

**MINUTES**  
**COMPLETE STREETS COMMITTEE MEETING**  
**June 27, 2016**  
**Conference Room A**  
**Witherspoon Municipal Building**

Present: Robert Altman, Kristin Appelget (Princeton University liaison), Nat Bottigheimer, Sam Bunting, Jenny Crumiller (Council liaison), Janet Heroux, Pam Hersh, Robert Kiser (Engineering liaison), Sgt. Tom Murray (Police Department liaison), Surinder Sharma, Deanna Stockton (Princeton Engineering), Jack West (Princeton Engineering), Ralph Widner. Absent: Amner Deleon, Tamera Matteo. **Guests:** Mary Clurman, Cheryl Kastrenakes (GMTMA), Kenneth Leighton, Marty Lyons, Dan Rappaport, Mia Sacks, Marion Sommer, Betty Wolfe.

The meeting convened at 5:15 p.m.

**1. Approval of Minutes for the meeting on April 18, 2016**

Sam Bunting moved, and Pam Hersh seconded, approval of the minutes for the meeting on April 18, 2016.

**2. Acknowledging Bob Kiser's 33 Years of Service to Princeton**

Chairman Bob Altman announced that tonight is Bob Kiser's last meeting with the members of the Complete Streets Committee and that, although we cannot match the other accolades and celebrations in his honor, we can say that his absence will punch a hole in the donut. From the outside, it still looks fine and complete, but there's now something missing at the center.

For Princeton, what will be missing will be Bob's experience, competence, reliability, calm demeanor and ability to find solutions to even the most complex problems. In other words, everything that has made him the outstanding person and professional we have come to know and admire.

And so, in his honor, let's pass around donut holes for everyone.

**3. Comments from the Public**

Resident Betty Wolfe asked what the municipality does to enforce the requirement that residents maintain sidewalks outside of their homes—including landscaping so that it does not jeopardize public safety.

Jenny Crumiller responded that she shares this concern. Jack West commented that an ordinance is in place. Jenny Crumiller remarked: "I hope we don't just rely on neighbors to report violations." Nat Bottigheimer asked how the ordinance is enforced. Sgt. Tom Murray answered that the Police Department has developed a form that calls a resident's attention to an infraction. If the problem is not corrected, and a second notice is necessary, then the ordinance is enforced and a fine imposed.

#### 4. Installation of New Bus Shelters

Bob Kiser reported that the new bus shelters are now—or about to be—put in place, and that the Historic Preservation Commission has approved the “green roof” for the specially designed Palmer Square shelter.

#### 5. Creation of Ad Hoc Task Group on Traffic Calming

Chairman Altman called on Jenny Crumiller to introduce a motion that would establish an Ad Hoc Task Group on Traffic Calming—

**Motion:**

An Ad Hoc Task Group on Traffic Calming is established to:

- Research options to improve the safety of all users of Princeton’s streets.
- Prepare a draft document of these options for the Complete Streets Committee, which—if approved—will be presented to Mayor and Council.
- Present each option with a description, pros and cons, and relevant information and data.
- Request feedback from emergency vehicle drivers, police officers, snow plow drivers, bicyclists, pedestrians, residents, drivers, and any others who would be impacted by changes to the street surface or shape.
- Propose pilot programs, as appropriate, to evaluate impacts and effectiveness of these measures.

The task group will consist of the following members:

**Jenny Crumiller**, Council liaison

**Deanna Stockton**, Engineering Department

**Janet Heroux**, CSC and Bicycle Advisory Committee

**K. Sandy Leighton**, resident

**William Hare**, resident

**Josh Milstein**, resident

**Mia Sacks**, member

Ralph Widner asked whether earlier staff-compiled inventories of traffic calming measures mentioned at the last meeting were gathered. Deanna Stockton said that they were and are available to the task group. Kristin Appelget asked how long the work of the task group will take. Jenny Crumiller responded that the work should be completed within one year.

Sandy Leighton said that more than 54 residents in the Mercer Street area strongly support this initiative,

Sam Bunting moved, and Surinder Sharma seconded, the motion’s approval. It was agreed to unanimously.

**6. Approval of a “Go Princeton” Mode Choice Communication Plan**

Chairman Altman introduced Cheryl Kastrenakes, Executive Director of the Greater Mercer Transportation Management Association (GMTMA), who has prepared a proposal for a “Go Princeton” transportation information and education campaign at the request of the Ad Hoc Task Group on Transit Coordination. Chairman Altman explained that, if recommended by the Complete Streets Committee, the proposal will be submitted as a funding request to the Mass Transit Trust Fund with the Complete Streets Committee as the “client” for the work.

*Cheryl Kastrenakes summarized the proposal, which is attached to and made a part of these minutes.* Its primary goal is to communicate the full range of transportation alternatives—and connections between them—available to residents, visitors, merchants and their employees, healthcare employees, university employees and students, seniors and their caregivers, and students in both the public and private schools. She said the full range of media will be used in conjunction with strategic partners and the “kick-off” should coincide with the roll out of the “Street Smart” campaign.

Kristin Appelget pointed out the proposal originated in the Ad Hoc Task Group for Transit Coordination. She added that the “kick-off” should also coincide with inauguration of the community’s bike share program. Ralph Widner added that it also should coincide with adjustments in the *FreeB* and *Tiger Transit* routes so that the “connectivity” of modes promoted in the campaign actually exists. Pam Hersh suggested that full advantage be taken of the Garden Theater as a venue in which to conduct promotional and educational activities of the campaign. It has proven to be highly successful as a place for such community activity. Sam Bunting asked how we can gauge whether the campaign is successful. Cheryl Kastrenakes responded that there are numerous ways to measure impact—increased ridership, increased calls for information, traffic impacts. Ralph Widner suggested that we put together a set of acceptable metrics or indicators in advance of the campaign’s launch. He added that focus group interviews with residents last year discovered an astounding ignorance of the transportation options that already exist and that an information/education campaign of this kind has been recommended by both transit committees and by the analysis of the Ad Hoc Task Group on Mobility Alternatives.

<p>Ralph Widner moved that the CSC recommend the proposal to the MTTF for funding. It was agreed that primary oversight for the proposed campaign, if funded by MTTF, will be assigned to the Ad Hoc Task Group for Transit Coordination. The motion was seconded and unanimously approved.</p>
---

## **7. Review of the Trade-offs in the Draft Bicycle Master Plan**

Deanna Stockton described the process to develop the Bicycle Master Plan. She said that the Planning Board's Master Plan committee will go over the consultant's recommendations during the summer; then in September or October it will go to the Planning Board. Once adopted by the Planning Board, Council will determine the pace and character of implementation over the ensuing years.

She said that the reason for sharing some of the consultant's recommendations with CSC at this stage is that important trade-offs are involved, and CSC is going to be asked to weigh in on them and advise Council once the Planning Board adopts a plan. While the plan focuses upon the needs of bicyclists, implementation has consequences for the interests and needs of pedestrians, homeowners, motorists, merchants, commuters, etc. Our Complete Streets policy necessitates that the needs of sometimes competing interests be weighed carefully and Council will look to CSC for advice on this score. She cited, for example, the consultant's recommendations regarding—

- Traffic calming that may have important consequences for EMS vehicles, snow plows, traffic management, etc.
- A recommended 20 mph speed limit on "bicycle boulevards" that may conflict with traffic management recommendations from the Police Department or the needs of commuters.
- Widening of side paths that may require encroaching upon residents' property, removing shrubbery and trees, and moving fences.
- Eliminating parking in front of residences on some streets.
- Low-level lighting along some proposed bike routes near residences.

Nat Bottigheimer asked what the role of the Engineering Department will be when asked its opinion on such issues. Deanna Stockton responded that her stance will generally be one of neutrality. The department will present facts, pro and con, but leave it to the community's policy-makers to judge the merits of various options.

Sam Bunting inquired about routes proposed by the consultant that are on non-municipal property. Have the owners been consulted? Deanna Stockton replied that none have been consulted at this stage. Bob Kiser brought up a number of issues that we will face in using pipeline rights-of-way, for example. In some instances, the municipality's leverage comes when these owners request easements.

Nat Bottigheimer then asked, in view of competing interests and needs, what if nothing happens after 10 years have passed? We have no way of knowing whether the political bodies will actually follow through. So it's not

really a “plan.” A plan lays down a course of action. This is not that. What is it?

