

Mercer County Mobility Master Plan Addendum

Since the County Master Plan update was released in 2010, Mercer County has experienced significant development and redevelopment. Areas on the periphery of the County have seen significant greenfield development and several parts of Lawrence, Ewing, Hamilton, and Trenton are seeing redevelopment of former industrial sites. As the County continues to grow into the 2020s, the County needs to preserve right-of-way for use by the public before it is lost to development. In general, the 2010 update of the Mobility Element designated right-of-way widths that sufficiently accommodate future uses by identifying a ‘Desirable Typical [cross] Section’ for each road segment under County jurisdiction. This addendum re-evaluates roads previously designated ‘**DTS 1A: As Existing.**’

The 2010 update acknowledged that the State, County, and each of our municipalities had by then adopted Complete Streets policies. These indicate a governing body desire include dedicated bicycle and pedestrian facilities throughout the public transportation network. To include such facilities on highways under County jurisdiction, a minimum desirable typical segment is required.

Upon adoption of this addendum, Desirable Typical Segment 1A is discontinued as a designation. To accommodate bicycles and pedestrians into an urban fabric, a new DTS has been created, 1B, and roads previously designated 1A have been assigned new desirable typical segments, typically 1B or 2A. The appended table provides these designations.

County Highway segments designated DTS 1B will now have a minimum 66’ right-of-way to accommodate all travel modes. The cross section includes two vehicle travel lanes, two bicycle lanes or shoulders, one parking lane or loading zone, and two sidewalk areas with border zones for plantings or other street-side uses. The DTS cross section below shows a sample layout.

