkway Avenue outside of Trenton. The southbound buffered bicycle lane begins just south of North Olden Avenue and terminates at Parkway Avenue across from the reservoir. The northbound buffered bicycle lane begins at Parkway Avenue and terminates just short of North Olden Avenue. These lanes connect to buffered bicycle lanes on Parkway Avenue between Prospect Street and Kelsey Avenue to the east and standard bicycle lanes on Parkway Avenue between Prospect Street and Chelsea Avenue in the west. These facilities serve the Penning/Prospect and Prospect Heights neighborhoods.

TRAIL CHARACTERISTICS

- **Trail Type:** Buffered bike lanes
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Mercer County Highway Division
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Prospect Street between North Olden Avenue and Parkway Avenue is classified as a high priority LTS connector

Figure 49: Aerial Perspective of Prospect Street - North Olden Avenue to Parkway Avenue | Source: DVRPC, 2023

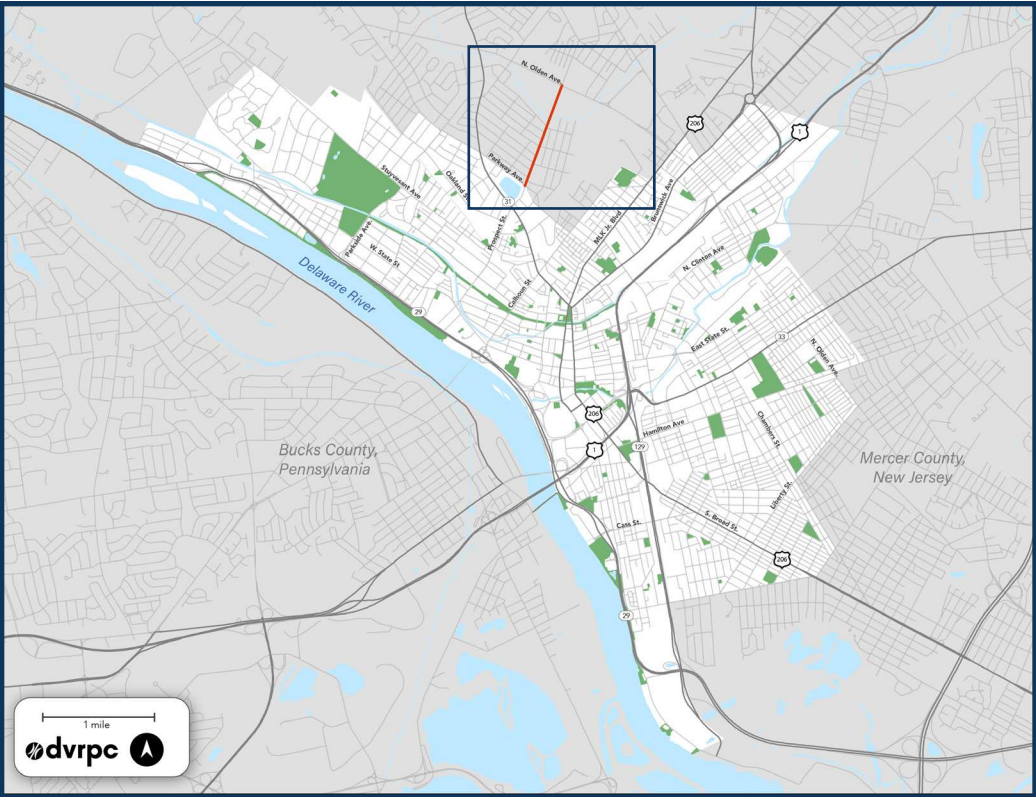


Table 19: Indicators of Potential Disadvantage | Prospect Street - North Olden Avenue to Parkway Avenue

CENSUS TRACT 34	
Youth	21.9% (average)
Older Adults	12.8% (average)
Female	47.8% (below average)
Racial Minority	63.8% (above average)
Ethnic Minority	5.9% (average)
Foreign-Born	9.8% (average)
Limited English Proficiency	1.8% (below average)
Disabled	14.4% (above average)
Low-Income	40.8% (average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Figure 50: Prospect Street - North Olden Avenue to Parkway Avenue. Source: DVRPC, 2023



Prospect Street

Spruce Street to Buttonwood Drive

TRAIL DESCRIPTION

The Spruce Street to Buttonwood Drive segment of the Prospect Street bike lanes are nearly quarter-mile-long on-road facilities that run along Prospect Street in the Prospect Heights neighborhood in Ewing Township, located north of Trenton. An eastbound standard bike lane starts at Buttonwood Drive and terminates just short of Spruce Street at 7th Street. A westbound standard bike lane starts at Spruce Street and continues to Buttonwood Drive. This on-road facility runs along the south border of Moody Park. There is a 1,000-foot gap between these bike lanes and proposed improvements on Spruce Street and an access point to the Johnson Trolley Line Trail via 4th and 5th streets.

TRAIL CHARACTERISTICS

- **Trail Type:** Standard bike lanes
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Mercer County Highway Division
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Prospect Street between Spruce Street and Buttonwood Drive is classified as a high priority LTS connector

Figure 51: Aerial Perspective of Prospect Street - Spruce Street to Buttonwood Drive | Source: DVRPC, 2023

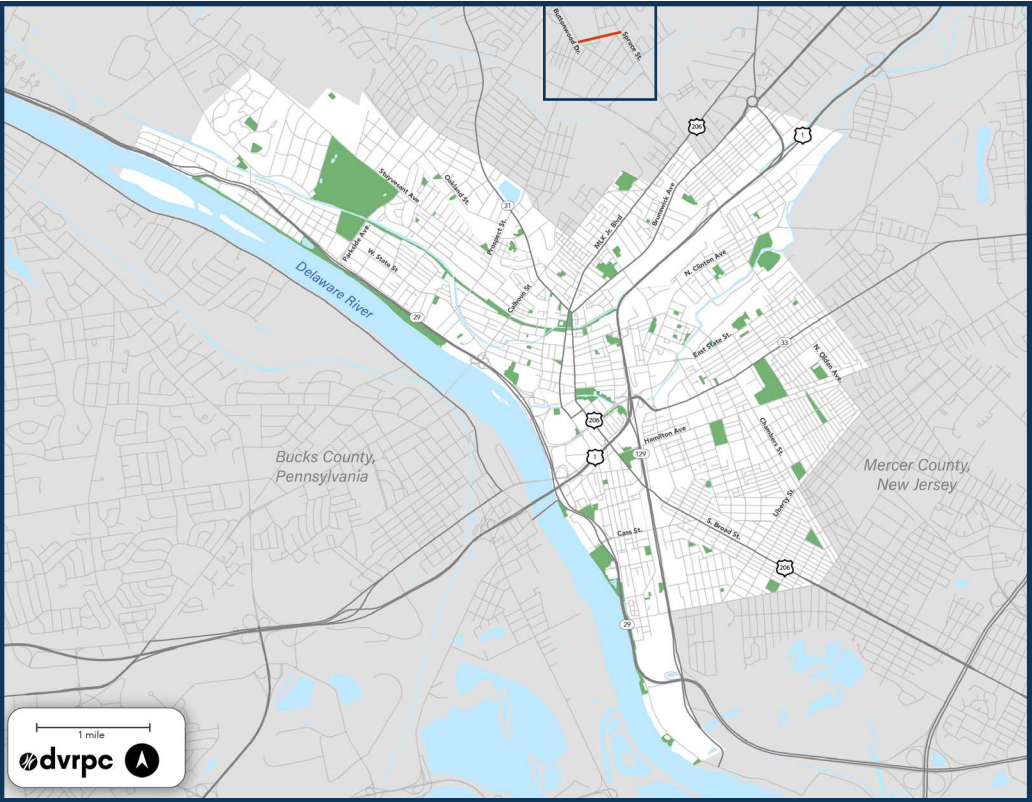


Figure 52: Prospect Street - Spruce Street to Buttonwood Drive. Source: DVRPC, 2023

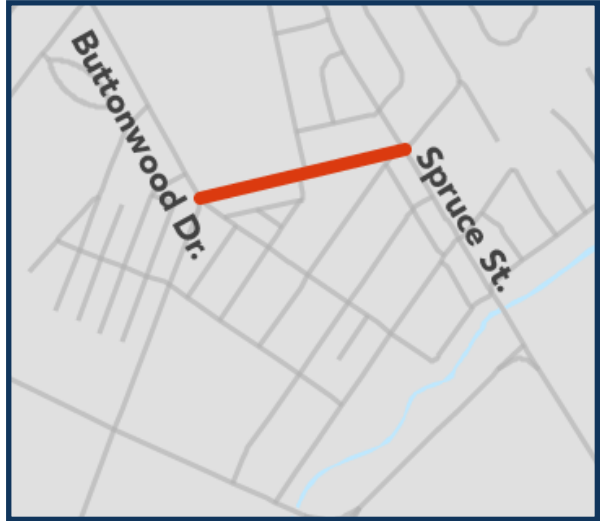


Table 20: Indicators of Potential Disadvantage | Prospect Street - Spruce Street to Buttonwood Drive

GENSUS TRACT 35	
Youth	16.8% (below average)
Older Adults	18.6% (average)
Female	56.4% (above average)
Racial Minority	59.1% (above average)
Ethnic Minority	8.4% (average)
Foreign-Born	19.2% (above average)
Limited English Proficiency	5.6% (average)
Disabled	12.6% (average)
Low-Income	24.4% (average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Stacey Park Trail

TRAIL DESCRIPTION

Stacey Park Trail is a 1.1-mile, 9–10-foot-wide paved trail located in Stacey Park running between the southeastern end of Riverside Drive in The Island neighborhood to the entrance of the Trenton Water Works Water Filtration Plant. Access to Stacey Park Trail from neighborhoods located northeast of NJ 29 is limited to two pedestrian-only bridges. The northernmost of these bridges is located 500 feet from the Riverside Drive end of the trail and connects to Riverside Avenue near S. Lenape Avenue. The southernmost of these bridges is located 2,250 feet from the Water Filtration Plant and connects to Riverside Avenue near S. Hermitage Avenue. These pedestrian-only bridges are 3,170 feet apart. At the Water Filtration Plant there is a 1,000-foot gap lacking sidewalk or bicycle facilities between the end of the trail and the pedestrian walkway on the Calhoun Street Bridge. This space is taken up primarily by a parking lot for the Water Filtration Plant.

Figure 53: Aerial Perspective of Stacey Park Trail | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Asphalt surface type
- **Bicycle Use:** Bikes are allowed (bike riding prohibited on bridges over NJ 29)
- **Trail Owner:** Trail (City of Trenton Department of Recreation, Natural Resources, and Culture) and bridges over NJ 29 (New Jersey Department of Transportation)
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** With accessible connections this trail could serve as an alternative to NJ 29, a High Injury Network road

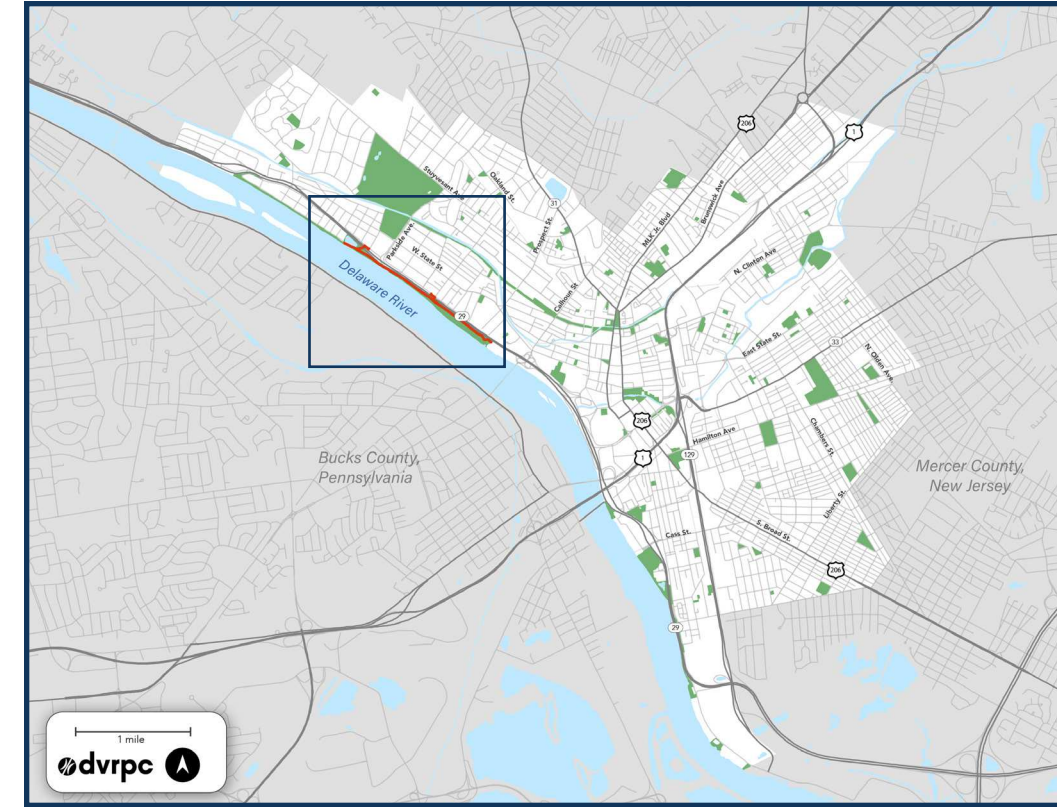
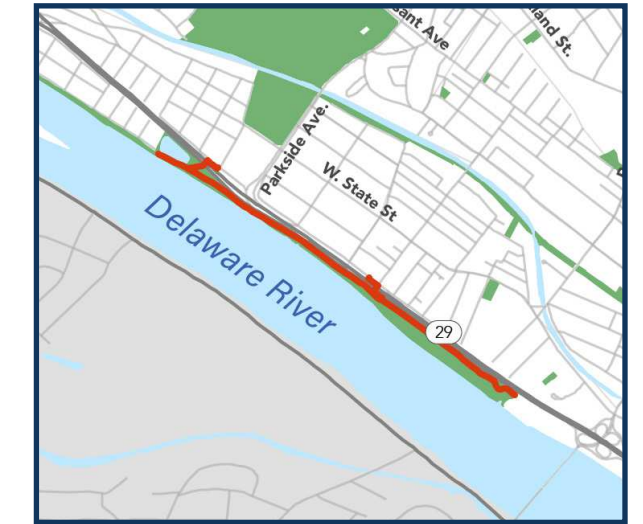


Table 21: Indicators of Potential Disadvantage | Stacey Park Trail

	CENSUS TRACT 11.01	CENSUS TRACT 12
Youth	20.5% (average)	22.8% (average)
Older Adults	20.0% (above average)	9.4% (below average)
Female	51.4% (average)	54.7% (above average)
Racial Minority	86.5% (well above average)	87.1% (well above average)
Ethnic Minority	0.0% (well below average)	1.4% (below average)
Foreign-Born	5.7% (below average)	17.6% (above average)
Limited English Proficiency	1.8% (below average)	7.2% (average)
Disabled	21.6% (above average)	14.1% (average)
Low-Income	45.7% (above average)	40.6% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Figure 54: Stacey Park Trail. Source: DVRPC, 2023



Unity Square Park (formerly Columbus Park)

TRAIL DESCRIPTION

Unity Square Park is a rectangular park located between the neighborhoods of Greenwood & Hamilton and Chambersburg. The park is bordered by Hamilton Avenue to the north, Kent Avenue to the south, Chestnut Avenue to the West, and Division Street to the East. Unity Square Park contains multiple playing fields, including baseball and softball fields, as well as a playground on the eastern side of the park. There are multiple points of entry for those who enter the park either by foot or on bicycle.

The park features paved trails of two different widths. The smaller trails north of the playing fields are about eight feet in width and can accommodate both cyclists and pedestrians. The larger paths expand to 15 feet in width surrounding the baseball and softball fields and can also accommodate small equipment vehicles. Service vehicles can enter the park on the Chestnut Avenue side of the park, near the Bayard Street intersection.

The trails in the park are isolated from any other nearby bicycle-specific facilities, but are well connected to adjacent sidewalks with standard crosswalks available at three out of the four major intersections at the corners of the park.

TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not a high priority LTS connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 55: Aerial Perspective of Unity Square Park | Source: DVRPC, 2023

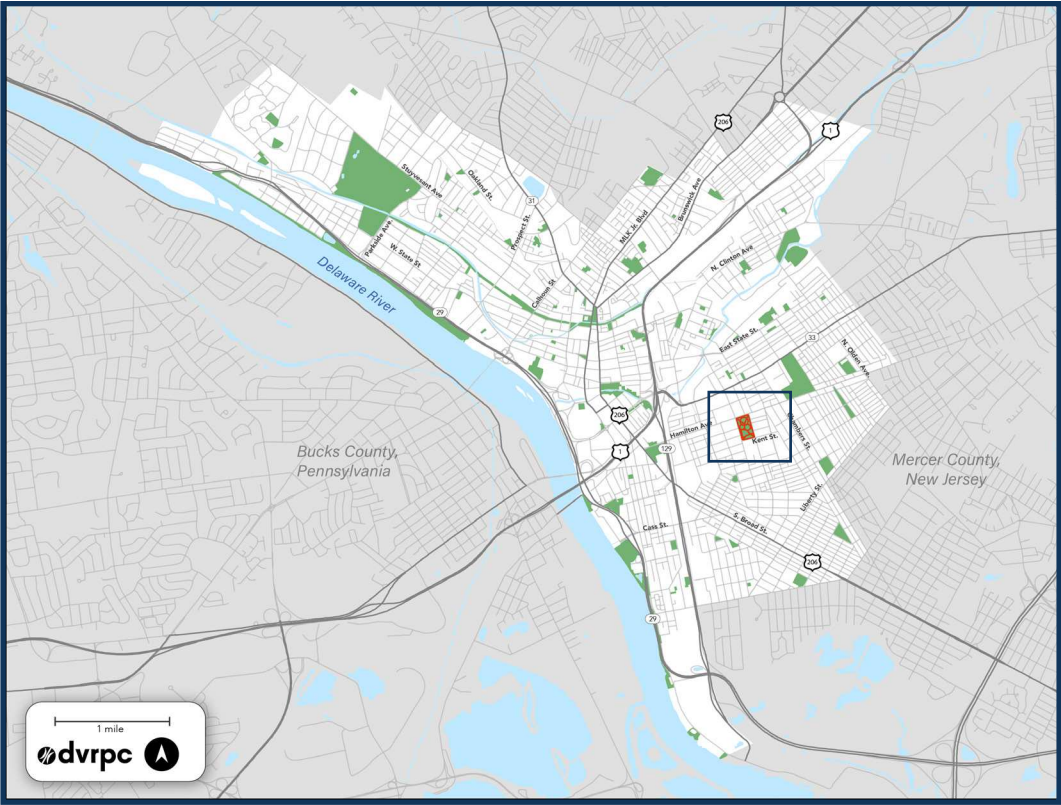


Figure 56: Unity Square Park. Source: DVRPC, 2023



Table 22: Indicators of Potential Disadvantage | Unity Square Park

	CENSUS TRACT 7	CENSUS TRACT 21
Youth	27.9% (above average)	27.0% (above average)
Older Adults	3.5% (well below average)	13.3% (average)
Female	51.2% (average)	45.2% (below average)
Racial Minority	50.2% (average)	70.7% (above average)
Ethnic Minority	81.0% (well above average)	44.3% (well above average)
Foreign-Born	60.4% (well above average)	21.1% (above average)
Limited English Proficiency	56.8% (well above average)	23.2% (well above average)
Disabled	8.5% (below average)	21.5% (above average)
Low-Income	45.9% (above average)	62.7% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Villa Park

TRAIL DESCRIPTION

The Villa Park Trail is a 0.3-mile, 8-foot-wide paved trail located in Villa Park, between Fairmount Avenue and Lyndale Avenue in the Villa Park neighborhood, east of downtown Trenton. There are multiple points of access to Villa Park Trail from Fairmount and Lyndale avenues, as well as from Centennial Avenue which bisects the park. The park and park trail, however, do not connect directly with any other trail in the city. The park is more than half-a-mile away from Unity Square Park in the nearby neighborhood of Chambersburg. The park is bordered by sidewalks on all sides, and the streets surrounding the park all have paved sidewalks.

TRAIL CHARACTERISTICS

- **Trail Type:** Limited-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 57: Aerial Perspective of Villa Park Trails | Source: DVRPC, 2023

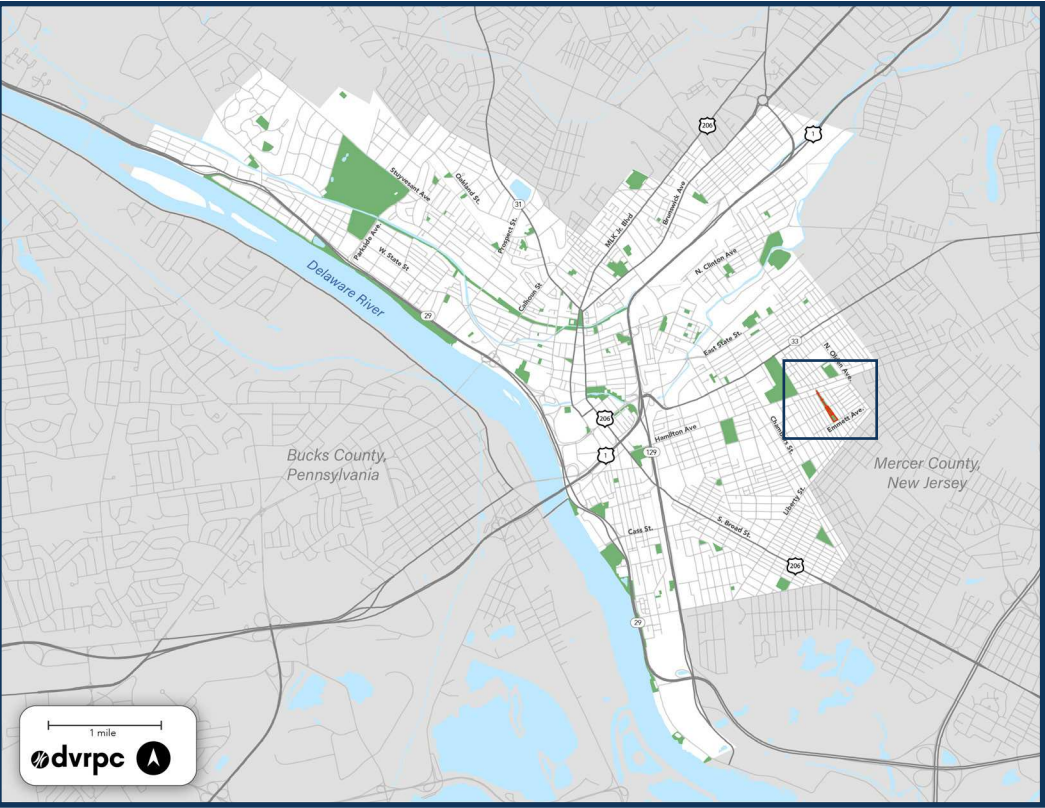


Figure 58: Villa Park Trails. Source: DVRPC, 2023



Table 23: Indicators of Potential Disadvantage | Villa Park

CENSUS TRACT 6	
Youth	16.1% (below average)
Older Adults	15.0% (average)
Female	47.9% (below average)
Racial Minority	70.8% (above average)
Ethnic Minority	46.5% (well above average)
Foreign-Born	39.3% (well above average)
Limited English Proficiency	24.7% (well above average)
Disabled	15.2% (average)
Low-Income	31.0% (average)

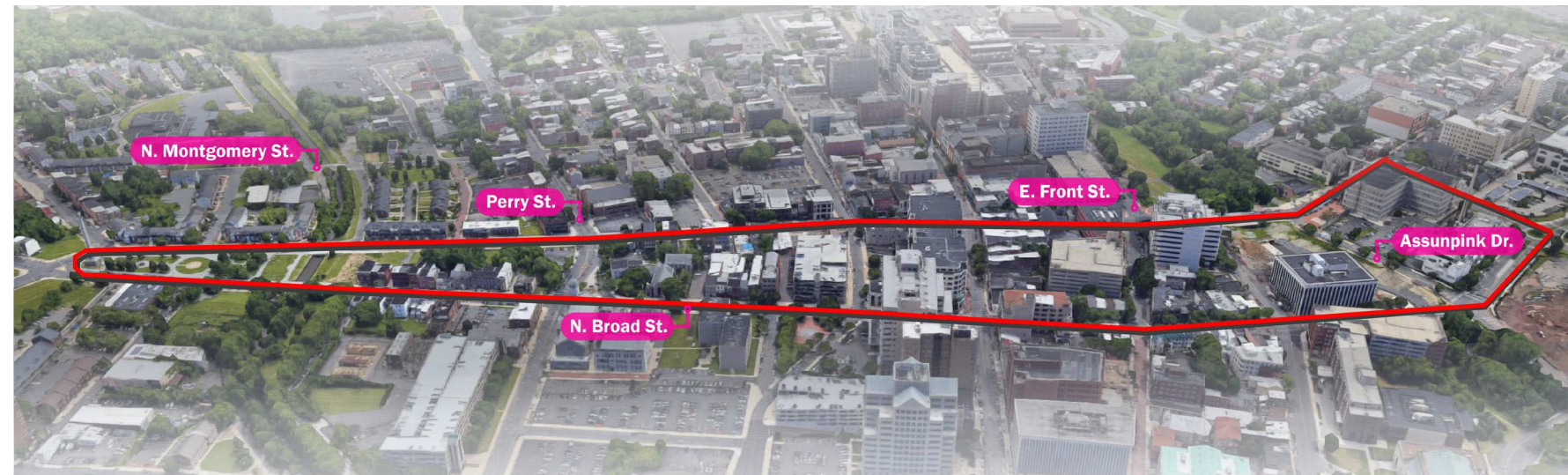
Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Trenton Wellness Loop

TRAIL DESCRIPTION

The Trenton Wellness Loop is a 1.3-mile on-road bicycle facility that runs along Lincoln Highway (Warren Street) and Broad Street in downtown Trenton. Portions of the loop include a left-side striped protected bicycle lane that separates cyclists from vehicle traffic. The Wellness Loop provides direct access to the D&R Canal Trail at the intersection of Broad and Feeder Street. From the Wellness Loop users can also access Mill Hill Park at the intersection of Broad and Front Street. There are stretches along the Wellness Loop that are not protected, or are only shared lanes due to width constraints. These points include Assunpink Drive and sections of Broad Street south of Perry Street.

