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November 10, 2009

To: Township Council Members, Mayor Shing-Fu Hsueh,
Marvin Gardner, Pat Ward, Brian Aronson, Francis Guzick

cc: WWBPA Trustees

Re: Bicycle Friendly Roundabout for Old/Bear Brook Roads

West Windsor Bicycle and Pedestrian Alliance (WWBPA) is committed to building a bicycle and pedestrian friendly community for people of all ages and abilities. We welcome the planned roundabout at Old Bear Brook and Bear Brook Roads, since roundabouts are nationally recognized as creating calmer traffic and fewer collisions.

We are concerned about the design of the roundabout, however, since the Alexander Road roundabout offers no facilities for bicyclists who are not comfortable riding in traffic. WWBPA sent a letter dated January 21, 2009 to Mayor Hsueh and others detailing our recommendations, which centered on improved signage, since the roundabout was already built.

WWBPA strongly recommends improving the design of the Bear Brook roundabout and adjacent area to include

1. on-road bicycle lanes for the entire length of Bear Brook Road,
2. an off-road shared-use path for the entire length of Bear Brook Road,
3. ramps to and from the bicycle lanes and the path at the roundabout,
4. adequate lighting at the roundabout and crosswalks,
5. "Bikes Allowed Use of Full Lane" signs at the bicycle and car lane merge points, per *NJ DOT Bicycle Compatible Roadways and Bikeways Planning and Design Guide*.

Examples of this configuration are described at:

<http://www.alaskaroundabouts.com/pedbikes.html>

<http://www.dot.ca.gov/hq/oppd/dib/dib80-01.htm#fig4> (below).

It is especially important to have the Bear Brook roundabout accessible to child and casual bicyclists, since the area is surrounded by residential and mixed-use development. This environment will necessarily involve a wide variety of traffic, including large trucks, mixing with pedestrians and bicyclists, many of whom will not feel safe riding in traffic.

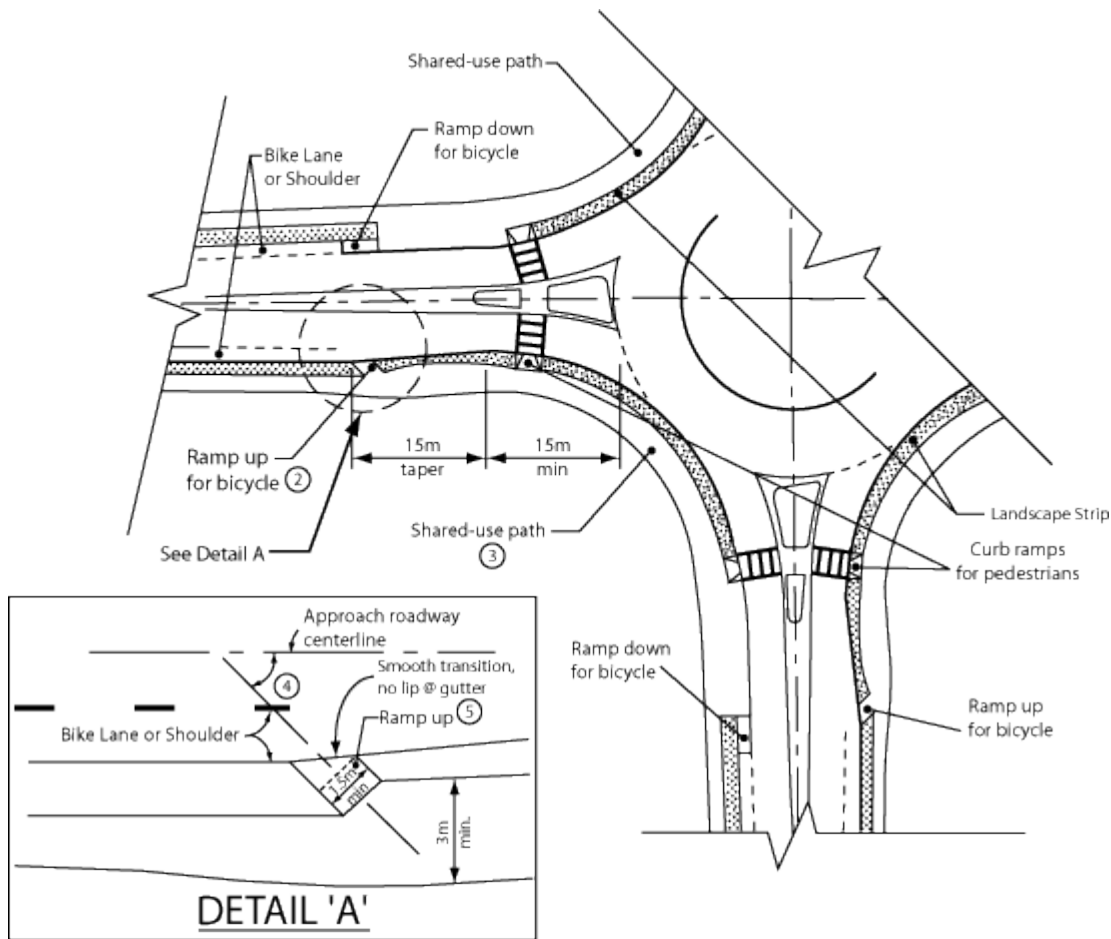
Implementing this recommendation will greatly improve the ability of residents to access the development's retail areas and the train station by walking and biking, and help achieve our township's master plan goal to:

Create a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety.

Sincerely,

Jerry Foster,
2nd vice president
West Windsor Bicycle and Pedestrian Alliance

Figure 4
Bicycle Ramp Access to Shared-use Path ⁽¹⁾



- NOTES**
- ① Each roundabout intersection is unique and will require sound engineering judgement on the part of the designer as to the appropriate solution. These illustrations are only intended to show potential details that may be included in the design of a roundabout. For further guidance on how to comply with Departmental standards on landscaping, delineation, signing, pedestrian accessibility and accommodation per the Americans with Disability Act (ADA), and bicycle standards contact the Traffic Operations Liaison and the Design Coordinator.
 - ② Ramps for bicyclists choosing not to proceed through the roundabout as a vehicle should be designed to provide adequate stopping sight distance for the bicyclists and, for the comfort of the pedestrians using the path, balance the bicyclists' desire to maintain momentum with the possibility that conflicts may occur with pedestrians.
 - ③ Shared-use path will be used by both pedestrians and bicyclists and should be designed accordingly taking into account the unique behavior characteristics and needs of both types of users. For further discussion, see the Highway Design Manual and the AASHTO Guide for the Development of Bicycle Facilities, 1999.
 - ④ The target value for this angle is 45° (30° minimum); however, the actual angle designed at a given entrance should take into consideration all of the users of the path.
 - ⑤ Ramp up as necessary; should not exceed 15%. Round the landscape strip slopes to match the grade of the ramp. Curbs should not be placed between the landscape strip and the ramp.