

**MINUTES**  
**COMPLETE STREETS COMMITTEE MEETING**  
**April 17, 2017**  
**Witherspoon Municipal Building**

**Present:** Robert Altman, Nat Bottigheimer, Sam Bunting, Jenny Crumiller (Council liaison), Janet Heroux, Surinder Sharma, Deanna Stockton (Princeton Engineering), Jack West (Princeton Engineering), Pam Hersh (by teleconference). **Absent:** Amner Deleon, Kristin Appelget (Princeton University liaison), Tamera Matteo, Sgt. Tom Murray (Police Department liaison).

The meeting convened at 5:15 p.m.

**1. ACTION – Approval of minutes from the meeting on December 19, 2016 (RA)**

SS proposed a motion to approve. JH seconded. Passed unanimously.

**2. ACTION – Endorsement of Princeton’s proposal to the State Historic Preservation Office for the flagship bus shelter in Palmer Square (DS and SS)**

NB made a motion to approve the proposal for the CSC Chair, Bob Altman, to send a letter to the State Historic Preservation Office endorsing the concept of a ‘flagship’ bus shelter with a green roof on Palmer Square. SB seconded. The motion was approved unanimously.

**3. ACTION – Endorsement of the report of the CSC Ad Hoc Sidewalk Task Group (SB)**

SB explained that a task group comprising him, JC, JW, NB and PH had consulted members of the public, stakeholders, and staff, to prepare a map indicating priority streets for addition of sidewalks for potential inclusion in the Circulation Element of the Princeton Master Plan. The task group submitted a report outlining the method for selecting streets as sites for sidewalks, including metrics such as road classification, presence of through traffic, and proximity to public schools. SB added that the CSC ought to consider guidelines for ‘shared spaces’ on quiet roads without sidewalks, to alert motor vehicle traffic to the possibility that pedestrians may be walking in the roadway. He further noted that the plan did not consider crosswalks, lighting, snow clearance, incursion of vegetation or many other issues identified by members of the public and of the task group. These issues may warrant further consideration by the CSC. BA agreed to include discussion of these issues at the next CSC meeting.

JC explained that the task group had agreed that new construction in Princeton should include new sidewalks, on both sides.

JW reminded that the presence of a line on the map did not guarantee that a sidewalk would be added, because of fiscal or environmental reasons.

JW explained if approved by the CSC, the map would be passed to the Planning Board for further consideration as part of the regular update of the Circulation Element of the Master Plan. JH said that it was important to consider bike infrastructure together with sidewalks, and these facilities should be added together where possible.

Note: the final sidewalk map should include a new sidewalk on both sides of Henry Ave between Jefferson Road and Moore Street, to ensure continuity of the sidewalk network. This segment was not included in the draft circulated previously.

SB proposed a motion to accept the report of the ad hoc sidewalks task group and map of proposed sidewalks. NB seconded. Passed unanimously.

**4) Consideration of the Parsons Brinkerhoff report (Bicycle Master Plan) (JH)**  
**a) ACTION: a proposal to support the specific recommendations in the PBAC report (previously distributed)**

JH explained that the Bike Advisory Committee (PBAC) broadly endorsed the report from Parsons-Brinkerhoff. However, several key missing links remained in the network as proposed in the report. The PBAC created a list of roads that that were considered to be at the highest priority level for bicycle improvements. This list was based in part on an analysis of crash history in Princeton and on an assessment of where new facilities are required to provide a comfortable network for cycling around the town.

The PBAC suggested that improvements on several additional routes should be accelerated from long-term to near-term, with the goal of making them Level-of-Traffic-Stress (LOS ) 1. This level is suitable for cyclists of all ability levels, and bringing these routes to LOS 1 would provide a substantially more connected network. The PBAC further recommends that a contraflow bike lane be installed on Spring Street immediately.

Note: Janet / Bob will amend the PBAC report to reflect that it is a joint recommendation of the CSC and PBAC.

JH moved. NB seconded. The final plan will be forwarded to the Planning Board. The bike masterplan will be considered by the Planning Board May 4.

**b) ACTION: a proposal to support adoption of the Parsons-Brinckerhoff report into the Master Plan**

JH moved a motion to support adoption of the Parson-Brinkerhoff 'bicycle masterplan' as part of the community Master Plan. SS seconded. The motion was approved unanimously.

**5. ACTION – Review of the Circulation Element of the Princeton Master Plan (BA) (previously distributed)**

i. BA proposed to make an amendment to the draft Circulation Element text:

○ on page 43, add the following language at the end of the third paragraph:

§ “As stated in the Parsons Brinkerhoff Final Bicycle Master Plan Summary Report (Goal #7, page 8, ‘Equity and Social Justice’), ‘acknowledge that streets are public spaces, both in terms of their legal status and in terms of their appropriate use to benefit the community as a whole.’”

SB moved the motion. SS seconded. The motion passed with unanimous support.

ii. JH proposed to make an amendment to the draft Circulation Element text:

○ on page 43, modify the first sentence to read:

§ “Following implementation of all appropriate complete streets strategies – including those for pedestrians, cyclists and public transit – parking needs will be assessed and plans can be considered for additional municipal parking structures, if these will enhance accessibility and vibrancy of the community’s downtown....”