Sam Bunting asked: “In ten years, how will we measure whether the bike plan has been successful? Will we measure how many more people are using bicycles? Or statistics from the American Community Survey? Or how many kids bicycle to school?”

Bob Altman added: “Why not use the maps? How many of the proposed bicycle route improvements on the maps have we actually put in place after x years have passed? We can measure our progress in percent of the routes improved.”

Ralph Widner commented that the points Nat Bottigheimer and Sam Bunting have raised are very important. Princeton’s Master Plan expresses aspirations and catalogs things that we “should” do, but no strategies or timetable for implementation. That is one of the reasons that CSC was created: to assist Council and the Planning Board to operationalize the transportation aspirations in the Master Plan.

Nat Bottigheimer then suggested that the CSC recommend to Council and the Planning Board a set of metrics to gauge progress in implementing the bicycle “plan” each year once it has been adopted. There appeared to be general agreement that this is something CSC could or should do.

## **8. Report of the Ad Hoc Task Group on Mobility Alternatives**

Ralph Widner submitted excerpts from the draft findings and recommendations of the research done so far for the Ad Hoc Task Group on Mobility Alternatives. *They are attached to and made a part of these minutes.* He said that though the task group will be reviewing, deepening, and expanding the research over the summer, there are several reasons to share some of the draft findings and recommendations with the committee at this stage because they are directly relevant to work by the advisory committees and task groups during the summer months: (a) Focus group interviews with residents clearly document the need for the transit information and education campaign we just discussed. (b) These same interviews point to the need for a concerted traffic safety education campaign, such as “Street Smart.” (c) Detailed analyses document the need to integrate the routes and schedules of the *FreeB* and *Tiger Transit* if local transit is to reach all potential markets for riders.

He moved that the committee approve the following motion that will enable the task group to move toward drafting a proposed program for traffic demand management (PDM):

**Whereas**, several surveys of Princeton residents reveal that a top public concern is traffic congestion and that there is a widespread demand for better traffic management.

**And whereas**, one of the goals/objectives in Princeton's Master Plan is to institute a program for *Traffic Demand Management*[TDM].

**And whereas**, Princeton University has implemented TDM since 2010 that promotes employee carpools, vanpools for commuting employees, bike sharing, free local transit [*Tiger Transit*], and incentives to encourage commuting employees and graduate students to use transit.

**And whereas**, other university towns have used TDM's with productive results.

**Therefore**,

The Complete Streets Committee recommends that, during the summer of 2016, members of its *Ad Hoc Task Group on Mobility Alternatives* initiate exploratory discussions with the Mayor, Council, municipal management, School Superintendent and schools management to consider the feasibility of a Traffic Demand Management [TDM] initiative for town and school district employees that can, in turn, serve as a precursor for eventual adoption by other employers in Princeton.

The *ad hoc Task Group on Mobility Alternatives* is directed to report the results of these exploratory discussions to the Complete Streets Committee when it meets in September 2016.

The motion was seconded and unanimously approved.

## 9. Project Grants

- Deanna Stockton reported that Princeton will be working with GMTMA on its "Street Smart Princeton" education and enforcement campaign in the fall. The Princeton Police Department received a grant to pay overtime to assist with the program.
- Bob Altman reported that, on the committee's behalf, he had endorsed a proposal for a new grant for the "**Safe Routes to Schools**" campaign and the proposal has been submitted.
- Deanna Stockton said that the Engineering and Health Departments collaborated successfully to receive a \$3,600 "**GetActive NJ**" grant that will be used to harmonize and update sidewalk ordinances.

## 10. Report of the Public Transit Advisory Committee

On behalf of Jenny Crumiller (who had to leave the meeting for a Council session), Deanna Stockton reported that the new *FreeB* was officially inaugurated on June 16. The route of the last round by the Commuter *FreeB* each morning is modified to integrate more effectively with the ensuing Neighborhood *FreeB* run.

## **11. Report of the Traffic Safety Committee**

Bob Kiser reported that work on the Carter Road bridge will finish on August 29 and the segment of the road that has been closed will re-open. Work will then get underway reconstructing the bridges on U.S. 206 with an accelerated schedule.

## **12. Police Report**

*Sgt. Tom Murray summarized the police report for May 2016, which is attached to and made a part of these minutes.* There were 88 occurrences, 11 involving injuries, one with a pedestrian, none with bicyclists.

Sgt. Murray announced that he is completing a detailed statistical profile of accidents and their causes. A report, complete with bar graphs summarizing the data, will soon be available.

## **12. Future Meeting Dates**

Chairman Altman announced the following scheduled meeting dates:

**September 19, 2016**

**December 19, 2016**

The meeting adjourned at 7 p.m.

Respectfully submitted:

Ralph R. Widner, Secretary

### **Attachments:**

- Proposal for "Go Princeton" Mode Choice Communication Plan.
- Report of Ad Hoc Task Group on Mobility Alternatives: Excerpts
- May 2016 Police Report



# Princeton Police Department

## Monthly Report For May 2016

### 88 Occurrences of the following:

Case #	Date	Time	Location	Incident / Call Type
16-14764	05/02/16	15:17	285 Rosedale Road	Motor Vehicle Crash - No Injury
16-14769	05/02/16	17:10	Bayard Lane	Motor Vehicle Crash - No Injury
16-14755	05/02/16	13:51	Nassau Street	Motor Vehicle Crash - No Injury
16-14830	05/03/16	08:09	Mercer Street	Motor Vehicle Crash - No Injury
16-14860	05/03/16	12:01	Hamilton Avenue	Motor Vehicle Crash - No Injury
16-14883	05/03/16	14:45	Mount Lucas Road	Motor Vehicle Crash - Injury
16-14899	05/03/16	17:40	Linden Lane	Motor Vehicle Crash - No Injury
16-14941	05/04/16	07:39	State Road	Motor Vehicle Crash - No Injury
16-14954	05/04/16	09:08	Bayard Lane	Motor Vehicle Crash - No Injury
16-14932	05/04/16	06:01	Stockton Street	Motor Vehicle Crash - Injury
16-15028	05/04/16	17:09	Stockton Street	Motor Vehicle Crash - No Injury
16-15012	05/04/16	15:10	North Harrison Street	Motor Vehicle Crash - No Injury
16-15125	05/05/16	11:16	North Harrison Street	Motor Vehicle Crash - No Injury
16-15144	05/05/16	13:10	Nassau Street	Motor Vehicle Crash - Pedestrian
16-15174	05/05/16	15:26	Alexander Street	Motor Vehicle Crash - No Injury
16-15248	05/06/16	09:00	Mercer Street	Motor Vehicle Crash - No Injury
16-15309	05/06/16	16:42	20 Maple Street	Motor Vehicle Crash - Injury
16-15316	05/06/16	18:38	Washington Road	Motor Vehicle Crash - No Injury
16-15315	05/06/16	18:14	State Road	Motor Vehicle Crash - No Injury
16-15307	05/06/16	16:36	State Road	Motor Vehicle Crash - No Injury
16-15411	05/07/16	14:28	55 Stockton Street	Motor Vehicle Crash - No Injury
16-15333	05/06/16	21:56	Witherspoon Street	Motor Vehicle Crash - No Injury
16-15484	05/08/16	10:35	Bayard Lane	Motor Vehicle Crash - No Injury
16-15509	05/08/16	16:21	Stockton Street	Motor Vehicle Crash - No Injury
16-15517	05/08/16	18:34	35 Palmer Square West	Motor Vehicle Crash - No Injury
16-15540	05/09/16	06:44	Stockton Street	Motor Vehicle Crash - Injury
16-15575	05/09/16	11:36	219 Mercer Street	Motor Vehicle Crash - Injury
16-15613	05/09/16	16:35	Birch Avenue	Motor Vehicle Crash - No Injury
16-15559	05/09/16	08:45	Wiggins Street	Motor Vehicle Crash - No Injury
16-15709	05/10/16	11:52	South Harrison Street	Motor Vehicle Crash - No Injury
16-15755	05/10/16	17:33	Princeton-Kingston Road	Motor Vehicle Crash - Injury
16-15783	05/10/16	19:55	52 Leigh Avenue	Motor Vehicle Crash - No Injury
16-15860	05/11/16	10:23	Chestnut Street	Motor Vehicle Crash - No Report
16-15892	05/11/16	13:00	120 Bunn Drive	Motor Vehicle Crash - No Report
16-16093	05/12/16	15:03	Terhune Road	Motor Vehicle Crash - No Injury
16-16120	05/12/16	17:32	Rosedale Road	Motor Vehicle Crash - No Injury
16-16126	05/12/16	18:07	Ewing Street	Motor Vehicle Crash - No Injury



