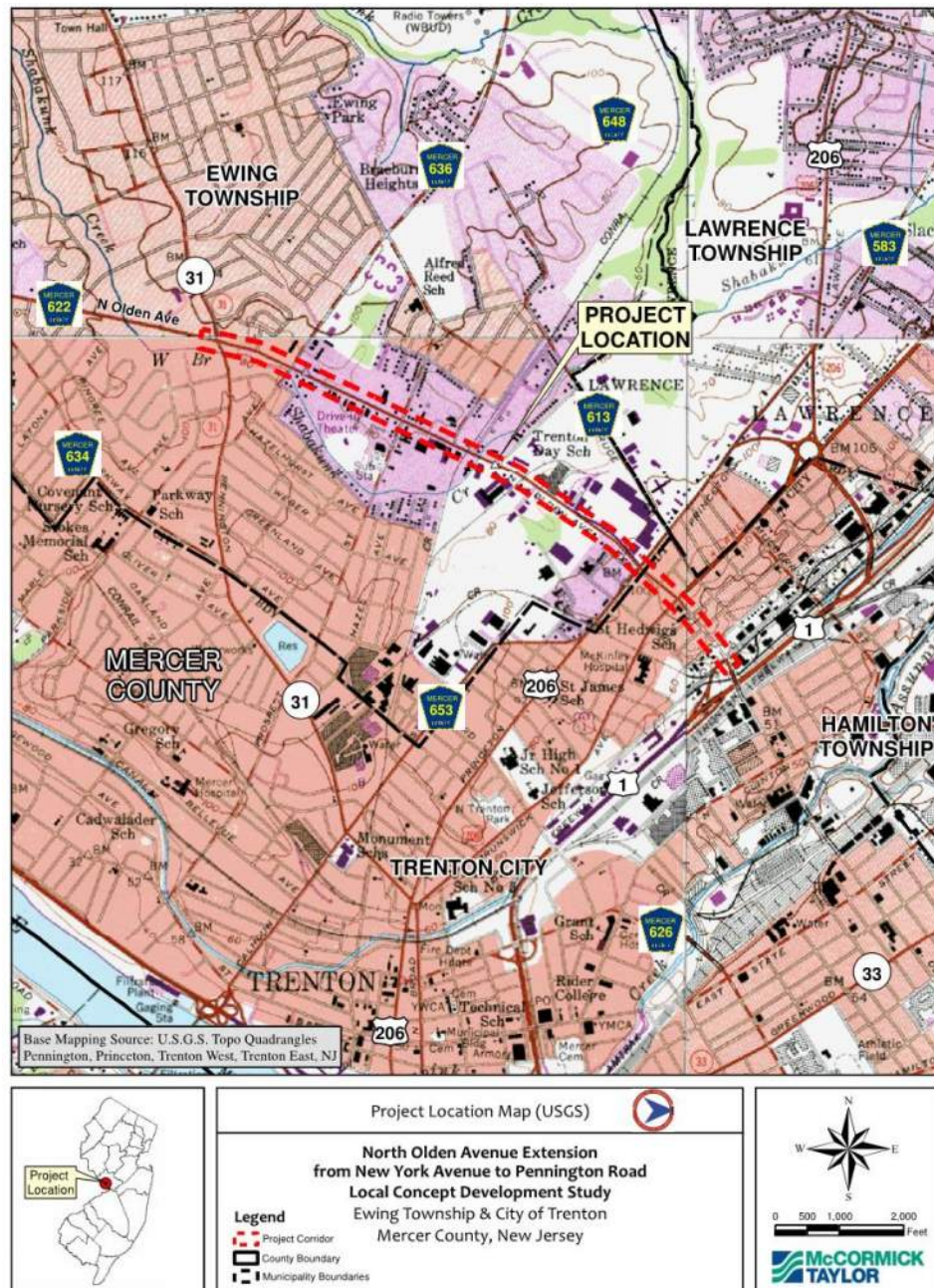


**North Olden Avenue Extension from New York Avenue to Pennington Road
Local Concept Development Study Project Fact Sheet**

PROJECT LOCATION

The project is located along N. Olden Avenue (CR 622) in the Township of Ewing and City of Trenton in Mercer County, NJ. The study corridor extends from Pennington Road (Route 31) to New York Avenue. A project location map is provided below.



