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PRINCETON FUTURE

COMMUNITY INPUT OPEN MEETING #5, NOVEMBER 12, 2022

NO ONE KNOWS THE COMMUNITY BETTER THAN THE PEOPLE WHO LIVE, WORK AND PLAY HERE! YOU CAN PROVIDE VALUABLE KNOWLEDGE. WE INVITE YOU TO HELP US TO SET THE AGENDAS OF OUR UPCOMING SERIES OF COMMUNITY LISTENING SESSIONS BY SHARING YOUR THOUGHTS TODAY.

MOBILITY & CIRCULATION

- Traffic Speed, Congestion & Traffic Circles
- Transit Loops & Stops
- Pedestrian Network: Paths & Trails
- The Primary Bicycle Network
- On-Demand Transit in Areas not served by 'The Loop'
- Mixed-use Parking



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Fostering a Participator Democracy

Mobility and Circulation Workshop and Listening Session

Mobility Ideas Worth Documenting

Anton "tony" Nelessen
Professor Emeritus of Urban Planning, Design and Visioning

November 12, 2022

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RICHARD K. REIN, MEMBER OF THE BOARD OF DIRECTORS, PRINCETON FUTURE.

WELCOME

Good morning and welcome to Princeton Theological Seminary. We appreciate our very nice, new venue! Rumors of the Seminary's demolition have been exaggerated! So, here we are. My name is Richard Rein. I'd like to keep the talk to a minimum. **Our job today is to listen** and to elevate our discussion of Mobility and Circulation. The rewrite of the Community Master Plan is underway, as some of you know. At the Master Plan Steering Committee meeting last Thursday, some of the early findings of the Visioning Survey were mentioned:

Q: What do you like most about living in Princeton?

A: #1. The ability to walk.

Q: What do you find most challenging about living in Princeton?

A #1: The high cost of living

A #2: Traffic congestion

Q: What are the top issues the Master Plan should address?

A: Improving safety for pedestrians and cyclists

Q: When you think of new development, what concerns come to mind?

A: #1. Parking, Congestion, Traffic, Circulation.

In short, the timing for this exercise is excellent.

I'd like to quickly introduce other members of Princeton Future in the room. Sheldon Sturges, our Executive Director; Katherine Kish, our Secretary, Emma Brigaud, Tony Nelessen and Marina Rubina.

Many professional studies have been done and are being done. Today, we want to allow people to show us where and how they think mobility and circulation would occur in and around our town.



ANTON NELESSEN, MEMBER OF THE BOARD OF DIRECTORS, PRINCETON FUTURE.

Good morning, everyone.

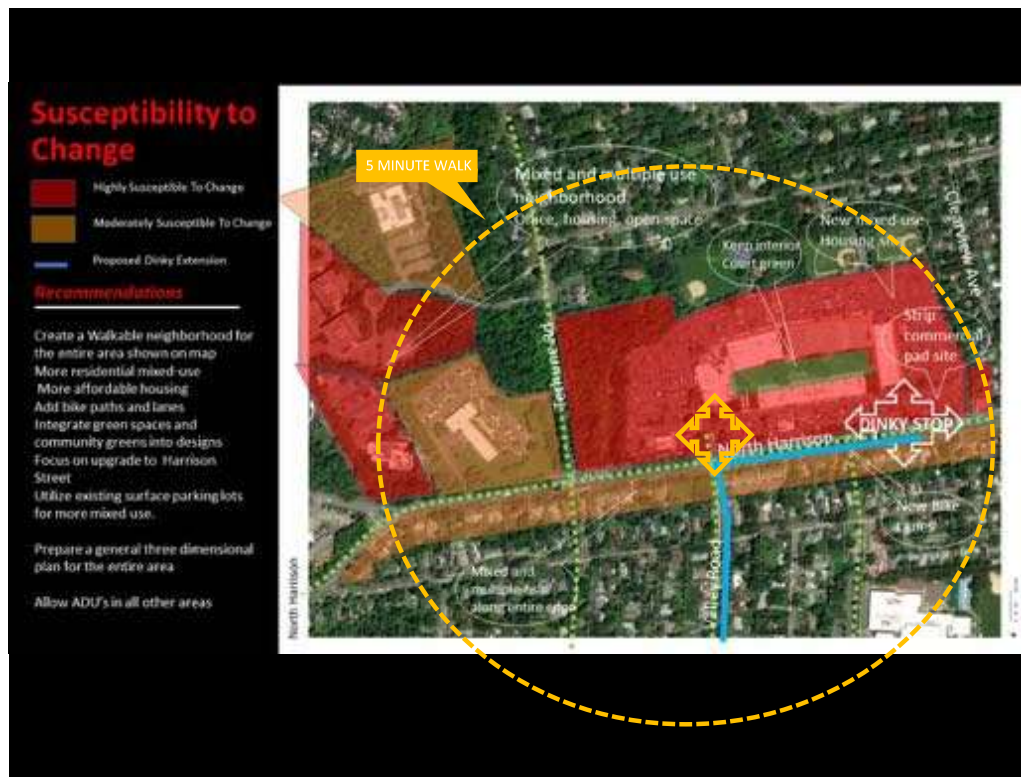
This morning, we are going to have a workshop that is deals primarily with **mobility and circulation** as it impacts the town of Princeton. There have been many professional studies that have been done over the years for Princeton, but today we want to allow all of the people here to show us where and how you think mobility & circulation can occur in the foreseeable future, in and around our town of Princeton. From the 400 workshops that I have done all over the country, I fundamentally believe that no one knows a community

better than those who live and work here. You are the people who who care about this community and are really concerned about its future. This was demonstrated most recently in the Princeton Future workshop we did last spring. We asked you on April 30, 2022: **"What are the areas that are susceptible to change?"**. A relatively large group of people met in the Community Room of the Princeton Public Library and worked on a series of seven maps that had specific areas of the town. We asked you to determine what areas would be highly susceptible to change in the future. *"Highly susceptible to change"* means *"Something different will occur than what is there now"*. And we asked those residents who were present to do just that, by marking areas with a **red** crayon with "high susceptibility to change"... and, **orange** with "moderate susceptibility to change". We also asked participants to mark areas as **yellow** for "low susceptibility to change" and **green** for "no susceptibility to change". The thing that was interesting...after we looked at all the maps, very few people used the green marker for "no change" or, the yellow, for "perhaps some change". Almost everybody focused on the red [highly susceptible to change] and the orange [for moderately susceptible to change].

One of the things we're going to talk about today is within the context of that susceptibility to change conversation: **Where we would you locate future transit facilities and stops?** And, **How much of the town would actually be covered by that?** I mean **How many people could walk within a five-minute walking distance to an actual transit stop of some kind?**

The 5-Minute Walk is the DNA of Transit Planning.

If there was a Dinky Stop at the Shopping Center, how many people would walk to it?



Now, obviously, **town master planning provides the framework on which all development occurs.** And **streets** are the MOST fundamental component of all infrastructure, our most important public spaces. All mobility runs along streets and all land uses are located on streets. So, it becomes extraordinarily important that we all understand where and how future development is actually going to occur. And, **What will that transportation system need to become?** It is really clear that it needs to be **multimodal**. There needs to be a **Multimodal Master Plan**. One that enhances our future. As our plan becomes more finalized and implemented, **Princeton will need a new Zoning Code** that will allow the new transportation system to be built.

So many separate studies have been done, but what I'm suggesting is that **we need to have a holistic overlay of all the available mobility networks.**

BUT...

There needs to be agreed upon framework-
a Multi-modal Mobility Master Plan which enhances existing and future urbanism, complemented with a **new zoning code** to allow it to be built without variances and legal challenges.

Not separate studies but overlaid into a holistic network



Graphic supplies for today's
MOBILITY WORKSHOP

The image shows a collection of graphic supplies laid out on an aerial photograph of a city. A large roll of white tracing paper is unrolled across the top. A set of 10 colored markers is in the center, and two yellow pencils are to the right. In the bottom left, a white circle template is placed over a portion of the aerial photo. The background is a detailed aerial view of a city grid with green spaces and a river.

- 1- Aerial Photograph at 1"=500 feet
- 2- # 2Pencils
- 1- Set of 10 colored markers
- 2- Circle templates 5 minute walk from center
- 1- Tracing paper overlay

Now, for today's workshop. You have on your tables, a **high-resolution photograph** of the town with all of the street names on it. You have **two number two pencils**. You have a **set of colored markers**. You have a **circle template** [both the negative and positive circle templates]. These demonstrate **the five-minute walking distance to a point**. There will be a series of **tracing paper overlays** onto which your information will be transcribed.



Just to orient you to the base map here, you can see the university...you can see Nassau Street, North Harrison and Witherspoon are on here. One of the first things that we want to do is to orient people to the actual map itself. Through the course of this workshop, **we are going to ask you 11 questions. You will need to give a graphic response.** I assume that once we ask the question, you will talk among the group of

people who are at your table. We would really like to have you all agree to graphically transpose your answers directly to the map. And once that's complete, after the workshop, we will synthesize all this into a series of individual graphic notations which we will then present back in a presentation called "Did we get it right now?". The agenda for today is to probe **traffic speed, congestion and potential locations for traffic circles**. Following that will be a discussion on **where we should have transit loops. Where future stops should be located...** and what are appropriate walking distances for connecting to them. Next is the **pedestrian network**: our sidewalks, trails and paths. One of the things we would like to probe is whether or not Witherspoon Street is appropriate as a **green spine**.

Agenda Mobility and Circulation Workshop

- 9:10 To 9:30 Introduction and Your Location
- 9:30 to 9:45 Traffic speed, Congestion and Traffic Circles
- 9:45 To 10:15 Transit Loops, Stops and Walking Distances
- 10:15 To 10:45 The Pedestrian Network, Trails And Paths – The Green Spine
- 10:45 To 11:00 The Primary Bike Network
- 11:00 To 11:20 On-demand Transit And Stops
For The Remainder Of The Town
- 11:20 to 11:40 Potential Mixed-use Parking Locations
- 11:40 To 12:00 Review Synthesis/Presentations Of Mobility Concepts Prepared By Participants

Then, we will ask: "**What should be the primary bike network** here in town?". Following that will be a presentation of **On Demand transit** and stops for any area beyond the walking distance of the transit loop. How can we serve the rest of the town by transit? The next part of the workshop will be: "**Where would you locate potential mixed-use parking locations?** These would be buildings which would be built and would be able to be converted at some point in the future from its parking use to some other use, whether that's housing or offices or agriculture use. And, the last part will probably be the most interesting: To go from group to group here [I think we have 10 groups] to **present your findings in terms of your concepts**.

