

Borough of Hightstown
Complete Streets Committee

5/26/2021 – Project Team / Committee Meeting

Meeting Minutes

6:30 pm

Join Zoom Meeting

<https://zoom.us/j/98850756494?pwd=dzB6NHRXTFFIY1c0S2F4QXQ4WDBNdz09>

Meeting ID: 988 5075 6494

Passcode: c7cgGY

One tap mobile

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CALL TO ORDER

STATEMENT: Adequate notice of this meeting has been given in accordance with the Open Public Meetings Act, pursuant to Public Law 1975, Chapter 231. Said notice was provided to the *Trenton Times* and the *Windsor-Hights Herald* and is posted in the Borough Clerk's office.

Borough Clerk's office.

- Roll Call

Member	Attended	Absent
Council Member Joe Cicalese, Chair	X	
Council Member Steve Misiura, Vice-Chair	X	

Beverly Asselstine, Secretary, Planning Board representative	X	
Dave Zaiser, Environmental Commission representative	X	
Brian Clissold		X
Tim Troxler		X

- Approval of Agenda **Approved**
- Approval of Minutes **Request to amend and approve next meeting**

PROJECT TEAM MEETING: Redevelopment Area Circulation Plan

Guests: Mike Dannemiller, Joe Fishinger, Bill Feinberg, George Chin

- **The NV5 team presented 7 analyses they completed using the traffic model.**
 - **Franklin and Main**
 - **Add a right turn lane on Franklin and update signal timing**
 - **Add dedicated pedestrian signal phase and update signal timing**
 - **Add a right turn lane, dedicated pedestrian phase and update signal timing**
 - **Add lead pedestrian interval**
 - **Add a right turn lane, lead pedestrian interval and update signal timing**
 - **Add lead pedestrian interval at Stockton and Main and update signal timing**
 - **Add 4 way stop at Academy and Stockton**
- **Conclusions:**
 - **Adding a right turn lane along Franklin Street to N. Main Street frees up capacity to allow pedestrians more time to cross (LPI or Dedicated Pedestrian Phase)**
 - **Four-Way stop at Stockton Street & Academy Street introduces only minor delay**
- **Discussion of how a right turn lane on Franklin would impact crossing time and indicate need for an island refuge. A refuge would be needed over 60 feet.**
- **Next steps: develop the concepts more fully for right turn lane, other intersections and optimizing intersections for pedestrians so they can be discussed with Council and the Planning Board, determine how much right of way is available for the right turn lane and how much would have to be taken from the northeast corner and eastern edge of Franklin by the shopping center and reach out to Fire Chief for feedback (Steve and Mike to coordinate).**

PUBLIC COMMENT

Members of the public: DeeDee, Meg Chicco, Diane Elkins, Luz Horta

Spoke out in favor of adding new sidewalks and curbs to Stockton Street beyond the current project at Harron and Oak. Discussed current conditions.

Administrator researching budget options for any bonded money that might be available. Committee agreed it would be good to get it done sooner with Borough funding rather than seeking a new grant or funding under Municipal Aid.

NEW BUSINESS:

- **Municipal Aid Application – letter from Borough Engineer**

The three recommended projects were reviewed and discussed. The Committee decided to send questions to the Borough Engineer with a cc to the Borough Administrator so she can share our feedback with Council at the next meeting where this will be discussed.

Communication to Borough Engineer: All three projects are consistent with the conversations we have had for several years on infrastructure and/or the new Mobility Plan. I'm attaching our last annual review of Infrastructure Projects as a reference [included in Oct 2020 meeting minutes].

The Committee is leaning towards the Orchard/Meadow/Clover/South Main project, but we have comments. On South Main the sidewalks should be continuous to the Borough line and fill all gaps. I believe this may go slightly past Leshin Lane. If this project is chosen, it should be the culmination of all the infrastructure work in this part of town and complete our sidewalk network, traffic calming measures, bike routes as appropriate (other than those under County responsibilities). In particular, it should ensure we tie into our goal for safe routes to Hightstown High School.

