West Windsor Township Council Update

Jerry Foster
President, on behalf of the Trustees of the West Windsor Bicycle and Pedestrian Alliance

September 7, 2010

http://wwbpa.org

Farmers’ Market Bike Clinic
WWBPA Organization

- Private not-for-profit charitable organization
- All volunteer
- Over 400 members
- Join us on the web at:
  - http://wwbpa.org

Walk to Hawk Event

Building a Bicycle- and Pedestrian-Friendly Community
Why Bike/Ped Friendly?

• Tough times demand more efficient roadway use
  – Biking and walking saves everyone money:
    – Lowers congestion, pollution
    – Less need to expand roadways and parking
    – Reduces demand for car trips & courtesy busing

• Better livability will raise our property values

Everyone wins, not just bicyclists and pedestrians
Debunking Common Myths

• Myth: adding traffic lanes solves congestion
  – Reality: Adding lanes makes traffic worse
  – Lesson: Choose a desired congestion level

• Myth: only motorists pay for roads
  – Reality: All taxpayers subsidize roads
  – Lesson: Measure people using the roads, not cars

• Myth: calm traffic by lowering the speed limit
  – Reality: People drive at their own safe speed regardless of the posted speed
  – Lesson: Roadway design must reinforce desired operating speed

Arnold Kelly has biked to the train station since 1973

Citations in Appendix
2009 Review – Thank You!

- Roundabout
- Redevelopment
- New Website
- Sustainability Plan
- Bike Lanes
- Walkability Assessment
- ADA-Compliant Curb Cuts
- Pedals for Progress
- Community Bike Ride
- Farmers’ Market
- Clarksville Crossing
- Zaitz Trail Cleanup
2010 Priorities

• Done – Thank You!
  – Complete Streets Policy

• In progress
  – ADA Compliance Plan
  – Bike lanes for Washington, Penn Lyle

• To do – short term
  – Sidewalks for 571
  – New Meadow Rd – fix crossings
  – Roundabout facilities ordinance

• To do – long term
  – Rt 571 “Main Street” design
  – Connections to Plainsboro, Princeton

Sonya and Amelia bike to work and school
Appendix:
2010 Priorities Detail
Debunking Myths Citations
Contact Information
Bike Lanes & Sidewalks

• Bike Lanes
  – Washington Rd – Thank You!
  – Penn Lyle

• Sidewalks
  – Rt 571 from Lanwin Blvd to Station Drive
  – Fix New Meadow Road “Sidewalk to Nowhere”
    • Currently discourages (must climb guard rail to) access old roadway or to cross at Carnegie Center Drive
    • Need to allow:
      – Meadow Rd residents to walk to Duck Pond Park
      – Bear Brook Rd residents to walk to Trader Joe’s
Roundabouts

• Require shared-use path to accommodate casual and child bicyclists
CR 571 Main Street

• Recommend a “Main Street” design:
  – Reduce vehicle operating speed to 25 – 30 mph through roadway design (not just a sign)
  – Pedestrian refuges at crossings > 60 feet
  – Pedestrian-activated stop (HAWK) signal at Sherbrooke
  – Bike Lanes
  – Calming features e.g. curbed medians, trees, transition and gateway treatments, etc.

As responded to public hearing of December 2009
To Neighboring Towns

- Plainsboro
  - Extend Trolley Line trail to WW-P schools’ campus (challenges)
  - Create bicycle facilities along Cranbury and Millstone roads to the train station (challenges)

- Princeton
  - Extend multi-use path along Dinky tracks
  - Create bicycle facilities along Washington Road to the train station
  - Rt 1 crossing challenge

Laura and Ofelia bike to the barn
ADA Compliance Plan

- Why? Needs of mobility impaired (e.g., in wheelchairs) overlap and extend the needs of pedestrians and bicyclists
- It's not only a good idea, it's the law
- Action:
  - Partial assessment of Township ADA compliance
  - Working with County on their ADA Transition Plan
  - Working to make NJ Transit bus stops accessible
Walkable communities have higher property values –

- “Houses with the above-average levels of walkability command a premium of about $4,000 to $34,000 over houses with just average levels of walkability in the typical metropolitan areas studied.”
  - Walking the Walk – How Walkability Raises Home Values, Joe Cortright, Impresa, Inc. for CEOs for Cities, August 2009

- “The reason pedestrian safety rankings matter to real estate agents is because mainstream, common buyers are now making decisions as to where to live based on factors that used to be seen as liberal hippie nonsense.” – agentgenius.com

Debunking Common Myths

- “Adding lanes makes traffic worse” by attracting traffic from nearby routes and releasing latent demand for car trips
  - Duany, Plater-Zyberk & Speck, Suburban Nation, 2000

- All taxpayers heavily subsidize roads, parking and oil exploration - approx. $5K / year / car

- NJ gas tax soon to only pay road debt
  - Trenton Times, August 9, 2010

- “Drivers tend to travel at what they perceive as a safe speed regardless of the posted speed.”
  - NJDOT, Smart Transportation Guidebook, 2008

- Use all roadway design elements to reinforce desired operating speed, e.g. curvature, sight distance, lane width, street trees, etc.
  - NJDOT, Smart Transportation Guidebook, 2008
Contact Us

• Web site: http://wwbpa.org
• E-mail: wwbikeped@gmail.com
• Address: P.O. Box 625, Princeton Junction, NJ 08550
• Meetings: 2nd Thursday of every month, 7:00 PM, West Windsor Municipal Building (Clarksville and North Post Roads)

WWBPA receives Township Commendation for Community Service