#1.

Now, the first thing is question number one of the 11 questions: On the aerial photograph, use the pencil and **mark with a small square the location of where you live** or where you have your business. After you finish that, is the statement for your consideration: "Currently **Princeton is primarily auto dependent** and it has insufficient local parking." And, many people think that we have more than enough parking! But, the fact is, *it depends upon where it is*. A PF transportation study of 2014 had a couple of interesting conclusions: it is not yet feasible to limit car dependency and parking. 180,000 + motor vehicle trips pass through our streets. And, yet, there is a desire for a less car-oriented downtown.

These are the issues that we will tackle and discuss together... and we'll graphically notate them during the course of this workshop. It is really not yet feasible to limit car dependency and parking because we do not have a complete transit system in place. Now, it's clear that Americans have been dependent upon the automobile now for more than

100 years. The astonishing fact is that the majority of these five passenger six passenger cars are only carrying one person. Every one of those cars, if they come to downtown, needs to park someplace. When I started driving gasoline was 25 cents a gallon. The recent high reached a little bit over \$5 a gallon, and higher in other portions of the of the country.

#2
&
#3

So, questions number 2 and 3 are important as starting points. Using a black marker: **"Where do you think there's excessive speed and noise?"** Please portray that as a dashed line. Then, put an X on those intersections that you think have the most traffic congestion. This will give us a good idea of the sections of streets and the intersections that should be focused on at some point in the future. [Princeton has now built several of these **traffic circles**. Again, using the black marker, make a small circle where you would locate any new traffic circles?

#4

Civic Park Area

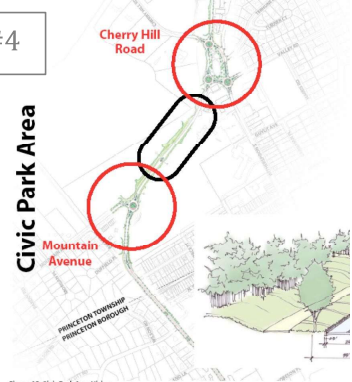


Figure 15: Civic Park Area Vision

Civic Park Area
The Vision Plan proposes replacing the existing right-hand and signalized intersection at the Mountain Avenue intersection with a roundabout. The proposed roundabout would make pedestrian crossings safer and reduce speeding, create additional park land, and improve the intersection's overall aesthetics.

The plan creates for this area a roadway cross-section with a 24-foot curb-to-curb median width. A pedestrian-scaled median width would be created along the median between Mountain Avenue and Valley Road where the park berm is at its lowest point, a good place for pedestrians to cross between the "active park" on the west side of Route 206 and the "passive park" along the east side of the road. The median edge would be created with a lateral shift. Raising the roadway elevation through this section would not only highlight the pedestrian crossing and better connect the parks, it would also provide visual interest as it breaks up the visual continuity of the curve in the road; the current configuration encourages speeding.

The signalized intersection at Cherry Hill Road would be replaced with a roundabout, as would the two un-signalized intersections along Valley Road at Route 206 and Witherspoon Street. Mount Lucas Road and Terhune Road would remain T-intersections with Witherspoon Street between the proposed roundabouts. Whereas multiple turning restrictions exist today at these intersections, the proposed roundabouts would allow all of the turning movements at each intersection. This configuration would also create a civic space in the large center island.



Figure 16: Mountain Avenue Intersection Improvements



Figure 17: Key Intersection Improvements with New Civic Space

NJ DOT '206 Study'

In-Town Residential Area
A cross-section was developed for this area to reflect its in-town residential nature. The median in this section maintains its current curb-to-curb street width of 33 feet. The sidewalk crown would be made continuous, the plan calls for building more existing curb-to-curb on the east on the west side of Mount Lucas and permit construction of the new sidewalk.

The plan proposes five road-block pedestrian edges with concrete sidewalks between Nassau Street and Mountain Avenue. These sidewalks would have concrete pedestrian crossings to the street level at street gut, and at the same time would encourage drivers to slow down by creating a sense of enclosure. Median edges along the east Lane would also prevent vehicles from using the center left-turn lane to overtake other vehicles illegally. Finally, these edges would prevent "highway maneuvers" by encouraging drivers to look at rear and middle distance in opposition to the full height of the street.

The plan proposes a landscaped median island just south of Braden Street as a way of making a transition from the two-lane section being the roundabout to a three-lane section. The island would also serve to calm traffic.

The plan proposes a landscaped pedestrian edge island through the curve just north of Beth Street. In addition to accommodating pedestrian crossings, this island would remove the speed line around the curve by preventing motorists from weaving within the lane. An island in this location would also provide space for an open station area. Provision through for vehicle turning south of Route 206.



Figure 18: Landscaped Median with Pedestrian Edge Area



Figure 19: Jefferson Road Roundabout



Figure 20: Ewing Street Roundabout

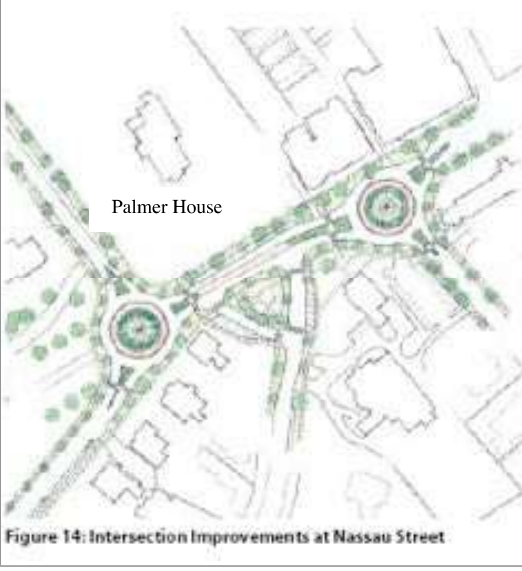


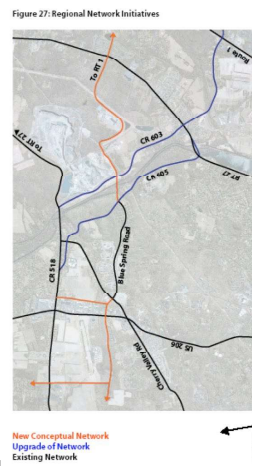
Figure 14: Intersection Improvements at Nassau Street

Related Regional Initiatives
To Princeton Borough and Township, the overall CJTF program has important relevance on decisions to advance regional mobility, manage growth and address network needs. Two forum activity areas important for future performance of the Vision Plan are:

- The *Route 1 Bus Rapid Transit Study* is investigating a high level bus system aimed at providing rapid transit alternatives for the region and modifying auto travel patterns and characteristics. This is a multi-year task.
- The *Route 1 Smart Growth Study*, sponsored by NJDOT, is investigating the regional economy, land use and the transportation framework, with the objective of developing a balanced plan and guide for land use and transportation decision-making. This study is in the first year of a multi-year effort. Major investment in new transportation initiatives, particularly along Route 1, will likely not advance until this study is complete. The study took a collective review of the economic structure and transportation systems, and reconfirmed the poor east-west access conditions in the Princeton area. The Borough and Township should monitor activities, maintain active participation, voice opinions on "east-west" issues and advocate for regional solutions.

The goals of the Vision Plan will be strengthened by enhancing the regional network. Alternative access to Route 27, Route 1 and additional connections across the Millstone River are important potential components to the regional network. Although outside of Princeton Borough and Township, the figure at right shows potential conceptual opportunities to add network and upgrades that provide regional capacity to Central Jersey.

Regional Actions to Support the Vision Plan
NJDOT Desirable Typical Section
The NJDOT State Highway Access Management Code, Administrative Code



#5

21ST CENTURY SUSTAINABLE PLANNING **TRANSIT OPPORTUNITIES**

You can put away your black marker, now. I want to talk about Transit Opportunities. 13,000 are candidates for expanded transit: the minimum # of people that need transit. Wow!

Princeton Master Plan Circulation Goal

“Provide more public and private transit options for commuter’s, residents and visitors in order to help reduce traffic on our streets.”

“Nearly 13,000 people are candidates for expanded local transit.”


2014 Princeton Traffic and Transportation Committee

21ST CENTURY SUSTAINABLE PLANNING

Cars and parking

Unfortunately current conditions in downtown Princeton are currently primarily dependent on cars and insufficient local parking

“It is not yet feasible to limit cars dependency and parking”
“180,345 motor vehicle trips pass through our streets”
There is a desire for a “less car oriented downtown”



2014 Princeton Traffic and Transportation Committee

GROWING PRESSURES

as the town evolves, inflation continues and environmental sustainability becomes more critical.

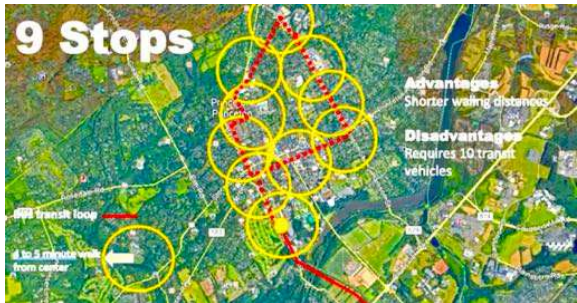
1. More cars (Electric) → More parking demand
2. Additional transit options. NJT → Less parking
3. Greater pedestrian priority. → Less parking
4. Bicycle utilization → Less traffic and parking
5. On-demand transit → Less traffic and parking

If we install additional transit options. There's going to be less parking. If we create **greater pedestrian priority**, there's going to be less parking. Using myself, as an example, I used to have two cars. I donated one. So, I walked here this morning. We're going to have one car. Now, **bicycle utilization**, less traffic and parking. **On demand** transit is an additional concept that I want to introduce to you: **Less Traffic and Parking**. But the key is that **there must be multimodal options for everybody** to do it. Now. Here's an interesting one.