EXISTING CONDITIONS

N. Olden Avenue functions as an Urban Minor Arterial through Ewing Township and the City of Trenton. Between Pennington Road and Capitol Plaza, N. Olden Avenue consists of two (2) lanes in each direction with a two-way left-turn median lane. In the vicinity of Capitol Plaza, the northbound and southbound directions of N. Olden Avenue are divided by a grass median. East of Princeton Avenue, the roadway consists of one (1) lane in each direction with on-street parking.

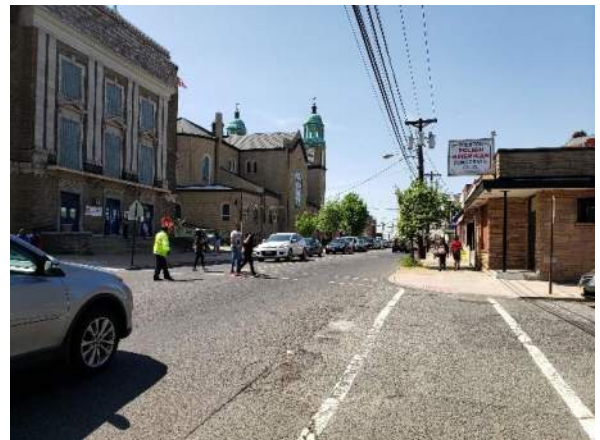
The following eight (8) signalized intersections are located within the project limits along N. Olden Avenue:

- | | |
|------------------------------|--------------------------|
| ▪ Pennington Road (Route 31) | ▪ Capitol Plaza Driveway |
| ▪ Parkside Avenue | ▪ Princeton Avenue |
| ▪ Prospect Street | ▪ Brunswick Avenue |
| ▪ Arctic Parkway | ▪ New York Avenue |

Additionally, there are 12 unsignalized intersections or alleys within the project limits. The majority of the unsignalized intersections are located between New York Avenue and Princeton Avenue within the City of Trenton.

Land Use

N. Olden Avenue is a highly developed commercial and retail corridor within Ewing Township. Large commercial properties include Parkside Plaza (ShopRite) at the northeast corner of the Parkside Avenue intersection, The Home Depot located south of N. Olden Avenue at Arctic Parkway, and Capitol Plaza located just west of Princeton Avenue. Other commercial sites include banks, pharmacies, automobile dealerships, fast-food restaurants, strip malls, and grocery stores. East of Princeton Avenue within the City of Trenton, land use along N. Olden Avenue is primarily residential with small businesses located east of Brunswick Avenue. Additionally, the Paul Robeson Charter School is located on N. Olden Avenue at the Indiana Avenue intersection, and St. Hedwig Roman Catholic Church is located at the Brunswick Avenue intersection.



Pedestrian Crossing at Paul Robeson Charter School

Access and On-Street Parking

Numerous access driveways are present within the study area. Access to some of the commercial properties along N. Olden Avenue is controlled, while many of the commercial properties have uncontrolled access such as very wide curb openings or numerous access driveways for the same property.



Controlled access driveway



Multiple, wide access driveways

Just east of Arctic Parkway, access to the Mercer County Transfer Station is provided via a major driveway that operates as an unsignalized intersection. Heavy vehicles were observed entering and exiting the facility consistently throughout the day.

Access to the Capitol Plaza, located north of N. Olden Avenue, is provided via signalized intersection. However, while southbound vehicles can access the plaza from N. Olden Avenue, motorists exiting Capitol Plaza cannot access N. Olden Avenue southbound at the traffic signal. Motorists must utilize the driveway on Princeton Avenue and access N. Olden Avenue southbound via the Princeton Avenue signalized intersection, increasing turning movement traffic at that location.



