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August 29, 2014

To: West Windsor Community Development Director Patricia Ward

CC: West Windsor Mayor Shing-Fu Hsueh, West Windsor Township Council Members, West Windsor Business Administrator Marlena Schmid, West Windsor Township Engineer Francis Guzik

Re: Recommended Cranbury Road Configuration

Dear Ms. Ward,

The trustees of the WWBPA thank the administration and council for the development of alternate designs to improve biking and walking on Cranbury Rd. We look forward to the increased safety, livability and property values associated with biking and walking improvements.

The WWBPA will confine our recommendations to within the existing right of way (ROW), although we will support improvements requiring new ROW as recommended by the Cranbury Road residents.

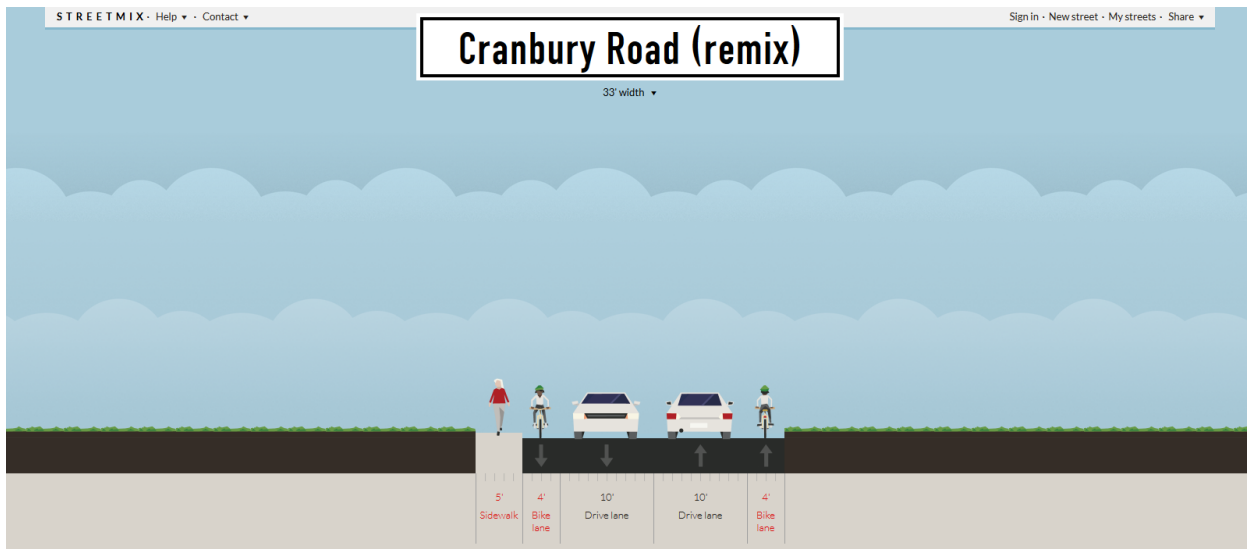
Where the minimum ROW of 33 ft is the primary constraint, please consider two 10 ft travel lanes, two 4 ft bike lanes and one 5 ft sidewalk (see diagram on next page).

We believe this configuration provides minimal but balanced support for motorists, cyclists and pedestrians within the 33 ft ROW, plus meets minimum AASHTO design guidelines, including for transit. We also believe the design will promote actual travel speed closer to the 25mph speed limit, and avoid drastic reconfiguration of the bridge.

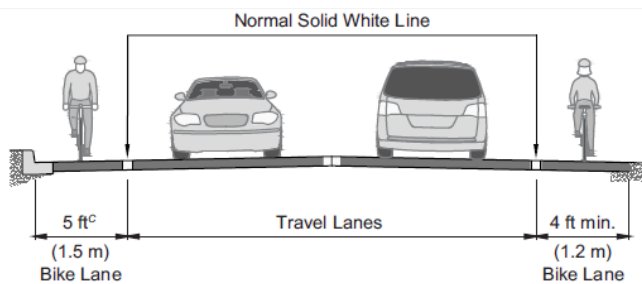
We look forward to working with you to make Cranbury Road more bike and walk friendly.

Respectfully Submitted,

Jerry Foster  
President



Picture above created in Streetmix, see: <http://streetmix.net/-/153352>



**Parking Prohibited**

**Notes:**

- <sup>A</sup> An optional normal (4–6-in./100–150-mm) solid white line may be helpful even when no parking stalls are marked (because parking is light), to make the presence of a bicycle lane more evident. Parking stall markings may also be used.
- <sup>B</sup> Bike lanes up to 7 ft (2.1 m) in width may be considered adjacent to narrow parking lanes with high turnover.
- <sup>C</sup> On extremely constrained, low-speed roadways (45 mph [70 km/h] or less) with curbs but no gutter, where the preferred bike lane width cannot be achieved despite narrowing all other travel lanes to their minimum widths, a 4-ft (1.2-m) wide bike lane can be used.

Diagram above from AASHTO's Guide for the Development of Bicycle Facilities, 4<sup>th</sup> ed. 2012