

Status

This list of strategic goals was derived by the Master Plan Committee (MPC) from input from the Citizens Advisory Committee (CAC), and from relevant goals found in the Master Plans of other municipalities. They were reviewed by the Planning Board on January 10, 2024.

Note that these goals are not a complete or finished set. They are assembled to help guide the team that is writing the draft Mobility Plan element. The team may develop additional goals and may choose to modify the wording of these goals as their work progresses.

The Mobility Plan element will be written by the Mobility team. The first draft is due before September 17, 2024, and will be posted here when it has been released by the writing team.

Comments and suggestions for the element-writing team should be emailed to planning@penningtonboro.org.

4. Mobility Plan Element

This Master Plan Element, previously referred to as the Circulation Plan Element, depicts the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the Borough - bus, rail, vehicles, bicyclists, and pedestrians – and does so for all users. It identifies the most common destinations within the Borough (schools, shopping, housing, etc.) and determines if modified circulation infrastructure is needed to improve existing and future resident access and mobility to each. It considers the functional highway classification system of the Federal Highway Administration and the types, locations, conditions, and availability of existing and proposed transportation facilities, including air, water, road and rail.

Mobility Plan Goals

4.1. The Borough should focus on the safety of road users who are not in cars by developing a robust network of well-lit sidewalks, dedicated road lanes, sharrows and shared-use paths. The benefits of promoting walking, bicycling and riding single-person electric vehicles in place of cars include energy savings, zero carbon emissions, and reduced congestion. Complete Streets and Green Streets design policies should be followed and linkages to Borough parks and trails into Mercer County should be enhanced.

4.2. The Borough and the County will need to manage increased traffic from new tenants at the former Bristol Myers Squibb site on Rocky Hill Road, and from two new housing developments on Washington Crossing Road and Scotch Road. Good traffic flow at the intersection of Main and Delaware and is critical to minimize traffic bypassing the light by using residential streets.

4.3. Several Borough parking issues need to be addressed. There is a conflict between on-street parking and the safe passage of bicycles and micro-mobility vehicles. The location of available parking is a concern to central Borough businesses and needs creative solutions, including access to EV charging.

4.4. The Route 31 Design Study conducted in 2002 should be revisited and new ideas should be developed with the State to address safety and congestion problems. Increased traffic on Route 31 results in traffic jams on both Route 31 and West Delaware Avenue at the traffic light. There is no marked pedestrian or bicycle crossing of Route 31 for 2.5 miles between Delaware Avenue and Denow Road. The safety of bicyclists using Mercer County's Great Western Bikeway crossing Route 31 at Ingleside Avenue is of great concern.

4.5. The Borough, County and State must rectify the increasingly frequent flooding at the Route 31 and West Delaware intersection, under the Broemel Street Railroad bridge and on North Main Street, which impedes the flow of emergency vehicles to many parts of the Borough and is hazardous to road users.

4.6. Encourage the installation of electric vehicle charging stations that are accessible for Borough residents where home-charging is impractical. Support commercial Level 3 charging along Route 31 and in Borough business districts to incentivize visitors and passers-by to use local businesses and restaurants while charging.

4.7. The Borough should conduct frequent surveys to determine where people travel and under what circumstances they would choose public transport and what type of services they would use. Collaborate on regional transportation initiatives with the County and the State, including services for persons with disabilities.