Vehicles from the Mercer County Transfer Station



On-street parking in the City of Trenton

Bicycles and Pedestrians

Bicycles and pedestrians were observed along N. Olden Avenue throughout the project limits. Bicyclists were observed riding along N. Olden Avenue and crossing mid-block at numerous locations, especially in the vicinity of the Prospect Street intersection. Bicyclists were also observed utilizing the sidewalk.



Vehicles illegally parked on sidewalk



Bicyclist crossing midblock



*Bicyclist traveling in wrong direction
along N. Olden Avenue*



*Signs, fire hydrants and utility poles
blocking sidewalk*

Pedestrians are present along the entire length of the N. Olden corridor. Sidewalks are present along the majority N. Olden Avenue; however, there are barriers to pedestrian mobility including utility poles and signs located within the sidewalk which reduce the effective sidewalk width in many locations. Worn paths were also noted at locations where no sidewalk is present.

Pedestrians were observed crossing at both signalized intersections and midblock locations. They often utilize the median left turn lane as a makeshift pedestrian refuge when crossing midblock. Numerous midblock pedestrian crossings were

observed near Prospect Street and east of Princeton Avenue in the residential areas.



Pedestrians crossing at signalized intersection



Pedestrian crossing midblock, using median left turn lane as refuge

Pedestrian concerns were noted at the N. Olden Avenue and Arctic Parkway signalized intersection. Pedestrians were observed crossing all legs of the intersection. It was noted that pedestrians may not have adequate time to cross N. Olden Avenue on the eastern side due to the high volume of right turns from Home Depot and the left turns from Arctic Parkway. Additionally, pedestrians were observed crossing N. Olden Avenue on the western side of the intersection where there is no crosswalk and getting stuck in the narrow, curbed median.

Significant pedestrian crossings were observed at the N. Olden Avenue and Princeton Avenue signalized intersection. High turning movements, heavy truck traffic and existing traffic congestion create challenges for pedestrians to cross. Pedestrians were also observed crossing at several non-crosswalk locations (northwestern leg of the intersection, midblock on Princeton Avenue just north of the signal, midblock on North Olden Ave just east of the intersection).

Transit

The NJ Transit #601 bus route runs along N. Olden Avenue within the project limits. This bus route serves Ewing Township, the City of Trenton, and Hamilton Township. Bus stops are located along N. Olden Avenue NB and SB just east of Parkside Avenue. Only the SB bus stop has a bus shelter. Outside shoulders or bus turnouts are not provided at the bus stop locations.

Utilities

Public utilities within the project area are summarized in the table below.

Utility	Owner	Contact	Facilities
Cable	Centurylink	David Vega 71 Clinton Road Garden City, NJ 11530	Underground
Cable	Crown Castle	Al Kothe 9270 Commerce Highway Pennsauken, NJ 08110	Fiber optic cable
Sewer	Ewing-Lawrence Sewerage Authority	Allan Jacobs Jacobs Environmental 182 Water Street Perth Amboy, NJ 08861	Underground
Sewer	Trenton Sewer Utility	Joseph McIntyre Trenton Sewer Utility 1502 Lamberton Road Trenton, NJ 08661	Underground
Gas	PSE&G Gas	Dennis Gunn PSE&G Gas 300 Connecticut Drive Burlington, NJ 08016	Underground
Electric	PSE&G Electric	TBD	Cable Aboveground
Water	Trenton Water Works	Dilip Patel Trenton Water Works 333 Cortland Street Trenton, NJ 08638	Underground
Cable	Verizon	Ian Chan 999 W. Main Street Freehold, NJ 07728	Fiber Optic Cable
Cable	Comcast	TBD	Fiber Optic Cable
Cable	Zayo	Jack Howells 170 Robbins Road Downington, PA 19335	Aboveground

SUBSTANDARD DESIGN ELEMENTS

Controlling Substandard Design Elements (CSDEs)

Existing controlling substandard design elements (CSDEs) and deficiencies were identified within the project limits and are summarized below.

Outside Shoulder Width

There is no outside shoulder along N. Olden Avenue within the project limits. The minimum required outside shoulder is 8 feet.