Figure 59: Aerial Perspective of the Trenton Wellness Loop | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Trail Type:** Varied on-road bike facilities
- **Surface Type:** Paved
- **Bicycle Use:** Bikes are allowed
- **Trail Owner:** Trenton Department of Public Works
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** Multiple segments of this trail are classified as an LTS priority connector
- **High Injury Network Alternative:** On-road bike facilities increase rider safety on Warren and S. Broad Streets, both High Injury Network roads

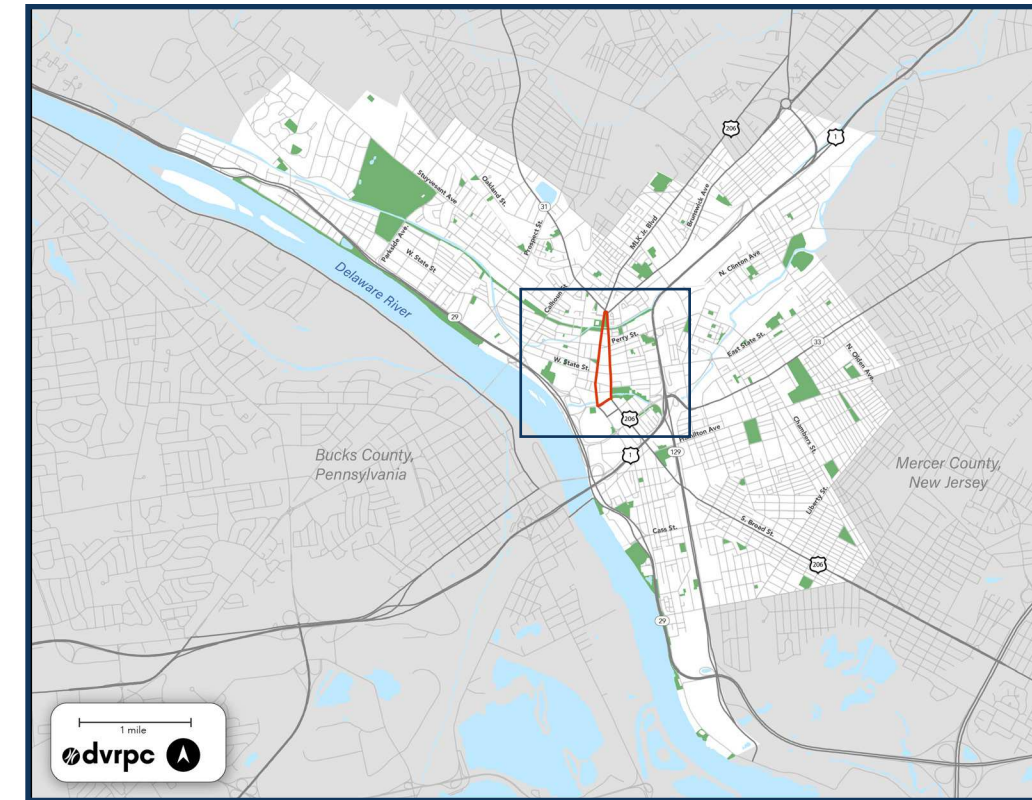


Figure 60: Trenton Wellness Loop. Source: DVRPC, 2023



Table 24: Indicators of Potential Disadvantage | Trenton Wellness Loop

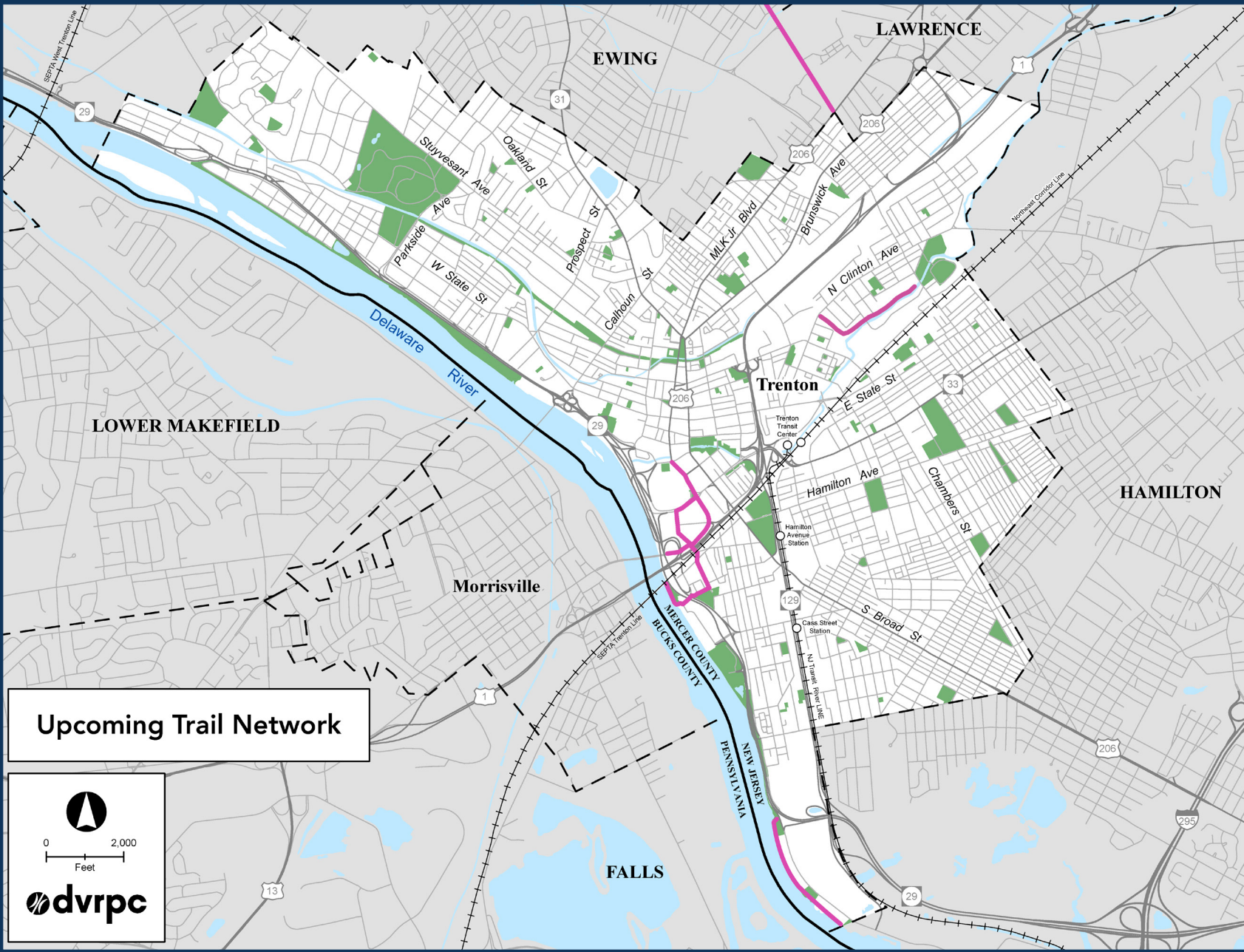
	CENSUS TRACT 9	CENSUS TRACT 15	CENSUS TRACT 16
Youth	22.3% (average)	41.6% (well above average)	24.9% (above average)
Older Adults	11.0% (below average)	8.2% (below average)	3.3% (well below average)
Female	47.2% (below average)	70.4% (well above average)	53.1% (average)
Racial Minority	68.3% (above average)	96.0% (well above average)	92.8% (well above average)
Ethnic Minority	47.2% (well above average)	10.0% (average)	19.0% (above average)
Foreign-Born	13.5% (average)	7.8% (average)	13.9% (average)
Limited English Proficiency	18.8% (well above average)	13.1% (above average)	6.8% (average)
Disabled	22.3% (well above average)	22.2% (above average)	13.8% (average)
Low-Income	50.4% (above average)	41.4% (above average)	57.0% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Upcoming Trails

Several trail projects in Trenton are under design or construction (see Figure 61). Like the existing network these facilities are varied. Some are entirely off road, while some provide a mix of on-road and off-road elements. These projects will expand the existing network making it more accessible to more people in Trenton. The following trail profiles describe these upcoming trails that will soon be part of the network.

Figure 61: Upcoming Trail Network, Source: DVRPC, 2023



Assunpink Greenway

Near North Olden Ave to Capital City Farm Connector

TRAIL DESCRIPTION

The City of Trenton Department of Recreation, Natural Resources, and Culture has developed a concept and pursued construction funding for a segment of the Assunpink Greenway to be constructed between a location near North Olden Avenue and the Capital City Farm. The overall project will repurpose currently vacant property for a variety of active and passive recreational uses as well as reconnect a residential neighborhood to the Assunpink Creek. Some of the proposed amenities for the park in addition to the trail include a skate park, basketball courts, a street hockey rink, multipurpose fields, a playground, pavilions, restrooms, and additional parking. The trail segment would be approximately a half-mile long. A crossing is proposed on North Clinton Avenue to connect the trail to a conceptual segment sharing space with the Capital City Farm. That conceptual segment would connect to the D&R Canal Trail.

Figure 62: Aerial Perspective of the Assunpink Greenway - Near North Olden Avenue to Capital City Farm Connection | Source: DVRPC, 2023



FUTURE TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes will be allowed
- **Trail Owner:** City of Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** North Clinton Avenue between Grant Avenue and Meade Street is classified as a high priority LTS connector
- **High Injury Network Alternative:** An alternative to the High Injury Network

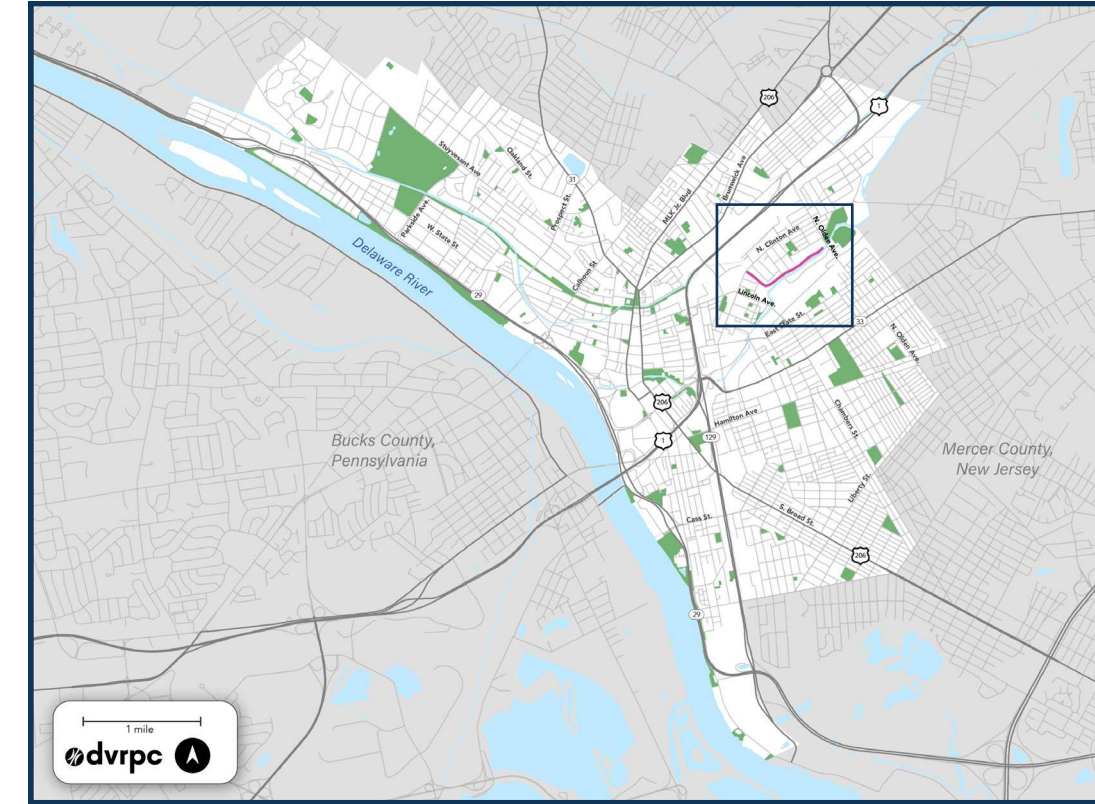


Figure 63: Assunpink Greenway - Near North Olden Avenue to Capital City Farm Connection. Source: DVRPC, 2023

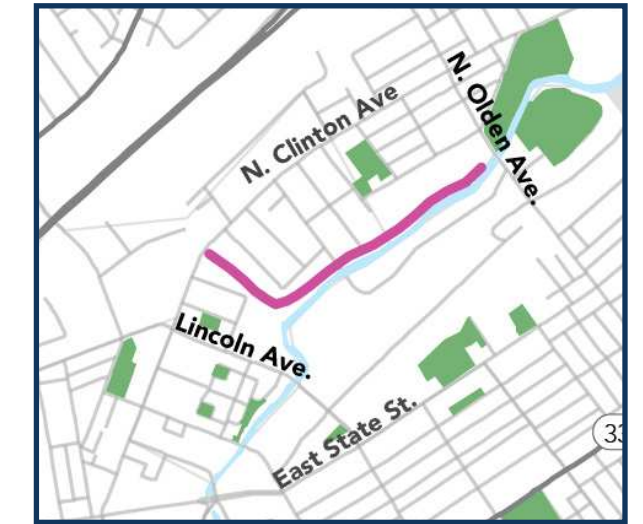


Table 25: Indicators of Potential Disadvantage | Assunpink Greenway - Near North Olden Avenue to Capital City Farm Connection

	CENSUS TRACT 9	CENSUS TRACT 20
Youth	22.3% (average)	31.7% (well above average)
Older Adults	11.0% (below average)	6.8% (below average)
Female	47.2% (below average)	52.9% (average)
Racial Minority	68.3% (above average)	92.6% (well above average)
Ethnic Minority	47.2% (well above average)	28.9% (above average)
Foreign-Born	13.5% (average)	17.6% (above average)
Limited English Proficiency	18.8% (well above average)	17.5% (above average)
Disabled	22.3% (well above average)	16.8% (above average)
Low-Income	50.4% (above average)	55.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

D&R Greenway Connector

Trenton Wellness Loop to Cooper Field

TRAIL DESCRIPTION

A mix of on-road improvements and some off-road trail between the southwest corner of the Trenton Wellness Loop and Cooper Field is currently ready for construction. This project will feature improved or new bike lanes on Lincoln Highway/New Warren Street, Market Street, and William Trent Place; an intersection with dedicated bicycle crossings at New Warren Street, William Trent Place, and Bridge Street; a multi-use trail connection to the Lower Trenton “Trenton Makes” Bridge; a protected sidepath on Bridge Street below the Northeast Corridor and US 1 bridges; and a newly marked shared street on Union Street south of Ferry Street. A portion of these facilities will be part of the Delaware River Heritage Trail and will form part of a connection between the now separated northern and southern segments of the D&R Canal Trail.

FUTURE TRAIL CHARACTERISTICS

- **Trail Type:** Varied facility types
- **Surface Type:** Paved
- **Bicycle Use:** Bikes will be allowed
- **Trail Owner:** Trenton Department of Public Works and Delaware River Joint Toll Bridge Commission
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** Market Street between Lincoln Highway/New Warren Street and William Trent Place is classified as a high priority LTS connector
- **High Injury Network Alternative:** A safety improvement to South Warren Street, a High Injury Network road between Assunpink Drive and Market Street, and Market Street, another High Injury Network road

Figure 64: Aerial Perspective of the D&R Greenway Connector - Trenton Wellness Loop to Cooper Field | Source: DVRPC, 2023

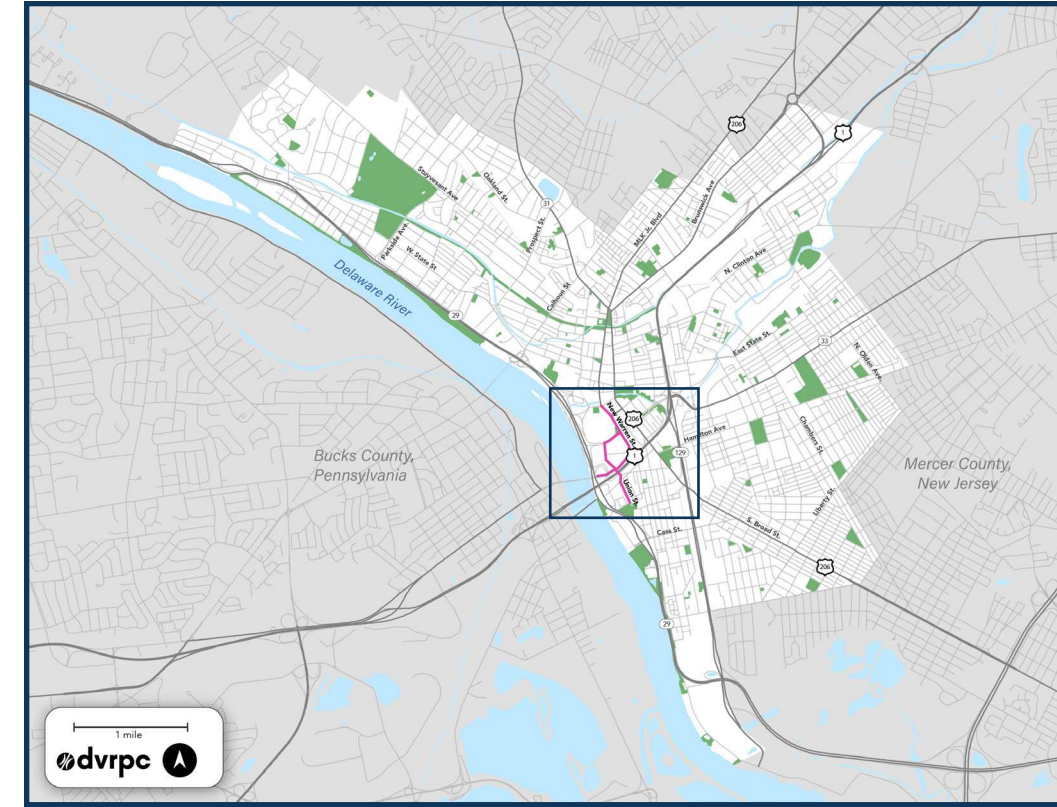
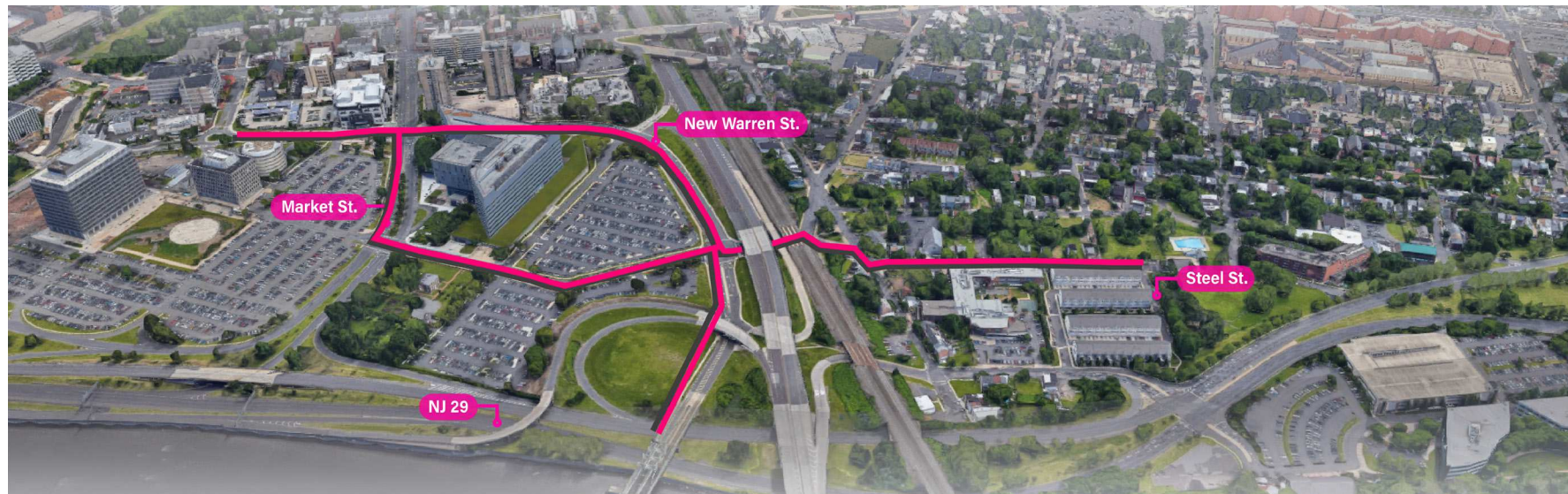


Figure 65: D&R Greenway Connector - Trenton Wellness Loop to Cooper Field. Source: DVRPC, 2023

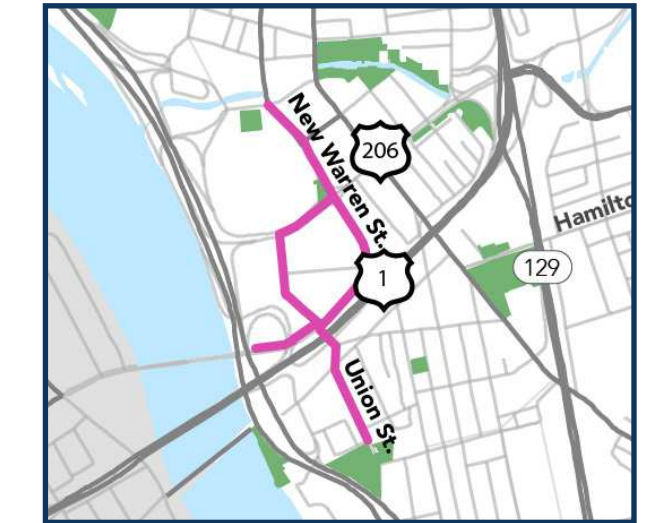


Table 26: Indicators of Potential Disadvantage | D&R Greenway Connector - Trenton Wellness Loop to Cooper Field

	CENSUS TRACT 9	CENSUS TRACT 10
Youth	22.3% (average)	28.7% (above average)
Older Adults	11.0% (below average)	12.4% (below average)
Female	47.2% (below average)	51.4% (average)
Racial Minority	68.3% (above average)	75.9% (above average)
Ethnic Minority	47.2% (well above average)	20.0% (above average)
Foreign-Born	13.5% (average)	9.3% (average)
Limited English Proficiency	18.8% (well above average)	16.1% (above average)
Disabled	22.3% (well above average)	18.4% (above average)
Low-Income	50.4% (above average)	65.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Old Warf Park Trail

TRAIL DESCRIPTION

The New Jersey Department of Transportation and Mercer County Parks Commission are currently constructing an improved park in the area bounded by the Delaware River, NJ 29, the Northeast Corridor bridge, and Riverview Plaza. Designers have included a 700-foot-long paved riverfront trail in the new park. The trail will be wide enough to include both cyclists and pedestrians and in the future could serve as part of a longer multi-use trail along the waterfront.

FUTURE TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes will be allowed
- **Trail Owner:** Mercer County Park Commission
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** With no current accessible entrance in the north, not an alternative to the High Injury Network, but could be part of a longer future alternative to NJ 29, a High Injury Network roadway

Figure 66: Aerial Perspective of the Old Warf Park Trail | Source: DVRPC, 2023

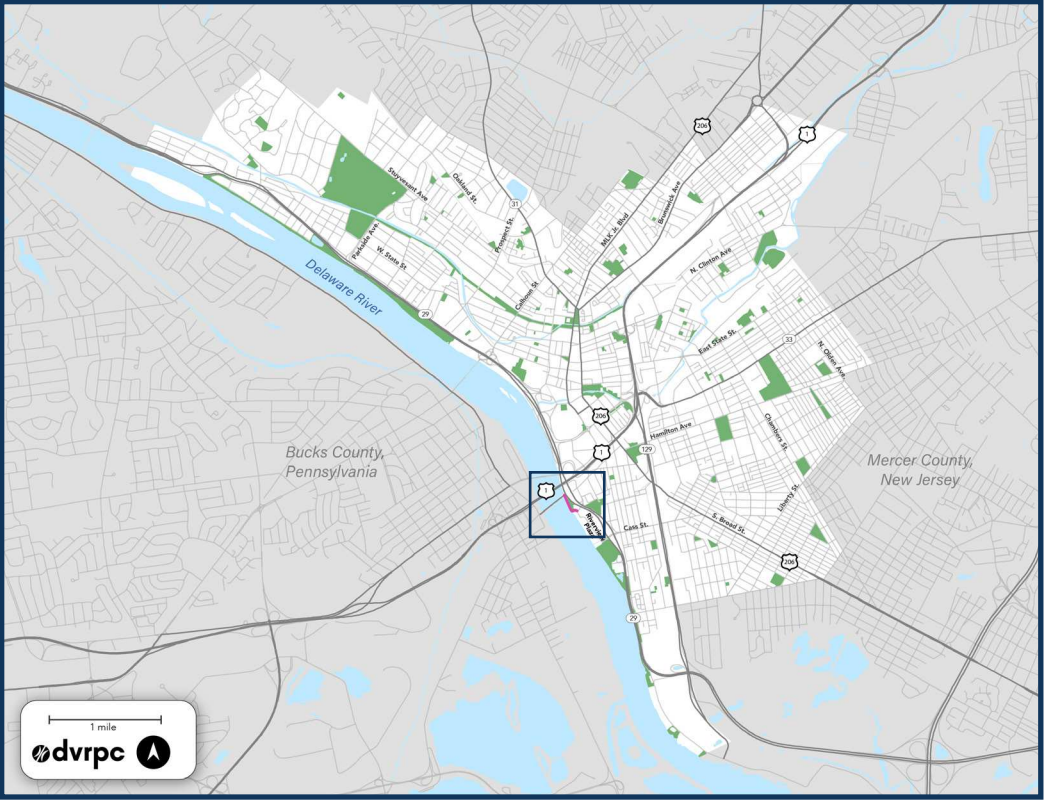


Figure 67: Old Warf Park Trail. Source: DVRPC, 2023



Table 27: Indicators of Potential Disadvantage | Old Warf Park Trail

CENSUS TRACT 10	
Youth	28.7% (above average)
Older Adults	12.4% (below average)
Female	51.4% (average)
Racial Minority	75.9% (above average)
Ethnic Minority	20.0% (above average)
Foreign-Born	9.3% (average)
Limited English Proficiency	16.1% (above average)
Disabled	18.4% (above average)
Low-Income	65.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

The Delaware River Heritage Trail

Marine Terminal Park to Lambertson Road

TRAIL DESCRIPTION

The City of Trenton is currently designing a segment of the Delaware River Heritage Trail between Marine Terminal Park and Lambertson Road near the border with Hamilton Township, NJ. The trail will be about two-thirds of a mile and will be wide enough to accommodate both pedestrians and cyclists. The segment will connect with the existing trail that now terminates at Marine Terminal Park. However, the southernmost connection to the D&R Canal Trail in Hamilton, NJ, is not included as part of this design and would need to be completed as part of a future project, likely by Hamilton Township.

Figure 68: Aerial Perspective of the Delaware River Heritage Trail - Marine Terminal Park to Lambertson Road | Source: DVRPC, 2023



FUTURE TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes will be allowed
- **Trail Owner:** City of Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

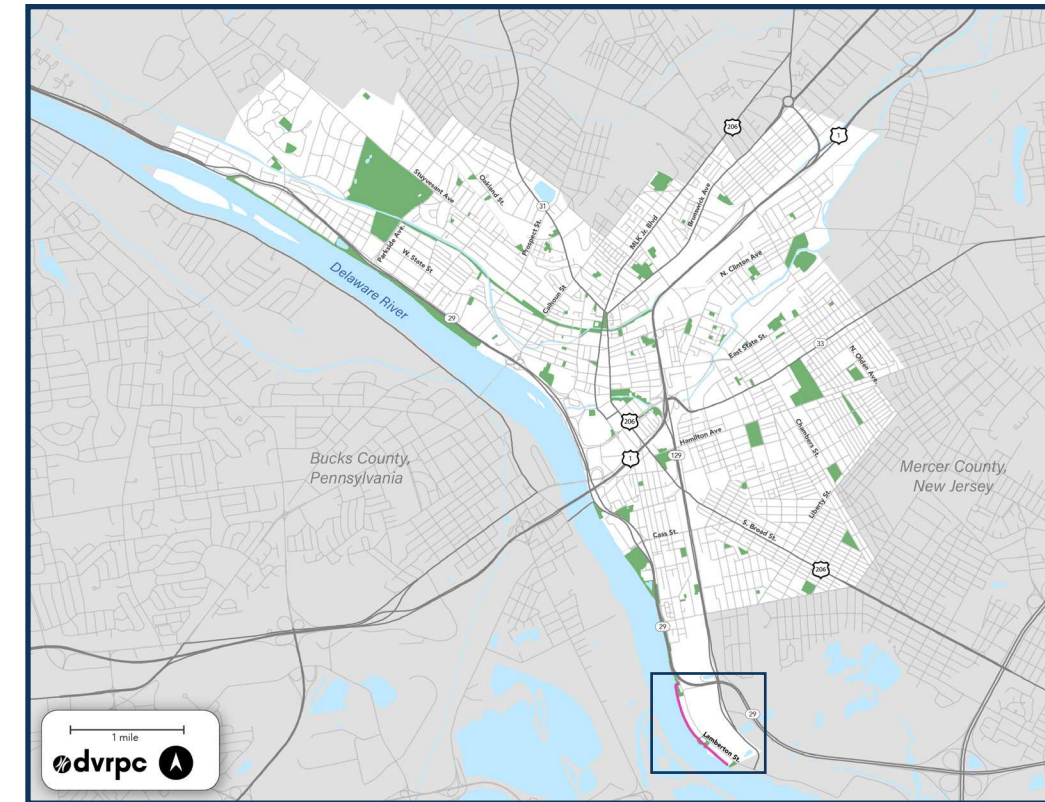


Table 28: Indicators of Potential Disadvantage | Delaware River Heritage Trail - Marine Terminal Park to Lambertson Road

CENSUS TRACT 1	
Youth	24.9% (above average)
Older Adults	20.4% (above average)
Female	53.4% (average)
Racial Minority	48.5% (average)
Ethnic Minority	50.0% (well above average)
Foreign-Born	10.1% (average)
Limited English Proficiency	17.6% (above average)
Disabled	18.2% (above average)
Low-Income	58.8% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Figure 69: Delaware River Heritage Trail - Marine Terminal Park to Lambertson Road. Source: DVRPC, 2023



Cooper Field Connector

TRAIL DESCRIPTION

The Cooper Field Connector will ultimately provide a needed connection between the Delaware River Heritage Trail at Union Street and the Trenton riverfront. Beginning at the Union and Steel street intersection, the path will border the northernmost end of Cooper Field. Improvements will also be implemented to accommodate the trail at the NJ 29 and South Warren Street/Riverview Plaza intersection. The trail and crossing will be roughly 600 feet in length, paved, and of suitable width for mixed pedestrian and bicycle traffic.

FUTURE TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes will be allowed
- **Trail Owner:** City of Trenton Department of Recreation, Natural Resources, and Culture
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 70: Aerial Perspective of the Cooper Field Connector | Source: DVRPC, 2023

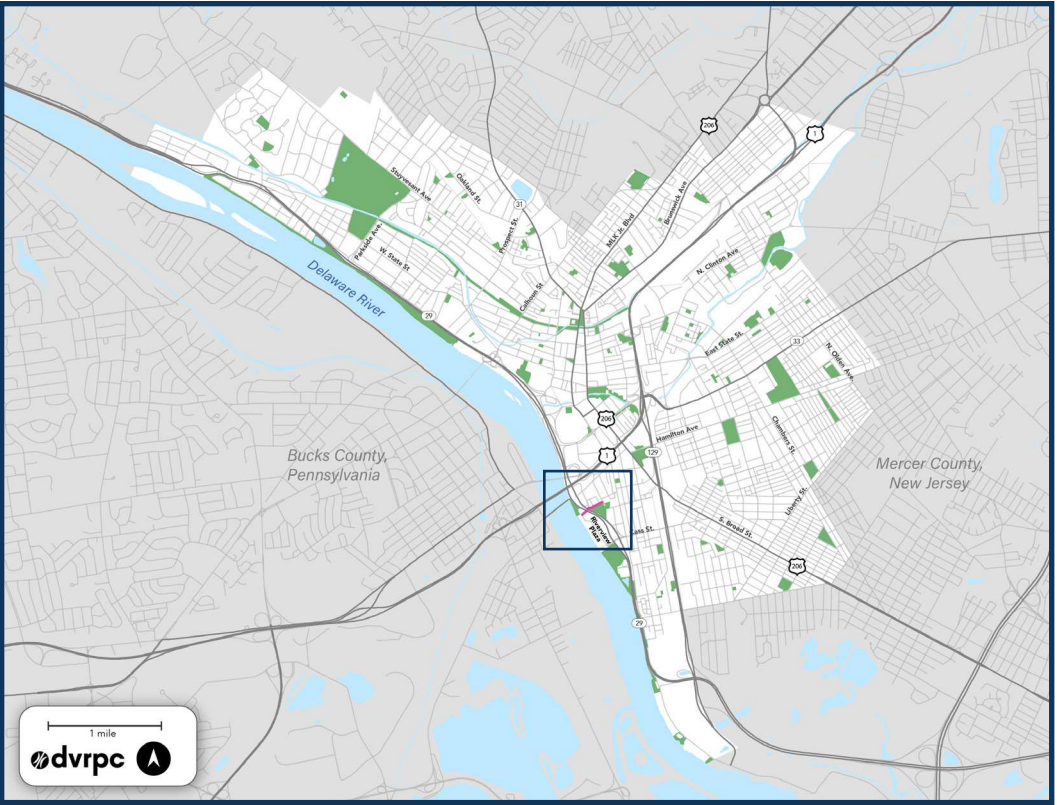


Figure 71: Cooper Field Connector. Source: DVRPC, 2023



Table 29: Indicators of Potential Disadvantage | Cooper Field Connector

CENSUS TRACT 10	
Youth	28.7% (above average)
Older Adults	12.4% (below average)
Female	51.4% (average)
Racial Minority	75.9% (above average)
Ethnic Minority	20.0% (above average)
Foreign-Born	9.3% (average)
Limited English Proficiency	16.1% (above average)
Disabled	18.4% (above average)
Low-Income	65.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Spruce Street

TRAIL DESCRIPTION

Bicycle lanes are planned for Spruce Street in Ewing Township, beginning between 4th and 5th streets in the Moody Park neighborhood, just north of the North Trenton neighborhood, and proceeding to the entrance/exit to Capitol Plaza. These bike lanes will be a little over a third of a mile. Designs also include a side path between Tiffany Woods Court and the entrance/exit to the 7-Eleven near the intersection of Spruce Street and Princeton Avenue. The sidepath and bike lanes will be connected via crosswalks, making the combined facility about two-thirds of a mile long.

