

Borough of Hightstown
Complete Streets Committee

06/26/2024 – Committee Meeting

Minutes

6:30 pm

Hightstown Library:

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
Steve Misiura, Chair		X
Henry Wang, Vice Chair	X	
Beverly Asselstine, Secretary, Planning Board representative	X	
Council Member Joe Cicalese	X	
Dave Zaiser, Environmental Commission representative	X	
Alex Costantino		X

- Approval of Agenda **Approved**
- Approval of Minutes May 2024 **Approved**

PUBLIC COMMENT

OLD BUSINESS

- Vision Zero **Bev reported that Hightstown plans and studies have been uploaded to the County repository.**
- Master Plan Reexamination **Bev reported that the full draft reexamination report will be reviewed by the Planning Board at the July meeting. Recommendations have been added related to Vision Zero and some general planning best practices. Timeline: post full draft to Borough website in August, notify all boards, commissions and committees that the draft is available for their review.**

NEW BUSINESS

- Improvements to Maxwell Avenue Comments to Engineer/Council **The Committee reviewed the drawings for this project and developed recommendations for Council consideration. See attached comment letter.**
- NJ DOT Application for Municipal Aid Grant FY2025 **The Committee discussed the Borough Engineer's recommendation for the next round of municipal**

aid. Council has already approved the recommendation and authorized the application. The project will include Manlove south of Franklin, Broad Street and Van Rensailier Avenue.

- **DVRPC Expo Program** Matt Zochowski of the Mercer County Planning Department forwarded an email from DVRPC to Joe and Bev concerning an opportunity to submit project ideas for their “Expo Program.” Expo focuses on experimental pop-up projects and tactile urbanism as a way of creating a safer and more pedestrian/bicycle-friendly environment. The Committee discussed previous push-back from Borough Officials on earlier suggestions to leverage Expo and to implement street mural projects. The Committee decided not to pursue this opportunity at this time.
- **Borough Administrator Meeting with DOT Update** Bev and Joe provided an update. DOT plans to repave Route 33 this summer. They will also provide some safety improvements at the intersection of Mercer and Ward. These include: new crosswalk signage on route 33 to alert those turning, high visibility paint on the crosswalk, adding a dotted line turning radius line to guide vehicles through the left turn from the southbound lane where they have better visibility into the crosswalk. DOT will also conduct a lighting study to determine if a street light is needed, but the Borough will have to work with JCP&L to request and pay for any new street light. The Administrator provided DOT with a copy of the Hightstown Mobility Plan and pointed out the concept plan for that intersection, which includes additional improvements.

BOROUGH COUNCIL UPDATE Borough was awarded \$127,000 Mercer at Play grant with a 25% Borough match.

PLANNING BOARD UPDATE Progress continues to be made on the Master Plan Reexamination, with a September target for the Public Hearing.

ADJOURNMENT

2024 Meeting Schedule:

		July 24, 2024	August 28, 2024
September 25, 2024	October 23, 2024	November 20, 2024	December 18, 2023

HIGHTSTOWN COMPLETE STREETS COMMITTEE

To: The Hightstown Borough Council

From: Beverly Asselstine

CC: Mayor Bluth, Borough Engineer, Borough Administrator, Borough Clerk,
Hightstown Complete Streets Committee

Date: 6/27/2024

Re: Municipal Aid Improvements to Maxwell Avenue

The Complete Streets Committee met on June 26, 2024 and the following are the committee's recommendations, consistent with the Mobility Plan amendment to the Hightstown Master Plan:

- No bicycle facilities are currently shown on the plans. The Committee recommends shared road pavement markings and signage along both blocks in the northbound and southbound lanes. See Exhibit A.
- All crosswalks should be high visibility "Continental" striping. Currently traditional standard parallel lines are shown at Ward and Franklin intersections and continental stripes are only at Monmouth. See Exhibit B.
- While we understand that Council approved removing the roundabout recommended in the Mobility Plan, we believe the three crosswalks shown in the Mobility Plan should be included at Ward Street to provide safe passage across all legs of the intersection. All high school students in this part of the Borough are designated walkers to school, so the three crosswalks will discourage cutting across the intersection to save a few steps. The added paint on the pavement will also help calm traffic and promote pedestrian awareness. See Exhibit C.
- The plan calls for a replacement of the speed limit signage in the Monmouth to Franklin block, but there is no speed limit sign in the Franklin to Ward block currently. Both blocks should have posted speed limit signs in both northbound and southbound lanes.
- An assessment needs to be made of strategies to prevent trucks on Maxwell and ultimately on Ward Street, since we do not want trucks traveling across the new Peddie Lake Bridge. Currently signs prohibiting trucks over 3 tons are on Ward west of Maxwell and on Maxwell just off Franklin. The plan calls for those two signs to be replaced. The Committee recommends the following additional changes:
 - Prohibit trucks over 3 tons on Maxwell to Monmouth as well from both directions.
 - Prohibit trucks over 3 tons on Ward east of Maxwell with new signage.
 - Review signage options, since the existing signs are very small and not very visible.
 - Work with the state to add signage to Franklin Street to prohibit turns by trucks over 3 tons off Franklin onto Maxwell in either direction. The most effective location would be to post these signs on the traffic light beams across the roadway.

Dave Zaiser will provide additional feedback on the street tree recommendations separately. Thank you for your consideration of our recommendations. As always, please let us know if you have any questions.

Exhibit A

BICYCLE NETWORK IMPROVEMENTS

SHARED LANES

GENERAL CONSIDERATIONS

- Requires posted speed limit of 25 MPH or less.
- Not ideal for high volume roadways.
- Does not dedicate exclusive use for bicyclists.

TYPICAL APPLICATIONS / DESIGN STANDARDS

- When adjacent to parking, shared-lane markings should be placed a minimum of 11 feet from curb (4 feet without parking).
- The preferred placement of a shared-lane marking is at the center of the travel lane.



Source: NJ Complete Streets Design Guide

BENEFITS

- Indicates the most appropriate and safe location to ride with respect to parked cars and moving traffic.
- Reinforces the legitimacy of bicycle traffic on the street.
- Requires no restrictions on parking.
- Can be used to fill gaps in bicycle network.



Exhibit B



Crosswalk Design

Marked crossings are a critical component of a Complete Street. Crosswalks delineate a clear path for pedestrians, connecting sidewalk segments to create a complete pedestrian network and a more walkable environment. Effective crosswalk striping improves pedestrian safety, enhances visibility of the crossing to motorists, improves motorist awareness and creates an expectation of potential pedestrian activity, and indicates to pedestrians a preferred crossing location.

Striping design can significantly impact the visibility of a crosswalk. Transverse striping, typically a pair of parallel lines oriented perpendicular to the driver, has a very limited visual profile to motorists. Conversely, longitudinal striping (often referred to as "continental" striping) is oriented parallel to motor vehicle travel, which significantly improves the visibility of the crossing to motorists. On low volume and low speed roadways, crosswalk striping alone is often sufficient. However, on higher volume and higher speed roadways, additional pedestrian treatments are recommended to enhance the crossing and supplement crosswalk striping.

Types of Crosswalk Designs

Standard



Ladder



Continental



Standard crosswalk striping, shown at top, often has very poor visibility to motorists, particularly on higher-speed roadways or where the striping has faded. Ladder or Continental striping is preferable in most situations because it significantly improves the visibility of the crossing to motorists and maintains this visibility better as it ages.

Exhibit C