Local NJ Transit Bus Lines and Stops



What might be:



Here are the local transit **bus lines and stops**. The circle template that you have on your table is **the basic notion people will walk five minutes**. Beyond those five minutes, it's generally understood they will automatically default to a bike or a scooter or anything else. That they will walk those five minutes is fundamentally the basic **DNA of planning**.



Now if you look at this map and the two big orange circles out of the Dinky station and the Junction station, can you tell me in your own mind, where the bus & rail lines actually go? And what they connect to? You can't do it.



Now, it even gets to be more complicated. This one is a very interesting field for graphically.



This is the Princeton University Bus System map. You will notice very little of the system expands into the town. And in fact, you can stop at Wegmans and Trader Joe's and Whole Foods but you can't go to McCafferys. [Q: I think they changed that? A: This is the latest one that I got. This is came directly off of their website.] But you can see it goes up in Nassau Street and comes back down. Can you follow around the yellow line? Do you remember where it is? Could you remember where the purple line is? And, where the blue line is? What you will remember is that there are lots of buses on Washington Street. PU has an incredible fleet of buses and they're going to go electric. The university is doing some remarkable things in

terms of transportation, of that there is absolutely no doubt...But it just ignores the rest of town. Now, here's something that I think you all know. [Tony shows a video he shot of many large buses going down Nassau St. empty.]



A BARRAGE OF EMPTY BUSES

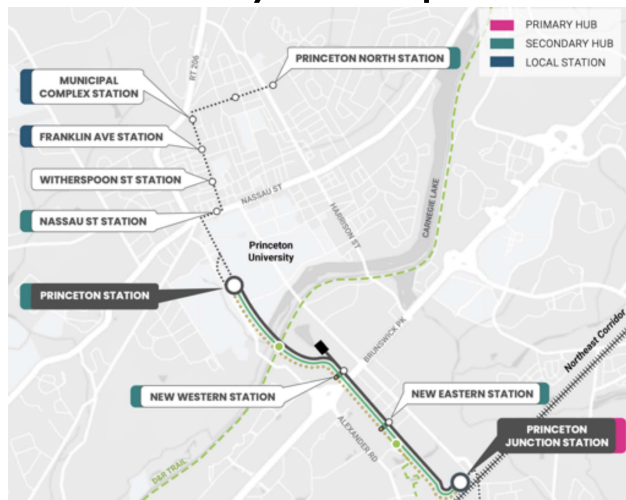


The big question for me is, why are there so many empty buses? They're all empty. All of these buses are going through town and they're all empty. 54-passenger buses and a driver. It's not just the university. It's almost all of the buses. IAS Buses, Seminary Buses, Tenacre Buses, School Buses, even COACH & many unmarked tourist buses. The only ones that seems to be somewhat successful in carrying people are the New Jersey Transit buses. My question is, as I sat there taking these videos: **"Wouldn't it be incredible if there could be a coordinated concentration of these underutilized buses for the benefit of the entire town? Wouldn't that be absolutely incredible?"**

Now if you look at what we have available, we have the Dinky upgrade. That's hot, right? We have the university buses, we have NJDOT buses, we have school buses, we have on demand transit, we got taxis and we got Ubers. Now **what we need is somebody to coordinate all that stuff.**

Now that's part of today's workshop, to see how all of these systems might overlay on each other to actually create **a holistic network.** That's all I want to do. I and Princeton Future would really like to see in the future what that network can become. There is a big controversy. People want to want to save the Dinky. Well, I'll tell you I took the Dinky last week to go to a lecture at Rutgers. As I returned, on the platform, the conductor said *"All aboard for Princeton University"*. Not all aboard for Princeton and Princeton University. I'm going to show you the graphics, they blew me away. But now there's all sorts of incredible options which are out there which NJDOT is proposing. All are quite remarkable.

Editor's note: 2 days after this presentation, NJDOT released this map, choosing option #1:



"The final report also includes another very important consideration: cost estimates. Reconstruction of the rail line for light rail is estimated to cost \$100m. The adjacent pedestrian/bikeway would require a further \$45m, for a total of \$190 m. The cost of buying and operating new light rail cars and buses would depend on the frequency of service. Two options were considered. 'Option A' would have buses running along the Dinky corridor every 5-9 mins, and light rail every 15-30 mins."

- Walkable Princeton

The question for me and for you is: **should there be alternative routes to this system?**



PEOPLE WILL WALK 5 TO MAX OF 10 MINUTES IF WALKING IS PLEASANT AND THERE IS LITTLE OR NO WAIT

The 5 minute walk IS THE DNA OF PLANNING

Could we take the \$80-\$100m and say to NJ DOT "Listen, we love your system. We would like to see more people serviced so I'm going to ask you to think about this. The thing is very clear. Every place on which I have worked: **You've got to talk about smaller buses.**



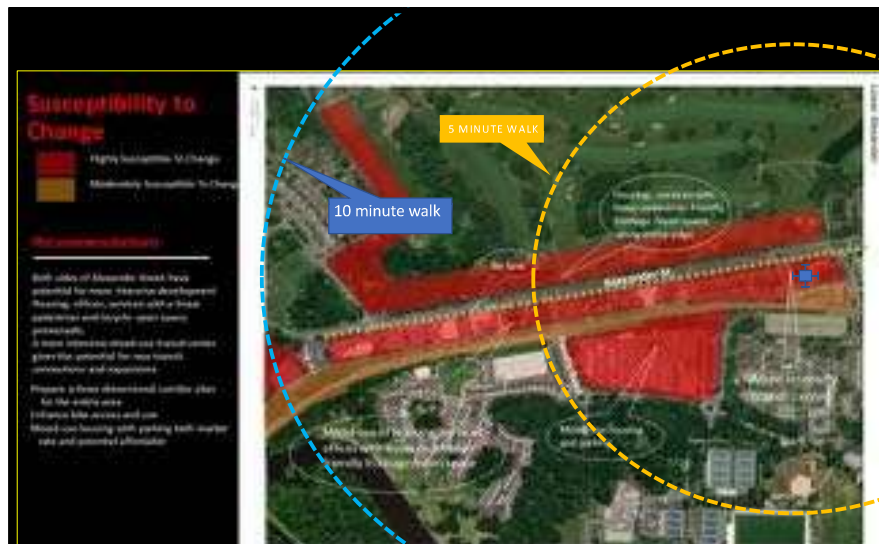
Fundamental ONE

Transit stops should be located an optimum 2 to 5 minute walking distances from the highest concentration of people, activities including shopping and schools. This translates in approximately 1,500 feet distance

Origin to Transit Stop ←

Beyond the five-minute walk, people typically revert to using their car.

These big behemoths going through town just doesn't make any sense. And they're not sexy. Nobody wants to get in those big buses. But if you start to do the research, or maybe you look at the new little buses, Germany and Sweden and all the rest, they're cool. They're interesting. They're easy to get on.





"In the history of trolleys, you have tracks: a way for people to understand where it is going. There is technology out there now where the electricity is 'carried in' the painted orange line"



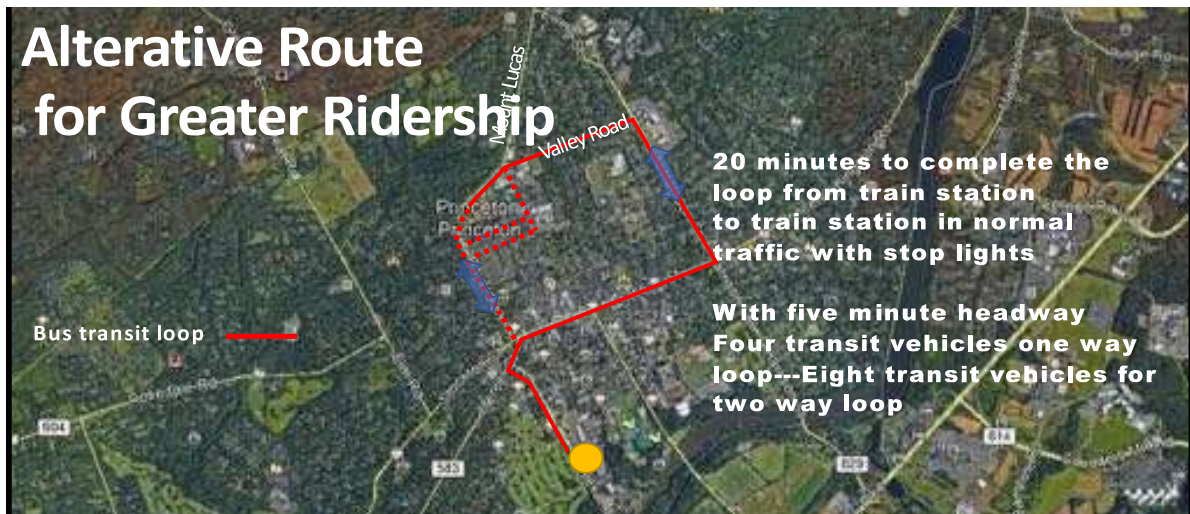
Locate with a **BLUE** dot where you would put the bus shelters. Then, place your Circle Template over the center of the dot. Then, pick up your **YELLOW** marker, draw around the edge of the circle to demonstrate the five-minute walking distance.

They're a low stepper. You can see a lot of people going through it and they go round and round and round and round and round. At some point, they could be autonomously called.