The Spruce Street bike lanes and sidepath will provide a link for users to access the Johnson-Trolley Line trail using either 4th or 5th streets. The Johnson Trolley Trail currently terminates at the intersection of 5th and Irven streets and it extends northeast into Ewing Township. The southern segment of the Trolley Trail consists of a compacted earth surface and does not drain well. Conditions improve further north on the trail.

FUTURE TRAIL CHARACTERISTICS

- **Trail Type:** Standard bike lanes and sidepath
- **Surface Type:** Paved
- **Bicycle Use:** Bikes will be allowed
- **Trail Owner:** Mercer County Highway Division
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Spruce Street is classified as a high priority LTS connector

Figure 72: Aerial Perspective of Spruce Street | Source: DVRPC, 2023

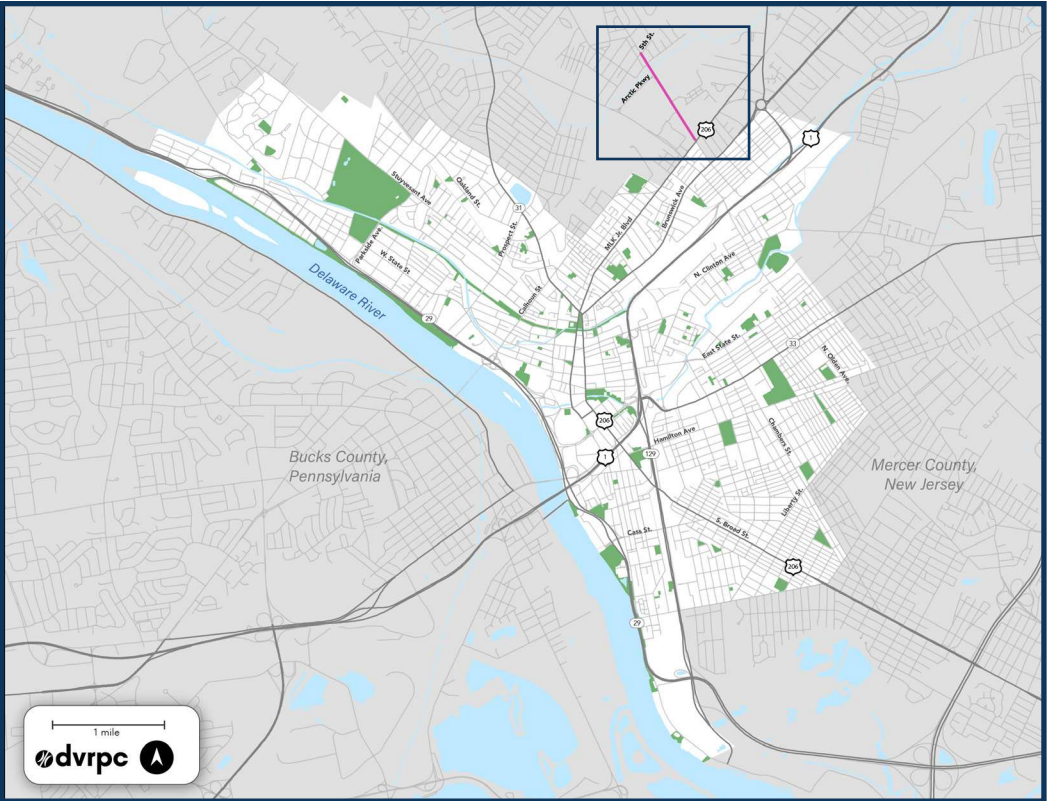


Figure 73: Spruce Street. Source: DVRPC, 2023



Table 30: Indicators of Potential Disadvantage | Spruce Street

	CENSUS TRACT 31	CENSUS TRACT 34	CENSUS TRACT 35
Youth	28.9% (above average)	21.9% (average)	16.8% (below average)
Older Adults	13.7% (average)	12.8% (below average)	18.6% (average)
Female	55.3% (above average)	47.8% (below average)	56.4% (above average)
Racial Minority	34.3% (average)	63.8% (above average)	59.1% (above average)
Ethnic Minority	23.3% (above average)	5.9% (average)	8.4% (average)
Foreign-Born	35.4% (well above average)	9.8% (average)	19.2% (above average)
Limited English Proficiency	25.9% (well above average)	1.8% (below average)	5.6% (average)
Disabled	9.4% (average)	14.4% (above average)	12.6% (average)
Low-Income	33.4% (average)	40.8% (average)	24.4% (average)

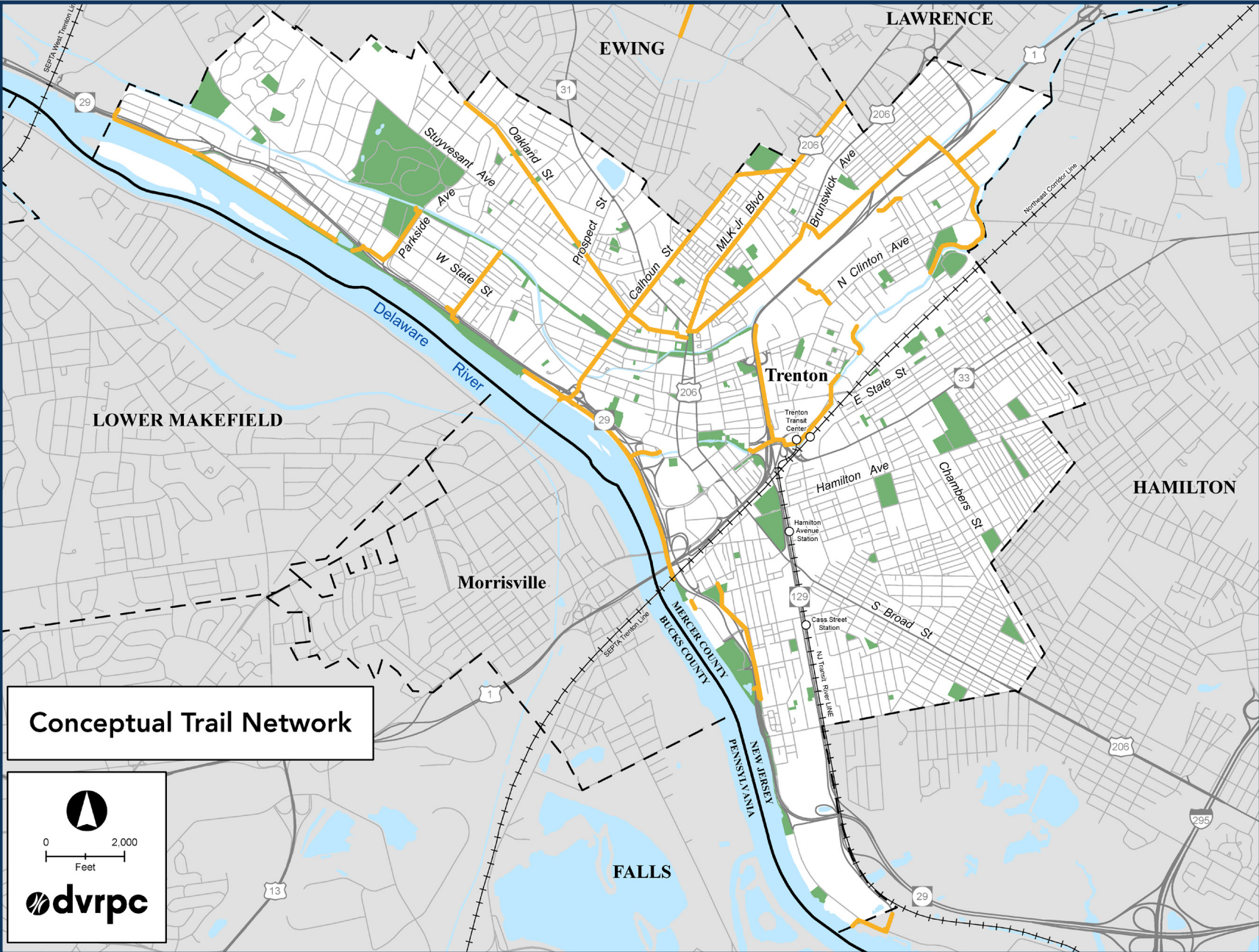
Source: U.S. Census, American Community Survey (ACS) 2017-2021

Conceptual Trails

Additional trail alignments were identified as part of this study, in conjunction with local planners and community groups, to provide additional connections between facilities. These conceptual alignments will provide network connectivity (see Figure 74). Along some long-distance alignments, portions of trail are already built or under development. For others, no or very few pieces are in place.

Each of these unfinished alignments require a specific feasibility study to assess environmental constraints, site conditions, property ownership, and other potential impacts to the constructability of a trail. Such feasibility studies can weigh alternative alignments and facility types (e.g., trail, bike lane), outline opportunities for phased development of certain segments before others, as well as determine potential costs and highlight funding strategies. Most important, this planning work should involve extensive community involvement to make sure the trail design reflects local needs and responds to neighborhood concerns.

Figure 74: Conceptual Trail Network | Source: DVRPC, 2023



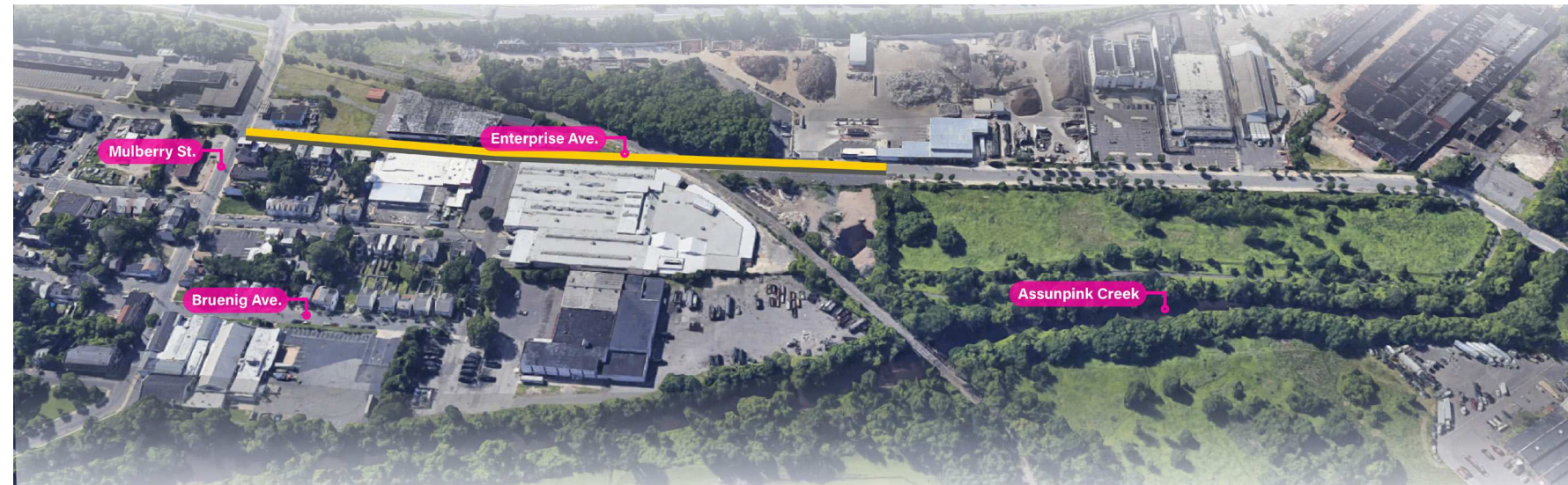
The Assunpink Greenway

Enterprise Avenue

TRAIL DESCRIPTION

In order to connect an existing portion to the Assunpink Greenway near Enterprise Avenue to other portions of the Assunpink Greenway, as well as the D&R Canal Trail, a connection is envisioned along Enterprise Avenue for roughly 1/3 mile. This segment will connect with the section of the proposed Greenway along Mulberry Street that would connect both to the D&R Canal as well as the proposed and existing segments of the Greenway downstream.

Figure 75: Aerial Perspective of the Assunpink Greenway - Enterprise Avenue | Source: DVRPC, 2023



CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined (off-road multi-use trail preferred)
- **Surface Type:** Paved surface recommended
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not currently part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

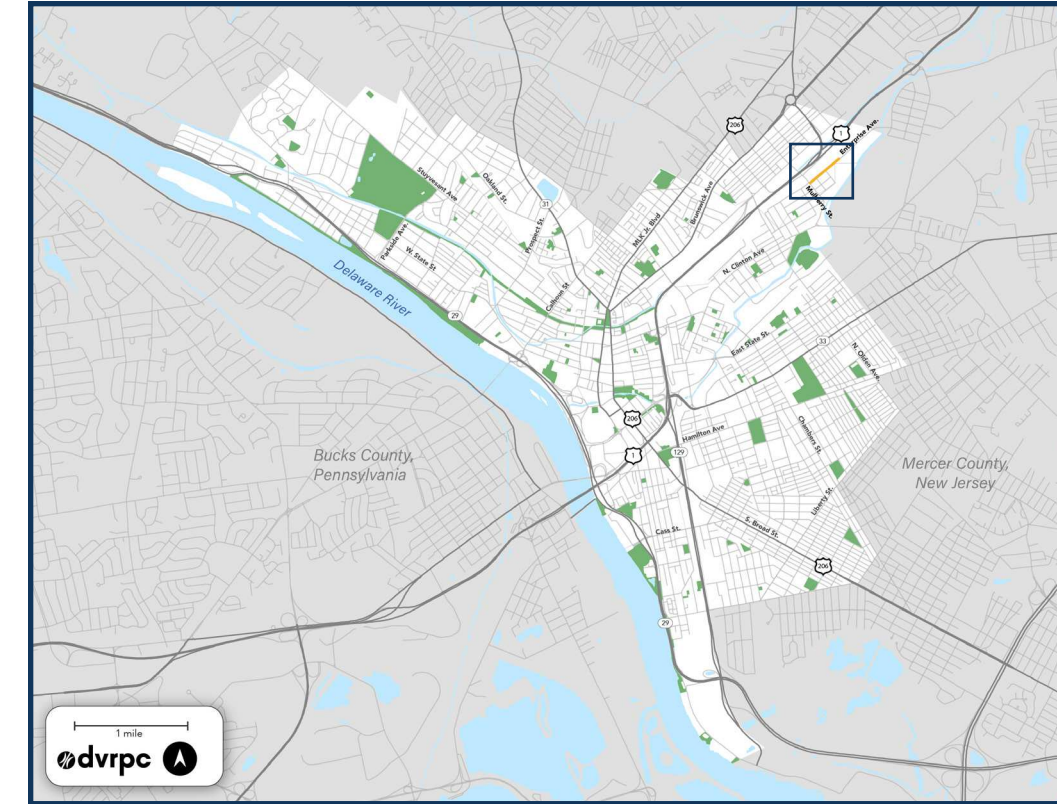


Table 31: Indicators of Potential Disadvantage | Assunpink Greenway - Enterprise Avenue

	CENSUS TRACT 18	CENSUS TRACT 19
Youth	13.3% (below average)	24.7% (above average)
Older Adults	19.5% (average)	4.2% (well below average)
Female	44.5% (well below average)	60.8% (well above average)
Racial Minority	60.9% (above average)	70.4% (above average)
Ethnic Minority	23.4% (above average)	50.2% (well above average)
Foreign-Born	30.4% (well above average)	23.3% (above average)
Limited English Proficiency	19.8% (well above average)	24.2% (well above average)
Disabled	14.1% (average)	10.3% (average)
Low-Income	50.2% (above average)	62.8% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Figure 76: Assunpink Greenway - Enterprise Avenue. Source: DVRPC, 2023



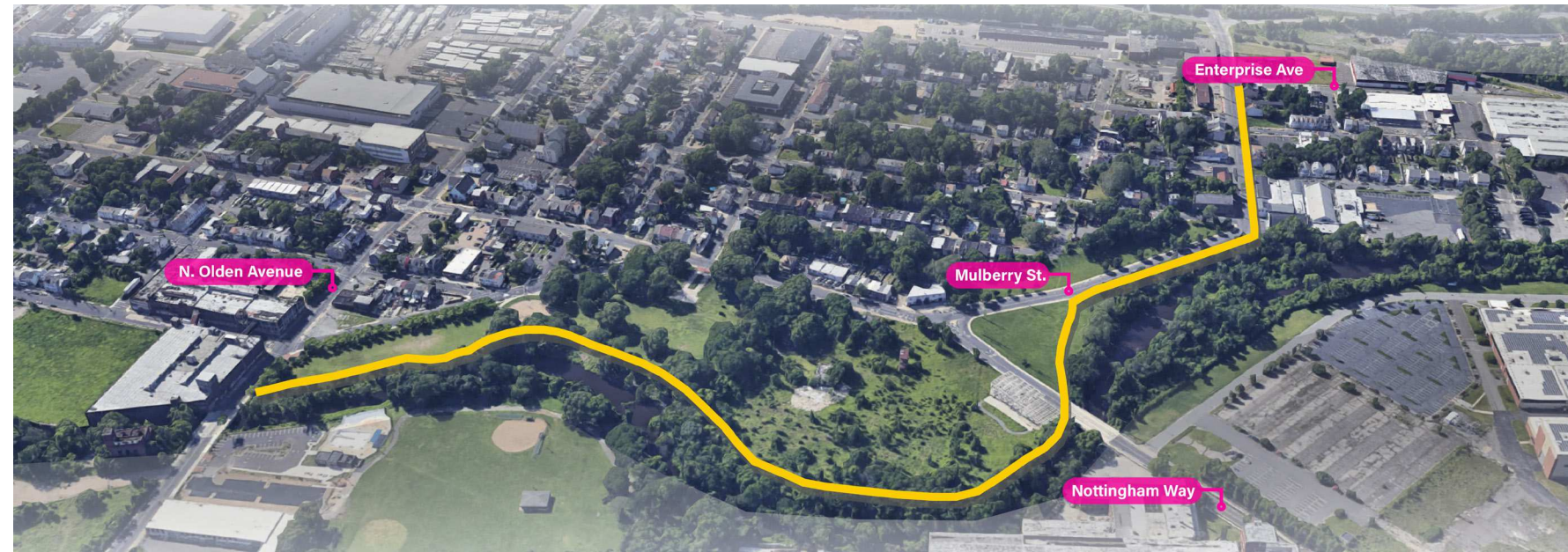
The Assunpink Greenway

Enterprise Avenue to Near North Olden Avenue

TRAIL DESCRIPTION

Between completed segments near Enterprise Avenue and the upcoming segment ending near North Olden Avenue, the Assunpink Greenway is envisioned to build upon existing plans for the Greenway as a linear park running parallel to the Assunpink Creek. This corridor currently includes publicly owned park facilities and vacant properties, but also private properties currently in use. A feasibility study is needed to assess alternative alignments to avoid or accommodate active land uses. This segment would be about a mile long. A connection to the D&R Canal Trail could be made via Mulberry Street. Portions of this alignment could likely be developed as off-road multi-use trails while others may need to be on-road facilities.

Figure 77: Aerial Perspective of the Assunpink Greenway - Enterprise Avenue to Near North Olden Avenue | Source: DVRPC, 2023



CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined (off-road multi-use trail preferred)
- **Surface Type:** Paved surface recommended
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not currently part of the Circuit Trails
- **LTS Priority Connector:** Portions parallel to North Clinton Avenue could serve as a high priority LTS connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

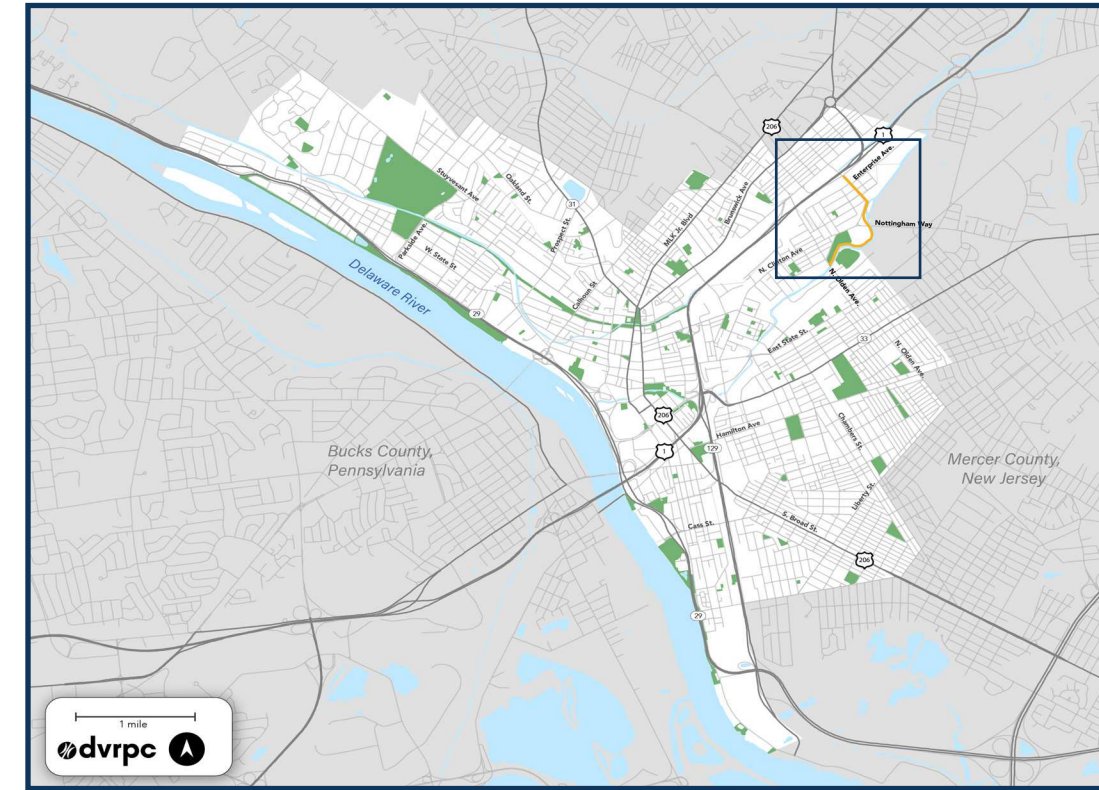


Figure 78: Assunpink Greenway - Enterprise Avenue to Near North Olden Avenue. Source: DVRPC, 2023

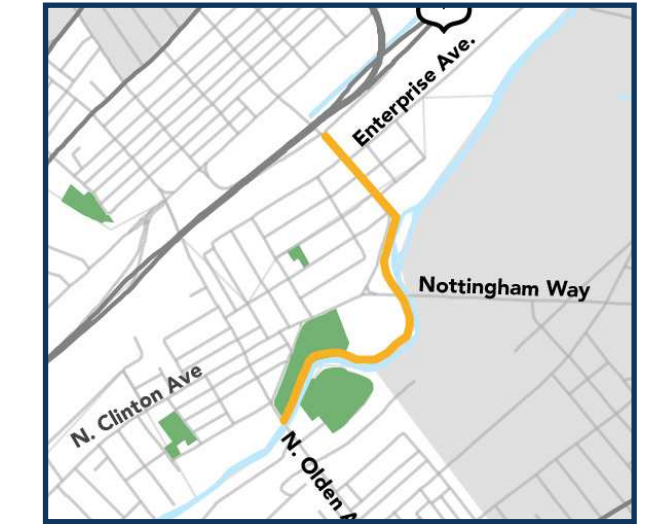


Table 32: Indicators of Potential Disadvantage | Assunpink Greenway - Enterprise Avenue to Near North Olden Avenue

	CENSUS TRACT 18	CENSUS TRACT 19
Youth	13.3% (below average)	24.7% (above average)
Older Adults	19.5% (average)	4.2% (well below average)
Female	44.5% (well below average)	60.8% (well above average)
Racial Minority	60.9% (above average)	70.4% (above average)
Ethnic Minority	23.4% (above average)	50.2% (well above average)
Foreign-Born	30.4% (well above average)	23.3% (above average)
Limited English Proficiency	19.8% (well above average)	24.2% (well above average)
Disabled	14.1% (average)	10.3% (average)
Low-Income	50.2% (above average)	62.8% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

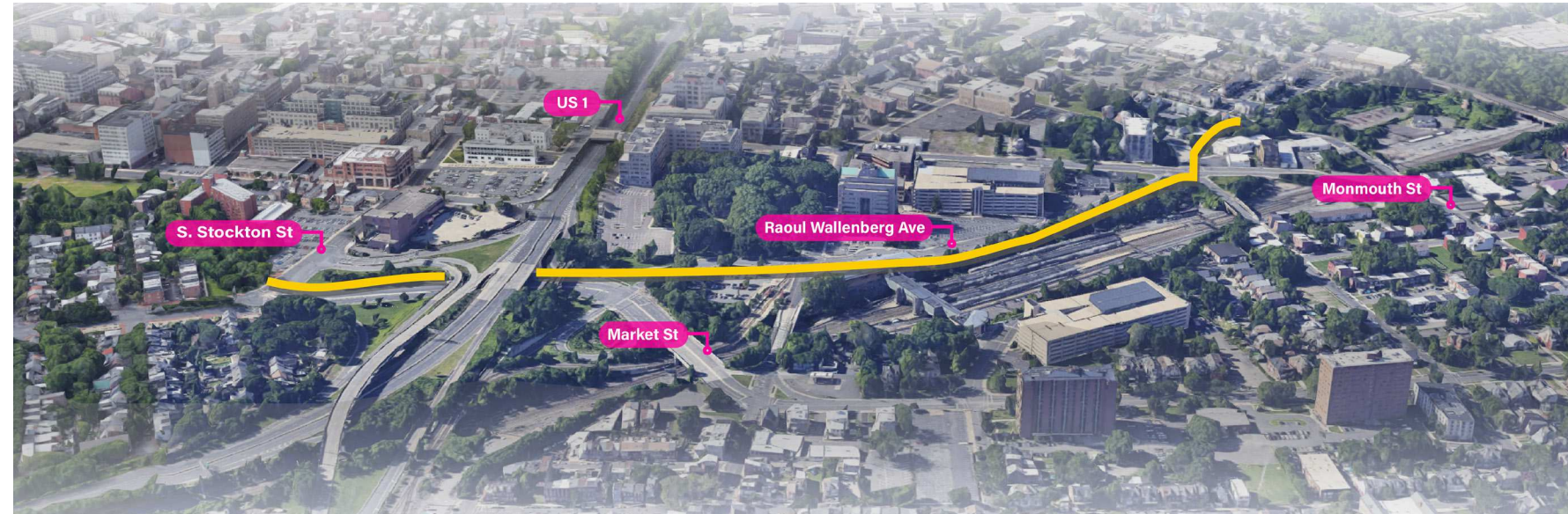
The Assunpink Greenway

Monmouth Street to South Stockton Street

TRAIL DESCRIPTION

Between completed segments at Monmouth Street and the entrance to Mill Hill Park, the Assunpink Greenway is envisioned to provide access to the Trenton Transit Center and other destinations. There are many complexities along this segment of the Greenway, including very little space between structures and a complicated interchange of US 1 and Market Street, but there are also opportunities for connection to multiple transit facilities and increased non-motorized access to businesses and offices as well as historic and cultural sites. This segment would be a little over 1/2 mile. Portions may need to be on-road in the form of bike lanes and accompanying sidewalks.