Stopping Sight Distance at Non-Signalized Intersections

Stopping sight distance is substandard at 12 non-signalized intersections within the project limits as listed below.

- New York Avenue (MP 3.73)
- Pennsylvania Avenue, WB Approach (MP 3.78)
- Alley, EB Approach (MP 3.81)
- Alley, WB Approach (MP 3.81)
- Ohio Avenue, EB Approach (MP 3.84)
- Ohio Avenue, WB Approach (MP 3.84)
- Alley, EB Approach (MP 3.87)
- Alley, WB Approach (MP 3.87)
- Indiana Avenue, EB Approach (MP 3.89)
- Indiana Avenue, WB Approach (MP 3.89)
- Ellis Avenue, EB Approach (MP 4.03)
- Ellis Avenue, WB Approach (MP 4.03)

Traffic Signal Deficiencies

Traffic signals at the following locations lack 12-inch signal heads, countdown pedestrian signal heads, handicap accessible push buttons, ADA compliant handicap ramps and/or are not in conformance with the 2009 MUTCD:

- Pennington Road
- Parkside Avenue
- Prospect Street
- Capitol Plaza Drive
- Brunswick Avenue
- New York Avenue

CRASH ANALYSIS

Police crash reports for the Olden Avenue corridor were obtained from Ewing Township and City of Trenton. A total of 402 vehicular crashes were reported along N. Olden Avenue over the three-year period from January 2016 through December 2018 (excluding pedestrian/bicycle). It should be noted that crash reports for the side streets were not provided; therefore, only crashes along N. Olden Avenue and at each intersection were included in the analysis.

Overrepresented crash types, when compared to the latest County road system average, included Injury, Same Direction-Rear End and Sideswipe, Right Angle, Left Turn, and Encroachment. Additionally, At Signalized Intersection, Snow/Ice Surface, and At Night crashes were also overrepresented when compared to the County average. No Fatal crashes were reported during this time period.

In addition, 23 pedestrian/bicycle crashes occurred over the period from January 2014 through December 2018. Of these crashes, 65% were pedestrians (15 crashes) and 35% (8 crashes) were bicyclists. Injury, Dry Surface, Night, Between Intersection, and At Signalized Intersection crashes were overrepresented.

Crash diagrams are provided with this fact sheet along with a crash summary. Intersection summaries are briefly described below.

N. Olden Avenue and Pennington Road (Route 31)

23 crashes were reported at the Pennington Road signalized intersection. The majority of crashes were Same Direction-Rear End crashes, and most occurred in the NB direction. Additionally, three (3) Same Direction-Sideswipe crashes occurred on N. Olden Avenue SB just east of the intersection. Four (4) Right Angle crashes were reported involved Pennington Road NB right-turning vehicles and Pennington Road SB left-turning vehicles. It should be noted that six (6) Right Angle crashes were reported at the Exxon driveway on N. Olden Avenue NB, just east of the intersection.

One (1) Pedestrian crash occurred between a Pennington Road SB left-turning vehicle and a pedestrian crossing N. Olden Avenue on the eastern leg.

N. Olden Avenue and Parkside Avenue

40 crashes were reported at the Parkside Avenue signalized intersection, with the majority being Same Direction-Rear End crashes. Several Same Direction-Sideswipe crashes were also reported on the N. Olden Avenue NB and SB approaches. Additionally, six (6) Same Direction-Sideswipe crashes were reported on N. Olden Avenue SB just east of Parkside Avenue. Three (3) Right Angle crashes were reported involving vehicles on N. Olden Avenue SB and Parkside Avenue NB. Several Right Angle crashes were also reported at the driveways located east of Parkside Avenue.

Two (2) pedestrian crashes were reported at the Parkside Avenue intersection. One involved a Parkside Avenue SB right-turning vehicle and one involved a vehicle on N. Olden Avenue SB traveling through the intersection.

East of the intersection, five (5) Right Angle crashes and one (1) bicycle crash were reported at the driveway adjacent to Advance Auto Parts (Parkside Plaza), and four (4) Right Angle crashes were reported at the egress driveway from Wendy's. Additionally, two (2) bicycle crashes occurred at the Wendy's driveway and N. Olden Avenue NB. One (1) pedestrian crash was reported in the median left turn lane between Wendy's and Boston Market.

