



Trenton Transit Center Strategic Action Blueprint

Written for Greater Trenton by New Jersey Future

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1.0 Introduction



Trenton Rail Station

This Strategic Action Blueprint is designed as a focused guide for catalyzing and jumpstarting redevelopment activities around the Trenton Transit Center.

The Strategic Action Blueprint has three principal components: 1) Strategies, 2) Action Steps, and 3) Map.

The Strategies narrative describes the top-level strategies to be used to move from concept to outcome and is preceded by the goals and observations that led to the development of these strategies.

The Action Steps are organized into five categories: Administrative, Infrastructure, Development, Corridor and Intersections. Each action is associated with its priority ranking (primary or secondary), the recommended coordinating and partner agencies and the next step toward implementation.

The Map is a physical land-use plan for the area that identifies specific infrastructure projects and redevelopment sites. It presents the land-use vision for the area that will guide both public and private investments. Action Steps that have a physical component are noted on the Map.



2.0 Purpose



Aerial View

The Strategic Action Blueprint has two primary purposes:

- Create the framework for long-term value and value-capture
- Be a roadmap and catalyst for immediate actions

Create the framework for long-term value and value-capture. Maximizing long-term value for the area around the train station will require a strong vision and plan that leads to a dense, walkable, mixed-use and vibrant “place.” Each investment must build on and support previous investments in place-making, including high-quality design and putting pedestrians, bikers and transit riders at the center of decision-making. Compromising too much on this vision will lead to short-term gains at the expense of long-term value creation.

As the value of the train station area increases, it should be captured and recycled into new investments

that increase value and provide equitable access and outcomes. Value capture can include publicly acquiring and land-banking properties before the values increase, and offering density, height and parking bonuses in return for meeting community objectives such as open space, pedestrian linkages, pedestrian-oriented ground-floor uses and residential and commercial spaces that are affordable to a wide range of people.

Be a roadmap and catalyst for immediate actions.

There are millions of dollars of investments that can and should be made in the train station area. All of these investments cannot and will not happen at one time and some investments may be more strategic than others – acting to leverage new private and public funding once in place. The Trenton 250 Plan incorporates many good and important initiatives for the train station area. This Strategic Action Blueprint identifies the priorities that will provide the best return on investment.



3.0 Using the Strategic Action Blueprint

Strategic. The strategies provide general direction and prioritization of resources for moving the area forward. The strategies are based on moment-in-time observations, trends and long-term goals. There will be a number of tactics that can be employed to accomplish the strategies. As on-the-ground realities change and momentum is built, the strategies should be revisited and re-prioritized as appropriate. It will be important to pursue projects and programs that support and reinforce the strategies. Projects and programs that do not support the strategies should be rejected or accepted only under the most specific and special circumstances.

Action. The action steps represent the work plan for the area. Each action will require leadership and resources to advance. It will be important to show action and build momentum in the train station area. Once momentum is created it must be maintained. While the action steps are prioritized for this moment in time, the list must be a dynamic document that is managed and updated consistently. It will be important that a single entity be responsible for this task on a regular basis. While central coordination is imperative, the responsibilities for implementing the components of the plan should be decentralized. Partners should be identified to lead specific projects and initiatives and held accountable by stakeholders and the central coordinating organization.

Map. The map is a visual representation of how the area will be developed. It should guide both private and public investments. The map can also provide private investors with a good idea of what they can expect in terms of infrastructure improvements and design constraints. The map will generally not need to be updated physically. The map should be an active guide for the city when providing development approvals and engaging in infrastructure investments, and should be incorporated into the city's Master Plan. Changes and compromises to the map can be expected, but should be done with the long-term vision in mind and only after careful deliberation.



4.0 Trenton Transit Center Area



Aerial Transit Center Work Area

The center study area selected is irregularly shaped and bounded loosely by Route 1 to the west, Wall Street to the north, Chestnut Avenue to the east and Greenwood Avenue to the south. The study area selected is intentionally small and focused, consisting of approximately 12 city blocks. This area was chosen because it contains a high concentration of potential redevelopment sites and the most critical intersection and road improvements necessary to accommodate significant growth around the train station.

Meaningful economic and demographic data exist for this area, some of which is included in the Department of Community Affairs (DCA) Transit Opportunity Zone report (see Acknowledgements section) and all of which is outside the scope of this report. This information was used to build the strategies, action steps and map that comprise this blueprint.