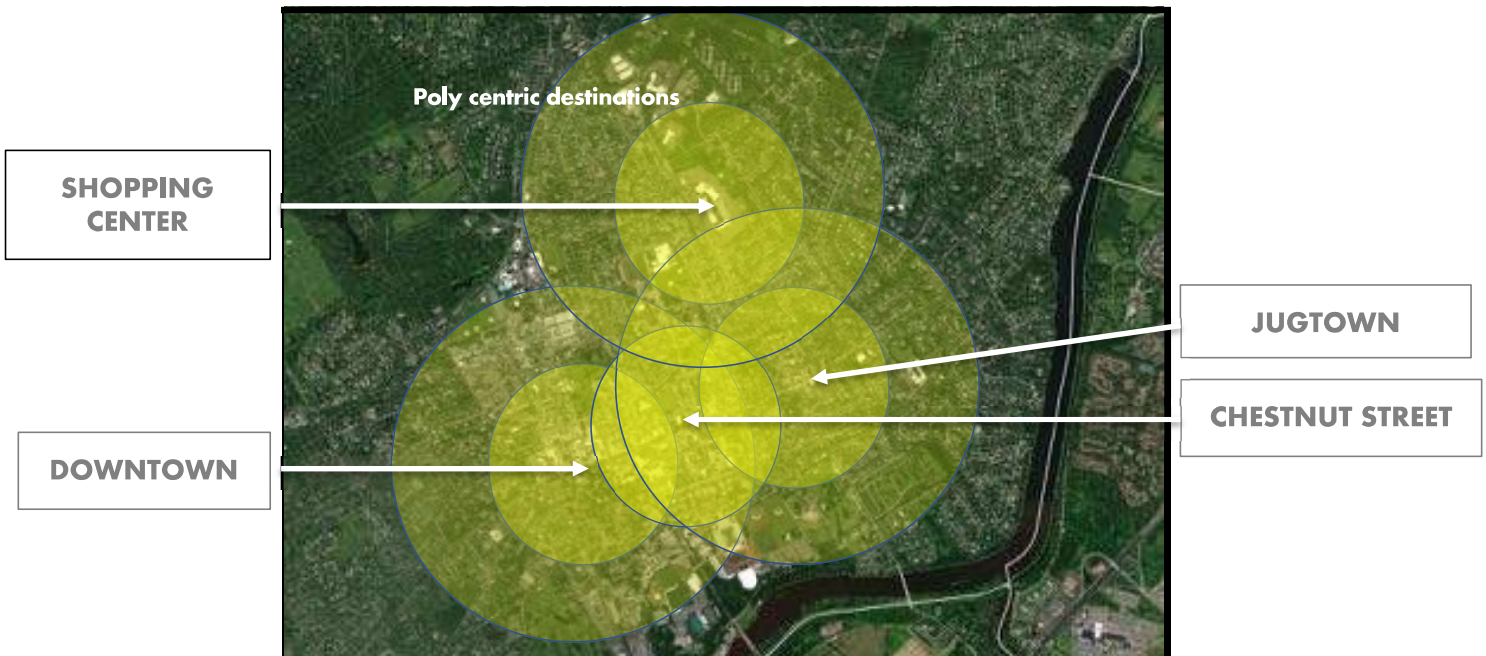
So, here's my most important question. Let's assume we have electric buses from the station to the town in some form or another.

If you took your red marker, where would you put the line?

Now, there's two parts to this thing. One, a red marker and two, the yellow marker. The first one is, okay, let's have the five-minute walk and let me just show you this. There's your five-minute walk... and, the second, here's your 10- minute walk. The professionals are telling me now that people with sustainability concerns are starting to walk a little bit farther. If you have a decent sidewalk, and a safe place to walk, they will walk a little bit more than five minutes.



But, you know this town is not a single place. It's polycentric. So, you have **The Downtown***. Up 'high' [in the north], you have **The Shopping Center** [which is growing]... and, then, you've got **Jugtown*** in the East ... and then you have **Chestnut*/Nassau Street**. You have a polycentric town of 3 spots + the Downtown Center. [* Three of these circles are not served by New Jersey Transit's proposed line.]



Now, you put the **ten-minute walking circle** on this design, and you start to see if we could serve these areas. **We could absolutely serve an extraordinary number of people that would be very close to a transit system if we did a loop around the downtown.**

Now, here's the thought and, again, pushing it, but
it's up to you to decide where it's going to go.

What would happen if we took that loop and send it around? Where would you put the loop? Take your **red** marker and figure out... from the Dinky Train Station, draw right on that tracing paper where you think you should go. I'll give you about 10 minutes to do that. Just try to figure that out.



Students don't want to go right down the street. Money is expensive physically right awesome alright, now the next part of this thing is assuming that you met your red line drawn in some form or another.

Now the question is **take your circle templates** that you have on your desk. There. Let me just show you a couple of a couple of things in the story. This is where we left off. Now. This young lady I talked to here in the middle of the table was saying, *"Well, you have a bus system. You know it's going to stop traffic and it's going to be delayed and what have you!"*



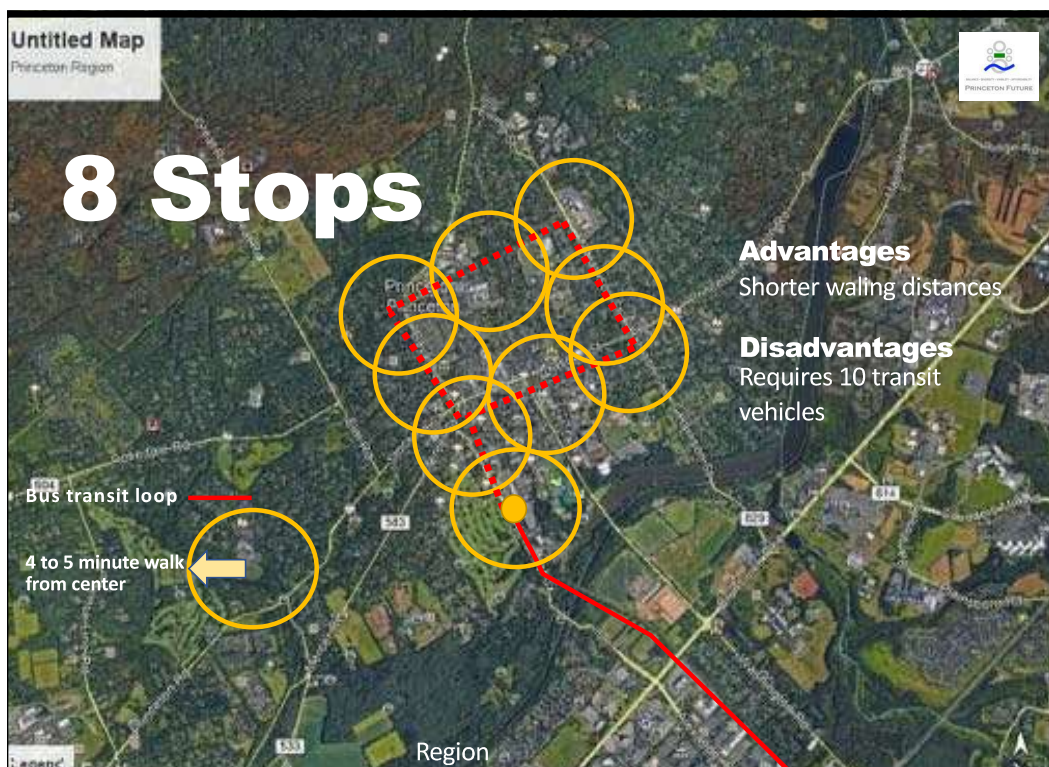
Now, a 20-minute route that I did. I went through all the traffic and tried to do it. I stopped at all of the stop signs... that was all of the stop lights... all the corners... all the people pulling out... There will obviously be some delay, depending on where you put the stops. Now, here is a set of maps:

Here's the first one. It says if you did this loop: Nassau Street to North Harrison to Valley Rd, and there's a double flip on to the two little and birch. Here's what six stops will look like.

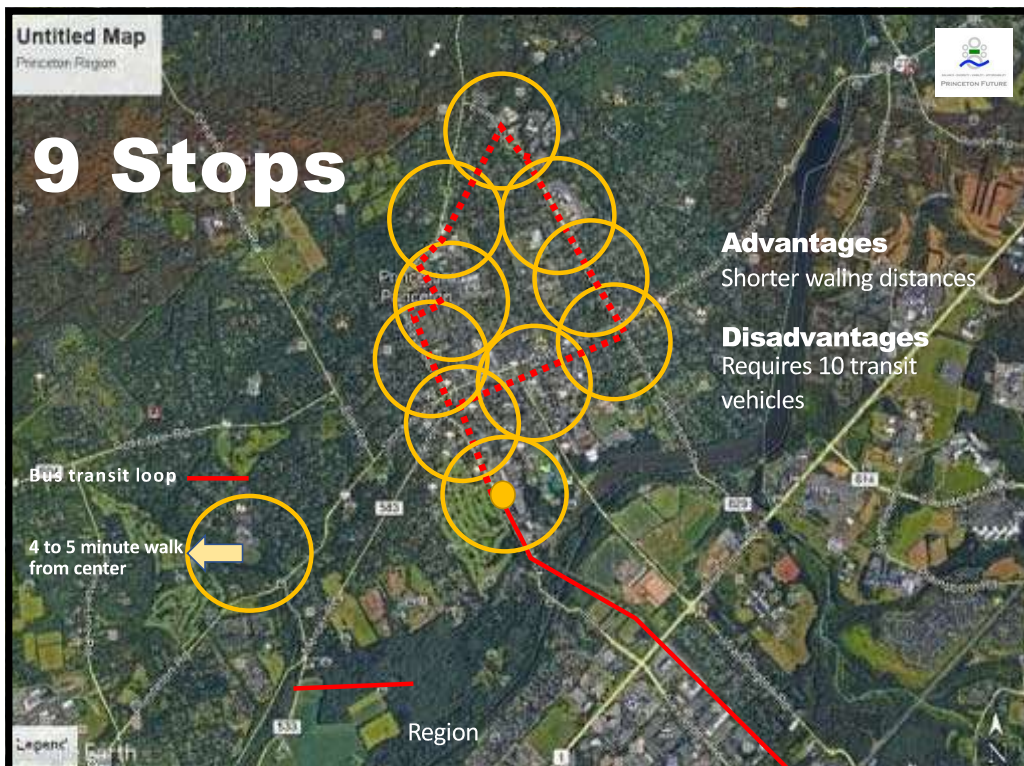


At this particular point, you've got a certain percentage of time which is covered by that five-minute walk.

The next one is what happens if you have **eight stops**, more people will become involved because you've expanded the actual length of the system.



But now if you look at North Harrison, and I don't know how many of you do it, but I've got several doctors who are up in that little group. Up at the top. That is a very popular place. What happens if we have **nine stops**? Let us extend it all the way up to 601 Ewing/Redding Circle. And, then, we'd come back down the hill. Nine stops. Nine stops.