N. Olden Avenue and Prospect Street

28 crashes were reported at the Prospect Street intersection, with the majority being Same Direction-Rear End crashes. Two (2) Right Angle crashes and two (2) Left Turn crashes were also reported at the intersection. Just west of the intersection, six (6) Same Direction-Sideswipe crashes were reported on N. Olden Avenue SB in the vicinity of the Lukoil driveway. Three (3) Same Direction-Sideswipe crashes were also reported on N. Olden Avenue NB approaching the intersection.

N. Olden Avenue and 6th Street and 5th Street

Three (3) Right Angle, one (1) Left Turn and one (1) Same Direction-Rear End crash were reported at the 6th Street unsignalized intersection. Two (2) bicycle crashes occurred at the Davis Hyundai driveway along N. Olden Avenue SB.

One (1) pedestrian crash was reported at the 5th Street unsignalized intersection involving a vehicle turning left from 5th Street.

N. Olden Avenue and Arctic Parkway

43 crashes occurred at the Arctic Parkway signalized intersection, with approximately 50% being Same Direction-Rear End crashes. Almost all the Same Direction-Rear End crashes occurred on the N. Olden Avenue SB approach

to the intersection. Additionally, 10 Same Direction-Sideswipe crashes occurred at the intersection. Three (3) Right Angle crashes and three (3) Left Turn crashes were also reported. One (1) pedestrian crash was reported involving a right-turning vehicle from the Home Depot driveway.

Two (2) Right Angle crashes occurred at the Olden Plaza driveway just west of Arctic Parkway, and four (4) Right Angle Crashes were reported at the CVS driveway just east of Arctic Parkway. One (1) pedestrian crash occurred at the Popeyes driveway and one (1) bicycle crash occurred at the 1600 Business Center driveway (Dollar General and Dunkin' Donuts).

It should be noted that three (3) Fixed Object crashes occurred on N. Olden Avenue NB in the vicinity of the Heath Lumber Home Building Center, just west of Capitol Plaza.

N. Olden Avenue and Capitol Plaza

12 crashes were reported at the Capitol Plaza driveway signalized intersection. Crash types included Same Direction-Rear End and Sideswipe, Fixed Object and Right Angle crashes.

N. Olden Avenue and Princeton Avenue

30 crashes were reported at the Princeton Avenue signalized intersection, with the majority being Same Direction-Rear End and Sideswipe crashes. The majority of Sideswipe crashes occurred on N. Olden Avenue SB. It should be noted that five (5) Sideswipe crashes also occurred just east of the intersection where the two (2) SB lanes merge down to one (1) lane.

Three (3) pedestrian crashes and one (1) bicycle crash were reported at or in close proximity to the Princeton Avenue intersection.

N. Olden Avenue and Brunswick Avenue

20 crashes were reported at the Brunswick Avenue signalized intersection. Nine (9) of these crashes were Right Angle crashes. Eight (8) of the nine (9) Right Angle crashes involved vehicles on Brunswick Avenue SB. One (1) pedestrian crash was reported involving a vehicle turning left from Brunswick Avenue NB.

Two (2) pedestrian crashes were also reported just west of the Ohio Avenue unsignalized intersection.

N. Olden Avenue and Pennsylvania Avenue

Seven (7) crashes were reported at the Pennsylvania Avenue unsignalized intersection, with four (4) being Right Angle Crashes. The four (4) Right Angle crashes involved vehicles on N. Olden Avenue NB.

N. Olden Avenue and New York Avenue

23 crashes were reported at the New York Avenue signalized intersection. There were five (5) Left Turn Crashes and one (1) Right Angle crash. It should also be noted that there were six (6) Right Angle crashes at the Exxon Station driveway on N. Olden Avenue SB approaching the intersection.