The areas immediately adjacent to the study area, especially to the west and south, are very important redevelopment areas, and any further planning and development in these areas should be tightly coordinated with activities in the transit station study area.



5.0 Observations

The following observations were garnered from individual and group stakeholder meetings and first-hand examinations. These observations form the basis for future strategies and action steps.

- The train station area has a significant number of undeveloped and under-developed parcels that create solid opportunities for redevelopment.
- Several experienced and committed developers own property in the train station area and could be enlisted to jumpstart development activity.
- The train station area is in one of the newly designated federal Opportunity Zones, and as such it offers substantial opportunities to combine and leverage existing sites and assets with Opportunity Fund investments.
- The train station area does not read like a comprehensible “place.” It lacks an identity and an assemblage of relevant and inter-related amenities.
- The current Trenton real estate market makes the size and scale of development appropriate for the area economically challenging.
- The quality-of-life environment around the station is not conducive to increased use of the station or the attraction of new investment.
- Public and open spaces in the area are not currently assets since they are unprogrammed and/or have uses that create a negative atmosphere.
- The temptation to add more state office buildings to the train station area should be resisted in favor of residential and private commercial development.
- Bicycle and pedestrian access to and from the station is poor.
- The existing road network is not conducive to a significant increase in vehicular traffic.
- There are many overlapping government jurisdictions operating in the station area, making coordination and momentum-building challenging.
- Infrastructure issues impeding redevelopment are not fully understood or being addressed comprehensively.
- Existing parking assets can be leveraged more effectively and future parking needs must be understood more clearly.
- To the outside world, there is no coherent or visual plan to guide public and private investments in the station area.
- Adjacent neighborhoods can be assets or liabilities, depending on how they redevelop, how accessible they are to the station and what quality-of-life attributes they contribute.



6.0 Goals



Front View of Trenton Transit Center

During the outreach and exploration phase of this project, several goals for the transit station area emerged. These goals helped inform the blueprint's strategies and will provide important mile markers to gauge progress and to evaluate new opportunities.

- Increase density of development
- Increase tax ratables
- Increase NJ Transit ridership
- Create a mixed-use, walkable transit area that feels like a "place"
- Increase biking, walking and transit connectivity to adjacent neighborhoods, especially the downtown core
- Maximize the use of natural features to improve the health and aesthetics of the area
- Engage adjacent communities in decision-making and implementation



7.0 Strategies

The following high-level strategies should guide future planning and development in the train station area. These strategies also provide guidance for prioritization of work and can be used to identify opportunities for coordination and synergies as new projects are debated, negotiated, planned and implemented.

- Adopt this blueprint and use it to guide work. The blueprint should be a visible and authoritative guide for future planning and investments in the study area for all levels of government and private development. Competing or contradictory plans should be reconciled as quickly as possible to ensure a consistent vision and message for the area.
- Identify a lead agency to coordinate government projects and programs and have it meet regularly. There are many complicated and time-intensive projects that need to be completed in the study area. No one organization can accomplish everything, but it will be necessary to have one entity responsible for coordinating activities.
- Develop ordinances and policies to ensure that new projects and public improvements build on each other to create a vibrant, high-density, mixed-use place. Inconsistent guidance and regulations will make it difficult to get projects done, attract new investments and build momentum.
- Increase dramatically the number and range of residential opportunities in the area. There are virtually no residential units in the study area. In order for this area to become a vibrant “place,” it will require people living here, shopping here and walking the streets. Creating housing stock that meets the growing demand for urban living should be the top priority.
- Prioritize less expensive projects on the edges of the train station area to build momentum and improve market conditions. The largest and most expensive projects should be immediately adjacent to the station. Current real estate market conditions make it difficult to attract the necessary capital and users to justify building these projects. On the other hand, smaller projects on the periphery of the station area are more compatible with the adjacent neighborhoods and less expensive to build. Starting here will build the market and allow the more expensive projects to come later. That said, if there is an opportunity to build a large, expensive and appropriate project near the train station, it should be pursued, but density and quality compromises should not be permitted.
- Fix key intersections and bicycle/pedestrian access ways. Critical to the success of this area is for it to be a safe and welcoming walkable environment. Many of the current intersections, roadways and walkways were designed exclusively with automobiles in mind and are hazardous to pedestrians and bicyclists.
- Intentionally plan and integrate public plazas and open spaces to maximize positive use of the space and increase adjacent real estate values. There are a number of development nodes within the train station area, such as the Wall Street residential and the Greenwood residential areas. These require a more detailed level of planning in order to generate new public spaces that will receive high-volume use. These spaces should be integral to pedestrian traffic routes and new development projects, providing additional “eyes” and users.



