

# 04

## What's Next

The Greater Mercer Trails Plan and Pattern Book transform how our streets and communities are designed, built, and maintained, and support the Greater Mercer Transportation Management Association in its mission to promote transportation choice, reduce congestion, improve mobility and safety, and further sustainability for the region's residents, businesses, and visitors.

Using the Vision Statement and Goals as a guide, the plan provides a blueprint for action, and shapes how each new plan, project, and policy is formulated and developed. This Plan is just the first step of an ongoing process that will continue to take shape and evolve in the coming years as citizens, advocates, and decision makers work collaboratively to meet the region's mobility, access, and safety needs through sustainable, cost-efficient, and resilient multimodal transportation infrastructure, facilities, and community amenities.

It is the role of the GMTMA to take each of these potential concepts, and work with municipal partners, Mercer County, and private landowners to assess feasibility of these concepts before advancing to design, funding, and construction.

The Trails Plan was developed through a methodical and collaborative process as documented in each chapter of this report:

**Chapter One** summarizes engagement and collaboration efforts to understand and evaluate vision, goals, and priorities

**Chapter Two** establishes the region's baseline conditions and context, and defines mobility and safety needs, existing barriers and constraints, and opportunities for improvement

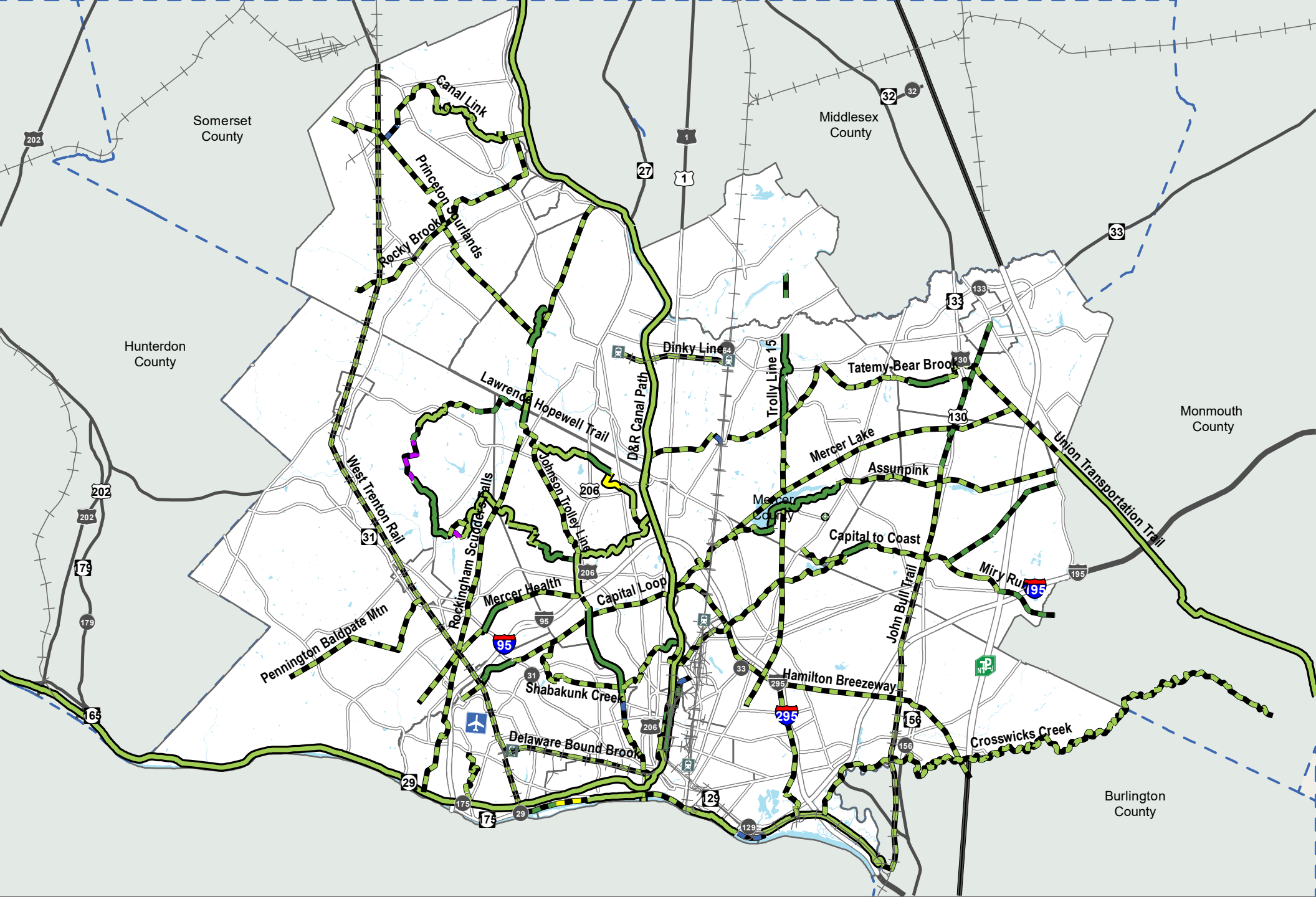
**Chapter Three** presents the Framework Plan with hundreds of proposed individual actions to improve multimodal mobility and safety