TRAFFIC COUNTS AND ANALYSIS

Traffic Counts and Volumes

McCormick Taylor's subconsultant performed a data collection program in winter and spring 2019, consisting of 14 classified manual turning movement counts and two (2) Automatic Traffic Recorder (ATR) counts. Based on the collected data, the peak hours along the N. Olden Avenue corridor occur between 8:00AM and 9:00AM and 4:30PM and 5:30PM. Two-way traffic volumes along N. Olden Avenue averaged about 750 and 1,050 vehicles during the AM and PM peak hours, respectively. A traffic flow diagram is provided as an attachment.

Field Observations

Significant congestion was observed on N. Olden Avenue between Princeton Avenue and New York Avenue, where the cartway is reduced from a four-lane cross section to a two-lane cross-section. Queues along N. Olden Ave NB extended from Princeton Avenue and affected traffic operations at the Brunswick Avenue and New York Avenue intersections. Similarly, N. Olden Avenue SB queues from New York Avenue impacted traffic operations at the Brunswick Avenue intersection. Queues along northbound New York Avenue extended approximately halfway up the off ramp from Route 1.

Further contributing to traffic congestion, Paul Robeson Charter School utilizes N. Olden Avenue and Indiana Avenue for bus drop-off/pick-up in the morning and afternoon. Parent pick-ups/drop-offs were also observed on N. Olden Avenue and Indiana Avenue. A crossing guard is stationed in front of the school to assist children across N. Olden Avenue before and after school.

Congestion in the vicinity of the N. Olden Avenue/Princeton Avenue intersection resulted in several red light running observations and motorists using insufficient gaps for turning movements. Truck traffic was notably heavy through this intersection for several movements, including N. Olden Avenue northbound/southbound through movements and northbound Princeton Avenue right-turn movements. Turning truck movements consistently encroached onto the existing curb ramp/radius on the southeast corner.

Based on observations, the wide two-way center left-turn lane along N. Olden Avenue through Ewing Township serves several functions, including providing a separate left-turn lane for vehicles entering business driveways, providing an unprotected area for two-stage left-turn movements for exiting driveway vehicles and providing an unprotected refuge for midblock crossing pedestrians. Trucks utilize the center lane for staged exiting left-turn movements from Mercer County Transfer Station, due to high traffic volumes on N. Olden Avenue. There were also occasions where crossing pedestrians in the center turn lane inhibited left-turning movements into driveways. Additionally, car dealerships also utilize the center left-turn lane to assist in vehicle deliveries, as their onsite capacity and maneuverability are constrained.



N. Olden Ave southbound queues approaching New York Ave



N. Olden Ave/Princeton Ave SE corner sidewalk encroachment

Motorists were observed exceeding the posted speed limit along N. Olden Avenue throughout the Ewing Township section of the project. Roadway geometry (mainly straight, wide roadway, etc.) and the use of N. Olden Avenue as a commuter route contribute to high travel speeds in the project area.

Traffic Analysis

Traffic conditions were evaluated to identify Levels of Service (LOS) for each of the signalized intersections under existing and future conditions utilizing Synchro traffic modeling software. The traffic volumes were projected to the Design Year 2045 using DVRPC regional model (TIM) growth rate. The average background growth rate provided by the DVRPC model was 0.28% per year. This data, along with site-specific information, was used to analyze the operation of the intersection movements under existing and no-build conditions in Synchro.

Existing Year 2019

The signalized intersections along N. Olden Avenue operate at an overall Level of Service (LOS) C or better during the AM and PM peak hours. The North Olden Avenue NB left turn at Prospect Street operates at a LOS F during the AM and PM peak hours, while the same movement at Parkside Avenue fails during the PM peak only. The New York Avenue northbound left turn at N. Olden Avenue also fails during the PM peak hour. A summary of the LOS for each intersection is provided as an attachment. Queuing, school pick-up/drop-off activity, midblock pedestrian crossings and parking maneuvers all have a negative impact to traffic operations through the Trenton portion of N. Olden Avenue.

