

PBAC Meeting 7/30/2020 – Minutes

Committee members attending: Amanda Arshan, Lisa Serieyssol, David Cohen, Laurie Harmon, Tineke Thio, Dan Rappoport, Philip Chao, Perry Jones

Council liaison: David Cohen

Members of the public: Mia Sacks, Peter Kremer, Anthony Durante, Jim Constantine, Jerry Foster, Joseph Kirincich

1. **Vision Zero** Presentation by Peter Kremer & Anthony Durante, Michael Baker Int'l
 - Recommendations on bike boulevards - reduce speed
 - more students on the roads - reduce speeds
 - difficult to reduce the speed limit - how should we initiate
 - Peter Kremer to follow up
 - Anthony Durante - neighborhood slow zones
 - challenges collecting data on low fatality towns - and to make changes based on one fatality
 - need to learn best way for PBAC to put thru proposals on signage/lights for crossing
 - need to understand how best to track "near misses"
 - how does vision zero address school drop off, speed limits, platoons of riders lead by teachers
2. Vote unanimously in favor of scheduling a **Special Meeting for August**
3. **Bike Friendly Community** application - Laurie Harmon compiling and coordinating. Lisa Serieyssol and Mandy Arshan on Education part of application. Deadline extended to October – 2020.
4. **Princeton Bicycle Map** – Updates have been finalized and map is on its way to the printer
5. **Bike Parking Ordinance** – Draft anticipated for introduction to Council in October. Expected to be ready in time for Affordable Housing's application(s) to the Planning Board.
6. **Engineering Update** - Deanna Stockton, Municipal Engineer responds (*in italics*) to questions by email :
 - A. **Sidewalks and Sidepaths** - repairs and reconstruction work – *We are currently updating the plans and specifications to fit with the funds that are currently available. Has not gone out to bid.*
 - B. **SRTS grant projects:** Johnson Park School, N Harrison St.
 - i) *The N. Harrison Project has been delayed while we await the manufacture and delivery of the new traffic signal equipment. The contractor anticipates returning in August to complete the project by mid-September.*
 - ii) *For the Rosedale Road project, Council just passed the bond ordinance which included funds for the design of this project. NJDOT sent the final consultant proposal this week; once we accept it, NJDOT will authorize the federal funds for reimbursement of consultant fees. If the proposal is in order, I will accept it and then submit a resolution to council to authorize a professional services agreement; it won't be valid until after August 20 when the bonded funds are available.*
 - C. **Bike Boulevards :**
 - i) signage placement – *Exclusive of signs on University controlled roads, the signage installation is complete.*
 - ii) pavement markings - what can be done in time for back to school this fall? *The annual municipal contract for pavement striping has been expended. Any funds that are needed for these pavement markings above what has been expended will take away from the funds available to resurface the sidepaths.*
 - iii) College Road - discussions with University – *We are reviewing a draft license agreement with the University to allow for sign installation. Looking to have on an August Council agenda.*
 - iv) PBAC hopes to help and find a solution.
 - D. **Alexander St/Rd bike lane** – *Based on the DVRPC Traffic counts, the posted speed limit, the NJDOT Complete Streets Design Guide, and the Bike Mobility plan, bicycle lanes are not recommended on*

Alexander Street. The recently widened road section does incorporate a 5' shoulder, which meets FHWA widths for bike lanes. If bike lanes are to be considered, I recommend that a corridor study be conducted to confirm that bike lanes can be safely incorporated into this corridor.

David Cohen to follow-up.

E. Speed limit reduction - alternative to speed study and 85% - Title 39 establishes the rules for setting speed limits. FHWA has a web-based tool called USLimits 2, which they indicate should be used as follows: "USLIMITS2 is of particular benefit to local communities and agencies without ready access to engineers experienced in conducting speed studies for setting appropriate speed limits. For experienced engineers, USLIMITS2 can provide an objective second opinion and increase confidence in speed limit setting decisions." In the case of Princeton, we would conduct a speed study and cross check the results with USLimits2. Typically, speed studies cost around \$5,000.

i) 39:4-98. Rates of speed. Subject to the provisions of R.S.39:4-96 and R.S.39:4-97 and except in those instances where a lower speed is specified in this chapter, it shall be prima facie lawful for the driver of a vehicle to drive it at a speed not exceeding the following:

- a. Twenty-five miles per hour, when passing through a school zone during recess, when the presence of children is clearly visible from the roadway, or while children are going to or leaving school, during opening or closing hours;
- b. (1) Twenty-five miles per hour in any business or residential district;
(2) Thirty-five miles per hour in any suburban business or residential district;
- c. Fifty miles per hour in all other locations, except as otherwise provided in the "Sixty-Five MPH Speed Limit Implementation Act," pursuant to section 2 of P.L. 1997, c.415 (C.39:4-98.3 et al.).