Now, the disadvantage of this is that the bigger the loop, the more buses are going to be required. Two ways. That would be five buses going one direction and five buses going the other direction. It has to be every ten minutes. The wait can't be longer than 10 minutes.

The problem here is you never know **what** bus...**when** it's going... **to where** it's going...and **when it's going to come back**. Now I used to commute to Rutgers, right. I didn't take the train. I took the bus. It left Princeton right on time, absolutely no problem whatsoever. I sometimes had to wait an hour and a half for that bus to come back. No signs. There was no nothing. Now, technology has improved significantly. We can now track these buses. We know where they are. We know when they're going to come and when they're going to stop.



The bus system of Tbilisi, Georgia has these signs at every stop to tell you the bus number and how many minutes and seconds it will be until each bus arrives.

When you think about these loops, you could modify it however you want. This seems to me to be the one [and this is just a personal observation] that would serve the largest number of people in the town, over a long period of time. Now, what is interesting about this is that it was done in the last workshop [Areas that are Susceptible to Change: When NJ Transit put the Dinky Station by the golf course: **Very few are served within a 5-minute walk!** A stop more than five minutes away, people are going to default to something else. That's the question. It has to be within that five-minute walking distance.

Now, here the question is that that little marker that you have that basic DNA at five-minute walking distance is what you have on your on your, on your on your table, and you have to have a negative and a positive. Now one of the things that's important is, not only do you need the stops, but **you need to have information** and you need to have a decent bus stop. Here are pictures of some that have an infrared heater run through the wintertime. And you can have an information system on it. They have a glass roof so that you feel that you're in a place, and that place is really something to be celebrated, and that's something that you have cited.

So here's what I'd like you to do. I'd like you to take a **Blue** Magic Marker, put a dot where you think the stops should be and then circle it around with a yellow in terms of a five minute walk.

Okay, now I want to move on to the next overlay. And this is the question of the pedestrian.

#6



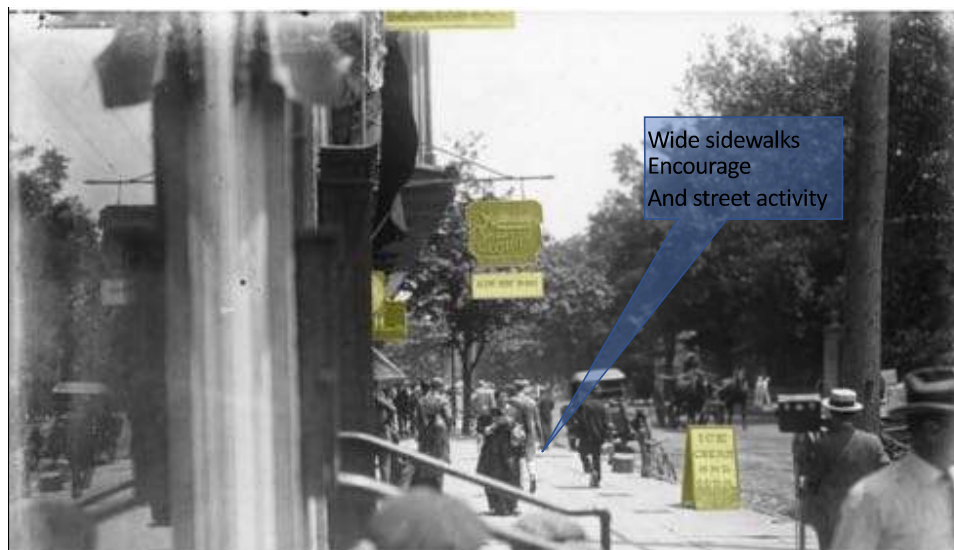
SUSTAINABLE PLANNING FOR THE 21ST CENTURY

The Pedestrian Realm

Enhance and Expand
Promote walking, wider sidewalks, bicycling and scooters



Now, there's been a lot of discussion about the pedestrian overlay. I mean, it's just everybody wants the place to become more friendly to pedestrians. Historically Nassau Street has had large 18 ft sidewalks. This is a foto of 1910:





Princeton Future participants put forward the plan for Hinds Plaza in 2001

This, I think, is the big question.

Where should a second pedestrian path be?



What do we do? Where do we do it? I've spent a lot of time in Europe. Toulouse, France, is my favorite city of all time. It has **30 miles of shared streets**: that means little streets in the middle and the two big sidewalks on the side. Clearly, here at Nassau & Witherspoon we have a start.

This is a little 'doodle' I did last year of a one-way 'little street'.



They're now putting in wider sidewalks and a through-street with some parking on it. This is a great thing. Now, there is a whole secondary pedestrian system that could happen in this town. And it is starting already. If you started at Chambers Street. You're at the Ys or the new Graduate Hotel and you walk across the street. We could start a pedestrian walk that walks through the parking garage, under and through Palmer Square, across the Square itself, in front of the Nassau Inn. By the new Triumph Brewery, strolling down the walkway next to the Alchemist and Barrister. As of today, you come to the end.



That's the intersection of the A&B Walkway and Witherspoon St

What would happen if this could be extended?

This is what we kicked around with Sheldon early on.

I thought it was awesome. From Morven, the hotel or from the Y to Moore.

I lived in Boston for a while. And if you want to walk to see the city, you follow the red brick road. BTW: The Yellow Line was drawn by the former Boro Engineering Official, a PF Volunteer, Chris Knigge, who is here with us today. It has also been termed 'Marina's Walk'!



So, what will happen, I wondered, if we just simply painted a diagonal walkway in orange, [which is not my favorite color]. Then, you keep walking and you pass by Design at Dohm Alley [DaDA!], a wonderful spot that is curated by Princeton Future.



2023: ONE OF FOUR PLANNING 'POSTERS' IN THE ALLEY



It's a really kind of a wonderful spot if you keep after it. It is place to sit quietly, read about the work of Princeton Future...display art...Christmas decorations...possibly project IAS & PU videos one day. But when you get down to the end, you find this behemoth of a truck parked. Every space in the Municipal lot is packed and I mean if you've got a little corner, someone will park in it. Everyone is saying "We have plenty of parking spaces in town". But, they are they're just not in the right spot based on the five-minute walk. As I look around, you're not following the rules which is great. But look at this:



AT THE NORTH
END OF DESIGN
AT DOHM
ALLEY IS THE
CENTER OF OUR
DOWNTOWN



Parking spaces on 5 or 6 lots with no coherence or curiosity in the heart of our Downtown. Some are owned by the University [U Store & Labyrinth] and several by private owners. But, the largest of these is a Municipal lot. What would happen if a few of the restaurants & cafés spilled into this space with tables and music? What happens if the public parking spots disappeared or if the private folks received incentives to park in the garage 40 meters away? Could there be a 50-50 mixed-use residential building here?



We might put glass enclosures around and **extend a whole walkway system into a mews edged with book stalls and shops with flowering vines and curiosity-provoking merchandise.** Why wouldn't you get very excited to prioritize places where, now, they all have unused, ugly backs on their buildings that could become cool, new profit centers. Q: Would that be something we want them to do? A: Yes, but don't do away with the bike racks! Q: Would you extend the pedestrian path behind the backs of buildings all the way to Moore St? It doesn't have to be here. And, if you don't do it on your map, that's great.



Let's move on. When we did the Susceptibility to Change map a few weeks ago, what came up very high was Witherspoon St. What to do with Witherspoon St? They put a **great big green line down Witherspoon St.** They said "Make it a green street!" I said "What is a green Street?" So, the question was.., "Okay, here it is".



What happens if you do a bicycle lane, do the patterns, paint the lines. The next one is to upgrade the sidewalks and curbs textured to the street. Limited parking. Improved bicycle access. Historic streetlights. Take the city

Put curves in the road.



lights all the way down the street and more housing, retail services, cafes and galleries. So, here's my question for you: Do you see the **green** marker. Would you put a green marker on Witherspoon Street? How far? What pieces? All the way to Valley Rd?

#7



Okay, the bicycle/scooter network. Now, we know that there have been enormous numbers of studies and they're really unbelievable. The growing thing, of course, is the scooters. Scooters are starting to become a main alternative transportation mode. The question is "Are the scooters considered a bicycle?"



"Are they considered to be a vehicle or exactly how?" Are we going to have to talk about **shared sidewalks** for this, **with a line down the middle?** There's just a beautiful bicycle map.



It's graphically absolutely superb. Everything is laid out. As you have gone through it all the sections are done. If we could actually implement some of that somewhere at some point because I don't think any of it's

actually been built. There are early simulations... and you probably recognize this street.



The big thing here of course is "What has disappeared?" The parking. All the bicycle literature up to now says that in order to go build a bicycle route, it needs to extend out about **two and a half miles** in the same way that people will walk five minutes without their car. They will use your bicycle for about two and a half miles out, **provided that it is reasonably safe to be able to do it**. Now, that's a really big question. There's all sorts of possibilities. But if you had to prioritize a street or one street or two streets that you think should have a bicycle path on it. Where would it be? In a blue line. Are you finished and up to the point that we need to move on to the next one.

How do we ON-DEMAND serve the rest of town by transit?

#8

How do we serve the rest of town by transit?



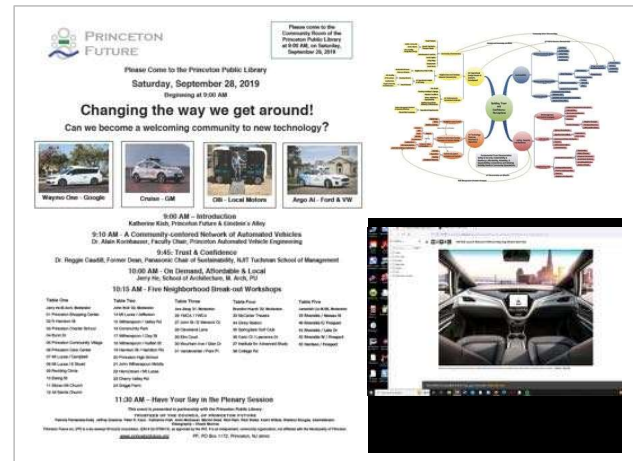
The rest of the town is not served

Okay, here it is. The next one I really want to talk about. Let's assume you look at your map. You got your red loop there. You have your bicycle map done. You have some dangerous intersections marked. What happens to those people who are outside of your yellow circles... that are outside the transit? There is an answer to that one. It's been out for a whole lot of years. It's very apparent in Europe. And there's no reason why it couldn't happen here. It's called ON DEMAND TRANSIT. If you look at the rest of the rest of the town is simply not served. Let me show you how that works.



