



P.O. Box 625
West Windsor, NJ 08550
wwbikeped@gmail.com
www.wwbpa.org

TRUSTEES

Jerry Foster
president
Chris Scherer,
1st vice president
Silvia Ascarelli
2nd vice president
Sandy Shapiro
secretary
Stacey Karp
Daryl McMillan
Alison Miller
Michael Ogg
Dave Robinson

ADVISORY BOARD

Ken Carlson,
founding trustee
and past president
Susan Conlon,
founding trustee
Dan Gerstenhaber,
chairman,
West Windsor BikeFest
Alan Hershey,
chairman,
NJ Trails Association
Barry Keppard,
transportation planner
Joe Pica,
Chief of Police,
West Windsor Township
John Sabino
treasurer

STUDENT ADVISORS

Rachel Karp
Kim Meersma

Robert Kenny, Esq.,
counsel

July 9, 2010

To: West Windsor Township Mayor Shing-Fu Hsueh

Cc: West Windsor Township Council Members; Robert Hary, Township Business Administrator; Francis Guzik, Township Engineer; Daniel Dobromilsky, Township Landscape Architect; Samuel Surtees, Township Land Use Manager; M. Patricia Ward, Township Community Development Coordinator; Sharon Young, Township Clerk; WWBPA Trustees

Dear Mayor Hsueh:

The West Windsor Bicycle and Pedestrian Alliance (WWBPA) is pleased to see bicycle lanes on the new section of Meadow Road. We write to support Steve Chiaramonte's letter, noting some areas in need of improvement, as well as to add our own suggestions for improvements, with reference to the 2009 Manual for Uniform Control Devices (MUTCD).

We understand from speaking with township employees that wetlands regulations limited the sidewalk to only 1 side as well as limiting its width to only 4 feet, which is less than that necessary for 2 people to walk side by side, or for 2 people with strollers to pass each other, or to meet the Americans with Disabilities Act (ADA) requirements for at least 5 feet clearance at reasonable intervals not to exceed 200 feet. That the east side of the roadway has the sidewalk presents access issues to residents of Bear Brook Road and Old Meadow Road, since they are prevented from accessing the old roadway without having to climb over the guard rail.

Please consider the following recommendations for improving the bicycle and pedestrian friendliness of the new roadway:

1. To enable pedestrian access from the sidewalk to the old roadway now signed for authorized and emergency vehicle access, a mid-block crossing is recommended, with breaks in the guard rail and a crosswalk and appropriate signage to provide access. This crossing will enable Bear Brook Road residents to walk to Trader Joe's, or Old Meadow Road residents to walk to Duck Pond Park, for example, without having to climb over the guard rail. Signage should indicate bicycle and pedestrian access to the old roadway in addition to emergency and authorized vehicle access.
2. At the new T intersection with Carnegie Center Blvd, to further clarify the bike lane continuing northbound through the intersection, dotted lines on the pavement through the intersection are recommended, since it is a wide and slightly curved intersection. Similar lines for a left turning bike lane can be seen in MUTCD Figure 9C-1.

The WWBPA is a private non-profit 501(c)(3) organization whose mission is to promote bicycling and walking in West Windsor Township and neighboring communities, emphasizing access, education, mobility, and safety.

3. Drainage gratings in the bike lane should be striped to alert bicyclists to their presence, as in MUTCD Figure 9-C8.
4. Begin and End "Curb Lane Bicycle Only" signs are confusing, since drivers may not understand what a curb lane is. In addition, this sign is not in MUTCD, and should be replaced with standard Bike Lane signs, MUTCD R3-17.
5. The pre-existing roadway section bike lane/curb lane is so wide that motorists can easily mistake it for a car lane, and should have a right stripe to clarify that it is a normal 5 or 6 ft bike lane. This should alert motorists not to drive in that lane.
6. The End Bike Lane (currently curb lane) striping should have dotted lines on the left stripe to indicate bicycles merging into traffic, as well as the Begin Right Turn Lane Yield to Bikes (MUTCD R4-4) sign where the turn lane starts for the ramp to US-1.
7. Please add an ADA-compliant sidewalk ramp at the termination of the sidewalk at the intersection with Carnegie Center Drive. This will allow those who use the sidewalk to avoid climbing over the guard rail to get back to the road.

We appreciate that the missing bicycle symbols in the bike lanes have been painted in, and ask in the future that these symbols (appropriately sized, the painted ones are reportedly undersized) be included in the original specifications in thermoplastic, as the arrows are currently, since paint can be slippery when wet, while the thermoplastic is much less slippery. This will also keep all the markings on the same maintenance schedule, since the thermoplastic is also more durable than paint.

Please consider improving the process for the design of bicycle and pedestrian facilities in the future by consulting with the WWBPA during the design phase, since this should save money for the township. We look forward to working with you to help make West Windsor a more bicycle and pedestrian friendly community.

Respectfully Submitted,

Jerry Foster,
president