Figure 79: Aerial Perspective of the Assunpink Greenway - Monmouth Street to South Stockton Street | Source: DVRPC, 2023



CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined
- **Surface Type:** Paved surface recommended
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not currently part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** An alternative to Burlow Street and Market Street, High Injury Network roadways

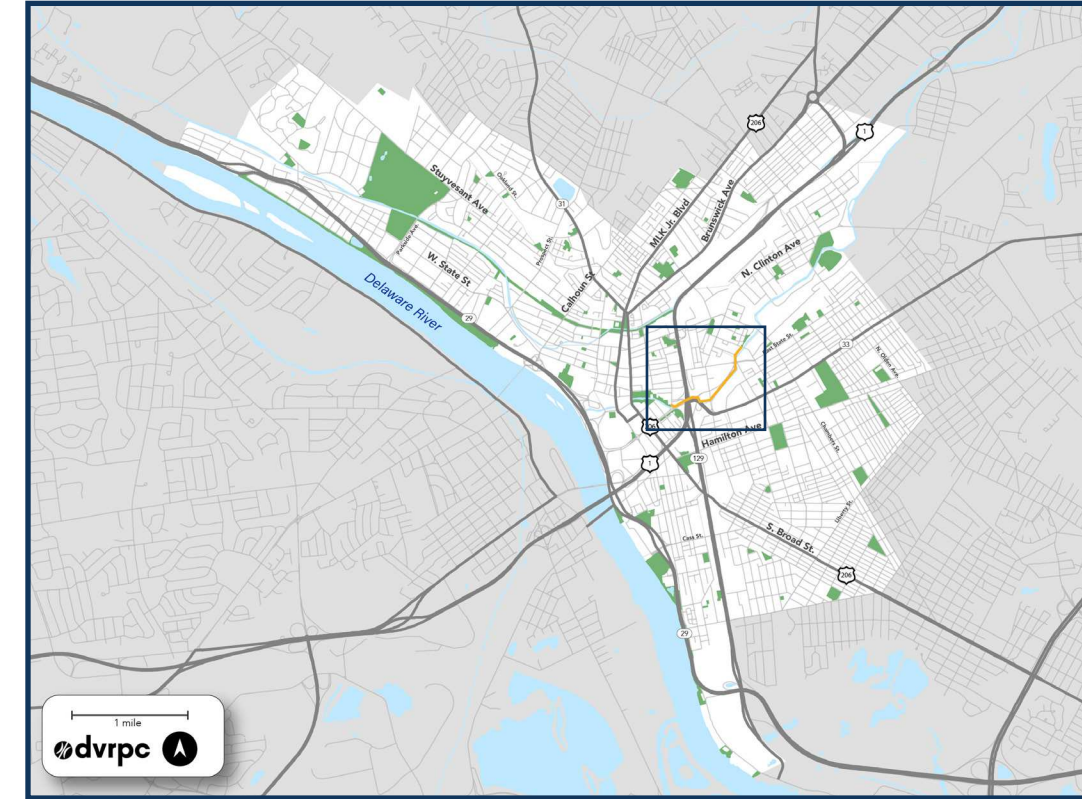


Figure 80: Assunpink Greenway - Monmouth Street to South Stockton Street. Source: DVRPC, 2023



Table 33: Indicators of Potential Disadvantage | Assunpink Greenway - Monmouth Street to South Stockton Street

	CENSUS TRACT 9	CENSUS TRACT 20
Youth	21.8% (average)	31.7% (well above average)
Older Adults	12.7% (average)	6.8% (below average)
Female	48.1% (below average)	52.9% (average)
Racial Minority	64.1% (above average)	92.6% (well above average)
Ethnic Minority	48.7% (well above average)	28.9% (above average)
Foreign-Born	11.3% (average)	17.6% (above average)
Limited English Proficiency	16.3% (above average)	16.5% (above average)
Disabled	24.9% (well above average)	16.8% (above average)
Low-Income	55.0% (well above average)	55.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

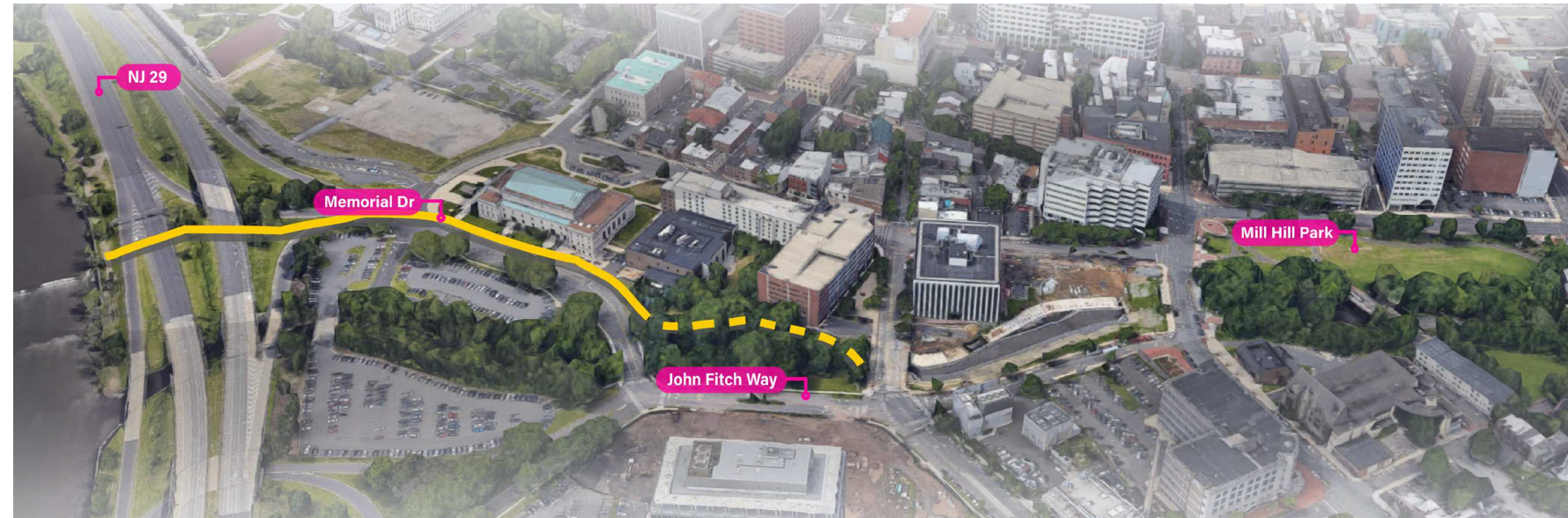
The Assunpink Greenway

Trenton Wellness Loop to Delaware River

TRAIL DESCRIPTION

From Mill Hill Park, the Assunpink Creek continues to its confluence with the Delaware River. At its full extent, the Assunpink Greenway Trail would also complete this journey and provide connection to an envisioned trail along the riverfront. There is an existing trail between South Warren Street and Memorial Drive that could be widened and included in a future alignment. Between Memorial Drive and the river, construction of a trail would likely need to be incorporated into reconfiguration of NJ 29. At its full extent this segment would be about 1/3 mile.

Figure 81: Aerial Perspective of the Assunpink Greenway - Trenton Wellness Loop to Delaware River | Source: DVRPC, 2023



CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined (off-road multi-use trail preferred)
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not currently part of the Circuit Trails
- **LTS Priority Connector:** A high priority LTS connector where parallel to John Fitch Way between South Warren Street and Memorial Drive
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

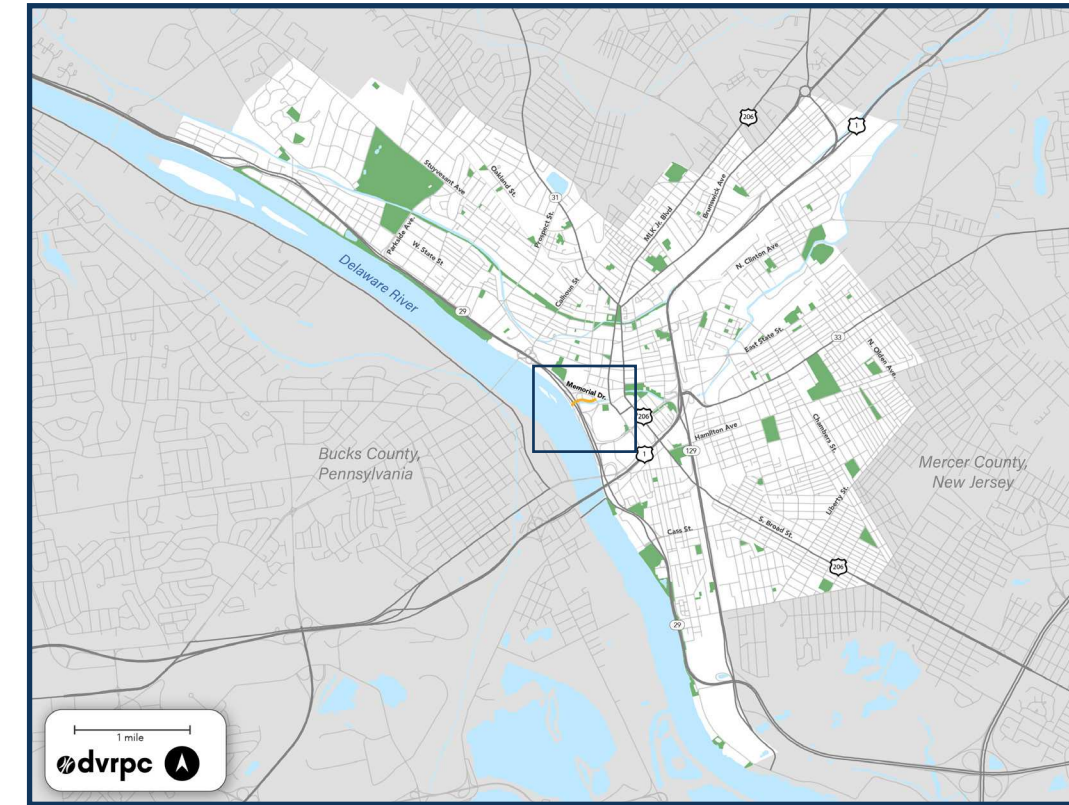


Figure 82: Assunpink Greenway - Trenton Wellness Loop to Delaware River. Source: DVRPC, 2023



Table 34: Indicators of Potential Disadvantage | Assunpink Greenway - Trenton Wellness Loop to Delaware River

	CENSUS TRACT 9	CENSUS TRACT 10	CENSUS TRACT 11.01
Youth	21.8% (average)	28.7% (above average)	20.5% (average)
Older Adults	12.7% (average)	12.4% (below average)	20.0% (above average)
Female	48.1% (below average)	51.4% (average)	51.4% (average)
Racial Minority	64.1% (above average)	75.9% (above average)	86.5% (well above average)
Ethnic Minority	48.7% (well above average)	20.0% (above average)	0.0% (well below average)
Foreign-Born	11.3% (average)	9.3% (average)	5.7% (below average)
Limited English Proficiency	16.3% (above average)	16.1% (above average)	1.8% (below average)
Disabled	24.9% (well above average)	18.4% (above average)	21.6% (above average)
Low-Income	55.0% (well above average)	65.4% (well above average)	45.7% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Capital City Farm Connector

TRAIL DESCRIPTION

The proposed Capital City Farm Connector would coexist with the Capital City Farm and provide a connection between the existing Delaware and Raritan Canal Trail (D&R Canal Trail) and the future Assunpink Greenway Trail. This trail segment will likely be about 1,000 feet long and connect the D&R Canal Trail to North Clinton Avenue, where an upcoming spur of the Assunpink Greenway Trail will start. This segment along with the upcoming spur will provide an important connection between the community and the trail network. Careful planning and design will be needed to ensure both farming and trail use can occur without interfering with each other.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** To be determined
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 83: Aerial Perspective of Capital City Farm Connector | Source: DVRPC, 2023

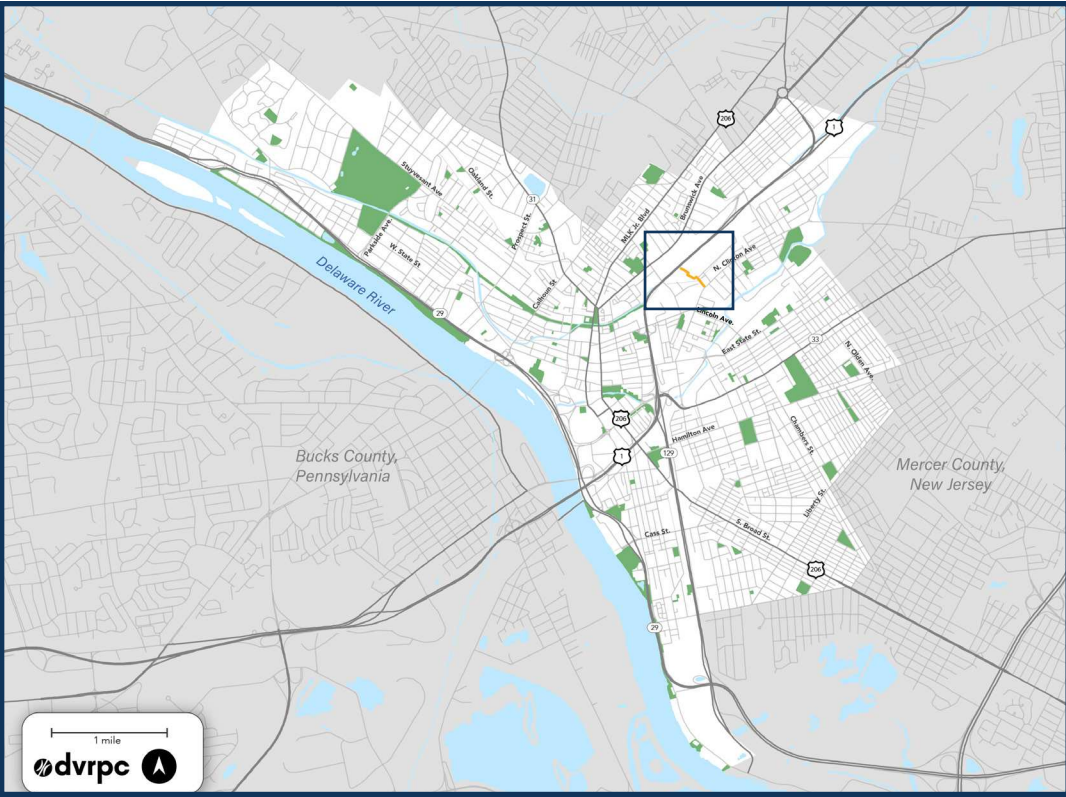


Figure 84: Capital City Farm Connector. Source: DVRPC, 2023

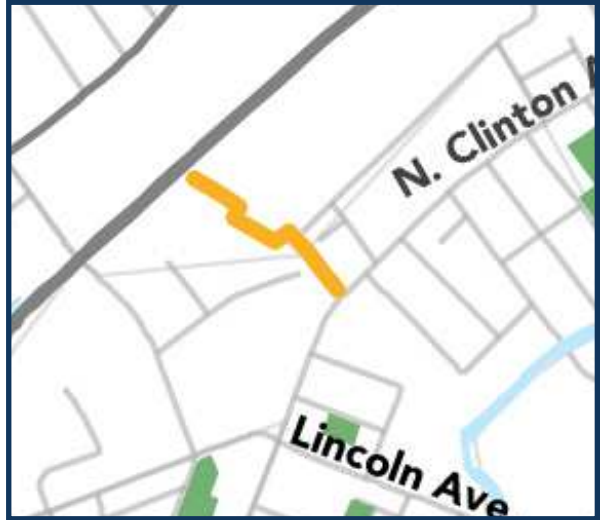


Table 35: Indicators of Potential Disadvantage | Capital City Farm Connector

	CENSUS TRACT 19	CENSUS TRACT 20
Youth	24.7% (above average)	31.7% (well above average)
Older Adults	4.2% (well below average)	6.8% (below average)
Female	60.8% (well above average)	52.9% (average)
Racial Minority	70.4% (above average)	92.6% (well above average)
Ethnic Minority	50.2% (well above average)	28.9% (above average)
Foreign-Born	23.3% (above average)	17.6% (above average)
Limited English Proficiency	24.2% (well above average)	16.5% (above average)
Disabled	10.3% (average)	16.8% (above average)
Low-Income	62.8% (well above average)	55.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

D&R Canal Trail & Assunpink Greenway Connector

Barlow Street to D&R Canal Trail Near Perry Street

TRAIL DESCRIPTION

An unused rail corridor runs parallel to U.S. Route 1 between Barlow Street and Perry Street through downtown Trenton. This right-of-way could be used for a connection between the existing D&R Canal Trail and the proposed Assunpink Greenway Trail as well as an access point to both trails from downtown Trenton and the Trenton Transit Center. This is a complex corridor featuring two major road crossings at State Street and Perry Street and elevation changes, particularly in the south. In addition, right-of-way would need to be obtained from the railroad owner.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 85: Aerial Perspective of D&R Canal Trail & Assunpink Greenway Connector - Barlow Street to D&R Canal Trail Near Perry Street | Source: DVRPC, 2023

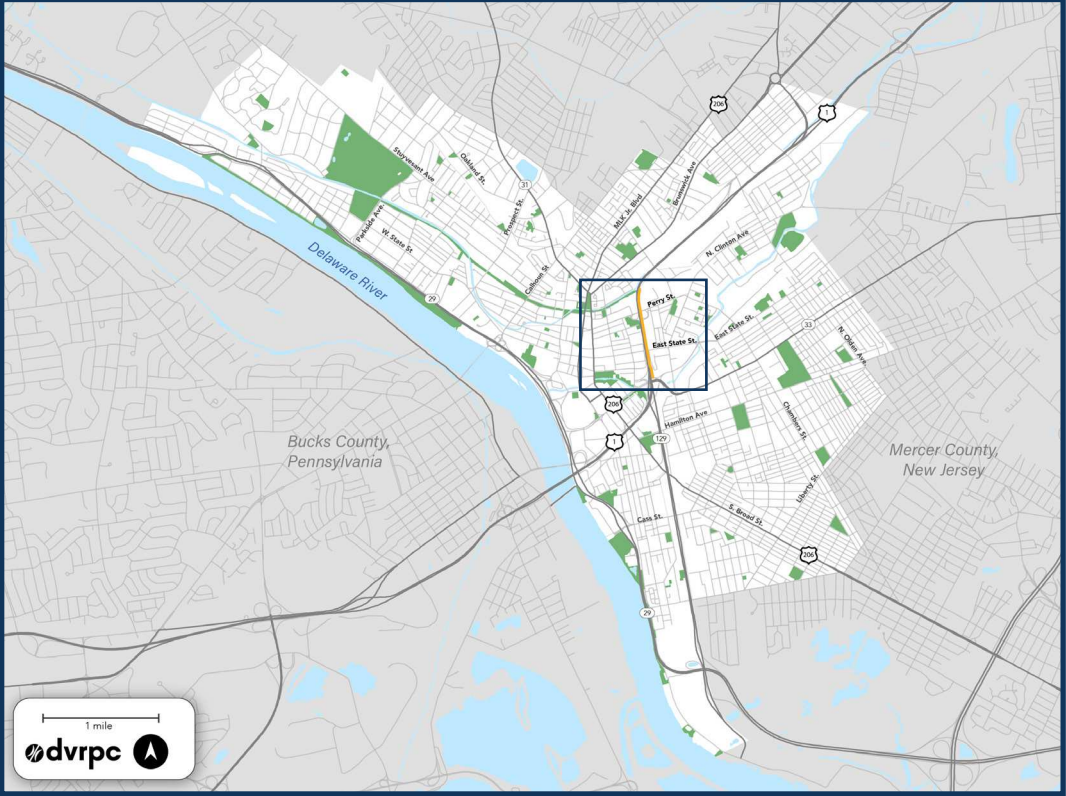
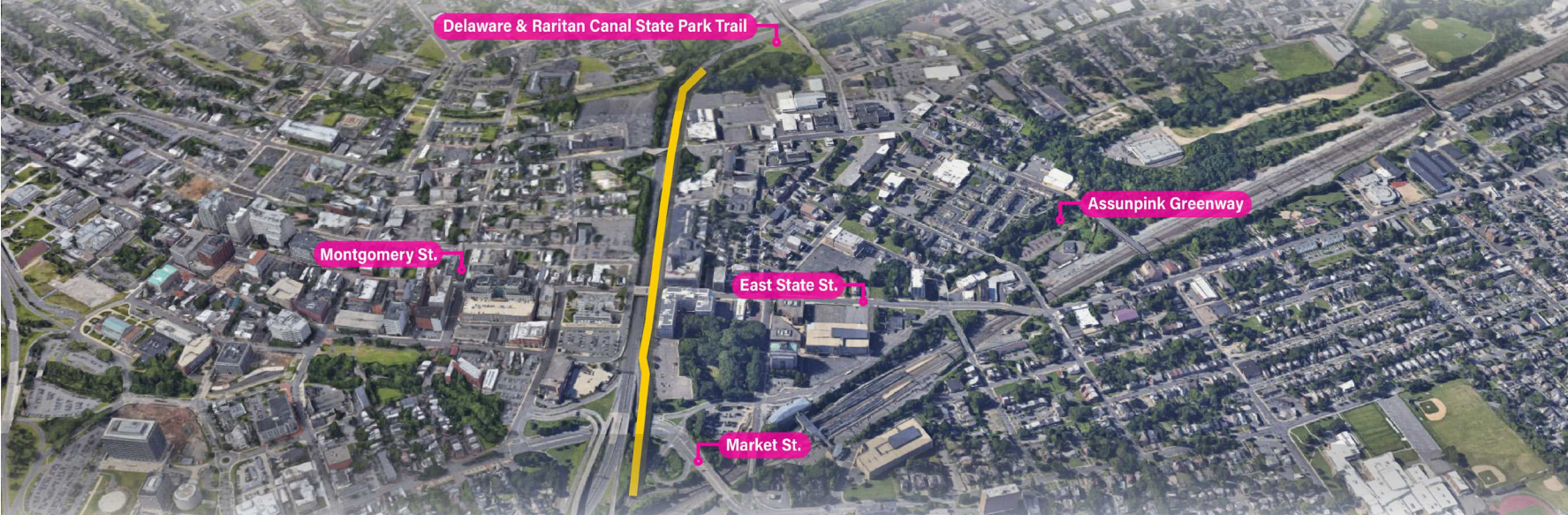


Figure 86: D&R Canal Trail & Assunpink Greenway Connector - Barlow Street to D&R Canal Trail Near Perry Street. Source: DVRPC, 2023

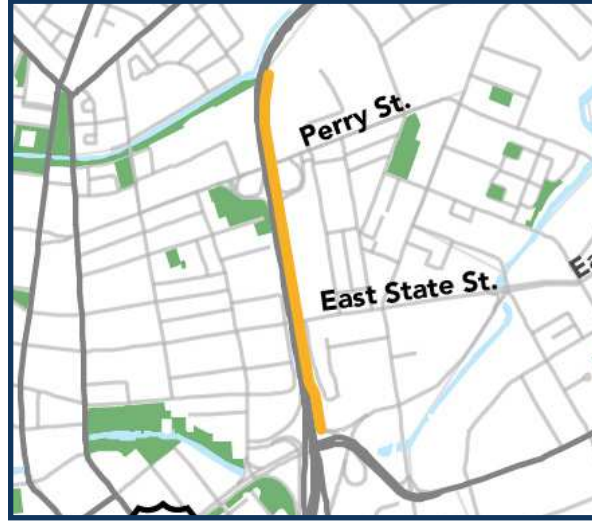


Table 36: Indicators of Potential Disadvantage | D&R Canal Trail & Assunpink Greenway Connector - Barlow Street to D&R Canal Trail Near Perry Street

	CENSUS TRACT 9	CENSUS TRACT 20
Youth	22.3% (average)	31.7% (well above average)
Older Adults	11.0% (below average)	6.8% (below average)
Female	47.2% (below average)	52.9% (average)
Racial Minority	68.3% (above average)	92.6% (well above average)
Ethnic Minority	47.2% (well above average)	28.9% (above average)
Foreign-Born	13.5% (average)	17.6% (above average)
Limited English Proficiency	18.8% (well above average)	16.5% (above average)
Disabled	22.3% (well above average)	16.8% (above average)
Low-Income	50.4% (above average)	55.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Brunswick Avenue Connector

Brunswick Avenue & Lincoln Hwy to Mulberry Street D&R Canal Entrance

TRAIL DESCRIPTION

Extending from the northernmost point of the Wellness Loop, the Brunswick Avenue alignment branches east, running roughly parallel to the D&R Canal. This proposed alignment will provide connections to the Martin Luther King, Jr. Park before turning south first along Sylvester Street and then running along New York Avenue. The Brunswick Avenue alignment will provide an alternative path to the D&R Canal on the north side of the canal and will ultimately provide a connection to the D&R Canal Trail where the two alignments will connect on Mulberry Street. This alignment should be assessed for an off-road sidepath where feasible, but portions may require on-road facilities.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Brunswick Avenue is classified as a high priority LTS connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 87: Aerial Perspective of Brunswick Avenue Connector - Brunswick Avenue & Lincoln Hwy to Mulberry Street D&R Canal Entrance | Source: DVRPC, 2023

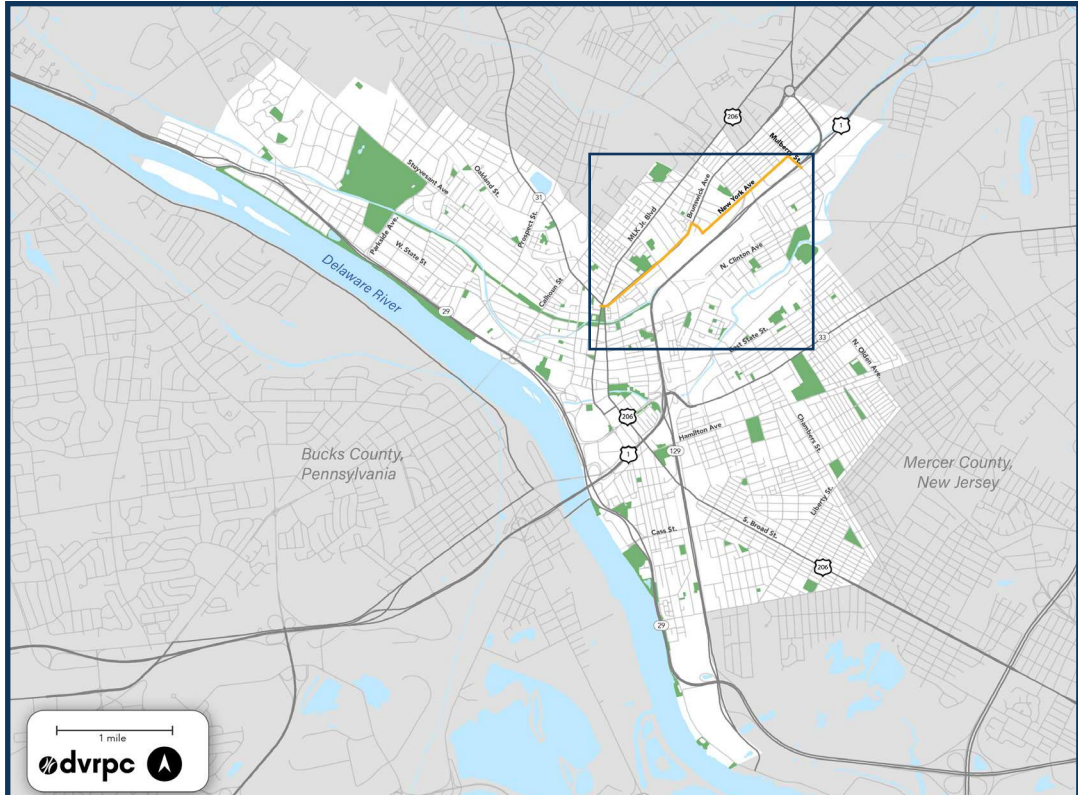


Figure 88: Brunswick Avenue Connector - Brunswick Avenue & Lincoln Hwy to Mulberry Street D&R Canal Entrance.

Source: DVRPC, 2023

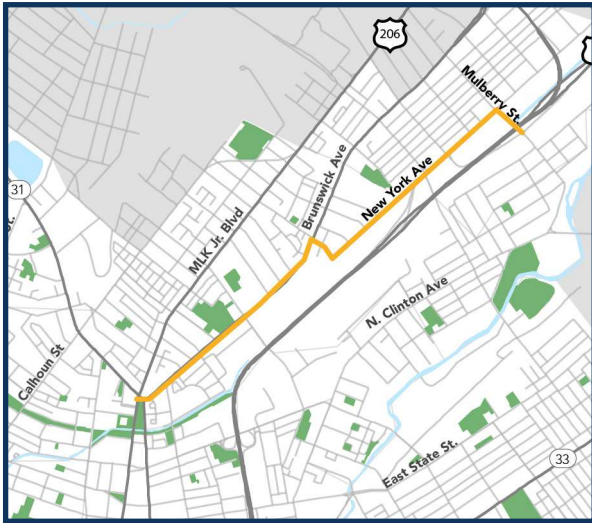


Table 37: Indicators of Potential Disadvantage | Brunswick Avenue Connector - Brunswick Avenue & Lincoln Hwy to Mulberry Street D&R Canal Entrance

	CENSUS TRACT 16	CENSUS TRACT 17	CENSUS TRACT 18
Youth	24.9% (above average)	21.4% (average)	13.3% (below average)
Older Adults	3.3% (well below average)	14.9% (average)	19.5% (average)
Female	53.1% (average)	56.3% (above average)	44.5% (well below average)
Racial Minority	92.8% (well above average)	93.7% (well above average)	60.9% (above average)
Ethnic Minority	19.0% (above average)	17.7% (above average)	23.4% (above average)
Foreign-Born	13.9% (average)	24.2% (above average)	30.4% (well above average)
Limited English Proficiency	6.8% (average)	4.5% (average)	19.8% (well above average)
Disabled	13.8% (average)	14.3% (average)	14.1% (average)
Low-Income	57.0% (well above average)	49.5% (above average)	50.2% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Calhoun Street Connector

TRAIL DESCRIPTION

The Calhoun Street Bridge currently has a separated walkway on the north side of the bridge to allow pedestrians to cross the Delaware River. Cyclists are also allowed to walk their bicycles across the bridge as well, though riding a bike is prohibited. Once a pedestrian crosses the bridge from Pennsylvania, however, there is no direct connection to any trails. A connecting facility would allow for pedestrians and cyclists to safely navigate the NJ 29 interchange. Such a facility could continue along Calhoun Street, making connections to the existing D&R Canal Trail near Capitol Street, the existing D&R Greenway near Summer and Church streets, and terminate at a conceptual Delaware & Bound Brook Trail near Fairway Drive and Louise Lane.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined
- **Surface Type:** Paved
- **Bicycle Use:** Bikes will be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Part of the Circuit Trails from the Delaware River to the D&R Canal Trail
- **LTS Priority Connector:** Calhoun Street is classified as a high priority LTS connector
- **High Injury Network Alternative:** Calhoun Street is a High Injury Network road