Maxwell Avenue. This is an important segment of our network and needs to be implemented in coordination with the State. Our questions are:

- 1. Why wasn't the roundabout included at Ward, as described in the Mobility Plan? That intersection is the Borough's responsibility and if we should move forward with this project now or in the future, it should be included in this project as well.**
- 2. We have also talked about the roundabout and Ward Street traffic calming as part of the Peddie Lake Bridge replacement. What's the current thinking on timing for that project? We need to think about being shovel ready with funding when the County does that project.**
- 3. In our last infrastructure project discussion we reviewed the Maxwell / Franklin intersection and discussed the connection to water main work on Franklin, as well as work to add a concrete layer under the asphalt. In that discussion we talked about the added infrastructure work and were leaning towards a 2022 or 2023 time frame. If we separate that work from Maxwell, how do we coordinate? Which comes first and how do we transition through**

phases when both streets can be completed? What does a reasonable timeline look like to achieve all that we want to accomplish in this area?

4. We intend to start outreach with the state later this year to share the Mobility Plan and discuss ways to approach implementation. What are your recommendations on an integrated view for how we want to partner to address this area?

Summit. Can you provide more information on the extent of the work on Summit, other than completing the sidewalk network from the Greenway to Mercer? How does this project impact work that was already done in that area within the last decade?

- Feedback request from Borough Council – Railroad Avenue and Dey Street Project

The Committee discussed and decided to send comments in the same communication to the Borough Engineer and Borough Administrator.

Communication: We've reviewed a number of comment emails submitted by residents and your letter of May 13. We offer the following comments:

1. We agree with sidewalks on Dey and Center and improved crosswalks at Morrison/Outcult, Dey and Center. We recommend the Greenway as pedestrian access along Railroad.
2. The nature of the Greenway should be maintained and pedestrian/bicycle safety should be a priority in the design. The Greenway needs to be more fully integrated into the design of the whole area. Specifically there should be a natural planted buffer to protect pedestrians from traffic on the roadways all along the Greenway, but particularly at the exit from the new Borough Hall and at the intersection of Dey/Center/Railroad.
3. The project needs to coordinate with the Borough Hall project to ensure that there is an overall design that integrates the Borough Hall, Dawes Park and the Greenway. This project should "do no harm" to that broader re-imagining of the whole area as a community gathering place.
4. We see no reason for truck traffic on Railroad Avenue. Any deliveries should be made from Mercer Street. Any trucks would negatively impact the neighborhood and provide a safety issue for pedestrians and bicyclists.
5. We prefer one of two options - two way traffic from exit to Morrison and either no access down Railroad to Dey or only one way access to exit. We should provide options for police, but not facilitate heavier traffic in the area.
6. The conceptual design for Mercer, Academy and Ward in the Mobility Plan should remain an active part of our vision. Your points are well taken in terms of coordination with the State and the need for a more focused traffic study of the area with truck turning radius analysis, etc. These were recommendations in the Mobility Plan as well. For this project now, we should include three crosswalks at Academy and Mercer (on the north and south sides of the intersections across Mercer), as well as across Academy. Our focus should be to ensure the ramps are ADA compliant at this location and that the only

crosswalk across Mercer is not one that goes over a sewer grate. Construction should not preclude a future pedestrian refuge island. Also, the Police recommendation for a flashing beacon is not in conflict with the intersection concept and is a good idea to add now.

- Grant Opportunities: Green Acres and Urban Parks Grant

Bev reviewed these funding opportunities and the short turnaround required. While Green Acres is a matching grant, the Urban Parks Grant can be used as the matching funds. Both would cover right-of-way purchases, for example, for the Greenway extension. Steve suggested that we calendar these grants as they come in, so we have more time to focus on them and plan a strategy. Bev suggested we begin discussions on the right-of-way project. There was discussion of who should be involved and lead the effort.

OLD BUSINESS

- May Bike Month Activities update (Bike event, Street Smart, Speed Study)

Bev reviewed activities so far, including the mayoral proclamation of Pedestrian and Bike Safety Month, reported on the successful bike event at the Brewery and gave an update on the Street Smart program and Speed Study, which was extended for an additional week to monitor South Main Street.

- Mobility Plan Implementation Strategies feedback update

No updates to report.

ADJOURNMENT