SB moved the motion. NB seconded. The motion passed with unanimous support.

iii. SS proposed to make an amendment to the draft Circulation Element text:

○ on page 45, Item 3: Substitute for items (a-e) the full list of 9 goals from the Parsons report, as follows:

§ “**1. Policy** – Advance and support the Municipality’s Complete Streets Policy and Master Plan.

2. **Safety** – Improve safety for all roadway users and prioritize bicycle safety for those with limited transportation options, including school-age children and other vulnerable roadway users.
3. **Accessibility and Comfort** – Create a low-stress bicycle network that is accessible to cyclists of all ages and ability levels.
4. **Connectivity and Convenience** – Develop a core bicycle network with seamless and convenient connections throughout the municipality and across the region, including schools, offices, public library, parks, local shopping, and residential neighborhoods.
5. **Mobility** – Encourage higher bicycle use for short, local trips to mitigate roadway congestion and parking demand issues in the downtown core.
6. **Health** – Encourage and promote cycling as an active and environmentally sustainable form of transportation to improve community health and wellness.
7. **Equity and Social Justice** – Recognize cycling as an essential transportation mode, especially for those who cannot afford to own cars, and as an integral part of maintaining the community’s social diversity. Acknowledge that streets are public spaces, both in terms of their legal status and in terms of their appropriate use to benefit the community as a whole.
8. **Awareness and Mutual Respect** – Promote safe cycling practices and a mutual respect and better understanding of the rules of the road among all roadway users through education, enforcement, and encouragement programs.
9. **Process and Implementation** – Establish a clear framework for implementation of the Bicycle Master Plan and creation of a core bicycle network that reflects local context, recognizes the spectrum of travel needs and facility types, and acknowledges the need for balance and trade-offs in the design of specific improvements.”

SS moved the motion. NB seconded. The motion passed with unanimous support.

iv. BA proposed to make an amendment to the draft Circulation Element text:

- on page 57, modify the fourth paragraph under “Bicycle & Pedestrian Improvements” to read:
  - § “A separate Bicycle Plan developed by the municipality with the assistance of Parsons Brinkerhoff and funded by the NJDOT has been endorsed (to be scheduled) by the Planning Board. It was also endorsed by the Complete Streets Committee on April 17<sup>th</sup>, 2017 with caveats stated in the Complete Streets Committee (CSC)/Princeton Bicycle Advisory Committee (PBAC) Bicycle Master Plan Recommendations” (in press). The complete Princeton Bicycle Plan 2017 and the CSC/PBAC Bicycle Master Plan Recommendations are included in this Master Plan.

JH moved the motion. SB seconded. The motion passed with unanimous support.

**6) ACTION – Endorsement of the design plans for Walnut Lane (DS) (previously distributed)**

DS introduced the plan as indicated in the circulated engineering plan. The project zone is Walnut Lane between Guyot Ave and Hawthorne Ave, potentially extending to include Walnut Lane between Hamilton Ave and Valley Road. The overall goal of the project is to resurface the road and introduce traffic calming, shorter crosswalk distances, improved pedestrian movements at the Franklin/Walnut intersection to reduce the crossing guards area of focus, widen the existing sidewalk on the west side of the road along the high school where possible, and improved pedestrian and bicycle connectivity in line with the municipal Complete Streets policy and the Bicycle Master Plan. The proposal includes a 10-ft wide shared path for pedestrians and cyclists on the east side of the street. Reduced corner radii will be implemented at several intersections to slow motorized traffic, and improved driveway entrances will be added at parking lots to highlight pedestrian facilities. A pilot project at Franklin Ave with plastic curbing will test the new, tighter curb radii prior to construction.

JH pointed out that several members of the Bicycle Advisory Committee (BAC) had suggested a ‘car-free’ alternative, barring traffic from Walnut Lane adjacent to the schools during daytime. JH also expressed disappointment that the full BAC had not had a chance to review the plan. JH further commented that the town is still planning for cars, and not making sufficient allowance for other modes. NB fully agreed.

Pam Hersh left the meeting at this point, leaving the committee without a quorum to take action on the Walnut Lane proposal.

Nat Bottigheimer and SB suggested that short-term ‘tactical urbanism’ approaches. DS will invite Laura Torchio from Project for Public Spaces to speak at the CSC June meeting, based on her expertise in this area.

## **7) Comments from the public**

Lisa Seriessol expressed hope that in the future more school-age students could use modes other than cars to get to school.

Mia Sacks said that the parking lot at the school did not regularly fill up in past years, because there was not a culture of driving cars to school. She expressed hope that safe routes to school could enable students to use other non-car modes of transportation.

Greg Hand asked the engineers to check the curb radii to enable access of buses on Walnut Lane. DS advised that the curb radii had been verified.

Tineke Theo said that parents driving kids to school represent one of the biggest dangers on the roads. She also said that snow removal should be the responsibility of the town.

Hamed Abdou asked whether the Princeton Historical Commission had reviewed the bus shelter on Palmer Square. DS replied that they had extensively vetted the proposal. DS further clarified that the bus shelter would be on the north side of Palmer Square adjacent to the existing 'J-Crew' store.

## **8. Adjournment 7.00 p.m.**

Respectfully submitted,

Sam Bunting, Secretary.