# Princeton Police Department

## Monthly Report For May 2016

### 88 Occurrences of the following:

Case #	Date	Time	Location	Incident / Call Type
16-16145	05/12/16	21:30	South Harrison Street	Motor Vehicle Crash - No Injury
16-16064	05/12/16	12:24	Quaker Road	Motor Vehicle Crash - No Injury
16-16274	05/13/16	15:05	Linden Lane	Motor Vehicle Crash - No Injury
16-16285	05/13/16	17:13	Bayard Lane	Motor Vehicle Crash - No Injury
16-16366	05/14/16	11:59	Cherry Hill Road	Motor Vehicle Crash - No Injury
16-16377	05/14/16	13:32	301 North Harrison Street	Motor Vehicle Crash - No Injury
16-16383	05/14/16	14:15	301 North Harrison Street	Motor Vehicle Crash - No Injury
16-16371	05/14/16	12:38	Nassau Street	Motor Vehicle Crash - No Injury
16-16447	05/15/16	01:25	South Harrison Street	Driving While Intoxicated 39:4-50
16-16462	05/15/16	08:43	Jefferson Road	Motor Vehicle Crash - Pedestrian
16-16482	05/15/16	12:27	Boudinot Street	Motor Vehicle Crash - No Injury
16-16639	05/16/16	16:53	State Road	Motor Vehicle Crash - Injury
16-16654	05/16/16	18:03	Nassau Street	Motor Vehicle Crash - No Injury
16-16770	05/17/16	16:07	Bank Street	Motor Vehicle Crash - No Injury
16-16099	05/12/16	15:33	State Road	Motor Vehicle Crash - No Injury
16-16785	05/17/16	21:06	State Road	Motor Vehicle Crash - No Injury
16-16909	05/18/16	14:32	159 Valley Road	Motor Vehicle Crash - No Injury
16-16945	05/18/16	20:19	Nassau Street	Motor Vehicle Crash - No Injury
16-16952	05/18/16	21:48	Mercer Street	Motor Vehicle Crash - No Injury
16-16939	05/18/16	18:53	Stockton Street	Motor Vehicle Crash - No Injury
16-17026	05/19/16	12:19	50 Cherry Hill Road	Motor Vehicle Crash - No Injury
16-17109	05/20/16	08:19	Elm Road	Motor Vehicle Crash - No Injury
16-17198	05/20/16	15:59	Washington Road	Motor Vehicle Crash - No Injury
16-17188	05/20/16	15:09	Elm Road	Motor Vehicle Crash - Injury
16-17206	05/20/16	18:19	Alexander Street	Motor Vehicle Crash - Injury
16-17298	05/21/16	11:45	Elm Road	Motor Vehicle Crash - No Injury
16-17317	05/21/16	15:47	University Place	Motor Vehicle Crash - No Injury
16-17387	05/22/16	11:56	526 Great Road	Motor Vehicle Crash - No Injury
16-17555	05/23/16	15:44	Walnut Lane	Motor Vehicle Crash - No Injury
16-17345	05/21/16	22:45	91 University Place	Motor Vehicle Crash - No Injury
16-17624	05/24/16	07:58	Great Road	Motor Vehicle Crash - No Injury
16-17655	05/24/16	10:36	255 Ewing Street	Motor Vehicle Crash - No Injury
16-17706	05/24/16	17:46	Bayard Lane	Motor Vehicle Crash - No Injury
16-17771	05/25/16	09:53	Stockton Street	Motor Vehicle Crash - No Injury
16-17810	05/25/16	14:33	North Harrison Street	Motor Vehicle Crash - No Injury
16-17816	05/25/16	15:00	162 Nassau Street	Motor Vehicle Crash - No Injury
16-17828	05/25/16	17:25	Mercer Street	Motor Vehicle Crash - No Injury



# Princeton Police Department

## Monthly Report For May 2016

88 Occurrences of the following:

<b>Case #</b>	<b>Date</b>	<b>Time</b>	<b>Location</b>	<b>Incident / Call Type</b>
16-17843	05/25/16	19:40	Greenview Avenue	Motor Vehicle Crash - No Injury
16-17831	05/25/16	17:50	500 Mercer Street	Motor Vehicle Crash - No Injury
16-17863	05/25/16	22:07	Washington Road	Motor Vehicle Crash - No Injury
16-17846	05/25/16	19:50	Elm Road	Motor Vehicle Crash - No Injury
16-17909	05/26/16	08:09	Nassau Street	Motor Vehicle Crash - No Injury
16-17990	05/26/16	18:06	Western Way	Motor Vehicle Crash - No Injury
16-18015	05/26/16	20:37	301 North Harrison Street	Motor Vehicle Crash - No Injury
16-17695	05/24/16	16:04	Chambers Street	Motor Vehicle Crash - No Injury
16-18165	05/27/16	16:42	228 Alexander Street	Motor Vehicle Crash - Injury
16-18421	05/29/16	00:40	Cherry Hill Road	Motor Vehicle Crash - Deer
16-18481	05/29/16	07:26	228 Alexander Street	Motor Vehicle Crash - Injury
16-18513	05/29/16	14:14	40 Fleming Way	Motor Vehicle Crash - No Injury
16-18754	05/31/16	08:08	South Harrison Street	Motor Vehicle Crash - No Injury
16-18837	05/31/16	15:27	Mercer Street	Motor Vehicle Crash - No Injury

**PRINCETON POLICE DEPARTMENT**

1 Valley Road  
Princeton, NJ 08540

**MVA W/PEDESTRIANS**

**May 2016**

CASE #	DATE	TIME	STREET	AGE	
16-15144	5/5/16	1310	Nassau St./Snowden Lane	29 / 3	Injury / No Injury
16-16462	5/15/16	0843	Jefferson Rd./Henry Ave.	36	Injury

**MVA W/BICYCLISTS**

**May 2016**

CASE #	DATE	TIME	STREET	AGE	
			NO REPORTS		

**MVA W/DEER**

**May 2016**

CASE #	DATE	TIME	STREET	AGE	
16-18421	5/29/16	0040	Cherry Hill Rd./Balcort Dr.	41	No Injury

**PRINCETON POLICE DEPARTMENT**

1 Valley Road  
Princeton, NJ 08540

**MVA W/PEDESTRIANS**

**May 2016**

CASE #	DATE	TIME	STREET	AGE	
16-16462	5/15/16	0843	Jefferson Rd./Henry Ave.	36	Injury

**MVA W/BICYCLISTS**

**May 2016**

CASE #	DATE	TIME	STREET	AGE	
			NO REPORTS		

**MVA W/DEER**

**May 2016**

CASE #	DATE	TIME	STREET	AGE	
16-18421	5/29/16	0040	Cherry Hill Rd./Balcort Dr.	41	No Injury

PRINCETON POLICE DEPARTMENT  
MONTHLY REPORT SUMMONSES  
MAY 2016

	<u>2016</u>	<u>2015</u>
SPEEDING	93	46
UNREGISTERED VEHICLE	70	54
FAILURE TO INSPECT	33	23
CELL PHONE	19	11
CARELESS DRIVING	51	48
MAINTENANCE OF LAMPS	24	21
DRIVING WHILE SUSPENDED	31	32
FAILURE TO EXHIBIT DOCUMENTS	19	16
UNLICENSED DRIVER	12	16
UNINSURED MOTORIST	4	12
FAILURE TO WEAR SEATBELT	16	20
DRIVING WHILE INTOXICATED	5	4
FAILURE TO YIELD TO PEDESTRIAN	14	0
ALL OTHER (ordinances and moving included in this total)	218	145
<b>TOTAL</b>	<b>609</b>	<b>448</b>

