

Minutes of the PBAC meeting of June 26, 2014.

Present:

Steve Kruse, Sam Bunting, Carolyn Sealfon, Laurie Harmon, Anita Jeerage. David Cohen, Deanna Stockton (municipal engineer) Liz Lempert (Mayor).

Visitors

Nat Case, INCase, LLC. Jerry Foster, GMTMA. Nat Bottigheimer, Dan Rappoport

Note: Karen Jezierney has retired from the committee, leaving one vacancy.

**1. Safe Routes to School Grant:**

- A motion was passed with unanimous support for the application from the municipal engineering team to install pedestrian upgrades (buttons and signal heads) for the traffic signals at Harrison / Hamilton and Harrison / Franklin using funds from the Safe Routes To Schools (SRTS) program. Steve Kruse will send a letter on Friday stating our support, patterned after a similar application provided by Deanna.

**2. Update on bike improvements:**

Sam summarized the current situation. Following the PBAC recommendation, the municipal engineering team proposed a 'bike boulevard' concept for a Complete Streets-compliant upgrade of Prospect Avenue between Harrison and Riverside Dr, as part of the upcoming capital project.

PBAC also recommended bidirectional on-street bike lanes for a second upcoming capital project, on Hamilton Avenue between Harrison and Snowden. The municipal engineering team had considered a second, alternative treatment, which would have involved one on-street bike lane (westbound) and a striped shoulder to be shared between parking and cycling on the eastbound lane. The proposal involving the shared shoulder had been deemed unsatisfactory based on liability concerns. As such, the municipal engineering team decided to take five alternative possibilities to a meeting of Hamilton Avenue neighbors, to gauge the preferences of people in the local area. The alternatives were as follows:

- bidirectional on-street bike lanes (requires new on-street parking restriction)
- westbound on-street bike lane, eastbound mixed-traffic 'sharrow' lane
- westbound on-street bike lane, eastbound 6ft sidepath
- bidirectional sharrow lanes
- widening the street, to accommodate bidirectional on-street bike lanes and maintain existing on-street parking.

The neighborhood meeting took place on June 24. Liz Lempert, the municipal engineers, and Sam Bunting were present for the meeting. At the meeting, there was some pushback

against ‘bulbout’ traffic calming measures as proposed on Prospect Avenue. David Cohen noted that this concern had already been expressed by PBAC members. Sam Bunting reminded the committee that the engineers had not been able to make more bike-friendly traffic calming measures work as part of the plan, as they were judged to require more space than was available on the short blocks of Prospect.

Hamilton Avenue neighbors expressed some concerns about the potential impact of parking restrictions that would be required to add bike lanes on Hamilton, but these concerns were perhaps not as vociferous as had been expected. The engineers will continue to seek feedback from Hamilton Avenue neighbors, and will schedule a follow-up meeting in August. The parking restrictions would need to be approved by Princeton Council to come into force. Sam Bunting asked if the language of the town’s ‘Complete Streets’ policy, as incorporated into the Municipal Masterplan in 2013, and which specifies that ‘best practice’ should be followed in designing streets to accommodate all road users, meant that Council was likely to endorse the on-street bike lanes. Liz Lempert stated that notwithstanding the town’s commitment to Complete Streets, the support of Council should not be taken for granted. Jerry Foster added that Complete Streets does not require any particular design, but only that whatever design is chosen is context-dependent.

Deanna Stockton will put details of the Hamilton Avenue design alternatives on the municipal website.

### **3. Design of paper bike map**

Steve Kruse introduced the project, which is funded by an award from the Princeton Transit Trust Fund. A paper map will be produced, intended to support two main usage models:

1. Where can I go for a nice bike ride
2. How do I get to a location (e.g. Princeton Shopping Center) by the safest route possible?

The map is going to have two sides, one including the local area, to include West Windsor, Montgomery, Lawrenceville and Kingston. The other side is a closer-in map, from Hun School in the west to Littlebrook school in the east. At the north side, it will go as far north as Terhune Road. On the south side, the boundary will be around the towpath trail on the south side of Lake Carnegie. (*see draft images appended to this file at back*)

Nat Case, the project coordinator, explained that it is difficult to map bike routes, because the Princeton bike network is ‘irregular’ including good sections and bad sections, streets with shoulders and streets without shoulders.

The map will include several layers, indicating different types of information:

1. Roads that are ‘difficult or busy’ are being marked. (The Mercer County bike suitability map was used as a guide for streets that are ‘difficult’.)
2. Sharrow-ed roads will be indicated

3. Quieter roads will be indicated.
4. Roads with no cycling allowed will be marked (as applicable)
5. Busy arterial roads – not recommended
6. Busy arterial with sharrows / recommended
7. Quieter streets

Sidepaths will be marked separately. The position of bike racks in the town will be included. Trails will be mapped. There was some discussion about what trails should be included, as some are more or less easy to navigate by bicycle.

At least two scenic bike routes will be mapped. Steve Kruse will lead on this. Jerry Foster will provide a list of bike racks in the town, so that bike racks can be marked on the map.

Nat met with staff from the University, along with Carolyn Sealfon, representing PBAC. The network of university multi-use trails will be indicated on the map. There will be some indication about rules for cycling and parking bicycles at the University. The outlines of University buildings will be included.

There is a question about what additional safety information etc should be included. David Cohen suggested that we include rules of the road for cyclists. Nat C. stated that he wanted to include information assuming that people using the map were not even Americans, never mind from Princeton.

There will be a disclaimer to limit the town's liability with respect to accidents involving cyclists using the map.

The current timeframe for the project is: finished artwork in August. Nat C. will continue to circulate updates online through a Google document and the committee members will provide advice as necessary.

#### **4. All other business**

The 'Mayor's bike ride' is currently scheduled for Oct 26.

The next meeting of PBAC will be on July 24. There will be no meeting in August.

*Draft image of front side of paper bike map, showing fine-scale plan of Princeton*