**Chapter Four** documents the prioritization methodology and Implementation Matrix of proposed improvements

## Implementation Methodology

With an impressive system of existing trails, trail development and funding partners across the state, and new routes identified through this plan, the existing and proposed trail network in the Greater Mercer area can link communities, local economies, and outdoor adventures across the region. In moving forward, this section details the implementation time frame that will guide this momentum for trail development toward concrete results, benefiting both present and future generations.

Phasing timetables are based on the priorities identified in this plan. Some recommendations can be implemented quickly and easily; some may require moderate levels of effort such as speed limit reductions or minor widening; and others will require significant effort to advance to completion. The three time frames defined in this plan are short-term (0-5 years), medium-term (5-10 years) and long-term (>10 years). It is the role of the GMTMA to take each of these potential concepts, and work with municipal partners, Mercer County, and private landowners to assess feasibility of these concepts before advancing to design, funding, and construction. Long distance corridor names are shown on the next page, corresponding to the implementation matrix.



#### Long Distance Corridors

##### Existing

- Trail
- Shared Use Path
- Bike Boulevard
- Shared Lane Markings

##### Proposed

- Trail
- Shared Use Path
- Bike Lane
- Sharrows



## Implementation Matrix

Corridor	Type	Timeframe	Length (miles)
Canal Link	Greenway	Short-Term	3.5
Delaware Heritage Trail	Circuit Trails	Short-Term	1.5
Lawrence Hopewell Trail	Circuit Trails	Short-Term	7.0
Mercer Health	Utility	Medium-Term	4.1
Miry Run	Greenway	Medium-Term	3.0
Union Transportation Trail	Rail Trail	Medium-Term	2.9
Assunpink	Greenway	Long-Term	10.2
Capital Loop	Utility	Long-Term	12.1
Capital to Coast	Greenway	Long-Term	14.8
Crosswicks Creek	Greenway	Long-Term	13.1
Delaware Bound Brook	Rail Trail	Long-Term	5.4
Dinky Line	Rail with Trail	Long-Term	2.6
Hamilton Breezeway	Utility	Long-Term	5.4
John Bull Trail	Rail Trail	Long-Term	13.8
Johnson Trolley Line	Circuit Trails	Long-Term	5.6
Mercer Lake	Utility	Long-Term	8.5
Pennington Baldpate Mtn	Utility	Long-Term	4.2
Princeton Sourlands	Utility	Long-Term	7.5
Rockingham Scudders Falls	Utility	Long-Term	13.3
Rocky Brook	Greenway	Long-Term	6.2
Shabakunk Creek	Greenway	Long-Term	3.6
Tatemy-Bear Brook	Greenway	Long-Term	8.2
Trolley Line 15	Utility	Long-Term	7.1
West Trenton Rail	Rail with Trail	Long-Term	18.6
		<b>Total</b>	<b>182.5</b>

Note:

- Short Term: 0-5 years
- Medium-Term: 5-10 years
- Long-Term: More than 10 years











## Study Advisory Committee

Name	Organization
Jerry Foster	Greater Mercer Transportation Management Association
Beverly Asselstine	Hightstown Borough
Ann Bell	Robbinsville Township
Francis Guzik	West Windsor Township
Brenda Kraemer	Lawrence Township
Lauren Wasilauski	Montgomery Township
Matthew Lawson	Mercer County
Les Varga	Plainsboro Township
John Boyle	Greater Philadelphia Bicycle Coalition
Sonia Szczesna	Tri-State Transportation Campaign
Eleanor V. Horne	Lawrence Hopewell Trail
Larnie Myer	Pennington Borough
Andras Holzmam	Somerset County
Cheryl Kastrenakes	Greater Mercer Transportation Management Association
Matthew Zochowski	Mercer County
Cheryl Bergailo	Hopewell Township
Becky Taylor	Lawrence Hopewell Trail
Pete Boughton	Ewing Township
Deanna Stockton	Municipality of Princeton

