

Borough of Hightstown
Complete Streets Committee

10/27/2021 – Committee Meeting

Meeting Minutes

6:30 pm

Join Zoom Meeting

<https://us06web.zoom.us/j/87898867369?pwd=NzBGN0x0Z3RBWjFZd2ZMY3lqbIpOZz09>

Meeting ID: 878 9886 7369

Passcode: G32ZcK

One tap mobile

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Dial by your location

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Meeting ID: 878 9886 7369

Passcode: 770060

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 (late)	

- Approval of Agenda **Approved**
- Approval of Minutes **Approved**
- NV5 report for Redevelopment Area Circulation Plan
Guests: Dimitri Musing, George Chin, Bill Feinberg

The project team reviewed the draft report from NV5 and agreed with the recommendations as written. Suggestions included enhancing the conclusion section, including moving the visual showing the selected concept into that section from the Appendix. The group agreed that we are ready to share the plan with Council and gather feedback before it is adopted by the Planning Board as part of the Transportation Element of the Master Plan, which will be scheduled for the December meeting.

NEW BUSINESS:

- **AARP Grant Opportunity** The Committee discussed the AARP Community Challenge Grant and agreed that it could be used for improvements on Wyckoff Mills Road, including RRFB crosswalk signals at the entrance to The Enchantment. The next grant cycle opens in February 2022 with an April deadline. A working group (Brian, Bev and Tim) will prepare a proposal for Council along with a request to work with the Borough Purchasing Agent and Borough Engineer to develop an appropriate cost estimate for the grant request. The working group will then work with the Borough Grant Writer to develop the content for the 2022 AARP application once released.

OLD BUSINESS:

- **County Mobility Plan Update** Joe and Bev shared the draft proposal for street segment standard revisions from their discussion with the County Planner. The objective is to increase the right-of-way standards on older streets as redevelopment projects are designed as a means of addressing the goals of more and safer bike and pedestrian facilities throughout older communities in the county. While Hightstown is the type of older community that could benefit from this approach, the limited amount of redevelopment opportunities means that it will not benefit us very much. Steve suggested that we share the Route 33 Corridor study with the County Planner, since that is one area where this may have merit (recognizing that it is a State route).
- **Ward Street Bridge** Bev provided feedback from her discussion with the Engineer working on the Ward Street Bridge plans. They specifically wanted Complete Streets comment on the inclusion of the bike lanes on the bridge and the side path walkway for pedestrians. The discussion included: The Mobility Plan calls for shared road markings (**correction: the Mobility Plan actually calls for advisory bike lanes**) on Ward Street, since there is not enough room for dedicated bike lanes. The bike lanes on the bridge will transition into street segments without dedicated bike lanes. The lanes on the bridge will provide greater safety and options for bike traffic. Alternatives, like adding bike traffic to the side path, have safety

issues related to crossing traffic to get to the side path. The road needs to be weight limited and we need additional traffic calming measures to ensure cars are not emboldened to speed by the wider bridge. The question was raised about whether we could have bollards on the bridge to add more protection for bikes. The Committee agreed unanimously to endorse the plan for two 11 foot wide traffic lanes and two 5 foot wide bike lanes on the bridge, with a separate side-path for pedestrians.

- Mobility Plan one year progress report **Bev reviewed the draft report with the Committee and shared that both the Borough Administrator and Borough Engineer have reviewed and had no comments. A suggestion was made to adjust the statement about Schuyler to more accurately reflect that the work has not been started yet. The one open item is to start engagement with NJ DOT on the Mobility Plan, Redevelopment Area Circulation Plan and truck issues in Hightstown (noted at the end of the report that we ARE engaging with the state). Bev will draft a cover letter for the mayor and provide the report, letter and contact information to the Borough Administrator.**
- Update on County Projects/Discussion with County Engineer **Steve, Bev and Dimitri reported on a meeting with the County Engineer and the Police on a range of safety issues, including primarily North Main Street and Wyckoff Mills Road. The meeting was cordial and productive. Prior to the meeting the county had collected three days of speed, volume and vehicle class radar data on North Main Street (CR 539) and Wyckoff Mills Road during the week of September 27 and October 4 respectively. They summarized their findings in a draft memo that was the basis of the discussion (attached). The conclusion of the analysis: The speeds are posted correctly on these streets. Speeding is more prominent southbound on North Main and westbound on Wyckoff Mills. Extra police enforcement is necessary, especially during early morning hours to keep large vehicles from traveling at excessive speeds. Action steps agreed to were:**

