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December 13, 2010

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To: West Windsor Township Council Members

Cc: West Windsor Township Mayor Shing-Fu Hsueh; Robert Hary, West Windsor Township Business Administrator; Sharon Young, West Windsor Township Clerk

Re: Transit Village Redevelopment Ordinance Recommendations

Please find our remaining recommendations below regarding proposed changes to the Redevelopment Ordinance and Zoning Ordinance resulting from the settlement agreement with Intercap. The WWBPA appreciates the changes made to address bicycle parking for residents and increase safety by requiring back-in angled parking, which we raised in public comments during the council meeting regarding the adoption of the settlement agreement.

The few remaining recommendations center around maintaining the goals of bikeability and bicyclist safety throughout the Transit Village and adjacent roadways and paths, especially where there is on-street parallel parking, where opening car doors present significant danger to passing bicyclists. The WWBPA fully supports the shared space concept, and recommends ordinance language to encourage bicyclists to travel in the shared space outside of the “door zone” danger, consistent with the shared space approach.

Regarding the proposed (redlined version December 10, 2010) ordinance titled:

**AN ORDINANCE TO AMEND AND SUPPLEMENT  
THE CODE OF THE TOWNSHIP OF WEST WINDSOR (1999)**

**AN ORDINANCE CREATING A MIXED USE PRINCETON JUNCTION TRAIN  
STATION DISTRICT AND AMENDING CHAPTER 200 OF THE CODE OF THE  
TOWNSHIP OF WEST WINDSOR (1999)**

200-207.3 A. (1) Purpose. “...mix of residential, retail, office and civic space can be designed as a distinctive walkable center...”

*Comment:* Not sure of the intent behind “can” in the context of an ordinance, doesn’t match the Redevelopment Ordinance changes, missing bikeable.

- Recommend changing to (changes underlined): “mix of residential, retail, office and civic space shall be designed as a distinctive walkable and bikeable center...”

200-207.3 A. (2)(o) "...not-for-profits designated by the Township."

*Comment:* Not sure of the intent of limiting not-for-profits to those designated by the township.

- Recommend dropping designation requirement to read: "...not-for profits."

200-207.3 C. "... goals of the district as a compact, walkable center with active street life..."

*Comment:* Missing bikeable

- Recommend changing to (changes underlined): "...goals of the district as a compact, walkable and bikeable center with active street life..."

200-207.3 C. (1)(c) "The Promenade shall utilize shared space principles that combine movement and other civic functions of streets and public space. This includes aesthetic treatments considering decorative materials and/or patterns for all vehicular, pedestrian and shared paved surfaces."

*Comment:* The fundamental feature distinguishing shared space from conventional space is the use of these aesthetic treatments to achieve functional goals, which would otherwise be achieved by conventional means such as signage, curbing, striping, etc. Under New Jersey state law (39:1-1) bicycles are excluded from the definition of vehicles, since they are human-powered.

- Recommend changing to (changes underlined): "...aesthetic treatments using decorative materials and/or patterns for all vehicular, bicycle, pedestrian and shared paved surfaces."

200-207.3 C. (1)(c) "Bollards shall be used in place of curbs to provide visual clues for pedestrian circulation, vehicular travel lanes and on-street parking."

*Comment:* Bollards are one possible design treatment, but we prefer more flexibility, including the possibility of encouraging car parking and bicycle lane positioning through the use of pavement treatments. The goal of bicycle-specific pavement treatments is to encourage bicyclists to keep out of the way of opening car doors, a danger wherever there is parallel on-street parking. Previously, buffered bicycle lanes were specified – this wording allows for that or other solutions, consistent with the shared space concept.

- Recommend changing to (changes underlined): "Bollards and/or more refined pavements shall be used to provide visual clues for pedestrian circulation, vehicular and bicycle travel lanes and on-street parking."

200-207.3 C. (2)(a) "...to promote pedestrian street activity, lower vehicular speeds, ..."

- Recommend changing to (changes underlined): "...lower vehicular and bicycle speeds,..."

*Comment:* Missing requirement for bicycle and pedestrian circulation throughout the district and connections to adjacent roadways and paths. Recommend adding language from the township's PMN (Maneely) Tract Mixed Use Ordinance and Complete Streets Policy, modified to fit the shared space concept.