This was done in 1994 in Bergen County. It came out of a book that I wrote originally called *Vision for the American Dream. How do we serve suburbia?* At that point they had just begun to understand GPS systems because the trucking companies were using GPS to track where their trucks were. And we put together a flexible, friendly neighborhood transit facility and worked out all the details to make it happen. We got hired by Bergen County to actually do it... That was back then.

In September, 2019, Princeton Future presented the potential of Automated Vehicles. Our answer today is: "We're going to have autonomous vehicles. They are going to run around and take care of everything. We can program everything to begin to happen. And obviously with the movement of AI that's getting better and better by the day. But it isn't here yet. How do you begin to serve the rest of the town? I'm suggesting that we might want to think about On Demand Transit, here in Princeton. Could you imagine if everybody in this town was within a five-minute walk of transit access to any place at a very inexpensive price? These are Transit Access Zones [TAZ]. Every town has them. You can break them down so you can tell who goes where. Where you're going. We put a number on each one. We created a series of flags. We called it the commuter computer. This the number 12 stop: Uber totally copied this thing. **Point-to-Point**. The five-minute walk set pick-up points in a neighborhood that you would then walk to meet your neighbors drop your kids off, drop your laundry off or what have you. And you would call up the system and the system would say "We'll be there in five minutes". Now we did this car. People can get in and at one point and go to any other point and it goes so you get picked up it at number 27. It just goes from point A to point B to point C to point D. It's constantly circulating. It picks up as many as six or eight. It depends on what the size of the vehicle is. **Anybody can go anywhere in town**. You don't ever have to get to the bus stop. The technology is so much better now. We could take you out to West Windsor, to East Brunswick. It can't go more than 25 miles. This would be more like a taxi than Uber. It would go door-to-door. The thing that's interesting. [We have a taxi system in town but I remember coming back one night at Princeton Junction from a trip in Europe. I was tired. It cost me \$60 for a cab ride to town]. We could literally serve everybody in this town in the transit system. In a more progressive way, could you imagine what would happen if the children were taught to go back and forth from home to school. If these kids could get on a on



demand system like this, with a safe driver that they knew, we could turn this thing into a transportation Mecca. The key is that it is not door-to-door.



Q: Tony, how does that coordinate with the bus system? In other words, if you can take this On Demand system anywhere in town, does it take ridership away from the bus system?

A: I would suspect that the bus system, you have to you'd have to wait. I think it will be just a loop. I do think the bus system will be extraordinarily popular. Will it decrease bus traffic? That I do not know. On Demand is meant to serve the lower density segments of the town. If we combine what we have done here, 10 teams, lay all of these tissues on top of each other, and find out what the consensus is: the bus loops and stops, the bicycle routes, the pedestrian walkways, the On Demand... and, then, lay on top of that the Susceptibility to Change maps we did a few weeks ago, we'll find the correlations to the bus loops. Then, we will add the parking. If we did all of this, we'd have a holistic system that would be the envy of every town in the country. It will be good for kids, for seniors...for everyone. The question right now: "If we were to do On Demand for the outlying, less dense parts of the municipality, where would you put these stops?" I am depending upon you to tell me. Using the round circle templates and dots with your brown marker, beyond your yellow circles, where would you put the On Demand stops. sitting in the back. The key: it is not door-to-door.

Q: Why this is better than Uber? Because Uber is door-to-door.

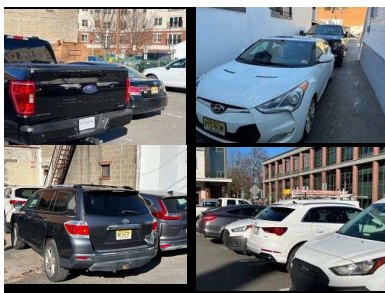
A1: Because it is cheaper. significantly cheaper. One of the keys to our more healthy and sustainable future is to get people to walk more!

A2: But, I think the fundamental assumption, here, is that it is a **shared ride**. Any other rider in town could get on. Many other neighbors might learn to share the ride and get off at different points.

A3: You call them up and say: "I am at Stop #22 and I want to go down to Stop #14". And it says "We'll be there in 4 minutes". The customer can see where the vehicles are on an app on the phone. The AI is so good...it finds the bus, knows how many people are on it...directs the nearest vehicle to you. It's technology which we need to start exploring in a big way. Princeton could theoretically do this. **Traffic would start to diminish.**

NEXT:

#9



21ST CENTURY SUSTAINABLE PLANNING

PARKING

"Unfortunately current conditions in downtown Princeton are currently primarily dependent on cars and parking"

"It is not yet feasible to limit car dependency and parking UNTIL MULTI-MODAL MOBILITY IS IMPLEMENTED"

Incrementalism
vs
Collective Corporation Development

Incrementalism
Each site provides own parking

Collective corporation Development
Shared parking

PARKING

UNTIL THAT TIME ARE THERE UNREALIZED PARKING SOLUTIONS?

21st CENTURY SUSTAINABLE PLANNING

SEVEN TYPES OF PARKING

- On-street – parallel or head in
- Surface parking lots
- On-site private garage
- Individual development – Under building, podium
- Local / Neighborhood Mixed-use/shared parking
- Community / shared Mixed -use parking
- Regional Intercept

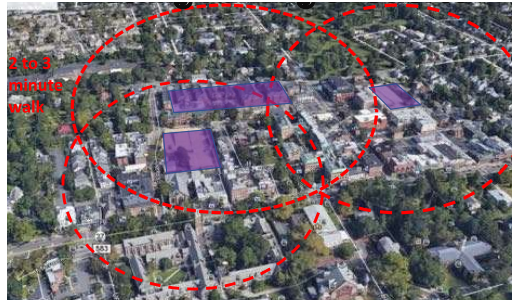
Our last piece today is what everybody loves to talk about in this town. And that is parking. All the work we have done so far is not going to be implemented overnight. not going to get implemented overnight, that's for sure. The question starts to be: "Until that time, are there unrealized parking solutions?" **The bottom line is surface parking lots are the land base the future, period. There should not be any surface parking lots ever, anywhere and in urban areas.** That's why we have onsite parking garages: Chambers St & the old Hospital garage at Avalon Bay. And then there are individual developments with parking under a podium, or like the the new hotel project hotel with a 30 foot hole blasted underground. But, the unrealized parking lots are what I call **local neighborhood mixed-use shared parking facilities, like Hulfish and Spring St.**



and the other one is community shared parking facilities, which means rather than a developer paying for 35 or 40 parking spaces above-ground spaces for \$25,000 a space [or \$55,000 for an underground parking space] or building a whole parking garage. What if we say **"You don't have to build parking. You have to contribute to a larger, collective parking facility within a reasonable walking distance... or a commute by jitney"**. Many of you may have been to Zurich. All of the cities in Europe have **parking on the periphery**. You take a shuttle into the center. **The cities like Toulouse have 30 miles of pedestrian streets.** People with cars park their cars on a deck and either take a streetcar or bus to any place they want to go. Imagine what we could do with this whole system, if that could happen? The other one is **regional intercepts**. Here is one:



What happens if, by the new Dinky Line, there is a major regional 10,000 car parking garage off Rt One. And, then, we connected it to the system you have designed today. All the visitors, employees and commuters that come in could get Downtown in three or four minutes. Or, you can keep going on to at any place on your loop wherever you wanted to go. It will be relatively inexpensive to build. I had a first experience when I did a plan for Harvard Square 65 years ago. We built a parking structure on Harvard Square. There was very, very little parking allowed elsewhere. It was all on a rail line. We extended the Red Line right to the parking structure you came on 287 and you parked in a 10,000 car parking garage and got on the rail line. Nobody had to build parking. Cambridge is now, just an extraordinary place with little traffic. They have absolutely limited all parking requirements. We could have it here. Right? Now, the 3 decks we have downtown are pretty interesting if you plot the walking distances between the 3 of them. Mostly, we are covered within a decent walking distance, if they are not full. We should an app that tells us where there is space to park.



Existing garages in Downtown Princeton



People come from all over...and people are cheap. They don't want to pay the \$2 or \$3 to go into a parking structure. Or, maybe they don't even know where it is. I'm not really sure. I have looked at this and said, "Oh, my gosh, if people could actually park in these parking structures in those spaces for free, that would take care of a big problem". It would free up of all those places where everyone is jamming their cars into every corner of town now. So here is an idea for you: "Where would you put 1, 2, 3 mixed-use parking structures temporarily to alleviate the parking problems and to free up more space in or near our Downtown?" With a purple marker. We already have one excellent mixed-use parking structure, which is very cool: housing up above and retail at the ground level. It really works very well. You have to remember is that these new parking structures have to be **flat slab**. It can't be helical...**because in the future that is going to be transformed into housing, retail offices, gardens, growing food, school classrooms**. Flat floors that can then be converted to some other use. To just be clear, it can have more than one level of parking. Yes, but it has to have a ramp that's on the exterior of the garage building.

My question now, "Is it possible for everybody in the room to simply go from table to table to hear some the ideas of what you actually did this morning?"

Now what we're going to do, just to let you know the next steps: all of these tracing papers are going to be copied and laid on each other to see if we can synthesize the ideas that you have come up with. Next. Sometime in the future, we'll be able to present the results in a beautiful set of graphics. Alright, so let's start with Rich Rein.

Rich Rein - Emma Brigaud Table:

Rich: Well, there's one thing that came out of our table: We were originally kind of reluctant to place parking garages in neighborhoods. But, when Tony explained how a parking garage could actually morph into something else. And that would not have to be your neighbor forever and ever. We put a parking garage right in front of my house on **Park Place** thinking that some townhouses could screen it for the rest of the neighborhood. We put a parking garage on the **Williams Street** parking lots, screened with residential.