No Build 2045 – Design Year

The LOS at each signalized intersection in Design Year 2045 is generally unchanged from existing conditions. The overall LOS at North Olden Avenue and Prospect Street degrades to LOS D during the AM and PM peak hours, primarily due to increased delay for the westbound left turn. Similarly, the N. Olden Avenue and New York Avenue intersection degrades to a LOS D during the PM peak hour as delay for the northbound left turn increases.

ENVIRONMENTAL SCREENING

The Draft Environmental Screening Report was completed on July 1, 2019, which provides a preliminary indication of the environmental sensitive resources located within the project area (see attached Environmental Constraints Map). A summary of the findings is provided below.

- The project should completely avoid Stout Avenue Playground and avoid/minimize impacts to Shabakunk Creek Park to the maximum extent feasible to avoid encumbrances under Section 4(f) and Green Acres regulations.
- A seasonal restriction on tree removal from April 1 – August 31 will likely be needed to avoid “take” of eggs and chicks, in accordance with the Migratory Bird Treaty Act.
- Based on the absence of Threatened & Endangered Species, freshwater wetlands within the project area will have an Intermediate Resource Value with 50-foot wetland transition areas. The riparian zone associated with West Branch Shabakunk Creek is 50 feet wide.
- Based on the limited hazardous waste screening, it is recommended that further investigation be conducted at properties with potential environmental concerns if ROW acquisition or subsurface construction activities occur on or immediately adjacent to those properties.
- The socioeconomic screening revealed a minority population of 74% within the project area. The area of the project within the City of Trenton maintains a large Polish population. The project should seek to avoid disproportionately high and adverse impacts to the minority populations.

The Draft Cultural Resources Screening was completed on June 12, 2019 that included background research at the New Jersey Historic Preservation Office (NJHPO) to identify properties within approximately one-half mile of the project area that are listed in or eligible for the New Jersey Register of Historic Places (NJRHP) and National Register of Historic Places (NRHP). Several previously identified resources that are listed on the NJRHP and/or NRHP or eligible for listing on the NRHP are located within one-half mile of the project locations. Several other previously identified resources, including Capitol Plaza, were identified in or near the project area. Field reconnaissance identified several historic architectural resources over 50 years of age within the project area that may require additional architectural survey during later stages of the project. No archaeological sites are located within the project area.

PROJECT PURPOSE

The purpose of the project is to improve safety, traffic operations and mobility for all users of the N. Olden Avenue corridor including motorists, pedestrians, bicyclists, and transit users.

PROJECT NEED

The N. Olden Avenue corridor through Ewing Township is highly developed with commercial and retail land uses. Land uses include large shopping centers such as Parkside Plaza and Capitol Plaza, automobile dealerships, small businesses and fast-food establishments. Within the City of Trenton, land use is mainly residential with some small businesses along N. Olden Avenue. West of Capitol Plaza, N. Olden Avenue consists of two (2) travel lanes in each direction with a two-way left-turn median lane and no outside shoulders. East of Princeton Avenue, the roadway consists of one (1) lane in each direction with no outside shoulders and on-street parking.

Access driveways are prevalent along the corridor, with many commercial properties having multiple and/or wide access points. The unsignalized driveway to the Mercer County Transfer Station experiences heavy truck traffic throughout the day, which can cause congestion and circulation issues along N. Olden Avenue in the vicinity of the driveway. On-street parking is permitted within the City of Trenton, which can impede both traffic flow and pedestrian movements when parked vehicles block the sidewalk.

Heavy pedestrian and bicycle traffic is prevalent along the entire N. Olden Avenue corridor. At the Princeton Avenue signalized intersection, considerable pedestrian crossings in conjunction with heavy truck traffic and congestion result in difficult conditions for pedestrians to cross the roadway. Pedestrians were also observed crossing at signalized intersections, crossing at midblock locations along the corridor, and utilizing the median center left turn lane as a makeshift pedestrian refuge. Pedestrian use of the median center left turn lane was observed to impede vehicle turning movements into/out of access driveways. Bicyclists were observed traveling along N. Olden Avenue where no outside shoulder exists, utilizing the sidewalk, riding against the flow of traffic, and crossing at midblock locations. Sidewalks are present along the majority of N. Olden Avenue; however, utility poles, signs and fire hydrants located within the sidewalk width impede pedestrian movements at various locations. High travel speeds were also observed throughout the Ewing Township section of N. Olden Avenue, further contributing to bicycle, pedestrian and access concerns.