Incorporating green infrastructure into these spaces will manage stormwater in the area more effectively and provide additional community benefits.

- Prioritize redevelopment and economic development actions on corridors leading to the train station. East State Street, Clinton Avenue and Market Street/Greenwood Avenue are critical corridors that connect existing neighborhoods to the station area. These corridors should be a top priority for redevelopment and streetscape improvements.
- Reduce truck through traffic in the train station area. Truck through traffic, primarily coming from Route 1 South onto Market Street, is incompatible with creating a positive, walkable environment. Initial steps should include revisiting the prohibition on trucks using the Route 29 tunnel and accelerating the phased intersection redesign where Route 1 and Market Street come together (see Appendix).
- Conduct and maintain a utility infrastructure inventory for the area. Understanding the location and condition of utility infrastructure, especially underground infrastructure, will make redevelopment more predictable and enable a proper assessment of actual development costs. Understanding the infrastructure in the area may also lead to new regulations allowing construction over existing pipes, a practice currently not permitted, but common in other urban areas.
- Leverage existing parking and new structured parking to be a catalyst and support for new commercial and residential development. For the immediate future, new development will require a certain amount of parking. Surface lots should be minimized. The existing parking structures can be maximized through shared parking arrangements that combine residential and office users at different hours. As new projects come on line, the parking requirements should be minimized, and any new structures should be viewed in the context of overall area parking demand, not just the project's needs.



8.0 Action Steps

There are literally hundreds of actions that can, should and will be taken in the next decade to dramatically redevelop the area around the Trenton Transit Center. Since coordination capacity and resources are limited, these actions should be prioritized to build momentum, catalyze private-sector investment and deliver long-term value to the community most efficiently.

The following action step list is designed to identify and recommend those actions that meet these criteria most effectively. These top priority actions have been subdivided into primary (1) and secondary (2) actions to focus time, energy and resources further.

Each action will need to have a coordinating organization responsible for shepherding the project forward. Each action will also require partners who bring resources or capacity or who have specific jurisdiction or regulatory authority. The action step list recommends coordinating and partner organizations, but this should be refined through discussions with the various parties. The goal is to decentralize coordinating roles to the fullest extent practical, but no further. If a single entity is responsible for coordinating all the activities, that organization will require substantial new capacity and resources, or the action steps will take a very long time to complete, and in many cases will not move forward at all.



Action	Map	Category	Priority	Coord.	Partners	Next Step
Designate an official visual plan for the area and use it consistently		Administrative	1	City	GT, TDA, Other stakeholders	Hold public hearing at Planning Board and adopt
Develop steering committee and identify coordinatin organization		Administrative	1	City	GT, TDA, Mercer County, Governor's office	City and GT to develop list and convene first meeting
Update area zoning and incorporate design guidelines		Administrative	1	City	GT, Existing property owners, public process	Develop guidelines short of a form-based code
Review existing open and lapsed Redevelopment Agreements for compliance		Administrative	1	City	DCA	Consider re-designating the area
Revisit the current redevelopment plan status to ensure it is legally up to date		Administrative	1	City	DCA	Consider re-designating the area
Complete parcel ownership survey, especially on developable sites		Administrative	1	City	DCA	Intern, staff member or DCA to conduct
Obtain local Agency Certification with NJDOT for federal funding		Administrative	1	City	Mercer County, NJDOT	Discuss County taking on federal requirements and role
Increase quality of life enforcement around station		Administrative	1	City	NJTransit, Police Department, Social Service	Explore NJTransit police program for homelessness
Advocate for state market rate rental housing subsidies		Administrative	1	GT	City, NJEDA, NJHMFA	Meet with Governor's office representatives
Increase Trenton Downtown Association presence in the area		Administrative	1	GT	City, TDA, Existing property owners	Determine specific services and obstacles for doing this
Develop parking "lay-off" space plan and build garage to foster shared parking		Administrative	2	GT	City, Existing parking lot owners	Meet with parking owners to discuss
Revisit historic district boundaries		Administrative	2	City	Landmarks commission	Landmarks commission to re-assess boundaries
Master lease retail within NJTransit station through private company		Administrative	2	City	NJTransit	Explore best practices where this is done already
Streetscape work on S. Clinton Ave. between E. State Street and Raul Wallenberg Ave.		Corridor	1	City	NJTransit, NJDOT, Mercer County	Obtain funding to develop plan
Pedestrian improvements beneath Rt. 1 overpass between Stockton		Corridor	1	GT	City, Artworks, GT, Mill Hill neighborhood	Coordinate stakeholder meeting and design competition
Streetscape work on S. Clinton Ave. between Raul Wallenberg Ave. and Greenwood Ave.		Corridor	2	City	NJTransit, NJDOT, Mercer County	DVRPC to work with City to finalize designs
Streetscape work on S. Clinton Ave. between Greenwood Ave. and Hamilton Ave.		Corridor	2	City	NJDOT, Mercer County	Obtain funding to develop plan and move Clinton/Hamilton Ave. housing project forward
Residential development at E. State Street and Wall Street	L, N	Development	1	GT	City, Property owners	Support existing development proposals
Residential development at S. Clinton Ave. and Greenwood Ave.	X	Development	1	GT	City, Property owners	Support existing development proposals
Acquisition and residential infill development on Wall St.	A, B, C, D, E, F	Development	1	GT	City	Begin acquisition of properties
Residential development on Greenwood Ave	Y, Z, AA, AB	Development	1	City	GT, Property owners	Support existing development proposals
Office development, likely institutional, on DEP parking lot site	T	Development	1	GT	City, State of NJ	Assess site in preparation for RFP
Mixed-use development at E. State Street and Clinton Ave.	Q, R	Development	1	GT	City, Property owner	Assess site in preparation for RFP
Aquire and package Salvation Army site for redevelopment		Development	1	City	Salvation Army	Assist Salvation Army with relocation