We thought about a parking garage over the **Y parking area**. And **on Harrison Street**, which is a serious Boulevard we thought one might to go there. About the **Transit Loop**: Emma had some thoughts send the Transit Loop further south. Instead of just automatically putting it along Nassau Street: What if you swung it through along Prospect St. to get people from both sides of the Nassau. Maybe it would attract more university people to look at transit and get them involved. service. Play off each other's demand.

Emma: It might be closer to the Canal because of the Towpath.

RR: And, I don't think we figured this out. But, we raise the question. How could a transit loop go more towards the Canal and the Tow Path. Once people get there, it is a beloved walking and bike ride destination. I don't think we've totally solved that.

Tony: But one of the things that's for me, just looking at that map, which I find most interesting is that two of **your parking structures are on the edges of your transit loop**. Perfect! Park and just jump on the transit loop. That is the plan for downtown Milwaukee which is now starting to be implemented. Same thing, put the parking right next to the transit. **Use the Transit to get around Downtown**. Okay, good. All right.

Michelle Lambros - David Cohen - Chris Knigge Table:

Michelle: Parking, mixed use parking structures...We also have across the street from Rich Rein on **Park Place**. **Bank of America**, on Nassau East, has a huge surface parking lot. **Valley Road**, it's school district property. Also, at the **Y**, again, this is just visioning. There's a lot of underutilized space. And **Monument Hall**, which we're looking at. We're doing a facilities analysis, and they really like to do something at Monument Hall. On the Transit Loop. I think the loop is University Place to Nassau, Harrison to Valley and come around and then we talked about going down Walnut. But when we talked about the circles, the kids could walk to



bus stops if we had bus stops on either end of Franklin. So really within a couple minutes, kids could definitely walk it. And between Valley Rd & Walnut another bus stop, which was really good for serving kids to get around town. When we talk about empty school buses, this would be terrific. When to talk about the multimodal transit, which is something we're really looking into... having those transit hubs at PCV, Grigg's Farm, Elm Court, Johnson Park, Ettl Farm. And then other schools: Riverside, Littlebrook.

Tony: If we lay these two on top of each other. What's going to be interesting is that wherever these lines intersect each other for instance, let's say we got eight of them that come and say, "Down Witherspoon Street!". Well then, well, that's where we'll go, because then we have the majority of people, the majority of lines happen to go down Witherspoon Street. What I like about this one is that, very cleverly, **you put the mixed-use, changeable parking structures right on the transit line**. to you now, so maybe that's something that really has got to be considered more seriously. **But I also love the fact that you're on**

demand stuff, went exactly where it should be in terms of the overall places that we know people want. Now, what was interesting about that, could that then replace, [somebody complained to me before because I used to live in Belle Meade...it is a long bus ride from Grigg's Farm to Downtown... takes about an hour because goes all over. Now the On Demand stuff could get you there quickly. I think that's brilliant. David: I will say, you know, we were sort of agonizing about the Loop: "Can it serve our affordable housing developments which are mostly out of town?" When you brought On Demand, it solves all the problems with the Loop.

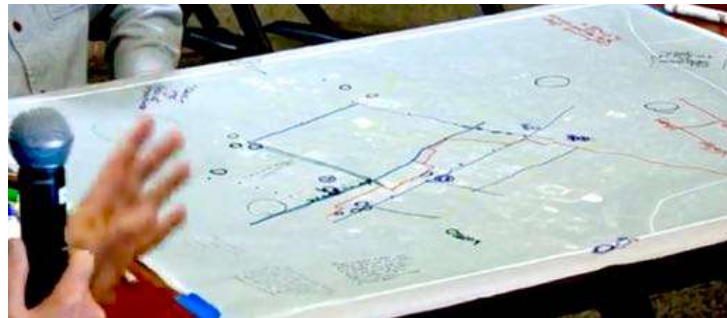
Tony: I rode the bus for 3 months. I try all these things. Only one or two people would ever get on. I think that's a brilliant solution.

David: Even though we didn't talk about this as a group. I do want to the point out, with Peter standing here [another member of the Permit Parking Task Force], that **off-street parallel parking, not in the center, quite adjacent to the center, is actually the greenest form of parking because it's already an impervious surface.** And, I think the community does need to think about **new technology** that will make it possible to manage that parking in a way that it is not a burden on the residents of their streets. They should be thinking about that as part of a parking solution.

Tony: Agreed. Maybe we'd have to get the car off the street at night.

Donn Mitchell - Joe Mulrooney* - Sheldon Sturges -Table:

DM: One of the things that was sort of a recurring theme in our discussion is that it's not just a matter of physical placement. It's also a matter of educating the public in how to use public transportation. People in Princeton are not used to having it. People who move here from elsewhere come from places where they don't have it. There was a person on the street, you know, who asked "Does the 605 bus stop here?". And, the other person reacted "Why would I know that?"



The thing that we suggested is that **we should break the habit of thinking in terms of door to door. Even with the On Demand concept, perhaps it should be Point to Transit rather than Point to Point and get them accustomed to the idea.** And, you might have to change modes. That's not really that complicated, if you know where they're going and what they're doing. And **if you don't have to pay a separate fare** One ticket. And know exactly when it is coming! We also said, **bus stops near the existing parking garages, for whatever kind of bus lines we have, with signage that tells the people "Just park. This is how you get to the other parts of town"**. At the Dinky Station, it is criminal in terms of what happens once you get off the train. Is there is there a map? Is there a sign? Is there anything to tell you... and I once ran into a friend who was arriving and lucky for him. He ran into me because I was able to get him to where he was going. There used to be cabs there, hanging out there. They're not there anymore either. You arrive at the station and there is nothing but a blank wall. There's no signage to tell people that it is possible to get from one place to another. The other thing we did talked about was, even where we drew a loop down Harrison, Valley Road, Bayard, Nassau, even **where we have loops, maybe we shouldn't think of a single bus that's doing the whole route. Maybe it's a bus up and down Nassau, a bus up and down Harrison.** You would have to transfer but that might be more efficient. In terms of traffic, especially since Harrison isn't really that wide.

Nassau has got a lot of space, but **we could have a reserved bus lane on Nassau**, at least for the length of the campus. But in some other places like Harrison, the streets are narrow that might be an option.

Tony: You hit on something that was interesting. When the plan was done for Milwaukee. It was exactly that system. There was a loop that went around. And, there were two buses...one went this way and the other went that way. And the key was to exchange, so that **at that point of exchange is where there would be a café**, there would be people with kids etc. So it was a way in which it congealed the community. But it had to be right on time. It was easy. You know, all the cities that I have worked, there are these points where trolleys, buses meet, or whatever, you meet: there are always cafés.. there are people...there are kids running around. So, it's a very intriguing idea. Thank you. I mean, the loop, but, the wonderful thing about these workshops is you get a whole range of ideas.



SBS: I thank you very much for this amazing presentation! I think one of the keys to all of this, Tony, is **having networked signage at each stop** for whatever transit is developed that says the next bus/train is coming in 10.7 minutes...and the connection to it on the main AMTRAK line is coming in 25.9 minutes... so that you know you'll be able to catch the train, or TIGER TRANSIT, the COACH bus, or the Dinky at the right time. It's really incredibly simple. But it hasn't happened, I believe, because the transponders of Amtrak, New Jersey Transit buses & trains, Tiger Transit do not travel on the same frequency. The passengers don't know. They aren't able to be certain via a neon sign at each stop. There's been so many times I've gone and waited for the 605 and, you know, it takes six minutes longer than I thought it was going to take and it really screws you up.



And **you have to be able to depend on your transit, real time**, to the second. If you're catching the Loop at the Shopping Center and live further out, perhaps you will bicycle to the stop: You want to be certain you're catching the Amtrak, or whatever it is. If there is a delay on any of the connections, you need to know. You've got it. It's the signs. Can we get the best computer department in the world to figure this out? You know, Eric Schmidt is building this new, huge

computer science building. The University ought to be able to make it so that we can look at a neon sign and know exactly when the darn bus is going to come.

Tony: They have them in all sorts of other places. I mean, have you ever been to Hong Kong? You get one little ticket that goes to the DingDing, goes to the transit system, goes to the bus. You just pass it as you go through and it's automatic. Everything and Every place there's a sign that says the next thing is here in two minutes. I mean, the technology is all there.

SBS: Tompkins County has worked with Cornell and Ithaca College. You get or

Tony: You know, I said when we looked at all the providers, there needs to be **needs to be a transportation planner**. That's a full-time job. It's just the tip of the iceberg. Anyway, okay, let's move on to another team back here with a very complicated diagram.

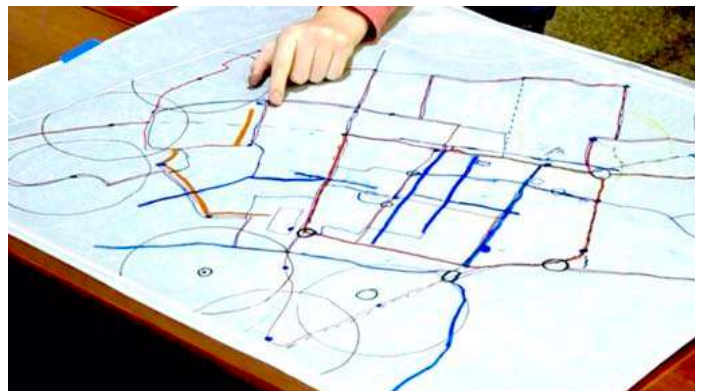
Lisa Serieyssel - B Laud - Adrian Serieyssel [High School Bicycle Committee]

AS: It started out with the idea that we wanted to connect all of the town with a bus system. And then it was, well, if we're having this here, then maybe we should have a link to the other section... and, then, it just grew and grew and grew. And the same thing happened with the bike lanes. With the bike lanes, we had done a **survey a while back on how PHS students get to and from school by bike or by walking.**

Tony: Good for you guys.

AS: **And, 75% of the student body gave where they want to have bike lanes.** We created a 'heat map': the really dark bike lanes on here are where they wanted bike lanes so they could get to school more safely. And, also, some other ones where they frequently ride... and then some other ones. We just thought, well, the streets would be good to have a bike.