**PRINCETON POLICE DEPARTMENT**  
**MONTHLY REPORT ORDINANCE ACTIVITY**  
**May 2016**

Public Urination	6
Overweight Vehicle	3
Littering	1
Open Container	3
Taxi Owner failure to display taxi number	1
Taxi not registered in Princeton	1
<b>Total</b>	<b>15</b>

PRINCETON POLICE DEPARTMENT  
MONTHLY REPORT OF PARKING ORDINANCE ACTIVITY  
Meter Officers and Patrol Officers  
MAY 2016

	<u>2016</u>	<u>2015</u>
BUS ZONE	2	6
LOADING ZONE	18	27
PARKING w/DESIGN PARK STALLS	43	57
NO PARKING ZONES/ANYTIME)	45	51
PARKING BET 2A & 6A LIMIT 1 HR	218	201
PARK LIMIT 2 HRS BET 8A & 6P	136	37
PARK BET 2A & 6A IN MUNICIPAL YARD	0	0
METERS	1910	2135
METER FEEDING	0	1
PARK IN HANDICAP SPACE	0	2
ALL OTHERS	97	160
<b>TOTALS</b>	<b>2469</b>	<b>2677</b>

**Parking Authority Ticketing System  
PRINCETON  
Tickets by Location Report  
From 05/01/2016 To 05/31/2016**

<b>Location</b>	<b>Total Tickets</b>	<b>Percentage of Total</b>
ALEXANDER ST	6	0%
BANK ST	6	0%
BOUDINOT ST	2	0%
CHAMBERS ST	34	2%
CHARLETON ST	4	0%
CHESTNUT ST	3	0%
COLLEGE RD	7	0%
DICKINSON ST	6	0%
EDWARDS PL	3	0%
FRANKLIN AVE	3	0%
GREEN ST	3	0%
GREENVIEW AVE	8	0%
GRIGGS CORNER LOT	93	4%
HAMILTON AVE	1	0%
HAWTHORNE AVE	1	0%
HOUGHTON RD	1	0%
HULFISH ST	67	3%
HUMBERT ST	7	0%
JOHN ST	15	1%
LEIGH AVE	1	0%
LIBRARY PL	5	0%
LINDEN LN	2	0%
LYTLE ST	1	0%
MADISON ST	14	1%
MERCER EXTENSION	15	1%
MERCER ST	4	0%
MOORE ST	30	1%
MURRAY PL	8	0%
N TULANE ST	16	1%
NASSAU ST	790	36%
OLDEN ST	48	2%
PALMER SQUARE E	94	4%
PALMER SQUARE W	106	5%
PARK PL	20	1%
PARK PLACE EAST YARD	4	0%
PARK PLACE WEST YARD	39	2%

Parking Authority Ticketing System  
PRINCETON  
Tickets by Location Report  
From 05/01/2016 To 05/31/2016

Location	Total Tickets	Percentage of Total
PATTON AVE	7	0%
PAUL ROBESON PL	24	1%
PINE ST	15	1%
PRINCETON STATION LOT	21	1%
PROSPECT AVE	159	7%
QUARRY ST	21	1%
S TULANE ST	24	1%
SPRING ST	50	2%
SPRUCE ST	5	0%
SYLVIA BEACH WAY	3	0%
TRINITY CHURCH LOT	5	0%
TULANE WEST LOT	70	3%
UNIVERSITY PL	130	6%
VANDEVENTER AVE	19	1%
WALNUT LN	3	0%
WIGGINS ST	7	0%
WILLIAM ST	57	3%
WITHERSPOON ST	119	5%
<b>Totals</b>	<b>2,206</b>	<b>100%</b>

June 21, 2016

**To:** Members, Complete Streets Committee  
**From:** Ralph Widner

**Subject:** Summary of Draft Report from *Ad Hoc Task Group on Mobility Alternatives*

Attached is a partial summary of selected findings and recommendations from a draft analysis by the *ad hoc Task Group on Mobility Alternatives* that will be considered, modified, and expanded by task group members over the summer and then presented as a full report to the CSC in September. We share this partial summary of some of the findings and recommendations with you at this stage because many relate directly to initiatives of CSC, the advisory committees, municipal staff, and ad hoc task groups during 2016. Needless to say, the task group welcomes comments, questions, suggestions, and corrections from CSC members as we wrestle over the summer with a final version of the full report.

The trustees of the Mass Transit Trust Fund originally commissioned this study to determine the potential ridership markets for local transit. CSC was established as this analysis approached completion, so the research team and its work have been incorporated within the new CSC framework. The analysis relates to 10 goals/objectives in the Master Plan—

- **A (7) Analysis and collection of data on employment and commuting patterns.**
- **A (8) Development of a traffic database.**
- **A (10) Encouragement of carpools.\***
- **A (11) Encouragement of employers to adopt Traffic Demand Management programs (TDMs).\***
- **E (1) A traffic safety education & enforcement campaign.**
- **F (2) Expansion of local transit options (based on potential demand).**
- **F (3) Integration and coordination of local transit systems and routes.**
- **F (4) Improved Dinky service and coordinated transit schedules.**
- **F (5) A transit information and education campaign.**
- **F (6) & (7) Support for area and regional transit improvements.**

This partial summary of findings and recommendations is organized to accord only with CSC's tasks during 2016. Pages 2-7 concern work by the CSC itself, municipal staff, or the Planning Board; pages 8-13 initiatives by the two transit committees; and pages 14-18 by the Traffic Safety and Bicycle Advisory Committees.

**\*We request a motion from CSC at this meeting which recommends that the task group meet with the Mayor, Council, municipal management and School District over the summer to discuss the feasibility of a carpooling/ridesharing/Traffic Demand Management initiative for town and school district employees that can, in turn, serve as a precursor for adoption by other employers in town (see pp. 6-7).**

**1.**  
**CSC/PLANNING BOARD/MUNICIPAL STAFF**

## A. VEHICULAR CIRCULATION PLAN

### Master Plan Goal/Objective A (8) Development of a Traffic Database

*A traffic database has been assembled in Excel that is easily accessible and updatable as a planning tool. However, the task group must resolve a number of conceptual problems before the information is ready to be turned over for every day operational use.*

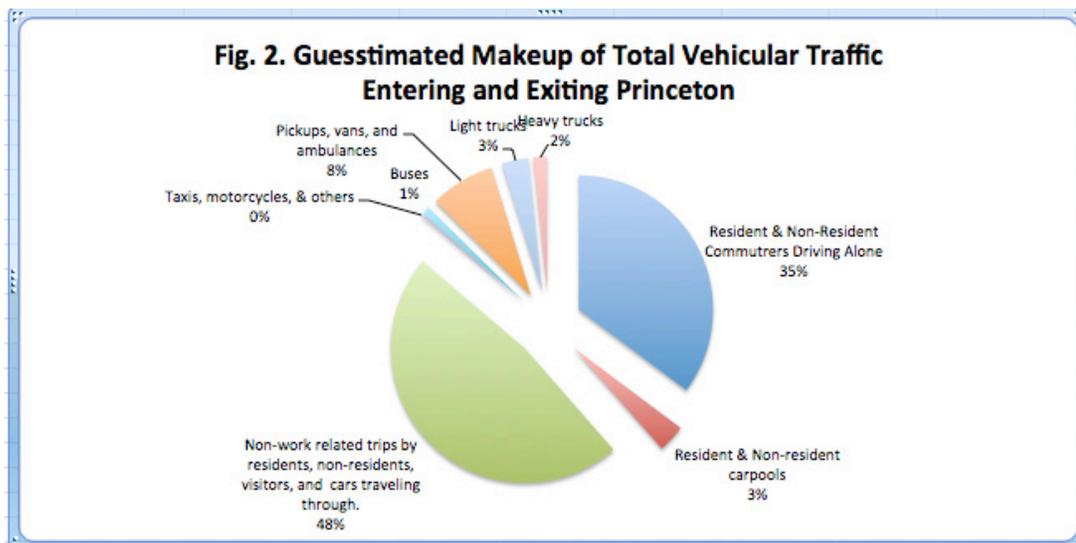
#### Finding#1: Total Traffic

On an average workday during 2009-2014, a guesstimated +/-130,000 vehicle trips passed in and out of town, supplemented by a guesstimated 30,000 trips that originated and had destinations within the town itself. Such approximations vary greatly depending upon the dates of traffic counts. *[Overall traffic in the Mercer/Bucks County area dropped by 5.6% between 2005 and 2010 because of the economic recession. Volumes have now returned to 1995 levels and above.]*

#### Finding #2: Passenger Cars

About 84% of Princeton's guesstimated traffic consists of passenger cars, almost three-fourths driven by resident and non-resident commuters, or by residents on non-work-related trips. Some of these drivers may be open to other mobility alternatives and are the focus of the task group's analysis.