Action	Map	Category	Priority	Coord.	Partners	Next Step
Hire consultant to explore re-use and re-invigoration of Mercer Cemetery		Development	1	City	TDA, GT, Mercer County, Friends of the cemetery	Create RFP for these services, similar to Military Park in Newark
Mixed-use development on E. State Street	H, I, J, K, P	Development	2	GT	City, Property owners	Identify sites most ready to proceed
Office development along Raul Wallenberg Ave.	O, P, S, V	Development	2	GT	City, Property owners	Incorporate sites in intersection redesign
Office development at S. Clinton Ave. and Greenwood Ave.	W	Development	2	City	GT, Property owner	Support existing development proposals
Advance Assunpink greenway plan through the area		Infrastructure	1	City	DEP, Mercer County	Prioritize sub-projects and coordinate implementation
Repair Chestnut Ave, E. State Street and Monmouth Street Northeast Corridor bridges		Infrastructure	1	County	City, NJDOT, NJTransit	Meet with NJDOT to ensure all three bridges are in the capital plan
Develop procedures for assessing location and building on top of underground pipes		Infrastructure	1	County	City	Use intern to conduct cursory inventory and identify best practices
Redesign drop-off area in front of Transit Center		Infrastructure	2	City	NJTransit	Work with NJTransit after other projects in the area begin
Upgrade four-corner bus shelter program around the station		Infrastructure	2	City	NJTransit, TDA, DCA	Enlist DCA to work with NJTransit to plan and implement
Redesign Market Street and Rt. 1 off-ramp	1	Intersection	1	City	DVRPC, NJDOT	DVRPC to work with City to finalize designs
Design new intersection and cross street at E. State Street and Raul Wallenberg Ave.	6	Intersection	1	City	DVRPC, NJDOT, Adjacent property owners	DVRPC to work with City to finalize designs
Redesign intersection at E. State Street and Wall Street	7	Intersection	1	City	DVRPC, NJDOT, Adjacent property owners	DVRPC to work with City to finalize designs
Minor redesign at Greenwood Ave. and S. Clinton Ave.	2	Intersection	2	City	DVRPC, NJDOT	DVRPC to work with City to finalize designs
Pedestrian improvements at Greenwood Ave. and Walnut Ave.	3	Intersection	2	City	DVRPC, Adjacent property owners	DVRPC to work with City to finalize designs
Pedestrian improvements at S. Clinton Ave. and Raul Wallenberg	4	Intersection	2	City	DVRPC, NJTransit	DVRPC to work with City to finalize designs
Pedestrian improvements at E. State Street and Clinton Ave.	5	Intersection	2	City	DVRPC, Adjacent property owners	DVRPC to work with City to finalize designs



9.0 Map

The map on the following page shows the seven key intersections in need of improvement, along with potential development sites. The intersections are numbered and referred to in the key. Improvements to the intersections range from pedestrian enhancements, such as more visible crosswalks and pedestrian refuge areas or bump-outs, to complete redesigns.

