



Public Information Center

November 20, 2023

Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

Ewing Township and The City of Trenton, Mercer County

Mercer County is committed to developing transportation improvements that best balance the transportation needs, the environment, safety, community concerns and cost. A Public Information Center (PIC) will be held to provide local residents, officials, businesses and the general public with information on the Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) project. You are encouraged to actively participate by providing comments at the meeting, by mail or by email.

THE MEETING

This Public Information Center will be held on **Monday, November 20th 2023, from 6:00 p.m. to 8:00 p.m. at the Ewing Township Hollowbrook Community Center** at 320 Hollowbrook Drive, Ewing Township, New Jersey. You will have an opportunity to review exhibits of the proposed project, ask questions, and discuss issues with project team members. Tenants of rental units are also invited and encouraged to attend.

If you are unable to attend but are interested in learning about the project, you may contact us at the e-mail or phone number provided.

BACKGROUND

The project is located along Parkway Avenue (CR 634) between Scotch Road and Pennington Road in Ewing Township and the City of Trenton, Mercer County. Parkway Avenue is classified as an Urban Minor Arterial with a posted speed limit of forty (40) miles per hour between Scotch Road and Parkside Avenue, and thirty-five (35) miles per hour to the north of Parkside. It has a diverse mix of residential, commercial, and institutional zoning areas that requires a multi-modal design approach for vehicles, bicyclists, and pedestrians.

Safety concerns will be addressed throughout the project, focusing on improving intersection safety while providing adequate roadway capacity.

THE PROPOSED PROJECT

The project will implement proven safety measures:

- Conversion of the North Olden Avenue intersection into a single-lane roundabout provides an expected reduction in traffic crashes. Roundabouts also eliminate the maintenance and energy costs associated with traffic signals, decrease air pollution by limiting vehicle idle time, and provide traffic calming effects and added pedestrian safety;
- Corridor Wide Road Diet: Sections of four-lane road with no shoulders will be modified to two lanes in each direction with a center left-turn lane;

- Conversion of the road from four lanes to three lanes will provide space for bicycle lanes in each direction;
- The proposed center left-turn lane will reduce rear end crashes since left-turning vehicles do not need to stop in an active through lane;
- At the Lower Ferry Road signalized intersection, improvements include a left-turn only lane on Lower Ferry Road southbound and a right-turn only lane on Parkway Avenue eastbound, which will reduce the delay per vehicle time at the Lower Ferry Road and Parkway Avenue Intersection. Left-turn only phasing will reduce crashes and increase safety;
- Addressing pedestrian needs by implementing ADA improvements such as new pedestrian refuge islands and ADA-compliant sidewalks throughout the project;
- Updating existing signalized intersections to current MUTCD and ADA standards to provide improved congestion relief and safety;
- Nine (9) newly constructed bus stop bump-outs along Parkway Avenue allow for safer access for bus users as well as less delay time for drivers during bus stop schedules;
- Addition of Rectangular Rapid Flashing Beacons (RRFB's) and retroreflective pavement markings for crosswalks at unsignalized intersections;

Traffic during construction will typically be maintained utilizing lane shifts and alternating one-way traffic with flaggers. Construction of the Olden Avenue roundabout will require road closures with detours. Work that allows only a single-lane or diversion of traffic has been limited to non-peak-hours. Funding for the project is earmarked through the federally funded FHWA Highway Safety Improvement Program (HSIP).

Estimated Schedule

Start Construction:	Fall 2025
Complete Construction:	Spring 2027

For further information, please contact:

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