The remaining passenger car trips (23% of total traffic) are by visitors or motorists just passing through. The task group has insufficient data at present to suggest mobility alternatives for them.



## A. VEHICULAR CIRCULATION PLAN

### Master Plan Goal/Objective A (7) Analysis & Collection of Data on Employment and Commuting Patterns

*[A database on employment and commuting patterns has been assembled. It could provide the basis for an annual public information report from CSC on the topic.]*

#### **Finding #3: Princeton Employment is Dispersing, But Still Increasing**

During the decade 2005-2015, a total of about 2,182 jobs dispersed from Princeton to adjacent towns. Princeton University transferred about 382 administrative workers to Carnegie Center in West Windsor. An additional 1,800 hospital and medical office workers relocated to the new PHCS campus in Plainsboro. These shifts reduced the net estimated number of in-commuters to Princeton by 1,112 during 2010-2014 compared to the year 2000.

Though these shifts also slightly increased the number of Princeton residents who now must out-commute to jobs at the medical center in Plainsboro or a university job in West Windsor, in net terms the estimated number of residents who out-commute actually declined by 11.6% during 2010-2014 compared to the year 2000.

#### **Finding #4: Princeton's Commuting Patterns Relatively Unique**

Princeton's commuting patterns are unique for New Jersey and the U.S.—

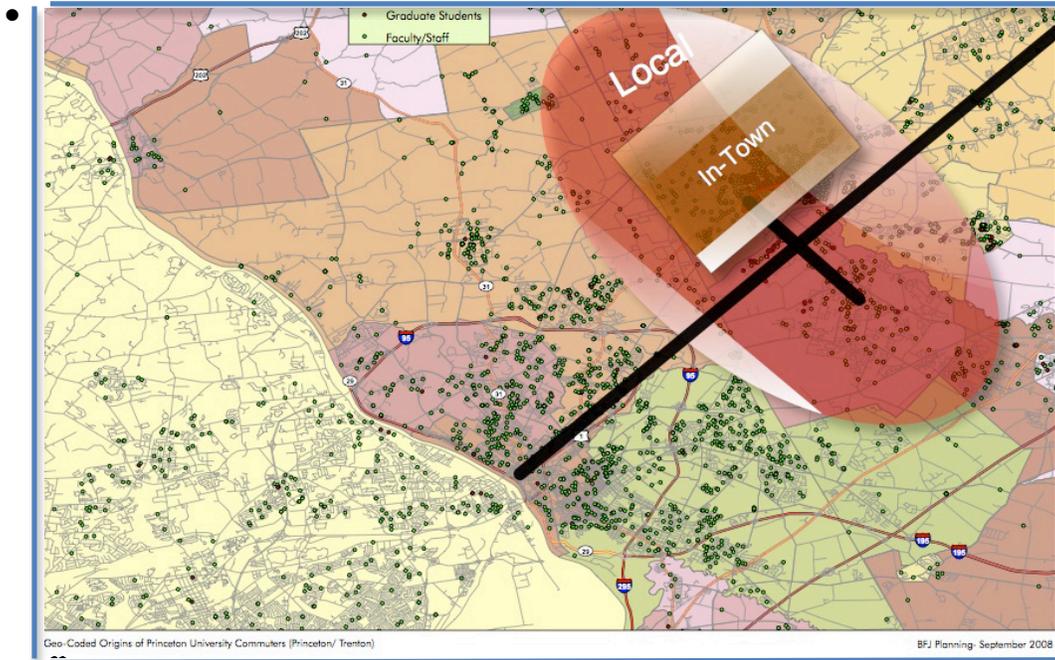
- Over half of resident workers hold jobs in town (55.6%), compared to 20.5% in New Jersey and 30.8% in 11 other comparable states.
- In percentage terms, six times as many residents walk to their workplace than in the state or nation as a whole.
- An estimated 5.1% bicycle to their jobs compared to only ½% in New Jersey or these other states.
- Over 10% ride transit to work, twice the proportion in the country as a whole.

#### **Finding #5: 7,083 Residents and 21,302 In-Commuters Drive Alone to Work**

- During 2010-2014, an estimated 7,083 Princeton Commuters drove alone to their jobs—2,742 to workplaces in town; 4,341 to employment elsewhere.
- During this same five-year period, an estimated 21,302 non-resident drivers commuted in to Princeton jobs.
- About 41% of Princeton's out-commuters journey to jobs in adjacent towns, which, in turn, send 24% of Princeton's daily in-commuters.
- About 39% of Princeton's out-commuters work in the Northeast Corridor, but only 5% of our in-commuters come from there.

- Instead, nearly 41% of Princeton’s in-commuters come from a “primary” commute area composed of Trenton, Hamilton, Ewing, and Bucks and Burlington counties. Only 11% of Princeton’s out-commuters work in these places.
- The remaining 31% of Princeton’s in-commuters come from communities dispersed regionally throughout a six-state area. While transit is not a feasible alternative to driving for most of them, many live in communities from which 50 or more commuters drive to Princeton workplaces. They are candidates for carpooling/ridesharing..

- **In-Town and Local Commute Areas**



a

**1 Primary & Regional Commuting Sheds & Northeast Corridor**



Source: Map: *Princeton University Traffic, Parking & Circulation Information*  
 Prepared for Princeton Planning Board by BFJ Planning; September 2008

• University staff & faculty

• Graduate students

## A. VEHICULAR CIRCULATION PLAN

### Master Plan Goal/Objectives A (10) and A (11) Encourage Carpools and Traffic Demand Management Programs

#### **Finding #6: Few Residents Who Work in Town Carpool**

About 1,000 residents who work in town live in residential areas too dispersed for transit service. Though their homes are scattered, their workplaces are not. They share workplace destinations with others nearby, yet only 4.4% of Princeton’s residents who work in town carpool, compared to 8.4% for New Jersey and 9.8% for the U.S.

#### **Finding #8: Ridesharing/carpooling Options for Dispersed In-Commuters**

Over 30% of Princeton’s in-commuters come from communities too dispersed throughout a six-state region to access Princeton conveniently by transit. However, many reside in communities where there are significant numbers of commuters to jobs in Princeton.