The development sites are labeled with letters. These lettered sites correspond to the Development Site Worksheets immediately following the map. The worksheets identify the possible development use for each site, the floorplate size, the number of stories and the total building area.

There are three Development Site Worksheets. Each worksheet represents a different scale of build-out: large, medium and small. The analysis was performed to illustrate the wide range of development densities that can be accommodated in the train station area. The number of residential units across these scenarios ranges from approximately 650 to 2,100. The number of office occupants range from just under 6,000 to a high of almost 23,000. This report recommends pushing the density toward the largest-scale scenario, with the tallest buildings located closest to the train station. These scenarios also include a cautionary note that if plans and projects are designed at the lower densities, enormous opportunities to create walkable, mixed-use places with high economic and community value will be lost for decades to come.



PROPOSED INTERSECTION IMPROVEMENTS:

1. MARKET ST. AND ROUTE 1 N. OFF RAMP
2. GREENWOOD AVE. AND S. CLINTON AVE.
3. GREENWOOD AVE. AND WALNUT AVE.
4. S. CLINTON AVE. AND R. WALLENBERG AVE.
5. E. STATE ST. AND CLINTON AVE.
6. E. STATE ST. AND R. WALLENBERG AVE.
7. E. STATE ST. AND WALL ST.

DEVELOPMENT SITE OPPORTUNITIES

- NJ TRANSIT SURFACE PARKING LOT
- GREENWOOD AVE. AND S. CLINTON AVE.
- SURFACE PARKING LOT (MULTIPLE LOCATIONS)
- GREENWOOD AVE. ADJACENT TO PARKING GARAGE
- SALVATION ARMY SITE REDEVELOPMENT
- LEE OVERALL BUILDING
- WALL ST. INFILL DEVELOPMENTS

MISCELLANEOUS OTHER IMPROVEMENTS

- ART-WALK AT THE ROUTE 1 OVERPASS
- PROVIDE ACCESS AT MERCER CEMETERY
- REORGANIZED BUS STOPS
- GENERAL LIGHTING IMPROVEMENTS THROUGHOUT
- DEDICATED BIKE LANES THROUGHOUT
- IMPROVED SIDEWALK WIDTHS
- STREET FURNITURE (TRASH CANS, BENCHES)





Trenton Transit Center

Height and Area Matrix

Option 1: Large Scale

Building	Floor Plate	Stories	Building Area	Proposed Use
A	14800	5	74000	Residential
B	7900	5	39500	Residential
C	12600	5	63000	Residential
D	4500	5	22500	Residential
E	4400	5	22000	Residential
F	5800	5	29000	Residential
G	12000	5	60000	Residential
H	14400	15	216000	Office/Residential
I	23200	15	348000	Office/Residential
J	10000	15	150000	Office/Residential
K	13500	15	202500	Office/Residential
L	15600	5	78000	Residential
M	7900	7	55300	Residential
N	19500	7	136500	Office/Residential
O	41000	22	902000	Office
P	24198	22	532356	Office/Residential
Q	9500	15	142500	Office/Residential
R	12800	15	192000	Office/Residential
S	25800	22	567600	Office
T	23800	15	357000	Office/Residential
U	14000	15	210000	Office/Residential
V	10600	15	159000	Office
W	14800	22	325600	Office
X	11700	7	81900	Residential
Y	14500	7	101500	Residential
Z	23000	15	345000	Residential
AA	16800	15	252000	Residential
AB	12900	15	193500	Residential
AC	15600	7	109200	Residential

TOTAL AREA	5,967,456	sf		
Total Office	1954200	sf	13958 occupants	140 sf gross
Total Residential	1526400	sf	1174 housing units	1 unit per 1300 sf gross*
Total Office/Residential	2486856	sf	8881 occupants	assume 50/50 split
	1243428	sf	956 housing units	