Figure 89: Aerial Perspective of Calhoun Street Connector | Source: DVRPC, 2023

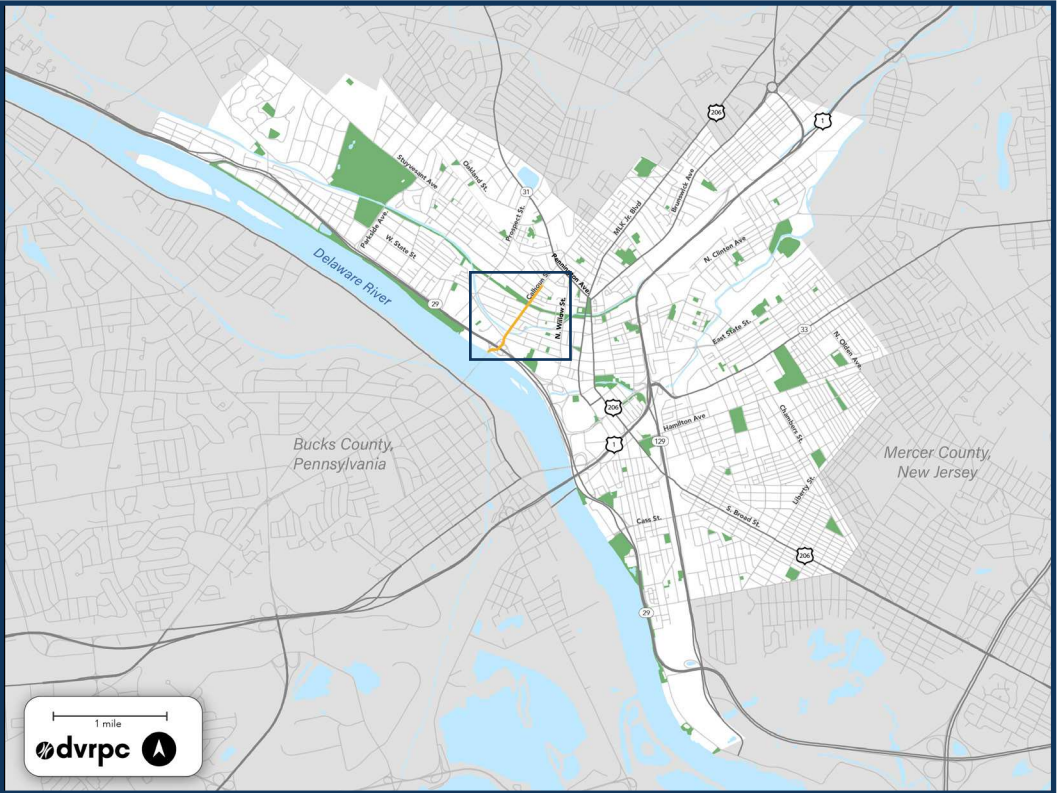


Figure 90: Calhoun Street Connector. Source: DVRPC, 2023

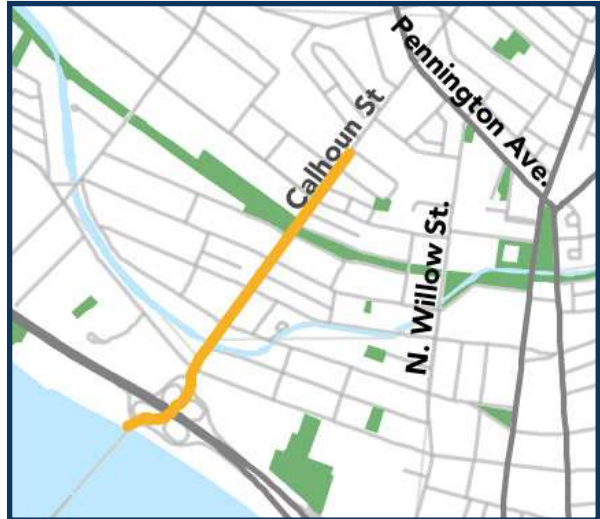


Table 38: Indicators of Potential Disadvantage | Calhoun Street Connector

	CENSUS TRACT 11.01	CENSUS TRACT 11.02	CENSUS TRACT 15
Youth	20.5% (average)	24.3% (average)	41.6% (well above average)
Older Adults	20.0% (above average)	14.2% (average)	8.2% (below average)
Female	51.4% (average)	56.6% (above average)	70.4% (well above average)
Racial Minority	86.5% (well above average)	93.0% (well above average)	96.0% (well above average)
Ethnic Minority	0.0% (well below average)	7.0% (average)	10.0% (average)
Foreign-Born	5.7% (below average)	18.7% (above average)	7.8% (average)
Limited English Proficiency	1.8% (below average)	1.7% (below average)	13.1% (above average)
Disabled	21.6% (above average)	18.4% (above average)	22.2% (above average)
Low-Income	45.7% (above average)	45.8% (well above average)	41.4% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

D&R Greenway Connector

Riverview Plaza

TRAIL DESCRIPTION

Improvements along Riverview Plaza between the upcoming Old Warf Park Trail and the existing waterfront trail will be needed to manage trail, automobile, and local pedestrian traffic at this important hub.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Part of an alternative to NJ 29, a High Injury Network road

Figure 91: Aerial Perspective of D&R Greenway Connector - Riverview Plaza | Source: DVRPC, 2023

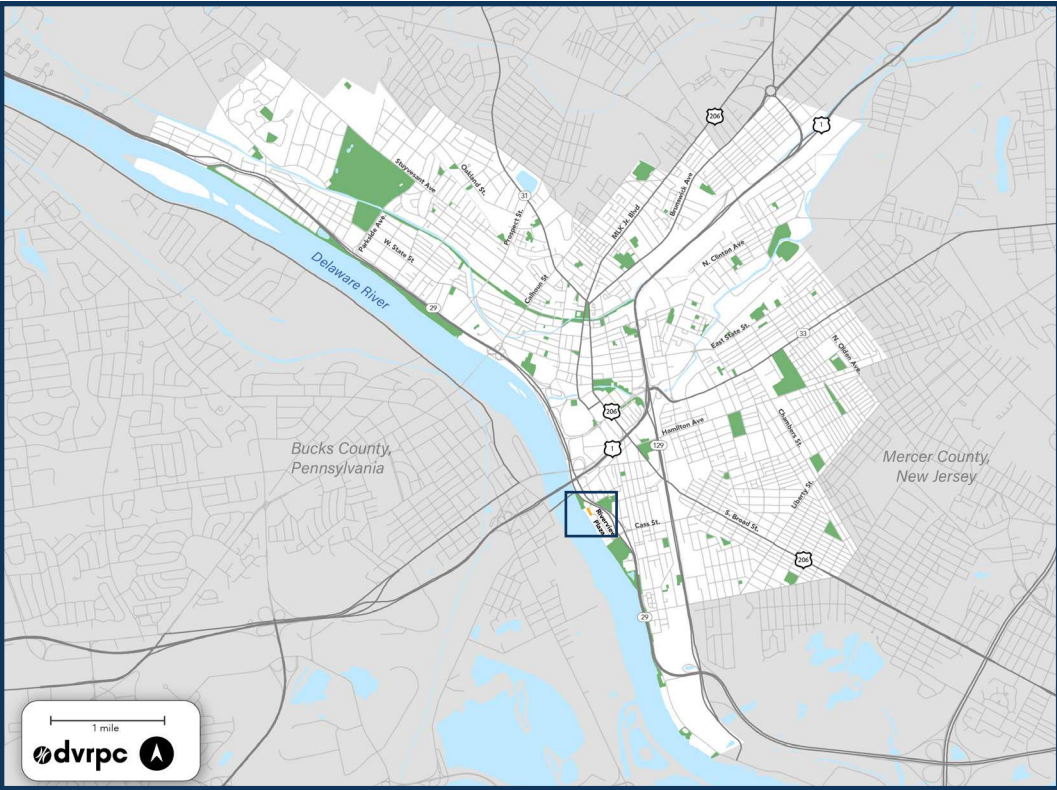
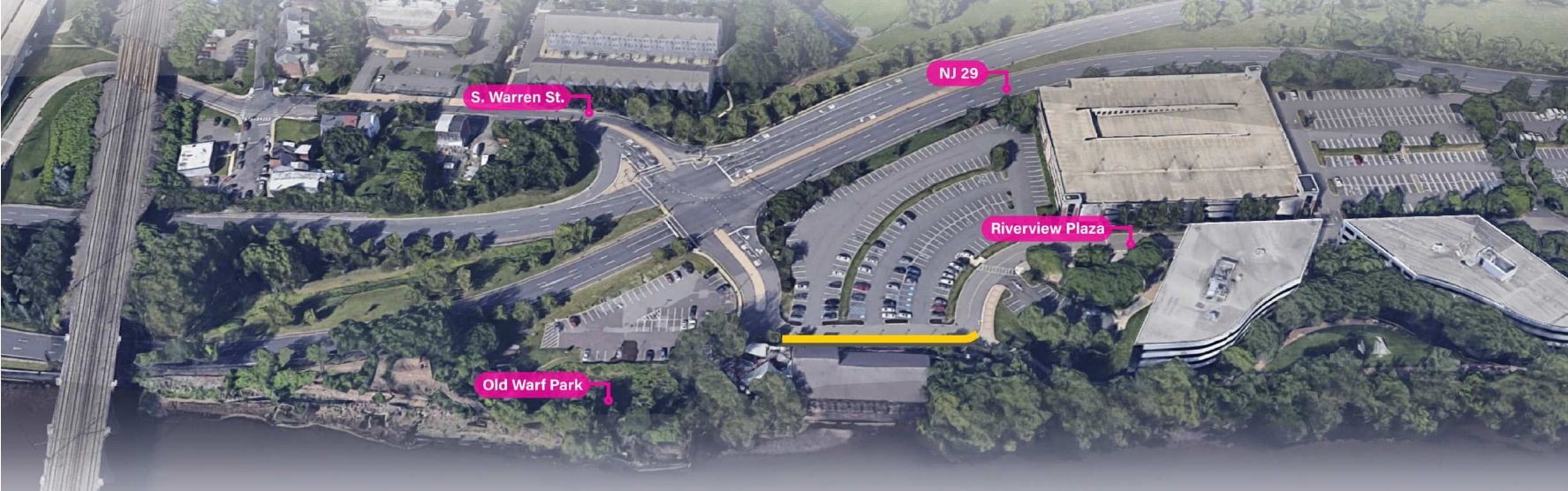


Figure 92: D&R Greenway Connector - Riverview Plaza. Source: DVRPC, 2023



Table 39: Indicators of Potential Disadvantage | D&R Greenway Connector - Riverview Plaza

CENSUS TRACT 10	
Youth	28.7% (above average)
Older Adults	12.4% (below average)
Female	51.4% (average)
Racial Minority	75.9% (above average)
Ethnic Minority	20.0% (above average)
Foreign-Born	9.3% (average)
Limited English Proficiency	16.1% (above average)
Disabled	18.4% (above average)
Low-Income	65.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

D&R Greenway Connector

Cooper Field to South River Walk

TRAIL DESCRIPTION

An extension of the D&R Greenway Connector is proposed between Cooper Field and the South Riverwalk Park entrance on Lambertson Street. This connector will link with a segment that is currently under development from the southwest corner of the Wellness Loop to Cooper Field. The extension would probably be developed in two segments. One would be an off-road trail along NJ 29, connecting Cooper Field to the Cass and Lambertson streets intersection. This segment will require coordination with the New Jersey Department of Transportation. The second segment would extend along Lambertson Street from the intersection to the park entrance. This has been proposed as a two-way cycletrack on this city-owned street. This will be a critical trail linking both the Lambertson and South Trenton neighborhoods to the waterfront.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail (Cooper Field to Cass Street) and two-way cycletrack on Lambertson Street (Cass Street to South Riverwalk Park)
- **Surface Type:** Paved
- **Bicycle Use:** Bikes will be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** An alternative to NJ 29, a High Injury Network road

Figure 93: Aerial Perspective of D&R Greenway Connector - Cooper Field to South River Walk | Source: DVRPC, 2023

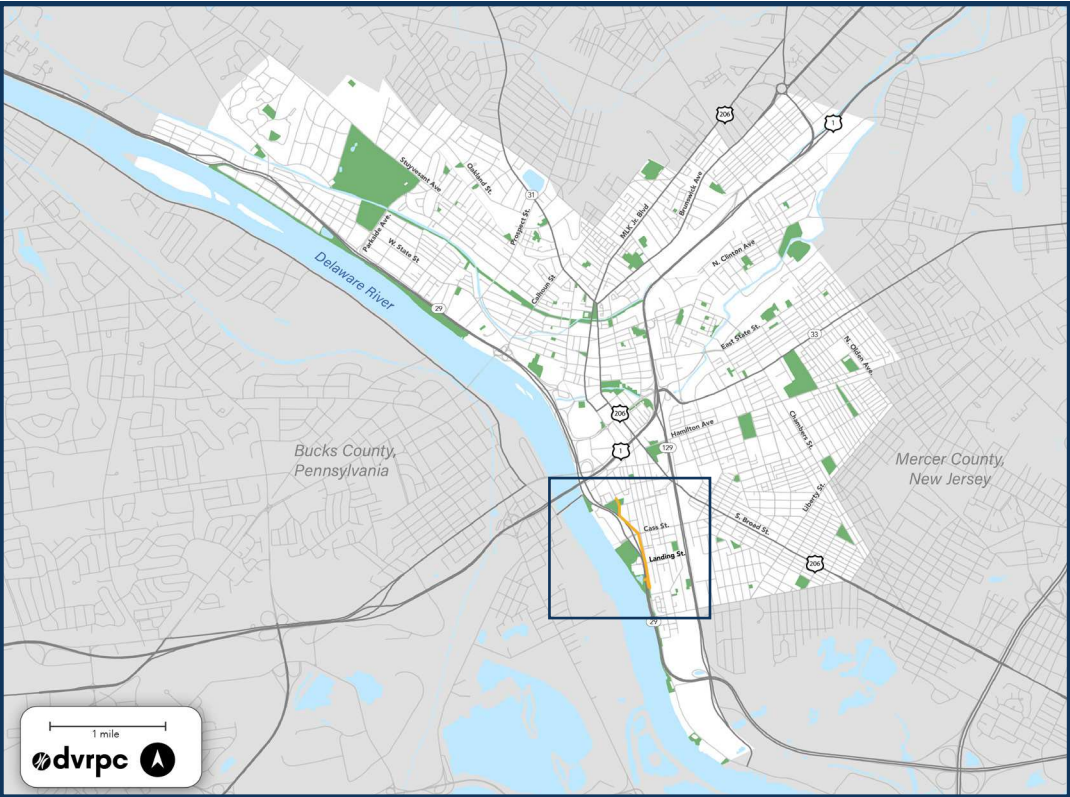


Figure 94: D&R Greenway Connector - Cooper Field to South River Walk. Source: DVRPC, 2023



Table 40: Indicators of Potential Disadvantage | D&R Greenway Connector - Cooper Field to South River Walk

	CENSUS TRACT 1	CENSUS TRACT 8	CENSUS TRACT 10
Youth	23.8% (average)	22.2% (average)	28.7% (above average)
Older Adults	12.9% (average)	15.5% (average)	12.4% (below average)
Female	55.4% (above average)	46.7% (below average)	51.4% (average)
Racial Minority	44.8% (average)	57.6% (above average)	75.9% (above average)
Ethnic Minority	63.2% (well above average)	58.6% (well above average)	20.0% (above average)
Foreign-Born	23.3% (above average)	22.9% (above average)	9.3% (average)
Limited English Proficiency	32.2% (well above average)	31.8% (well above average)	16.1% (above average)
Disabled	18.1% (average)	11.9% (average)	18.4% (above average)
Low-Income	52.3% (above average)	57.6% (well above average)	65.4% (well above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Delaware & Bound Brook Trail

Homan Avenue & Hillcrest Avenue to Louise Lane & Calhoun Street

TRAIL DESCRIPTION

The Delaware & Bound Brook Trail could serve as a critical connector to Calhoun Street. Branching north from Calhoun Street just south of Louise Lane, the trail will extend northwest to the municipal border. Utilizing an unused rail line, the trail will connect existing parks; community centers, such as the West Ward Community Center; places of worship; and residential neighborhoods. An existing bridge spanning Parkside Avenue has been replaced by Mercer County and could be integrated into the trail. This corridor has also been discussed as a potential alignment for future extension of rail transit from downtown Trenton into northwestern neighborhoods and Ewing.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** To be determined
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** An alternative to Stuyvesant Avenue, a High Injury Network Road

Figure 95: Aerial Perspective of the Delaware & Bound Brook Trail - Homan Avenue & Hillcrest Avenue to Louise Lane & Calhoun Street | Source: DVRPC, 2023

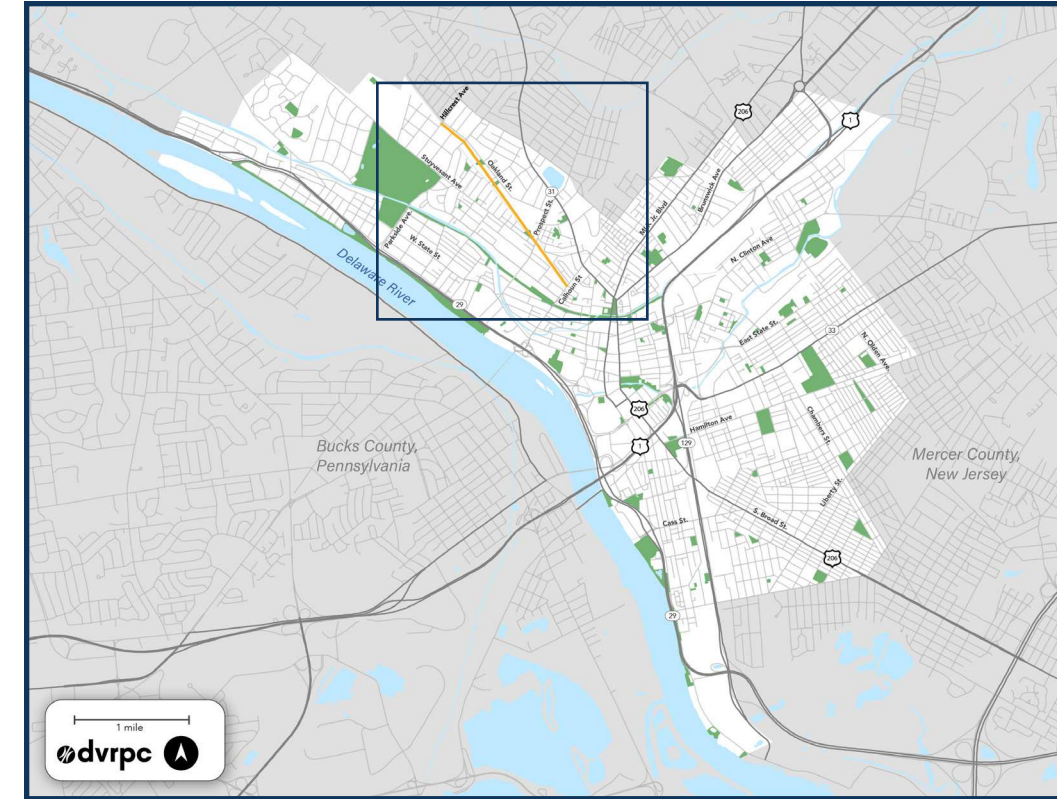
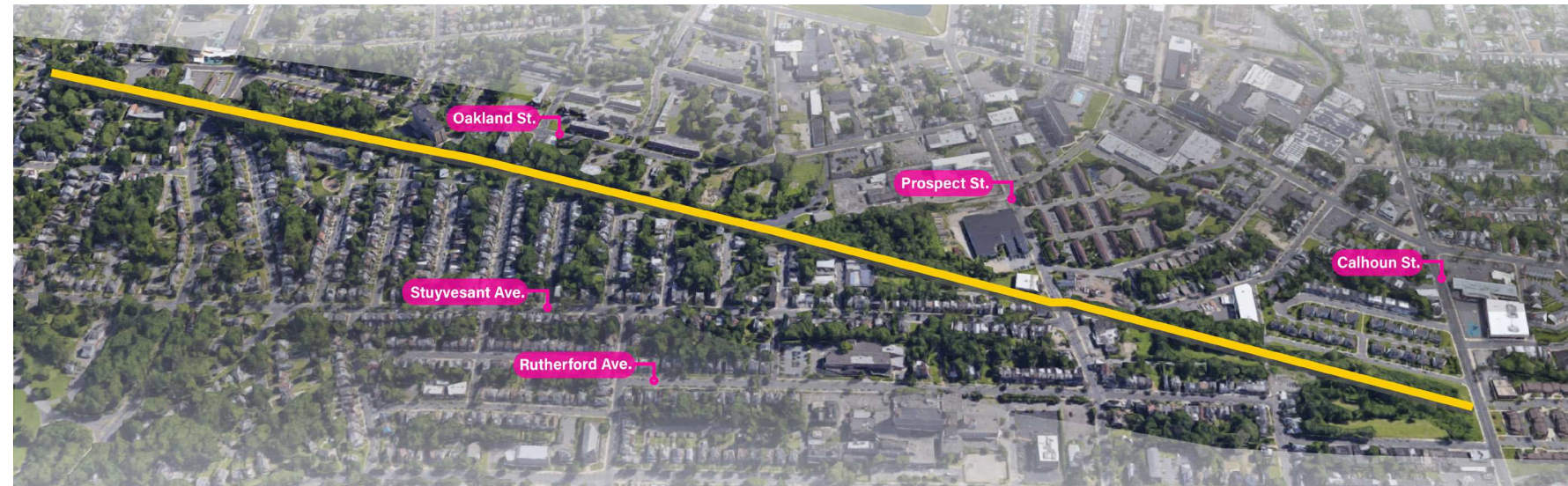


Figure 96: Delaware & Bound Brook Trail - Homan Avenue & Hillcrest Avenue to Louise Lane & Calhoun Street. Source: DVRPC, 2023

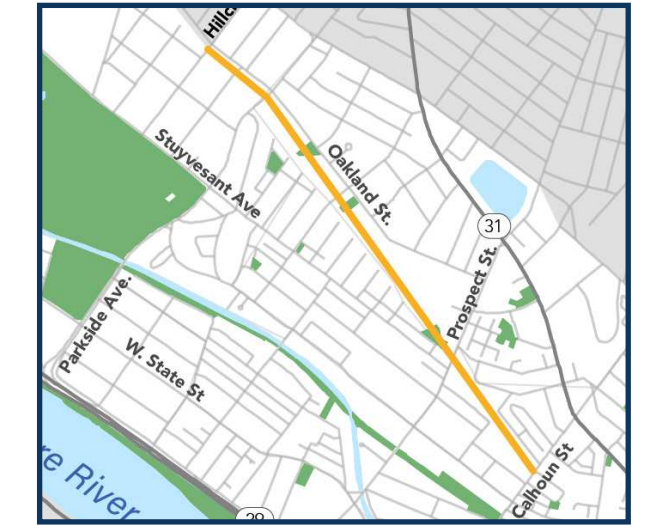


Table 41: Indicators of Potential Disadvantage | Delaware & Bound Brook Trail - Homan Avenue & Hillcrest Avenue to Louise Lane & Calhoun Street

	CENSUS TRACT 13	CENSUS TRACT 14.01	CENSUS TRACT 14.02	CENSUS TRACT 15
Youth	18.3% (average)	35.3% (well above average)	23.2% (average)	41.6% (well above average)
Older Adults	15.3% (average)	14.2% (average)	15.9% (average)	8.2% (below average)
Female	44.6% (well below average)	62.4% (well above average)	59.2% (well above average)	70.4% (well above average)
Racial Minority	77.9% (above average)	94.4% (well above average)	85.7% (well above average)	96.0% (well above average)
Ethnic Minority	10.2% (average)	18.6% (average)	11.7% (average)	10.0% (average)
Foreign-Born	15.1% (average)	1.8% (below average)	8.6% (average)	7.8% (average)
Limited English Proficiency	4.6% (average)	2.1% (below average)	2.7% (average)	13.1% (above average)
Disabled	17.2% (above average)	16.4% (above average)	18.0% (above average)	22.2% (above average)
Low-Income	45.8% (above average)	76.2% (well above average)	48.9% (above average)	41.4% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Delaware & Bound Brook Trail Extension

Louise Lane & Calhoun Street to Trenton Battle Monument

TRAIL DESCRIPTION

An extension of the Delaware & Bound Brook Trail between Calhoun Street and the Trenton Wellness Loop near the Trenton Battle Monument would add additional connections to the trail network. One potential alignment would follow Fairway Drive and Carver Lane to North Willow Street. From here a trail could extend to Ringold Street near the Trenton Reading Seniors Center before connecting to Trenton Wellness Loop on Lincoln Highway/US 206. Other potential alignments could be explored as part of an alternative analysis.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 97: Aerial Perspective of the Delaware & Bound Brook Trail - Louise Lane & Calhoun Street to Trenton Battle Monument | Source: DVRPC, 2023

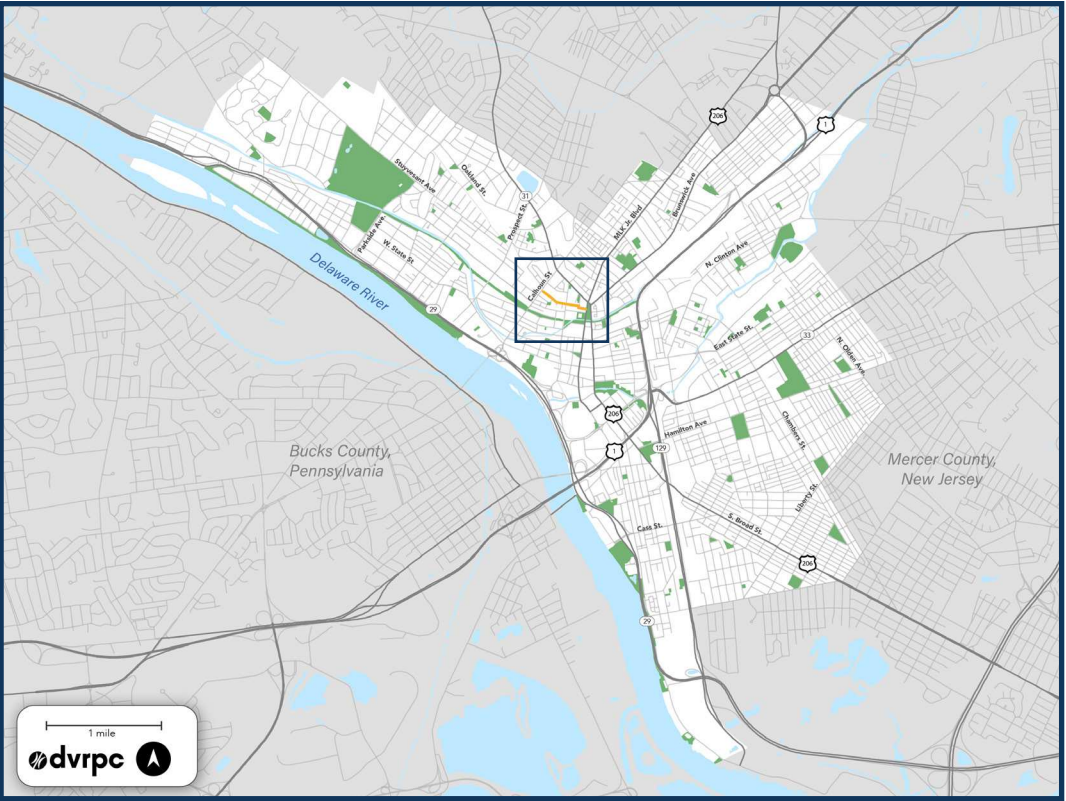


Figure 98: Delaware & Bound Brook Trail - Louise Lane & Calhoun Street to Trenton Battle Monument. Source: DVRPC, 2023



Table 42: Indicators of Potential Disadvantage | Delaware & Bound Brook Trail - Louise Lane & Calhoun Street to Trenton Battle Monument

CENSUS TRACT 15	
Youth	41.6% (well above average)
Older Adults	8.2% (below average)
Female	70.4% (well above average)
Racial Minority	96.0% (well above average)
Ethnic Minority	10.0% (average)
Foreign-Born	7.8% (average)
Limited English Proficiency	13.1% (above average)
Disabled	22.2% (above average)
Low-Income	41.4% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Martin Luther King, Jr. Blvd/ Princeton Avenue

Pennington Avenue to Spruce Street

TRAIL DESCRIPTION

Continuing northeast from the northernmost point of the Wellness Loop, on-road bicycle and pedestrian facilities on Martin Luther King, Jr. Blvd. could provide bicycle and pedestrian access between downtown Trenton and residential neighborhoods to the northeast. Improvements along Princeton Avenue could also connect this corridor to the Johnson Trolley Trail corridor via upcoming improvements to Spruce Street. At the Trenton Wellness Loop, cyclists and pedestrians can connect to the D&R Canal Trail and the D&R Connector.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Portions of Martin Luther King, Jr. Blvd. are a high priority LTS connector
- **High Injury Network Alternative:** Princeton Avenue between Calhoun Street and Spruce Street is a High Injury Network road

Figure 99: Aerial Perspective of Martin Luther King, Jr. Blvd/Princeton Avenue - Pennington Avenue to Spruce Street | Source: DVRPC, 2023

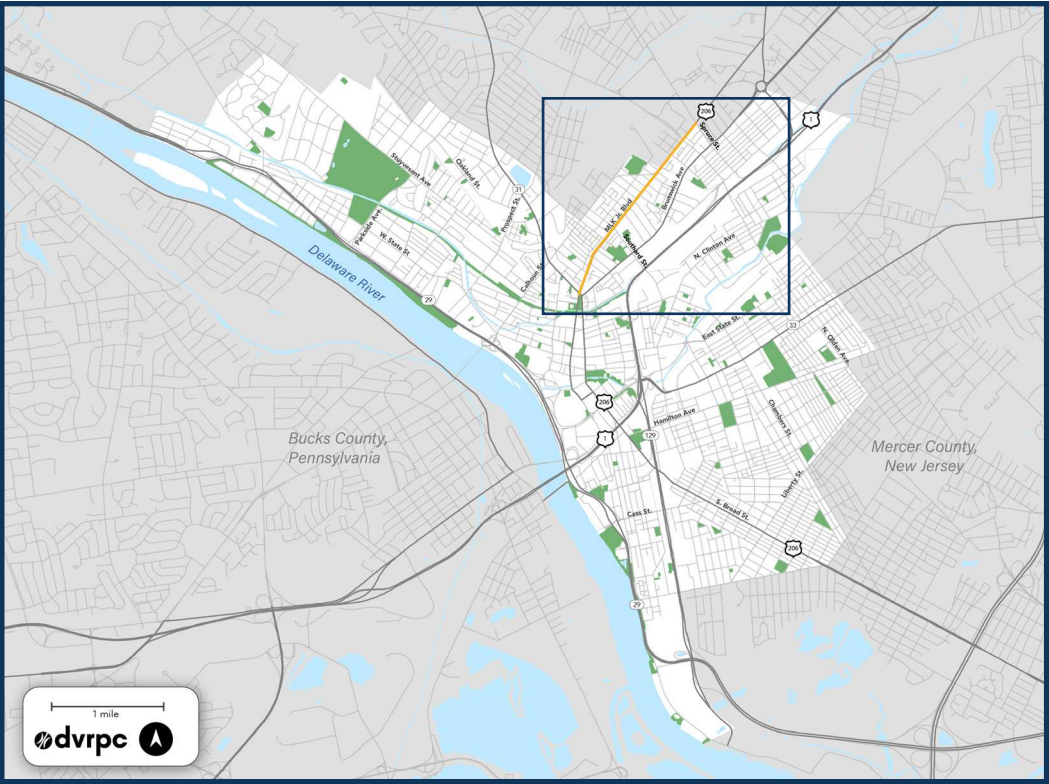
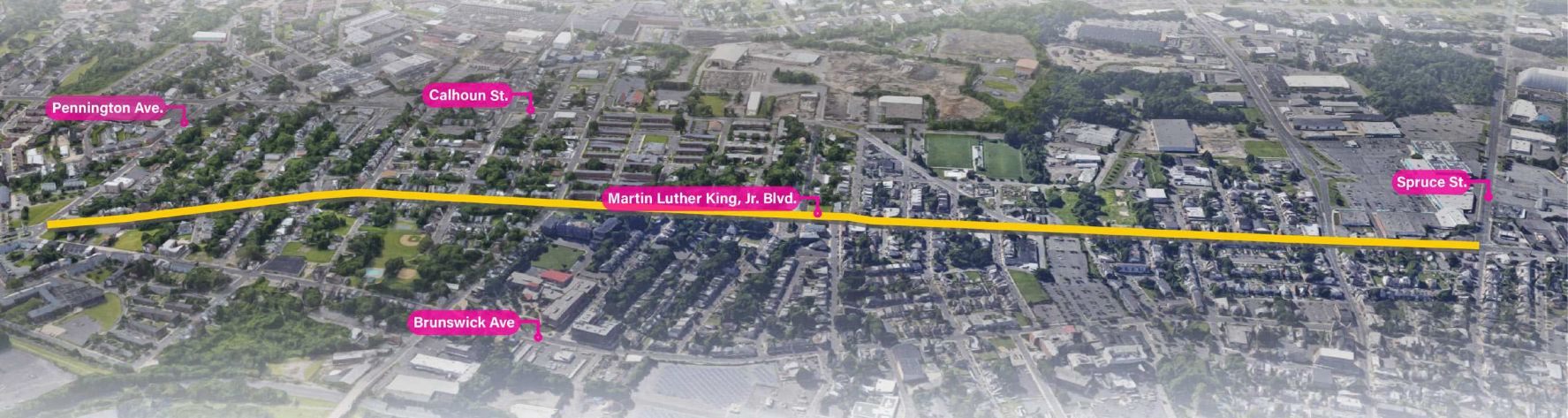