N. Olden Avenue serves both commuter traffic and traffic destined for the various commercial establishments located along the corridor. Within Ewing Township, PM peak hour traffic volumes exceed 1,000 vehicles per hour (vph) in each direction. Within the City of Trenton where the roadway is reduced to one (1) lane in each direction, PM peak hour traffic volumes still exceed 600 vph in each direction with traffic volumes increasing approaching

the New York Avenue intersection. Traffic analyses indicate that the signalized intersections operate at overall LOS C or better during the AM and PM peak hours, with some left-turn movements operating at LOS F.

Field observations indicate that congestion exists on N. Olden Avenue between Princeton Avenue and New York Avenue due to several factors such as: reduction to one lane in each direction, on-street parking, school drop-off/pick-up traffic at the Paul Robeson Charter School, and significant heavy truck traffic.

The combination of heavy pedestrian and bicycle traffic and high traffic volumes contribute to a significant crash history along N. Olden Avenue. During the 3-year period from 2016 to 2018, 402 vehicular crashes (not involving pedestrians or bicycles) were reported along N. Olden Avenue within the project area. Approximately 40% were Same Direction-Rear End crashes, which is slightly higher than the County average of 33%. Same Direction-Sideswipe, Right Angle, Left Turn and Encroachment crashes also exceeded the County average. 26% crashes also resulted in Injuries, which is higher than the County average of 25%. Right Angle crashes were reported at several signalized intersections (Parkside Avenue, Prospect Street, and Brunswick Avenue) and various commercial driveways along the corridor. Same Direction-Sideswipe crashes were also prevalent adjacent to signalized intersections and in the vicinity of commercial driveways.

In addition, 23 pedestrian and bicycle crashes were also reported in the 5-year period from 2014 to 2018. Eight (8) bicycle and pedestrian crashes occurred at or near the Parkside Avenue intersection, including two (2) at the intersection, one (1) just west of the intersection at the PNC Bank driveway, one (1) east of the intersection near Sparkling Pools, and four (4) near the driveways at Wendy's and Boston Market. Three (3) pedestrian crashes and one (1) bicycle crash were reported at or near the Princeton Avenue intersection.

GOALS AND OBJECTIVES

The goals and objectives of the project are identified below. The Preliminary Preferred Alternative will be developed to satisfy as many goals and objectives as possible.

- Improve pedestrian and bicycle compatibility along N. Olden Avenue where feasible
- Comply with Mercer County, Ewing Township and City of Trenton Complete Streets Policies
- Reduce/eliminate barriers to pedestrian, bicyclist and transit user mobility along the corridor
- Reduce heavy truck traffic impacts within the project limits
- Improve traffic operations at signalized intersections where feasible
- Minimize environmental, social and economic impacts along the corridor
- Minimize ROW impacts to the extent feasible
- Provide access management along the corridor to the extent possible
- Correct controlling substandard design elements where feasible
- Minimize disruptions to traffic operations during construction
- Maintain access to adjacent properties at all times during construction
- Minimize road user costs during construction to the extent feasible

COMMUNITY INVOLVEMENT

A Local Officials Briefing and a Stakeholders Meeting will be held in August 2019 to introduce the project and to gather input for the development of the Project Purpose and Need Statement. A second set of public outreach meetings will be held in Winter 2019 to present and obtain input on the development alternatives. The final set of public meetings will be held in Winter/Spring 2020 to present the Preliminary Preferred Alternative.

CONCEPT DEVELOPMENT PROJECT SCHEDULE (MAJOR MILESTONES)

Develop Project Purpose and Need Statement	August/September 2019
Development of Conceptual Alternatives	Fall/Winter 2019
Selection of Preliminary Preferred Alternative	Winter/Spring 2020
Submission of Draft Local Concept Development Report	Spring 2020
Completion of Local Concept Development Phase	Summer 2020