*40% grossing factor

Total housing units	2130 housing units
Total office occupants	22839 occupants



Trenton Transit Center

Height and Area Matrix

Option 2: Medium Scale

Building	Floor Plate	Stories	Building Area	Proposed Use
A	14800	4	59200	Residential
B	7900	4	31600	Residential
C	12600	4	50400	Residential
D	4500	4	18000	Residential
E	4400	4	17600	Residential
F	5800	4	23200	Residential
G	12000	4	48000	Residential
H	14400	8	115200	Office/Residential
I	23200	8	185600	Office/Residential
J	10000	8	80000	Office/Residential
K	13500	8	108000	Office/Residential
L	15600	5	78000	Residential
M	7900	5	39500	Residential
N	19500	5	97500	Office/Residential
O	41000	15	615000	Office
P	24198	15	362970	Office/Residential
Q	9500	5	47500	Office/Residential
R	12800	5	64000	Office/Residential
S	25800	15	387000	Office
T	23800	8	190400	Office/Residential
U	14000	8	112000	Office/Residential
V	10600	15	159000	Office
W	14800	15	222000	Office
X	11700	7	81900	Residential
Y	14500	5	72500	Residential
Z	23000	8	184000	Residential
AA	16800	8	134400	Residential
AB	12900	8	103200	Residential
AC	15600	5	78000	Residential

TOTAL AREA	3,765,670	sf		
Total Office	1383000	sf	9878 occupants	140 sf gross
Total Residential	1019500	sf	784 housing units	1 unit per 1300 sf gross*
Total Office/Residential	1363170	sf	4868 occupants	assume 50/50 split
	681585	sf	524 housing units	

*40% grossing factor

Total housing units	1308 housing units
Total office occupants	14746 occupants



Trenton Transit Center

Height and Area Matrix

Option 3: Small Scale

Building	Floor Plate	Stories	Building Area	Proposed Use
A	14800	3	44400	Residential
B	7900	3	23700	Residential
C	12600	3	37800	Residential
D	4500	3	13500	Residential
E	4400	3	13200	Residential
F	5800	3	17400	Residential
G	12000	3	36000	Residential
H	14400	3	43200	Office/Residential
I	23200	3	69600	Office/Residential
J	10000	3	30000	Office/Residential
K	13500	3	40500	Office/Residential
L	15600	5	78000	Residential
M	7900	3	23700	Residential
N	19500	3	58500	Office/Residential
O	41000	5	205000	Office
P	24198	5	120990	Office/Residential
Q	9500	3	28500	Office/Residential
R	12800	3	38400	Office/Residential
S	25800	7	180600	Office
T	23800	3	71400	Office/Residential
U	14000	3	42000	Office/Residential
V	10600	5	53000	Office
W	14800	7	103600	Office
X	11700	3	35100	Residential
Y	14500	3	43500	Residential
Z	23000	3	69000	Residential
AA	16800	3	50400	Residential
AB	12900	3	38700	Residential
AC	15600	3	46800	Residential

TOTAL AREA	1,656,490	sf		
Total Office	542200	sf	3872 occupants	140 sf gross
Total Residential	571200	sf	439 housing units	1 unit per 1300 sf gross*
Total Office/Residential	543090	sf	1939 occupants	assume 50/50 split
	271545	sf	208 housing units	

*40% grossing factor

Total housing units	647 housing units
Total office occupants	5811 occupants



10.0 Acknowledgements

This report was made possible through funding from the New Jersey Economic Development Authority, and with guidance and direction from Greater Trenton. Special thanks to George Sowa for his engagement and commitment to this project.

The planning and architecture firm of Clarke Caton Hintz participated in outreach meetings and listening sessions, and generated the physical maps and density worksheets included in this report. New Jersey Future thanks the staff at Clarke Caton Hintz, especially John Hatch and Stephen Doyle, for their extra dedication to this project.

This report was undertaken in parallel and in cooperation with the New Jersey Department of Community Affairs (DCA) Transit Opportunity Zone study, conducted for the City of Trenton. The DCA study covered the three transit station areas in the city and addressed a broader array of issues than this report, which was intended to provide a detailed analysis and actionable set of recommendations for the area immediately around the Trenton Transit Center. New Jersey Future would like to thank Bob Tessier from DCA and his team, who worked on this project. New Jersey Future would also like to thank Diana Rogers and Jeff Wilkerson from the City of Trenton's Department of Housing and Economic Development for sharing their vision, time and information, and especially for making important connections to the Trenton 250 Master Plan.

New Jersey Future organized several exploratory stakeholder meetings between May and August 2017 that also included staff from DCA and the City of Trenton. New Jersey Future would like to thank representatives from Nexus Properties, Rosemont Properties, Ajax Properties and the Conservatory Mansion for sharing their experiences and ideas.

