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November 20, 2009

To: Township Council Members, Mayor Shing-Fu Hsueh, Marvin Gardner, Pat Ward, Brian Aronson, Francis Guzick, Sam Surtees  
cc: WWBPA Trustees

Re: Recommended Changes to PMN (Maneely) Ordinance

This letter follows up the West Windsor Bicycle and Pedestrian Alliance (WWBPA) letter to Mayor Hsueh, Township Council members, et al., dated November 10, 2009, titled Bicycle Friendly Roundabout for Old/Bear Brook Roads, and details the recommended ordinance changes to accomplish the goals contained in the letter, as well as to bring consistency to the PMN and Princeton Junction Redevelopment Areas.

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200-194.2 Planned Mixed Use Neighborhood

A. Purpose. ... It is intended to be pedestrian friendly by permitting a compact mix of modest sized stores, personal and professional services, corporate suites, market rate residential dwelling units, and plazas. ...

WWBPA: Change sentence to:

It is intended to be bicycle and pedestrian friendly...

B. Planned Comprehensive Development, Development Application Requirements and Required Uses.

(3) A roundabout shall be installed at the intersection of Bear Brook Road and Old Bear Brook Road, and the main access road to the development shall run from the fourth point of such roundabout. Such access road shall be primarily retail in character.

WWBPA: Add to the end of paragraph (3):

The roundabout shall include pedestrian and bicycle facilities, including marked crossings, sidewalks, a shared-use path, and designated bike lanes with ramps to and from the shared-use path, to accommodate bicyclists who prefer not to use the circulatory roadway, as shown in Figure 4 below.

N. Pedestrian and Bicycle Accessibility

WWBPA: Add to end but within paragraph (1):

The circulation system shall include bike lanes meeting NJDOT standards, with the following additions:

- (a) On collector roads, bike lanes shall include a two-foot marked buffer space between the bike lanes and the moving traffic, plus a two-foot marked buffer space between the bike lanes and any on-street parked cars (the “door zone”).
- (b) In the retail area, bike lanes shall be constructed in a configuration that places the bike lanes between the sidewalk and parked or moving cars, and includes a two-foot marked buffer space between the bike lanes and the cars.

WWBPA: Add to end but within paragraph (2):

The developer shall provide bike lanes and a shared-use path along the entire length of Bear Brook road, where not already provided.

WWBPA: Add new paragraphs after paragraph (3):

(4) Bicycle and pedestrian facilities shall be designed in consultation with the West Windsor Bicycle and Pedestrian Alliance.

(5) All facilities which provide parking to the public should provide parking for bicycles at the rate of one bicycle parking space per 10 automobile parking spaces for the first 100 parking stalls and one bicycle space for every 20 beyond that. Sheltered bike storage racks shall be provided on each block within the retail area and for each separate hotel, office or retail building.

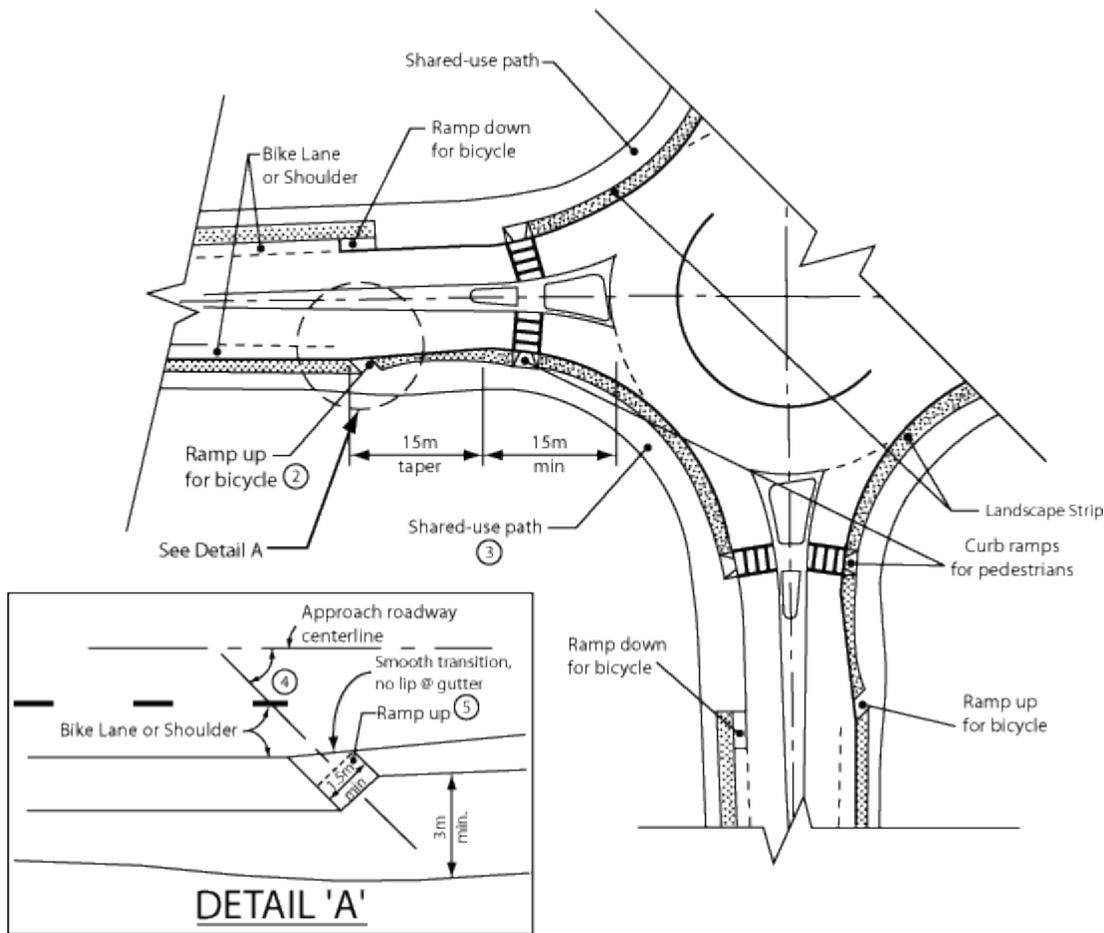
WWBPA: Change (13) to make bicycle racks mandatory:

(13) Street furniture such as benches, street lamps, receptacles for litter, including mandatory bicycle racks, recycling receptacles, bus stops, landscape planters and hanging baskets shall be provided. Street furniture shall not infringe on the bicycle or pedestrian facilities.

Sincerely,

Jerry Foster  
2<sup>nd</sup> Vice President  
West Windsor Bicycle and Pedestrian Alliance

**Figure 4**  
**Bicycle Ramp Access to Shared-use Path <sup>(1)</sup>**



- 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.