

# Princeton, New Jersey

## Public Transit Advisory Committee

Thursday, December 17, 2015, 9:30 a.m. – 11:00 a.m.  
East Conference Room, Monument Municipal Building

### Minutes

1. Present: Ralph Widner, Fay Reiter, Joan Lockwood-Reck, Don Mayer-Brown, Deanna Stockton, Jenny Crumiller (Counsel Liaison), Marvin Reed, Anton Lahnston, Interim Chair
2. The committee reviewed the freeB reports for both the Commuter Route and the Daytime freeB.
  - a. Commuter Route – There was considerable discussion about the ridership on the commuter freeB in both the morning and evening. The committee strongly recommends that the Municipality continue the commuter freeB while efforts are made to increase the collection of data about ridership and at the same time look to take appropriate actions to bolster the ridership. The possibility of eliminating the first loop in the A.M. was considered but no action (recommendation) was made at this time. It was generally felt that the commuter freeB could increase with new efforts to work with the University on efforts to address the commitments of the Transit MOU during the next year. It was also suggested by Ms. Crumiller that (if the new CSC organization goes into effect) a “Task Force” should be established to design steps to help analyze and promote the A.M. freeB.
  - b. Daytime freeB – In general the data is very encouraging and the Daytime freeB continues to serve the community consistent with its intentions. However see “Integration Planning” below, which was discussed by the committee and is important to the use of the Daytime freeB.
3. The new freeB bus, as reported by Don Mayer-Brown will be delivered the end of March. It will take about two-three weeks to prepare it for service. This includes the installation of the transponder on the new freeB bus.
  - a. Bus Color – Don will look into the possibility of creating a wrap, similar to that used by NJT to transform the bus from all white to something more distinguished so that the freeB doesn’t look like a “hospital vehicle!” This effort will be coordinated with the current effort by Princeton to establish a uniform color for its commercial vehicles.
  - b. The question was raised about the connection between the freeB transponder and the University’s transponder tracking system (Tiger Tracker). The engineering department will look into that possibility.
4. The Engineering Department will revisit the option of laminating the freeB bus schedules for posting in the bus shelters and report back in January. In the interim GMTMA is preparing a slightly revised bus schedule to include a stop at the new Post Office on Nassau Street near Murry Place.

5. The committee discussed the potential for reducing vehicle traffic while increasing use of public transit including the freeB, Tiger Transit, NJT, and other forms of transit, other than the use of private vehicles. Ralph Widner provided several maps and data to illustrate the opportunities that exist to shift the current dependency on vehicles, including a transit system for the Riverside neighborhood, reduced dependency on University parking for employees, developing the In-Town market for the commuter freeB, and the In-Town non-student Market for Tiger Transit, etc. These topics will be part of the agenda for a meeting by several members of the committee with the University on January 7, 2016 to explore possible next steps for the community and the University (Kristin Appelget and Kim Jackson) to further explore transit systems, transit cooperation and other opportunities in Princeton.
  - a. The committee also recognized the existence of models for the transformation of transit systems in other communities such as Palo Alto, Boulder, and Ithaca.
6. The committee had a brief discussion about the future of the “Public Transit Committee” based on the draft resolution (attached) that would form a “Complete Streets Committee” (CSC) as an umbrella, in order to integrate the work of current committees as well as provide strong opportunities to do more long-term planning consistent with the Circulation Element of the Master Plan. No decisions or recommendations were made.
7. Next meeting: January 14, 2016 @ 9:30 – 11:00 a.m.

**DRAFT 12/17/2015**

**Resolution Restructuring Transportation-related Committees and Mission Statement for  
New Complete Streets Committee**

WHEREAS, Representatives of the Pedestrian Bike Advisory, Public Transit, Public Safety and Traffic and Transportation Committees believe that in the time since these committees were newly created for the consolidated municipality, it has become evident there has been duplication of effort and inefficiencies as they worked toward shared goals for the community; and

WHEREAS, three years after these committees were created their structure and relationship needs to be improved, and

WHEREAS, Traffic and Transportation Committee members wish to better focus their efforts and harness the talents of volunteers through a more productive organization, and

WHEREAS, committee members of all four committees strive to address an unmet need for longer term planning and analysis of transportation issues in support of the Circulation Element of the Master Plan.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Council of Princeton that:

- The Mayor and Council create a new committee, the Complete Streets Committee (CSC), which will replace the Traffic and Transportation Committee
- This new committee (CSC) will serve as an umbrella organization for the Bike Committee, Traffic Safety Committee and the Public Transit Committee
- The three committees will retain their membership and operations but will become integrated with the CSC and each other through shared members and collaboration.
- The Committees should, if time permits, request support from the CSC when submitting requests for funding, recommendations, and resolutions to the Council
- The Complete Streets Committee will consist of the following voting members: a Chair and Vice Chair, two members of the Bicycle Committee, two members of the Transit Committee, and four members at large who will generally be engaged in planning and work on projects with ad hoc task forces
- The ad hoc task forces' projects will focus on planning and analysis in support of the Circulation Element of the Master Plan and the Complete Streets Policy
- Projects will be organized and overseen by the Chair and Vice-chair of CSC based on the community's needs/requests and will be approved by the Committee
- Projects may be initiated by CSC members or at the request of the governing body
- Ad hoc task forces may include residents recruited for specific projects
- The CSC will also include the following non-voting members: a Council liaison, a Princeton University liaison, engineering liaisons and a police liaison
- The CSC will meet as a whole at least four times a year to communicate and support the work of the related committees and the ad hoc task forces
- Committee members will vote on recommendations and resolutions from related committees and ad hoc task forces as well make recommendation on issues at the request of the governing body

- The staff-led Traffic Safety Committee will continue to address concerns raised by individual residents as well as related committees, make recommendations to the Planning Board on applications and oversee transportation-related municipal infrastructure projects. The CSC chair and council liaison will serve as citizen representatives to this committee

## **Mission Statement**

### **COMPLETE STREETS COMMITTEE**

The mission of the Complete Streets Committee is to assist, monitor, and evaluate implementation of Princeton's Complete Streets Policy adopted by the former borough and township governments in February and March 2012 and incorporated by the Princeton Planning Board into the Master Plan on November 12, 2013. The committee provides reports and advice to Council and the Planning Board to that end. Consonant with the Complete Streets Policy, it proposes or undertakes—

- Physical improvements, public education, or law enforcement initiatives to advance pedestrian, bicycle, and motor vehicle safety on the community's sidewalks and streets;
- Initiatives or policies to improve motor vehicle and bicycle circulation, including traffic calming or reduction, and parking;
- Initiatives to improve access to, and utilization of, public transportation;
- Initiatives and strategies to achieve the near, mid, and long-term goals in the Circulation Element in the community's Master Plan.