- Recommend new: 200-207.3 C. (2)(k) Pedestrian and Bicycle Accessibility  
(1) A comprehensive bicycle and pedestrian/bicycle-friendly circulation system, consistent with the shared space concept, that safely accommodates all road users of all abilities and disabilities, shall be provided between all uses, along roads, and through the open space.  
(2) The developer shall provide paved pedestrian/bicycle linkages, including crosswalks, to all off-tract adjacent roadways and paths.

Regarding the proposed (redlined version December 10, 2010) ordinance titled:

**AN ORDINANCE TO AMEND AND SUPPLEMENT  
THE CODE OF THE TOWNSHIP OF WEST WINDSOR (1999)**

**AN ORDINANCE AMENDING THE REDEVELOPMENT PLAN FOR PRINCETON  
JUNCTION AND THE CODIFYING PROVISIONS THEREFOR AND AMENDING  
CHAPTER 200 OF THE CODE OF THE TOWNSHIP OF WEST WINDSOR (1999)**

Section 1. C. “the streets in the RP-1 district, other than the two streets identified above, will utilize a shared space concept oriented toward pedestrians that will result in slow automobile speeds, therefore accommodating bicycle traffic, and will necessitate slower speeds for bicycles. Maps I, J, L, and N through T and Table M shall be treated as being consistent herewith and with the Concept Plan included in the Settlement and Redeveloper’s Agreement.”

*Comment:* To maintain the goal without maintaining the previously required solution being deleted, recommend using language from the township’s PMN Mixed Use Ordinance and Complete Streets Policy, modified to apply to the shared space concept.

- Recommend new sentence (underlined) between the 2 sentences above: “... bicycles. A comprehensive bicycle and pedestrian/bicycle-friendly circulation system, consistent with the shared space concept, that safely accommodates all road users of all abilities and disabilities, shall be provided between all uses, along roads, and through the open space. Maps...”

Deleting Goal 4 Policy 4f, requiring the consultation of the West Windsor Bicycle and Pedestrian Alliance (WWBPA) in the design of bicycle and pedestrian facilities, is unnecessary for District 1, since bicycle and pedestrian facilities are still necessary, although the shared space concept uses rather different treatments to achieve those facilities. The WWBPA supports the shared space concept, and considers bicycle positioning treatments that are consistent with the shared space concept critical to maintaining the safety of bicyclists, motorists and pedestrians. For example, wherever there is on-street parallel parking, for safety reasons bicyclists must be encouraged to travel outside the space where car doors could come in contact with the bicyclist. In any case the redeveloper’s planner has already reached out to the WWBPA to discuss these facilities.

- Recommend: keep Goal 4 Policy 4f.

200-260 A (1) “distinctive walkable center”

*Comment:* missing bikeable.

- Recommend changing to (changes underlined): “distinctive walkable and bikeable center...”

200-260 C. (1)(c) ““Bollards shall be used in place of curbs to provide visual clues for pedestrian circulation, vehicular travel lanes and on-street parking.”

*Comment:* Bollards are one possible design treatment, but we prefer more flexibility, including the possibility of encouraging car parking and bicycle lane positioning through the use of pavement treatments. The goal of bicycle-specific pavement treatments is to encourage bicyclists to keep out of the way of opening car doors, a danger wherever there is parallel on-street parking. Previously, buffered bicycle lanes were specified – this wording allows for that or other solutions, consistent with the shared space concept.

- Recommend changing to (changes underlined): “Bollards and/or more refined pavements shall be used to provide visual clues for pedestrian circulation, vehicular and bicycle travel lanes and on-street parking.”

200-260 C. (2)(a) “...to promote pedestrian street activity, lower vehicular speeds, ...”

- Recommend changing to (changes underlined): “...lower vehicular and bicycle speeds,...”

*Comment:* Missing requirement for bicycle and pedestrian circulation throughout the district and connections to adjacent roadways and paths. Recommend adding language from the township’s PMN (Maneely) Tract Mixed Use Ordinance and Complete Streets Policy, modified to fit the shared space concept.

- Recommend new: 200-260 C. (2)(k) Pedestrian and Bicycle Accessibility  
(1) A comprehensive bicycle and pedestrian/bicycle-friendly circulation system, consistent with the shared space concept, that safely accommodates all road users of all abilities and disabilities, shall be provided between all uses, along roads, and through the open space.  
(2) The developer shall provide paved pedestrian/bicycle linkages, including crosswalks, to all off-tract adjacent roadways and paths.

Respectfully submitted on behalf of the Trustees of the WWBPA,

Jerry Foster  
President  
West Windsor Bicycle and Pedestrian Alliance