

**Bicycle Advisory Committee
Witherspoon Municipal Building
400 Witherspoon Street, Princeton**

Agenda for July 27, 2017

Room A @ 7:30 pm

1. Approval of minutes from the June 22, 2017 meeting
2. Master plan subcommittee update on status of bike plan
3. Engineering update on bike corrals and covered bike parking locations; other.
4. Follow up to LHT presentation:
 - a. Update on proposed Council resolution in support of the Circuit
 - b. LHT: Do we want to recommend top priority links to trail from Princeton? Which are most feasible?
5. *Pending from May meeting*: Review Safe Routes to School issues, especially in light of memo from Engineering (re-circulated w this agenda).
 - a. Plan/schedule PBAC bike ride along proposed routes in BMP that are currently not LTS1 to identify feasible improvements/alternatives/risk reduction if possible.
6. Updates/announcements/plans for follow up (as appropriate)
 - a. Outreach to local partners and scheduling (Cochrane agreed to come in the Fall-date? Who else)
 - b. SRTS events
 - c. other
7. Comments from the public on items not on the agenda.
8. Adjournment

NB: remaining 2017 meeting dates are:

Jul 27

Aug 24 off

Sep 28

Oct 26

Nov 16 in lieu of Thxgvg

Dec 21 in lieu of Dec 28



Municipality of Princeton

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MEMORANDUM

DATE: May 9, 2017

TO: Wanda Gunning, Planning Board Chair
Gail Ullman, Planning Board Master Plan Committee Chair
David Cohen, Planning Board Member

FROM: Deanna Stockton, P.E., C.M.E., Municipal Engineer

RE: **Recommendations on the Bicycle Master Plan from the Complete Streets Committee (CSC) and Princeton Bicycle Advisory Committee (PBAC)**

At the request of the Chairs of the Planning Board and Planning Board Master Plan Committee, the Engineering Department has collaborated with Parsons Brinckerhoff, author of the Princeton Bicycle Master Plan, to provide a response to the following concerns and requests (shown in italics) raised by CSC and PBAC in their attached document dated April 2017.

#1: *“The proposal unfortunately leaves key routes--to downtown, to the shopping center and the municipal building—at a high level of stress for most riders... We therefore urge a significant strengthening of the proposed bicycle network by going beyond the proposed designs in the report and lowering the traffic stress to LTS 1 on the streets listed below, in the near term:*

- 1. Robeson-Wiggins-Hamilton corridor (slated in the plan’s Table C-1 for “longterm” changes)*
- 2. Witherspoon St: from Valley Rd to Nassau St (slated in the plan’s Table C-1 for “long-term” changes)*
- 3. Harrison St: from Clearview Ave to Prospect St”*

Table C1 in Appendix C Network Description on page C33, addresses corridors 1 and 2 mentioned above by providing long-term recommendations for the Robeson-Wiggins-Hamilton and the Witherspoon Street corridors, which include the installation of bike lanes after on-street parking and widening of some roadway sections are completed. While Harrison Street (Clearview to Prospect) was not included in the table, it would warrant the same installation of bike lanes after the removal of parking and widening of the roadway.

It should be noted that right of way purchases will be required at the following intersections and the existing utility poles and traffic signals will be require relocation:

- Witherspoon Street / Robeson-Wiggins
- Hamilton / Harrison
- Witherspoon / Valley
- Harrison / Franklin

- Harrison / Nassau
- Harrison / Prospect

#2: *"We recommend an immediate fix that is currently on the proposed map:*

- *The contra-flow bike lane on Spring St, so that the "Princeton Wiggle" can serve as an interim alternate while recommended infrastructure (bike lanes) is created on Wiggins-Hamilton."*

Spring Street ranges from 26 feet to 24 wide, which currently accommodates one-way traffic and a parking / loading area on the south side of the roadway. Engineering has reviewed the recommendation and concurs that a contra-flow bike lane can be accommodated without removing parking; however, in the South Tulane – Vandeventer block, it becomes marginal due to the 24' width of roadway.

#3: *In addition to the consultants' recommendations, PBAC members also prioritized several segments in the plan for near-term implementation, with designs as proposed by Parsons Brinckerhoff:*

1. *Harrison St from Clearview to Terhune*
2. *Cherry Hill Rd & Cherry Valley Rd*
3. *Gulick Preserve & River Road to Route 27*

Thank you for this recommendation.

#4: *"...from the perspective of Safe Routes to School, the proposal has the following gaps (highlighted in purple on the map) to a low-stress network for school children:*

1. *Jefferson Rd from Mt Lucas Rd to Wiggins St (not addressed in the plan)*
2. *Snowden Ln from Herrontown Rd to Franklin Ave (not addressed in the plan)*
3. *Franklin Ave from Snowden Ln to Grover Ave*
4. *Hamilton Ave from Snowden to Leavitt Ln*
5. *Valley Rd (not up to low stress in the plan)*
6. *Hodge Rd and Paul Robeson Pl*

Filling these gaps will bring the entire network up to low stress levels, which Committee members consider essential for our school children."

1. From Mount Lucas, there is a LTS 1 route on Ewing Street, Terhune to Walnut that moves students safely to the middle and high schools and down to Hamilton Avenue. This is an alternate route to Jefferson which utilizes lower volume roadways.
2. The established neighborhoods near Smoyer Park and Gulick Park have access to the middle and high schools via Van Dyke Wight Woods and Van Dyke / Terhune Road to Ewing and / or Grover, etc. Snowden Lane is classified as a minor collector with significant roadway constraints and a higher speed limit than the other roadways, excluding Terhune. The other neighborhoods around Littlebrook School and in the Braeburn area can use the same travel path to access the schools. Alternatively, children from this area can also ride on the sidewalk on Snowden or for the one-block segment on Hamilton Avenue between Snowden Lane and Leavitt Lane, which allows

connections to/between the Rollingmead / Leavitt / Franklin bicycle boulevards to the high school and middle school.

3. As noted above, Snowden is not proposed as a key route in the network due to major roadway constraints; therefore, the addition of this one block stretch is not required. It should be noted that it is already LTS 1.
4. Due to the existing roadway grade, it is difficult to reduce this short section to LTS 1. School age children that cannot negotiate the road grade, should dismount and walk bikes up the slope. The downhill movement is less problematic, as students can maintain a higher travel speed. Long-term recommendations for this corridor include bicycle lanes; however, minor widening may be required, along with detailed examination of potential utility impacts.
5. The Bicycle Master Plan provides an alternate to Valley Road, a minor collector. The alternate path follows Guyot Avenue between Walnut and Witherspoon. The roadway lacks sufficient width for bicycle lanes and a multi-use path is not feasible.
6. Currently, there is no proposal within the Bicycle Master Plan that will take this route to LTS 1. It should be noted, however, that there are LTS 1 routes that can move students east west in this area to the middle and high schools: Cleveland, cross Bayard at the rapid flashing beacon, travel through University housing down John Street, along Clay Street, to Franklin Avenue which terminates at Moore Street. Long term recommendations for this corridor include bicycle lanes; however, minor widening may be required, along detailed examination of potential utility and/or tree impacts

Cc: Jenny Crumiller, CSC Council Liaison
Tim Quinn, PBAC Council Liaison
Lee Solow, Planning Director
Robert Altman, Complete Streets Committee Chair
Janet Heroux, PBAC Chair