Tony: Now is there a difference graphically between where you put the really thick lines and where you put the thin lines?



AS: So, the thick lines, they're mostly in... both there's this branch...this branch... and then there's these thick lines which were in the survey.

Tony: Okay, got it.

AS: Okay, and, then, the thinner ones are just, we thought, well, the bus route will connect... would hypothetically on this map connect most of the town: So you might as well have a bike lane there as well.

Tony: Okay

AS: So that when you're biking... you have a bike lane here...but then you can't get anywhere else in town with it. We just decided that we might just as well connect with the rest of town.

Tony: Now, the question I have for you guys: This is a very complicated loop system. When you did the On Demand, does the On Demand system then preclude some of your loops as you... because I did the On Demand later? Maybe I'm thinking about this workshop. If we do it again, maybe we have to do the On Demand system earlier than we did. You know you live and you learn in these workshops so what is your thinking about that?

LS: The On Demand grew out of a secondary bus system, essentially.

Tony: Got it.

LS: So, whereas our original bus loop was this secondary bus who became this one and then and then when we realized that there was an On Demand element, we, then, said "Okay, these stops become On Demand stops".

Tony: So, **what you what you did is like the Circle Line in London.**

LS: Yes.

Tony: The interior Circle Line, and, then, you have the exterior Circle Periphery. Oh, that's a cool idea. And Again, you never know what you're going to come up with.

SBS: Instead of having every bus go every 10 minutes. Could you have one loop go this way, and then the other go this way?

Tony: They have to go two ways...because if you were here, and you wanted to go there, you'd have to wait all the way around. They have to go two ways. That's pretty good. I like this idea of a double loop system and also, you know, very ambitious notion of the bicycle paths. I mean, that's, hey, listen: **the only thing we have to sacrifice is parallel parking.**

Peter Lindenthal: And ultimately the goal, is to get rid of all the cars.

Tony: You really are Mr. Radical. You want to get rid of all the cars!

PL: I like public access that works.

Tony: I don't want to keep bringing up Toulouse, but I love Toulouse because there no cars no in the center. All the cars all the cars are gone. It's all pedestrian and bicycle. It's true. This is a really interesting job you did. Thanks. Okay, back here.

Laurie Harmon & Jay Weinstein's Table.

Laurie: We did our Loop on Nassau St. to Harrison. But I like the idea of going 2-way. And instead of crossing on Wiggins or Valley, **we went to Poor Farm and cut over to 206.**



We like the idea of having the bus go in both directions on that loop. **We did our hubs for On Demand in both the affordable housing areas and one for each neighborhood.** We didn't quite finish what we were working on, but definitely catch all the Affordable Housing in multiple loops. **We did bikes on Hamilton-Wiggins. Bike paths on Guyot to Community Park...**the full complex, and **Nassau St on the south side.**

Tony: Exactly. A perfect idea. **The University side of the street there is nobody walking over there. So why not put a bicycle path?**

LH:...to extend all the way down.

Tony: Okay, Good. I like the idea of extending it up here. We'll see how far... I like the idea of that. It just means more buses,

LH: But On Demand allows you not to have it.

Tony: Yep. Okay, thanks. All right. Okay. Time for the Radicals!

Peter Lindenfeld - Marina Rubina - Jeffrey Bishop* - Peter Epstein* Table:

PL: It is wonderful to be here, the most interesting discussion that we had, and at our table had not been mentioned yet, which I found creative and interesting was **a suggestion that there could be many more walkable places downtown that there are many business establishments of one sort or another with a front that faces towards town that is seen and used but the back is a totally useless.** The area could be developed in two ways. One is creating more space for the establishments. So that instead of having one to

one and a back, it would have multiple access points and therefore greater opportunities for every commercial establishment. And in addition, these back parts could also be combined, as they almost are now, into one walkable space.



Where, for example, the walkway can go behind the movie theater towards CVS, and other areas: for instance, the many parking lots along Park Place, which are totally unused. I find that very creative and something that has not been discussed before. It was really new. Otherwise, which is my own hobby horse [it



may happen soon!]: **Eventually, cars have to be eliminated from the Downtown.** The main problem there is that you have to have a public circulation system that is really usable. That is very frequent. **It has to be the main thing. Transportation that really works with frequency and access that can replace cars!**

DC: Can I ask a question about this? When you and Tony were talking about this before, it wasn't clear that you were talking about the same thing. Are you talking about not only getting rid of personal private automobiles, but all automobiles including the kind of On Demand service that Tony talked about? Because they're very different. I mean, if you want to get rid of even the On Demand, it creates a wonderful pedestrian and biking environment, but I think it's less feasible.

PL: There will always be options in the future. My own feeling is that public access transportation would still exist, and there will be space for it, but here will be no delays resulting from the private cars.

DC: Okay.

JB: Can I add something from our table? We had **regional intercepts. One out at 206 and Ewing, or at the Shopping Center and the other would be at Alexander Road and Route One.** We also discussed whether a dedicated bus lane should be used on the Dinky Line, or something of that sort. And the other thing that is just a personal note, which I think is the elephant in the room: To me, **this whole bus loop which is central to this plan only makes sense if there's the political will to channel mixed-use housing with affordable housing at nodal points around the Loop.** Perhaps, where the old Valley Road School is and at different points on Harrison Street.



Tony: You know, that's been proven all the way back to the San Francisco Bay *transit-oriented development*. Now we're starting to talk about **transit-dependent development**. Then, you're talking about reduction of parking, but the transit system has to be in place. Or, we can say to developers when we look at our Susceptibility-to-Change maps now, and, we lay these Mobility and Circulation plans on top of the STC maps: You can say to the

developer "Hey, listen, we need \$100,000 or \$300,000 per stop. You need to give you some subsidy". There's all sorts of interesting negotiation pieces here.

DC: I don't want to start this conversation today, but I do want to invite people to reach out with their thoughts. Today has been super-focused on the center of town. One of the things that I've been interested in is trying to create **walkable nodes** that would serve folks who live in the periphery. As you may know, we've already established an overlay zone towards Cherry Hill, at Cherry Valley and 206, for mixed-use development to try to encourage mixed-use development there.



to support the residential there. There is already increased commercial at Griggs Farm. We have a new affordable housing overlay on Harrison Street. There are other locations around town where we could have new nodes, mixed-use residential that would also provide opportunities for residents who are now totally suburban to be nodes able to walk to nearby locations. We want people to give us their feedback on this if you have good locations where you think this might happen. Riverside, for instance, we don't know where and what you know. On 206 south as you head out of town...places like that.

Tony: Let us finish the synthesis of all the tables. Okay, we got one more, right on time.

Catherine Peters - Olivier Brigaud - Cate Carroll Table

Catherine: I think I'll talk about things that we all agree on. Things we're excited about: Mixed-use parking! So we went wild with a plethora of purple rectangles. And so that's something we could all agree on. Something I think is so important: It is what I see every morning. It is dangerous, dangerous.

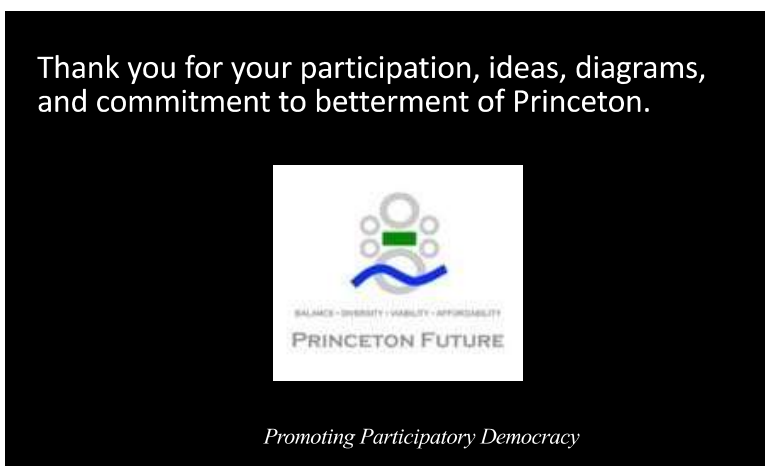


I see 12-year olds trying to bicycle across Nassau Street and across Harrison Street trying to get to the Middle School. There are a lot of families who over on Littlebrook and Riverside who want their kids to bicycle safely to the high school. It's a fine distance, you know, not more than two miles. But those Moms say their prayers every morning, knowing their kids are crossing dangerous streets and there's no good way to do it. And so that to me, that's the priority for us. We put a bunch of blue noodles over there just kind of randomly saying that we need to be able to address those families' needs. They're not represented here in this meeting. So, my suggestion to Emma was that there should be a **dedicated meeting to target those parents and hear their voices** about what their needs are **so that their kids can become bicyclists and get to school safely.** And, so they don't have to say their prayers every morning.

Olivier: I want two things. First, I'm a European. You spoke about Toulouse. There are German cities or Dutch cities. I mean, we should not **we shouldn't be scared about having an entire 'island' in the town center that's completely pedestrian.** Palmer Square where "Why do we have cars in that square?", honestly. Hulfish, Witherspoon, we should expand that that area. The other thing is there should be public transportation to cover the outer areas. We always speak about the downtown. But, I don't understand. We don't represent and cover the entire municipality. What about all these people? We already need to make sure

that when we think about public transportation, we include these people. There should be a loop that goes there. And I agree there must be a route that goes both ways....in the Riverside area.

Tony: Okay. Great ideas. It is always extraordinary in these workshops: What we find is that you get ideas that are consistent. And, **you also get ideas that you could never have imagined before.** And ideas that come because you guys know this town. You know it really well. You've got really strong ideas about what it should be. But this morning it was to me it was an extraordinary success with the people who are here. You seem to be really dedicated. We have some great ideas. Now what we'll do is we'll synthesize it, we'll come back to David, or whomever, whenever. We'll synthesize stuff again. From Princeton Future's point of view, you guys have been remarkable. We've got some extraordinarily interesting data. And I hope that this will be used in the context of the future Community Master Plan. I thank you all for spending your time together because it's an invaluable contribution. Thank you very much.



* Editor is uncertain of the speaker's name.