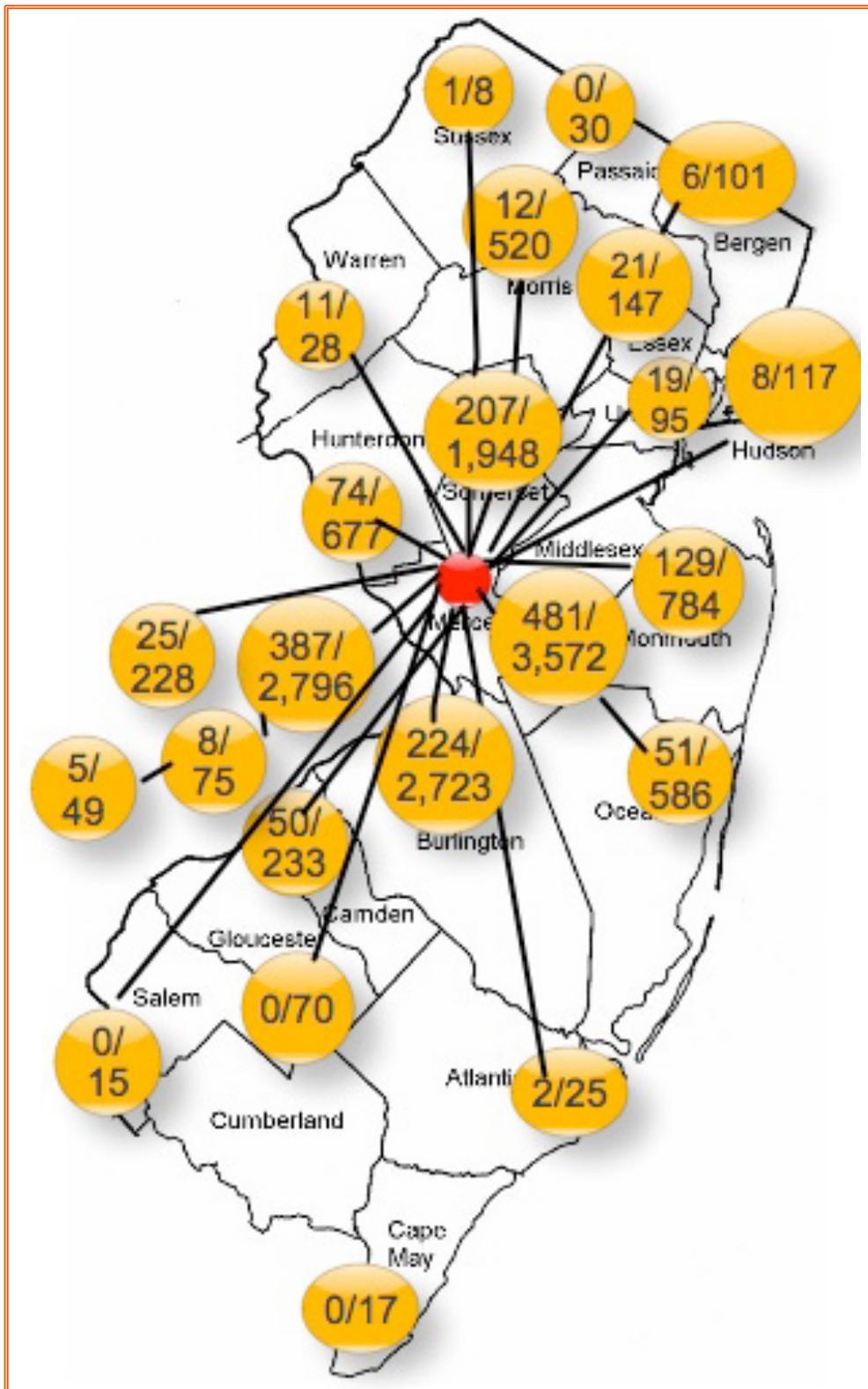
#### **Recommendation #1: Municipality/School District TDM Initiative**

Since relocation of the Princeton HealthCare System medical center to Plainsboro, the municipal government and school district rank among the community’s largest employers after Princeton University. We recommend that they follow the university’s successful experience and initiate a joint Transportation Demand Management Program (TDM). Once instituted, the program would incentivize other major employers to follow suit. We suggest exploratory discussions and planning of such an initiative during the summer 2016.

**Dispersed NJ Communities Sending More Than 50 Daily Commuters to Princeton**

County	Municipality	Commuters to Princeton	University Employees
<b>Camden</b>	Cherry Hill	57	2
	Vorhees	57	2
<b>Hunterdon</b>	Readington	68	
	Delaware	56	
<b>Monmouth</b>	Freehold	81	15
	Manalapan	80	7
	Marlboro	80	3
	Millstone	84	1
	Upper Freehold	50	
<b>Ocean</b>	Brick	68	10
	Tom’s River/Seaside	120	6
	Jackson	100	
<b>Somerset</b>	Pt. Pleasant	60	3
	Bridgewater	82	5
	Bound Brook	56	3

Princeton's Dispersed In-Commuters by NJ County  
 Princeton University Employees/Total In-Commuters



**2. PUBLIC TRANSIT ADVISORY COMMITTEE  
&  
AD HOC TASK GROUP FOR TRANSIT COORDINATION**

## MASTER PLAN GOAL/OBJECTIVE F (2) Expand Transit Opportunities

### Finding # 9: Would Drivers Switch? Focus Group Interviews

Two sets of focus group interviews, one with Princeton residents (some drivers, some walkers, some bicyclers, some who use transit), and another with motorists from Hamilton—all randomly selected—revealed that despite traffic congestion, most think driving is their best option. A few thought they might use transit if it meets their needs. No drivers said they would walk or bicycle rather than drive.

- While all participants expressed frustrations with traffic—which they perceive as on the increase in Princeton, and particularly grievous around U.S. 1—only a few feel that congestion is so bad that they are prepared, at present, to abandon the convenience of their personal car in favor of any existing alternative they know about.
- Because of the nature of their job, some said they have no choice but to drive their own vehicle because they need it for other uses during the day.
- Others commented that their home is too distant from their workplace to walk, or that they have no ready access to local transit, or that transit itself takes more time than to drive.
- Several said that transit is too expensive and that it is cheaper for them to use their car.
- Others said that they have no practical option but to use their vehicle to pick up groceries, carry other loads, or to transport kids to school.

### Practical Considerations

For most, a shift to any other way than driving on their daily rounds requires that the alternative be reasonably competitive with their car in terms of:

#### *Convenience (ease of access, frequency)*

- Some said they might use the bus, but it is not available where they live.
- Others commented that transit can not serve their home because they live in a low density neighborhood.

#### *Time (both the wait and in transit)*

- Some participants said that their decision to drive boils down to a time management issue. Driving gets them to work more quickly than any other mode.
- Long waits, or circuitous time-consuming trips, or unpredictability, make transit impractical for them.
- Some residents also rule out walking because of time and/or distance.

#### *Reliability (schedule and absence of breakdowns)*

- Many feel that, despite traffic tie-ups, their car is more dependable than transit.

#### *Cost*

- Hamilton motorists commented that, despite congestion on U.S. 1, they always drive because New Jersey Transit is too expensive

### *Parking*

- Residents who walk or bicycle said they are also deterred from driving by the challenge of parking.
- Hamilton residents complained that they seldom come to Princeton for the same reason. They advocated low cost fringe parking with shuttle service

### *Carpooling and Ride-Sharing*

- A Hamilton resident suggested a carpooling smartphone “app.”

### *Most Do Not Know About Transit*

- Even when access is near their home, many participants were poorly informed about existing transit services.
- Some residents admitted that they do not know about the commuter or daytime *FreeB*, or *Tiger Transit*. None use NJ Transit buses. One confessed: “I don’t know where to get them, or where they go.”

### **Recommendation #2: A Major Transit Information and Education Campaign**

A major finding from the study’s focus groups is that many residents are almost totally unaware of available transit services, either local or regional—other than the Dinky.

A multi-faceted information and education campaign addressed to each of transit’s potential markets is in order.

To succeed, this must coincide with much closer integration and coordination of local and regional transit, including the Dinky. Integrated routes, coordinated schedules, and consolidated stops, plus the ability to track one’s transit vehicle via smartphone, are all fundamental to increase ridership.

**MASTER PLAN GOAL/OBJECTIVE F(3)**  
**Integration and Coordination of Local Transit Systems and Routes**

**Finding #10: Potential Commuter Ridership Market for Local Transit**

- Estimated number of residents who drive to jobs in town: 2,742
- Estimated number for whom local transit to workplace infeasible: 1,119
- Estimated number for whom local transit to work is feasible: 1,623
- Estimated number in current FreeB/tiger Transit service areas: 1,212.
- Estimated number of potential riders not in service area: 411.

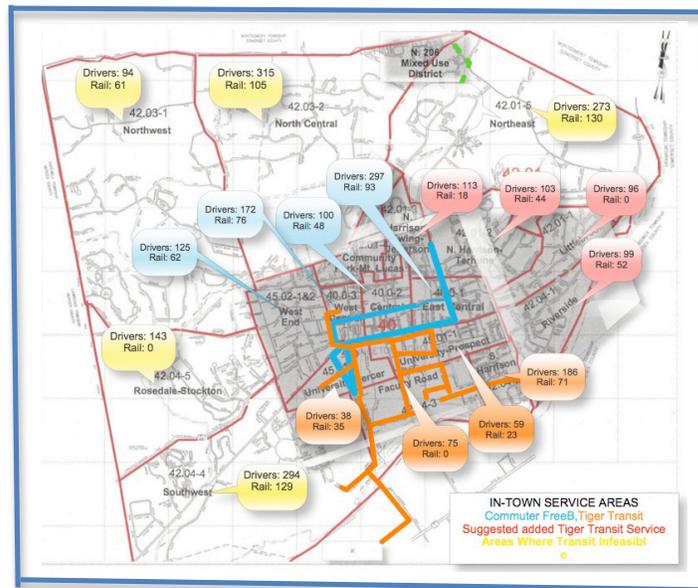
**Finding #11: Commuter *FreeB* and *Tiger Transit* Routes Do Not Match Markets**

- An estimated 1,212 residents who drive to workplaces in town live within the current service areas of either the *Commuter FreeB* or *Tiger Transit*. Though their service areas abut, the routes of the two systems are not integrated.
- Many university employees live in residential areas served by the *Commuter FreeB*, but that service does not take them to their campus workplace.
- Correspondingly, some residents in neighborhoods served by *Tiger Transit* hold off-campus jobs in town, or want to get to Princeton Station to connect with their out-commute by train. The *Tiger Transit* routes to which they have access do not go to these destinations., so they drive.
- Finally, about 411 drivers who work in town reside in close-in neighborhoods not served currently by either the *Commuter FreeB* or *Tiger Transit*.