Figure 100: Martin Luther King, Jr. Blvd/Princeton Avenue - Pennington Avenue to Spruce Street. Source: DVRPC, 2023

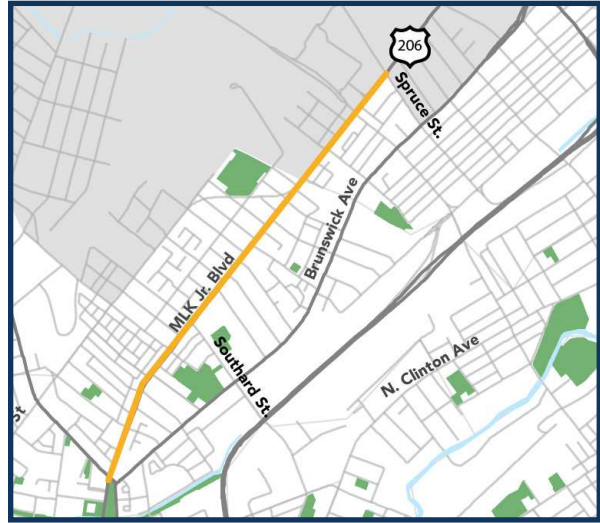


Table 43: Indicators of Potential Disadvantage | Martin Luther King, Jr. Blvd/Princeton Avenue - Pennington Avenue to Spruce Street

	CENSUS TRACT 15	CENSUS TRACT 16	CENSUS TRACT 17	CENSUS TRACT 18
Youth	41.6% (well above average)	24.9% (above average)	21.4% (average)	13.3% (below average)
Older Adults	8.2% (below average)	73.3% (well below average)	14.9% (average)	19.5% (average)
Female	70.4% (well above average)	53.1% (average)	56.3% (above average)	44.5% (well below average)
Racial Minority	96.0% (well above average)	92.8% (well above average)	93.7% (well above average)	60.9% (above average)
Ethnic Minority	10.0% (average)	19.0% (above average)	17.7% (above average)	23.4% (above average)
Foreign-Born	7.8% (average)	13.9% (average)	24.2% (above average)	30.4% (well above average)
Limited English Proficiency	13.1% (above average)	6.8% (average)	4.5% (average)	19.8% (well above average)
Disabled	22.2% (above average)	13.8% (average)	14.3% (average)	14.1% (average)
Low-Income	41.4% (above average)	57.0% (well above average)	49.5% (above average)	50.2% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Stacey Park Trail

Trenton Water Works to Old Warf Park

TRAIL DESCRIPTION

The existing Stacey Park Trail is an excellent public asset that provides Trenton residents with riverfront access as well as a safe recreational path for both cyclists and pedestrians to use. However, the trail does not currently continue south past the Trenton Water Works Water Filtration Plant. It is proposed that the trail should be extended about 1.3 miles along the riverfront to the trail under development at Old Warf Park. While some space is available in portions of the alignment, such a trail would likely require changes to NJ 29 at locations where the distance between the river and roadway is insufficient. Careful coordination will also be needed with Trenton Water Works to ensure safe and unimpeded operation of the filtration plant.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** An alternative to NJ 29, a High Injury Network road

Figure 101: Aerial Perspective of Stacey Park Trail - Trenton Water Works to Old Warf Park | Source: DVRPC, 2023

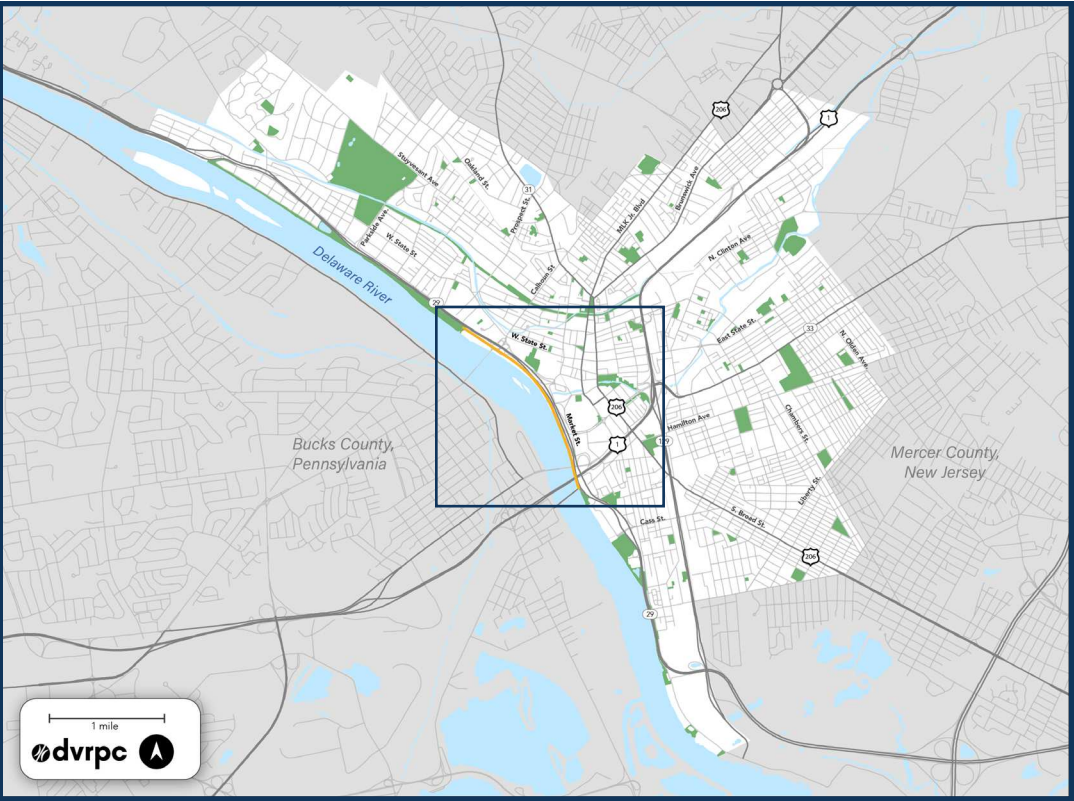


Figure 102: Stacey Park Trail - Trenton Water Works to Old Warf Park. Source: DVRPC, 2023

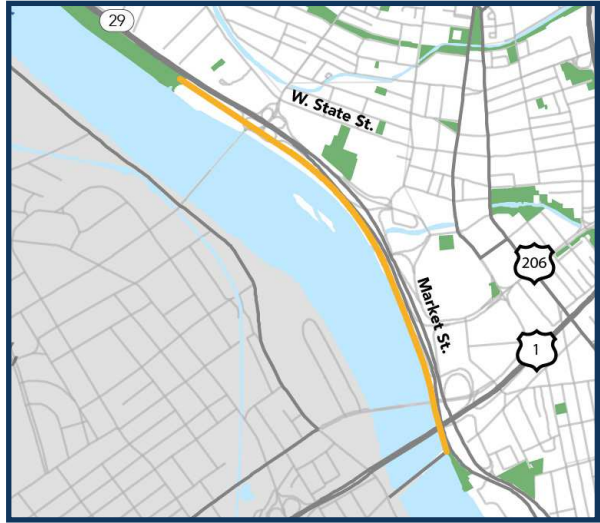


Table 44: Indicators of Potential Disadvantage | Stacey Park Trail - Trenton Water Works to Old Warf Park

	CENSUS TRACT 10	CENSUS TRACT 11.01
Youth	28.7% (above average)	20.5% (average)
Older Adults	12.4% (below average)	20.0% (above average)
Female	51.4% (average)	51.4% (average)
Racial Minority	75.9% (above average)	86.5% (well above average)
Ethnic Minority	20.0% (above average)	0.0% (well below average)
Foreign-Born	9.3% (average)	5.7% (below average)
Limited English Proficiency	16.1% (above average)	1.8% (below average)
Disabled	18.4% (above average)	21.6% (above average)
Low-Income	65.4% (well above average)	45.7% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Stacey Park Trail Connector

Parkside Avenue

TRAIL DESCRIPTION

From Stacey Park a connection could be made to the D&R Canal Trail and Cadwalader Park by using the existing pedestrian-only bridge near Lenape Avenue to connect to a potential alignment along Riverside and Parkside avenues. The existing D&R Trail is grade separated from Parkside Avenue meaning that any connection between them would need to be designed and constructed. Publicly held property exists along this corridor that could potentially accommodate a side path. But, existing structures and environmental constraints may necessitate on-road facilities. This corridor would provide residents of the Hiltonia and Parkside neighborhoods with access to the riverfront.

Figure 103: Aerial Perspective of Stacey Park Trail Connector - Parkside Avenue | Source: DVRPC, 2023



CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined (multi-use trail preferred where possible)
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed (except where prohibited on the existing bridge over NJ 29)
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Parkside Avenue is a high priority LTS connector
- **High Injury Network Alternative:** Parkside Avenue is a High Injury Network road

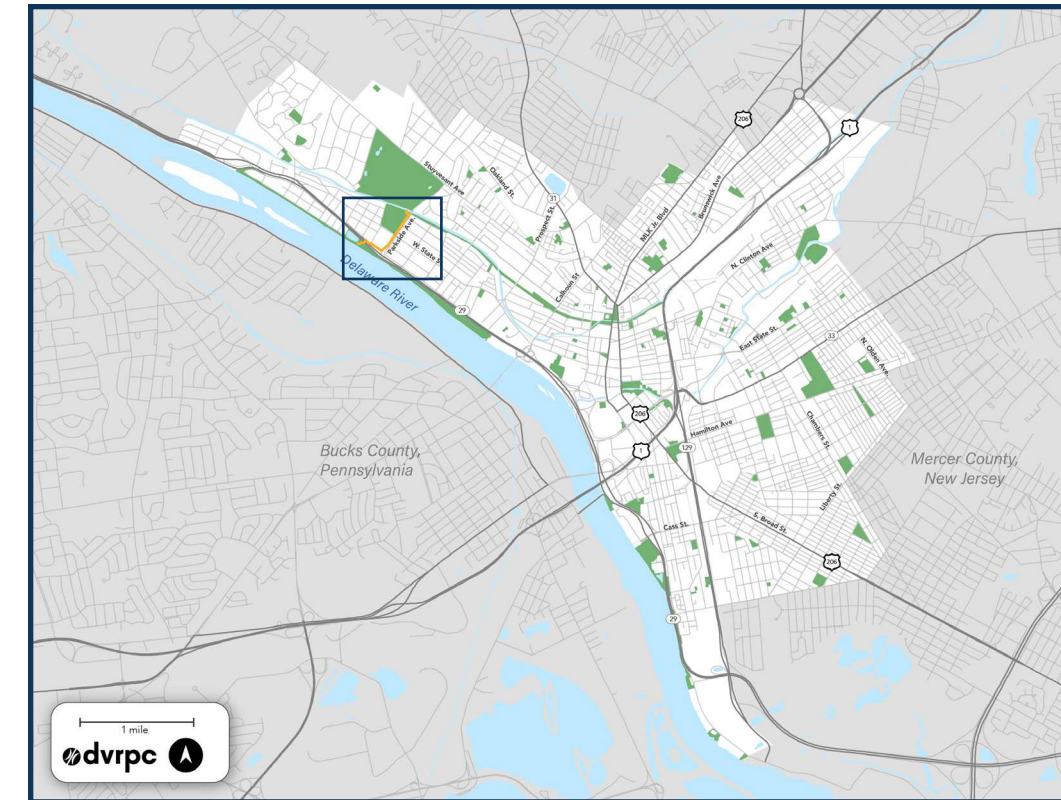


Figure 104: Stacey Park Trail Connector - Parkside Avenue. Source: DVRPC, 2023



Table 45: Indicators of Potential Disadvantage | Stacey Park Trail Connector - Parkside Avenue

	CENSUS TRACT 12	CENSUS TRACT 13
Youth	22.8% (average)	18.3% (average)
Older Adults	9.4% (below average)	15.3% (average)
Female	54.7% (above average)	44.6% (well below average)
Racial Minority	87.1% (well above average)	77.9% (above average)
Ethnic Minority	1.4% (below average)	10.2% (average)
Foreign-Born	17.6% (above average)	15.1% (average)
Limited English Proficiency	7.2% (average)	4.6% (average)
Disabled	14.1% (average)	17.2% (above average)
Low-Income	40.6% (above average)	45.8% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Stacey Park Trail Connector

Hermitage Avenue

TRAIL DESCRIPTION

With the construction of NJ 29 in the 20th century, there are only a handful of safe access points over NJ 29 that provide direct access to the Delaware River waterfront. A pedestrian-only bridge over the road provides access near Hermitage Avenue. A connector along Hermitage Avenue would provide a link between the Stacey Park Trail at the riverfront and the D&R Canal Trail where it crosses Hermitage Avenue near Artisan Street.

CONCEPTUAL TRAIL CHARACTERISTICS

- **Trail Type:** Facility type to be determined
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed (except where prohibited on the existing bridge over NJ 29)
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** Not an alternative to the High Injury Network

Figure 105: Aerial Perspective of Stacey Park Trail Connector - Hermitage Avenue | Source: DVRPC, 2023

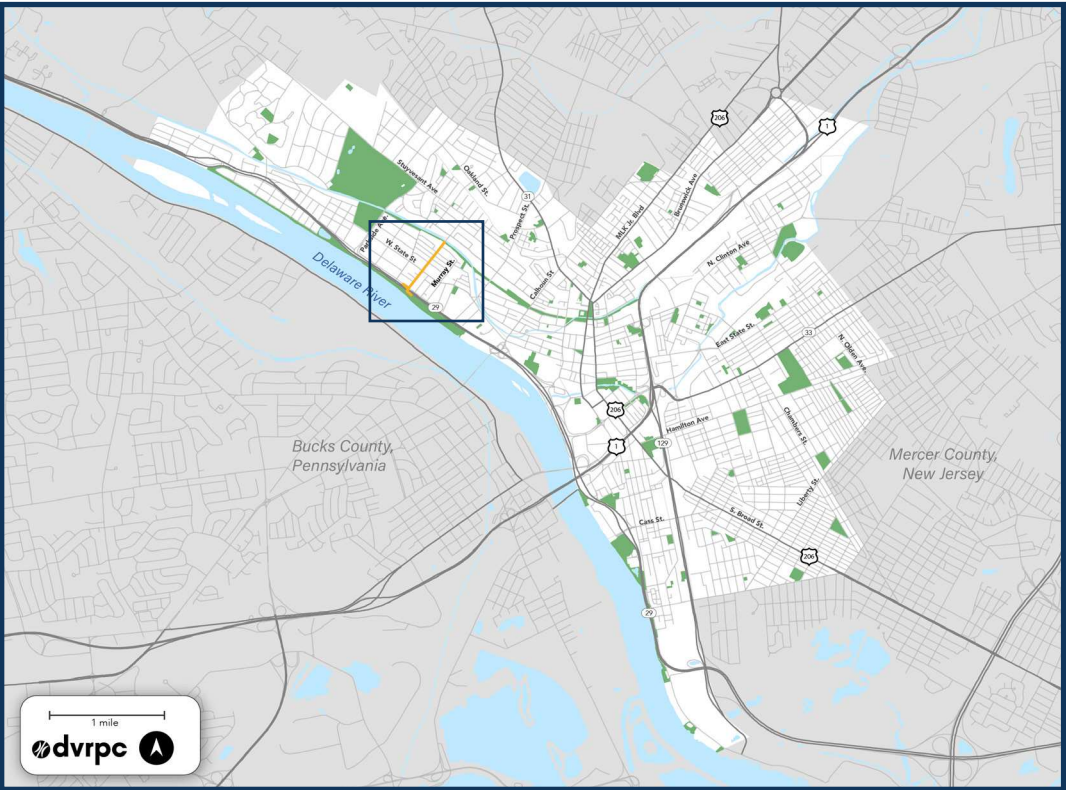


Figure 106: Stacey Park Trail Connector - Hermitage Avenue. Source: DVRPC, 2023



Table 46: Indicators of Potential Disadvantage | Stacey Park Trail Connector - Hermitage Avenue

CENSUS TRACT 11.01	
Youth	20.5% (average)
Older Adults	20.0% (above average)
Female	51.4% (average)
Racial Minority	86.5% (well above average)
Ethnic Minority	0.0% (well below average)
Foreign-Born	5.7% (below average)
Limited English Proficiency	1.8% (below average)
Disabled	21.6% (above average)
Low-Income	45.7% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021

Stacey Park Trail

Riverside Drive to Abernethy Drive

TRAIL DESCRIPTION

The existing Stacey Park Trail is an excellent public asset that provides Trenton residents with riverfront access as well as a safe recreational path for both cyclists and pedestrians to use. However, the trail does not currently extend north along the river past the pond near Riverside Drive. It is proposed that the trail should be extended another 1.2 miles along the riverfront to the municipal boundary at Abernethy Drive. While space is available along most of Riverside Drive, between the roadway and the river, such a trail would likely require changes to NJ 29 at the northern end of the alignment where the distance between the river and roadway is insufficient.

Figure 107: Aerial Perspective of Stacey Park Trail - Riverside Drive to Abernethy Drive | Source: DVRPC, 2023



TRAIL CHARACTERISTICS

- **Trail Type:** Multi-use trail
- **Surface Type:** Paved
- **Bicycle Use:** Bikes should be allowed
- **Trail Owner:** To be determined
- **Circuit Trail:** Not part of the Circuit Trails
- **LTS Priority Connector:** Not an LTS priority connector
- **High Injury Network Alternative:** An alternative to NJ 29 a High Injury Network roadway

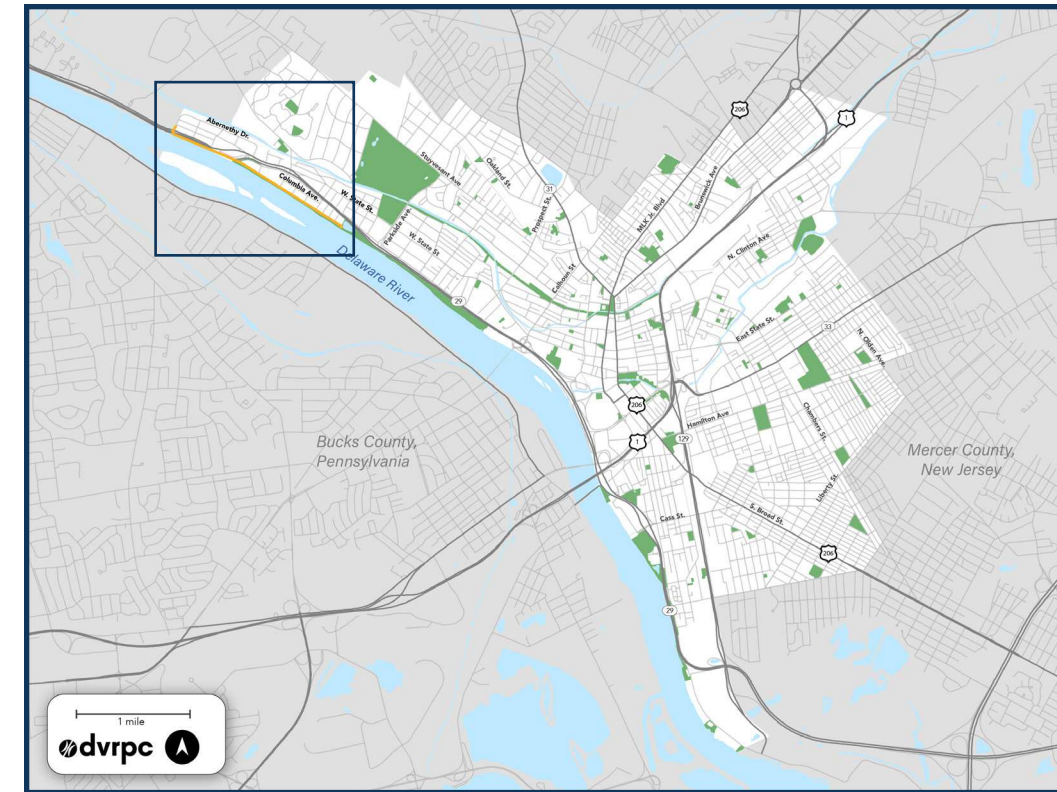


Figure 108: Stacey Park Trail - Riverside Drive to Abernethy Drive. Source: DVRPC, 2023

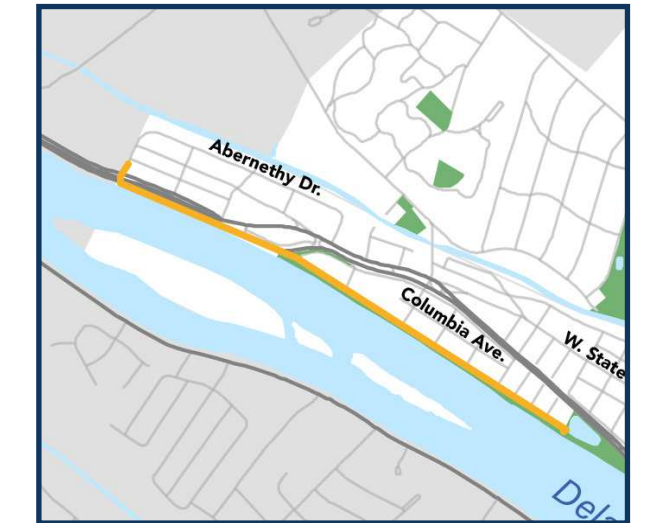


Table 47: Indicators of Potential Disadvantage | Stacey Park Trail - Riverside Drive to Abernethy Drive

CENSUS TRACT 12	
Youth	22.8% (average)
Older Adults	9.4% (below average)
Female	54.7% (above average)
Racial Minority	87.1% (well above average)
Ethnic Minority	1.4% (below average)
Foreign-Born	17.6% (above average)
Limited English Proficiency	7.2% (average)
Disabled	14.1% (average)
Low-Income	40.6% (above average)

Source: U.S. Census, American Community Survey (ACS) 2017-2021



Existing Signage - Stacey Park Trail | DVRPC



Existing Signage - Stacey Park Trail | DVRPC



Cadwalader Park | DVRPC

Chapter 7



Signage & Wayfinding

An overview of signage and wayfinding, including examples and next steps.

As Trenton seeks to construct a city-wide trail network, clear and consistent wayfinding will help achieve the goal of integrating the city’s existing trail network into a unified and comprehensive system. Ultimately, the network will consist of the Assunpink Creek Greenway, the Delaware and Raritan Canal Towpath, the Downtown Wellness Loop, the Trenton to Princeton “Johnson Trolley Line” Trail, the Delaware and Bound Brook Rail Trail, sections of the Delaware River Heritage Trail, East Coast Greenway, and any necessary on-road connections. Providing clear and properly scaled wayfinding will help Trentonians fully utilize the network to access workplaces and businesses, community resources, and natural environments.

WAYFINDING

There are many existing guidelines and examples of best practices for trail signage, all of which can be used to help inform and guide a customized system of trail signage and wayfinding for the City of Trenton. There are also many successful examples of effective signage and wayfinding systems. Some of these are documented in this report’s case studies.

Ultimately, wayfinding and signage play a critical role in four different user-related processes:⁵²

1. Orientation: Where a user is located compared to a desired destination or other known landmarks;

2. Route Choice: How a user will get from where they are to where they want to go;
3. Route Monitoring: Providing the user with information to confirm they are headed in the right direction to reach their destination; and
4. Destination Recognition: Indicating to the user that they have reached their destination.

A wayfinding or signage system that incorporates all four user-related processes has the ability to increase the use of the trail by residents and visitors as well as general safety. People are unlikely to get on a new trail if they don’t know where it leads, or where they will be able to exit. Wayfinding helps users understand how individual routes relate to a broader network of trails and greenways. This knowledge can empower people to choose active forms of transportation like walking and cycling. Thoughtful signage has the ability to integrate a trail with the on-street network and make connections to local transit and destinations easy.

MANUAL UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

The Federal Highway Administration (FHWA) produces the *Manual of Uniform Traffic Control Devices* (MUTCD). This authoritative document serves as a comprehensive guide that lists federal rules, regulations, and recommendations for the construction and placement of safety signs and markings. The New Jersey Department of Transportation requires MUTCD compliance on

state-owned facilities. Mercer County follows MUTCD for all traffic control devices, signs, and pavement markings on county-owned roads as well. Similarly, the City of Trenton also enforces MUTCD rules and regulations for all city-owned roads. Depending on the funding source, compliance with this manual may be required.

Part 9 of the MUTCD, “Traffic Control for Bicycle Facilities,” provides guidelines specific to bicycle facilities. Resources like the MUTCD can aid in guiding the development of standard signs as well as ensuring compliance in all possible signage settings.

SIGNAGE & SURFACE MARKINGS

Signage and surface markings are a practical and easy way to communicate with trail users. Proper signage along a trail helps maintain user safety, and keeps users informed and connected while they travel. Consistent signage and wayfinding play a critical role in the unification of bicycle and pedestrian routes within a regional network. Marking routes with on-street markings and branded signage makes navigating the network easier and more accessible for the public and is a way to increase connectivity throughout an existing or expanding network.

Consistent signage throughout the network can increase safety where trails connect to on-street bike facilities. Pavement markings and signage alert drivers and cyclists alike that bicycles are

permitted and encouraged to share the street. Signage can also help inform trail users that amenities are nearby, such as historic sites, public restrooms, water fountains, or tire fill stations. Signage and surface markings should be clear, concise, and consistent.

Striping and other surface markings are an effective way to communicate trail rules and regulations to trail users. Surfacing markings are in addition to and in reinforcement of traditional trail signage. Surface markings should employ retroreflectivity standards so they are visible at night. According to the rules and regulations in the MUTCD, all pavement markings on roads and paved paths must be retro reflectorized.⁵³ Centerline striping is not necessary for low-traffic trails, but can improve safety when added to trails with high-traffic volumes or where visibility is limited.

MILE MARKERS

Mile markers placed along a trail can significantly enhance the user experience. Trail users who utilize the trail for exercise often appreciate the presence of mile markers as a means of tracking distance traveled. Larger trail networks can benefit from having a color-coded scheme when segments of the trail either branch off or are disconnected from another part of the trail. A consistent color scheme provides immediate recognition to the trail users and can elevate the marker’s visibility and utility.

Accurate markers can also help determine the location of trail users in the case of an accident or emergency when integrated with local first responder systems. Each marker can be linked to an exact location for purposes of emergency dispatch.

Trenton should consider incorporating location or distance-specific trail markers on particularly long or challenging routes, including markers that are linked with exact longitude and latitude coordinates to help emergency responders immediately determine the nearest point of entry. Trail markers can be small and relatively inexpensive but can convey vital, life-saving information.

ACCESSIBILITY

Accessibility is an important part of trail development and signage, because it is the key to ensuring that trails are available to all groups. When deciding to construct or alter a trail facility, it is important to ensure that all people have an equal opportunity to use the facility. Nearly one in every five people in the United States report living with a disability that significantly limits their activity, including walking, seeing, hearing, and other activities. The best way to integrate accessibility is to use the principles of universal design by “designing programs and facilities to be usable by all people, to the greatest extent possible, without separated or segregated access for people with disabilities.”⁵⁴

Designing for accessibility applies to signage as well. Users with disabilities have many ways of obtaining information, and what works for some may not work for others. Therefore, information should be

provided in a variety of formats to accommodate the greatest number of users possible. When providing information graphically through signage the use of standard symbols, such as the National Parks System (“NPS”) Standard Cartographic Symbols can provide an easy way to communicate accessibility information. By using both color and different shapes to denote accessible facilities, these symbols can be easily added to existing maps and signage.

DEVELOPING A UNITED BRANDING SCHEME

Trails that cross jurisdictional boundaries, or are part of a larger, indirectly connected network, may wish to create consistent signage or a unified branding scheme. Consistent signage has the ability to unify trail components and can make recognition of the larger integrated system by the trail user easier. Consistent branding can also increase the awareness of trails among community members as well as visitors.

Stakeholders in the trail network should collaborate to develop a cohesive branding scheme that can be applied throughout the system. The branding scheme should allow flexibility and serve as a guide, rather than a “one size fits all” approach. Creating an easily identifiable branding scheme will provide consistency and legibility to the trail network, and will increase awareness to trail users, community members, and visitors alike. Effective network signage should strike

a balance between establishing a consistent design or color scheme, promoting the system at large, without compromising the identity of individual trails.



