

Borough of Hightstown
Complete Streets Committee

8/25/2021 – Project Team / Committee Meeting

Meeting Minutes

6:30 pm

Join Zoom Meeting

<https://us06web.zoom.us/j/87668182277?pwd=K0h6YnNOY3dCbnVjVTMraEIXdTkdz09>

Meeting ID: 876 6818 2277

Passcode: HXwx0Q

One tap mobile

+13126266799,,87668182277#,,,,*072754# US (Chicago)

+16468769923,,87668182277#,,,,*072754# US (New York)

Meeting ID: 876 6818 2277

Passcode: 072754

Find your local number: <https://us06web.zoom.us/j/kccMim5Mwr>

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.

- 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 **Approved**

PROJECT TEAM MEETING: Redevelopment Area Circulation Plan

Guests: Mike Danmiller (NV5), Joe Fishinger (Bright View Engineering), Nick Perrotto (Feinberg Design), George Chin

Reviewed two alternative concepts for Franklin and Main intersection. Key points:

- **The impact of adding the additional right turn lane will be acquisition of some land and a resulting loss of approximately 6 to 8 parking spaces in the shopping center lot. This may impact the number of restaurants that can be located in this shopping center.**
- **The exit from the shopping center directly to Franklin will have to be removed and all traffic will exit to Broad Street. George Chin felt that this was a better design than exists today.**
- **The lead pedestrian interval is challenging with a left turn lane. The all pedestrian crossing option would not have those traffic conflicts. The project team prefers the all pedestrian crossing with all traffic stopped. The addition of the right turn lane offsets the additional time needed for the pedestrian phase at the intersection.**
- **A major high voltage pole would have to be relocated at considerable expense.**
- **The signal control box and signal pole would have to be moved/replaced, also at considerable expense. As part of this change, a more decorative option could be installed for the signal pole.**
- **Decorative downtown street lights would have to be moved.**
- **Bike shared lane markings would be added from Monmouth to Stockton (and beyond through downtown).**
- **The crosswalk across the north side of the intersection could remain as it is, angled to the greenway entrance, or straight across a bit further north. The project team prefers the straight option, since it aligns more closely to the entrance of the future parking garage and the other option would encourage jay-walking to short cut to the garage.**
- **The project team agreed with ensuring all segments of each intersection has a high visibility crosswalk. This includes adding new crosswalks at Franklin and Main on the southern segment and at Stockton and Main on the northern segment.**
- **Next Step: NV5 will prepare a presentation for the September 13 Planning Board Meeting where we will ask that the Board consider adopting the concept plan as part of the Borough Master Plan.**

PUBLIC COMMENT

Members of the public joined to continue the discussion about traffic: Barbara Klapsogearge, Jeff Epstein, Michelle Demak Epstein, Howard Levine.

Key points:

- Trucks continue to be a safety concern.
- Traffic passes on the right in the bike lanes on North Main Street.
- More enforcement needed on North Main to control speeding and improve safety for pedestrians.
- RRFB crosswalk sign needed at Wycoffs Mill Road and North Main Street.
- A speed study should be conducted by the Police on North Main Street.
- The traffic calming measures on Stockton and new crosswalk at the Rogers School is a model to copy on North Main Street. It has been very successful.

NEW BUSINESS

- Safe Routes to School grant application **Bev reported that the grant application was approved by Council for the roundabout at Stockton and Harron and Oak. The application is due in early October.**

OLD BUSINESS

- Traffic discussion continued

Bev reported on follow-up with the County planner on incomplete projects:

Paint

The county will come back and do the pavement markings, probably after Stockton Street is ready for paint because they have a painting contractor in south jersey and it's better to have them come once to Hightstown to do everything. He expects this will be later this year but doesn't have a specific date yet.

This will include adding the crosswalk striping at the five crosswalks that were installed - Three on North Main and two on South Main. And they will correct the crosswalk that was painted in the wrong location on North Main. The additional bike lane markings were not added at the time they did the ones between Sunset and Town Center Drive because there was an open question about whether the Borough would approve the no parking ordinance. They will add those pavement markings this time as well.

There were some issues that came up with the shared road markings on Monmouth and Stockton. There have been concerns about safety elsewhere in the county with these treatments, so they stopped painting them on the pavement for a while. The county is willing to do the shared road markings on Monmouth because it is a road with a 25 mph speed limit. But they would like a letter from the Borough and/or the Borough police Department saying that we commit to enforcing the speed limit in order to keep things safe on that road. A sidenote on this, East Windsor designated Monmouth as a bike route into the Borough when they did their bike lane to keep bikes off Route 33. So, it makes sense to put the pavement markings in place.

On Stockton Street the county became concerned with safety because of the volume of traffic. They have discussed it among themselves and proposed to put a lane diet in place with two 10 foot traffic lines and full bike lanes on both sides of the street. But further discussions with the Borough Engineer determined that the cartway width varies along Stockton and there is not enough room to add the bike lanes consistently. Consequently, the County would like to include Stockton in the letter committing to enforcement of the speed limits and then they will add the shared road pavement markings.

RRFB

Last December the county agreed to add a pedestrian activated flashing crosswalk sign on South Main at Springcrest (RRFB), because of the proximity to Hightstown high school. However when the county engineer retired, it was not on the active project list. It is back on the list and they expect it will be included in the next contract for these installations, which will be anytime within the next two weeks to a couple of months.

The planner did not have any maintenance estimates for these signs in response to the question we received from Public Works if we wanted to install them on some borough roads. He said he was not aware of any maintenance issues and thought it would be primarily labor costs for perhaps switching out a controller if it goes bad. Also, the county Trails Plan (completed last year), estimates that an installation of these signals would be about \$20,000 per intersection. But he said the county has a contract and gets them for \$8000-\$16,000 per intersection, installed. This issue came up when we suggested putting the signals on Wyckoff's Mill Road near the 50+ enchantment community.

Traffic

We also had a general conversation about traffic and he mentioned that during the county review of the East Windsor affordable housing community off of N. Main St. next to the bypass, they required that the developer widen N. Main St. and continue the bike lanes further north.

He also asked if we had ever considered a borough ordinance mandating a maximum 25 mph throughout the borough. He understood that the speed limits over that are on state and county roads, with the exception of Wyckoffs Mill. He discussed again with the Borough Engineer and she is also supportive.

On general schedules, he did admit that is hard to monitor once a job is approved. Each area maintains their own work schedules and there is no consistency. So we just need to keep asking for status updates.

- NJDOT outreach on Mobility Plan and Hightstown Traffic The Committee discussed the need to start planning the NJDOT outreach now that the DVRPC project is nearing completion.**

- Mobility Plan Implementation Strategies feedback update **No new updates.**
- Bicycle and Pedestrian Safety Month Speed Study, next steps **No new updates.**
- Railroad Avenue/Municipal Offices Driveway **Bev reported that the Committee created by Council met and revised the driveway concept, which was presented for final approval.**

ADJOURNMENT