**Recommendation #3: Integrate Two Systems to Serve Commuters**

- We recommend that the two transit advisory committees, with assistance from our ad hoc task group, undertake detailed market and route assessments to determine how significant numbers of university employees who drive currently to campus might gain access to *Tiger Transit* service if its routes were extended north to the Princeton Shopping Center and east into the Littlebrook/Riverside residential areas.
- Frequency of service and trip times will influence decisions to use these transit services and should be considered in these evaluations.
- We suggest two or three neighborhood focus group interviews targeted on in-town workers who live in these residential areas to ascertain whether they would avail themselves of such a service if offered. The ad hoc task group is willing to facilitate these focus group interviews.

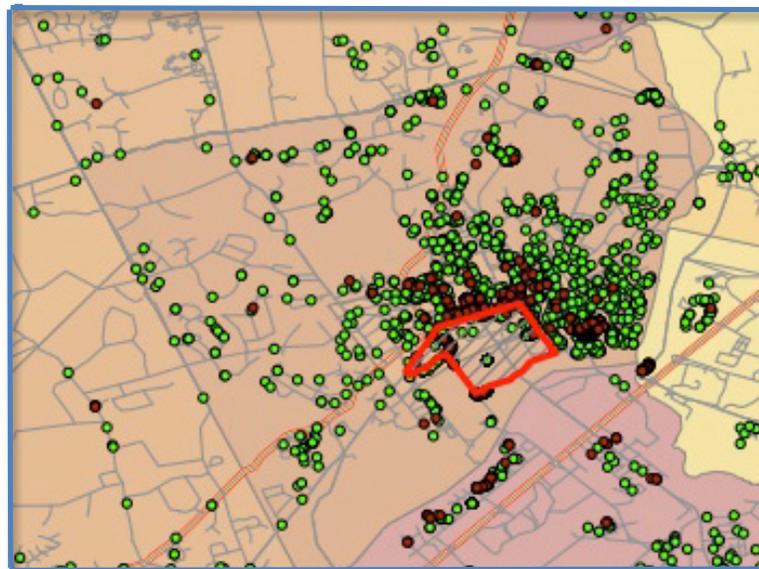
**Commuter FreeB and Tiger Transit: Potential Ridership Markets**  
 Resident Drivers to In-Town Jobs & Resident Rail Out-Commuters



Sources: 2010-2014 ACS Modes to Work by Census Block Group  
 Princeton University Tiger Transit Route map; Princeton FreeB route map.

**About 23% of Princeton's working residents are employees or researchers at Princeton University and most live in neighborhoods in the eastern and northeastern quadrants of the community outside of the Tiger Transit service area.**

**Resident Princeton University Employees and Graduate Students, 2008**



Source: Princeton University Campus Plan: Traffic, Parking & Circulation, 2008  
 Prepared by BfJ Planning for the Princeton Planning Board

- Faculty & staff
- Graduate students

### **Finding #12: Integrating & Coordinating Service at Princeton Station**

- The Census Bureau estimated that 947 Princeton residents out-commuted by rail during 2010-2014.
- About +/-300 live in residential areas that cannot be served effectively by local transit and drive to and park at Princeton Junction.
- The remaining 647 live in Princeton's central or close-in neighborhoods and can be served by local transit if routes are properly aligned and service is frequent. About 279 live in the current service area of the Commuter *FreeB* and 334 live within *Tiger Transit's* area of service—a total of 537.
- Based upon the only survey presently available—undoubtedly obsolete—we estimate that, up until the last two years, roughly 462 daily out-commuters rode the Dinky to Princeton Junction.
- This implies that 66% of the potential in-town market for commuter service to Princeton Junction has been satisfied (462 out of 647).
- However, during December 2015, the Commuter *FreeB* carried only about 4% of the rail commuters in its service area to Princeton station. (University reports do not enable us to make similar estimates for *Tiger Transit*.)
- The reasons for this light ridership may be two-fold: (1) As the focus group interviews discovered, many commuters are unaware of the commuter *FreeB* service to Princeton Station; and (2) 50%-75% of the *FreeB* service area lies within walking distance of Princeton Station. (In a 2006 survey for Princeton University, Chance Management Advisors estimated that 45% of Dinky passengers walked to the station, 28% drove and parked, 10% were dropped off, 5% bicycled, and 45 arrived by shuttle.)

### **Recommendation#4: Expand Commuter Routes**

- Local transit to Princeton station is likely to be a preferred option mainly for those beyond walking distance of Princeton Station. (During December 2015, about 43% of commuter passengers boarded the *FreeB* at the stops most distant from the station.)
- To give the Commuter *FreeB* service a fair test, the service area should be extended into those close-in residential areas beyond walking distance of the station, but where significant numbers of rail out-commuters reside—Riverside, Littlebrook, North Harrison, and the West End.
- In addition, *Tiger Transit* routes should be evaluated to determine how the 306 rail commuters in its service area could have transit service to and from Princeton station during rush hours.

### **Recommendation #5: Update Ridership Surveys**

We recommend a series of updated more comprehensive ridership surveys as a base for planning integration and new routes.

**3. TRAFFIC SAFETY COMMITTEE  
AND  
BICYCLE ADVISORY COMMITTEE**

## **Finding #13: Commuters Who Bicycle to Work—Biggest Concern: Safety**

### **Seeking Safety**

In the study's focus groups, bicyclists' major concerns were about safety. They asked for safe, designated bicycle routes through town, as well as for a concerted safety education campaign.

### **No Motorist Converts for Bicycles**

None of the motorists in the study's focus groups volunteered that they would shift from driving to bicycling to work.

### **741 Bicycle Commuters**

- Just over 5% of Princeton commuters bicycle to work (compared with only .4% in the state as a whole and .6% nationwide).
- Of the estimated 741 residents who commute by bicycle, about 569 ride to jobs in town.
- 172 out-commute to jobs in towns nearby.
- 149 bicyclists in-commute from adjoining municipalities.

### **Time to Work**

- Almost 45% of those who bicycle to work are within 10 minutes of their workplace.
- Another 21.6% are less than 20 minutes away.
- However, 10 (1.3%) ride for more than an hour.

### **Where Most Bicyclists Live**

About 80% of those who bicycle to work live in the central neighborhoods of the community close to the education and research campuses. However, some reside in outer neighborhoods and bicycle to jobs beyond what they consider a comfortable walking distance.

### **Age**

Over half of those who bicycle to work are between ages 25 and 44. Another 21.5% are 20 to 24. However, 70 are over age 60, affluent, and most have more than one motor vehicle at their disposal.

### **Why They Bicycle**

Those who bicycle to work offered many of the same reasons as those who walk for why they do so—they are close to their work place, want to keep fit, protect the environment, and avoid parking problems.

Many researchers, particularly international scholars here temporarily, have no vehicle, so they believe the bicycle is their best option.

### **Many High Income Bicyclists**

Except for about 28 Hispanic/Latino residents with incomes below the Federal poverty level, it appears that most who bicycle to work do so by affirmative choice. The "earnings" profile of those who bicycle is surprisingly "affluent"—about 26% earn \$25,000 to \$34,999; another 26% earn more than \$75,000 per year.