The Circuit Trails Signage
Source: We Conserve PA

CASE STUDY: THE EAST COAST GREENWAY

The East Coast Greenway (ECG) is a pedestrian and cyclist route that extends the entire length of the East Coast corridor, stretching 3,000 miles in length from Maine to Florida. The route transects 15 states, and is intended to provide a safe place for all ages and abilities to recreate throughout the hundreds of communities the greenway connects.

Due to the size and scale of the ECG, establishing a formal branding scheme has been both critical to the formalization of the route as well as challenging. In 2002, the East Coast Greenway Alliance (ECGA) Board of Trustees adopted the ECG “two trees” logo as a clear and easily recognizable design that would serve as effective branding for the route. The signage used prior to the “two trees” logo did a poor job as an easily recognizable and clear sign for user guidance.

While the ECGA prefers to post their standard sign model along the route, they are willing and able to incorporate their ECG graphic on existing signage, or at the request of a host agency along part of the network. The Alliance regularly works with other agencies and trail managers to develop signs acceptable and compliant with local design standards.

The ECG has their own trail signage manual. Their signs also adhere to the standards outlined in the *Manual of Uniform Traffic*

Control Devices (MUTCD). The MUTCD also provides guidance on surface markings, regulatory signs, warning signs, and guide signs that are frequently employed throughout the greenway and other formalized bicycle and pedestrian routes.



Logo prior to 2002



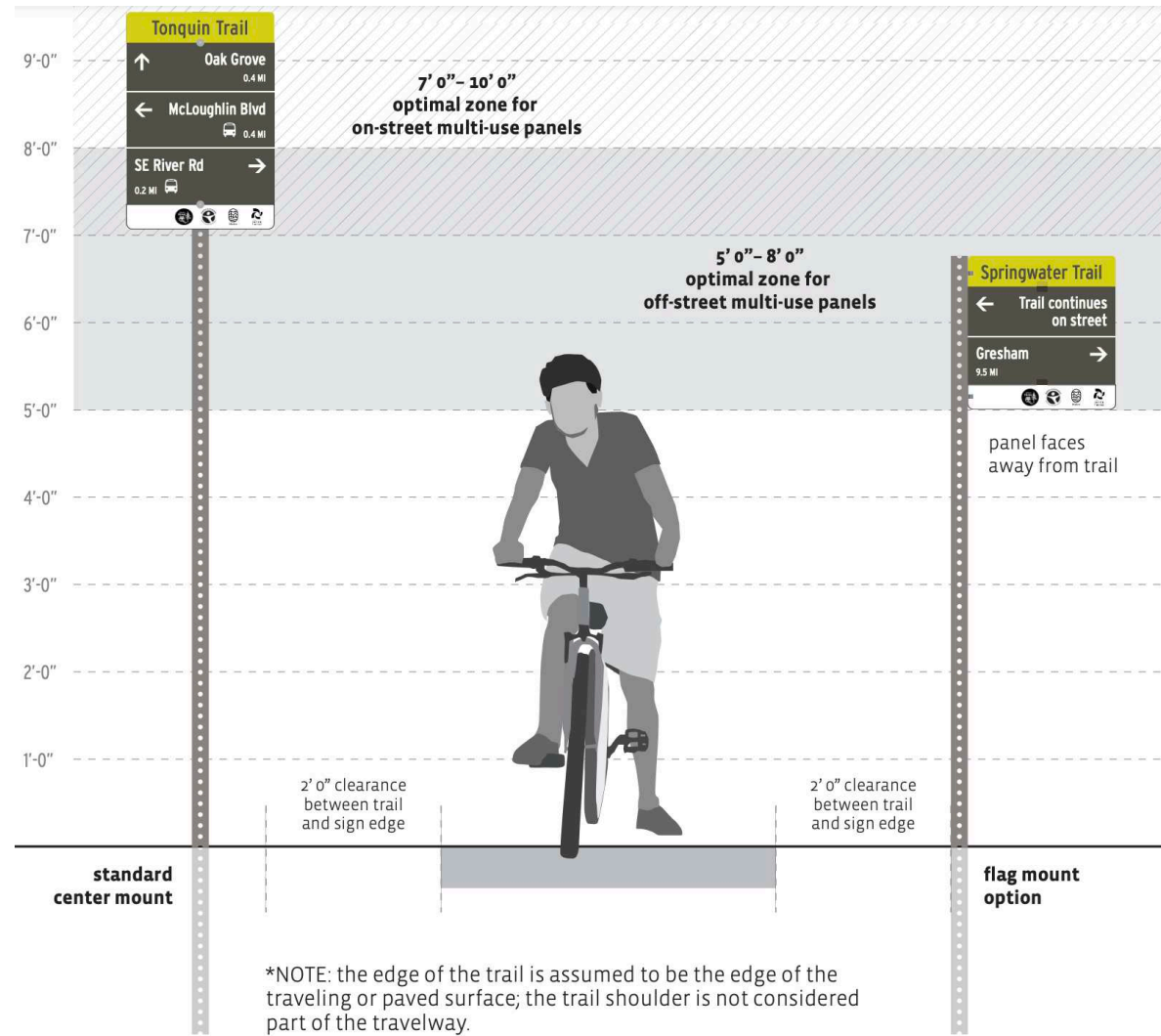
New “two trees” logo

CASE STUDY: THE PORTLAND INTERTWINE

The Portland Intertwine is a network of about 300 miles of bike, pedestrian, and water trails. Nearly 12% of the regional population use these trails to commute to work every day in the city.⁵⁵ The City of Portland Bureau of Transportation reported that nearly 60% of residents in the region are interested in cycling regularly but indicated that safety was a major concern. In response, the Intertwine Alliance in partnership with local governments and Metro (the Portland region's directly elected regional government) began working on establishing a unified system of signs along all the trails in the region.

In 2017, Metro published the *Intertwine Regional Trails Signage Guidelines*, providing guidelines for designing and fabricating wayfinding signage for regional trails and multi-use paths in the Portland-Vancouver region.⁵⁶ The manual itself is meant to act as a resource to trail partners and owners as they plan for and design wayfinding signage along regional trails in the greater metropolitan area. The manual is intended to be referred to when signing new trails for the first time or when replacing or retrofitting signs along existing trails. As the network is regional and multi-jurisdictional, the manual acts as a guideline and not a standard, creating flexibility for agencies that already have trail sign standards in place.⁵⁷

The establishment of clearly defined and highly articulated wayfinding guidelines has helped the regional trail program in the area



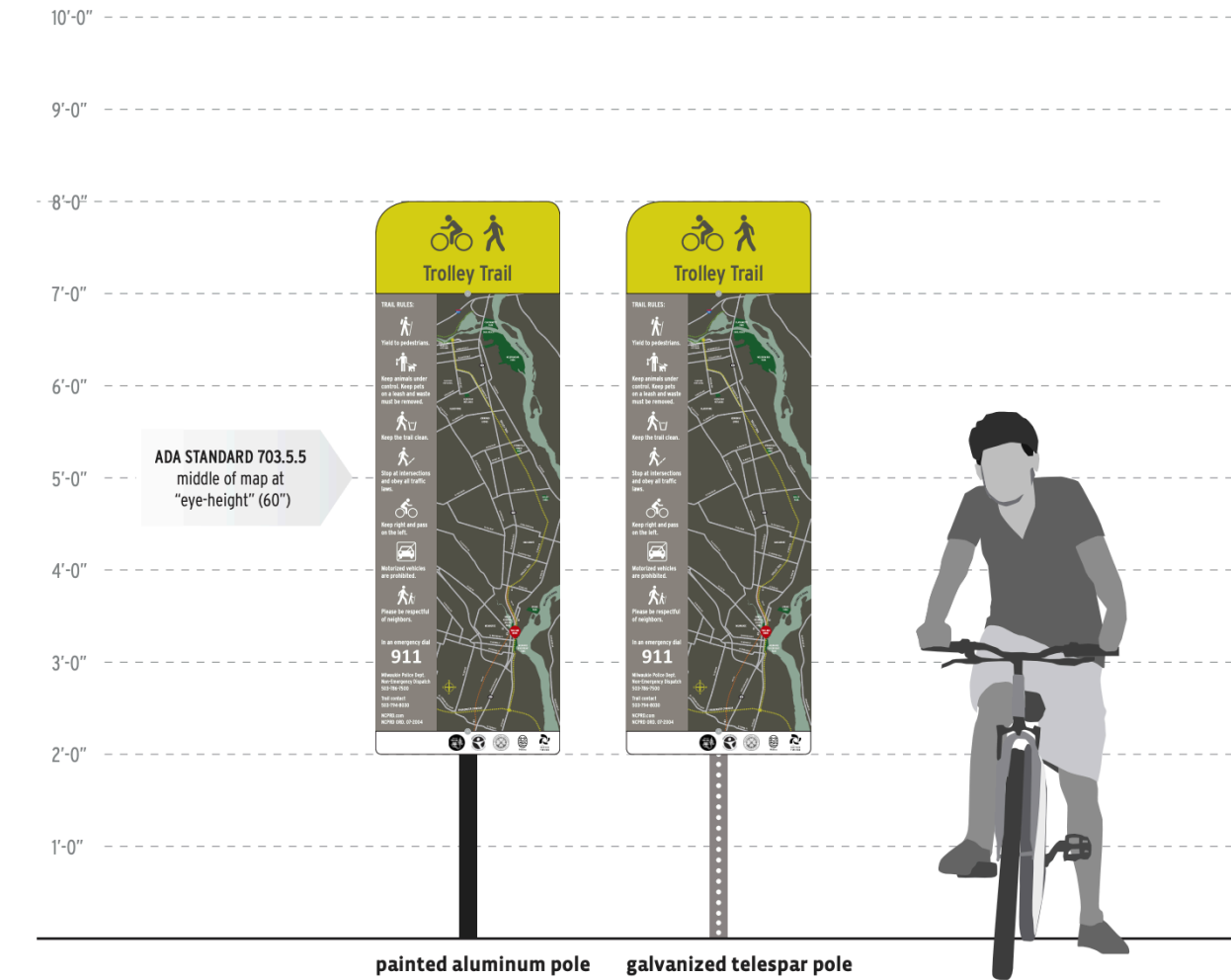
The Intertwine Trail-Sign Guidelines: Typical Sign Placement

become more unified and easily identifiable in the eyes of the trail users. The guidelines are not meant to be taken as an exhaustive list in which wayfinding may be employed and leave room for jurisdictional discretion when addressing a specific need. The ultimate goal

of the guidelines and resulting signage is to strive for consistency and clarity. The needs of diverse populations, including those who may be low-vision, blind, or deaf in accordance with ADA standards.

Below and next, an example of mounted on-street

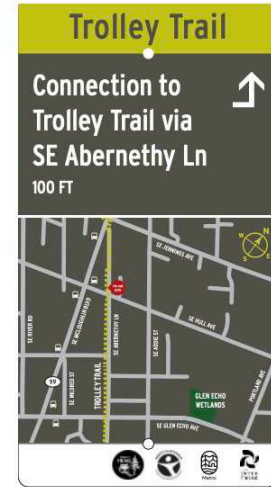
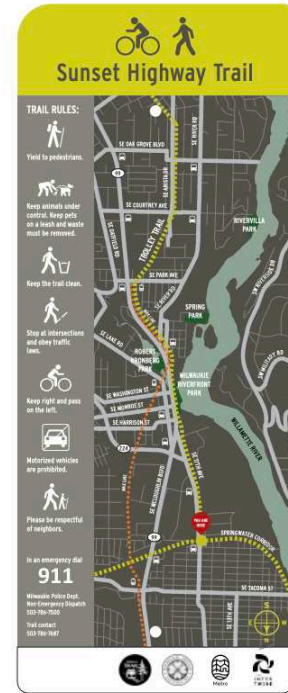
and off-street multi-use panels demonstrate the diversity of wayfinding utilization for path and street users. The signage also indicates directionality, shows connections to local transit, and uses consistent branding.



The Intertwine Trail-Sign Guidelines: Standard Trailhead - ADA Compliant



The Intertwine Trail-Sign Guidelines: Off-Street Trail Signs



CASE STUDY: THE CIRCUIT TRAILS

The Circuit Trails is a network of multi-use trails in the Greater Philadelphia region traversing ten counties. The network currently includes over 390 miles of completed trails in Pennsylvania and New Jersey. The goal is to expand the network to more than 800 miles of interconnected multi-use trails.

The Circuit Trails Coalition, created in 2012, consists of 65+ members and partners from nonprofit organizations, foundations, and agencies in the region all supporting the completion of the Circuit Trails.⁵⁸ Expanding brand visibility on the ground was one of the key priorities identified in the 2016 Circuit Strategic Planning Process, to help unite and educate local trail users about the network.⁵⁹ The process for establishing the resulting branding scheme included three phases:

1. Research, design, and test;
2. Roll out signage at specific locations and identified sites;
3. Continue to expand signage placement throughout the network

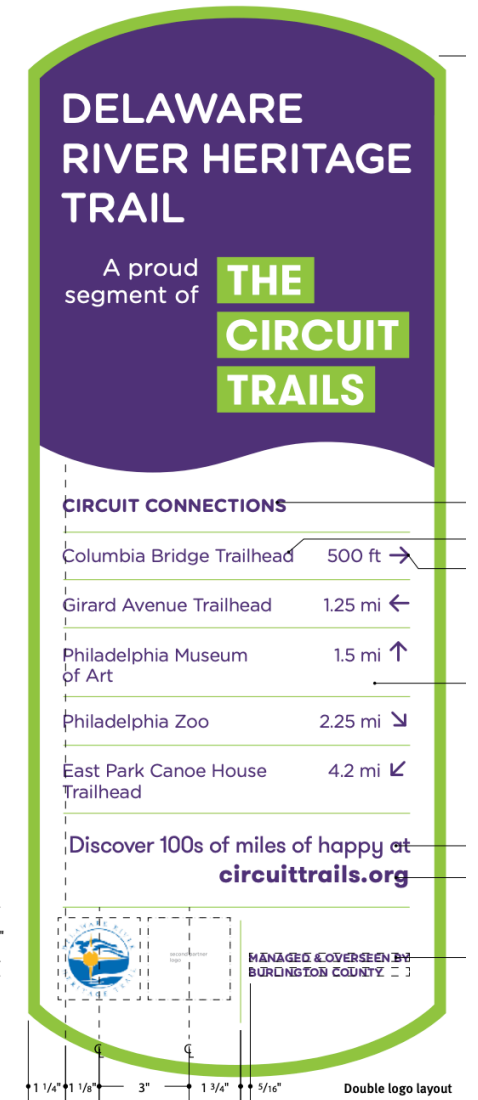
The first phase of the branding effort included a coordinated interview series with coalition members, research of best practices, and the design of preliminary signage templates. Once the feedback was provided by coalition members, various manufacturers were contacted and tested for cost and material type.

Once satisfied with the product, 50 test signs were manufactured for six trails that were identified in the network and installed. The coalition then solicited feedback from the general public on elements such as legibility and placement.

Once the testing period was complete and the signs amended based on feedback, 100 signs were manufactured and distributed to trail managers at no cost. Trail managers were able to cover the hardware and labor required for installation.



The Circuit Trails-Sign Design Details: Standard Trail ID Plate



The Circuit Trails-Sign Design Details: Trail Connections

Recently, the Coalition developed a specific guidance document to work with NJ Transit on Circuit Trail signage along the Riverline, called the *Riverline Transit-to-Trail Signage: Bicycle Wayfinding Sign System*. The guidance provides sign standards, elevations, graphic layout options, construction details, sign placement, and sign performance details to ensure clear communication, uniformity, and quality assurance. Trenton trails that are identified as part of the Circuit Trail network that come within

a ¼-mile radius of one of the Riverline stops should consider using this guide and coordinating with the Coalition when installing signage.

The Coalition continues to work with trail managers across the multijurisdictional system to expand signage throughout the network. Currently signage is installed on 15 trails, with an additional four trails in the planning process now. Over 150 signs have been distributed and installed throughout the system. The ultimate goal is to have Circuit signage installed on

all existing trails and new trails throughout the system.

The Coalition also continues to work to identify additional funding opportunities to complete this branding effort, along with identifying new locations and signage types to display throughout the network.

Signage Options

BLADE SIGNS - 18" x 18"



OPTION 03

TRAIL AFFILIATION SIGNS - 12" x 21"



SHORT NAME

AVERAGE NAME

LONG NAME

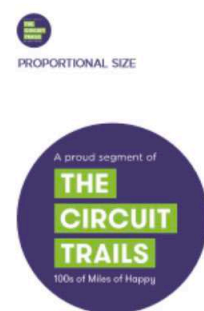
WITHOUT PARTNER LOGOS (12" x 18")

DESIGNED BY EASTERN STANDARD FOR THE CIRCUIT TRAILS — JULY 2016
ALL CONTENT IS FOR PLACEMENT ONLY

CIRCUIT CONNECTIONS SIGN - 14" x 36"



TRAIL MEDALLION 3" DIAMETER



DETAIL VIEW

The Circuit Trails-Sign Design Details: Trail Signage Options

CASE STUDY: CAPITAL TRAILS NEW YORK

The Capital District Transportation Committee, the designated MPO for the Albany-Rensselaer-Saratoga-Schenectady metropolitan area, updated its master plan for the four-county trail system in 2019. The original plan for the *Tech Valley Trails: A Greenway Concept for the Capital District,* later branded “Capital Trails New York” was released in 2007. The regional plan envisioned a system of trails throughout the region that would connect to a larger regional network. In 2009 the total mileage in the Capital District was just over 74 miles, and by June 2022 the network covered over 162 miles throughout the region. The network in the Capital District now currently provides both on- and off-road multi-use paths and bike routes.

In the spring of 2017, \$200 million in funding was announced for the Empire State Trail, a 750-mile trail from New York City to Canada and from Albany to Buffalo. Both routes pass directly through the heart of the Capital District and each of its four Counties. Both the Capital Trails New York system and the Empire State Trail system have a clear and easily recognizable branding scheme.

The branding scheme was originally pursued as the Capital District Transportation Committee identified a need to promote local trails as an amenity to the region and attract new residents and businesses. The branding was intended to help identify all of the area trails as part of a larger Capital District network.

The branding scheme included a “name for the trail system, a graphic logo, signage examples, and potential sponsorship solicitation packages.”⁶⁰ An online survey yielded initial feedback from the public regarding potential naming concepts for the branding campaign. Initial trail names were further

developed with graphics and presented at stakeholder workshops to gather additional feedback. Part of the workshop series included the importance of maintaining local trail identity and the best way to integrate the existing names and signage with the new Empire State Trail.⁶¹



Capital Trails New York Logo



Empire State Trails Logo

Ultimately, stakeholders selected five potential names, two of which were further developed as branding schemes to compare and contrast. “The Link” and “Capital Trails NY” were the two front runners. Ultimately, “Capitals Trails NY” was selected.



THE LINK

- Has overtones of memorable transportation names like the Tube or the Metro
- Represents the relationship between the different trails in the region and between the Empire State Trail and the Capital District Trail Network
- Artwork alludes to a trail marker and a bike tire



CAPITAL TRAILS NY

- Easily recognizable as a trails network in the Capital District
- Similar to the Empire State Trail name and can be easily linked to the statewide efforts
- Artwork shows trails linking urban and rural regions



CAPITAL CONNECTIONS

- Speaks to the goal of this network: to create trail connections in the Capital District
- The “C” icon portrays a trail, roundabout and a target



THE GREEN LINE

- A reference to routes of mass transit and to alternative and “green” transportation
- Easily lends itself to maps that include the network laid out like a subway line



UPSTATE PATHWAYS

- “UP” ties into New York State motto of “Ever upward”
- Artwork has transit feel and shows movement

Capital District Trails Plan - Initial Branding & Marketing Concepts

The Capital District Transportation Committee created an overall marketing strategy⁶² as well as a branding book and design guidelines⁶³

for the trail network that includes variations of the custom trail logo, color scheme, font type, signage templates, and marketing materials such as street

banners and trail kiosk maps that can be downloaded and customized.

TRAIL SIGNAGE

TRAILHEAD SIGNAGE



TRAIL CONNECTION SIGNAGE



TRAIL BLAZE SIGNAGE



Capital Trails NY Branding Guidelines - Trail Signage Examples

NEXT STEPS: SIGNAGE & WAYFINDING MANUAL

Creating signage and wayfinding for the trail network in Trenton will require strengthening coordination efforts and developing a flexible system that improves visibility and access to community members and visitors alike. To achieve this vision, the city should invest in the development of a signage manual or guidance document.

The guidance will be used to support the development of a comprehensive trail signage library with templates for common needs. Additionally, these guidelines will serve as a technical resource to guide parks and transportation agencies, trail managers, and other trail owners as they plan, design, and fabricate signs for placement along the trails in Trenton. Trails that fall under different jurisdictions will then have the ability to reference a singular document on signage and wayfinding design that is consistent with the rest of the trail network.

Trenton should pursue grant funding to support development of a trail signage and wayfinding system. The city could engage an experienced consultant to lead a collaborative process to create a signage and wayfinding manual. The consultant selected should be experienced in producing a document of this kind, and should be able to provide previous related work examples. Additionally, it is recommended that the consultant include research and feedback

that is informed by a formal public engagement process.

When stating project goals and scope of services, the city should consider including the following details as part of the scope of work:

- **Public Engagement:** The development of a brand, logo, and signage should be influenced by stakeholders and community members. A public engagement plan should be included as part of any consultant's proposal. The resulting signage system should reflect community input.
- **Agency Engagement:** Given the multi-jurisdictional nature of the trails network in Trenton, collaboration in the development of a signage system is essential so that it can be useful and implemented across trails owned and maintained by various agencies. The consultant should structure a process by which agencies can actively participate in the development of signage guidelines.
- **Sign Design:** Any consultant should have a clear understanding of signage regulations, local requirements, and best practices in sign design.
- **Branding:** Any proposal should reflect not only a sign design, but also a branding and communication strategy to widely publicize the trail network.
- **Sign Placement:** Proposals should also include

the development of a siting plan to include key network entry points as well as trail intersections and other decision points.

- **Fabrication:** Proposals should also detail and establish a fabrication process consistent with local and agency regulations and rules. This should include the development of sign specifications for materials, post type, mounting fixtures, etc.
- **Cost:** Consultants should demonstrate the ability to design an effective but affordable signage system.
- **Accessibility:** Proposals should stress communication about accessibility.

Chapter 8



Multi-Jurisdictional Coordination

This chapter provides a discussion of multi-jurisdictional coordination, including examples and next steps.

The existing, upcoming, and conceptual segments of the proposed trail network in Trenton fall within the jurisdictions of multiple city agencies, as well as state and county agencies. Coordination between these entities, as well as neighboring jurisdictions, will be important to implementation of the *Trenton Trails Plan*. Coordination allows for collaborative planning and decision-making between multiple agencies as individual projects are advanced. It can also help to develop coordinated responses to network wide needs and challenges.

A comprehensive approach to coordination should include:

- Strategic partnerships and joint action leveraging existing relationships between the City of Trenton, Mercer County, state agencies, and DVRPC;
- A regularized forum to share information across agencies; and
- Engagement with interested parties such as non-profit organizations and community members who can further the expansion of the network through public outreach and engagement, pursuit of additional funding opportunities, and trail stewardship and education.

The Circuit Trails network, of which many existing and proposed trails are part, is an existing example of multi-jurisdictional collaboration and one that should be leveraged and looked to as an example. In addition, The Circuit Trails Coalition includes many non-profit partners that could assist Trenton with public outreach and engagement as well as provide publicity for accomplishments (e.g., groundbreakings or ribbon cuttings).

The following are examples of multi-jurisdictional coordination.

CASE STUDY: THE PORTLAND INTERTWINE

The Portland Intertwine is a network of roughly 300 miles of bike, pedestrian, and water trails. The regional government, known as Metro, is tasked with coordinating regional land use and transportation planning, along with supporting the region's parks, trails, and natural areas. Metro helps the region connect to nature in a number of critical ways, including acquiring and restoring natural lands and distributing money and resources to community groups so that they can create parks, trails, and natural areas. Metro's jurisdiction covers 24 cities and three counties.

Metro also serves as an active partner for the Intertwine Alliance, an oversight committee of nearly 100 organizations and invested stakeholders. The Alliance serves as the main coordinating body between government partners, private partners, and non-profit partners with a vested interest in preserving and protecting natural lands within the Portland-Vancouver region. The driving mission behind the Alliance and its work is "to inspire a coalition working to preserve and nurture a healthy regional system of parks, trails, and natural areas."⁶⁴

The Alliance employs two full-time employees who act as co-directors of the organization, and an active board of directors with representatives from multiple organizations and agencies, as well as resident representatives. Through the development of a strategic plan, the Alliance has

identified goals to help achieve their overall mission and maintain momentum. These goals include:

- Creating and promoting a specific vision for the region's parks, trails, and natural areas;
- Working with local and regional communities to secure equitable investment for the region's parks, trails, and natural areas; and
- Improve organizational health through equity and inclusion practices and outcomes, financial stability, and ongoing staff and board development.

Part of what makes the Alliance so successful in its efforts to maintain and expand the Intertwine across multiple jurisdictions is its organizational structure. As mentioned above, the Alliance employs two full-time staff members dedicated to advancing investments and equitable access to nature throughout the Portland-Vancouver metropolitan region. In addition to full-time staff, the Alliance has created the following to ensure overall success and longevity of their advocacy work in the region:

- A formal [Mission and Vision](#)⁶⁵;
- A five year [Strategic Plan](#)⁶⁶;
- A list of evolving [priorities](#);
- A Board of [Directors/Public Advisor](#)⁶⁷;
- An active [Policy & Strategy Committee](#)⁶⁸; and
- A robust group of [active partners](#)⁶⁹ in the region.

CASE STUDY: CIRCUIT TRAILS COALITION

Once the 800 miles of the Circuit Trails are connected, the Greater Philadelphia region will be home to one of the largest trail networks in the country. The network will connect urban and suburban communities to rural communities in one of the largest metropolitan regions in the United States. The network has the ability to benefit communities at the neighborhood level, as well as the region as a whole. Creating and stewarding a network of this kind, however, takes a lot of coordination, commitment, and effort. A driving force behind the success of the network rests with a coalition of over 50 member organizations, and their shared goal of creating a trail network for everyone.

The Circuit Trails Coalition is a collaboration of non-profit organizations working with state and municipal agencies and foundations "to advance completion of a connected network of trails"⁷⁰ in Greater Philadelphia. Created in 2012, the Coalition was born out of an effort to improve coordination and advocacy for the completion of the Circuit Trails network.

The Coalition was created in the wake of a "successful collaborative effort among multiple organizations which, working closely, were able to secure a \$23 million USDOT TIGER grant in 2009 and create the Delaware Valley Regional Planning Commission (DVRPC) Regional Trail Fund in late 2010."⁷¹ The success of these efforts highlighted a need for ongoing collaboration, ultimately resulting in the

formation of the Coalition. In 2012, the Coalition consisted of over 35 member organizations, while today the coalition is represented by more than 50 member organizations, 14 of which have representatives that serve on a steering committee.

Trail development requires active engagement of federal, state, county, and local governments. These entities typically partner with multiple non-profit organizations that help drive momentum, build consensus among community members and key stakeholders, and promote and advocate for the trails. The role of non-profit organizations has been instrumental in the work that the Circuit Trails Coalition has been able to accomplish, and continues to be one of its greatest strengths in gathering wide-spread support throughout the region.

Another strength of the coalition is the level of commitment demonstrated by its members. By engaging with organizations and agencies that care deeply about the future of the network, the Coalition has expanded the network, served more communities in need of access, and has broadened support for the development of additional miles.

RECOMMENDED NEXT STEPS: ESTABLISH A FORUM FOR COORDINATION

The project team recommends the establish a forum for regular inter-agency communication and coordination regarding existing, upcoming,

and conceptual trails. This should include regular meetings so that agencies can update each other on their progress as well as discuss common needs and concerns. This forum should be action-focused, implementing the network, coordinating on projects, and actively resolving common issues.

To be most effective in expanding the existing network and leveraging regional resources, Trenton can also partner with jurisdictions or entities that have similar priorities and complementary capabilities. Coordinating with organizations that already represent a robust body of invested stakeholders and organizations in the region such as the Circuit Trails Coalition would also help achieve this goal.



Chapter 9



This chapter provides a brief description of key roles and responsibilities in the trail implementation process.

Partner Responsibilities

Successful build out and maintenance of Trenton's trail network requires a clear governance structure to make decisions, oversee implementation, and provide oversight and accountability. This includes identifying responsibility for the following tasks, and filling capacity gaps where they exist:

- Grant writing to fund the design, construction, and maintenance of each segment;
- Negotiating for easements or property acquisition;
- Writing requests for proposals ("RFPs") for

consultant and contractor work and managing the bidding process for that work;

- Liability for legal issues that arise in association with each trail segment; and
- Ongoing maintenance of the segment after it is constructed.

These individuals or groups may be the same for all phases of a single trail's development, but responsibility for these tasks should be clear throughout.



Chapter 10



Report summary and next steps.

Conclusion

Trenton, long a transportation hub, sits along several major nationally and regionally significant trails. In light of this, there is tremendous opportunity for a robust interconnected network of local trails with significant regional and even national connections.