Whenever it shall be determined upon the basis of an engineering and traffic investigation that any speed hereinbefore set forth is greater or less than is reasonable or safe under the conditions found to exist at any intersection or other place or upon any part of a highway, the Commissioner of Transportation, with reference to State highways, may by regulation and municipal or county authorities, with reference to highways under their jurisdiction, may by ordinance, in the case of municipal authorities, or by ordinance or resolution, in the case of county authorities, subject to the approval of the Commissioner of Transportation, except as otherwise provided in R.S.39:4-8, designate a reasonable and safe speed limit thereat which, subject to the provisions of R.S.39:4-96 and R.S.39:4-97, shall be prima facie lawful at all times or at such times as may be determined, when appropriate signs giving notice thereof are erected at such intersection, or other place or part of the highway. Appropriate signs giving notice of the speed limits authorized under the provisions of paragraph (1) of subsection b. and subsection c. of this section may be erected if the commissioner or the municipal or county authorities, as the case may be, so determine they are necessary. Appropriate signs giving notice of the speed limits authorized under the provisions of subsection a. and paragraph (2) of subsection b. of this section shall be erected by the commissioner or the municipal or county authorities, as appropriate.

When designating reasonable and safe speed limits for a street under its jurisdiction pursuant to this subsection, as part of an engineering and traffic investigation, a municipality or county shall consider, but not be limited to, the following criteria: residential density; the presence, or lack, of sidewalks; the prevalence of entry and exit ways for business and commercial establishments; whether school children walk adjacent to the street on their way to and from school; and the proximity of recreational or park areas, schools, community residences, family day care homes, child care centers, assisted living facilities or senior communities. Nothing in this paragraph shall substitute for traffic count, accident, and speed sampling data as appropriate.

The driver of every vehicle shall, consistent with the requirements of this section, drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions.

The Commissioner of Transportation shall cause the erection and maintenance of signs at such points of entrance to the State as are deemed advisable, setting forth the lawful rates of speed, the wording of which shall be within his discretion.

Several Princeton streets have 20 mph limits. How did these come about? Is it possible to reduce speed limits without a speed study?

- F. **Bike Parking:** Return JWMS bike racks, Replace w/ new bike parking fixtures: numbers, locations
– *Equipment for 3 new bike corrals has been ordered. Unfortunately, they are experiencing a lead time of 12-14 weeks due to COVID.*
- G. **Slow Streets** - discussions with NJDOT – *Mayor Lempert and I spoke with the NJDOT Traffic Engineer Jaime Oplinger and Assistant Commissioner Joe Bertoni regarding Slow Streets. They cited the following Title 39 regulation that prohibit the activities espoused in Slow Streets:*

*Title 39:4-34. Pedestrians to cross within crosswalk or at right angles; facing traffic; sidewalks
Where traffic is not controlled and directed either by a police officer or a traffic control signal, pedestrians shall cross the roadway within a crosswalk or, in the absence of a crosswalk, and where not otherwise prohibited, at right angles to the roadway. It shall be unlawful for a pedestrian to cross any highway having roadways separated by a medial barrier, except where provision is made for pedestrian crossing. On all highways where there are no sidewalks or paths provided for pedestrian use, pedestrians shall, when practicable, walk only on the extreme left side of the roadway or its shoulder facing approaching traffic.*

Where sidewalks are provided it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

Princeton may fully close a roadway to all motor vehicle traffic for not more than 48 hours. Jaime offered the assistance of a NJDOT employee if we have additional questions about potential approaches. They mentioned that traffic calming or pavement striping might be employed to help alert drivers.

Finally, David Cohen suggested that PBAC narrow down the list of requests for Deanna so she can focus on accomplishing those, in hopes of an improved our rapport.

- reducing slow street requests
- using only one sign
- no pedestrians in street

7. Bike Blvd Group Ride - Council members, School Board member, University staff, and PBAC members rode the loop to show the bike blvd route

Addressed contacting Dr. G along with principals at middle school and high schools for parents with concerns. Arrange walking school buses, bike trains - community service promotional campaign

Police -inquire about additional crossing guards, need to recruit crossing guards and

8. Meeting adjourned