Hightstown	Develop and pass an ordinance saying you cannot overtake and pass on shoulder.
County	Will install signs on North Main compliant with MUTCD standards to not pass on shoulder.
Hightstown	Work with Borough Engineer to mark Wyckoff Mills shoulder at 11 feet and to install RRFB crosswalk signals at The Enchantment as traffic calming and safety measures. Consider and implement any other measures, for example, speed bumps, rumble strips, etc.
County	Committed to 11 foot travel lanes in Hightstown going forward on all county roads as a traffic calming measure. Will support 25 mph limit within Hightstown, including on county roads (Etra).

Hightstown	Add 4 way stop at Cranbury Station Road and Wyckoff Mills Road.
County	Correct crosswalk paint on Stockton at Park Way and Rogers (should be high visibility continental stripe)
Hightstown & County	Hightstown to request in writing that the County install an additional RRFB crosswalk signal on North Main at Wyckoff Mills Road. County would like see the Borough commitment through the fulfillment of other safety measures on Wyckoff Mills Road.
County	Replace faded no parking signs on Monmouth Street
County	Investigate stalled efforts to complete crosswalks on South Main Street, including painting the pavement at two crosswalks installed previously and adding the RRFB signal at Springcrest near Hightstown High School.
County	Review adding bike lanes and/or shoulder line on South Main to further calm traffic.
County	Investigate the creation of pinch points at the gateways to Hightstown (pavement narrowing or curb extensions with bike access) as an additional traffic calming measure.

The county stated we cannot deny access to trucks, since they have a right to local deliveries. The police chief expressed concern that our volumes are high and even though the percent of trucks speeding is low, it is a large number. He further recommended an additional 4 way stop on Summit at Prospect.

North Main St Update/ PUBLIC COMMENT

Guests: Barbara Klapsogorge, Jeff Epstein, Michelle Demak Epstein, Matt Morgan. Comments:

- **County already installed no pass on shoulder sign, but it's not a shoulder.**
- **Better Beginnings pick-up and drop off is a problem since parents park in the bike lane.**
- **A truck accident downtown took down power lines.**
- **A truck accident at North Main and Wyckoff Mills resulted in a car being side-swiped and another being backed into.**
- **Don't believe in speed studies.**
- **Late night truck traffic ramps up.**
- **Future development will create more problems.**
- **Long stretch between traffic lights on North Main.**
- **Need a reduction in trucks.**
- **Parked cars on North Main block view.**
- **Does county know we are separate from East Windsor?**
- **Russian roulette with people's lives.**
- **Better Beginnings is a no parking zone.**

- **No pass on shoulder signs posted before an ordinance is passed. Is that legal?**
- **East Windsor has signs pointing trucks into Hightstown.**
- **Cranbury uses a variable message sign that warns of enforcement. We should vary our messages.**
- **When I reported an accident with no injuries, the police put me on hold for 5 minutes.**
- **County traffic study was only up for 1 and ½ days.**
- **Stripe Wyckoff Mills Road – how does a truck turn without crossing into another lane?**
- **Add a 4 way stop on North Main.**
- **Need enforcement at corner of North Main and Wyckoff Mills in all directions.**
- **Speed monitors are a deterrent.**
- **Can't sleep because of truck traffic.**
- **There's a book on walkable cities; author brought into Princeton as a consultant by the business community. We should hire someone like that.**
- **On street parking calms traffic.**
- **Why can't we have 10 foot lanes?**
- **I know Linda Greenstein and can host a meeting with her.**

Steve repeated that we have been told that we cannot ban trucks and that they have a right to make local deliveries. We need to discuss further with the state. The state is reviewing truck issues and has pending legislation. Bev confirmed research that the bill was passed out of a Senate Committee (Linda Greenstein is a member of that Committee) and is still under review by the state Assembly. The League of Municipalities has comments on the review process in the bill, which is inadequate because it allows municipalities to comment on development in other municipalities through a county review process. Many warehouse developments impacting truck traffic are across county lines and are a regional problem that can't be resolved by a county alone.

Joe mentioned that there is a request for Hightstown to join the Central New Jersey Transportation Forum. Participants include Matt Lawson of the Mercer County Planning Department. He will raise it at the next Council meeting for discussion.

ADJOURNMENT