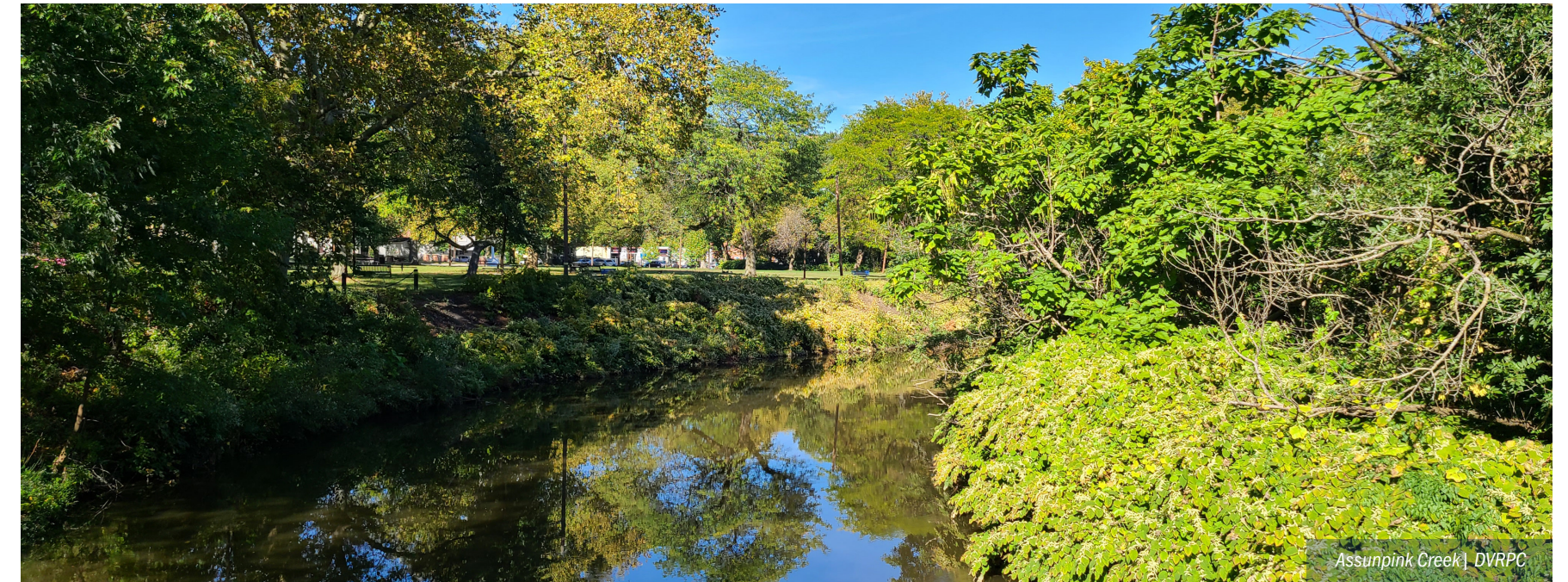
Constructing a complete and comprehensive trail network in Trenton will enhance bicycle and pedestrian connections throughout the city, allowing residents not only to access these trails, but also to make shorter trips to local destinations—businesses, schools, transit stations, and parks and open space—without needing to use a motor vehicle. Trails are assets for communities with important quality of life, public health, and air quality benefits. Trails that are better connected to each other as well as community destinations see more use and as a result yield more benefits.

This plan lays out a vision for a connected Trenton trails network. Implementing this vision will require the work of many partners, including those that provided their expertise and experience to this plan as well as community stakeholders in the neighborhoods in which these trails will be located. Trenton and its partners are currently engaged in several projects to add to the trails network, but many conceptual segments identified in this plan will need their own planning studies, including intensive community outreach, before they can proceed to design and construction.

Implementation of trails is challenging. The

project team recommends that the City of Trenton use the data on existing, upcoming, and conceptual trail segments included in this plan to prioritize its investments and collaboration with partners. Implementation resources are available as outlined in Appendix A: Funding Sources. Recommendations are also made for improved signage, wayfinding, and multi-jurisdictional cooperation.

Trails are but one part of a comprehensive bicycle and pedestrian network. This plan can integrate with other city-wide bike, pedestrian, and transit plans to ensure seamless connections on foot or by bicycle. This trails plan can and should evolve as new challenges to some of the alignments shown here emerge, but also as new opportunities for trail connections develop.



Assunpink Creek | DVRPC



Appendices

APPENDIX A: Funding Sources

Pursuing local, regional, state, and federal funding is an essential step for maintaining and expanding the trail network in Trenton. The following information highlights existing programs that can be pursued for funding and technical assistance opportunities. Program details and requirements change over time. For any funding source, it is recommended that potential applicants inquire with program administrators or DVRPC Regional Trails Program staff about the most recent guidance for any particular program.

Table A-1: Local Bicycle/Pedestrian Planning Assistance Program (LBPPAP)

Local Bicycle/Pedestrian Planning Assistance Program (LBPPAP)	Program Administrator	Funding Type		Deadline
	NJ DOT	Consultant Services		Rolling
	Summary		Relevant Project Types	
	Provides consultant services for bicycle and pedestrian planning	Bicycle and pedestrian circulation plans; trail network master plans; and feasibility studies		
	Application Process			
	Who Can Apply?	County and Municipal Governments		
	Eligible Activities	Planning		
	Process	<ol style="list-style-type: none"> 1. Review application guidelines 2. Complete and Submit Application 		
	Amounts			
	Total Available	N/A	Typical Awards	N/A
	Website	https://www.nj.gov/transportation/commuter/bike/pdf/BPPA_Application_Guidance.pdf		

Table A-2: Safe Routes to School (SRTS)

Safe Routes to School (SRTS)	Program Administrator		Funding Type	Deadline
		NJ DOT		Federal
Summary	Relevant Project Types			
This program provides funds to improve the ability of elementary and middle school students to safely walk and bike to school	Infrastructure projects that improve safety and accessibility for students within a two-mile radius of K-8 Schools			
Application Process				
Who Can Apply?	County and municipal governments, school districts, or schools			
Eligible Costs	Construction-only (NJDOT Design Assistance available for awarded projects in FY2022)			
Process	<ol style="list-style-type: none"> 1. Form an SRTS team that might include a school administrator, school staff person, parent, police officer, community representative, and municipal representative 2. Obtain resolutions of support from both the municipality and the school or school district (see application instructions) 3. Obtain letters of support from community organizations, elected officials, and interested parties (see application instructions) 4. Complete and submit application 			
Amounts				
Total Available	\$4 M (FY 2022)	Typical Awards	\$250,000 - 1.2 M (FY 20)	
Website	www.dvrpc.org/saferoutes			

Table A-3: Transportation Alternatives Set-Aside Program (TASA)

Transportation Alternatives Set-Aside Program (TASA)	Program Administrator		Funding Type	Deadline
		NJ DOT		Federal
Summary	Relevant Project Types			
Funds programs and projects that are defined as transportation alternatives, including bicycle lanes and trails.	<ul style="list-style-type: none"> • Off-and on-road trails and bicycle infrastructure • Conversion of abandoned railroad corridors to trails • Other non-motorized transportation infrastructure enhancements 			
Application Process				
Who Can Apply?	<ul style="list-style-type: none"> • County and municipal governments, regional transportation authorities, and transit agencies • Natural resource and public land agencies • Non-profit organizations may partner with public agencies to apply 			
Eligible Costs	Construction-only (NJDOT Design Assistance available for awarded projects in FY2023)			
Process	<ol style="list-style-type: none"> 1. 1. Visit website for more program information 2. 2. Consult with DVRPC on how the proposed project relates to and supports the DVRPC 2050 Plan 3. 3. Complete and submit application 			
Amounts				
Total Available	\$52.2 M (FY 2023)	Typical Awards	\$454,000 - 1.5 M (FY 2023)	
Website	https://www.dvrpc.org/tap/nj			

Table A-4: Bikeway Grant Program

Bikeway Grant Program	Program Administrator	Funding Type		Deadline
		NJ DOT	State	
	Summary	Relevant Project Types		
	Funds projects that promote bicycling as an alternative mode of transportation.	Priority is given to construction of new bike paths; however, the proposed construction or delineation of any new bicycle facility will also be considered.		
	Application Process			
	Who Can Apply?	County and municipal governments		
	Eligible Costs	Construction		
		Design in Urban Aid municipalities or Depressed Rural Centers		
	Process	1. Visit website for more program information		
		2. Complete and submit application		
	Amounts			
	Total Available	\$8.4 M (FY 2023)	Typical Awards	\$250,000 - 1M (FY 2023)
	Website	https://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm		

Table A-5: Congestion Mitigation and Air Quality Program (CMAQ)

Congestion Mitigation and Air Quality Program (CMAQ)	Program Administrator	Funding Type		Deadline
		NJ DOT	Federal	
	Summary	Relevant Project Types		
	Funds projects that demonstrably reduce air pollution emissions or reduce traffic congestion.	Bicycle and pedestrian facilities		
	Application Process			
	Who Can Apply?	<ul style="list-style-type: none"> Municipal governments, Transportation Management Associations (TMAs), and transportation system operators Private firms and nonprofit organizations in partnership with a local public agency sponsor 		
	Eligible Costs	Construction-only		
	Process	1. Visit website for more program information		
		2. Attend a mandatory information session held by DVRPC		
		3. Complete and submit application		
	Amounts			
	Total Available	\$5M (FY 2020)	Typical Awards	\$80,000 - 1.3 M (FY 2020)
	Website	https://www.dvrpc.org/cmaq/		

Table A-6: Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE)

Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE)	Program Administrator		Funding Type		Deadline	
	U.S. Dept. of Transportation		Federal		TBD	
	Summary		Relevant Project Types			
	Funds projects with significant local or regional impact		Bicycle and pedestrian facilities			
	Application Process					
	Who Can Apply?		<ul style="list-style-type: none"> State, county, and municipal governments; transportation system operators, including transit agencies and port authorities 			
	Eligible Costs		<ul style="list-style-type: none"> Construction Planning 			
	Process		<ol style="list-style-type: none"> Visit website for more program information Complete and submit application 			
	Amounts					
	Total Available		\$1.5B (FY 2020)	Typical Awards	Construction: \$3 M - \$25 M (FY2022)	
				Planning: \$261,000-\$25 M (FY2022)		
Website		https://www.transportation.gov/RAISEgrants				

Table A-7: Reconnecting Communities Pilot Program

Reconnecting Communities Pilot Program	Program Administrator		Funding Type		Deadline	
	U.S. Dept. of Transportation		Federal		TBD	
	Summary		Relevant Project Types			
	Funds projects to reconnect communities that were cut off from opportunity and burdened by past transportation infrastructure decisions		Bicycle and pedestrian facilities			
	Application Process					
	Who Can Apply?		<ul style="list-style-type: none"> State, county, and municipal governments; MPOs; and non-profit organizations Transportation facility owners 			
	Eligible Costs		<ul style="list-style-type: none"> Construction Planning 			
	Process		<ol style="list-style-type: none"> Visit website for more program information Complete and submit application 			
	Amounts					
	Total Available		\$195 (FY 2022)	Typical Awards	Construction: \$5.4 M - \$55.6 M (FY2022)	
				Planning: \$66,444- -\$2 M (FY2022)		
Website		https://www.transportation.gov/grants/reconnect				

APPENDIX B:

Our Streets, Vision Zero, and Trenton Trails Open House Events

The Trenton Division of Planning and the Delaware Valley Regional Planning Commission (DVRPC) hosted two public engagement events in Spring and one in Summer 2023. Residents had the opportunity to view and provide feedback on the draft bicycle plan, *Our Streets: A Trenton Bike Plan for All*, along with the *Trenton Vision Zero* and the *Trenton Trails Plan*. In addition to sharing feedback, the public was able to take part in family-friendly activities throughout the event. Some of these activities included a usable 200 foot temporary on-road bicycle facility complete with striping and delineators. In addition to the eight plan-related stations for attendees to engage and provide direct feedback on, there were also multiple traffic-safety-related art stations to encourage creativity and activities to engage with a younger demographic.

The events were held on:

1. April 25th, 2023, from 6:00 - 8:00pm at Jennye Stubblefield Senior Center, 301 Prospect St. Trenton, NJ 08618
2. May 7th, 2023, from 1:00 - 3:00pm at Samuel Naples Community Center, 611 Chestnut Ave, Trenton, NJ 08611
3. August 5th, 2023, 10am - 4pm at East Trenton Collaborative, 601 North Clinton Ave, Trenton, NJ 08638

The *Trenton Trails Plan* team specifically solicited feedback from residents on what trails they currently use (blue), and what trails they would be excited to use should they be built in the future (green). Residents were able to show us this information by marking a map of the existing, upcoming, and conceptual trails network with dot stickers or markers. Residents were also asked what would make them feel safer when using a trail and what amenities would make their experience more enjoyable. The resulting feedback from residents are captured on the maps and in the following responses.

APRIL 25TH, 2023 EVENT

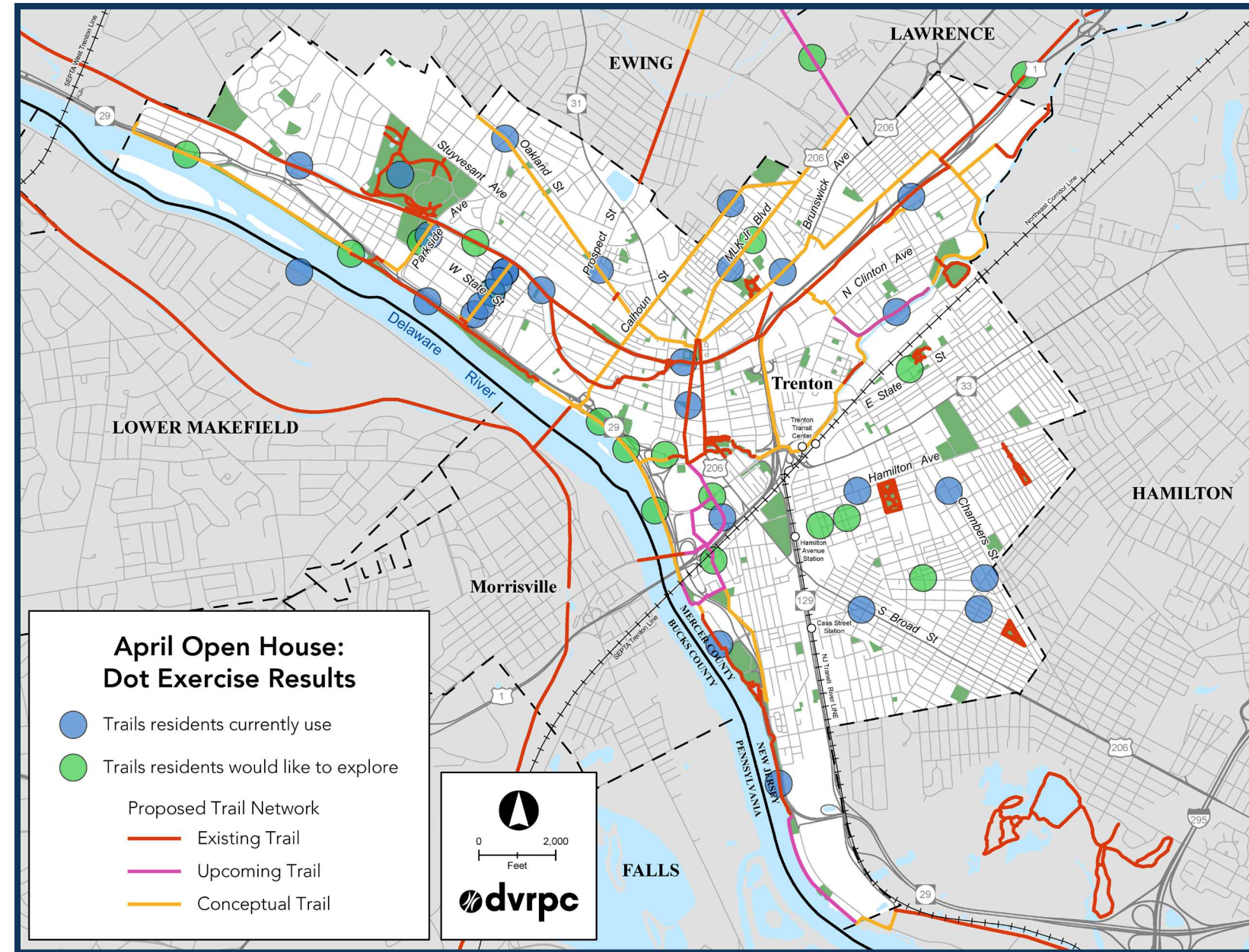


Figure B-1: April Open House: Dot Exercise Results

APRIL 25TH, 2023 EVENT

Written Comments from Open Streets Event, Trenton, April 25th, 2023

Question: What makes you feel safe on a trail (e.g., signs, lighting)?

Answers:

1. Volunteer Patrol
2. More lights/lighting (x8)
3. Reflector strips
4. Bike signs, route direction, and point of destination
5. Wildlife
6. Security measures (x3)
7. Trail ambassadors
8. Other trail users (x4)
9. Shuttle service to trail
10. Trash Can/regular trash clean up (x3)
11. Recreational programming

Question: What amenities do you want on a trail (e.g., water fountain, benches)?

Answers:

1. Trenton history markers
2. Picnic tables (x2)
3. Maps
4. Little pond/water feature
5. Pavilions
6. Benches (x3)
7. Exercise area
8. Restore historic mill pond at mill hill park
9. Continue to daylight Assunpink Creek
10. Green infrastructure for stormwater
11. Flowers, trees, bushes, native plants
12. Trash cans/regular trash pick up
13. Gardens/Rain gardens
14. Water fountains (x2)
15. Somewhere to pull over and rest (x2)

MAY 7TH, 2023 EVENT

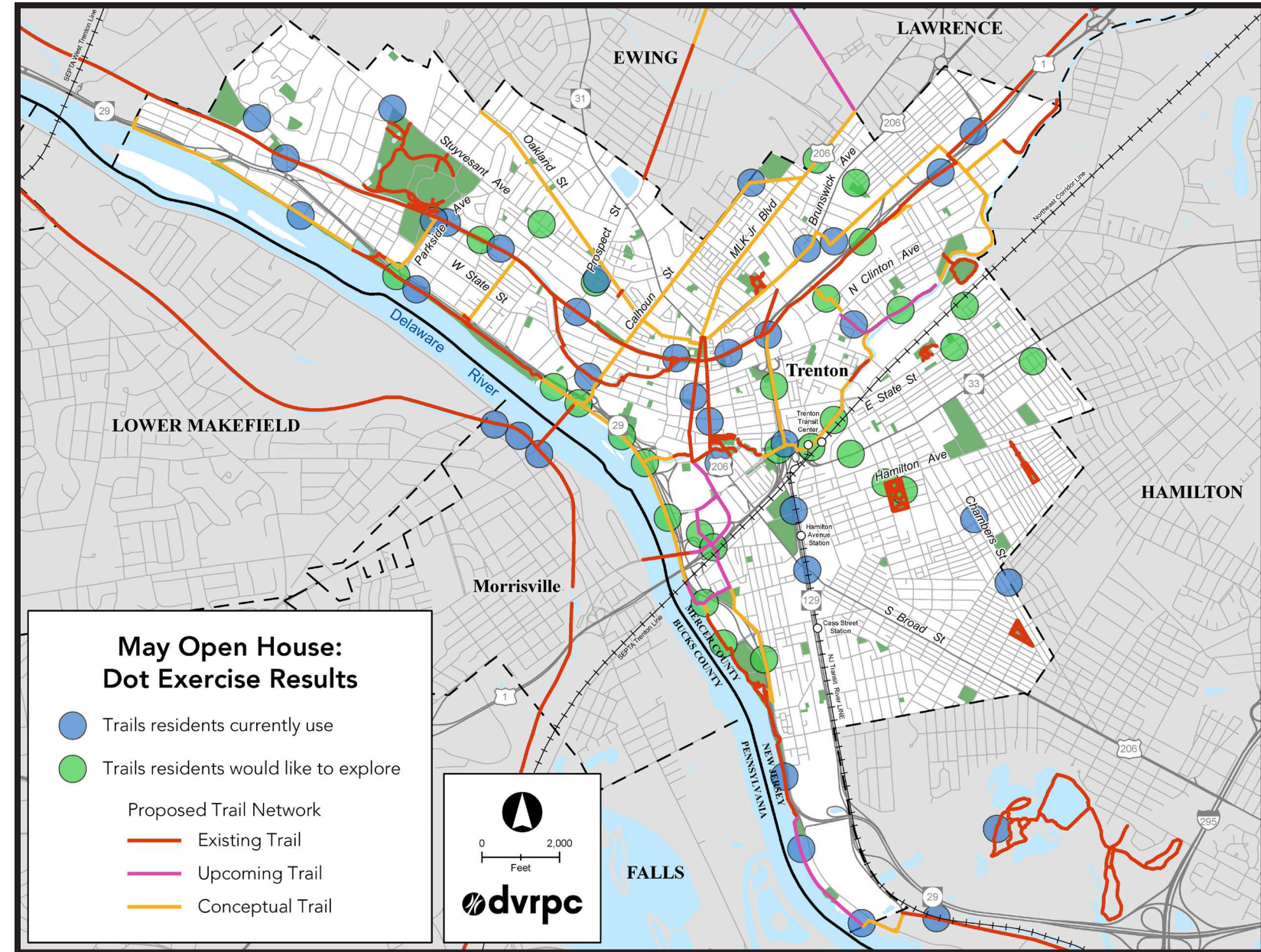


Figure B-2: May Open House: Dot Exercise Results

MAY 7TH, 2023 EVENT

Written Comments from Open Streets Event, Trenton, May 7th, 2023

Question: What makes you feel safe on a trail (e.g., signs, lighting)?

Answers:

1. Other people/trail users (x2)
2. Security/cameras (x7)
3. Signalized crossings (x2)
4. Lighting (x9)
5. Better maintenance of trails
6. Police patrol (x3)
7. Separation from traffic (x2)
8. Trash receptacles/collection (x2)
9. Maps/trail markers/signs (x3)
10. Art & murals

Question: What amenities do you want on a trail (e.g., water fountain, benches)?

Answers:

1. Water fountains (x9)
2. Charging station
3. Benches/seating (x8)
4. Picnic Tables (x2)
5. Trash cans
6. Signed entrances - regularly spaced
7. Wayfinding signage (x3)
8. Signs that direct trail users to local destinations (historic sites, center-city, government buildings)
9. Bathrooms (permanent or temporary) (x5)
10. Pavilion (x2)
11. Lighting
12. Better surfacing - ground stone, asphalt

AUGUST 5TH, 2023 EVENT

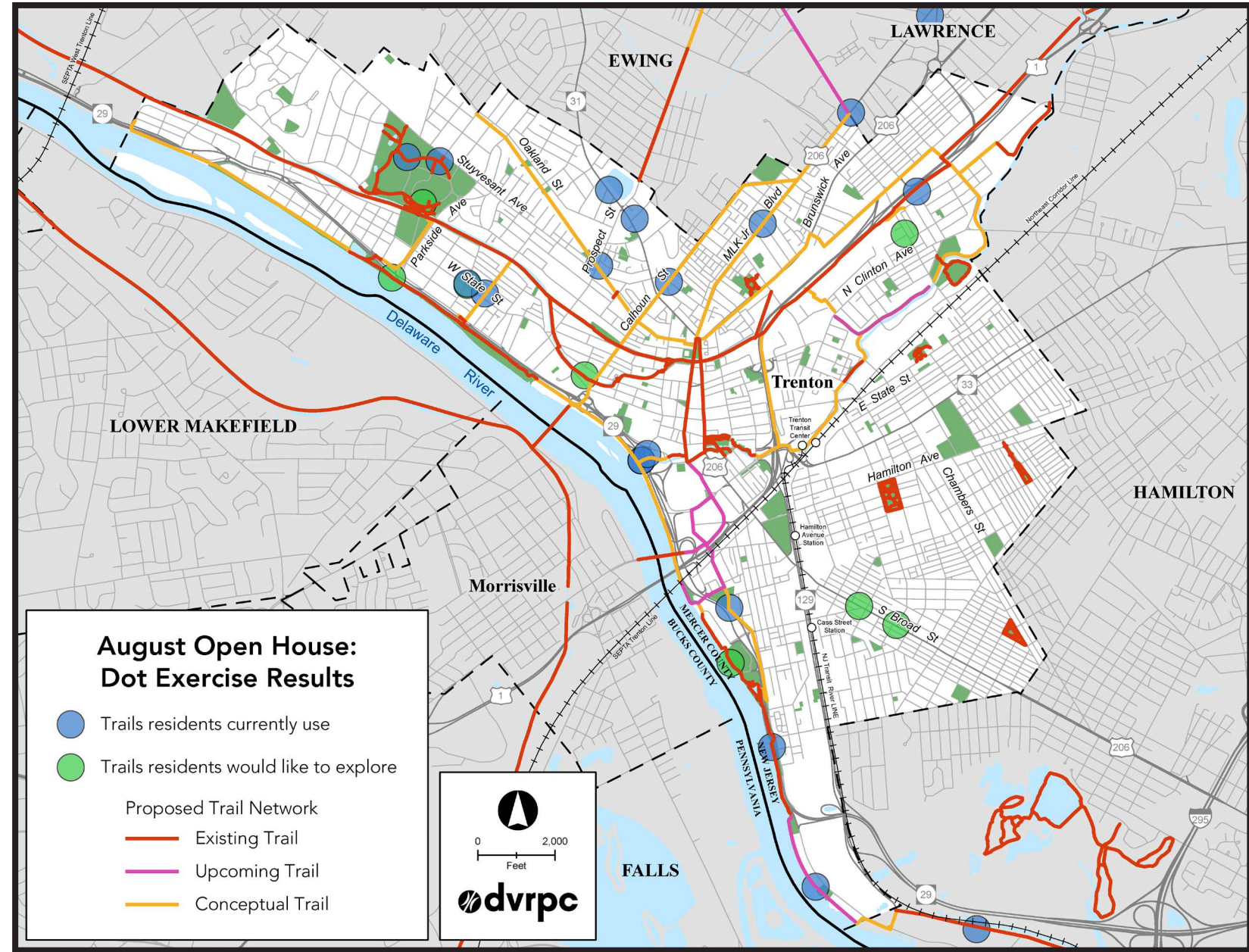


Figure B-3 August Open House: Dot Exercise Results

AUGUST 5TH, 2023 EVENT

Written Comments from Open Streets Event, Trenton, August 5th, 2023

Question: What makes you feel safe on a trail (e.g., signs, lighting)?

Answers:

1. Signage (x8)
2. Lighting (x12)
3. Security/Police (x2)
4. Cameras (live webcams)
5. Space (x4)
6. Vigilance by cops
7. Wayfinding/maps (x2)
8. Water Fountains (x2)
9. Trash pick-up (x5)
10. Clean sidewalks (x4)
11. Bike maintenance stops
12. Less geese
13. Flowers/Gardens (x3)
14. Murals
15. Trees (x2)
16. Pruned/trimmed trees (x2)
17. No glass/broken bottles (x2)

18. Rain Protection
19. Happy Children
20. Free food
21. Police dogs

Endnotes

¹ “Background.” Trenton 250 - Background, <https://trenton250.org/background>. Accessed 21 June 2023.

² Greater Mercer Transportation Management Association (GMTMA) and WSP, Greater Mercer Trails Plan, 2019, https://gmtma.org/wp-content/uploads/2020/02/gmtn_report_final_updated_print-v2-1.pdf. Accessed Sept. 2022.

³ Ibid.

⁴ New Jersey Department of Transportation, Delaware River Scenic Byway: Corridor Management Plan, December 2006, <https://www.state.nj.us/transportation/community/scenic/pdf/drsbcmp.pdf>, 21.

⁵ Idem, 17

⁶ Ibid.7

⁷ Trenton Historical Society, “Transportation,” A History of Trenton 1679–1929: Two Hundred Fifty Years of a Notable Town with Links in Four Centuries, 15

⁸ Delaware River Scenic Byway: Corridor Management Plan, 18

⁹ Ibid.

¹⁰ Ibid.

¹¹ “Reclaim and Redevelop the Waterfront.” Trenton 250 - Initiatives, <https://trenton250.org/initiatives/reclaim-and-redevelop-the-waterfront3?filterOnly=actions>. Accessed 21 June 2023.

¹² Felicien, Annalise, et al. Benefits and Burdens: Case Studies in Transportation Equity in the Philadelphia Region (Temple University, 2021), <https://www.trentonnj.org/DocumentCenter/View/6117/Benefits-and-Burdens---Case-Studies-in-Transportation-Equity-in-the-Philadelphia-Region->. Accessed 21 June 2023.

¹³ Amckeag. “Trenton: Route 29.” CNU: Congress for the New Urbanism, 21 Apr. 2021, www.cnu.org/highways-boulevards/campaign-cities/trenton-route-29.

¹⁴ “Waterfront Reclamation and Redevelopment Project.” Trenton 250 - Actions, <https://trenton250.org/actions/waterfront-reclamation-and-redevelopment-project>. Accessed 21 June 2023.

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Abstract:

This plan inventories existing trails in the city of Trenton as well as those in active development and develops a list of conceptual trails or connectors for further study in order to develop a consistent, unified network of trails and appropriate neighborhood connections throughout Trenton. This network was identified in concert with a group of community stakeholders and state, county, and local agency representatives. The plan also provides best practice case studies for wayfinding and signage as well as coordination between government agencies and organizations sharing responsibility for the development and maintenance of trails.

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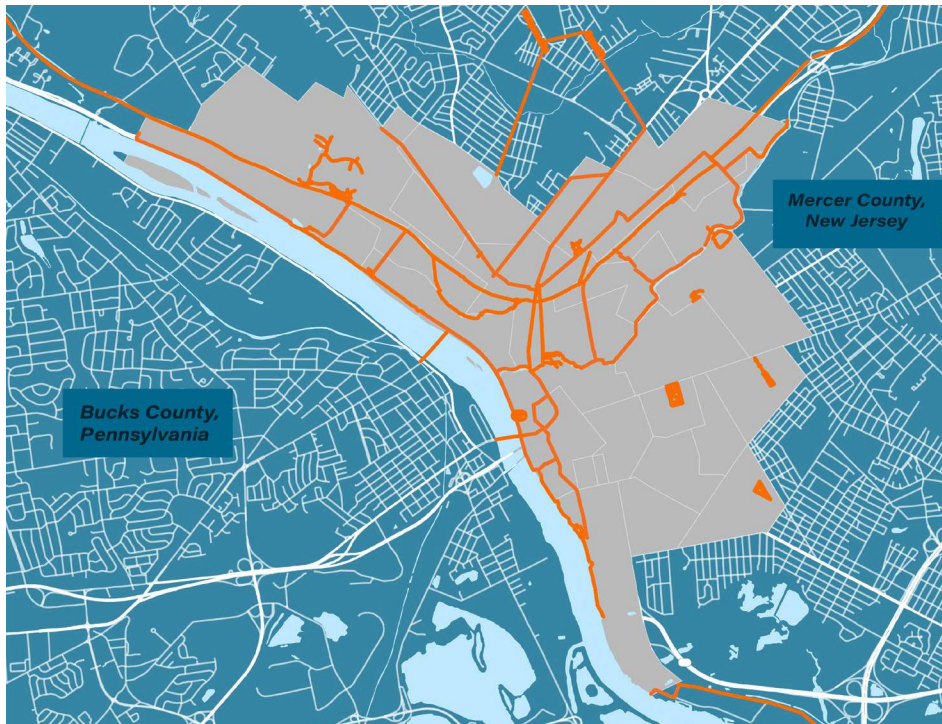
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