New Jersey Future assisted with the development and facilitation of a public focus group session held May 25, 2017, at Thomas Edison State University that was open

to a wide range of city stakeholders who generated feedback on draft plans and new ideas. A second public feedback session was held at City Hall on Nov. 15, 2017. Many observations and ideas from these sessions are incorporated into this report and were documented formally by DCA. Many thanks to the residents and stakeholders who shared their time and ideas.

About New Jersey Future

Founded in 1987, New Jersey Future is a nonprofit, nonpartisan organization that promotes sensible growth, redevelopment and infrastructure investments to foster vibrant cities and towns, protect natural lands and waterways, enhance transportation choices, provide access to safe, affordable and aging-friendly neighborhoods and fuel a strong economy. The organization does this through original research, innovative policy development, coalition-building, advocacy, and hands-on strategic assistance.

About the author

Peter Kasabach is the executive director of New Jersey Future. He has been actively engaged in the areas of planning, community and economic development, finance and housing for more than 25 years. Before coming to New Jersey Future, he was chief of policy and community development for the New Jersey Housing and Mortgage Finance Agency and prior to that was vice president of planning and real estate development for Isles, a private nonprofit community development organization in Trenton. Peter has been active in many community revitalization efforts on topics including the visual arts, historic preservation, economic development, public education and green building. He is an advocate for walkable, urban living and resides in Trenton with his wife and two children. Peter is a licensed New Jersey Professional Planner, and holds a B.S. in Economics from the Wharton School of the University of Pennsylvania.





11.0 Appendix

The following detailed plan demonstrates the phasing for the most important intersection improvement in the train station area – the Market Street and Route 1 intersection.

The first step is to redesign and rebuild the intersection. The city can work on this directly with the Delaware Valley Regional Planning Authority and the New Jersey Department of Transportation. Once the intersection has been rebuilt, the development phasing outlined in the following plan can begin.

During the intersection redesign phase, the planning should also incorporate a pedestrian linkage solution for the area beneath the Route 1 underpass, connecting the train station area to the downtown. This project can be planned and implemented independently but should tie into the long-term intersection redesign. The project may include new lighting, safety bollards and artistic elements that make this corridor feel safe and inviting.



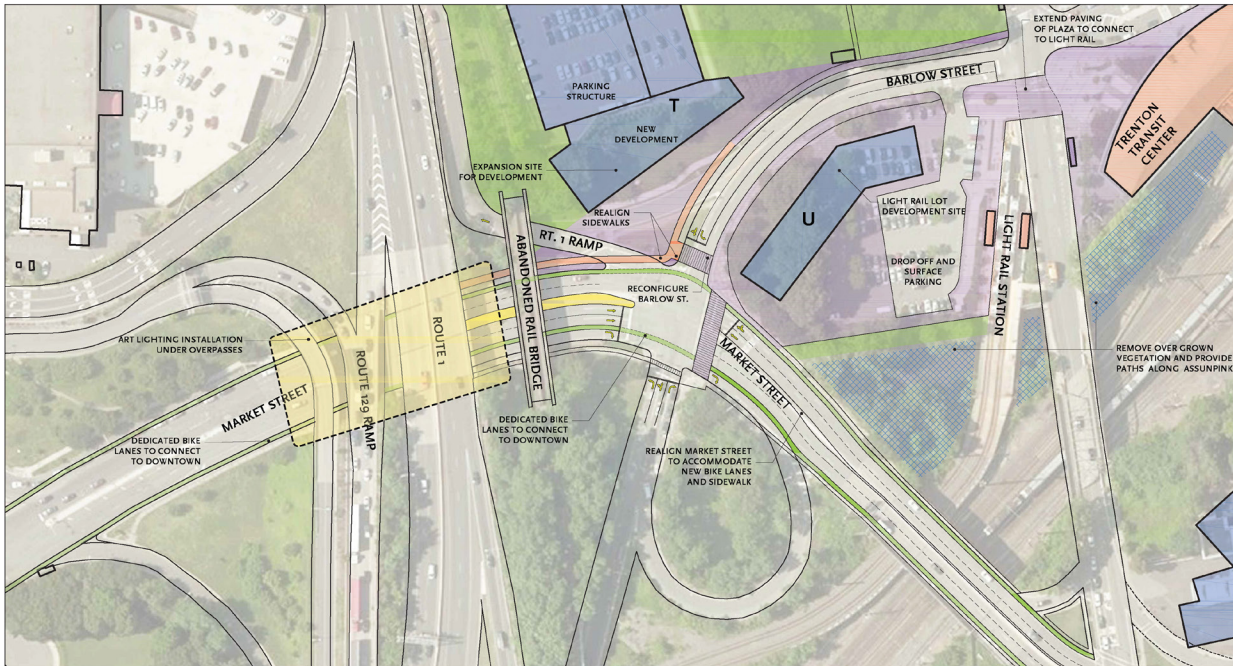
1. MARKET STREET AND ROUTE 1 INTERSECTION