## Finding #14: Commuters Who Walk to Work—Biggest Concern: Safety

### Walkers Seek Safety

- A major concern of walkers participating in the study's focus groups and the public forum was safety—safety from motor vehicles and bicycles in crosswalks and on sidewalks. In the public forum, they called for a major municipally sponsored traffic safety campaign.

### No Motorist Converts for Walking

- None of the motorists in the study's focus groups volunteered that they would convert from driving to walking to work—a matter of time, or distance, or convenience for them.

### Nearly One-fifth of Residents Who Work in Town Walk to Their Job

- About 19% (2,591) of Princeton's working residents walked to their jobs during 2010-2014 (more than six times the percentage in the state and the nation as a whole).
- An estimated 210 walked to workplaces in neighboring municipalities, while an estimated 289 from adjoining towns walked in to their jobs in Princeton.

### Time to Work

- Over 50% of those who walk to work are less than 10 minutes from their job.
- Another 38% have walks shorter than 20 minutes.
- However about 53 intrepid walkers take from 45 minutes to well over an hour to reach their workplace.

### Where Most Walkers Live

- About 85% of those who walk to work live in, or close to, the central census block groups clustered around the town's campuses of higher learning.

### Age

- Over 73% of Princeton's walkers are in the age cohorts that include most of this population of young researchers and faculty.
- However, almost 10% of those who walk to work are over age 60 and the majority of them have more than one vehicle at their disposal.

### Why They Walk

Those who walk said that they do so either because they—

- live close to their workplace; or
- want to keep fit; or
- want to preserve the environment; or
- drive only as a last resort because of parking problems.

None indicated that they walked because they had no alternative.

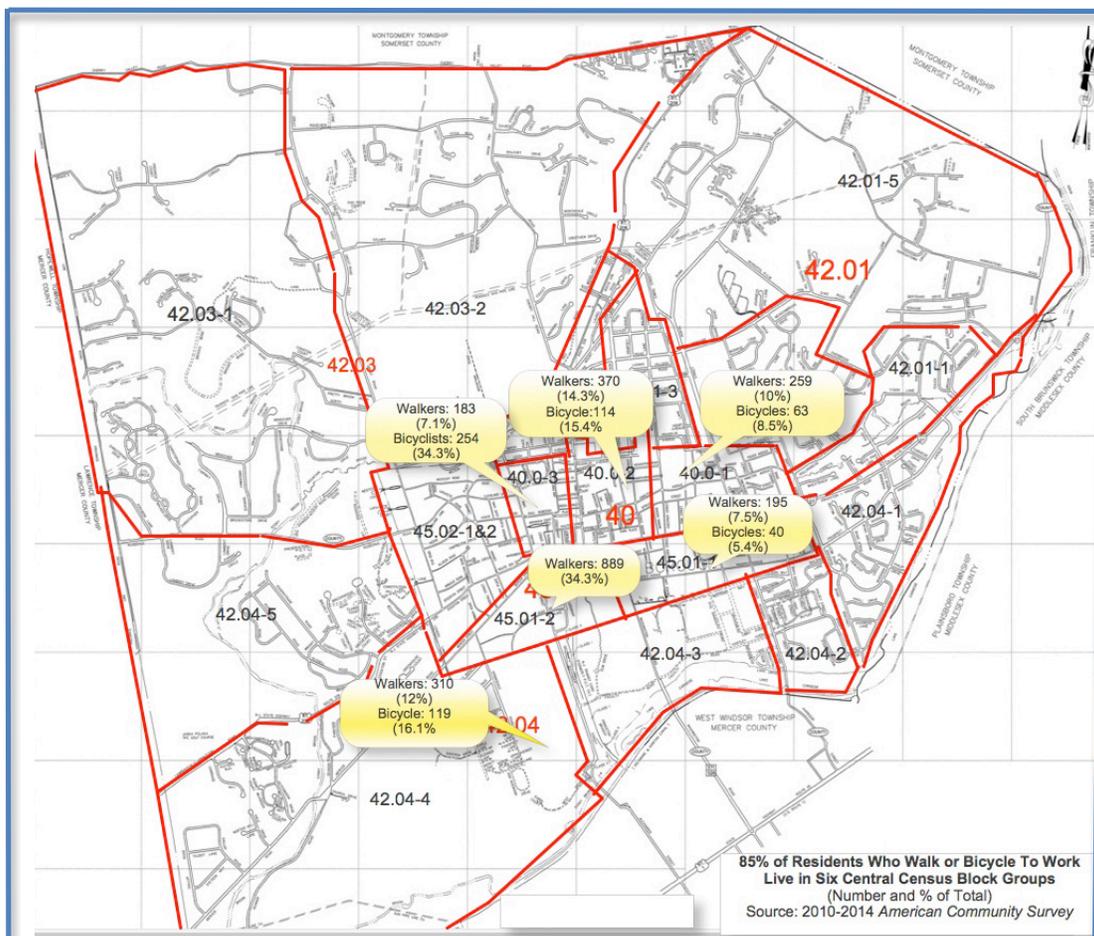
### Low and High Income Walkers

- However, the ACS estimated that about 100 residents who walked to work during 2010-2014 had earnings of less than 150% of the Federal poverty level.
- A third of employed non-citizens (665) walked to their jobs.

## Recommendation #6: A Comprehensive Traffic Safety Program

- In the study's focus groups and in a public forum, drivers, pedestrians, and cyclists complained bitterly about each other's behaviors in traffic and all called for a major traffic safety and enforcement campaign.
- The police department, the school district, and Princeton University all conduct traffic safety education campaigns, sometimes in cooperation with each other. However, these efforts reach only segments of the public and those segments (e.g., students) are continually changing.
- Of necessity, a comprehensive campaign intended to change or influence behavior must be long-term, coordinated, pervasive, intense, and involve many separate parts of the community, particularly employers through whom employees can be reached. An hoc task group composed of residents with marketing skills and experience along with appropriate representatives of all the institutions and organizations that should be involved. The mission of the task group would be to assess the full extent of the need and the design, scope, and costs involved for such a campaign.

>80% of Commuters Who Walk or Bicycle Live Close to Campuses



**A Profile of Princeton's Walkers to Work, 2010-2014**

Age	Estimate	%	Earnings	Estimate	%	Time to Work	Estimate	%
<b>Total</b>	<b>2,591</b>		<b>2,591</b>			<b>2,591</b>		
16 to 19	497	19.2%	\$1 to \$9,999	949	36.6%	<10 minutes	1,326	51.2%
20 to 24	613	23.7%	\$10,000 to \$14,999	101	3.9%	10 -14 minutes	516	19.9%
25 to 44	875	33.8%	\$15,000 to \$24,999	229	8.8%	15 -19 minutes	483	18.6%
45 to 54	184	7.1%	\$25,000 to \$34,999	327	12.6%	20-24 minutes	115	4.4%
55 to 59	181	7.0%	\$35,000 to \$49,999	152	5.9%	25-29 minutes	44	1.7%
60 to 64	124	4.8%	\$50,000 to \$64,999	201	7.8%	30-34 minutes	54	2.1%
>65	117	4.5%	\$65,000 to \$74,999	16	.6%	35-44 minutes	0	0.0%
			>\$75,000	616	23.8%	>45	53	2.0%

Source: 2010-2014 American Community Survey

**A Profile of Princeton's Bicyclists to Work**

Age	Estimate	%	Earnings	Estimate	%	Time to Work	Estimate	%
<b>Total</b>	<b>741</b>			<b>741</b>			<b>741</b>	
16 to 19	11	1.5%	\$1 to \$9,999	39	5.3%	<10 minutes	328	44.3%
20 to 24	173	23.3%	\$10,000 to \$14,999	10	1.3%	10 -14 minutes	160	21.6%
25 to 44	378	51.0%	\$15,000 to \$24,999	101	13.6%	15 -19 minutes	132	17.8%
45 to 54	105	14.2%	\$25,000 to \$34,999	191	25.8%	20 -24 minutes	60	8.1%
55 to 59	4	0.5%	\$35,000 to \$49,999	54	7.3%	25-29 minutes	21	2.8%
60 to 64	39	5.3%	\$50,000 to \$64,999	108	14.6%	30-34 minutes	30	4.0%
>65	31	4.2%	\$65,000 to \$74,999	43	5.8%	35-44 minutes	0	0.0%
			>\$75,000	195	26.3%	>45 minutes	0	0.0%