PHASE 1:

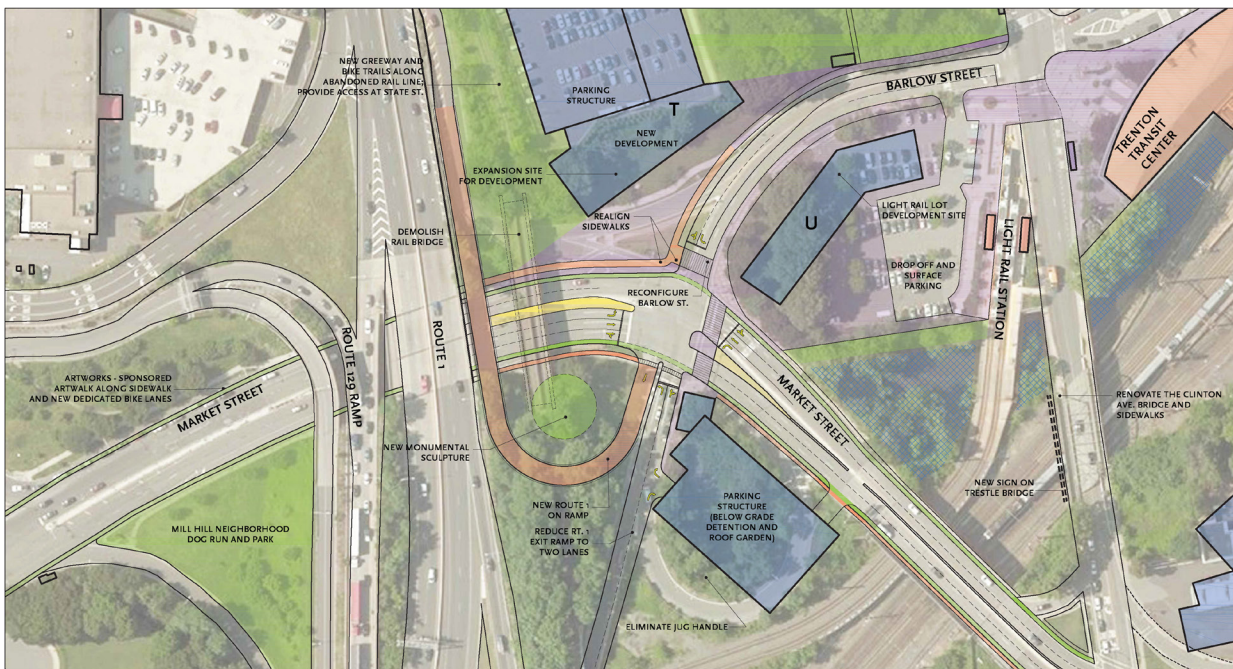
- A. PROVIDE BIKE LANES ALONG MARKET STREET
- B. EXTEND PLAZA PAVING AT TRANSIT CENTER ACROSS TO LIGHT RAIL AND DOWN TOWARDS MARKET STREET
- C. RECONFIGURE BARLOW STREET TO PROVIDE ACCESS TO MARKET STREET
- D. DEVELOP LINER BUILDING AND PARKING STRUCTURE ON DEP PARKING LOT
- E. DEVELOP SURFACE LOT AT LIGHT RAIL STATION; PARKING LOSS ACCOMMODATED IN DEP LOT
- F. PROVIDE NEW LIGHTING AT UNDERPASSES

PHASE 2:

- A. REMOVE ABANDONED RAIL BRIDGE
- B. REMOVE EXISTING JUG HANDLE AND PROVIDE NEW ROUTE 1 ON RAMP
- C. EXTEND GREEN SPACE AT ASSUNPINK CREEK AND ALONG RAIL
- D. DEVELOP SITE AT FORMER JUG HANDLE FOR STRUCTURED PARKING AND STORM WATER DETENTION



PHASE 1 - MARKET STREET AND ROUTE 1 INTERSECTION



PHASE 2 - MARKET STREET AND ROUTE 1 INTERSECTION

